ARAWAK
PORT DEVELOPMENT

24

ANNUAL REPORT

CREATING A RESILIENT PORT ECOSYSTEM:

A COMMITMENT TO CLIMATE ADAPTATION, CLEAN OPERATIONS AND PEOPLE DEVELOPMENT

MISSION

CONSISTENTLY DELIVERING OPERATIONAL EXCELLENCE

VISION

OPERATIONAL EXCELLENCE TO MAXIMIZE VALUE THROUGH PEOPLE DEVELOPMENT AND TECHNOLOGY

ONBOARDING ESG:

OUR JOURNEY TOWARDS ENVIRONMENT, SOCIAL, GOVERNANCE DISTINCTION

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APD LIMITED

Incorporated in 2009, APD Limited is the owner and operator of the Nassau Container Port (NCP) and Gladstone Freight Terminal (GFT) with the mission to facilitate Port growth and build a bridge to a new and more prosperous future for Bahamians.

Specifically, APD Limited was established to:

- Facilitate the redevelopment of Downtown Nassau, the capital of The Bahamas
- Fuel growth of the essential and lucrative commercial shipping sector in The Bahamas
- Bring exciting new employment and skill-building opportunities to Bahamians
- Introduce efficiencies and border controls to the trade sector
- Stimulate business growth in New Providence

APD Limited was responsible for the design, development, and construction of the 56.6-acre Nassau Container Port and 15-acre Gladstone Freight Terminal. NCP celebrated its formal opening on 3 May 2012, and GFT was officially launched on 13 August 2012.

APD Limited holds a 20-year exclusive control over international imports and exports to and from New Providence via sea, as determined by the terms of a Memorandum of Understanding with the Government of The Bahamas.

Under APD's management and maintenance, NCP is fully International Ship and Port Facility Security (ISPS) code compliant and has been recognized as one of the most efficient ports in the region, garnering accolades from the maritime regulatory bodies and shipping community. Dedicated to quality service and conscientious environmental stewardship, the port and its inland terminal have achieved several firsts, including ISO 14001:2015, ISO 9001:2015 in June 2019 and ISO 45001:2018 in August 2023.

Ownership of the Port and inland terminal is a partnership between the Government of The Bahamas (40 percent equity stake) and Arawak Cay Port Development Holdings Limited (40 percent equity stake). Each stakeholder has invested in the Port operating company, APD Limited. In January 2012, a historic IPO allowed the Bahamian public to acquire 20 percent of the total equity of APD Limited, resulting in over 12,000 shareholders.

The port is supported by various terminal operators, including Arawak Stevedoring Limited (ASL), 24/7 Port Security, Bahamas Customs Department, Department of Immigration, Department of Agriculture, and Department of Environmental Health Services.

NASSAU CONTAINER PORT (NCP)

APD Limited's Maritime Centre at NCP is the company's headquarters and the administrative and nerve centre of the Port. The building is central to APD's mission to create a one-stop shop in port operations. In support of this goal, The Maritime Centre brings together units of the Environmental Health, Customs, Immigration and Agriculture Departments and the shipping companies in a readily accessible, comfortable facility. Among the features contributing to the ease of customers doing business at the port are an ATM machine, Wi-Fi connectivity, working stations for brokers and proximity to the ships.

The Maritime Centre and its infrastructure place an emphasis on the protection of port data and enabling business to continue uninterrupted in times of inclemency. Shipping accounts for 90% of the global trade ensuring steady supply of food, fuel and medicines to consumers across the world.

PORT ADVANTAGES – A Summary

- General cargo, container, bulk and break-bulk operations
- Meets ISPS code requirements and is supported by surveillance cameras and 24/7 security presence
- Dedicated deconsolidation and LCL facilities
- Onsite Customs Department to provide entry processing and freight inspection
- Three container vessel berths, with 28-foot draft
- Terminal Operating System that tracks containers
- Greater Bahamas Customs control facilitates faster cargo delivery
- Backup power and emergency fuel storage in the event of natural disaster
- Monday through Friday 8 a.m. to 4 p.m. – excluding public holidays. The port will accommodate requests to serve carriers and importers outside of the regular operating hours; additional fees and rules will apply.

TERMINALS

The Nassau Container Port comprises three (3) terminals – a Container Terminal, Bulk Terminal, and Break-Bulk Terminal. The Container Terminal covers 32 acres and has a draft of 28 feet at mean water level (MWL). The Bulk Terminal occupies 7 acres and has bulk cement storage capacity of 8,000 tons and dry bulk aggregate storage capacity of 100,000 tons. The terminal offers 800 feet of berth and 28 feet draft at MWL. The Break Bulk Terminal comprises 10 acres, contains 25,000 square feet of cargo transit shed, and offers 600 feet of berth at 21 feet of draft at MWL.

MAJOR OCEAN CARRIERS, TERMINAL OPERATORS AND STEVEDORES OPERATING FROM NCP AT ARAWAK CAY

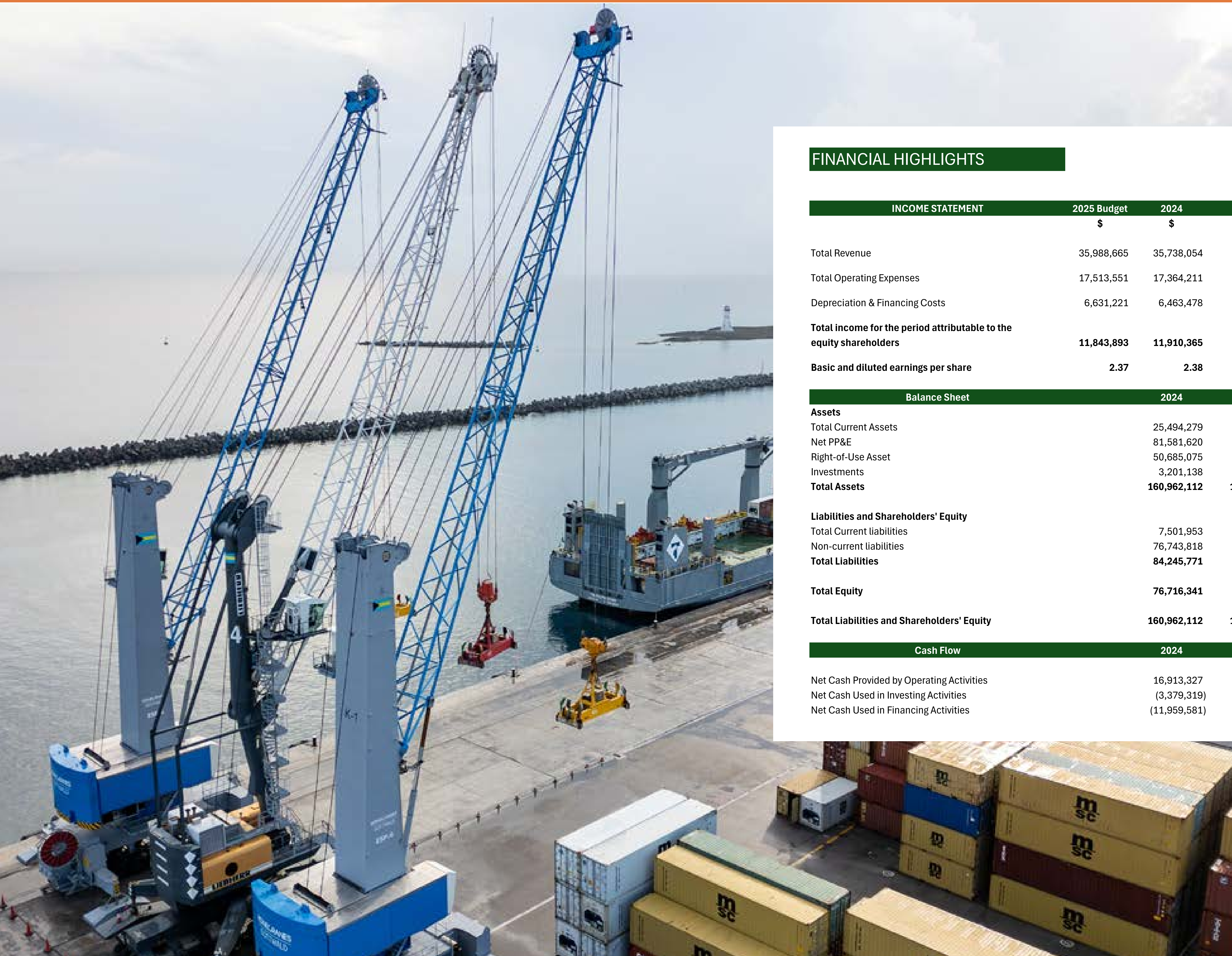
- ABACO SHIPPING TWO LIMITED (DUKE OF TOPSAIL)
- ARAWAK STEVEDORING LIMITED (ASL)
- ARAWAK BULK TERMINALS
- BETTY K AGENCIES LTD
- MAILBOAT COMPANY LTD
- MSC (MEDITERRANEAN SHIPPING COMPANY)
- RORO COMPANY
- TROPICAL SHIPPING
- BAHAMAS FERRIES
- MCKINNEY STEVEDORING SERVICES
- DOCKSIDE SERVICES
- CMA/CGA

BULK CAR CARRIERS

HOEGH AUTO LINERS
K-LINE
EUKOR
GLOVIS HYUNDAI
N.Y.K. (NUPPON YUSEN KAISHA) LINE
MITSUI (MOL)

The 15-acre Gladstone Freight Terminal is NCP's inland terminal, situated in the centre of New Providence. The facility offers 100,000 square feet of cargo warehousing and deconsolidation space. With comprehensive Customs services available at GFT, importers have access to entry processing and can pay their ocean freight and customs duties and collect their goods in a single trip, saving valuable time.

GFT is extensively monitored by surveillance cameras and is supported by the Royal Bahamas Police Force and has a backup power supply and fuel storage capabilities. In the event of a natural disaster, both Nassau Container Port and Gladstone Freight Terminal have the means to become operational should key elements of the island's utility supply temporarily become unavailable and require additional time to come online.



FINANCIAL HIGHLIGHTS

INCOME STATEMENT	2025 Budget	2024	2023	2022	2021	2020
	$	$	$	$	$	$
Total Revenue	35,988,665	35,738,054	35,838,636	29,960,128	28,774,831	31,159,891
Total Operating Expenses	17,513,551	17,364,211	17,160,722	14,866,912	14,235,255	15,702,805
Depreciation & Financing Costs	6,631,221	6,463,478	8,991,089	7,675,228	7,867,998	8,227,178
Total income for the period attributable to the equity shareholders	**11,843,893**	**11,910,365**	**9,686,825**	**7,417,988**	**6,671,578**	**7,229,908**
Basic and diluted earnings per share	**2.37**	**2.38**	**1.94**	**1.48**	**1.34**	**1.45**

Balance Sheet	2024	2023	2022	2021	2020
Assets					
Total Current Assets	25,494,279	24,113,724	25,440,556	22,088,505	22,605,098
Net PP&E	81,581,620	78,935,014	78,451,796	81,523,145	80,691,189
Right-of-Use Asset	50,685,075	49,709,236	45,023,241	45,586,032	46,148,822
Investments	3,201,138	2,903,738	425,000	-	-
Total Assets	**160,962,112**	**155,661,712**	**149,340,593**	**149,197,682**	**149,445,109**
Liabilities and Shareholders' Equity					
Total Current liabilities	7,501,953	5,104,030	4,987,166	33,253,178	4,118,538
Non-current liabilities	76,743,818	77,256,950	73,743,838	47,256,297	78,313,027
Total Liabilities	**84,245,771**	**82,360,980**	**78,731,004**	**80,509,475**	**82,431,565**
Total Equity	**76,716,341**	**73,300,732**	**70,609,589**	**68,688,207**	**67,013,544**
Total Liabilities and Shareholders' Equity	**160,962,112**	**155,661,712**	**149,340,593**	**149,197,682**	**149,445,109**

Cash Flow	2024	2023	2022	2021	2020
Net Cash Provided by Operating Activities	16,913,327	19,031,743	14,815,384	14,770,463	15,327,837
Net Cash Used in Investing Activities	(3,379,319)	(10,747,493)	(1,660,109)	(4,448,157)	(1,662,309)
Net Cash Used in Financing Activities	(11,959,581)	(11,906,984)	(10,945,145)	(11,042,446)	(12,138,999)

BOARD OF DIRECTORS

MICHAEL J MAURA, JR

Chairman, Appointed ACPDHL and confirmed by the Prime Minister

Michael J Maura Jr. was named chairman of the APD Limited Board on 1 November 2018. In July 2019, he was appointed regional director for the Caribbean and Americas of Global Ports Holding (GPH), the world's largest independent cruise port operator. GPH, the Bahamian Investment Fund ("BIF") and the Yes Foundation form Nassau Cruise Port Ltd, a consortium, which was awarded the tender for a 25-year concession for the Prince George Wharf and related areas at Nassau Cruise Port.

A Bahamian, Mr Maura had previously led APD Limited for nine years as president and chief executive officer. He brings to the APD Board the knowledge and experience garnered from over 20 years in Shipping and Logistics, working both in the United States and The Bahamas. He played a foundational role in the development of APD Limited and the company's Nassau Container Port and Gladstone Freight Terminal. Mr Maura is credited with drafting the Nassau Container Port's conceptual plan and played a key role in the development of the Public Private Partnership between APD and the Government of The Bahamas in 2010. He serves as a director of Arawak Cay Port Development Holdings Limited and APD Limited.

Passionate about the quality development of the maritime industry of The Bahamas and the country's economy, Mr Maura recently served as Chairman of the Bahamas Chamber of Commerce & Employers Confederation and was a committee member of the "WTO working group" charged with understanding how WTO accession may impact the Bahamian economy. He is a director of AML Foods, one of the country's largest food retailers. He is also a member of the National Ease of Doing Business Committee and was appointed to the Government's National Reconstruction & Disaster Committee.

Mr Maura is a former director of the Bahamas Trade Commission. At home and abroad, including such countries as Korea, Jamaica, and the U.S., he has served as a panelist in various forums addressing "Efficient Port Infrastructure", and "Public Private Partnerships". In 2021, the American Caribbean Maritime Foundation (ACMF) honoured Michael Maura with its Anchor Award as "trailblazer and legend" in the maritime industry.

He is a graduate of Rollins College in Winter Park, Florida with a B.A. degree in Economics and a minor in Business Administration, Mr Maura has completed postgraduate courses in Public Private Partnerships, Single Window for Foreign Trade, Maritime and Supply Chain Security and, most recently, a Harvard Kennedy School Executive Programme on Mastering Trade Policy.

ROGER MINNIS

Deputy Chairman, Appointed by Government (2022)

An attorney-at-law by profession, Roger Minnis was born in historic Bain Town in the capital but spent his earliest years at Calabash Bay, Andros.

A 1971 graduate of St. Augustine College, Mr Minnis went on to complete tertiary-level studies in Canada, beginning at Toronto's Meisterschaft College. He graduated from York University in 1980 with a Bachelor of Arts degree in Economics.

In 1982, following a brief stint as a management trainee in the employ of Canadian Imperial Bank of Commerce, Mr Minnis entered law school at the University of Buckingham. He obtained a Bachelor of Laws (LLB) degree in 1985 and, in the same year, began articling under Hubert Ingraham, a partner at Christie, Ingraham & Co. He was called to The Bahamas Bar in October of 1990, his petition presented by Phillip "Brave" Davis Q.C, a partner at Christie, Ingraham & Co (later Davis & Co). He entered private practice on 1 June 1991 and continues to present.

Roger Minnis is a former member of the Board of the Bank of The Bahamas, serving as Chairman of the Credit Risk Committee for about two years. He is a member of the Anglican Community and a Freemason affiliated with Lodge St. David of the Scottish Constitution since June of 2000.

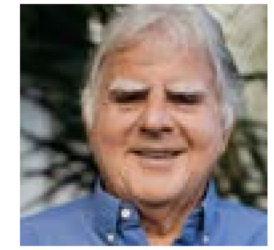
FRANKLYN A BUTLER II

Secretary, Appointed by ACPDHL

Franklyn Butler II serves as an independent Director. He is Chairman of the Milo Butler Groups and President and Managing Director of Milo B Butler & Sons Co. Ltd. Mr Butler had managed the latter company's Sales and Operations units for ten years previously.

Having served as Vice-Chairman since June 2017, Mr Butler was appointed CEO of Cable Bahamas Ltd. in May 2018, the first Bahamian to lead the company since its inception in 1994. He also holds the following positions: Chairman of AML Foods Limited; Chairman of Aliv, as well as Chairman of the Board of NewCo 2015 Limited (NewCo), recipient of the nation's second license for the provision of cellular and data services. He serves as a director of several companies, including Tuscan Shores Developments Company.

Mr Butler is a graduate of St. Anne's High School, Fox Hill, New Providence. He furthered his education in England at Trent College in Nottingham, England, where he studied for and received his 'A' levels. He went on to the University of Warwick in Coventry, England, graduating with a Bachelor of Science degree in Accounting and Finance.



JAMES MOSKO

Appointed by ACPDHL

James Mosko returned to the Board of Directors in June 2021 after a hiatus of seven years. Mr Mosko served as Chairman of the Board from the inception of APD in 2009 until February of 2014 when he retired from the post. He led the company through the construction of Nassau Container Port and Gladstone Freight Terminal, a challenging yet exciting undertaking.

A seasoned civil engineer and the President of the Mosko Group of Companies, he brought over decades of professional experience, which has included demanding projects throughout the islands of The Bahamas. Among the ventures to which he contributed his expertise were Phase II & III of the Atlantis Resort on Paradise Island.

R. CRAIG SYMONETTE

Appointed by ACPDHL

Craig Symonette was educated at St Andrew's School in Nassau, The Leys School in England and The UWO in Canada where he obtained his HBA in business administration. Mr Symonette was the founding partner of Bahamas Ferries, a passenger and cargo transportation company operating within the islands of The Bahamas. Mr Symonette is also active in local business and serves as a director on the boards of Commonwealth Bank and RBC Trust.

DAVID DAVIS

Appointed by Government

David Davis brings to the APD Board a wealth of knowledge and experience as a career public servant, having contributed to several government ministries in various capacities since 1980, most recently as Permanent Secretary (PS) in the Ministry of Environment & Natural Resources. Before this his postings have included stints as PS in the Office of the Prime Minister (OPM), the Ministry of Trade & Industry and Immigration and the Ministry of Labour. Previously, he held the post of Director of Investments with Bahamas Investment Authority from 2007 to 2008 and, in the latter year, was first appointed Permanent Secretary (OPM).

Among Mr Davis' other professional experiences, he spent a year as Technical Assistant to the Executive Director Caribbean Constituency of the Inter-American Development and Inter-American Investment Corporation, Washington, D.C., USA. Mr Davis is a graduate of Florida International University with a Master of Arts degree in Economics (1986). He holds a BSc (Hons.) in Economics from the University of the West Indies (1980) and is also a graduate of the International Monetary Fund Institute with a focus on Government Finance Statistics. He has also participated in the International Visitor Programme of (ISIA) Industrial Security Integration & Application of the US Defense Counterintelligence and Security Agency.

PATRICK DAVIS

Deputy Secretary, Appointed by Government

Patrick Davis serves currently as the National Coordinator for Information Technology with the Bahamas Government in the Ministry of Economic Affairs. He is a retired Chartered Accountant who has accumulated extensive experience in his field of expertise.

Mr Davis began his professional career at the private sector accounting firm Coopers & Lybrand where he held various staff and executive positions. He focused on managing corporate IT, the finance and accounting departments. Additionally, he contributed knowledge and experience in utilities, transportation, land development and local government municipalities operations. He is also a passionate Bahamian entrepreneur and small business advocate with past and present holdings in restaurant franchises, petroleum, retail and the delivery of financial and accounting management and advisory services.

Mr Davis is a lifelong learner, and his educational journey has taken him to many places and, ultimately, has granted him access to the achievements he now enjoys. He began his college career at home attending the College of The Bahamas, where he received an Associate of Arts in Accounting in 1985. Later, he graduated Magna Cum Laude from Temple University in Philadelphia, USA, with a Bachelor of Science in Accounting. Subsequently, he completed the unified certified public accountancy examination and qualification from the State of Colorado. An early member of the Bahamas Institute of Chartered Accountants, Mr Davis credits his faith and work ethic as fundamental to his life's journey.

Among a wealth of civic involvements, Mr Davis has served on Boards such as The Anglican Central Education Authority, the National Insurance Board, the Grand Bahama Chamber of Commerce. His love for working with our youth is evident. In this regard, he served as a Junior Achievement advisor, Sunday school teacher and basketball coach at the Bishop Michael Eldon School. However, accomplishments and civic duties aside, Mr Davis' greatest joy is being a father to his son Navah.

CHAIRMAN'S STATEMENT

MIKE MAURA JR >>
Chairman, APD Board of Directors

As Chairman of the Board of APD Limited, I am pleased by the Nassau Container Port's post-pandemic recovery, and especially the fact that the year recorded a steady rise in financial returns. Equally gratifying is NCP's structured advancement in people development, environmental stewardship and in the continuing excellence of port partnerships and resilience. The present report, International Ship and Port Security (ISPS), ISPS certification and ESG metrics confirm these successes.

The Board celebrates the synergy between the APD Board, NCP's leadership coupled with a collaborative port community which has underwritten the foregoing port successes. As confirmed in the president's financial reports, this has allowed APD this year to pay shareholders a dividend of $1.70 cents that is 21 percent greater than last year's. Such results are even worthier of celebration considering the local and international trade climate which the shipping industry was obliged to negotiate during the past fiscal year. The best news is that with the benefits to 12,000 shareholders from across economic and social sectors and The Bahamas Government's 40 per cent share, all Bahamians will benefit over time. Furthermore, the fact that APD plays a role in advancing cleaner, more reliable energy and does so with active oversight from the Government of The Bahamas will have a positive impact on the health of our people, our environment and our company. Ultimately, all this speaks to greater sustainability of the all-important supply chain.

Much of this favourable outcome is owed largely to what APD President Dion Bethell terms a well-functioning "ecosystem". In this, he refers to the purposeful convergence that profitably links the Board, the company's administration and staff, port partners and systems involved in port operations. Also in our favour is the location of The Bahamas in the North Atlantic athwart major sea lanes between North America, the Caribbean and Latin America regions. This is providential in relation to regional and global connectivity. Similarly happy is the fact that The Bahamas capital, Nassau lies on New Providence Island that is central in the archipelago, making the city and NCP ideal hubs for national trade.

I acknowledge with equal pleasure that a portion of our success is owed to the extended sector of the ecosystem—the contributions of the Port Community. Our NCP port partners and ACPDHL shareholders are very capable and of proven ability in the maritime industry. Our port can be proud that we enjoy the confidence of MSC, the #1 ocean cargo line globally and of CMA CGM which is #3 in the global arena. As notable is that status of Tropical which enjoys the #1 position in The Bahamas & Caribbean.

Equally gratifying is our highly productive alliance with terminal operators such as Arawak Stevedoring Limited (ASL) and 24/7 Port Security, and with government agencies such as Customs, Immigration, Environmental Health Services and Agriculture. These and our ocean partners are critical components of the company's past and current success.

Amidst all our fortunate partnerships and natural endowments, there are both challenges and opportunities at play. One of the extraordinary challenges of the 2023-2024 reporting period was the launch of a powerful ransomware attack on APD's Information and Technology system (IT). If this criminal invasion had not been discovered and controlled with admirable leadership, professionalism and teamwork, it could have produced a dangerous disruption of our country's vital supply chain of food, medicine and other consumables and durable goods as well as the range of construction materials, technology and services. I can say with confidence that the timely and successful response to that critical event reflects the unprecedented partnerships from which APD Limited was forged and prospers. APD has since taken necessary steps to further fortify its IT defenses to include increased systems of monitoring, penetration testing and training.

The Bahamas shipping industry would likely have suffered greatly from such a vicious intrusion before the development of APD Limited and its ever-modernising Nassau Container Port and its GFT inland terminal which emerged from the infusion of talents, knowledge and experiences contributed by founding partners and, later, by the ready cooperation of port clients.

As with port systems worldwide, the security of goods, customs revenues and the overall efficiency and profitability of the local shipping industry were impacted by a variety of serious challenges and likely always will continue to be. The dawn of the 21st century brought new and urgent supply chain and trade demands as well as commensurate changes in the maritime industry locally and internationally. One of the local issues was that cargo shipping formerly operated from a small, highly congested area of our capital city. Secondly, the new century brought substantial growth in tourist arrivals, increasing foot traffic competing with large transport vehicles.

Fortunately, shipping interests and government created the forward-looking APD Limited in 2009. Adding to an already fortuitous mix of interest were the now over 12,000 members of the public who opted to become shareholders in response to APD's historic million-dollar share offering in December 2011, which was fully subscribed. This demonstrated that Bahamians were open to the notion of shared responsibility and the potentially shared rewards of collaborating to finance a public good. Previously, new infrastructural development of this nature was heavily reliant on the government purse, contributions of a few wealthy citizens and a heavy infusion of foreign direct investment.

The design of the new maritime industry entity represented a great leap forward in cross-sector collaboration. Of great importance in the fast-evolving century, the APD construction model embodied a flexible path to future beneficial changes and enhancement. As time would prove, the company envisaged the need for continuous growth in newer forms of communication and security systems, especially in electronic cybercommunication which could and has offered gateways for digital crime.

Given the continuing challenges to local and international shipping industries and the need to manage them beneficially, deep reflection on the formula that created and continues to toughen APD's singular corporate foundation could greatly benefit ongoing port safety resilience and growth while affording new opportunities for increased profitability across economic sectors.

As the 2024 President's Report will show, APD's foundational public/private partnership coupled with port community partnership has lived up to and surpassed expectations in terms of NCP's ever-expanding excellence in infrastructure, technology, operations, people development and environmental leadership.

With the unpredictable times in which we live and conduct business, we of APD cannot rest on our achievements, but continue to build quality consistent with the just needs of the people and businesses we serve and, ultimately, the needs of the nation. Challenges to our maritime sector have grown over the 2023/2024 fiscal year and are expected to influence the next, and we must be prepared to meet them with accurate knowledge, planning and the collaborative performance of all constituents.

It is vital to understand and prepare for the ever-increasing pace of climate change. This evolution is producing bigger and more destructive storms which heavily impact lives, infrastructure, production cycles and trade, especially sea borne. In a low-lying archipelago like The Bahamas that is so much at risk of sea inundation, climate adaptation should therefore feature prominently in our social and economic life. It is an imperative for the planning and operation of our seaports and associated infrastructure. It is essential to plan and execute mitigating strategies in protecting lives, businesses and infrastructure onshore. These factors are as urgent as relates to the client ships and crews that enter our waters and port.

It is also necessary to acknowledge and strategize for accelerating, turbulent and often armed international relations. The continuing Russia/Ukraine war continues to drive uncertainty in the global marketplace. Of special concern to shipping is the nonstop Yemeni Houthis' war on ships traversing the vital Red Sea route from the East to the West. The degree of danger was painfully illustrated by that extremist group's 21 August 2024 attack on the Greece-based bulk tanker M/V Sounion, which was transporting a million gallons of oil. Worse still, rescue operations have impeded salvage and towing operations. We are told that the potential environmental impact of the incident is catastrophic. According to the experts, if the Sounion were to sink and release its entire cargo, it could become the fifth-largest oil spill in history, surpassing the amount released in the 1989 Exxon Valdez disaster by nearly four times.

It is vital to note that the turbulence in the Middle East encompasses far more than the Houthi hostility. The political, ethnic and religious tensions have created instability in the Middle East for centuries. We have seen escalations in confrontations which have expanded over the course of 2024. Since the initiation of the Israel-Hamas conflict on 7 October 2023, several Islamic groups and nations have supported the Hezbollah joining most recently backed by Iran, a major oil producer. More powerful nations have lent support to the side they favour, the side taken by the United States has featured in that country's presidential elections.

Such escalation of tensions and armed conflict bear substantial implications for the stability of global supply chains, notably increasing global oil prices leading to increased costs for fuel, energy and fertilizers, which could negatively impact major sectors such as agriculture, manufacturing, and transport. The cost of shipping and insurance coverage will surely climb which will, in turn, impact operations, trade, the all-important supply chain and commodity prices. Even more concerning, challenges in these areas are likely to result in shortages in vital supplies such as food and pharmaceuticals.

With 21st century speed of travel physically and virtually, every corner of the globe will feel the impact, even our Bahamas, although our country lies about 11420km or 7096 miles away from the Red Sea. Moreover, we cannot discount the fact that the COVID pandemic, though declared at an end, seriously impinged upon manufacturing worldwide.

What has been APD's response to the wider Middle East crisis and the potential global impact? Exercising foresight, we have committed to investing in renewables and US supplied LNG fuels that would serve to mitigate the potential threats that a Middle East regional war may pose.

The good news is that where there is upheaval and change, there is opportunity. If we commit to well-informed planning, developing and operating smartly and cohesively, there is opportunity for building new and stronger avenues of resilience, profit, shareholder returns and benefits for all Bahamians.

As important, APD is assiduously following ESG (Environmental, Social and Governance) Strategy Enhancement strategic value initiatives (SVIs) and metrics developed under the guidance of KPMG Advisory Services Ltd in 2023.

As a matter of urgency, we must pay special attention to mitigating factors that have begun to impinge on the quality of port operations from the maritime side. Our port partners must seriously address the now continuous degradation of Nassau Harbour's western breakwater, which poses a clear danger to all port users onshore and offshore, especially the giant cargo carriers and the equally massive cruise ships that carry millions of dollars in cargo and thousands of passengers. The President's Report will expand on this critical issue.

It is also imperative to expand and fortify countrywide port development, shipping safety and the protection and continuous improvement of the vital supply chain and revenue growth for sustainable people, business and national development. It is incumbent upon us to contribute to high performance border, port and national revenue protection, collection and expansion. In this context all port partners must make consistent contributions towards enforcing regulations regarding Customs, licensing and revenue collection. We need a more supple mechanism to guard against the smuggling of people, weapons, and such taxable commodities as alcohol and tobacco to underwrite a safer, more profitable port development.

This is a challenge which increases annually at practically wide-open ports of entry in the Family Islands and at Potters Cay. We must make concerted efforts to balance the benefits accruing to participating trade sectors, investors and the workforce who are the drivers of development. At the same time, the challenge is to counter inflation for the benefit of all who call The Bahamas home. For this reason, APD Limited celebrated the launch in July 2023 of the Ministry of Finance's "Maritime Revenue Enhancement Task Force". Its optimal and non-partisan functioning should go far in addressing revenue issues and balance.

Also imperative in the need to advance gender equality across the economic and social spheres. Progressive change is especially urgent in reactionary sectors such as male-dominated port operations where women have traditionally been denied opportunities to contribute to productivity and advancement. The President's Report will show the highly purposeful and programmed steps which have been engaged at Nassau Container Port to bring needful change in this arena. Beneficial talents that underwrite desirable growth are to be found everywhere, crossing ethnicity, race or gender. True and effective leaders will not be restrained by prejudice in actively seeking and employing women for mutual benefit and the greater good. This is APD's dedicated stance.

In APD's forward planning and daily operations, we must always be mindful that global and local challenges yearly and sometimes daily evolve across sectors of human activity, including the maritime industry. Such a widespread impact places new and continuous demands on leadership, technology, staffing, partnerships, crisis management and strategizing for progressive development. As a primary strategic fulcrum for survival, competitiveness and quality growth of Nassau Container Port, we must strategically increase partnerships of quality. It is crucial to engage the widest range of the Bahamian public, investors and potential investors.

Equally important is the engagement of enhanced, timely communication to build greater mutual understanding and port and public interface on such subjects as services, job and employment opportunities. It is equally imperative to increase understanding of the local and international conditions, laws, treaties and imbalances that inform our setting of tariffs and fees. It is especially urgent that the foregoing cost structures not be viewed as random profiteering, reflective of prevailing trade, geopolitical and development demands that must be addressed for sustainability.

There is cautious positivity for port progress in fiscal year 2024/2025. Global growth is projected at 3.1 percent in 2024 and 3.2 percent in 2025, with the 2024 forecast 0.2 percentage point higher than that in the October 2023 World Economic Outlook (WEO) on account of greater-than-expected resilience in the United States and several large emerging markets and developing economies. In moving forward vis a vis safeguarding and growing port business and Bahamian business generally, two things must happen. We must make our decisions considering the wider contexts that I have cited earlier. The communities of our archipelago are not islands entire of themselves. There are wider, insistent influences to consider in decision-making for development and growth. They will not disappear unaided.

The Bahamas produces little of what it consumes in terms of foodstuffs, medicines, manufactures and technology. Consequently, imports feature heavily in our daily lives and provide the foundation for a great part of our development goals and expansions. All considered, it is highly likely, even unavoidable, that conflict impacting producer states will affect The Bahamas' economic outlook, primarily through higher commodity prices. In any projection of The Bahamas economic outlook for the 2024/2025 fiscal year, account must thus be taken of conditions obtaining among the country's principal trade partners—USA, Euro Area and China.

Of considerable import to the business and earning potential of APD Limited are the downstream effects of visitor spending, primarily for food and drink in the case of cruise passengers. In the case of stopovers, spending also includes lodgings. Supplying these demands is the bottom line of food wholesalers, hotels, restaurants and utilities. Container import volumes serve as key indicators of trade and national economic health. In the period under review, APD's TEU imports reached $35, 700, 000 by year's end, just $100,000 lower than the previous year.

As we look ahead the news is positive, notwithstanding the residual national debt challenges that were exacerbated by the stalling of trade activity when the COVID pandemic was at its height. Construction activity is always a good indicator of economic health, contributing to import buoyancy and improved job statistics in the labour market. Several major projects that were active yearlong and boosting imports included Albany, Goldwynn, Nassau Cruise Port, the US Embassy and Atlantis' redevelopment of the Beach Tower. These were nearing completion or finished by the end of year 2023/2024.

With APD's dedicated thrust for green leadership, Nassau Container Port and the company's subsidiaries are yearly expanding solar energy production and rainwater collection and water management generally and relying more and more on renewables. In our drive to replace historical fuel oil and diesel, we continue to drive for LNG as another cleaner energy source for in-port industrial activities.

While APD's commitment to transitioning to cleaner natural gas and away from diesel is paramount, the introduction of LNG as a cargo landed at Nassau Container Port also provides a new revenue stream to APD with little operating cost. The addition of this new cargo serves to both mitigate the need to increase the port tariff while also providing new cashflows which may support future shareholder dividends.

I say further that as much of the world is committing to environmental stewardship as a matter of survival, The Bahamas can profitably offer blue carbon opportunities to transitioning sectors. This is a win-win situation if managed well. While 2023/2024 statistics show steady economic recovery of our country, every sector, every person should contribute to bolstering this desirable, needful upward trend.

With gratitude, I acknowledge APD's dedicated maritime regional and global partners Tropical Shipping, MSC, CMA/CGM, MailBoat, and the Betty K as well as the government agencies, stevedoring and trucking companies that support the quality functioning of NCP and GFT, our inland terminal.

As Chairman of the Board of APD Limited, I heartily commend fellow Board members and thank them for service dedication and excellence. In any bold undertaking such as developing a modern shipping port, it is indispensable to have the support of a group of highly knowledgeable and competent persons. Their quality contributions are essential to APD's pursuit of advances in strategic partnerships, environmental protection, safety and people development and ultimately for continuing quality and resilience.

The Board joins me in acknowledging the unwavering commitment, dedication and leadership of APD's President Dion Bethell and the invaluable synergy offered by his highly integrated, coordinated and professional management team. With his nurturing of the port ecosystem concept, Dion has led the way in keeping all the internal and external partners in sync and moving towards the bold goals we all have contributed to setting, despite the persisting flux in local and global affairs. Once again, Dion, the Board and I personally thank you for your leadership and management of APD Limited and the Nassau Container Port.

As we are happily bound to do, the Board heralds the benefits of the partnerships that fuel the national supply chain and the commercial trade that are indispensable for increasing national safety and development. With sincere thanks, the Board highlights the professional and dedicated contributions of Bahamas Customs, the government agencies of Environmental Health, Agriculture, Immigration and the Royal Bahamas Police Force. All continue to provide necessary national safeguards in support of legal trade and immigration.

In the new year, APD is committed to extending our ESG (Environmental, Social and Governance) platform and accomplishments to which the professionals of KPMG Advisory Services Ltd have contributed in terms of design, setting of goals and metrics towards our port's excellent, upward trajectory. We are gratified by the strengthening of the essential environmental, social and governance practices which are so necessary a support for our company's internal and external engagements with employees, customers, shareholders, the wider community and our environment. The Board recommits to doing all in power to help our company and port realize the bright future we envision for it and any ancillary development we should engage in the future.

On behalf of the Board, I once again thank our shareholders for their unwavering support and confidence.

We wish you all good health and happiness for this upcoming year.

M Maura

Michael Maura, Jr
Chairman

EXECUTIVE TEAM

DION BETHELL, CPA, C.Dir

President & Chief Financial Officer (CFO)

Dion Bethell is President and Chief Financial Officer of APD with over 14 years' experience in international shipping, having served as CFO at Container Terminals Ltd; a subsidiary of Tropical Shipping Ltd. Prior to this, Mr Bethell spent over 16 years working in the financial services industry with his last role being that of Director, Vice President and CFO at W&P Fund Services Ltd. /The St. James Bank & Trust Company Ltd. Mr Bethell serves as Chairman of the Bahamasair Employees Provident Fund.

Mr Bethell has a Bachelor of Business Administration degree in Accounting from Tiffin University in Ohio, U.S.A. and is a licensed Chartered Accountant with the Bahamas Institute of Chartered Accountants and also ICA International Diplomas in Anti-Money Laundering and in Compliance. Mr Bethell also completed Portfolio Concepts and Management programmes at Aresty Institute Executive Education Programme – Wharton, University of Pennsylvania.

RUDOLPH TENER-KNOWLES

Assistant Vice President, Sr. Manager of Operations & Facilities

Rudolph C. Tener-Knowles is APD's Assistant Vice President/Sr. Manager of Operations & Facilities, having more than two decades of expertise in the business, including stints at the Freeport Harbour, Freeport Container Port, and Grand Bahama Airport Company in Grand Bahama. He is skilled at managing client relationships, formulating corporate strategy, and ensuring operational efficiency. Mr Tener-Knowles holds a bachelor's degree in business from Valdosta State University, as well as credentials in finance and entrepreneurship, and has attended industry trade fairs both locally and globally.

KINO WILLIAMSON, CPA

Assistant Vice President, Sr. Manager of Finance & ICT

Kino Williamson is the Assistant VP/Senior Manager of Finance with over 20 years' experience in the accounting profession. He started his career at Deloitte, before moving to The Hongkong and Shanghai Banking Corporation Limited (HSBC) as the Finance Manager. More recently, Mr Williamson served as the Head of Finance at Cable Bahamas where he had direct responsibility over all financial matters including financial reporting, debt financing, cash flow management, budget and strategic planning for the Group. In 2018, he transitioned into the telecom space as a Consultant with the Finance team at BeAliv Limited.

Mr Williamson attained a Bachelor of Business Administration degree with a focus in Accounting from Acadia University in Nova Scotia, Canada. He is a Certified Public Accountant (CPA) and a member of the Bahamas Institute of Chartered Accountants. Mr Williamson also completed his certification in the Canadian Securities Course.

RITA RAMSAY, MBA, CHRM

Assistant Vice President, Sr. Manager HR & Occupational Health, Safety & Environment

Rita Ramsay has 20-plus years' experience in the field of Human Resources as a human resources generalist providing support to Management in the following areas: staffing, employee relations, performance management, human resource policies, compensation and benefits, and training and development.

Prior to joining APD Limited, Mrs. Ramsay served as Human Resources Manager in the insurance and airline industries. Her passion lies in managing and helping people as well as managing properties, having spent her entire career in those fields. She has a broad range of experience in managing properties, marketing, public relations, training, airline security and asset procurement.

Mrs. Ramsay holds an Associate of Arts degree in Management from The College of the Bahamas, a Bachelor of Science degree in Management, and a Master of Business Administration (MBA) both from The University of Nova Southeastern University. She is also a Certified International Project Manager (CIPM) and a Certified Human Resources Manager (CHRM). She is a current member of The Bahamas Society for Human Resource Management (BSHRM).

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MANAGEMENT TEAM

CHRISTLE BAIN
Security and Surveillance Manager/ PFSO

Christle Bain is the PFSO-Security & Surveillance Manager at APD. In joining the company, she brought her valuable experiences gained as a leading Surveillance Investigator at the Atlantis Resort. The combination of this exposure with more than a decade of dedicated and exceptional services at APD, she now adds to her credit over 18 years of experience in the security/surveillance sector.

At APD, Ms Bain specializes in maritime security with emphasis on the International Ship and Port Facility Security (ISPS) Code. She earned a BSc. degree in Business Management from Brigham Young University-Idaho.

ANTHONY COOKE
Finance Manager (Operations & Reporting)

Anthony Cooke, with over 12 years at APD, has accumulated over 20 years of experience in the financial services sector, serving as Accounts Manager at Cooke-McIver & Co and Operations Manager and Money Laundering Reporting Officer at The St. James Bank & Trust Company.

Mr. Cooke holds a Bachelor of Science degree in Accounting and Finance from Florida State University in Tallahassee, Florida and ICA International Diplomas in Anti-Money Laundering and in Compliance.

BRANDO GLINTON
Terminal Operations Manager

Holder of an LLB degree (LLB), Brando Glinton brings a wealth of certifications and professional experiences to his role as Terminal Operations Manager. Previously, he served successfully as Gate Interchange & Berthing Manager at APD. Before joining the team at Nassau Container Port, Mr Glinton worked for over 24 years in various roles with the Bahamas Customs Department, ultimately as a Customs/Revenue Officer.

In his pursuit of professional development, he has attended numerous customs, intelligence and detection training courses. Most notably, he is certified to operate both the MT1213LT Mobile Container Scanner and the Heimman-Smith X-Ray portable Scanner. Mr Glinton earned his LLB Law degree from the University of Huddersfield, England. He also holds an Associate of Arts degree in Management & Marketing from the Bahamas Baptist Community College in Nassau.

WILLIAM 'BILLY' HALL
Heavy Equipment Operations Manager

William Hall has 26 years of experience in the Heavy Equipment repairs industry. Prior to his current employment, he served as Heavy Equipment Maintenance Manager at Impac Waste Ltd. Mr Hall has 10 years of experience in the shipping industry from his employment at the Freeport Container Port. During his tenure there, he received extensive overseas training earning credits and certificates. He is also certified in Mobile Harbour Cranes PLC programming from Gottwald Port Technologies in Germany. His passion for the industry has led him to become a Mechanical Instructor for the University of The Bahamas.

JEMINGTON JOHNSON
Occupational Health, Safety & Environment Manager

Before his promotion to his current post on the Management Team to which he was promoted in February 2023, Mr. Johnson served in APD's Gate Department as an Interchange & Berthing Inspector and Supervisor for more than nine years. He was the company's premier designate for the operational hybrid programme that encompassed key roles in Security, Planning, Shipside Checking & Operations Coordination. He has also served as co-captain of APD's First Responder & Emergency Preparedness teams. Before joining the company, he had contributed almost a decade to the hospitality services sector, not only as a Destination Manager but also worked in commercial and private safety and security firms.

JUSTINA MILLER
Terminal Planning Manager

Justina Miller joined the APD family in November of 2011 as the official first woman gate inspector. Shortly after joining the company, there came the development of the Planning Department to which unit she was then transferred. Working in planning enabled Mrs Miller to gain great knowledge of the Port's terminal operating system and vessel operations. She has since played an integral role in Navis upgrades and in training the terminal operators in XPS. She was promoted to Planning Lead, then elevated to Planning Supervisor, followed by her current appointment as Terminal Planning Manager.

FELIX ROLLE
Facilities Maintenance Manager

Felix Rolle brings to his position as the Port's Facilities Maintenance Manager an extensive background as a contractor, building single and multifamily dwellings, commercial buildings and schools. For years, Mr Rolle owned his own construction company, Felix Rolle & Sons, and was responsible for overseeing construction projects from concept to the finished product. His professional education includes an electronics degree from the College of The Bahamas in Nassau. He also received extensive training and systems certifications as a communications technician who worked closely with air traffic controllers in the civil aviation industry. Additionally, he holds the designation of Certified International Project Manager from the American Academy of Project Management.

IT'S ABOUT PEOPLE

Congratulations, TO ALL AWARDEES!

EMPLOYEE OF THE YEAR - MANAGER'S CHOICE

CHRISTERLINA A FOX

Executive Assistant to the Assistant VP and Senior Manager of Operations and Facilities

Christerlina Fox's award attests to her unparalleled dedication and exceptional contributions to APD. Thereby, she has once again set a new standard of excellence. She takes pride in her ability to get things done effectively and appreciates the confidence her peers have in her work ethic and problem-solving skills.

With a tenure of over 11 years, Ms Fox plays a pivotal role in facilitating communication among various departments and managing logistics to ensure smooth operations.

Her journey to APD began with a solid foundation in customs brokerage, which provided her with an insider's understanding of port-related processes. Ms Fox is also a certified international project manager and master project manager, which allows her to efficiently juggle multiple responsibilities and streamline operations. Her extensive experience has equipped her with the agility to navigate the complexities of port logistics and operations, making her an invaluable asset to the APD team.

Moreover, Ms Fox's achievement highlights the trust her colleagues place in her capabilities. The aspect of her work at APD that she cherishes most is the strong sense of family and community within the organization. She describes the workplace culture as cohesive and supportive, reminiscent of a family environment where employees feel valued and empowered. This familial atmosphere encourages collaboration and personal growth, allowing her to expand her skills and take on new challenges.

Ms Fox also emphasizes the company's commitment to employee welfare, particularly evident during challenging times such as the COVID-19 pandemic. She notes that the leadership's proactive approach ensured that every employee remained employed and engaged, fostering a sense of security and belonging.

In her day-to-day role, she serves as a critical link between the Assistant Vice President and other departments, managing a wide array of tasks that support the overall mission of APD. She enjoys the dynamic nature of her work, where no two days are alike, and values the opportunity to contribute to a vibrant and thriving organization. Her dedication to both her personal and professional development is evident, and she is excited about the opportunities that lie ahead at APD.

EMPLOYEE OF THE YEAR - PEOPLE'S CHOICE

NOAH HANNA

Tier II IT Technician

Noah Hanna has been honoured also with APD's Eager Beaver Award for his exceptional willingness to accept and diligently complete tasks. Approaching his third year with the company, Mr Hanna's tenure has been marked by growth and a deepening connection to APD's dynamic IT landscape.

"In my role, I focus on ensuring our network functions smoothly," he explains. "From troubleshooting issues to ensuring seamless connectivity for all users, my day-to-day work revolves around keeping our systems operational."

Mr Hanna underscores the supportive work environment and collaborative culture at APD. Apart from his personal development, he notes that watching his colleagues develop professionally has been incredibly fulfilling. He underscores the positive changes the past year has brought to his department, including a restructuring of management and team dynamics. In his optimism about the future of IT at APD, he expresses a desire for increased automation and an increased embrace of technological advancements that will streamline operations and enhance efficiency.

Mr Hanna believes that APD's supportive environment and sense of community make it a place where he can continue to thrive.

PROMOTIONS

Congratulations

are extended to the team members promoted by APD this past year. Your commitment and achievements have not only paved the way for your growth but also contributed to the continued success and innovation which characterise our organization.

CHRISTLE BAIN

Security and Surveillance Manager and PFSO

Christle Bain has over 13 years of dedicated service to the company and during the reporting year was elevated to the position of Security and Surveillance Manager. Ms Bain says that APD's inclusive and growth-oriented workplace culture has been pivotal in her journey with the company underscoring its commitment to nurturing talent and fostering personal development. She notes that at APD attitude and continuous improvement are prioritized over simply fulfilling roles, as the company actively supports pathways for advancement, something she deeply appreciates.

In this regard, Ms Bain highlights APD's progressive stance on gender equality and meritocracy. She notes that the company breaks barriers and stereotypes, thus demonstrating that everyone, regardless of gender, can excel.

Managing a team of 26 officers, Ms Bain ensures rigorous training drills, meticulous record-keeping, and comprehensive audit preparations. She also addresses complaints directly, fostering strong relationships and enhancing overall safety. She has welcomed three new certified PFSO supervisors into her department, reinforcing APD's commitment to excellence.

JUSTINA MILLER

Terminal Planning Manager

Justina Miller was promoted to her current post in July 2024 following a series of promotions for the sterling quality of her ability to learn, adapt and overall professionalism.

Asked how she finds working with APD? She answered with one word: "Family". She went on to comment on how the job has helped her to improve her professional knowledge and skills. She replied: "APD has provided its staff with continued training, courses and programs in house that will enhance your professional skills not only in APD but in any professional arena. For me it has helped me learn and grow professionally and to have a mindset to be the best of the best, to strive to be better than I was yesterday. I'm constantly learning new things because working in the shipping industry, its continuously evolving. I have grown a great appreciation for working for such a prestigious company.

"It's a pleasure working along with some of the most talented and committed colleagues, executive and management team. It makes your day away from your family enjoyable and the display of team spirit gives me a since of pride.

SHAWN GILBERT

Supervisor of Heavy Equipment Operations (HEO) Mechanics

With 13 years of experience with APD, Mr Gilbert oversees daily operations, ensuring that boats are serviced efficiently with the necessary operators and mechanics in place. His responsibilities also include managing equipment maintenance and inventory. He also serves as the lead technician, which requires him to engage in hands-on technical work.

Mr Gilbert supervises a mechanic team of 3, which supports and works very closely with our Crane Operators. Over the past year, one of the department's most significant advancements has been the acquisition of a new crane, which has notably improved operational uptime and efficiency in cargo handling. This upgrade allowed for an average of 20 lifts per hour, positioning the operation as one of the best in the Caribbean.

Reflecting on his tenure, Mr Gilbert appreciates the solid foundation that APD provides, describing it as a place where employees can build lasting careers and stability. He values the supportive environment fostered by management and staff, emphasizing that APD prioritizes the well-being of its employees. This commitment to creating a secure workplace allows him and his colleagues to focus on their professional growth without worrying about job insecurity.

The dynamic nature of the job requires versatility and adaptability, as operations can change rapidly, such as shifts in vessel schedules. Mr Gilbert highlights the importance of being proactive and ready to adjust to new challenges.

PHILIPPA HEPBURN

Security Supervisor and PFSO

With over a decade at APD under her belt, Philippa Hepburn embodies the spirit of dedication and growth which distinguishes the organization. Starting as an entry-level guard, she recently celebrated a significant milestone: her promotion to security supervisor.

"APD has always felt like family to me," says Mrs Hepburn. She notes that this familial atmosphere has fostered a deep sense of loyalty and mutual understanding among colleagues—a sentiment that has kept her rooted at APD throughout the years.

Reflecting on what sets APD apart as an employer, Mrs Hepburn emphasizes the company's commitment to internal advancement and support. "They don't just hire from outside; they invest in us," she says. "Promotions come from within, and they provide the training needed to succeed."

In the surveillance room, Mrs Hepburn plays a crucial part in overseeing security operations, a responsibility she takes seriously. Over the past year, her department has seen notable developments. "My promotion was a highlight," she shares proudly. "It's a recognition of my dedication and hard work."

Looking ahead, Mrs Hepburn remains optimistic about her future at APD. "I've always strived to be reliable and follow procedures," she notes. "It's paid off in my career here."

KRISTAVIA JOHNSON

Security and Surveillance Supervisor and PFSO

Kristavia Johnson has been employed with APD for 12 years. She recently completed her Port Facility Security Officer (PFSO) certification, which deepened her understanding of international security standards and enhanced her supervisory role.

In her post, Ms Johnson enjoys engaging in tasks she finds fulfilling, such as monitoring and ensuring safety. She describes her job as allowing her to be "nosy" in a professional capacity, which she finds enjoyable. She is part of a team of four supervisors and oversees around 21 staff, including contracted workers. Their responsibilities include report writing, access control, and monitoring vessel movements.
Looking ahead, Ms Johnson aims to foster continuous improvement within her team and the broader company. She emphasizes the importance of personal interactions, enjoying the ability to positively influence others' experiences, especially those who may have joined the team with a negative attitude. For her, the ability to brighten someone's day is one of the most rewarding aspects of her job.

KAREEM PAUL

Security and Surveillance Supervisor and PFSO

Kareem Paul has been an integral member of the organization since 23 March 2012. Starting his career as a shift commander, he has brought a wealth of security experience to APD.

"It was a learning experience," Mr Paul recalls, noting how his understanding of security practices evolved significantly owing to the intricate requirements set forth by ISPS Code standards. This shift in perspective has enriched his approach to security, moving beyond simple oversight to a comprehensive understanding of maritime protocols.

His daily responsibilities are diverse. He monitors security operations, ensuring that guards are fulfilling their duties and conducting regular patrols to identify potential breaches. His role sometimes requires him to step into various positions in surveillance, patrols and incident investigation.

Recently, Mr Paul completed the Port Facilities Security Officer (PFSO) course, a significant milestone that deepened his expertise in port facility security. This training involved understanding risk assessment, emergency planning, and the importance of structured security protocols. He appreciates that APD fosters a culture of continual learning, encouraging employees to expand their skills and knowledge base. This commitment to professional development not only enhances individual careers but also strengthens the organization.

Reflecting on his experiences at APD, Mr Paul emphasizes the supportive management culture that prioritizes mentorship and knowledge sharing. He has witnessed numerous colleagues successfully transition between departments, reinforcing the idea that APD provides ample opportunities for career advancement. This fluidity within the organization enables employees to explore their interests and talents without being confined to a single role.

A FOND FAREWELL TO CRISPIN SEYMOUR, former Operations Manager

On behalf of APD, its Board, Executive and Management, I extend our heartfelt gratitude and best wishes to Crispin Seymour, who concluded his impactful tenure as Operations Manager at APD in July 2024. Having joined the company in September 2011 as the Berthing and Facilities Manager, Mr Seymour witnessed and contributed to the significant evolution of our port operations, embracing modern technologies and enhancing efficiency. We extol and deeply appreciate his dedication, his valued role in fostering a supportive team environment, and his extensive experience that enriched our operations. We wish him all the best and continued success in his future endeavors.

Throughout his tenure, he witnessed and was deeply involved in the significant evolution of Nassau Container Port and its transitioning from traditional methods to embracing modern technologies that have enhanced operational efficiency to international recognition.

During his time with the company, Mr Seymour managed a wide range of responsibilities focused on ensuring safe and efficient operations within the terminal environs. His daily functions required him to address both internal and external operational challenges to maintain a productive work environment. His oversight included the complete lifecycle of cargo movement through port systems— from arrival of vessels to storage and eventual departure—making him integral to the port's operations.

One of the highlights of Mr Seymour's career at APD includes the successful upgrade of the terminal operating system. This initiative improved the identification and tracking of containers, dramatically reducing turnaround times. He has expressed his appreciation for the strong sense of camaraderie that had been purposefully and strategically developed in the organization, particularly appreciating the current team of employees.

In addition to his input to the role he held at APD, Mr Seymour brought a wealth of experience from his previous positions in the shipping industry, including significant roles at the Freeport Container Port and Tropical Shipping as the Heavy Equipment Maintenance Manager. His mechanical engineering and safety training background equipped him with the skills necessary for overseeing operational training and safety protocols. Mr Seymour's last day of service at APD was 9 July 2024, marking the end of a significant chapter in his professional journey. In departing, he expressed his excitement regarding the opportunities before him to explore new opportunities. Influenced by a desire for personal fulfillment and the encouragement of his wife, he looks forward to spending more quality time with his family.

- Dion Bethell, President & Chief Financial Officer

PRESIDENT'S **REPORT**

Dion Bethell,

President and Chief Financial Officer, APD Limited

For APD Limited and for me as company president and CFO, the key factors that inform my leadership and drive the certified and internationally recognized quality operation and performance of Nassau Container Port are the following indispensables:

- Safety of client ships and crews when entering Nassau Harbour and docking, unloading and loading at NCP
- Ready availability and highest quality of services rendered to the ships that call and to onshore port users/customers
- Optimal terminal organization: logistics, physical and non-physical infrastructure, inclusive of port-operations-specific technology and equipment.
- Professionalism of port personnel promoted through training and access to the necessary tools to carry out job functions effectively without compromising safety
- Of significant importance are ever-increasing environmental protection, competitiveness, and productivity of the Nassau Container Port
- Dynamism and seamless interface of shipping companies, port authorities, government and the principals of the supply chain
- Ultimately, satisfaction of stakeholder and port user expectations and orderly national development. All the foregoing factors must be sync, representing an essential unity that I have come to call the Nassau Container Port "ecosystem". This is what has enabled APD Limited to declare this year's unprecedented shareholder dividend of $1.70, which represents a payout 21% higher than last years, an achievement we celebrate.

Prevailing Economic Conditions in 2023/2024

In 2023, when COVID conditions were still factoring, economists projected that The Bahamas would experience economic growth, with GDP expanding by about 4.3%. This prediction rested on the speed of recovery in the tourism sector, no doubt influenced by the desire for freedom of movement after the pandemic-enforced restrictions. In addition to the bullish recovery of the tourism sector, came a surge in infrastructure investments, and diversification initiatives, many related to the tourism and hospitality sector, renewable energy production, airport and seaport infrastructure development.

Government also reported a rise in proposals for agriculture development, probably influenced by the desire to increase homegrown food security in response to the shortages arising from pandemic-related disruptions in global agriculture, manufacturing and shipping which hampered the imports upon which this country is heavily dependent. Other crucial concerns for economic recovery and progress were the government debt burden, maintaining a stable credit rating, and diversifying the economy. These were reasonable concerns considering the three-year-long reduction in the tourism industry receipts, the country's premier economic engine.

Happily, tourism took off and surged to new heights once travel restrictions lifted. In early 2024, the Ministry of Tourism announced an unprecedented total of 9,654,838 visitor arrivals in 2023, sea arrivals also saw an unprecedented surge, with 7,934,858 visitors in 2023, up 43.5% percent from the 5,530,462 who visited by sea the previous year.

Other well-attested developments have featured prominently in APD's planning and achievements during the reporting year. The pace of climate change has sped up affecting sea conditions and sea-borne trade. The era of fossil fuel dominance is coming to an end, and, of necessity, the renewables share of electricity generation is increasing. Specific related strategies follow in this report on our port's achievements and the desired further developments we continue to drive for.

All told, especially at the tail end, the fiscal period under report was a year that tested our mettle, standard operating procedures (SOPs), systems security and the talents of the array of industry professionals gathered at APD. I am pleased to report that all the foregoing assets that guarantee our organization's consistent compliance with industry regulations and business standards and remaining productive and competitive stood the test.

HIGHLIGHTS OF YEAR 2023/2024

FISCAL CLIMATE

During the fourth quarter, according to The Central Bank of The Bahamas, average consumer price inflation moderated to 2.0%, from 6.0% in the same period of 2022.

NASSAU CONTAINER PORT FINANCIAL PERFORMANCE

To more fully appreciate the nature and strength of NCP's post-pandemic recovery, it is necessary to reflect on the downturn in productivity and income occasioned by COVID. As reported in APD's 2022 Annual Report:

Owing to the spillover effect from the prior year's performance, March 2020 was only partially affected by pandemic-related lockdowns. However, TEU import volumes fell by almost 38 percent year-over-year in April 2020, as the number of imported containers dropped by more than 2,000 - from 5,815 in 2019 to 3,620. The Nassau Container Port's monthly TEU volumes have been down by between 900-1,000 year-over-year for each of the three months in the calendar year's first quarter. Up to the last quarter of 2020/2021, TEU and other volumes continued to track below pre-COVID performance. During the first half year of the arrival of COVID-19 in The Bahamas, Nassau Container Port suffered a 65 percent or $3m year-over-year slump in profits.

More detailed treatment is given from the Chief Financial Officer's perspective in his Management Discussion & Analysis.

RANSOMWARE ATTACK—SOLVING THE PROBLEM

The greatest challenge of the past year emanated from our necessary drive for yearly more dependable cyber connectivity. In a global economy that is increasingly digital, it is essential that the key technologies and systems remain trustworthy. In the 21st century, it is these digital assets which play a major role in interaction and collaboration among key industry professionals, partners and our customers.

The necessity for promoting a tightly guarded interface between us, electronic communication, the internet and the necessity of cloud storage of vital data was starkly evident on 18 April 2024. We learned that our communication system had been hit by a powerful ransomware attack that had disabled our phones and access to our electronically stored data. This breach opened the door to hackers who had been moving in the system for a while bent on disrupting trade. Had they succeeded, the intrusion could have done serious damage to port operation, the all-important supply chain and trade across sectors and the length and breadth of our archipelago.

Exacerbating the problem were the fears arising from the attack and the need to keep all our constituents motivated. People tend to rely on doing things by traditional processes. Many fear that machinery and software will replace people, often occasioning job loss. One of our top human relations tasks during the year was to increase system safety and to demonstrate that the modern cyber world and people can coexist beneficially and profitably.

On the positive side, the attack proved the worth of what I have come to call our port ecosystem—the synergistic array of Board, the Executive, management and staff teams. It was agreed at all levels that we would not pay the ransom demand, and we did not. The immediate and urgent goal was to quickly notify and get the cooperation of all port partners and stakeholders and organize a mitigation strategy. We carefully managed our messaging so as not to cause a panic. Simultaneously, we marshalled forces for countering and expelling the invaders and, with great urgency, restoring port data and optimal functioning. APD's IT leadership and staff and our international IT partners cooperated admirably for the conduct of a forensic investigation to identify the extent of the problem, its entry point and time in support of tailoring the necessary remedy. Additionally, for reentering the masses of data, we engaged an auxiliary team of young men who were students at the University of The Bahamas in computer science and/or finance. I can report that all the foregoing did an awesome job, getting everything running in the shortest possible time, everthing any irredeemable, harmful effects.

Construction Industry

The advance or decline in construction activity is a weather-vane for judging the health of an economy overall and, certainly, a good indicator of port profitability. Over the period under review, trade volumes returned to pre-Covid volumes and in many aspects have exceeded them. An increase in imports of aggregates and other building materials handled by NCP was stimulated by several major building projects namely the construction of the new US Embassy, the Nassau Cruise Port, works at another phase of Albany and Goldwynn and Aqualina, two mixed-use residential projects on Cable Beach. The major associated works wound down and opened in the fourth quarter. On 28 July 2024, the US Bureau of Overseas Buildings Operations celebrated the United States' 248th Anniversary of Independence and the mission of the new embassy compound with a ribbon cutting, an indication, perhaps, of the completion of the major public construction activities. In the same area, in the fourth quarter, Goldwynn 2, Aqualina 2 and several other projects were initiated along West Bay Street beyond Cable Beach and were ongoing as of this writing. The year also brought extensive road improvement projects, which would have contributed to APD's financial net income increases over the year.

BIDDING TO LEND MORE OF APD EXPERTISE TO NATIONAL PORT DEVELOPMENT

Envisioned Contributions

In 2023, a government launched RFP sought private sector operators to finance, redevelop and manage both Marsh Harbour and the port at Cooper's Town, North Abaco to meet global best practices and standards. Considering the project's potential benefits for Family Island development and nation strengthening, APD submitted a proposal. Even though such a project is not viewed as a significant revenue stream for APD, the Board and NCP administration are of one accord in the certainty that our expertise and experience could provide Marsh Harbour with the necessary security plan and framework to pass the all-important ISPS (International Ship and Port Security) audits and assessments. As the year ended, the company was still awaiting a firm word on the results of bidding.

Nassau Harbour Western Breakwater Woes

Last year the continued disintegration of the breakwater located just to the west of Paradise Island simulated increasing concern. There were incidents of cargo ships impeded in unloading at Nassau Container Port owing to the powerful sea surges and high winds that prevailed some months ago. As climate change accelerates, it is bringing stronger hurricanes and sea surges to our archipelago and neighbouring regions. In the past, services might typically have been disrupted twice a year by high seas. However, this phenomenon has escalated to the point where, over summer 2023, cargo operations at NCP were impacted on eight to ten days.

As I have informed our primary constituents and the press several times, if salutary action is not taken, breakwater disintegration will continue to pose a serious threat to life and business at the port and its environs. It bears repeating that the negative effects will reverberate throughout The Bahamas' import-driven economy. I will again remind decision-makers that 90 percent of international shipping cargo passes through APD's Arawak Cay facilities. It is grounds for hope that IDB has already granted The Bahamas a loan of $35 million to finance coastal protection and restoration. It is noteworthy that the repair and restoration of the breakwater at the western end of Paradise Island and the breakwater in front of NCP facilities are included in the performance terms.

I reiterate that the current and daily decompensating state of the 56-year-old barrier negatively impacts ship and port operations and personnel, including APD staff, ships crews and stevedores loading and unloading docked vessels. Inclement sea conditions increase danger as the resultant "roll" or "pitch" of cargo vessels being worked can be between six to ten feet up and down. Such occurrences take a significant toll on APD's cranes and other equipment.

REMEDIATION-MODERNIZATION-QUALITY GROWTH

ESG Platform

In partnership with KPMG and building on the activities undertaken in the 2023 fiscal year, the 2024 fiscal year saw the generation of a proposed action plan that further addressed the 18 strategic value initiatives (SVIs) in the short- to medium-term. This proposed action plan has been crafted to support APD's overall goals and objectives, and includes targeted outcomes and milestones, which will serve as an assessment tool through which success may be measured.

The purpose of the emergent ESG proposed action plan is to build upon the proposed engagement model – which aims to provide a high-level guide of best practice. The proposed action plans outline several specific activities that could be undertaken to ensure progress on a range of SVIs, in accordance with the objectives outlined.

The most pleasing outcome of the APD/KPMG collaboration thus far has been the development of a precise alignment of APD goals with specific objectives and key performance indicators (KPIs). As detailed in the 2023 annual report, the key objectives of each of the 18 SVIs are as follows:

1. Climate and Decarbonization: Reduce the greenhouse gas (GHG) emissions footprint of the port and its tenants, with initial focus on Scope 1 & 2 emissions.

2. Port Modernization: Enhance our ability to provide clean energy to customers, with an initial focus on reduction of reliance on fossil fuels for APD's own operations.

3. Climate Resilience: Protect the Port from adverse physical impacts of climate change, making it more resilient to catastrophic events such as hurricanes.

4. Environmental Care: Minimize the Port's impact on the environment (air, water, soil, acoustic environment, biodiversity).

5. Waste Management: Reduce the amount of waste from the Port that ends up in landfill / enhance awareness of the waste challenge.

6. Staff Professional Development: Focus on developing a skilled workforce for the future and remain an attractive employer of choice.

7. Health & Safety: Protect staff, contractors, and customers from health & safety hazards

8. Well-being Support: Improve well-being of employees.

9. Cybersecurity: Reduce exposure to cyber risk.

10. Investing in Local Community – Education: Create lasting improvements in the quality of life for local communities through education.

11. Local Business Support: Foster a healthy local business environment for businesses in the vicinity of the port, as well as our users.

12. Safeguard for Families – Education: Support local working families by providing schoolchildren with maritime interest access to scholarships.

13. Diversity, Equity & Inclusion: Promote diversity and inclusion across the organization.

14. Responsible Business: Promote an ethical work culture with robust governance.

15. Digitalization of Processes: Improve agility, productivity value to the community, and supply chains. In addition, reduce costs and increase employee productivity by moving to digital processes where more efficient.

16. Digitalization of Operations: Develop a Port community system to improve efficiency and effectiveness.

17. Transparency & Stakeholder Engagement, including Shareholder Education: Promote transparency for stakeholders.

18. Executive Incentives: Manage ESG-related business risks and pursue opportunities.

APD recognizes that monitoring, assessing, and responding to and/or reevaluating the SVIs and associated KPIs is critical to ensure continued alignment and achievement of objectives. As such, we have undergone a recalculation of key SVIs to measure progress against the 2023 baseline year. Where an SVI does not lend itself to a quantitative baseline at this point in time, further details of progress are likewise provided below.

Environmental

- Decarbonization and Port Modernization – We continue to undertake changes to our operations that would facilitate the reduction of our Scope 1 and 2 emissions. In particular, the installation of the latest Konecranes in the year serves as an example of adopting more efficient equipment that will reduce our greenhouse gas (GHG) emissions footprint, as the Konecranes have less than half the burn rate of fuel than the Liebherr cranes that were replaced. Furthermore, with the recent installation of additional solar arrays, solar electricity generation is the highest it has ever been for the port, enabling us to meet a portion of our electricity needs in a clean and sustainable manner. Enhancements continue to be sought to further reduce APD's greenhouse gas (GHG) emissions footprint, including the provision of clean energy to port customers in the short- to medium-term.
- Climate Resilience – In the wake of another 'above average' hurricane season, APD remains very aware of the importance of being a resilient port for the region. APD continues to explore opportunities to better assess our resiliency and readiness and respond accordingly to short- and medium-term threats and challenges, particularly as it relates to the continuous degradation of Nassau Harbour's western breakwater.
- Environmental Care – A study conducted by third party consultants (SEV Consulting) was finalized in the year and highlighted areas of improvement in relation to air, water, and noise pollution in the port and surrounding areas. We continue to assess the results and recommendations therein to minimize the impact of APD's operations wherever possible including, for example, installation of a safety mechanism to warn employees when noise reaches an elevated level.
- Waste Management – APD continues to consider waste reduction strategies and improved waste management practices, with the view to further enhancing our policies and practices, for example through recycling.

Social:

- Staff Professional Development – Monitoring of training logs as part of ESG management has indicated that 100% of employees have received at least one training course in the year, with almost 6,000 total hours of training incurred over the 2024 fiscal year. When compared to the 2023 fiscal year, average training hours per employee increased for both male and female employees. Looking forward, we continue to seek to provide more value-add training that seeks to address any potential skills gaps that may exist to better ensure alignment with our strategic goals. This will also aid in the development of comprehensive, customized training programs for each of our employee grades.
- Health & Safety – There is a robust health and safety management system in places for which success in this system has been indicated by zero fatalities or hospital admissions due to work-related accidents (as known by and/or reported to APD) and a decrease in overall health and safety incidents since the prior year.
- Wellbeing – We continue to seek ways in which we can support staff in their mental and physical wellbeing. This year, we have begun to design processes to collect staff input for wellbeing practices to ensure that newly administered programs will best meet the needs of employees and the community alike.
- Cybersecurity – Despite cybersecurity challenges in the year, as detailed elsewhere in this report, we continue to work to enhance our cybersecurity practices, enhancing our resilience for the future.
- Corporate Social Responsibility (CSR) – As in previous years, beyond its mandated Port obligations, APD has contributed to national development over several important platforms underpinned by our able and willing company teams, skills, knowledge, funds and time. We continue to provide significant support to a variety of organizations and charities in The Bahamas. We are in the process of identifying additional needs that we could potentially support, as well as potential supplementary KPIs through which we can better measure the impact created by our support.
- Diversity, Equity & Inclusion – We continue to exercise a no-bias policy and strive to achieve gender equality within our organization by providing male and female staff with equal opportunities. Work undertaken to improve transparency in diversity data has helped to guide our ongoing diversity strategy. This has led to the increased representation of women through new appointments at the managerial level.

Governance:

- Responsible Business – We continue to assess the results of the review of our current code of conduct, which included a benchmarking exercise with several other leading ports around the world to make the most impactful changes.
- Digitalization of Processes – With the goal of improving agility, productivity, value to the community, and the supply chain while simultaneously reducing costs, a maturity assessment of current processes was undertaken which has identified priorities for ongoing improvements to be made. With the help of KPMG, we continue to assess and consider the results and desired prioritization, with workshops planned with our Board of Directors to likewise ensure alignment of digitalization with governance needs.
- Transparency & Stakeholder Engagement, including Shareholder Education – To promote transparency in our annual reporting we are considering the two inaugural global sustainability disclosure standards, published by the International Sustainability Standards Board (ISSB) in June 2023. The Board of Directors also received training on the ISSB standards during the year. In addition, we continue to explore how we may further improve transparency in our reporting, and likewise improve trust and confidence in disclosures about sustainability to help inform stakeholders' decision-making.
- Executive Incentives – Aligning our efforts on sustainability with incentives ensures accountability of top executives while rewarding them for making decisions that are good for the environment and society, as well as for APD.

The next stage of development will reflect the refinement and tailoring of KPIs to address requirements of individual departments and their teams across the organization, with further inputs provided following the analysis of the results above.

The proposed action plans will be shared, as appropriate, with relevant stakeholders. Importantly, the proposed plans are subject to change based on the outcomes of discussions between parties to agree on the most appropriate actions moving forward.

GENDER EQUITY

Ports worldwide have been traditionally dominated by men. Globally, women's participation rate in ports is only 18%, according to the Port Performance Scorecard of UNCTAD (United Nations Conference on Trade and Development). Their participation in the operations and services departments of ports worldwide is even lower at 16%. This is an inequity that APD is committed to setting right, fully persuaded that gender should not automatically shut anyone out from posts for which they are well qualified. Occupational research will show that women regularly give quality performance in economic sectors across the board.

APD's past year yielded determined strategizing, specific training, promotions and integration to make significant inroads in balancing gender equity in port operations. Appreciable successes of the programme, include Rita Ramsay's elevation to the Executive Team in her appointment as Assistant Vice President. This rise was backed by the excellence of her performance in the establishment of the ESG programme and in the growing achievements of set social goals to which her academic preparation and managerial experiences contributed greatly.

In this respect, Justina Miller, who was the first woman to serve as a gate inspector and was recently appointed Manager, Terminal Planning. In the Security and Surveillance Department, three women have been promoted to managerial/supervisory posts for their demonstrated excellent capabilities and job dedication: Christle Bain, Security and Surveillance Manager and PFSO, Kristavia Johnson, Supervisor and PFSO and Philippa Hepburn, Supervisor and PFSO.

PEOPLE DEVELOPMENT

APD Manager Shadow Programme Participants

Last year brought the development of APD's Manager Shadow Programme providing employees with a unique chance to shadow managers, gaining valuable insights into various departments and operations. This initiative fosters cross-departmental understanding and professional growth, equipping participants with a broader perspective on APD's functions and strategic decisions. By engaging in this programme, employees enhance their skills and prepare for future leadership roles within the organization. Participating staff members were as follows.

Terence Taylor,

Accounts Operations Supervisor

Terence Taylor rejoined APD in May 2023. He had previously worked at the company for five years. In his present role, he supervises a team of five, overseeing both accounts payable and receivable functions.

One of Mr Taylor's key experiences at APD has been participating in the shadow programme, where he spent time with various managers, including the Accounts Manager, the HEO Manager and the Planning and Gates Manager. This opportunity allowed him to gain valuable insights into different aspects of port operations, enhancing his understanding of the logistics involved beyond financial transactions.

Mr Taylor says that he values the collaborative environment at APD, where he aims to help his team grow and develop their skills. He considers the knowledge gained from the shadowing experience one of his most significant achievements in the past year. He emphasized the importance of understanding the broader logistics that underpin the company's operations.

Mary Collie,

Administrative Assistant of Facilities

Mary Collie brings a wealth of experience and enthusiasm to her role. With a diverse background that spans the healthcare and hospitality industries. This highly useful variety of experiences has allowed Mrs Collie to establish her niche in facilities management.

In her two years at APD, Mrs Collie has embraced a hands-on approach to her daily responsibilities which involves overseeing maintenance tasks, ensuring supplies are stocked, and managing our custodial team. Beyond operational duties, Mrs Collie plays a pivotal role in administrative tasks and participates in property inspections.

What sets APD apart for Mrs Collie is the level of involvement she has in decision-making and project execution. She says that this inclusivity has made her experience at APD particularly fulfilling.

Looking ahead, Mrs Collie is focused on completing a course in Business Administration as well as a management supervisory course. "Continuous learning is key," she emphasizes, echoing the culture of growth and development at APD.

"I appreciate the emphasis on education and skill development here," she adds. As APD continues to evolve with new projects and initiatives, Mrs Collie remains committed to delivering her best. "I genuinely enjoy my work here," she says. "For me, it's about giving my all every day and being part of a team that makes things happen."

Other programme participants included Dave Nagee, Olrick Turnquest, Kimberley Sturrup, Kareem Paul, Davanti Dean, and Kent Reid.

BUILDING BAHAMIAN PARTICIPATION IN THE MARITIME INDUSTRY

Internships

Along with a range of competitive working conditions and benefits, our offering internships at NCP functions is one of APD's strategies for extending Bahamian participation in our industry and particularly at NCP. We are always on the lookout for young, highly motivated persons. We are particularly proud of the resulting positives, as in the case of Paige C. Bastian, a former student of the University of The Bahamas.

Ms Bastian came to the port as an intern. So impressive were her intelligence, willingness to learn and her passion for environmental protection, we eventually appointed her as our first Sustainability Officer. In turn, Ms Bastian was equally impressed with the quality of NCP's organization, particularly our commitment to the environment. She looked forward to becoming a part of the NCP establishment once she completed her master's degree studies abroad. While she was abroad at university, she eagerly accepted to do some small jobs for us. She accepted our offer to return fulltime to NCP post-graduation in September 2024.

Cooperation with LJM Maritime Academy

In the desire to expand Bahamian opportunities in the maritime industry, we have worked with LJM to secure opportunities for the Academy's students and graduates to access training and jobs about ships, especially those which have a relationship with NCP.

PORT HIGHLIGHTS BY DEPARTMENT

Enhancing Operational Efficiency

Over the past year, Arawak Port Development Ltd. has made substantial strides in enhancing operational efficiency and sustainability across its departments. Recent realignments in departmental roles have been strategically implemented to better support APD's overarching goals in operational quality. These adjustments have focused on elevating standards in management, security, health, safety, and environmental practices. Each department has contributed to this progress with targeted initiatives, from expanding renewable energy sources and upgrading equipment to streamlining financial processes and enhancing staff training. Collectively, these efforts underscore APD's commitment to not only meeting but exceeding industry standards in operational excellence and sustainability.

Facilities Maintenance

The Facilities Maintenance Department, headed by Felix Rolle, has continued to make significant strides. Under Mr Rolle's leadership, a key accomplishment was the expansion of APD's solar array from 36kW to 156kW, which is expected to reduce APD's carbon footprint by offsetting the need to consume electricity directly from the national grid. The department is also enhancing energy by transitioning from outdated metal halide lighting to LED fixtures and updating other facilities in line with the company's sustainability goals.

Heavy Equipment Operations (HEO)

Under the management of William Hall, the Heavy Equipment Operations Department, consisting of a seven-member team of crane and other heavy equipment operators, mechanics, and a supervisor, focused on enhancing environmental sustainability. The department increased the port's transitioning from using fossil fuels relating to gasoline and diesel-powered equipment, thus reflecting a commitment to reducing NCP's carbon footprint. Changes were designed to minimize maintenance issues and hydraulic leakage, clean up and disposal, which aligns with the department's goal of securing continuous gains in environmental protection. Last year, HEO operated three cranes, including a hybrid model and a new, fully electric crane, as part of APD's plan to phase out older, more maintenance-intensive equipment over time. This transition aims to reduce environmental impact and improve operational efficiency. The HEO team was managing up to 400 containers on busy days.

Gate and Interchange

In the past year, the Gate and Interchange Department committed to enhancing its operational resilience and efficiency. Headed by Brando Glinton, the department successfully adapted to various challenges, maintaining smooth operations and achieving its key performance indicators. Mr Glinton noted that the addition of a new team member improved overall performance and capacity. A key development has been the implementation of a cross-training programme for staff, which allows team members to handle multiple roles within the department and, when necessary, to share their hybrid skills interdepartmentally. This approach has increased flexibility and operational effectiveness at the port and throughout the company. Additionally, the department has prioritized continuous training, ensuring that staff stay updated with the latest industry standards and practices. Looking ahead, the department aims to further diversify team skills and create opportunities for staff advancement, supporting both individual growth and departmental success.

Finance Department

A significant highlight for Finance was the successful streamlining of invoicing through the implementation of direct billing from NCP's terminal operating system that interfaces with ships, port partners and customers. This enhancement has led to improved accuracy and efficiency in processing invoices. Under the leadership of Finance Manager Anthony Cooke, the department has effectively managed both payables and receivables while maintaining rigorous financial reporting standards. Mr Cooke evinces satisfaction with the upgraded functioning.

IT Department

Over the past year, the IT department experienced several significant changes. The department completed a major upgrade to the camera systems and promoted a junior technician to a lead role. IT also focused on enhancing its cybersecurity measures as part of its ongoing efforts to safeguard the organization. Additionally, the IT Department addressed legacy equipment issues and actively sought to add two more team members to support future projects and bolster overall operations. The department is deserving of praise for its leadership in beneficially resolving the April 2024 ransomware attack.

Human Resources

Over the reporting year, Nassau Container Port's Human Resources Department made significant strides. Based on her signal and multifaceted performance over the years, Rita Ramsay was promoted to Assistant Vice President, adding oversight of the Occupational Health, Safety and Environment Department to her portfolio. With the introduction of the ESG platform, Mrs Ramsay was appointed APD point person for a system comprising new KPI dashboards, developed in collaboration with KPMG. This development, so integral to APD progress, now provides real-time performance tracking, enhancing motivation and efficiency. The HR team also advanced ESG initiatives by creating green spaces and planning wellness programmes to improve staff well-being. Additionally, the department strengthened employee development through the successful job shadowing programme and looked forward to relaunching the apprenticeship programme for mechanics and crane operators to address future skill gaps.

Occupational Health, Safety and Environmental Department

The Occupational Health, Safety, and Environmental Department, led by Jemington Johnson, achieved several key advancements. The team expanded to three members, improving capacity for safety and environmental management. Significant updates included revamping safety training with a more interactive approach and integrating renewed training opportunities for the Transportation Worker Identification Credential (TWIC). This enhancement aims to keep staff well-informed on safety protocols and ESG (Environmental, Social, and Governance) goals. Additionally, the department increased its fleet of vehicles to better manage incidents across the 56-acre property and the 15-acre Gladstone freight terminal. These developments reflect a commitment to improving safety culture and operational readiness.

Ultimately, the satisfaction of stakeholder and port user expectations leads to orderly national development.

Dion Bethell, President and CFO

Mangement Discussion & Analysis

MANAGEMENT DISCUSSION & ANALYSIS

This management discussion and analysis (MD&A) should be read in conjunction with the audited financial statements of APD Limited (the Company or APD) for the year ended June 30, 2024, and related notes. The financial statements have been prepared in accordance with IFRS Accounting Standards and are expressed in Bahamian dollars. This MD&A is dated October 23, 2024.

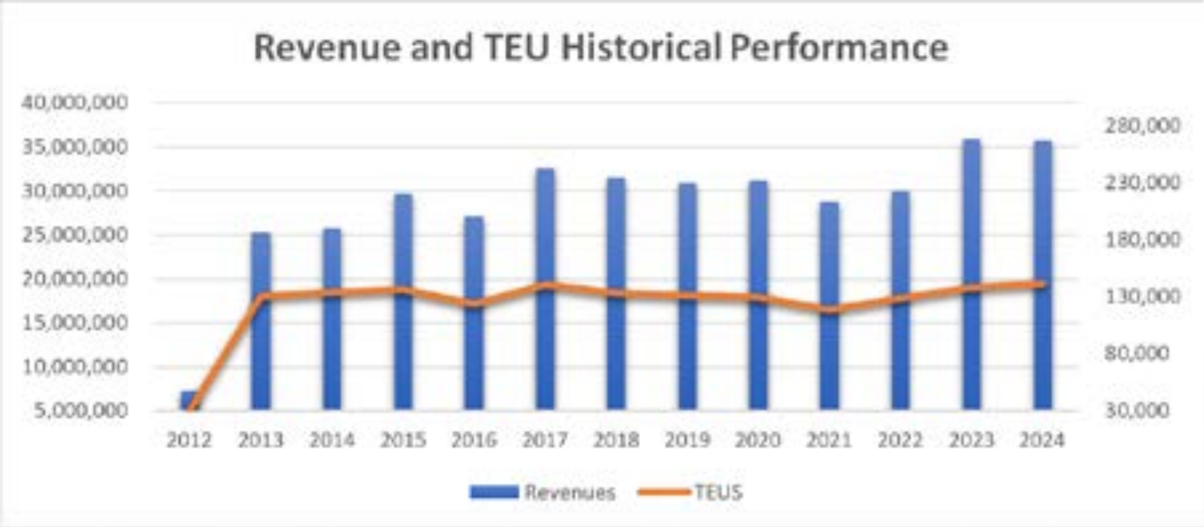
Forward Looking Disclaimer

From time to time, we make written or oral forward-looking statements. By their very nature, forward-looking statements involve numerous factors and assumptions which give rise to the possibility that these forward-looking statements may not be achieved. We caution readers not to place undue reliance on these statements as a number of important factors, including domestic and external influences, including unknown and unplanned economic and operational factors, could cause our actual results to differ materially from the expectations expressed in these forward-looking statements.

Overview

APD Limited owns, operates, and maintains the commercial port at Arawak Cay known as “Nassau Container Port” (the Port or NCP), an inland terminal on Gladstone Road known as “Gladstone Freight Terminal” (the Depot or GFT) and administrative offices on Arawak Cay known as “NCP Maritime Centre”. The financial year ended June 30, 2024, represents the twelfth full year of operations after officially opening in May 2012. Our GFT facility was opened in August 2012.

Financial Performance



For the year ended June 30, 2024, NCP had processed 140,740 (2023: 138,256) inbound/outbound Twenty-foot Equivalent Units (TEUs). This represents a 2% increase in container volumes over financial year 2023 (FY23) volumes.

In the 2024 financial year (FY24), APD achieved outstanding financial performance, surpassing both budgeted net income projections and prior year results. The budgeted net income for FY24 was $10,375,050 (2023: $8,176,631) while actual net income was $11,910,365 (2023: $9,686,825), representing an increase of $1,535,315 or 15% over budget and $2,223,540 or 23% improvement over the prior year.

Driving the strong net income results were total revenues. Total revenues for the Company in FY24 amounted to $35,738,054 (2023: $35,838,636) exceeding the budget figure of $33,721,112 (2023: $30,569,298) by $2,016,942 or 6%. While total revenue remained consistent compared to the previous year, it's worth noting that FY23 included unusually high storage revenue, which skewed comparisons. Positive revenue outcomes in FY24 were supported by both project-related cargo TEUs and non-TEU related sources, including storage fees and investment returns. This diverse revenue mix underscores APD’s resilience and its capacity to capitalize on multiple revenue opportunities, even amid fluctuating conditions.

Additionally bulk car volumes reached 19,750 units, exceeding the budgeted volume of 18,000 by 1,750 units, or 10%. This increase generated approximately $3,754,053 (2023: $3,000,130) on landing and security fees for vehicles surpassing both budget and prior amounts by $334,053 and $753,923 respectively. Notably, vehicle volumes have surpassed pre-Covid-19 levels. Before Covid-19, vehicle volumes averaged 14,915 units annually between FY16 – FY20. The FY24 result was 4,835 units, or 32%, higher than this pre-pandemic average. Several other key factors contributed to APD's positive revenue performance relative to the budget:

- **Reefer Income:** Income from reefer units, including storage fees, ended the year at $1,288,700 (2023: $1,396,650) which exceeded the budget by $443,700 or 52.5%. The main contributor to this positive variance was reefer monitoring charges, which accounted for 72% of the total variance. Additionally, storage fees for reefers left at the port beyond the free time made up 27% of the overall variance. Despite a slight year-over-year decline, the performance of reefer-related revenue was significantly above expectations.

- **Non-Reefer Storage Fees**: Storage fees, excluding those from reefer units, totaled $1,881,612 (2023: $3,594,932) for the year surpassing the budget by $233,687 or 14%. However, compared to the prior year, storage fees decreased by $1,713,320, or 48%, primarily due to improved equipment management by carriers. The significant drop was driven by storage on empty containers, which totaled $301,190 in FY24 (2023: $1,819,090), reflecting a decline of $1,517,900, or 83%. While lower compared to the unusually high prior year, this segment remained a solid contributor to overall revenues.

- **Stevedoring Revenue:** Stevedoring operations generated $3,504,613 (2023: $3,388,435) which was over budget by $304,553 or 10% during the year and surpassing the prior year's total by $116,178 or 3%.
- **Terminal Handling Fees:** Terminal handling fees, which are tied to the movement of both containerized and non-containerized cargo handled by APD or its agent, shares a direct relationship with the import volumes for the CTO and ended the year at $5,326,677 (2023: $4,870,963) which was $557,702 or 12% positive variance to budget and a $455,714 or 9% increase over the prior year.

Our Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) for FY24 totaled $18,373,843 (2023: $18,677,914) reflecting a slight decrease of $304,070 or 2% compared to the prior year. However, this figure exceeded the budget by $1,561,295 or 9%. Our EBITDA margin ended the year at 51% (2023: 52%), slightly above the budgeted margin of 50%.

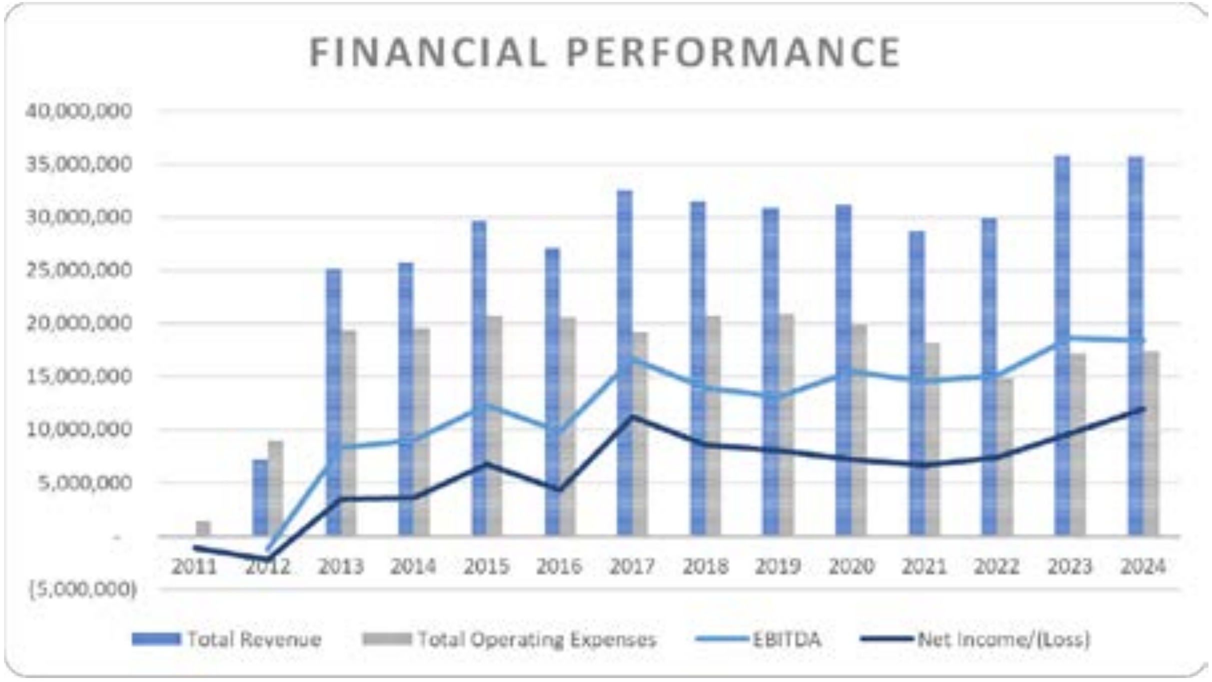
Our Direct Operating Margin (DOM) for FY24 improved to 41% (2023: 35%) surpassing the budgeted DOM of 39%. For the period ended 31 August 2024, our DOM is 45% which is 3% more than our budgeted DOM for the same period.

During the year, APD declared and paid its highest dividend to ordinary shareholders since inception of $8,494,756 (2023: $6,995,681) representing $1.70 (2023: $1.40) per share. As of June 30, 2024, basic and diluted earnings per share were $2.38 (2023: $1.94).

Operating expenses including depreciation and amortization of $21,071,984 (2023: $23,197,514) for the period ended June 30, 2024, were $383,569 higher than our FY24 budgeted operating expenses of $20,688,415. The significant decrease in operating expenses compared to the prior year is largely due to the accelerated depreciation of two cranes in the previous period.

Net finance cost ended the year at $2,755,705 (2023: $2,954,297) which was $98,058 favorable to the FY24 budget amount of $2,657,647. As part of the Company's ongoing financial management strategy, several measures have been implemented over the years to reduce the cost of capital. These measures include refinancing preference shares with more favorable interest rates, such as the CIBC loan, which has helped reduce overall financing costs. Additionally, the lower net finance costs were supported by interest income from both existing and new investments made during the year. Total

interest income, including amortization of bond discounts, was $487,342 (2023: $455,128).



Total current assets increased as of June 30, 2024, to $25,494,279 (2023: 24,113,724) or an increase of 6%. This movement was mainly driven by cash and cash equivalents increasing by $1,574,427 and accounts receivable increasing by $1,948,268 offset however, by the current portion of investments decreasing by $2,268,997.

A notable cash inflow came from the maturity of the 5.75% bonds purchased in FY23 at $94.31, which added $2,535,000 to cash and cash equivalents while reducing the current investment portfolio. Additionally, cash generated from operating activities totaled $16,913,327 (2023: $19,031,743), reflecting the strong underlying performance of the business. Significant cash outflows included $8,494,756 in dividend payments—the highest in APD's history— and $4,910,965 toward the acquisition of a new hybrid crane, highlighting APD's focus on enhancing operations, providing shareholder returns, and reducing its carbon footprint. Furthermore, the Company made principal and interest payments on the CIBC loan totaling $1,444,166 (2023: $2,933,935) during FY24.

In alignment with the Company's investment strategy, excess cash held in U.S. dollars (USD) was strategically reinvested into shorter-term U.S. Treasury bills (T-Bills) with maturities ranging from 3 to 6 months. At the end of June 30, 2024, the Company held $211,908 (2023: Nil) in T-Bills. Additionally, during FY24, $6,102 (2023: Nil) was recognized as interest income from T-Bills that matured throughout the year.

Overall, these developments reflect the Company's focus on maintaining a strong liquidity position while optimizing the return on its available cash through prudent

investment in secure, short-term financial instruments. As a result, the current ratio stood at 3.40 (2023: 4.72) as of June 30, 2024, reflecting a robust liquidity position. Similarly, the quick ratio, was 3.31 (2023: 4.59), further demonstrating the Company's prudent cash management and ability to meet near-term financial obligations.
Total non-current assets increased, as of June 30, 2024, to $135,467,833 (2023: $131,547,988) reflecting a growth of 3%. Property plant & equipment increased to $81,581,620 (2023: $78,935,014) as of June 30, 2024, and the Right-of-use assets, representing the Company's right to the use of the land leased from the Government of The Bahamas increased to $50,685,075 (2023: $49,709,236). As of June 30, 2024, the non-current portion of investments stood at $3,201,138 (2023: $2,903,738). This figure includes the Company's investments in The Nassau Cruise Port and fixed-rate USD Bahamas Government Bonds, reflecting a diversified investment strategy aimed at generating stable returns over the long term.

Total liabilities, as of June 30, 2024, equated to $84,245,771 (2023: $82,360,980) reflecting an increase of $1,884,791 or 2% compared to the prior year. This rise is primarily attributed to the remeasurement of the lease liability associated with the land leased from the Government of The Bahamas, as well as principal payments made on the CIBC loan.

Financial Performance

Income Statement	2024	2023	2022	2021	2020
	$	$	$	$	$
Total Revenue	35,738,054	35,838,636	29,960,128	28,774,831	31,159,891
Total Operating Expenses	17,364,211	23,197,514	19,334,863	18,207,783	19,929,969
Total income for the period attributable to equity shareholders	11,910,365	9,686,825	7,417,988	6,671,578	7,229,908
Basic and diluted earnings (loss) per share	2.38	1.94	1.48	1.34	1.45

Balance Sheet	2024	2023	2022	2021	2020
Assets					
Total Current Assets	25,494,279	24,113,724	25,440,556	22,088,505	22,605,098
Total Non-Current Assets	135,467,833	131,547,988	123,900,037	127,109,177	126,840,011
Total Assets	**160,962,112**	**155,661,712**	**149,340,593**	**149,197,682**	**149,445,109**
Liabilities and Shareholder's Equity					
Total Current liabilities	7,501,953	5,104,030	4,987,166	33,253,178	4,118,538
Non-current liabilities	76,743,818	77,256,950	73,743,838	47,256,297	78,313,027
Total Liabilties	**84,245,771**	**82,360,980**	**78,731,004**	**80,509,475**	**82,431,565**
Total Equity	**76,716,341**	**73,300,732**	**70,609,589**	**68,688,207**	**67,013,544**

Management consistently monitors the performance of our operations in relation to our strategic objectives. This evaluation involves comparing actual performance against strategic goals through the use of budgets and forecasts, employing both financial and non-financial metrics to gain a comprehensive understanding of our progress.

While there are numerous projects scheduled to begin or continue in FY25, such as the Ritz Carlton, Goldwynn 2, Aqualina 2, UB dormitories, RCI, and Venetian Village, management remains cautious and does not anticipate a significant increase in project volumes in FY25 compared to those experienced in FY24. Total market volumes are projected to be approximately 144,000 TEUs for FY25, which is consistent with the budgeted volumes for FY24.

NCP's TEU volumes as of 31 August 2024, are projected to finish 5% below budget. However, total revenues are anticipated to exceed the budget by approximately 2%, and EBITDA is on track to be 7% above budget, with an EBITDA margin of 55%.

Liquidity and Capital Resources
APD's principal source of operating liquidity is cash flows generated from operations, including working capital. We maintain an adequate level of liquidity to support our business activities. Liquidity will be managed through several sources, including operating cash flows, and an unused $2,150,000 credit facility with CIBC with an interest rate of BSD prime rate of 4.25% minus a margin of 0.25%, for a total interest rate of 4% on the outstanding balance. APD also has an overdraft facility of $3,000,000 with RBC.

- **Cash and Cash Equivalents:** At the close of FY24, the Company held $17,768,774 in cash and cash equivalents, compared to $16,194,347 at the end of FY23.

- **Capital Expenditures:** APD invested a total of $5,708,512 in capital expenditures during FY24, primarily focused on improving efficiency and safety at the NCP and GFT facilities, as well as implementing new technologies and equipment such as an additional hybrid crane to modernize operations and help reduce our carbon footprint.

- **Debt Management:** Total debt at the end of FY24 stood at $25,713,333, compared to $26,741,867 at the end of FY23, indicating the company's commitment to reducing its debt obligations. With total shareholders' equity at $76,716,341 (2023: $73,300,732), APD's debt to equity ratio stands at 0.34 (2023: 0.36) indicating a moderate level of debt financing.

As of June 30, 2024, APD's financing needs are well supported by the available line of credit and cash flows from operations.

APD's principal uses of cash are to fund planned operating expenditures, capital expenditures, dividend payments on ordinary shares, interest and principal payments on the long-term debt and any mandatory quarterly lease payments on port lands to the Government. Given the cash and cash equivalents on our statement of financial position and our ability to generate cash from operations over the course of a year, we believe we have sufficient liquidity to meet our ongoing needs for at least the next 12 months.

Based on the Company's current financial forecast, our default risk is assessed as low. To-date we have utilized $850,000 of the $3,000,000 CIBC credit facility for Bahamas Customs Bonds and have not drawn down on any portion of the $3,000,000 overdraft facility with RBC. In the event of an unanticipated adverse variance compared to the financial forecast, which might lead to an event of default, we have the opportunity to take certain mitigating actions in order to avoid such default including reducing or deferring discretionary expenditures, adjusting our tariff rates, and securing additional sources of financing or investment.

We believe an important measure of APD's liquidity is unlevered free cash flow. This measure is a useful indicator of our ability to generate cash to meet our liquidity demands. We believe unlevered free cash flow provides investors with a better understanding of how the Company is performing and measures management's effectiveness in managing cash. We define unlevered free cash flow as net cash, which is provided by/ (used in) operating activities from continuing operations, adjusted to remove the impact of interest payments, and deducting the impact of capital expenditures on property and equipment additions. We believe this measure gives management and investors a better understanding of the cash flows generated by our core business, as interest payments are primarily associated with our debt obligations while capital expenditures are mainly linked to the development and operation of the port.

Transactions with Related Parties

APD is 40% owned by Arawak Cay Port Development Holdings Limited (ACPDHL), a consortium of private companies operating in The Bahamas that are involved in shipping or maritime services. Most of the revenues of the Company are derived from the services to companies that have some ownership stake in ACPDHL.
APD sub-lets warehouse space to Betty K Agencies Ltd., Tropical Shipping, Bahamas Customs and Gladstone Warehouse Services Ltd., at competitive market rates. APD also sub-lets administrative office space to the Ministry of Finance – Department of Inland Revenue, Arawak Stevedoring Limited, MSC and Tycoon Management at the GFT inland facility and at the Maritime Center on Arawak Cay.
For FY24 the minimal annual rent of 50,000 TEUs at $50.16 (2023: $48.65) will be no less than $2,508,000 (2023: $2,432,496).

Critical Accounting Estimates

Management determines the estimated useful lives of the property, plant and equipment, based on the period over which the assets are expected to be available for use. The Company annually reviews the estimated useful lives of property, plant and equipment based on factors that include, but are not limited to, asset utilization, internal technical evaluation, technological changes, environmental and anticipated use of assets. It is possible that the future results of operations could be materially affected by changes in these estimates brought about by changes in the above-mentioned factors.

Loans and LT Debt

On 3 September 2021 the Company executed a credit agreement with FirstCaribbean International Bank (Bahamas) Limited (the Lender). The Lender extended credit in the form of Facility A loans in an aggregate principal amount not in excess of B$33,856,000 and Facility B loans in an aggregate principal amount not in excess of B$3,000,000. The proceeds from the Facility A loans were used to early redeem the preference shares.

Facility A: Long term debt being a $30,856,000 senior, non-revolving reducing term loan for a fifteen (15) year period, amortized over fifteen (15) years with principal and interest payable semi-annually in arrears at a rate of BSD Prime rate of 4.25% minus a margin of 1.15%, for a total interest rate of 3.1%. Considering possible changes in the BSD prime rate, the credit agreement stipulates a minimum interest rate of 3.1% and a maximum rate of 4.75%. The long-term portion of the principal outstanding as of 30 June 2024 is $22,627,733 (2022: $24,684,800) and the current portion of the debt outstanding is $3,085,600 (2023: $2,057,067).

Facility B: $3,000,000 demand revolving credit facility by way of an overdraft facility at a rate of BSD prime rate of 4.25% minus a margin of 0.25%, for a total interest rate of 4.0% on the outstanding balance. To date, $850,000 has been drawn from the available facility.

Controls and Procedures

Our Management, with the participation of the Company's Chief Financial Officer, has evaluated the effectiveness of its disclosure controls and procedures. Based on the evaluation performed, the Company's Chief Financial Officer concluded that the Company's disclosure controls and procedures are effective.

The Company maintains disclosure controls and procedures designed to provide reasonable assurance that information required to be disclosed in reports filed under the Securities Industry Act of 2011 (the "Act") is recorded, processed, summarized and reported within the specified time periods and communicated to management, including its Chief Financial Officer, as appropriate, to allow timely decisions regarding required disclosure.

Changes in Internal Controls over Financial Reporting

There have been no material changes in internal control over the financial reporting period to which this report relates that have materially affected, or are reasonably likely to materially affect, our internal control over financial reporting.

Risk Management

APD maintains a comprehensive risk management framework to identify, assess, mitigate, and manage risks that could impact its operational and financial performance. This framework includes insurance coverage, safety protocols, emergency preparedness plans, and financial controls.

Environmental, Social, and Governance (ESG)

APD is committed to embracing ESG principles in its operations. The Company continued its investments in renewable energy, waste reduction, and community engagement initiatives during FY24.

Looking Ahead

While APD experienced positive performance in FY24, we remain vigilant in light of global economic uncertainties, including climate change and geopolitical conflicts. The Company will maintain its focus on operational efficiency, cost management, and strategic investments to promote sustainable growth and enhance shareholder value.

Conclusion

FY24 was a remarkable year for APD Limited, marked by substantial financial and operational achievements that reflect our dedication to excellence and resilience. We successfully navigated a challenging economic landscape while continuing to deliver strong results and maintain our strategic focus. Our unwavering commitment to sustainability has been demonstrated through our ongoing investments in renewable energy and initiatives aimed at reducing our environmental impact, ensuring that we operate responsibly and ethically.

Our emphasis on community engagement highlights our belief in making a positive impact beyond our operational footprint. By collaborating with local communities and investing in social initiatives, we aim to contribute to the overall well-being of the regions in which we operate.

As we continue our journey, we are excited about the opportunities that lie ahead. Our strategic investments and disciplined financial management will drive sustainable growth and create lasting value for our shareholders. We express our gratitude to our employees, whose hard work and commitment are integral to our success, as well as to our customers, partners, and shareholders for their ongoing support and dedication.

OUTLOOK 2024/2025

2024/2025 Economic Trends

In planning for and setting goals for the new fiscal year, it is essential, as always, to take into consideration the key indicators of the preceding year and projections for both projected positives and negatives. Central Bank of The Bahamas Monthly Economic and Financial Data (MEFD) for January 2024 has shown a pattern of decline in average domestic consumer price inflation—as measured by the All Bahamas Retail Price Index—It slowed to 3.1% in 2023 from 5.6% in 2022, and to 2.0% during the 12 months to May 2024 from 5.4% in the comparative 2023 period. These statistics reflect reduced inflation costs on imported goods and services, including global oil prices.

Falling costs in key economic sectors were recorded for communications—6.0%; transport, 5.8%; and for clothing & footwear, by 0.9%, Further, average inflation declined for housing, water, gas, electricity and other fuels (4.2%); food and non-alcoholic beverages (3.0%); restaurants and hotels (2.5%); and recreation & culture (0.1%). In contrast, average inflation rose for health care (7.0%); alcohol beverages, tobacco, & narcotics (4.7%); furnishing, household equipment, & routine household maintenance (4.2%); miscellaneous goods & services (3.9%); and education (3.5%). It is doubtless that these moderations impacted the business of Nassau Container Port positively in a year when so robust a profit uptick had not been expected owing to local and global challenges.

It is hoped that this pattern of moderating costs will continue going forward. The financial pundits have made several notable 2024/2025 predictions. The headline for the International Monetary Fund (IMF) report for the new year states: "The risks to global growth are broadly balanced and a soft landing is a possibility." The communication projects further that global economic growth at 3.1 percent in 2024 and 3.2 percent in 2025, with the 2024 forecast 0.2 percentage point higher than that in the October 2023 World Economic Outlook (WEO).

The IMF bases this positivity "on greater-than-expected resilience in the United States and several large emerging market and developing economies." As the US economy is the marketplace on which The Bahamas is unavoidably and heavily reliant, this is hopeful news. All the foregoing has sparked a cautious optimism for a continued uptick in port performance throughout the new year.

Also encouraging, global headline inflation is expected to fall to 5.8 percent in 2024 and to 4.4 percent in 2025, with the 2025 forecast revised down. With disinflation and steady growth, the likelihood of a hard landing has receded, and risks to global growth are broadly balanced. As we move forward in planning, we do so with the knowledge that close observation and optimal management of the emergent trends are the foundation of positive outcomes.

Additionally, we must be even more mindful of the potential moderating specifics relating to our country. So, it was a welcome development that The Central Bank has decided to release monthly reports on economic and financial sector surveillance activities to provide the public with more frequent information on economic developments in The Bahamas. Valuable to NCP planning, the Bank reports a positive outlook regarding inflation. The institution's July 2024 communication noted healthy, moderated tourism growth, as the demand for travel from key source markets persists. In price developments, average consumer price inflation—as measured by changes in the average Retail Price Index (RPI) for The Bahamas—decreased during the 12 months to May 2024, relative to the comparative 2023 period, owing to reduced price pressures for imported fuel and other goods and services.

Furthermore, in early September 2024, a Ministry of Finance release sparked further optimism. It stated that the country's May fiscal performance had yielded a surplus. Government revenue income had exceeded Government's total spending, reversing prior year monthly deficits of $75.9m in 2023 and $80.8m for 2022. We are told that this fortunate outcome had resulted from a combination of increased tax and other revenue collections plus year-over-year reductions in both recurrent and capital spending.

In consequence, the Government's deficit for the first 11 months of the 2023-2024 fiscal year had reduced to $151.1m. Similarly hopeful, the quarterly report of The Central Bank of The Bahamas noted that the domestic economy was expected to maintain its growth momentum, driven by continued gains in the tourism industry and other areas of the real sector. As the downstream of visitor numbers, in terms of spending—mostly on food, drink and services—has long had a significant impact on the Bahamian economic outlook, particularly government revenues, construction, employment and business performance, this is good news. In the labour market, further improvement in employment conditions is forecasted, with additional job gains concentrated in the construction and tourism sectors. In price developments, inflation is anticipated to continue to trend downward, as improvements in global oil prices persist. It was even more heartening that a New York Times (NYT) article of 19 September 2024 (America's Inflation Fight Is Ending, but It's Leaving a Legacy) noted: "As inflation cools and the Federal Reserve cuts rates, an era of economic upheaval is coming to a close…"

Nevertheless, we must be equally alive to less positive indications relating to exogenous factors. The IMF's January 2024 report on The Bahamas addresses our vulnerability to risks stemming from climate change and geopolitical challenges, reinforcing APD's view that these matters require our concerted attention. Of note: "Risks to the outlook include an economic slowdown in tourism source markets and the potential for costly natural disasters. Building fiscal buffers and investing in renewable energy infrastructure will help address downside risks stemming from the passage of hurricanes and natural disasters, global economic uncertainty, and climate change. Raising potential growth beyond 1.5 percent is conditional on addressing bottlenecks in the energy sector and labor markets." The foregoing article offers a cautionary comment at its tail end as does the aforementioned NYT piece. The challenging inflationary period is coming to an end but "not without lingering marks".

The foregoing accords well with company planning and strategizing.

It is therefore essential to keep in mind the downside risks to tourism and port performance. Many are linked to factors beyond our control, such as rising global energy prices, which could reduce travel sector activity.

Extremely pertinent to APD's planning, logistics and business expansion are both positive and potentially negative aspects of the continuous growth in global container shipping. We know that the shipping companies are steadily increasing container capacity. Also, such enterprises are employing more and more advanced technology on vessels, which has implications for harbour maintenance, port infrastructure, technology, equipment, employment and training to support optimal operational functioning, safety and customer satisfaction.

TOP APD GOALS FOR THE 2024/2025 FISCAL YEAR

Safety

In our planning and operations, APD Limited and NCP teams have always made safety for all port constituents the foundation and support walls for our plant and progress. In planning and fashioning a safety ecosystem, we will therefore continue to reflect not only on the needs of port constituents and customers but the totality of the ambience in which our business operates—the local and global. Considering the April ransomware attack, we thankfully repelled and especially in light of what is being called "A New Era in Sabotage". Of the Tuesday, 17 September 2024 pager attacks on Lebanon, the New York Times has noted: "The attacks in Lebanon took the art of electronics to heights." We must be increasingly adroit in our vigilance and proactivity.

Safety of harbour entry and transit, port docking and operations, strengthening cybersecurity as well as continued regional leadership in port performance, competitiveness and productivity are entrenched at the top of APD's list of planned and desired achievements.

Breakwater Rehabilitation

The now continuous disintegration of the Nassau Harbour western breakwater that trails from the western end of Paradise Island is an ever-increasing threat to cargo shipping and cruise tourism. The Bahamas leans heavily on an import and tourism-driven economy, with 90 percent of international shipping cargo passing through APD's Arawak Cay facilities. There is cautious enthusiasm for the fact that, last year, The Bahamas received IDB financing for coastal protection and restoration. Works targeted by this loan included the repair and restoration of the aforementoned breakwater and the breakwater in front of our facility. We must continuously lobby for Government's definitive reply to our proposal regarding remediation.

Furthermore, imports passing through Nassau Container Port are processed by the government agencies relevant to inspecting imports for soundness, legal conformity and environmental safety and are empowered to collect government tariffs. Can we risk the disruption to this vital locus in the supply chain, ignoring the potential harm to trade and life? We continually warn of the vulnerability of Potters Cay and the majority of Family Island ports.

As urgent for consideration is the great rise in simultaneous calls at Nassau Cruise Port by several of the super vessels engaged in the current boom in cruise tourism, bringing thousands of holiday makers to our shores. While this country boasts of the rise in tourism receipts occasioned thereby, dare we risk the safety of these visitors, mariners, ships and port infrastructure? As the degradation of Nassau Harbour's western breakwater represents a clear and present danger, the rehabilitation of this all-important barrier has become imperative. Can we bear the cost of its neglect?

APD has already done what we can in terms of high-level due diligence in securing world-class expertise to assess the state of this breakwater and identifying a highly reputable firm to carry out the necessary rebuilding. Government's firm commitment and timely action are now the only energizing factors needed to launch. The urgency of progress in this area cannot be oversold—greatly at risk are the many large enterprises, particularly hotels and the small enterprises along the respective western coasts. These include the facilities that line namely Junkanoo Beach and the Fish Fry, our city ports and various small harbours.

Environmental Stewardship and Leadership

It has been reported that the window to reach net-zero carbon emissions by 2050 is rapidly closing but there is still time for the world to get on track—if decisive action is taken now. Failure to do so risks putting even a 1.75C global warming target out of reach. Progress is being made, however the energy transition has accelerated in recent years with the pace of clean technology deployment and capital investment surging to record levels. As noted earlier in this document, NCP made efforts towards the long-term goal of the reduction of greenhouse gas emissions by introducing more fuel-efficient equipment, such as Konecranes, while simultaneously increasing our solar energy generation capacity. We will continue to pursue measurable gains from our ESG platform and related SVIs which have further enhanced the development of a culture of thoughtful and reductive energy consumption, control of harmful emissions and vigorous waste management.

A major goal for 2024/2025 is to further increase solar electricity production and what surpluses we can feed back into the national grid and thus aid in reducing electricity costs at the port and in spreading the benefits to consumers in the wider community.

Contributing to the Development of Family Island Ports and National Development

APD's interest in contributing to the management and consequent development of Family Island ports remains strong. We have attained proven and internationally acknowledged and awarded leadership in port development and management, highlighted by effective SOPs (Standard Operating Procedures), ISPS Code-certified safety, environmental protection, highly trained professional staff, competitive technology in all aspects of our operations. We are thus convinced that contributing this strong portfolio of capabilities to Family Island port development, notably to the ports at Coopers Town and Marsh Harbour, the nation's third city, would be of enormous benefit to the communities where each port is located and to overall national development. We will continue to lobby for this participation.

Such input will likely never be a significant revenue stream for our company but would have attestable, measurable attainment in increasing border protection in especially vulnerable areas and safeguarding the islands' supply chains, client goods and government revenues.

Port Development Qualifications

That fact that Nassau Container Port has been honored with a "Best in the Caribbean Region" Award attests to the expertise and experience APD can contribute to creating a viable security plan and framework to cause the Marsh Harbour facility to successfully undergo ISPS (International Ship and Port Security) audits and assessments and be annually certified by that body.

Concerned that time is of the essence in this respect, APD continues to await a firm reply to our 2023 proposal from Government. Increasing climate evolution, the rapid changes that characterize global shipping and geopolitical relations nowadays can and are impacting ports and shipping negatively. Of necessity, our Bahamas response must of the highest calibre and timely.

Port-Specific Heavy Equipment Acquisition and Management

Our plans for the new fiscal year include the purchase of a fourth crane. To keep on the cutting edge of service, survive and prosper, ports must progress in tandem with the development and requirements of the top lines of 21st century cargo vessels, especially as regards the operating capability of the shore cranes. Such acquisitions are not a one-off provision. As the global shipping industry develops, if NCP is to remain competitive in the fiercely contested arena of modern maritime shipping, APD will obviously need to reinvest as crane technology advances.

Standard Operating Procedures (SOPs) and Staff Productivity

Our SOPs will continue to be dynamic with regularly scheduled periods set for review, revision and adjustments which respond to changes in customer demands, vessel size/load, configurations and their schedules, equipment conditions and the degree to which staff and equipment can respond efficiently and effectively to demands of their dedicated areas of operation.

A major aspect of continued dynamism is staff wellbeing, knowledge and optimal functioning in areas of responsibility and overall productivity as well as ability to contribute to other areas of operations when unplanned occasions arise. These are all functions of purposeful training, recognition, fair remuneration and promotion as appropriate to contributions. A goal is to continue to promote a culture that incorporates these factors and others that might arise. As in the past, we will continue to ensure that each team member undergoes at least 30 hours of training to which each department and each individual team member is invited to contribute to programme developments.

Optimizing Gender Balance at NCP

According to the United Nations Conference on Trade and Development (UNCTAD), which promotes trade, investment, and development in developing countries, ports are dominated by men. Women's participation rate in ports is only 18% overall, according to an UNCTAD port performance scorecard with their participation in ports' operations and services departments is even lower at 16%.

However, actions are being taken to narrow the gender gap in opportunities in many areas of the more developed countries and many developing states. UNCTAD advised that that the rolling five-year average of women in management and administrative roles in ports increased by 4% to 42% in 2020 and in 2021, 35% of port trainees were women. NCP principles are founded on fairness and equality of opportunity in every aspect of our operations, particularly in hiring, training, promoting and rewarding. The positive results of this framework are eminently underscored in the current report (See "It's About People") and the same pattern, with ongoing improvement as a primary goal will continue.

Development of NCP 'One Stop Shop"

For some time now, our ongoing observations and dedicated research strongly indicate the need for incorporating two new partner units at NCP to extend protection of government revenues and enhance service to port users and customers for increased productivity and profitability. I refer to the value of constructing a dedicated customs freight station at the port to facilitate the inspection and clearance of flagged cargo as well as a unit to accommodate an office of the Road Traffic Department and insurance providers. Such a station would allow for the inspection, licensing and insuring of imported vehicles landed at NCP. The latter addition would do much to ensure roadworthiness before the vehicles take to our streets. We will continue to lobby for this development by rolling out communications to allow for informed decision-making by the relevant authorities. We will continue to lobby with relevant government agencies and other stakeholders.

These developments have been under discussion at APD for several years in keeping with the company's growth strategy and national mandate. Over the years, the company has discussed these issues with representatives of successive government administrations. Because we are convinced of the importance of these developments to quality service, growth and profitability benefiting all stakeholders, we will continue to press for definitive, meaningful movement with stakeholders.

COMMUNITY OUTREACH & PARTNERSHIP

As in previous years, beyond its mandated Port obligations, APD contributed to national development over several important platforms underpinned by our able and willing company teams, skills, knowledge, funds and time.

In 2023/2024, we took pleasure in making a substantial contribution to assist The Bahamas Feeding Network in carrying out its laudable work in feeding thousands of persons in need. We were also pleased to lend support to LJM Maritime Academy.

Over the years, APD has fostered and maintained mutually beneficial relations with the following groups:

Bahamas Police Staff Association
Bahamas Customs
Bahamas Emergency Hostel
The Red Ribbon Ball
Race for The Cure
Bahamas National Trust
Bahamas Chamber of Commerce
Central Andros Youth Camp
The Department of Road Traffic
Cancer Society of The Bahamas
National Family Island Regatta
Bahamas Down Syndrome Association
REACH
The Bahamas Aids Foundation
Kingdor National Parkinson Foundation
Others

Audited FINANCIAL STATEMENTS

pwc

Independent auditors' report

To the Shareholders of APD Limited

Report on the audit of the financial statements

Our opinion

In our opinion, the financial statements present fairly, in all material respects, the financial position of APD Limited (the Company) as at June 30, 2024, and its financial performance and its cash flows for the year then ended in accordance with IFRS Accounting Standards.

What we have audited

The Company's financial statements comprise:

- the statement of financial position as at June 30, 2024;
- the statement of comprehensive income for the year then ended;
- the statement of changes in equity for the year then ended;
- the statement of cash flows for the year then ended; and
- the notes to the financial statements, comprising material accounting policy information and other explanatory information.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditors' responsibilities for the audit of the financial statements* section of our report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence

We are independent of the Company in accordance with the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code). We have fulfilled our other ethical responsibilities in accordance with the IESBA Code.

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Our audit approach

Overview

- Overall materiality: $592,400, which represents approximately 5% of net income and total comprehensive income

- In addition to determining materiality, we also assessed, amongst other factors, the following in designing our audit:
  - the risk of material misstatement in the financial statements
  - significant accounting estimates
  - the risk of management override of internal controls

- Accuracy and completeness of transactions pertaining to cybersecurity incident - ransomware attack

Audit scope

As part of designing our audit, we determined materiality and assessed the risks of material misstatement in the financial statements. In particular, we considered where management made subjective judgements; for example, in respect of significant accounting estimates that involved making assumptions and considering future events that are inherently uncertain. As in all of our audits, we also addressed the risk of management override of internal controls, including, among other matters, consideration of whether there was evidence of bias that represented a risk of material misstatement due to fraud.

We tailored the scope of our audit in order to perform sufficient work to enable us to provide an opinion on the financial statements as a whole, taking into account the structure of the Company, the accounting processes and controls, and the industry in which the Company operates.

Materiality

The scope of our audit was influenced by our application of materiality. An audit is designed to obtain reasonable assurance whether the financial statements are free from material misstatement. Misstatements may arise due to fraud or error. They are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

Based on our professional judgement, we determined certain quantitative thresholds for materiality, including the overall materiality for the financial statements as a whole as set out in the table below. These, together with qualitative considerations, helped us to determine the scope of our audit and the nature, timing and extent of our audit procedures and to evaluate the effect of misstatements, both individually and in aggregate, on the financial statements as a whole.

Overall materiality	$592,400
How we determined it	Approximately 5% of net income and total comprehensive income
Rationale for the materiality benchmark applied	We chose net income as the benchmark because, in our view, it is the benchmark against which the performance of the Company is commonly measured by users and is a generally accepted benchmark. We chose 5% which is within a range of acceptable benchmark thresholds.

We agreed with the Audit Committee that we would report to them misstatements identified during our audit above $29,600, as well as misstatements below that amount that, in our view, warranted reporting for qualitative reasons.

Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements of the current period. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Key audit matter	How our audit addressed the key audit matter
Accuracy and completeness of transactions pertaining to cybersecurity incident - ransomware attack. *Refer to note 22 to the financial statements for related disclosures.* On April 18, 2024, the Company's systems were encrypted with Akira ransomware. As a result, the servers and on-premises applications were inaccessible and there was a brief service interruption. Management engaged an external IT service provider to assist with the recovery process and a third party Cyber Incident Response Team (CSIRT) specialist who conducted a forensic investigation of the incident and provided an investigative summary report. Management also notified the Bahamas Computer Incident Response Team (CIRT-BS) and the Royal Bahamas Police Force. We focused on the cybersecurity incident due to the pervasive nature of the attack, which impacted the financial systems used to record financial data and required data restoration from backups coupled with	With the assistance of our internal Risk Assurance Services (RAS) specialists, we performed the following audit procedures, amongst others to address the cybersecurity incident: Obtained an understanding of management's processes to monitor and detect security breaches or incidents. Assessed the competence and capabilities of the third party service providers used by management in the recovery effort and investigating the incident and evaluated the appropriateness of the procedures completed.

data that had to be reinstated manually during the outage period and directly impacted financial statement line items.

During the investigation, APD switched off internet-facing systems and reverted to a manual process to resume business operations. During recovery, backup files were restored and quarantined. Upon full recovery of systems, electronic records were updated to include the data that could not be recovered from the system, but were still retained via email logs. Management communicated on the Company's website on May 2, 2024 that all impacted systems had been successfully restored with minimal disruption to the Company's operations.

Read and evaluated the investigative summary report provided by the CSIRT to understand the scope, impact and response to the ransomware attack, in particular:

- Removal of any persistent access for the attacker.
- Identification of any artifacts that could be used to determine the initial time and point of compromise.
- Review of devices as they were restored from backup or brought online for suspicious artifacts.
- Determination of any accounts that were compromised because of the incident.
- Guidance/recommendations for securing the APD environment going forward to prevent future incidents.

Performed completeness testing of the general ledger transactions by performing the following procedures:

- Obtained data extract directly from the general ledger and performed a roll-forward analysis using Computer Assisted Auditing Techniques (CAATs); and
- Performed a completeness reconciliation by comparing the differences between the opening and closing trial balances at the beginning and end of the financial year to the general ledger activity for the year, and obtained supporting evidence for identified variances.

Tested, on a sample basis, manually posted journal entries as part of data recovery activity. Inspected the underlying supporting documentation for validity and accuracy of the transactions. As part of the journal entry testing, also performed a search for duplicate transactions.

Other information

Management is responsible for the other information. The other information comprises the 2024 APD Limited Annual Report (but does not include the financial statements and our auditors' report thereon), which is expected to be made available to us after the date of this auditors' report.

Our opinion on the financial statements does not cover the other information and we will not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above when it becomes available and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

When we read the 2024 APD Limited Annual Report, if we conclude that there is a material misstatement therein, we are required to communicate the matter to those charged with governance.

Responsibilities of management and those charged with governance for the financial statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with IFRS Accounting Standards and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Company's financial reporting process.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, actions taken to eliminate threats or safeguards applied.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditors' report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

The engagement partner on the audit resulting in this independent auditors' report is Carlton Cartwright Jr.

PricewaterhouseCoopers

Chartered Accountants
Nassau, Bahamas

October 18, 2024

APD LIMITED
(Incorporated under the laws of the Commonwealth of The Bahamas)

Statement of Financial Position
As at June 30, 2024
(Amounts expressed in Bahamian dollars)

	Notes	2024 $	2023 $
ASSETS			
Current assets			
Cash and cash equivalents	3	17,768,774	16,194,347
Accounts receivable	4	4,776,348	2,828,080
Tax receivable		698,522	584,793
Deposits, prepayments and other assets	6	1,351,206	1,331,528
Spare parts inventory		687,521	694,071
Investments	7	211,908	2,480,905
Total current assets		**25,494,279**	**24,113,724**
Non-current assets			
Property, plant and equipment	9	81,581,620	78,935,014
Right-of-use asset	13	50,685,075	49,709,236
Investments	7	3,201,138	2,903,738
Total non-current assets		**135,467,833**	**131,547,988**
Total assets		**160,962,112**	**155,661,712**
LIABILITIES AND EQUITY			
Current liabilities			
Accounts payable		237,185	315,890
Due to related parties	5	2,196,231	1,472,223
Accrued expenses and other liabilities	10	1,901,372	1,183,147
Current portion of lease liability	13	81,565	75,703
Current portion of long term debt	8	3,085,600	2,057,067
Total current liabilities		**7,501,953**	**5,104,030**
Non-current liabilities			
Long term debt	8	22,627,733	24,684,800
Lease liability	13	53,839,222	52,297,487
Deposits held	13	276,863	274,663
Total non-current liabilities		**76,743,818**	**77,256,950**
Total liabilities		**84,245,771**	**82,360,980**
Equity			
Share capital	11	49,969	49,969
Share premium		49,192,308	49,192,308
Retained earnings		27,474,064	24,058,455
Total equity		**76,716,341**	**73,300,732**
Total liabilities and equity		**160,962,112**	**155,661,712**

Approved by the Board of Directors on 18 October 2024 and signed on its behalf by:

Director   Director

The accompanying notes are an integral part of these financial statements.

APD LIMITED

Statement of Comprehensive Income
For the year ended June 30, 2024
(Amounts expressed in Bahamian dollars)

	Notes	2024 $	2023 $
Revenue			
Landing fees	14	15,667,781	15,063,550
Terminal handling fees	14	5,326,677	4,870,963
Stevedoring fees	14	3,504,613	3,388,435
Security	14	2,977,482	2,852,470
Storage fees	14	1,881,612	3,594,932
Gate fees	14	2,446,973	2,404,835
Subleases	13	1,506,589	1,464,212
Reefer line	14	1,288,700	1,396,650
Hazmat fees	14	365,350	334,050
Dockage	14	386,572	311,517
Line handling fees	14	104,000	87,850
Other income	14	281,705	69,172
Total revenue		**35,738,054**	**35,838,636**
Expenses			
Salaries, employee benefits, and training		5,004,221	5,035,613
Terminal handling costs		5,086,603	5,281,709
Government fees and taxes		1,083,727	1,254,407
Repairs and maintenance		1,505,226	1,049,211
Utilities		1,278,095	1,101,323
Government lease	13	1,040,037	998,986
Security		391,600	371,535
Legal and other professional fees	15	1,000,019	821,924
Insurance		396,187	364,733
Other operating expenses		346,548	458,110
Office supplies, postage and delivery		120,361	176,978
Company meetings and events		107,644	85,005
Loss on disposal of property, plant & equipment		3,943	161,188
Total expenses		**17,364,211**	**17,160,722**
Earnings before interest, depreciation and amortisation		**18,373,843**	**18,677,914**

The accompanying notes are an integral part of these financial statements.

APD LIMITED

Statement of Comprehensive Income (Continued)
For the year ended June 30, 2024
(Amounts expressed in Bahamian dollars)

	Notes	2024 $	2023 $
Depreciation - property, plant and equipment	9	3,057,963	5,361,160
Depreciation - right-of-use-asset	13	649,810	675,632
Total depreciation and amortisation		**3,707,773**	**6,036,792**
Earnings before interest		**14,666,070**	**12,641,122**
Finance costs			
Interest on lease liability	13	2,429,948	2,532,557
Interest expense		813,099	876,868
Interest income		(487,342)	(455,128)
Total finance costs, net		**2,755,705**	**2,954,297**
Total earnings for the year attributable to the equity shareholders		**11,910,365**	**9,686,825**
Net income and total comprehensive income		**11,910,365**	**9,686,825**
Basic and diluted earnings per share	12	**2.38**	**1.94**

The accompanying notes are an integral part of these financial statements.

APD LIMITED

Statement of Changes in Equity
For the year ended June 30, 2024
(Amounts expressed in Bahamian dollars)

	Share capital $	Share premium $	Retained earnings $	Total $
Balance at July 1, 2022	**49,969**	**49,192,308**	**21,367,311**	**70,609,588**
Total comprehensive income for the year	-	-	9,686,825	9,686,825
Dividends paid (Note 11)	-	-	(6,995,681)	(6,995,681)
Balance at July 1, 2023	**49,969**	**49,192,308**	**24,058,455**	**73,300,732**
Total comprehensive income for the year	-	-	11,910,365	11,910,365
Dividends paid (Note 11)	-	-	(8,494,756)	(8,494,756)
Balance at June 30, 2024	**49,969**	**49,192,308**	**27,474,064**	**76,716,341**

The accompanying notes are an integral part of these financial statements.

APD LIMITED

Statement of Cash Flows
For the year ended June 30, 2024
(Amounts expressed in Bahamian dollars)

	Notes	2024 $	2023 $
Cash flows from operating activities			
Net income for the year		11,910,365	9,686,825
Adjustments for:			
Depreciation - property, plant and equipment	9	3,057,963	5,361,160
Depreciation - right-of-use-asset	13	649,810	675,632
Amortisation of bond discount		(186,085)	(217,717)
Unrealized Gain on investments		(171,512)	-
Loss on disposal of property, plant & equipment		3,943	161,188
Interest income		(487,342)	(455,128)
Interest on lease liability	13	2,429,948	2,532,557
Loan interest expense		813,099	876,868
Operating profit before changes in working capital		**18,020,189**	**18,621,385**
Decrease in spare parts inventory		6,550	93,270
Increase in deposit, prepayments & other assets		(19,678)	(307,352)
(Increase) / decrease in accounts receivable		(1,948,268)	231,480
(Increase) / decrease in tax receivable		(113,729)	167,605
Increase in deposits held		2,200	-
Decrease in accounts payable		(78,705)	(152,897)
Increase in due to related parties		724,008	228,851
Increase in accrued expense and other liabilities		320,760	149,401
Net cash provided by operating activities		**16,913,327**	**19,031,743**
Cash flows from investing activities			
Acquisition of property, plant and equipment	9	(5,708,512)	(6,005,567)
Net sale / (purchase) of investments		2,329,193	(4,741,926)
Net cash used in investing activities		**(3,379,319)**	**(10,747,493)**
Cash flows from financing activities			
Principal payments on lease liability		(78,053)	(72,443)
Principal payments on long term debt		(1,028,533)	(2,057,067)
Interest expense paid		(415,633)	(876,868)
Interest income received		487,342	455,128
Interest expense paid on lease liability		(2,429,948)	(2,360,053)
Dividends paid to ordinary shareholders	11	(8,494,756)	(6,995,681)
Net cash used in financing activities		**(11,959,581)**	**(11,906,984)**
Increase / (Decrease) in cash and cash equivalents		**1,574,427**	**(3,622,734)**
Cash and cash equivalents, beginning of year		**16,194,347**	**19,817,081**
Cash and cash equivalents, end of year	3	**17,768,774**	**16,194,347**

The accompanying notes are an integral part of these financial statements.

1. General information

APD Limited (the Company) was incorporated on February 24, 2009, under the Companies Act, 1992 of the Commonwealth of The Bahamas (The Bahamas). The Company is 40% owned by The Treasurer of The Bahamas, 40% owned by Arawak Cay Port Development Holdings Limited (ACPDHL) and 20% owned by the general public, hereinafter collectively referred to as the Shareholders. ACPDHL is owned by a consortium of private companies operating in The Bahamas. The principal activity of the Company is to manage, operate and maintain a commercial port at Arawak Cay known as Nassau Container Port (the Port) and an inland terminal on Gladstone Road, known as Gladstone Freight Terminal (the Depot) (Note 13).

The Company is a public company listed on the Bahamas International Securities Exchange. The Company's registered office is located at Ocean Centre, Montagu Foreshore, East Bay Street, New Providence, The Bahamas.

Operations of the Port include a break bulk, a bulk and a container terminal. The container terminal has the capability of handling at least 200,000 Twenty-foot Equivalent Units (TEUs) annually. The Depot is comprised of 100,000 square feet and 10,000 square feet of warehouse and administrative office space respectively and serves as a deconsolidation and distribution centre.

2. Material accounting policies

The principal accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all the years presented, unless otherwise stated.

(a) Basis of preparation

The Company's financial statements have been prepared in accordance with IFRS Accounting Standards (IFRS) which comprise IFRS Accounting Standards, IAS Standards, and Interpretations developed by the IFRS Interpretations Committee (IFRIC interpretations) or its predecessor body, the Standing Interpretations Committee (SIC Interpretations). The financial statements have been prepared on a historical cost basis, except for certain financial assets which are measured at fair value.

The preparation of financial statements in conformity with IFRS requires the use of certain critical accounting estimates. It also requires management to exercise judgment in the process of applying the Company's accounting policies. The Company makes estimates and assumptions concerning the future. The resulting accounting estimates will, by definition, seldom equal the related actual results. The areas involving a higher degree of judgment or complexity or areas where assumptions and estimates are significant to the financial statements are as follows:

(i) Critical accounting estimates and assumptions

Useful lives of property, plant and equipment

Management determines the estimated useful lives of property, plant and equipment based on the period over which the assets are expected to be available for use. The Company annually reviews the estimated useful lives of property, plant and equipment based on factors that include, but are not limited to, asset utilisation, internal technical evaluation, technological changes, environmental and anticipated use of assets. It is possible that the future results of operations could be materially affected by changes in these estimates brought about by changes in the above-mentioned factors.

2. Material accounting policies (Continued)

(a) Basis of preparation (continued)

(i) Critical accounting estimates and assumptions (continued)

Impairment of non-financial assets

Items of property, plant and equipment are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. Identifying and assessing circumstances that indicate that the carrying amount of an item of property, plant and equipment may not be recoverable requires significant judgment. In determining whether circumstances indicating impairment exist, management, at a minimum, considers the following factors:

- A decline in the asset©s market value that is significantly greater than would be expected as a result of the passage of time or normal use;
- Significant adverse changes in the technological, market, economic or legal environment;
- Increases in interest rates or other market rates of return;
- Obsolescence or physical damage affecting the asset;
- Significant adverse changes that have taken place or are expected in the way that an asset is used or expected to be used;
- Deterioration in the expected level of the asset©s performance; and
- Management's own forecasts of future net cash inflows or operating profits showing a significant decline from previous budgets and forecasts.

Measurement of the Expected Credit Loss (ECL) allowance

The measurement of the ECL allowance for financial assets measured at amortised cost is an area that requires the use of complex models and significant assumptions about future economic conditions and credit behaviour (e.g. the likelihood of customers defaulting and the resulting losses). A number of significant judgements are also required in applying the accounting requirements for measuring the ECLs, such as:

- Definition of default
- Determining the criteria for significant increase in credit risk
- Choosing appropriate models and assumptions for the measurement of ECLs
- Establishing the number and relative weightings of forward-looking scenarios for each type of product and the associated ECLs

The Company applies the IFRS 9 simplified approach to measuring expected credit losses. Explanation of the inputs, assumptions and estimation techniques used in measuring the ECLs are further detailed in Note 18.

The Company regularly reviews and validates the models and inputs to the models to reduce any differences between ECL estimates and actual credit loss experience.

A sensitivity analysis is not disclosed as the impact of reasonable changes in key assumptions would not be material to the ECL.

2. Material accounting policies (Continued)

(a) Basis of preparation (continued)

(ii) *Critical judgment in applying the entity's accounting policies*

Capitalisation of directly attributable costs related to the acquisition of property, plant and equipment

International Accounting Standard (IAS) 16 *'Property, Plant and Equipment'* requires that the cost of an item of property, plant and equipment should include directly attributable costs of bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management. Determining directly attributable costs requires significant judgment. Management determines directly attributable costs as those that are incremental in nature and/or would be necessarily incurred by a third party in bringing the asset to the location and condition necessary for it to be used for the intended purpose.

(iii) Alternative performance measures

Management has determined that earnings before interest, depreciation and amortisation is the most useful performance measure to the users of the financial statements as it can be useful in comparing companies with different debt profiles and depreciation policies and is a widely accepted performance measure. Earnings before interest, depreciation and amortisation as presented on the statement of comprehensive income reconciles to operating profit as follows:

	2024	**2023**
	$	**$**
Earnings before interest, depreciation and amortisation	18,373,843	18,677,914
Depreciation - property, plant and equipment	(3,057,963)	(5,361,160)
Depreciation - right-of-use-asset	(649,810)	(675,632)
Operating profit	**14,666,070**	**12,641,122**

2. Material accounting policies (Continued)

(b) Changes in applicable accounting policy and disclosures

(i) New and amended standards adopted by the Company

The Company adopted Disclosure of Accounting Policies – Amendments to IAS 1 and IFRS Practice Statement 2 from July 1, 2023. The amendments require the disclosure of 'material', rather than 'significant', accounting policies. The adoption of this amendment did not result in any changes to the accounting policies themselves. Other standards, amendments and interpretations to published standards that became effective for the Company's financial year beginning on July 1, 2023 were not relevant or not significant to the Company's operations and accordingly did not have a material impact on the financial statements.

(ii) New standards and interpretations not yet adopted by the Company

Certain new accounting standards and amendments to standards and interpretations have been published that are not mandatory for June 30, 2024 reporting periods and have not been early adopted by the Company. These standards, amendments or interpretations are not expected to have a material impact on the financial statements of the Company in the current or future reporting periods and on foreseeable future transactions.

(c) Foreign currency translation

(i) Functional and presentation currency

The financial statements are presented in Bahamian dollars, which is the Company's functional and presentation currency, as it represents the currency of the primary economic environment in which the Company operates.

(ii) Transactions and balances

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the date of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in the statement of comprehensive income.

(d) Cash and cash equivalents

For the purpose of presentation in the statement of cash flows, cash and cash equivalents includes cash on hand, cash held with banks and other short-term, highly liquid investments with original maturities of three (3) months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

(e) Accounts receivable

Accounts receivable are amounts due from customers for services performed in the ordinary course of business. They are generally due for settlement within 15 days and are therefore all classified as current. Accounts receivable are recognised initially at the amount of consideration that is unconditional, unless they contain significant financing components when they are recognised at fair value.

2. Material accounting policies (Continued)

(e) Accounts receivable (continued)

The Company holds the accounts receivable with the objective of collecting the contractual cash flows and therefore measures them subsequently at amortised cost using the effective interest method, less loss allowance. Impairment of accounts receivable is discussed in Note 2(o).

(f) Inventory

Inventory primarily includes spare crane parts that are valued at the lower of cost or net realisable value. Cost is determined using the first-in, first-out (FIFO) method. Net realisable value is the estimated selling price in the ordinary course of business, less applicable variable selling expenses. Inventory is derecognised when the parts are used in operations.

(g) Property, plant and equipment

Property, plant and equipment is stated at historical cost less accumulated depreciation and any accumulated impairment losses. Historical costs include expenditure that is directly attributable to the acquisition of the asset.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Company, and the cost of the item can be measured reliably. The carrying amount of any component accounted for as a separate asset is derecognised when replaced. Repairs and maintenance are charged to the statement of comprehensive income during the period in which they are incurred.

Buildings under construction, termed capital work in progress, are carried at cost and not depreciated until construction is complete and the assets are ready for their intended use. At that time, the accumulated cost is transferred from capital work in progress to the appropriate asset category.

All other items of property, plant and equipment are depreciated using the straight-line method to allocate their cost less residual values, over their estimated useful lives, as follows:

Container terminal	5 to 44 years
Freight handling equipment (cranes)	15 to 25 years
Other freight handling equipment	1 to 33 years
Buildings and improvements	2 to 44 years
Motor vehicles	1 to 5 years
Furniture and fixtures, communications and office equipment	2 to 20 years

The assets' residual values and estimated useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period. An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount [Note 2(h)].

At the time of disposal or retirement of assets, the cost and related accumulated depreciation are eliminated, and any resulting gain or loss is reflected in the statement of comprehensive income.

2. Material accounting policies (Continued)

(h) Impairment of non-financial assets

Items of property, plant and equipment are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs of disposal and value in use. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows [Cash Generating Units (CGUs)]. Non-financial assets that incurred impairment charges are reviewed for possible reversal of the impairment at each reporting date.

(i) Accounts payable

Accounts payable represent liabilities for goods and services provided to the Company prior to the end of the financial year which are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition. Accounts payable are classified as current liabilities if payment is due within twelve (12) months after the reporting period. If not, they are presented as non-current liabilities.

Accounts payable are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method.

(j) Borrowings

Borrowings are initially recognised at fair value, net of transaction costs incurred. Borrowings are subsequently measured at amortised cost. Any difference between the proceeds (net of transaction costs) and the redemption amount is recognised in the statement of comprehensive income over the period of the borrowings using the effective interest method. Fees paid on the establishment of loan facilities are recognised as transaction costs of the loan to the extent that it is probable that some or all of the facility will be drawn down. In this case, the fee is deferred until the draw down occurs.

To the extent there is no evidence that it is probable that some or all of the facility will be drawn down, the fee is capitalised as a prepayment for liquidity services and amortised over the period of the facility to which it relates.

Borrowings are removed from the statement of financial position when the obligation specified in the contract is discharged, cancelled or expired. The difference between the carrying amount of a financial liability that has been extinguished or transferred to another party and the consideration paid, including any non-cash assets transferred or liabilities assumed, is recognised in profit or loss as other income or finance costs.

Where the terms of a financial liability are renegotiated and the entity issues equity instruments to a creditor to extinguish all or part of the liability (debt for equity swap), a gain or loss is recognised in profit or loss, which is measured as the difference between the carrying amount of the financial liability and the fair value of the equity instruments issued.

Borrowings are classified as current liabilities unless the Company has an unconditional right to defer settlement of the liability for at least twelve (12) months after the reporting period.

2. Material accounting policies (Continued)

(j) Borrowing costs (continued)

General and specific borrowing costs directly attributable to the acquisition, and construction of qualifying assets, which are assets that necessarily take a substantial period of time to get ready for their intended use, are added to the cost of those assets, until such time as the assets are substantially ready for their intended use or sale.

Investment income earned on the temporary investment of specific borrowings pending their expenditure on qualifying assets is deducted from the borrowing costs eligible for capitalisation.

All other borrowing costs are recognised in the statement of comprehensive income in the period in which they are incurred.

(k) Share capital and share premium

Ordinary shares are classified as equity. Total value of shares issued in excess of the par value is recognised as share premium. Mandatorily redeemable preference shares are classified as liabilities.

Incremental costs directly attributable to the issue of new ordinary shares are shown in equity as a deduction from the proceeds.

(l) Revenue and expense recognition

Revenue comprises the fair value of the consideration received or receivable for the sale of services provided in the ordinary course of the Company's activities. Revenue is shown net of returns, rebates and discounts.

The Company recognises revenue when the amount of revenue can be reliably measured, it is probable that future economic benefits will flow to the Company and when specific criteria have been met for each of the Company's activities as described below:

Revenue from services

Revenue from general cargo and vessel services comprises landing fees, terminal handling fees, security, stevedoring fees, hazmat fees, dockage, and line handling fees. Revenue from port services includes gate fees, storage fees and reefer line. The above revenues are recognised upon delivery of services.

Revenue from rental and other fixed-term contracts is recognised using a straight-line basis over the term of the contract.

Interest income and expense

Interest income and expense for all interest-bearing financial assets and liabilities are recognised in the statement of comprehensive income using the effective interest method.

All other costs and expenses are recognised in the statement of comprehensive income as incurred.

2. Material accounting policies (Continued)

(m) Leases

Accounting as lessee

Assets and liabilities arising from a lease are initially measured on a present value basis. Lease liabilities include the net present value of the following lease payments:
- fixed payments (including in-substance fixed payments), less any lease incentives receivable
- variable lease payment that are based on an index or a rate, initially measured using the index or rate as at the commencement date
- amounts expected to be payable by the Company under residual value guarantees
- the exercise price of a purchase option if the Company is reasonably certain to exercise that option, and
- payments of penalties for terminating the lease, if the lease term reflects the Company exercising that option.

The lease payments are discounted using the interest rate implicit in the lease. If that rate cannot be readily determined, the lessee's incremental borrowing rate is used, being the rate that the individual lessee would have to pay to borrow the funds necessary to obtain an asset of similar value to the right-of-use asset in a similar economic environment with similar terms, security and conditions.

To determine the incremental borrowing rate, the Company:
- where possible, uses recent third-party financing received by the individual lessee as a starting point, adjusted to reflect changes in financing conditions since third party financing was received
- makes adjustments specific to the lease, e.g. term, country, currency and security.

The Company is exposed to potential future increases in variable lease payments based on an index or rate, which are not included in the lease liability until they take effect. When adjustments to lease payments based on an index or rate take effect, the lease liability is reassessed and adjusted against the right-of-use asset.

Lease payments are allocated between principal and finance cost. The finance cost is charged to the statement of comprehensive income over the lease period so as to produce a constant periodic rate of interest on the remaining balance of the liability for each period.

Right-of-use assets are measured at cost comprising the following:
- the amount of the initial measurement of lease liability
- any lease payments made at or before the commencement date less any lease incentives received
- any initial direct costs, and
- restoration costs.

Right-of-use assets are generally depreciated over the shorter of the asset©s useful life and the lease term on a straight-line basis. If the Company is reasonably certain to exercise a purchase option, the right-of-use asset is depreciated over the underlying asset's useful life.

2. Material accounting policies (Continued)

(m) Leases (continued)

Extension and termination options

Extension and termination options are included in a number of property leases. These are used to maximise operational flexibility in terms of managing the assets used in the Company's operations. The extension and termination options held are exercisable only by the Company and not by the lessor.

Critical judgements in determining the lease term

In determining the lease term, management considers all facts and circumstances that create an economic incentive to exercise an extension option, or not exercise a termination option. Extension options (or periods after termination options) are only included in the lease term if the lease is reasonably certain to be extended (or not terminated).

For the Company's leases, the following factors are the most relevant:
- If there are significant penalties to terminate (or not extend), the Company is typically reasonably certain to extend (or not terminate).
- If any leasehold improvements are expected to have a significant remaining value, the Company is typically reasonably certain to extend (or not terminate).
- Otherwise, the Company considers other factors including historical lease durations and the costs and business disruption required to replace the leased asset.

The extension option on the land lease has been included in the lease liability, because the Company could not replace the leasehold improvements without significant cost or business disruption.

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

Accounting as lessor

Lease income on operating leases is recognised over the term of the lease on a straight-line basis. Initial direct costs incurred in obtaining an operating lease are added to the carrying amount of the underlying asset and recognised as expense over the lease term on the same basis as lease income. The respective leased assets are included in the statement of financial position based on their nature.

(n) Financial instruments

i) Financial assets

Initial recognition and measurement

IFRS 9 establishes three primary categories for financial assets: amortised cost, fair value through profit or loss (FVTPL), and fair value through other comprehensive income (FVOCI). The Company classifies financial assets, at initial recognition as subsequently measured at amortised cost.

2. Material accounting policies (Continued)

(n) Financial instruments (continued)

i) Financial assets (continued)

Initial recognition and measurement (continued)

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Company's business model for managing them. The Company initially measures a financial asset at its fair value plus, in the case of a financial asset not at FVTPL, transaction costs that are directly attributable to the acquisition of the financial asset. Transaction costs of financial assets carried at FVTPL are expensed in profit or loss. In order for a financial asset to be classified and measured at amortised cost, it needs to give rise to cash flows that are 'solely payments of principal and interest' (SPPI) on the principal amount outstanding. This assessment is referred to as the SPPI test and is performed at an instrument level.

The Company's business model for managing financial assets refers to how it manages its financial assets in order to generate cash flows. The business model determines whether cash flows will result from collecting contractual cash flows, selling the financial assets, or both.

Regular-way purchases and sales of financial assets are recognised on the trade date, which is the date on which the Company becomes a party to the contractual provisions of the instrument.

Subsequent measurement

Subsequent measurement depends on the Company's business model for managing the asset and the cash flow characteristics of the asset.

Financial assets at fair value through profit or loss (FVTPL) include financial assets held for trading, financial assets designated upon initial recognition at FVTPL, or financial assets mandatorily required to be measured at fair value. Financial assets are classified as held for trading if they are acquired for the purpose of selling or repurchasing in the near term. Financial assets with cash flows that are not solely payments of principal and interest are classified and measured at FVTPL, irrespective of the business model.

Financial assets and liabilities are classified at fair value through other comprehensive income (FVOCI) if the financial asset is held within a business model with the objective of both holding to collect contractual cash flows and selling; and the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

2. Material accounting policies (Continued)

(n) Financial instruments (continued)

i) Financial assets (continued)

Subsequent measurement (continued)

There were no financial assets which met the criteria to be classified as financial assets at FVOCI.

Equity instruments

The Company subsequently measures all equity investments at fair value. Where the Company's management has elected to present fair value gains and losses on equity investments in OCI, there is no subsequent reclassification of fair value gains and losses to profit or loss following the derecognition of the investment. Dividends from such investments continue to be recognised in profit or loss as other income when the Company's right to receive payments is established.

Changes in the fair value of financial assets at FVTPL are recognised in other gains/(losses) in the statement of comprehensive income as applicable. Impairment losses (and reversal of impairment losses) on equity investments measured at FVOCI are not reported separately from other changes in fair value.

Financial assets at amortised cost

This category is the most relevant to the Company. The Company's financial assets at amortised cost include 'cash and cash equivalents' and 'accounts receivable' in the statement of financial position.

The Company measures financial assets at amortised cost if both of the following conditions are met:

- The financial asset is held within a business model with the objective to hold financial assets in order to collect contractual cash flows; and

- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Financial assets at amortised cost are subsequently measured using the effective interest rate (EIR) method and are subject to impairment.

Derecognition

A financial asset (or, where applicable, a part of a financial asset or part of a group of similar financial assets) is primarily derecognised when:

2. Material accounting policies (Continued)

(o) Financial instruments (continued)

i) Financial assets (continued)

Derecognition (continued)

- The rights to receive cash flows from the asset have expired; or

- The Company has transferred its rights to receive cash flows from the asset and has transferred substantially all the risks and rewards of the asset.

Impairment of financial assets

The Company assesses, on a forward-looking basis, the ECL for financial assets measured at amortised cost. The Company measures ECL and recognises a credit loss allowance, if material, at each reporting date. The measurement of ECL reflects: (i) an unbiased and probability weighted amount that is determined by evaluating a range of possible outcomes, (ii) time value of money and (iii) all reasonable and supportable information that is available without undue cost and effort at the end of each reporting period about past events, current conditions and forecasts of future conditions.

Financial instruments measured at amortised cost are presented in the statement of financial position, net of the allowance for ECL.

The Company applies the IFRS 9 simplified approach to measuring expected credit losses which uses a lifetime expected loss allowance for accounts receivable. This did not result in any change in the loss allowance as of June 30, 2024.

Dividends

Dividends are received from financial assets measured at fair value through profit or loss (FVPL) and at fair value through other comprehensive income (FVOCI). Dividends are recognised as other income in profit or loss when the right to receive payment is established. This applies even if they are paid out of pre-acquisition profits, unless the dividend clearly represents a recovery of part of the cost of an investment. In this case, the dividend is recognised in OCI if it relates to an investment measured at FVOCI.

ii) Financial liabilities

Financial liabilities are classified as subsequently measured at amortised cost.

Derecognition

Financial liabilities are derecognised when they are extinguished (i.e. when the obligation specified in the contract is discharged, cancelled or expires).

2. Material accounting policies (Continued)

(p) Retirement benefit costs

The Company has a defined contribution pension plan for all eligible employees whereby the Company makes contributions to a privately administered pension plan. The Company has no legal or constructive obligations to pay further contributions if the plan does not hold sufficient assets to pay all employees the benefits relating to employee service in the current or prior years. The Company and employees make contributions based on eligible earnings, and the Company's contributions are recognised in the statement of comprehensive income in the financial period to which they relate. Enrolment in the defined contribution pension plan is at the discretion of the employee.

(q) Segment reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the chief operating decision-maker. The chief operating decision-maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as the executive management that makes strategic decisions.

(r) Taxation

Under the current laws of The Bahamas, the Company is not subject to income, capital or other corporate taxes. The Company's operations do not subject it to taxation in any other jurisdiction. The Company is however subject to value added tax (VAT), assessed at a rate of 10% (2023: 10%), and is required to assess VAT on all commercial leases and other services, to be payable to the Government. The Company also incurs VAT on certain goods and services acquired during the normal course of business which are offset against this payable.

(s) Earnings per share

(a) Basic

Basic earnings per share is calculated by dividing:

- the earnings attributable to the equity shareholders, excluding any costs of servicing equity other than ordinary shares.
- by the weighted average number of ordinary shares outstanding during the financial year, excluding treasury shares, if any.

(b) Diluted

Diluted earnings per share adjusts the figures used in the determination of basic earnings per share to take into account:

2. Material accounting policies (Continued)

(s) Earnings per share (continued)

(b) Diluted (continued)

- the effect of interest and other financing costs associated with dilutive potential ordinary shares, and
- the weighted average number of additional ordinary shares that would have been outstanding assuming the conversion of all dilutive potential ordinary shares, if any.

(t) Dividend distribution

Dividend distribution to the Company's shareholders is recognised as a liability in the Company's financial statements in the period in which the dividends are approved by the Company's Board of Directors.

(u) Corresponding figures

Where necessary, certain corresponding figures have been adjusted to conform with changes in presentation in the current year.

3. Cash and cash equivalents

	2024	**2023**
	$	**$**
Cash on hand	8,840	2,442
Cash held with bank	14,159,774	13,681,904
Restricted cash	3,600,160	2,510,001
	17,768,774	**16,194,347**

4. Accounts receivable

	2024	**2023**
	$	**$**
Customers' account - gross:		
Trade receivables -		
Third parties	1,068,292	343,628
Related parties (Note 5)	3,685,589	2,395,546
	4,753,881	2,739,174
Less: Allowance for expected credit losses	-	-
	4,753,881	**2,739,174**
Accrued interest receivables	22,467	88,906
	4,776,348	**2,828,080**

4. Accounts receivable (Continued)

There were no movements in the allowance for expected credit losses during the year. The loss allowance calculated after the application of the impairment requirements of IFRS 9 was immaterial to the financial statements and was therefore not recognised.

The other classes within accounts receivable do not contain impaired assets.

As of reporting date, the aging analysis of trade receivables is as follows:

	Total	Current	1-30 days	31-60 days	61-90 days	More than 90 days
	$	$	$	$	$	$
2024	4,753,881	2,199,057	1,488,197	754,471	159,460	152,696
2023	2,739,174	1,307,530	1,045,103	222,362	11,846	152,333

The maximum exposure to credit risk at the reporting date is the carrying value of each class of receivable mentioned above. The credit quality of accounts receivable that are neither past due nor impaired at reporting date can be assessed by reference to historical information about counterparty default rates. Credit risk is discussed in Note 18(b).

5. Related party balances and transactions

A party is related to the Company if:

(i) directly, or indirectly through one or more intermediaries, the party:
- controls, is controlled by, or is under common control with, the Company;
- has an interest in the Company that gives it significant influence over the Company;

(ii) the party is a member of the key management personnel, including directors and officers, of the Company or its shareholders;

(iii) the party is a close member of the family of any individual referred to in (ii) above; and

(iv) the party is an entity that is controlled, jointly controlled or significantly influenced by, or for which significant voting power in such entities resides with, directly or indirectly, any individual referred to in (ii) or (iii) above.

5. Related party balances and transactions (Continued)

(a) Amounts due from related parties included in accounts receivable comprise:

	2024	2023
	$	$
Due from Shareholder	1	1
Due from other related parties - affiliates	3,696,993	2,395,545
	3,696,994	**2,395,546**

The amount due from Shareholder represents amounts paid on behalf of the Shareholder. The amount due from other related parties - affiliates arise mainly from the services provided by the Company. The receivables are unsecured and bear no interest.

(b) Amounts due to related parties comprise:

	2024	2023
	$	$
Due to Shareholder	2,404,151	1,863,248
Due to other related parties - affiliates	540,823	108,021
	2,944,974	**1,971,269**

The due to Shareholder includes real property taxes payable and lease payable to the Government relevant to the lease of the Port and Depot Lands (Note 13) and customs security surcharges collected on behalf of the Bahamas Customs & Excise Department. The amounts due to other related parties - affiliates arise mainly from services provided to the Company in the ordinary course of business and services obtained for terminal handling operations. These amounts are included in due to related parties ($2,196,231 [2023: $1,472,223]) and accrued expenses and other liabilities ($748,743 [2023: $499,046]) on the statement of financial position.

Settlement of the above payables is within the payment terms agreed in the agreements and invoices.

(c) Sales and purchases of services:

	2024	2023
	$	$
Sales of services		
Other related parties - affiliates	**27,869,714**	**28,289,977**

Sales of services to other related parties - affiliates pertains to the various general cargo and vessel services, port services, and rental income with terms as agreed in the invoices and agreements and are recognised as revenues in the statement of comprehensive income.

5. Related party balances and transactions (Continued)

(c) Sales and purchases of services: (continued)

Revenue from transactions with two customers amount to 10% or more of the Company's total revenues. Transactions with these two customers included in sales of services account for 69% (2023: 69%) of total revenues during the year, amounting to $13,107,052 (2023: $14,037,313) and $11,397,704 (2023: $10,579,448) respectively.

	2024 $	2023 $
Purchases of services		
Other related parties - affiliates	**5,639,769**	**5,879,212**

The services purchased from other related parties - affiliates are related to services provided by the common terminal operator at the Port facilities.

(d) Key management compensation

Key management includes the directors of the Company and senior management. The compensation paid or payable to key management for their services is shown below:

	2024 $	2023 $
Salaries	667,796	507,474
Short term employee benefits	440,873	373,234
Retirement benefits	25,613	28,087
	1,134,282	**908,795**

6. Deposits, prepayments and other assets

	2024 $	2023 $
Security deposits	272,540	275,775
Prepayments	1,078,666	1,055,753
	1,351,206	**1,331,528**

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

7. Investments

(a) Mutual funds

Financial assets measured at fair value through profit or loss comprise an investment in the Nassau Cruise Port Ltd. equity offering via the Bahamas Investment Fund (BIF). The Company purchased 85,000 Bahamas Investment Fund Class A Investor Shares at $5.00 per share in December 2022. The fund has an annual net asset value calculated on March 31 of each year. Directors of the fund, along with the Investment Manager, have determined appropriate valuation methods for The Nassau Cruise Port shares which are owned by BIF. Directors intend to use the book value of BIF's ownership stake in Nassau Cruise Port as a base case for the value of the shares. Accordingly, the net asset value will reflect movements in Nassau Cruise Port's equity and primarily be driven by the performance of the company. The value of this investment as at June 30, 2024, was $590,410 (2023: $425,000).

(b) Fixed rate government bonds

The Company in November 2022 purchased fixed-rate USD Bahamas Government Bonds at a discount as follows (i) 3,445,000 6% bonds at $68.25 due to mature November 21, 2028 and (ii) 2,535,000 5.75% bonds at $94.31 which matured during the year on January 16, 2024. The purpose of the remaining bond is to hold to maturity and collect the interest earned over the bond term. The bond was classified and measured at amortised cost and booked to the statement of financial position. The value of the bond as at June 30, 2024 was $2,610,728 (2023: $4,959,643).

The bond discount is amortised over the life of the bonds and booked at each semi-annual interest payment date to interest income in the statement of comprehensive income and to the bond investment in the statement of financial position. During the year ended June 30, 2024, the amount of discount amortised for the remaining bond amounted to $259,647 (2023: $217,717). Interest earned on these bonds are paid semi-annually and booked to interest income in the statement of comprehensive income. During the year ended June 30, 2024, interest earned on these bonds collectively amounted to $286,024 (2023: $223,714).

Description	Face Value		Amortised cost	
	2024 $	2023 $	2024 $	2023 $
6.00%; 2028	3,445,000	3,445,000	2,351,081	2,351,081
5.75%; 2024	-	2,535,000	-	2,390,845
	3,445,000	5,980,000	2,351,081	4,741,926
Amortisation of bond discount	-	-	259,647	217,717
	3,445,000	**5,980,000**	**2,610,728**	**4,959,643**

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

7. Investments (Continued)

(c) US Treasury Bills

During the year, the Company purchased USD Treasury Bills (T-Bills), some of which matured before the reporting date. These financial assets are short-term investments with maturities ranging from 3 to 6 months.

At June 30, 2024, the Company held T-Bills with a carrying value of $211,908 (2023: $Nil). These T-bills are classified at amortised cost in accordance with the Company's business model for managing financial assets. The maturity date of the remaining T-bills is September 26, 2024.

Interest income of $6,102 (2023: $Nil) was recognised during the period and booked in the statement of comprehensive income.

Purchase Dates	Face Value $	Maturity Dates	Carrying Value $	Interest Income $
18-Oct-23	340,000	16-Jan-24	-	4,427
5-Dec-23	111,000	26-Mar-24	-	1,675
18-Apr-24	110,000	26-Sep-24	107,550	-
4-Jun-24	106,000	26-Sep-24	104,358	-
			211,908	**6,102**

8. Long term debt

On September 3, 2021 the Company executed a credit agreement with FirstCaribbean International Bank (Bahamas) Limited (the Lender). The Lender extended credit in the form of Facility A loans in an aggregate principal amount not in excess of B$33,856,000 and Facility B loans in an aggregate principal amount not in excess of B$3,000,000.

Facility A: Long term debt being a $30,856,000 senior, non-revolving reducing term loan for a fifteen (15) year period, amortised over fifteen (15) years with principal and interest payable semi-annually in arrears at a rate of BSD Prime rate of 4.25% minus a margin of 1.15%, for a total interest rate of 3.1%. Considering possible changes in the BSD prime rate, the credit agreement stipulates a minimum interest rate of 3.1% and a maximum rate of 4.75%.

The principal outstanding as of June 30, 2024 is $ 25,713,334 (2023: $26,741,867), comprising the non-current portion of long-term debt of $22,627,733 (2023: $24,684,800) and the current portion of long-term debt of $3,085,600 (2023: $2,057,067).

Facility B: $3,000,000 demand revolving credit facility by way of an overdraft facility at a rate of BSD prime rate of 4.25% minus a margin of 0.25%, for a total interest rate of 4.0% on the outstanding balance. To date, $850,000 has been drawn from the available facility.

The above facilities are unsecured.

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

9. Property, plant and equipment

	Container terminal $	Freight handling equipment $	Buildings, improvements & office trailers $	Motor vehicles $	Furniture & fixtures, communications and office equipment $	Capital work in progress $	Total $
At July 1, 2023							
Cost	44,706,787	17,584,410	43,897,902	886,269	5,384,416	856,926	113,316,710
Accumulated depreciation and impairment	(11,386,421)	(7,563,665)	(10,152,742)	(624,502)	(4,654,366)	-	(34,381,696)
Net book value	**33,320,366**	**10,020,745**	**33,745,160**	**261,767**	**730,050**	**856,926**	**78,935,014**
Year ended June 30, 2024							
Opening net book value	33,320,366	10,020,745	33,745,160	261,767	730,050	856,926	78,935,014
Additions	-	-	-	-	-	5,708,512	5,708,512
Transfers	-	397	532,875	237,687	56,401	(827,360)	-
Disposals					(3,943)	-	(3,943)
Depreciation charge for the year	(1,049,920)	(500,976)	(1,057,346)	(125,223)	(324,498)	-	(3,057,963)
Closing net book value	**32,270,446**	**9,520,166**	**33,220,689**	**374,231**	**458,010**	**5,738,078**	**81,581,620**
At June 30, 2024							
Cost	44,694,315	17,582,653	44,459,274	1,102,132	5,410,914	5,738,078	118,987,366
Accumulated depreciation and impairment	(12,423,869)	(8,062,487)	(11,238,585)	(727,901)	(4,952,904)	-	(37,405,746)
Net book value	**32,270,446**	**9,520,166**	**33,220,689**	**374,231**	**458,010**	**5,738,078**	**81,581,620**

Capital work in progress includes costs incurred as of June 30, 2024 in connection with ongoing construction and special projects at the Port. These projects are expected to be completed during the 2025 fiscal year.

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

9. Property, plant and equipment (Continued)

	Container terminal	Freight handling equipment	Buildings, improvements & office trailers	Motor vehicles	Furniture & fixtures, communications and office equipment	Capital work in progress	Total
	$	$	$	$	$	$	$
At July 1, 2022							
Cost	44,732,440	12,725,603	43,543,957	779,769	5,334,151	607,086	107,723,006
Accumulated depreciation and impairment	(10,343,269)	(4,935,558)	(9,133,776)	(582,811)	(4,275,796)	-	(29,271,210)
Net book value	**34,389,171**	**7,790,045**	**34,410,181**	**196,958**	**1,058,355**	**607,086**	**78,451,796**
Year ended June 30, 2023							
Opening net book value	34,389,171	7,790,045	34,410,181	196,958	1,058,355	607,086	78,451,796
Additions	-	-	-	-	-	6,016,185	6,016,185
Transfers	-	5,191,380	353,943	160,554	59,348	(5,765,225)	-
Disposals	(18,375)	(152,312)	-	-	-	-	(170,687)
Reclassification:							
Cost	-	-	-	-	-	(1,120)	(1,120)
Depreciation charge for the year	(1,050,430)	(2,808,368)	(1,018,964)	(95,745)	(387,653)	-	(5,361,160)
Closing net book value	**33,320,366**	**10,020,745**	**33,745,160**	**261,767**	**730,050**	**856,926**	**78,935,014**
At June 30, 2023							
Cost	44,706,787	17,584,410	43,897,902	886,269	5,384,416	856,926	113,316,710
Accumulated depreciation and impairment	(11,386,421)	(7,563,665)	(10,152,742)	(624,502)	(4,654,366)	-	(34,381,696)
Net book value	**33,320,366**	**10,020,745**	**33,745,160**	**261,767**	**730,050**	**856,926**	**78,935,014**

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

10. Accrued expenses and other liabilities

	2024	2023
	$	$
Accrued real property tax	499,046	499,046
General accruals	1,402,326	684,101
	1,901,372	**1,183,147**

11. Share capital

The Company has an authorised capital of $65,000 divided into 5,000,000 ordinary shares and 150,000 cumulative preference shares with a par value of $0.01 and $0.10 each, respectively.

As of reporting date, the Company has issued 4,996,915 (2023: 4,996,915) ordinary shares that were fully paid for by the shareholders with a value of $49,969 (2023: $49,969).

During the year, the Company declared and paid dividends to ordinary shareholders of $8,494,756 (2023: $6,995,681) representing $1.70 (2023: $1.40) per share.

12. Basic and diluted earnings per share

The calculation of basic and diluted earnings per share is based on the profit attributable to the equity shareholders divided by the weighted average number of ordinary shares outstanding during the period.

	2024	2023
	$	$
Total earnings for the year attributable to the equity shareholders	11,910,365	9,686,825
Weighted average number of ordinary shares in issue	4,996,915	4,996,915
Basic and diluted earnings per share	**2.38**	**1.94**

13. Significant agreements

(a) Memorandum of Understanding (MOU)

On May 10, 2010, the Company and the Government of The Bahamas (the Government) entered into a Memorandum of Understanding (MOU), whereby the Government initiated the relocation of the freight, cargo and port handling activities from downtown Bay Street on the island of New Providence to Arawak Cay, New Providence, and the Company agreed to design, develop, construct, manage, operate and maintain a new commercial port at Arawak Cay to be known as Nassau Container Port (the Port) and an inland terminal on Gladstone Road, to be known as Gladstone Freight Terminal (the Depot).

In accordance with the MOU, 20% of the Company's ordinary shares were offered for sale to the general public through an Initial Public Offering (IPO) held in February 2012. At the conclusion of the IPO, the Government and ACPDHL each owned 40% and the general public owned 20% of the ordinary share capital of the Company.

13. Significant agreements (Continued)

(a) Memorandum of Understanding (MOU) (continued)

The Port and Depot facilities were developed on 56.55 acres of land on Arawak Cay, New Providence (the Port Land) and 15 acres of land at Gladstone Road, New Providence (the Depot Land). On June 21, 2011, the Minister responsible for Lands and Survey, acting on behalf of the Government leased the Port Land and Depot Land and licensed 27.88 acres of seabed for use of the Company for 45 years which became effective May 1, 2012 and August 13, 2012, respectively, when the Port and Depot facilities were substantially completed.

The MOU states that the Government will allow the Company to make such adjustments to fees and tariffs as may be required from time to time to maintain an Internal Rate of Return (IRR) of no less than 10%.

Under the MOU, the Government has granted the Company an exclusive arrangement whereby no other port (including sufferance wharfs) or container terminals (whether inland or not) can be established on the islands of New Providence and Paradise Island as well as within 20 miles of the shoreline of New Providence for a period of twenty (20) years from the date of the substantial completion.

The MOU also provides that so long as the Government will hold at least 40% of the Company's issued capital, no action or decision shall be taken by the Board of Directors (BOD) in relation to specific matters in the MOU (hereinafter referred to as the Reserved Matters) unless prior approval from the Government has been obtained. Where the context provides, the Reserved Matters are applicable to the Company and its subsidiaries, if any, from time to time (the Company and its subsidiaries are hereinafter referred to as the Group Members). The Reserved Matters are summarised as follows:

- adopting or altering the Memorandum of Association, Articles of Association or other constitutive documents;
- changing the authorised or issued share capital, granting share options or issuing instruments carrying rights of conversion into ordinary shares;
- incurring financial indebtedness which would result in the secured debt exceeding 3 times the Earnings Before Interest, Taxation, Depreciation and Amortisation or Debt Service Coverage Ratio that is less than 1.5 times;
- making loans or advances to any person other than in the ordinary course of the business;

- selling, transferring, leasing, assigning or otherwise disposing of a material part of undertaking, property and/or assets except for sub-leases made in the ordinary course of business;
- creating encumbrances over all or a material part of undertaking, property and/or assets, or giving guarantees or indemnities for any purpose other than as security in respect of the financial indebtedness which is not otherwise prohibited under the terms of the MOU;
- entering into any contract, liability or commitment which (a) is unusual or onerous or outside the ordinary course of business, or (b) is other than at commercial arm's length terms, except where such contract, liability or commitment satisfies authorisation criteria agreed between the Company and the Government;
- awarding of contracts, transactions or arrangements, other than contracts for provision of goods and services being at arm's length whose value does not exceed B$5 million in a 12 month period, with (a) ACPDHL (b) a Director of ACPDHL and/or (c) an affiliate of ACPDHL, or any director or employee of such affiliate, except where such contracts, transactions or arrangements are awarded in compliance with procedures governing the awards of such that may be agreed between the Company and the Government;
- imposing fees and charges, save for such charges and fees preapproved by the Government, which are required to maintain a minimum IRR of 10% per annum;
- taking of any corporate action, legal proceedings or other procedures or steps in relation to (a) suspension of payments, a moratorium of any indebtedness, winding-up, dissolution, liquidation, administration or reorganisation of Group Members (b) a composition, compromise, assignment or arrangement with, or for the benefit of, any creditor of the Group Members or (c) appointment of liquidator, receiver, administrative receiver, administrator, compulsory manager or other similar officer in respect of the Group Members or any of its assets.

The consent and approval of the Government to a Reserved Matter will only be deemed to have been given where a document confirming such consent or approval has been delivered to the Company's registered office. If a consent or refusal of a Reserved Matter is not delivered within twenty (20) business days after receipt of the matter by the Government, the Reserved Matter request shall be deemed to have been approved.

The Company's financial statements shall be subject to annual audits. The auditor of the Company shall also review and report on the Company's compliance with the provisions of the MOU relating to the Reserved Matters.

13. Significant agreements (Continued)

(b) Leases

Pursuant to the terms of the MOU, on June 21, 2011 the Company entered into forty-five (45) year lease agreements for 56.55 and 15 acres of the Port Land and the Depot Land, respectively, with the Minister responsible for Lands and Survey. Payments commenced upon Substantial Completion of the Port and Depot which was deemed to have occurred at such time as all works necessary for the full operation of the Port and the Depot were duly completed and evidenced by (i) the issuance of performance certificates or taking over certificates pursuant to the construction contracts and (ii) certificates of occupancy. Substantial Completion of the Port and Depot were achieved on May 1, 2012 and August 13, 2012, respectively.

Under the terms of the lease agreement for the Port land, the Company shall pay an annual rent of $40 per TEU until such time as the Substantial Completion is achieved. Once Substantial Completion is achieved, the Company will pay a minimum annual rent of $2,000,000 or $40 per TEU, whichever is greater. The fixed rent is payable quarterly in advance during the term and any adjustments based on the rent per TEU is payable within 14 days from the end of each quarter. The rent is subject to annual increases based on the increases in the cost of living. For the year ended June 30, 2024, the total rent expense recognised in the statement of comprehensive income amounted to $1,040,035 (2023: $998,986). Interest expense on the lease liability amounted to $2,429,948 (2023: $2,532,557). As of the end of the reporting period, lease payable to the Government amounted to $53,920,786 (2023: $52,373,188) which is included in lease liabilities in the statement of financial position.

The annual rent on the Depot Land is $1, payable annually in advance.

Under the provision of Item 2 of the Second Schedule of the Stamp Act (revised), the leases of the Port Land and Depot Land were exempt from imposition of stamp tax as the leases were issued on behalf of the Government of the Commonwealth of The Bahamas.

Upon expiration of the term of the above leases, the Company shall have an option to renew the same for another term of forty-five (45) years on the same terms and conditions but at an annual rent to be agreed between the parties.

Contemporaneously with the signing of the lease agreements on June 21, 2011, the Company was granted a forty-five (45) year license by the Minister responsible for Lands and Survey to use the 27.88 acres of seabed for purposes ancillary to the adjacent Port facility, for an annual license fee of $1, payable annually in advance. Upon expiration of the term of the license, the Company can apply for renewal of the license for another term of forty-five (45) years but at an annual license fee to be agreed between the parties.

13. Significant agreements (Continued)

(b) Leases (continued)

Amounts recognised in the statement of financial position

The statement of financial position shows the following amounts relating to leases:

	2024 $	2023 $
Right-of-use assets		
Land	50,685,075	49,709,236
Lease liabilities		
Current	81,565	75,703
Non-current	53,839,222	52,297,487
	53,920,787	52,373,190

Amounts recognised in the statement of comprehensive income

The statement of comprehensive income shows the following amounts relating to leases:

	2024 $	2023 $
Depreciation charge of right-of-use assets		
Land	649,810	675,632
Interest expense (included in finance costs)	2,429,948	2,532,557

The total cash outflow for leases in 2024 was $2,508,000 (2023: $2,432,496).

13. Significant agreements (Continued)

(c) Subleases

The lease terms for existing lease agreements began in September 2011 and range from less than one (1) year to ten (10) years with options to renew for monthly to ten (10) year periods. The lease agreements provide at varying terms for the annual lease to be adjusted based on The Bahamas Consumer Price Index but there are no other variable lease payments that depend on an index or rate.

Although the risks associated with rights the Company retains in the underlying assets are not considered to be significant, the Company employs strategies to further minimize these risks. The Company requires the lessee to submit a cash security deposit upon signing the lease for the majority of its lease contracts. Additionally, although the Company is exposed to changes in the residual value at the end of the current leases, the Company typically enters into new operating leases and therefore will not immediately realise any reduction in residual value at the end of these leases. Deposits held as per the lease agreements totalled $276,863 as of June 30, 2024 (2023: $274,663). Additionally, during the year the Company executed certain short-term leases, which are on a month-to-month basis.

Income amounting to $1,506,589 (2023: $1,464,212) is shown as subleases income in the statement of comprehensive income. At year end, the analysis of the Company's aggregate future minimum lease payments receivable under the lease is as follows:

	2024 $	2023 $
No later than one year	1,147,100	1,299,344
Later than one year and no later than five years	613,966	1,161,013
	1,761,066	**2,460,357**

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

14. Revenue from contracts with customers

a) Disaggregation of revenue from contracts with customers

The Company derives revenue from the delivery of services over time and at a point in time in the following major revenue streams:

	At a point in time $	Over time $	2024 Total $
Landing fees	15,667,781	-	15,667,781
Terminal handling fees	5,326,677	-	5,326,677
Stevedoring fees	3,504,613	-	3,504,613
Security	2,977,482	-	2,977,482
Gate fees	2,446,973	-	2,446,973
Storage fees	-	1,881,612	1,881,612
Reefer line	-	1,288,700	1,288,700
Other income	1,137,627	-	1,137,627
Total	**31,061,153**	**3,170,312**	**34,231,465**

	At a point in time $	Over time $	2023 Total $
Landing fees	15,063,550	-	15,063,550
Terminal handling fees	4,870,963	-	4,870,963
Stevedoring fees	3,388,435	-	3,388,435
Security	2,852,470	-	2,852,470
Gate fees	2,404,835	-	2,404,835
Storage fees	-	3,594,932	3,594,932
Reefer line	-	1,396,650	1,396,650
Other income	802,589	-	802,589
Total	**29,382,842**	**4,991,582**	**34,374,424**

Other income includes hazmat fees, dockage, line handling fees and other income as presented on the statement of comprehensive income.

b) Performance obligations

Landing fees are charges for the use of the Nassau Container Port (NCP) wharves and piers. The performance obligation is satisfied at a point in time, i.e. when the cargo lands at NCP. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the size and type of cargo and there are no elements of variable consideration.

14. Revenue from contracts with customers (Continued)

b) Performance obligations (continued)

Terminal handling fees are charges for the use of freight handling equipment and operating costs associated with moving containers, trailers and non-containerised cargo in the common terminal area. The performance obligation is satisfied at a point in time, i.e. when the cargo is moved. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the size and type of cargo and there are no elements of variable consideration.

Stevedoring fees are charges for all containers, vehicles or non-containerised cargo discharged or loaded by cranes at NCP. The performance obligation is satisfied at a point in time, i.e. when the cargo is discharged or loaded. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the size and type of cargo and is charged per Twenty-foot Equivalent Unit (TEU). There are no elements of variable consideration.

Security fees are charges for providing security services at the Port and are assessed to all cargo entering NCP. The performance obligation is satisfied at a point in time, i.e. when the cargo enters the Port. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the size and type of cargo and there are no elements of variable consideration.

Gate fees are charges for containers, chassis and trailers entering or leaving the Port's gates. The performance obligation is satisfied at a point in time, i.e. when the cargo moves through the gate. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed and is charged per container.

Storage and reefer fees are charges for the time that cargo remains at NCP or GFT beyond an established free time period. The performance obligation is satisfied over time, i.e. during the period that the cargo remains on site. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the type of cargo and there are no elements of variable consideration.

Hazmat fees are charges for handling hazardous cargo. The performance obligation is satisfied at a point in time, i.e. when the cargo arrives at the Port. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the weight of the cargo and there are no elements of variable consideration.

Dockage fees are charges assessed on a vessel for berthing or making use of any of the dock space at NCP. The performance obligation is satisfied at a point in time, i.e. when the vessel berths. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the Length Overall (LOA) of the vessel and there are no elements of variable consideration.

APD LIMITED

Notes to Financial Statements
June 30, 2024
(Continued)

14. Revenue from contracts with customers (Continued)

b) Performance obligations (continued)

Line handling fees are charges for mooring the vessel to the berth and are assessed when a ship moves berth. The performance obligation is satisfied at a point in time, i.e. when the vessel berths, unberths, or moves berth. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the size of the vessel and there are no elements of variable consideration.

Other income includes charges for equipment rental and weighing charges. The performance obligation is satisfied at a point in time, i.e. when the equipment is rented or when the cargo is weighed. There is no significant financing component as payment is typically due and payable upon presentation of an invoice or within 15 calendar days of the invoice date. The consideration is fixed based on the type of equipment or weight and there are no elements of variable consideration.

15. Legal and other professional fees

Legal and other professional fees comprise the following:

	2024 $	2023 $
Legal and other professional fees	780,782	612,296
Audit fees	97,333	88,000
Regulatory fees	121,904	121,628
	1,000,019	**821,924**

16. Retirement benefits

Pension costs for the year which are included in salaries, employee benefits and training in the statement of comprehensive income totalled $97,892 (2023: $104,401). The Company's contributions to the pension plan vest 50% with the employees upon completion of five (5) years of employment, incrementally vesting annually, with full vesting upon completion of ten (10) years of employment.

17. Commitments and contingencies

Outstanding capital commitments as of reporting date were as follows:

	2024 $	2023 $
Contracted but not yet incurred	-	270,040
	-	**270,040**

As of June 30, 2024, the Company is contingently liable to its bankers in respect of customs bonds issued to the Bahamas Government and corporate credit cards in the total amount of $970,000 (2023: $970,000). There is an annual bank charge of 1.25% on the face value of each bond.

18. Financial risk management

The Company's activities expose it to a variety of financial risks such as market risk, credit risk and liquidity risk. The Company's overall risk management framework seeks to minimise potential adverse effects of these risks on the Company's financial performance by understanding and effectively managing these risks.

Risk management is carried out by senior management of the Company under policies approved by the Board of Directors.

(a) Market risk

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. The Company's objective when managing market risk is to maintain risk exposure at a level that would optimise return on risk. The Company is exposed to the following types of market risks:

(i) Currency risk

Currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates. Foreign exchange risk arises from future transactions, recognised assets and liabilities.

In the normal course of the business, the Company is exposed to foreign exchange risk arising primarily with respect to the United States dollar.

The exchange rate between the Bahamian dollar and the United States dollar is fixed at 1:1 and therefore, the Company's exposure to currency risk is considered minimal.

(ii) Cash flow and fair value interest rate risk

Cash flow interest rate risk is the risk that the future cash flows of a financial instrument will fluctuate because of changes in market interest rates. Fair value interest rate risk is the risk that the value of the financial interest will fluctuate because of changes in the market interest rates.

As of June 30, 2024, the Company held variable interest rate financial instruments which could possibly expose it to significant fair value or cash flow interest rate risk. The long-term debt is subject to the prevailing market interest rate: the BSD prime rate. This rate has not fluctuated significantly in prior years and the credit agreement stipulates a minimum and maximum interest rate, limiting the exposure to interest rate risk. Management does not foresee cash flow and fair value interest rate risks on the financial liability to be significant.

(b) Credit risk

Credit risk arises from the potential failure of a counterparty to perform according to the terms of the contract. The Company's exposure to credit risk is concentrated in its cash and deposits with bank and accounts receivable. The carrying amount of these financial assets represents the maximum credit exposure to the Company.

18. Financial risk management (Continued)

(b) Credit risk (continued)

The Company seeks to mitigate such risk from its cash and cash equivalents by placing its cash with financial institutions in good standing with the Central Bank of The Bahamas. The credit risk from accounts receivable is mitigated by monitoring the payment history of the counterparties before continuing to extend credit to them. The Company does not have a significant concentration of credit risk as it transacts and deals with various customers and counterparties.

The Company applies the IFRS 9 simplified approach to measuring expected credit losses which uses a lifetime expected loss allowance for all trade receivables and other receivables. While cash and cash equivalents are also subject to the impairment requirements of IFRS 9, all cash balances are held with a reputable financial institution which is a branch of a bank which holds under Moody©san external credit rating of Aa2 and under Fitch an external credit rating of AA, and as such are in stage 1. Given the strong credit worthiness of the bank, management does not expect a material ECL on the cash balances.

To measure the expected credit losses, trade receivables and other receivables have been grouped based on shared credit risk characteristics and the days past due. The other receivables relate to unbilled work in progress and have substantially the same risk characteristics as the trade receivables. The Company has therefore concluded that the expected loss rates for trade receivables are a reasonable approximation of the loss rates for the other receivables. These two balances are grouped together as accounts receivable on the statement of financial position.

The expected loss rates are based on the payment profiles of sales over a period of 12 months before June 30, 2024 and the corresponding historical credit losses experienced within this period. The historical loss rates are adjusted to reflect current and forward-looking information on macroeconomic factors affecting the ability of the customers to settle the receivables. The Company has identified gross domestic product (GDP) of The Bahamas and the geographical location in which it operates which make it prone to potential hurricanes to be the most relevant factors, and accordingly adjusts the historical loss rates based on expected changes in these factors.

On that basis, the loss allowance as at June 30, 2024 was determined to be immaterial and no adjustments were booked.

Trade receivables and other receivables are written off where there is no reasonable expectation of recovery. Indicators that there is no reasonable expectation of recovery include, amongst others, the failure of a debtor to engage in a repayment plan with the Company, and a failure to make contractual payments for a period of greater than 365 days past due.

Impairment losses on trade receivables and other receivables are presented as net impairment losses within EBITDA. Subsequent recoveries of amounts previously written off are credited against the same line item.

18. Financial risk management (Continued)

(c) Liquidity risk

Liquidity risk is the risk that the Company will encounter difficulty in meeting its obligations associated with financial liabilities that are to be settled by delivering cash or another financial asset.

Management monitors rolling forecasts of its liquidity requirements to ensure it has sufficient cash to meet operational needs at all times so that the Company does not default on its contractual obligations.

The table below analyses the Company's financial liabilities in relevant maturity groupings based on the remaining period at the contractual maturity date as of June 30, 2024. The amounts disclosed in the table are the contractual undiscounted cash flows.

As of June 30, 2024	Carrying amount $	Contractual cash flows $	0-12 months $	1-5 years $	More than 5 years $
Liabilities					
Accounts payable	237,185	237,185	237,185	-	-
Due to related parties	2,196,231	2,196,231	2,196,231	-	-
Accrued expenses and other liabilities	1,901,372	1,901,372	1,901,372	-	-
Lease liabilities	53,920,786	195,206,000	2,508,000	10,032,000	182,666,000
Long term debt	25,713,334	30,499,944	3,835,018	10,589,731	16,075,195
Deposits held	276,863	276,863	225,519	51,344	-
Total financial liabilities	**84,245,771**	**230,317,595**	**10,903,325**	**20,673,075**	**198,741,195**

As of June 30, 2023	Carrying amount $	Contractual cash flows $	0-12 months $	1-5 years $	More than 5 years $
Liabilities					
Accounts payable	315,890	315,890	315,890	-	-
Due to related parties	1,472,223	1,472,223	1,472,223	-	-
Accrued expenses and other liabilities	1,183,147	1,183,147	1,183,147	-	-
Lease liabilities	52,373,190	191,761,768	2,432,496	9,729,984	179,599,288
Long term debt	26,741,867	32,343,848	2,872,437	10,844,808	18,626,603
Deposits held	274,663	274,663	168,519	106,144	-
Total financial liabilities	**82,360,980**	**227,351,539**	**8,444,712**	**20,680,936**	**198,225,891**

The Company has sufficient cash flows from operations to meet its liquidity needs. In addition, the Company has an undrawn line of credit with FirstCaribbean International Bank (Bahamas) Limited totalling $2,150,000 ($3,000,000 Facility B as described in Note 8 less customs bonds issued to the Bahamas Government of $850,000) and an undrawn line of credit with RBC Royal Bank (Bahamas) Limited totalling $3,000,000.

18. Financial risk management (Continued)

(c) Liquidity risk (continued)

As disclosed in Note 17, the Company has total capital commitments for provision of goods and services in the amount of Nil (2023: $270,040) which mainly related to the purchase of operational assets.

19. Fair value of financial instruments

Financial instruments utilised by the Company include recorded financial assets and liabilities. Except for long term debt, redeemable preference shares and deposits held, the Company's financial liabilities are principally short term in nature. Due to the short-term nature of these instruments, management does not consider the estimated fair values of financial instruments to be materially different from the carrying values of each major category of the Company's financial assets and liabilities as of the reporting date.

For long term debt, redeemable preference shares and deposits held, the respective market interest rates have not experienced significant changes since origination and therefore fair values approximate carrying values. The Bahamian dollar prime rate was reduced by 0.50% effective January 2017, and prior to this change had not experienced any changes since the year ended June 30, 2011.

Fair value hierarchy and measurements

The Company ranks its financial instruments based on the hierarchy of valuation techniques required by IFRS, which is determined based on whether the inputs to those valuation techniques are observable or unobservable. Observable inputs reflect market data obtained from independent sources; unobservable inputs reflect the Company's market assumptions. These two types of inputs lead to the following fair value hierarchy:

Level 1 – Quoted prices (unadjusted) in active markets for identical assets or liabilities.

Level 2 – Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices).

Level 3 – Inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Notes to Financial Statements
June 30, 2024
(Continued)

19. Fair value of financial instruments (Continued)

Fair value hierarchy and measurements (continued)

This hierarchy requires the use of observable market data when available. The Company considers relevant and observable market prices in its valuations where possible.

The level in the fair value hierarchy within which the fair value measurement is categorised in its entirety is determined on the basis of the lowest level input that is significant to the fair value measurement in its entirety. For this purpose, the significance of an input is assessed against the fair value measurement in its entirety. If a fair value measurement uses observable inputs that require significant adjustment based on unobservable inputs, that measurement is a Level 3 measurement. Assessing the significance of a particular input to the fair value measurement in its entirety requires judgment, considering factors specific to the asset.

The determination of what constitutes 'observable' requires significant judgment by the Company. The Company considers observable data to be that market data that is readily available, regularly distributed or updated, reliable and verifiable, not proprietary, and provided by independent sources that are actively involved in the relevant market.

	Level 1 $	Level 2 $	Total $
As at June 30, 2024			
FINANCIAL ASSETS			
Financial assets at amortised cost			
Cash and cash equivalents			
Accounts receivable	17,768,774	-	17,768,774
Investments	-	4,776,348	4,776,348
	-	2,822,636	2,822,636
Investments at fair value through profit or loss	-	590,410	590,410
Total financial assets	**17,768,774**	**8,189,394**	**25,958,168**
FINANCIAL LIABILITIES			
Financial liabilities at amortised cost			
Accounts payable	-	237,185	237,185
Due to related parties	-	2,196,231	2,196,231
Accrued expenses and other liabilities	-	1,901,372	1,901,372
Current portion of long-term debt	-	3,085,600	3,085,600
Current portion of lease liability	-	81,565	81,565
Long term debt	-	22,627,733	22,627,733
Long term lease liability	-	53,839,222	53,839,222
Deposits held	-	276,863	276,863
Total financial liabilities	-	**84,245,771**	**84,245,771**

Notes to Financial Statements
June 30, 2024
(Continued)

19. Fair value of financial instruments (Continued)

Fair value hierarchy and measurements (continued)

	Level 1 $	Level 2 $	Total $
As at June 30, 2023			
FINANCIAL ASSETS			
Financial assets at amortised cost			
Cash and cash equivalents	16,194,347	-	16,194,347
Accounts receivable	-	2,828,080	2,828,080
Investments	-	4,959,643	4,959,643
Investments at fair value through profit or loss	-	425,000	425,000
Total financial assets	**16,194,347**	**8,212,723**	**24,407,070**
FINANCIAL LIABILITIES			
Financial liabilities at amortised cost			
Accounts payable	-	315,890	315,890
Due to related parties	-	1,472,223	1,472,223
Accrued expenses and other liabilities	-	1,183,147	1,183,147
Current portion of long-term debt	-	2,057,067	2,057,067
Current portion of lease liability	-	75,703	75,703
Long term debt	-	24,684,800	24,684,800
Long term lease liability	-	52,297,487	52,297,487
Deposits held	-	274,663	274,663
Total financial liabilities	-	**82,360,980**	**82,360,980**

For a period of 1 year after December 31, 2021 the shareholders of BIF will not be able to transfer, sell, pledge, grant any option to purchase, otherwise dispose of, any shares in the fund and for a period of 3 years after December 31, 2021, the shareholders will not be able to redeem any shares in the fund.

The Company does not have any financial instruments with a Level 3 classification at June 30, 2024 and 2023. There were no transfers between levels during the year.

20. Capital management

The Company's objective when managing capital is to safeguard the Company's ability to continue as a going concern in order to provide returns for shareholders and benefits for other stakeholders.

In order to achieve the above objective, the Company may adjust the amount of dividends paid to shareholders, raise additional capital through equity and/or debt financing, return capital to shareholders and/or sell assets to reduce debt.

The frequency of dividends and the dividend payout ratio are at the sole discretion of the Board of Directors. The Company will seek to distribute free cash flows after maintenance of the minimum capital reserve, and meeting its capital and other financial commitments.

In addition to the above, the MOU has imposed other restrictions on the Company as it relates to capital management, which are detailed in Note 13.

20. Capital management (Continued)

Total capital represents equity shown in the statement of financial position plus net debt.

Long term debt covenants

Under the terms of the borrowing facilities (Note 7), the Company is required to comply with the following financial covenants:

- to maintain a debt service coverage ratio of at least 2.00:1:00

The Company has complied with this covenant throughout the reporting period. As at June 30, 2024, the debt service coverage ratio was 6.40 (2023: 5.65).

- to maintain in the debt service reserve account an amount in cash equal to or exceeding the minimum debt service reserve cash balance

The Company has complied with this covenant throughout the reporting period. As at June 30, 2024, the balance in the debt service reserve account exceeded the minimum debt service reserve cash balance.

- to maintain a debt to EBITDA ratio of less than 3.00:1.00

The Company has complied with this covenant throughout the reporting period. As at June 30, 2024, the debt to EBITDA ratio was 1.40 (2023: 1.61).

- to make minimum major maintenance reserve payments equal to 3% of gross annual revenues as shown in the audited financial statements until the major maintenance reserve account is equal to or exceeds the minimum major maintenance reserve balance, and to maintain the minimum major maintenance reserve balance at any time thereafter.

The Company has complied with this covenant throughout the reporting period. As at June 30, 2024, payments made to the major maintenance reserve account exceed 3% of revenues as shown in the June 30, 2023 audited financial statements.

- to maintain a minimum current ratio of 1.00:1.00

The Company has complied with this covenant throughout the reporting period. As at June 30, 2024, the current ratio was 3.40 (2023: 4.72).

21. Segment reporting

Management determines the operating segments based on the information reported to the Company's operating decision maker. The executive management is identified as the chief operating decision maker of the Company. The Company is engaged in the operation of a commercial port facility in Arawak Cay and an inland depot terminal on Gladstone Road located in Nassau, Bahamas. Resources of the Company are allocated based on what is beneficial to the Company in enhancing the value of both the Port and Depot facilities rather than any specific unit. The executive management considers that the performance assessment of the Company should be based on the results of both facilities as a whole. Therefore, management considers the port operations to be only one operating segment under the requirements of IFRS 8, *Operating Segments*.

22. Cybersecurity Incident and Response

On April 18, 2024, the Company identified and responded to an Akira ransomware attack, which encrypted certain data systems including those used to record financial data resulting in servers and on-premises applications being inaccessible for a brief period of time. Prompt action was taken to contain the incident and secure the systems including engaging an external IT service provider to assist with the recovery process and a third party Cyber Incident Response Team (CSIRT) specialist who conducted a forensic investigation of the incident and provided an investigative summary report. Management also notified the Bahamas Computer Incident Response Team (CIRT-BS) and the Royal Bahamas Police Force.

Management with the aid of the IT service provider was able to restore and rebuild the financial data impacting the financial statements. The Company switched off internet-facing systems and reverted to a manual process to resume business operations. During recovery, backup files were restored and quarantined. Upon full recovery of systems, electronic records were updated to include the data that could not be recovered and the data captured during the manual operation period. All impacted systems had been successfully restored with minimal disruption to their operations by May 2, 2024.

Due to the full encryption of nearly every server in the APD environment, lack of available logs and the number of devices/applications in the APD environment with known exploitable vulnerabilities, the third party CSIRT was unable to confirm the root cause of the attack. However, the CSIRT investigation found no evidence of data exfiltration or significant disruption to operations. The Company did not make any ransom payments. The incident did not result in any material financial impact or loss of revenue.

Management has taken further steps to enhance our cybersecurity measures and mitigate future risks based on guidance/recommendations from the CSIRT investigative summary report. This event has been disclosed in accordance with regulatory requirements and international best practices to inform our stakeholders of the potential risks associated with cyber threats.

23. Subsequent Event – Investment

On July 17, 2024, after the end of the reporting period, the Company acquired 50,000 common shares in Bahamas Grid Company Limited for a total consideration of $1,000,000. While this transaction occurred after the reporting date, it does not affect the financial position or performance of the Company for the year ended June 30, 2024. The acquisition will be recognised in the subsequent fiscal period.

ARAWAK

PORT DEVELOPMENT

NASSAU CONTAINER PORT
HOURS OF OPERATION

Monday - Friday, 8:00 am - 4:00 pm

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