

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY

CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 2022

(Expressed in United States dollars)

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY

YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

CONTENTS

| | Page |
|------------------------------|-------|
| Independent Auditor's Report | 1 - 6 |

FINANCIAL STATEMENTS

| | |
|---|---------|
| Consolidated Statement of Financial Position | 7 |
| Consolidated Statement of Comprehensive (Loss)/Income | 8 |
| Consolidated Statement of Changes in Equity | 9 |
| Consolidated Statement of Cash Flows | 10 |
| Separate Statement of Financial Position | 11 |
| Separate Statement of Comprehensive (Loss)/Income | 12 |
| Separate Statement of Changes in Equity | 13 |
| Separate Statement of Cash Flows | 14 |
| Notes to the Consolidated and Separate Financial Statements | 15 – 68 |

INDEPENDENT AUDITOR'S REPORT

To the Members of Transjamaican Highway Limited

Report on the Audit of the Consolidated and Separate Financial Statements

Opinion

We have audited the consolidated financial statements of Transjamaican Highway Limited and its subsidiary ("the Group"), and the separate financial statements of Transjamaican Highway Limited ("the Company"), which comprise the Group's and Company's statements of financial position as at December 31, 2022, the statements of comprehensive (loss)/income, changes in equity and cash flows for the year then ended, and notes, comprising significant accounting policies and other explanatory information.

In our opinion, the accompanying consolidated and separate financial statements give a true and fair view of the financial position of the Group as at December 31, 2022, and of the consolidated and separate financial performance and cash flows for the year then ended in accordance with International Financial Reporting Standards ("IFRS") and the Jamaican Companies Act.

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 Auditor's Responsibilities for the Audit of the Consolidated and Separate Financial Statements section of our report. We are independent of the Group in accordance with the International Ethics Standards Board for Accountants' ("IESBA") International Code of Ethics for Professional Accountants (including International Independence Standards) ("IESBA Code"), and we have fulfilled our other ethical responsibilities in accordance with the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Key Audit Matters

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

We have fulfilled the responsibilities described in the *Auditor's Responsibilities for the Audit of the Consolidated and Separate Financial Statements* section of our report, including in relation to these matters. Accordingly, our audit included the performance of procedures designed to respond to our assessment of the risks of material misstatement of the consolidated and separate financial statements. The results of our audit procedures, including the procedures performed to address the matters below, provide the basis for our audit opinion on the accompanying the consolidated and separate financial statements.

INDEPENDENT AUDITOR'S REPORT (CONTINUED)

To the Members of Transjamaican Highway Limited (Continued)

Report on the Audit of the Consolidated and Separate Financial Statements (Continued)

Key Audit Matters (continued)

| Key audit matters | How our audit addressed the key audit matters |
|--|---|
| Deferred tax assets - recoverability of tax losses carried forward | |
| <p>As discussed in Note 8 and Note 20, at December 31, 2022, a net deferred tax asset of \$19.21 million was recorded on the consolidated statement of financial position in respect of deferred tax assets of \$26.58 million and deferred tax liabilities of \$7.37 million for the Group. Included in the assets is \$25.14 million representing deferred taxes in respect of tax losses carried forward and available indefinitely in respect of the Company. The Group has recognized deferred tax assets related to tax losses to the extent that the realization of the related tax benefits through future taxable profits is probable. The estimate of future taxable profits is based on the strategic financial plan which requires management and the Board of Directors to exercise significant judgements in determining assumptions of forecasts of future taxable profits, including expectations for future revenue developments (traffic projections) as well as overall macroeconomic conditions. The recognition of deferred tax assets is therefore sensitive to changes in the strategic financial plan as well as to the assumptions made in the estimation of future taxable income.</p> | <p>As part of our audit procedures, we have:</p> <ul style="list-style-type: none"> - obtained an understanding and evaluated the design and implementation of the Group's key controls over the recognition and measurement of deferred tax assets; - involved EY specialists to assess the reasonableness of the key economic assumptions embedded in the strategic financial plan; - compared the Group's forecasted future taxable income to externally available data and the Group's actual historical data and performance and assessed the sensitivity of the outcomes to reasonably possible changes in assumptions; and - evaluated the adequacy of the disclosures in the notes regarding the recognition of deferred tax assets based on unused tax losses. |



INDEPENDENT AUDITOR'S REPORT (CONTINUED)

To the Members of Transjamaican Highway Limited (Continued)

Report on the Audit of the Consolidated and Separate Financial Statements (Continued)

Key Audit Matters (continued)

| Key audit matters | How our audit addressed the key audit matters |
|---|---|
| Intangible assets relating to service concession agreements (IFRIC 12) and related impairment assessment | |
| <p>Intangible assets amounted to \$212.09 million as of December 31, 2022 and accounted for 74% of the total non-current assets for the Group.</p> <p>As discussed in Note 4, amortization is charged so as to write off the cost of intangible assets over the period of concession using a projection of traffic on the highway over this period. This projection was reassessed in May 2021 by Steer, an external consultant from the United Kingdom and further amended at the end of the 2021 reporting period to incorporate the projected impact of the Coronavirus (COVID-19) pandemic. The projection is based on various estimates and assumptions surrounding, among other things, macroeconomic variables and toll road traffic demand. These assumptions can vary in practice and the actual outcome depends on such factors as population growth and the development of other sections of the highway. The policy of the Board of Directors and management is to update the forecast periodically based on the actual traffic.</p> <p>At the end of the reporting period, management performed an impairment assessment on the intangible assets which were within the scope of IFRIC 12. The recoverability of these assets was verified through a comparison between the carrying amount and the recoverable amount, being the higher of fair value and value in use.</p> | <p>As part of our audit procedures, we have:</p> <ul style="list-style-type: none"> - obtained an understanding and evaluated the design and implementation of the Group's internal control over processes related to the intangible assets; - verified the reconciliation of the register to the general ledger values and the completeness and accuracy of the actual traffic data and recalculated amortization charges for the year; - placed reliance on the external consultant's traffic projection report over the concession period and therefore assessed the external consultant's qualifications (i.e. professional certification, membership in an appropriate professional body), experience and reputation in the field. We also assessed the external consultant's objectivity and with the assistance of EY specialists, evaluated the work performed (including reviewing the assumptions and inputs used in the report) in accordance with ISA 620 "Using the Work of an Expert"; - examined the method adopted by management to identify and assess possible indicators of impairment of the intangible assets with the assistance of EY specialists; - re-performed the impairment assessment and confirmed the Group's conclusion that intangible assets were not impaired; and - assessed the accuracy and completeness of the disclosures presented in the consolidated financial statements. |



INDEPENDENT AUDITOR'S REPORT (CONTINUED)

To the Members of Transjamaican Highway Limited (Continued)

Report on the Audit of the Consolidated and Separate Financial Statements (Continued)

Other information included in the Annual Report

Other information consists of the information included in the Group's annual report other than the consolidated and separate financial statements and our auditor's report thereon. Management is responsible for the other information. The Group's annual report is expected to be made available to us after the date of this auditor's report.

Our opinion on the consolidated and separate 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 consolidated and separate 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 consolidated and separate financial statements, or our knowledge obtained in the audit, or otherwise appears to be materially misstated.

Responsibilities of Management and the Board of Directors for the Consolidated and Separate Financial Statements

Management is responsible for the preparation of the consolidated and separate financial statements that give a true and fair view in accordance with IFRS and the Jamaican Companies Act, and for such internal control as management determines is necessary to enable the preparation of the consolidated and separate financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated and separate financial statements, management is responsible for assessing the Group'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 Group or to cease operations, or has no realistic alternative but to do so.

The Board of Directors is responsible for overseeing the Group's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated and Separate Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated and separate financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's 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 consolidated and separate financial statements.



INDEPENDENT AUDITOR'S REPORT (CONTINUED)

To the Members of Transjamaican Highway Limited (Continued)

Report on the Audit of the Consolidated and Separate Financial Statements (Continued)

Auditor's Responsibilities for the Audit of the Consolidated and Separate Financial Statements (continued)

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 consolidated and separate 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 Group'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 Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated and separate 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 auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated and separate financial statements, including the disclosures, and whether the consolidated and separate financial statements represent the underlying transactions and events in a manner that presents a true and fair view.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated and separate financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with the Board of Directors 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.



INDEPENDENT AUDITOR'S REPORT (CONTINUED)

To the Members of Transjamaican Highway Limited (Continued)

Report on the Audit of the Consolidated and Separate Financial Statements (Continued)

Auditor's Responsibilities for the Audit of the Consolidated and Separate Financial Statements (continued)

We also provide the Board of Directors 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, related safeguards.

From the matters communicated with the Board of Directors, we determine those matters that were of most significance in the audit of the consolidated and separate financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's 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.

Report on additional matters as required by the Jamaican Companies Act

We have obtained all the information and explanations which, to the best of our knowledge and belief, were necessary for the purposes of our audit. In our opinion, proper accounting records have been maintained, so far as appears from our examination of those records, and the consolidated and separate financial statements, which are in agreement therewith, give the information required by the Jamaican Companies Act, in the manner required.

The engagement partner on the audit resulting in this independent auditor's report is Kayann Sudlow.

Ernst & Young
Chartered Accountants
Kingston, Jamaica

March 15, 2023

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AS AT DECEMBER 31, 2022
(Expressed in United States dollars)

| | Notes | 2022 \$'000 | 2021 \$'000 |
|---|-------|----------------|----------------|
| <u>ASSETS</u> | | | |
| Non-current assets | | | |
| Property and equipment | 5 | 1,034 | 674 |
| Right of use asset | 6 | 196 | - |
| Intangible assets | 7 | 212,091 | 225,767 |
| Deferred tax assets | 8 | 19,214 | 20,706 |
| Restricted cash | 14 | 49,344 | 54,621 |
| Total non-current assets | | 281,879 | 301,768 |
| Current assets | | | |
| Inventories | | 159 | - |
| Other receivables | 10 | 678 | 750 |
| Cash and bank balances | 11 | 5,421 | 6,720 |
| Total current assets | | 6,258 | 7,470 |
| Total assets | | 288,137 | 309,238 |
| <u>EQUITY AND LIABILITIES</u> | | | |
| Shareholders' equity | | | |
| Share capital | 12 | 27,000 | 27,000 |
| Accumulated profit | | 12,991 | 27,131 |
| Total shareholders' equity | | 39,991 | 54,131 |
| Non-current liabilities | | | |
| Cumulative redeemable preference shares | 13 | 24,449 | 24,219 |
| Borrowings | 14 | 199,921 | 207,030 |
| Provisions | 15 | 7,186 | 9,524 |
| Lease liability | 6 | 103 | - |
| Total non-current liabilities | | 231,659 | 240,773 |
| Current liabilities | | | |
| Cumulative redeemable preference shares | 13 | 493 | 488 |
| Borrowings | 14 | 9,848 | 9,054 |
| Provisions | 15 | 1,859 | 869 |
| Lease liability | 6 | 98 | - |
| Tax payable | | 1,714 | - |
| Contract liabilities | 16 | 829 | 779 |
| Trade and other payables | 17 | 1,646 | 3,144 |
| Total current liabilities | | 16,487 | 14,334 |
| Total equity and liabilities | | 288,137 | 309,238 |

The accompanying notes form an integral part of these consolidated and separate financial statements.

These consolidated and separate financial statements were approved and authorized for issue by the Board of Directors on March 15, 2023 and are signed on its behalf by:


.....
Director – Alok Jain


.....
Director – Steven Gooden

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
CONSOLIDATED STATEMENT OF COMPREHENSIVE (LOSS)/INCOME
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

| | Notes | 2022 \$'000 | 2021 \$'000 |
|---|--------------|-------------------------|------------------------|
| Revenue - toll rates | | 65,006 | 52,755 |
| Other gains | 18 | 1,047 | 3,140 |
| Operating expenses | 19 | (39,909) | (34,057) |
| Administrative expenses | 19 | (1,749) | (1,213) |
| Finance costs | 19 | (14,798) | (15,284) |
| Net loss on acquisition of subsidiary | 9 | <u>(13,883)</u> | <u>-</u> |
| Net (loss)/profit before taxation | | (4,286) | 5,341 |
| Taxation | 20 | <u>(2,854)</u> | <u>(1,350)</u> |
| NET (LOSS)/PROFIT BEING TOTAL COMPREHENSIVE (LOSS)/INCOME FOR THE YEAR | 21 | <u><u>(7,140)</u></u> | <u><u>3,991</u></u> |
| (Loss)/Earnings per share | 22 | <u><u>(0.0006¢)</u></u> | <u><u>0.0003¢</u></u> |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
CONSOLIDATED STATEMENT OF CHANGES IN EQUITY
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

| | Share Capital \$'000 | Accumulated Profit \$'000 | Total \$'000 |
|---|-------------------------------------|--|-------------------------|
| Balance at January 1, 2021 | 27,000 | 30,040 | 57,040 |
| Net profit being total comprehensive income for the year | - | 3,991 | 3,991 |
| Dividends (Note 23) | - | (6,900) | (6,900) |
| Balance at December 31, 2021 | 27,000 | 27,131 | 54,131 |
| Net loss being total comprehensive loss for the year | - | (7,140) | (7,140) |
| Dividends (Note 23) | - | (7,000) | (7,000) |
| Balance at December 31, 2022 | <u>27,000</u> | <u>12,991</u> | <u>39,991</u> |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY

CONSOLIDATED STATEMENT OF CASH FLOWS

YEAR ENDED DECEMBER 31, 2022

(Expressed in United States dollars)

| | Notes | 2022 \$'000 | 2021 \$'000 |
|--|-------|----------------|----------------|
| CASH FLOWS FROM OPERATING ACTIVITIES | | | |
| (Loss)/Profit for the year | | (7,140) | 3,991 |
| Adjustments for: | | | |
| Depreciation of property and equipment | 5 | 123 | 119 |
| Depreciation of right of use asset | 6 | 35 | 92 |
| Gain on disposal of property and equipment | 18 | - | (39) |
| Unrealized foreign exchange (losses)/gains | | 268 | (1,272) |
| Amortization of intangible assets | 7 | 13,676 | 12,290 |
| Interest income | 18 | (708) | (630) |
| Income tax charge | 20 | 2,854 | 1,350 |
| Finance cost recognized in profit or loss | 19 | 14,798 | 15,284 |
| Increase in provisions | 15 | 868 | 747 |
| Operating cash flows before movements in working capital | | 24,774 | 31,932 |
| Decrease in other receivables | | 1,716 | 433 |
| Decrease in owed by related party | | - | 8 |
| Decrease in inventories | | 3 | - |
| Provisions utilized during the year | 15 | (2,216) | (4,036) |
| (Decrease)/Increase in trade and other payables | | (2,435) | 550 |
| Increase/(Decrease) in contract liabilities | | 50 | (15) |
| Cash generated from operations | | 21,892 | 28,872 |
| Income tax paid | | (162) | - |
| Interest paid | | (14,477) | (14,879) |
| Lease liability payments – interest | 6 | - | (3) |
| Net cash provided by operating activities | | 7,253 | 13,990 |
| CASH FLOWS FROM INVESTING ACTIVITIES | | | |
| Proceeds from disposal of property and equipment | | 1 | 39 |
| Interest received | | 708 | 630 |
| Payments for property and equipment | 5 | (70) | (191) |
| Acquisition of subsidiary, net of cash acquired | | (799) | - |
| Decrease/(Increase) in restricted cash | | 5,277 | (3,213) |
| Net cash provided by/(used in) investing activities | | 5,117 | (2,735) |
| CASH FLOWS FROM FINANCING ACTIVITIES | | | |
| Lease liability payments - principal | 6 | - | (101) |
| Borrowings repaid | 14 | (6,631) | (4,078) |
| Dividends paid | 23 | (7,000) | (6,900) |
| Net cash used in financing activities | | (13,631) | (11,079) |
| NET INCREASE IN CASH AND CASH EQUIVALENTS | | 1,261 | 176 |
| CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR | | 6,720 | 7,073 |
| Effect of foreign exchange rate changes | | (38) | (529) |
| CASH AND CASH EQUIVALENTS AT END OF YEAR | 11 | 5,421 | 6,720 |
| Non-cash items: | | | |
| Amortization of upfront and commitment fees | 14 | 436 | 383 |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
SEPARATE STATEMENT OF FINANCIAL POSITION
AS AT DECEMBER 31, 2022
(Expressed in United States dollars)

| | Notes | 2022 \$'000 | 2021 \$'000 |
|---|-------|----------------|----------------|
| <u>ASSETS</u> | | | |
| Non-current assets | | | |
| Property and equipment | 5 | 624 | 674 |
| Intangible assets | 7 | 212,091 | 225,767 |
| Deferred tax assets | 8 | 19,164 | 20,706 |
| Investment in subsidiary | 9 | 2,437 | - |
| Restricted cash | 14 | 49,344 | 54,621 |
| Total non-current assets | | <u>283,660</u> | <u>301,768</u> |
| Current assets | | | |
| Other receivables | 10 | 455 | 750 |
| Cash and bank balances | 11 | 3,798 | 6,720 |
| Total current assets | | <u>4,253</u> | <u>7,470</u> |
| Total assets | | <u>287,913</u> | <u>309,238</u> |
| <u>EQUITY AND LIABILITIES</u> | | | |
| Shareholders' equity | | | |
| Share capital | 12 | 27,000 | 27,000 |
| Accumulated profit | | 12,947 | 27,131 |
| Total shareholders' equity | | <u>39,947</u> | <u>54,131</u> |
| Non-current liabilities | | | |
| Cumulative redeemable preference shares | 13 | 24,449 | 24,219 |
| Borrowings | 14 | 199,921 | 207,030 |
| Provisions | 15 | 7,186 | 9,524 |
| Total non-current liabilities | | <u>231,556</u> | <u>240,773</u> |
| Current liabilities | | | |
| Owed to related parties | 9 | 1,205 | - |
| Cumulative redeemable preference shares | 13 | 493 | 488 |
| Borrowings | 14 | 9,848 | 9,054 |
| Provisions | 15 | 1,859 | 869 |
| Tax payable | | 1,226 | - |
| Contract liabilities | 16 | 829 | 779 |
| Trade and other payables | 17 | 950 | 3,144 |
| Total current liabilities | | <u>16,410</u> | <u>14,334</u> |
| Total equity and liabilities | | <u>287,913</u> | <u>309,238</u> |

The accompanying notes form an integral part of these consolidated and separate financial statements.

These consolidated and separate financial statements were approved and authorized for issue by the Board of Directors on March 15, 2023 and are signed on its behalf by:


.....
Director – Alok Jain


.....
Director – Steven Gooden

**TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
SEPARATE STATEMENT OF COMPREHENSIVE (LOSS)/INCOME
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)**

| | Notes | 2022 \$'000 | 2021 \$'000 |
|---|--------------|------------------------|------------------------|
| Revenue - toll rates | | 65,006 | 52,755 |
| Other gains | 18 | 901 | 3,140 |
| Operating expenses | 19 | (40,350) | (34,057) |
| Administrative expenses | 19 | (1,432) | (1,213) |
| Finance costs | 19 | (14,798) | (15,284) |
| Net loss on acquisition of subsidiary | 9 | <u>(13,663)</u> | <u>-</u> |
| Net (loss)/profit before tax | | (4,336) | 5,341 |
| Taxation | 20 | <u>(2,848)</u> | <u>(1,350)</u> |
| NET (LOSS)/PROFIT BEING TOTAL COMPREHENSIVE (LOSS)/INCOME FOR THE YEAR | 21 | <u>(7,184)</u> | <u>3,991</u> |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
SEPARATE STATEMENT OF CHANGES IN EQUITY
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

| | Share Capital \$'000 | Accumulated Profit \$'000 | Total \$'000 |
|--|-------------------------------------|--|-------------------------|
| Balance at January 1, 2021 | 27,000 | 30,040 | 57,040 |
| Net profit being total comprehensive profit for the year | - | 3,991 | 3,991 |
| Dividends (Note 23) | - | (6,900) | (6,900) |
| Balance at December 31, 2021 | 27,000 | 27,131 | 54,131 |
| Net loss being total comprehensive loss for the year | - | (7,184) | (7,184) |
| Dividends (Note 23) | - | (7,000) | (7,000) |
| Balance at December 31, 2022 | 27,000 | 12,947 | 39,947 |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
SEPARATE STATEMENT OF FINANCIAL POSITION
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

| | Notes | 2022 \$'000 | 2021 \$'000 |
|---|-------|----------------|----------------|
| CASH FLOWS FROM OPERATING ACTIVITIES | | | |
| (Loss)/Profit for the year | | (7,184) | 3,991 |
| Adjustments for: | | | |
| Depreciation of property and equipment | 5 | 119 | 119 |
| Depreciation of right of use asset | 6 | - | 92 |
| Gain on disposal of property and equipment | 18 | - | (39) |
| Unrealized foreign exchange gains | | 274 | (1,272) |
| Amortization of intangible assets | 7 | 13,676 | 12,290 |
| Interest income | 18 | (708) | (630) |
| Income tax charge | 20 | 2,848 | 1,350 |
| Finance cost recognized in profit or loss | 19 | 14,798 | 15,284 |
| Settlement loss on acquisition of subsidiary | 9 | 13,883 | - |
| Negative goodwill on acquisition of subsidiary | 9 | (220) | - |
| Increase in provisions | 15 | 868 | 747 |
| Operating cash flows before movements in working capital | | 38,354 | 31,932 |
| Decrease in other receivables | | 295 | 433 |
| Decrease in owed by related party | | - | 8 |
| Provisions utilized during the year | 15 | (2,216) | (4,036) |
| (Decrease)/Increase in trade and other payables | | (2,194) | 550 |
| Increase/(Decrease) in contract liabilities | | 50 | (15) |
| Increase in owed to related party | | 1,205 | |
| Cash generated from operations | | 35,494 | 28,872 |
| Income tax paid | | (80) | - |
| Interest paid | | (14,477) | (14,879) |
| Lease liability payments – interest | 6 | - | (3) |
| Net cash provided by operating activities | | 20,937 | 13,990 |
| CASH FLOWS FROM INVESTING ACTIVITIES | | | |
| Proceeds on acquisition of subsidiary | 9 | (16,100) | - |
| Proceeds from disposal of property and equipment | | 1 | 39 |
| Interest received | | 708 | 630 |
| Payments for property and equipment | 5 | (70) | (191) |
| Decrease/(Increase) in restricted cash | | 5,277 | (3,213) |
| Net cash used in investing activities | | (10,184) | (2,735) |
| CASH FLOWS FROM FINANCING ACTIVITIES | | | |
| Lease liability payments – principal | 6 | - | (101) |
| Borrowings repaid | | (6,631) | (4,078) |
| Dividends paid | 23 | (7,000) | (6,900) |
| Net cash used in financing activities | | (13,631) | (11,079) |
| NET (DECREASE)/INCREASE IN CASH AND CASH EQUIVALENTS | | (2,878) | 176 |
| CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR | | 6,720 | 7,073 |
| Effect of foreign exchange rate changes | | (44) | (529) |
| CASH AND CASH EQUIVALENTS AT END OF YEAR | 11 | 3,798 | 6,720 |
| Non-cash items: | | | |
| Amortization of upfront and commitment fees | 14 | 436 | 383 |

The accompanying notes form an integral part of these consolidated and separate financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

1 IDENTIFICATION AND PRINCIPAL ACTIVITIES

- (a) Transjamaican Highway Limited (the “Company”) is a public limited liability company incorporated and domiciled in Jamaica with registered office at 2 Goodwood Terrace, Kingston 10. The Company is listed on the Jamaica Stock Exchange since March 24, 2020 with NROCC owing 20% of its shares and the remaining 80% being traded on the Jamaica Stock Exchange. Its business activity is the development, operation and maintenance of a tolled roadway known as “Highway 2000 East-West” under a Concession Agreement with the National Road Operating & Constructing Company (“NROCC”) (the “Grantor”) made on November 21, 2001 (Amended and Restated on January 28, 2011 and January 20, 2020). The concession is for a period of 35 years.

The Company also has Senior Secured Debt Notes which are listed at the Singapore Exchange Securities Trading Limited.

The Company’s subsidiary company is as follows:

| Subsidiary | Place of incorporation, operation and domicile | Proportion of ownership interest and voting rights | Principal Activity |
|---|---|---|---|
| Jamaican Infrastructure Operators Limited | Jamaica | 51% (See Note 9) | Performance of all functions and responsibilities of the Operator of a tolled roadway |

The Company and its subsidiary are here in referred to as the Group.

The Company contracted with Bouygues Travaux Publics (Jamaica Branch), (the “Contractor”), to construct the highway and Jamaican Infrastructure Operator Limited, (the “Operator”) to maintain and operate the toll road.

- (b) The Project Arrangement

Description of project

The Highway 2000 Project (the “Project”) comprises a 35-year concession for the design, finance, construction, operation and maintenance of a tolled motorway.

The Project implementation is in two steps.

The first step (“Phase 1A”) is split into 3 sub-phases which comprise 39.6 km from Kingston to Sandy Bay including:

- (i) the dualization of the Old Harbour Bypass (11km) for which financial close was achieved on February 22, 2002, (also called Early Financial Close 1 (EFC 1)). This section was opened in September 2003.
- (ii) the construction of a dual carriageway (22km) linking the Mandela Highway to the Old Harbour Bypass and termed Early Financial Close 2 (EFC 2) (which together constitute the Early Construction Works). The carriageway was opened in December 2004.
- (iii) the construction of a new Portmore Causeway (6.4km) (2 x 3 lanes) and the upgrading of the Dyke Road (handed over to the National Works Agency). The two roads link the capital city, Kingston with south-western suburbs. This segment is termed Financial Closing 1A (FC1A) and was opened in July 2006.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

1 IDENTIFICATION AND PRINCIPAL ACTIVITIES (CONTINUED)

(b) The Project Arrangement (Continued)

Description of project (continued)

The second step ("Phase 1B") links Sandy Bay to May Pen and consists of a 2x2 lane carriageway for a length of 10.5km. This carriageway was opened in August 2012.

The Concession Agreement

NROCC and the Company entered into the Concession Agreement on November 21, 2001 (Revised January 28, 2011). The Concession Agreement grants the Concession for Phase 1 of the Project to the Company and establishes the terms for the design, construction, operation, maintenance and financing of Phase 1. It has a term of 35 years. The Concession Agreement grants the Company the ability to charge toll road users and a right of first refusal to undertake Phase 2B of the Project, which would extend the toll road between Williamsfield and Montego Bay with the exception of the Montego Bay bypass. The Company has not since undertaken Phase 2B. The Concession Agreement is governed by the Laws of Jamaica.

Pursuant to a Jamaican cabinet decision dated November 25, 2019, NROCC granted the Company and the Operator a right of first refusal to own, operate and maintain the Phase 1C portion of the Toll Road (a 28.0-km-long road between the cities of May Pen and Williamsfield which will include a new link from the Highway 2000 East-West to the town of Porus located in the parish of Manchester). The decision also granted the Company an exclusive option to extend the existing term of the Concession Agreement for an additional 35 years, the price of which will be determined at that time. Each of these Jamaican Cabinet approvals has been incorporated as part of the amended Concession Agreement.

Key Elements of the Concession Agreement:

The Guarantee

In consideration of the Company's entering into the Concession Agreement with the Grantor, the Government of Jamaica has irrevocably and unconditionally guaranteed to the Company, the due and punctual observance and performance of the payment obligations of the Grantor contained in the Concession Agreement and enforcement costs in relation to preservation of its rights by the Company or an assignee of the Company. If the Government of Jamaica should hereafter grant to any third-party security for its external indebtedness the Government of Jamaica as Guarantor is obliged to provide to the Company equivalent security for the performance of its obligations.

Assignment and Security

The Company has been given the right to assign its rights under the Concession Agreement to Lenders and to create other forms of security over it or over any property provided those rights shall cease upon termination of the concession agreement after 35 years.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

1 IDENTIFICATION AND PRINCIPAL ACTIVITIES (CONTINUED)

(b) The Project Arrangement (Continued)

Key Elements of the Concession Agreement: (continued)

Variations

NROCC has the power to propose variations to the core design, construction, operation and maintenance requirements by notice to the Company, at which time the Company has the ability to state its opinion as to whether the adjustment is necessary, the estimated cost which will be met by the Grantor, the steps to implement the proposed variation and its objection, if any.

Termination Clauses

The Company may terminate all or part of the Concession Agreement, if NROCC is in breach of its obligations, if the Government of Jamaica expropriates or takes similar action in relation to the Highway 2000 Project, if NROCC is no longer able to act as Grantor and if a change in law were to make it illegal or impossible for the Company to perform substantially all of its obligations under the Concession Agreement.

NROCC may terminate all or part of the Concession Agreement by giving no less than 12 months and no more than 18 months' notice to the Company, if the Company does not satisfy the conditions subsequent regarding Financial Close for Phase 1A or Phase 1B, if an insolvency event occurs, if the Company commits a corrupt activity or if certain types of breaches of the Concession Agreement occur.

Either party may terminate the Concession agreement in the event of Force Majeure Occurrences.

Grantor Responsibility Termination

If a Grantor Responsibility Termination occurs prior to early financial close, on or after financial close, the Grantor shall pay the Company, a capital sum equal to the aggregate of the Company's debt, its shareholder contribution and an equity compensation amount calculated to yield the shareholders an internal rate of return of 16%.

Compensation Amounts

The Grantor, NROCC, is required to pay compensation amounts to the Company upon the occurrence of certain events that lead to an increase in the design, construction, operation or maintenance costs or to a loss of revenue for the Company. These events include: a breach by the Grantor of its obligations under the Concession Agreement, breach of the NROCC Direct Agreement, the occurrence of a Qualifying Force Majeure Event, a prolonged Force Majeure Event, a Grantor Variation or a qualifying change of law, or a competing road to reflect reduction in traffic levels arising from the carrying out of works by or on behalf of the Government of Jamaica.

Capped Toll Levels

The Concession Agreement allows for an escalation of toll rates up to a maximum authorised limit. The allowed escalation is a function of the proportion of debt outstanding, inflation rates and exchange rates such that toll rates will be allowed to increase proportionately with depreciations in the Jamaican dollar and increases in inflation. If the Toll Regulator of the Government of Jamaica were to require the Company to set a toll below the Capped Toll level then the Grantor is required to provide compensation.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

1 IDENTIFICATION AND PRINCIPAL ACTIVITIES (CONTINUED)

(b) The Project Arrangement (Continued)

Key Elements of the Concession Agreement: (continued)

Operation and Maintenance ("O&M") Agreement

On December 9, 2019, the O&M Agreement was amended and restated to, among other things, (i) extend its term until December 20, 2024 and (ii) modify the calculation of the fees payable to the Operator. The O&M Agreement has a term of five years from December 9, 2019. Upon its expiration, the Company plans to renew the O&M Agreement with the Operator or otherwise contract another highly experienced and reputable international toll road operator. The fees payable to the Operator under the O&M Agreement include (i) a pre-operating lump-sum fee (the "Pre-Operating Fee"), (ii) a monthly fixed operational fee (the "Monthly Fixed Fee") and (iii) a monthly variable fee (the "Monthly Variable Fee") corresponding to 3.0% of the theoretical toll revenues, which are calculated by multiplying the number of vehicles that physically passed through each Toll Plaza (including any vehicles exempt from tolls under the O&M Agreement) by the applicable toll rate for each such vehicle in any given month.

During December 2022, following the exercise of the Vinci Concessions S.A.s' call option, the second amended and restated Operation and Maintenance Agreement was amended to affect changes including the fees as follows:

- (a) a monthly lump sum fee of US\$447,500 payable in arrears;
- (b) a monthly variable fee corresponding to 5% of the Theoretical Toll Revenues ("Variable Operational Fee").

Amendment to agreements

The following are the significant amendments to the agreements:

(i) Improvements to Marcus Garvey Drive

The Company agreed to carry out rehabilitation works at Marcus Garvey Drive in order to facilitate the traffic flow on the Portmore Causeway during peak hours.

The cost of improvement works to Marcus Garvey Drive was initially advanced by the Grantor. The Company was to include this cost as part of the borrowed funds contemplated for the Financial Close 1B (i.e., the date on which financing on terms reflected in the Financial Model becomes unconditional and is made available to the Company for the Phase 1B construction works). The total cost of the works carried out amounted to \$9.03 million and pursuant to the Loan Conversion Agreement between the Company and NROCC, the parties agreed that this sum would form part of the converted amount.

(ii) Equity Participation in Phase 1B

The Grantor (NROCC) agreed that then existing shareholders of the Company had no obligation to invest equity in Phase 1B.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

1 IDENTIFICATION AND PRINCIPAL ACTIVITIES (CONTINUED)

(b) The Project Arrangement (Continued)

Amendment to agreements (continued)

(iii) Concession Agreement

On January 20, 2020, the Board of Directors, approved an amendment to the Concession Agreement. The Concession Agreement was amended and restated to, among other things,

- eliminate references related to the ECA Financing,
- allow the Company to incur indebtedness under Debt Notes and assign the Company's rights under the Concession Agreement as Collateral in favor of the Noteholders,
- grant the Company the exclusive option to renew the term of the Concession Agreement for an additional period of 35 years,
- grant the Company the right of first refusal to own, operate and maintain Phase 1C of the Toll Road (A 28.0 Km long road between the cities of May Pen and Williamsfield which will include a new link from Highway 2000 East-West to the town of Porus in the parish of Manchester),
- include the widening of the Nelson Mandela Highway and the construction of the North South Highway as part of the list of projects that do not entitle the Company to receive a competing roads compensation payment from NROCC,
- specify that periodic maintenance works on the transport corridor served by the Toll Road (even if such maintenance is intended to increase the road's speed limit) will not entitle the Company to receive compensation payments from NROCC unless such road is widened to increase the number of traffic lanes,
- make certain changes to the amounts payable by NROCC to the Company as a consequence of an early termination of the Concession Agreement and
- modify the Company's share retention provisions to allow NROCC to consummate the Offer for Sale in the Initial Public Offering.

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION

(a) **Statement of compliance**

The consolidated and separate financial statements have been prepared in accordance and comply with International Financial Reporting Standards ("IFRS"), as issued by the International Accounting Standards Board ("IASB"), and the requirements of the Jamaican Companies Act.

(b) **Basis of preparation**

The consolidated and separate financial statements have been prepared on the historical cost basis. Historical cost is generally based on fair value of the consideration given in exchange for assets. These financial statements are expressed in United States of America dollars, which is the Group's functional currency.

(c) **Judgments**

The preparation of consolidated and separate financial statements in conformity with IFRS requires the use of certain critical accounting estimates. It also requires management to exercise its judgment in the process of applying the Group's accounting policies. The areas involving a higher degree of judgment or complexity, or areas where assumptions and estimates are significant to the consolidated and separate financial statements are disclosed in Note 4.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) Adoption of new and revised International Financial Reporting Standards

(i) *Standards, interpretations and amendments to existing standards effective during the year*

The Group applied for the first-time certain standards and amendments, which are effective for annual periods beginning on or after January 1, 2022. These new standards and amendments applied for the first time in 2022. The nature and the impact of each new standard or amendment is described below.

• **Reference to the Conceptual Framework – Amendments to IFRS 3**

In May 2020, the IASB issued Amendments to IFRS 3 Business Combinations - Reference to the Conceptual Framework. The amendments are intended to replace a reference to the Framework for the Preparation and Presentation of Financial Statements, issued in 1989, with a reference to the Conceptual Framework for Financial Reporting issued in March 2018 without significantly changing its requirements.

The Board also added an exception to the recognition principle of IFRS 3 to avoid the issue of potential 'day 2' gains or losses arising for liabilities and contingent liabilities that would be within the scope of IAS 37 or IFRIC 21 Levies, if incurred separately.

At the same time, the Board decided to clarify existing guidance in IFRS 3 for contingent assets that would not be affected by replacing the reference to the Framework for the Preparation and Presentation of Financial Statements.

These amendments had no impact on the consolidated and separate financial statements of the Group.

• **Property, Plant and Equipment: Proceeds before Intended Use – Amendments to IAS 16**

In May 2020, the IASB issued Property, Plant and Equipment — Proceeds before Intended Use, which prohibits entities deducting from the cost of an item of property, plant and equipment, any proceeds from selling items produced while bringing that asset to the location and condition necessary for it to be capable of operating in the manner intended by management. Instead, an entity recognizes the proceeds from selling such items, and the costs of producing those items, in profit or loss.

The amendment is effective for annual reporting periods beginning on or after January 1, 2022 and must be applied retrospectively to items of property, plant and equipment made available for use on or after the beginning of the earliest period presented when the entity first applies the amendment.

These amendments had no impact on the consolidated and separate financial statements of the Group.

• **Onerous Contracts – Costs of Fulfilling a Contract – Amendments to IAS 37**

In May 2020, the IASB issued amendments to IAS 37 to specify which costs an entity needs to include when assessing whether a contract is onerous or loss-making. The amendments apply a "directly related cost approach". The costs that relate directly to a contract to provide goods or services include both incremental costs and an allocation of costs directly related to contract activities. General and administrative costs do not relate directly to a contract and are excluded unless they are explicitly chargeable to the counterparty under the contract.

These amendments had no impact on the consolidated and separate financial statements of the Group.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) Adoption of new and revised International Financial Reporting Standards

(i) *Standards, interpretations and amendments to existing standards effective during the year (continued)*

• Annual Improvements 2018-2020 Cycle (issued May 2020)

As part of its 2018-2020 annual improvements to IFRS standards process, the IASB issued an amendment to:

- *IFRS 1 First-time Adoption of International Financial Reporting Standards.*

The amendment permits a subsidiary that elects to apply paragraph D16(a) of IFRS 1 to measure cumulative translation differences using the amounts reported by the parent, based on the parent's date of transition to IFRS. This amendment is also applied to an associate or joint venture that elects to apply paragraph D16(a) of IFRS 1.

- *IFRS 9 Financial Instruments – Fees in the '10 per cent' test for derecognition of financial liabilities*

The amendment clarifies the fees that an entity includes when assessing whether the terms of a new or modified financial liability are substantially different from the terms of the original financial liability. These fees include only those paid or received between the borrower and the lender, including fees paid or received by either the borrower or lender on the other's behalf. An entity applies the amendment to financial liabilities that are modified or exchanged on or after the beginning of the annual reporting period in which the entity first applies the amendment.

- *IAS 41 Agriculture – Taxation in fair value measurements*

The amendment removes the requirement in paragraph 22 of IAS 41 that entities exclude cash flows for taxation when measuring the fair value of assets within the scope of IAS 41.

These amendments had no impact on the consolidated and separate financial statements of the Group.

(ii) *Standards, interpretations and amendments to existing standards that are not yet effective and have not been early adopted by the Group*

The new and amended standards and interpretations that are issued, but not yet effective, up to the date of issuance of the consolidated and separate financial statements are disclosed below. The Group intends to adopt these new and amended standards and interpretations, if applicable, when they become effective.

• IFRS 17 Insurance Contracts

In May 2017, the IASB issued IFRS 17 *Insurance Contracts* (IFRS 17), a comprehensive new accounting standard for insurance contracts covering recognition and measurement, presentation and disclosure. Once effective, IFRS 17 will replace IFRS 4 *Insurance Contracts* (IFRS 4) that was issued in 2005. IFRS 17 applies to all types of insurance contracts (i.e., life, non-life, direct insurance and re-insurance), regardless of the type of entities that issue them, as well as to certain guarantees and financial instruments with discretionary participation features.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) Adoption of new and revised International Financial Reporting Standards (continued)

(ii) *Standards, interpretations and amendments to existing standards that are not yet effective and have not been early adopted by the Group (continued)*

• *IFRS 17 Insurance Contracts (continued)*

A few scope exceptions will apply. The overall objective of IFRS 17 is to provide an accounting model for insurance contracts that is more useful and consistent for insurers. In contrast to the requirements in IFRS 4, which are largely based on grandfathering previous local accounting policies, IFRS 17 provides a comprehensive model for insurance contracts, covering all relevant accounting aspects. The core of IFRS 17 is the general model, supplemented by:

- A specific adaptation for contracts with direct participation features (the variable fee approach)
- A simplified approach (the premium allocation approach) mainly for short-duration contracts

IFRS 17 is effective for reporting periods beginning on or after January 1, 2023, with comparative figures required. Early application is permitted, provided the entity also applies IFRS 9 and IFRS 15 on or before the date it first applies IFRS 17. This standard is not applicable to the Group.

• *Classification of Liabilities as Current or Non-current - Amendments to IAS 1*

In January 2020, the IASB issued amendments to paragraphs 69 to 76 of IAS 1 to specify the requirements for classifying liabilities as current or non-current. The amendments clarify:

- What is meant by a right to defer settlement
- That a right to defer must exist at the end of the reporting period
- That classification is unaffected by the likelihood that an entity will exercise its deferral right
- That only if an embedded derivative in a convertible liability is itself an equity instrument would the terms of a liability not impact its classification

The amendments are effective for annual reporting periods beginning on or after January 1, 2024 and must be applied retrospectively. The Group is currently assessing the impact the amendments will have on current practice and whether existing loan agreements may require renegotiation.

• *Definition of Accounting Estimates - Amendments to IAS 8*

In February 2021, the IASB issued amendments to IAS 8, in which it introduces a new definition of 'accounting estimates'.

The amendments clarify the distinction between changes in accounting estimates and changes in accounting policies and the correction of errors. Also, they clarify how entities use measurement techniques and inputs to develop accounting estimates.

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) Adoption of new and revised International Financial Reporting Standards (continued)

(ii) *Standards, interpretations and amendments to existing standards that are not yet effective and have not been early adopted by the Group (continued)*

• **Definition of Accounting Estimates - Amendments to IAS 8 (continued)**

The amended standard clarifies that the effects on an accounting estimate of a change in an input or a change in a measurement technique are changes in accounting estimates if they do not result from the correction of prior period errors. The previous definition of a change in accounting estimate specified that changes in accounting estimates may result from new information or new developments. Therefore, such changes are not corrections of errors. This aspect of the definition was retained by the IASB. The amendments are intended to provide preparers of financial statements with greater clarity as to the definition of accounting estimates, particularly in terms of the difference between accounting estimates and accounting policies. Although the amendments are not expected to have a material impact on entities' financial statements, they should provide helpful guidance for entities in determining whether changes are to be treated as changes in estimates, changes in policies, or errors.

These amendments are effective for annual periods beginning on or after January 1, 2023. Management has not yet assessed the impact of these amendments on the consolidated and separate financial statements of the Group.

• **Disclosure of Accounting Policies - Amendments to IAS 1 and IFRS Practice Statement 2**

In February 2021, the IASB issued amendments to IAS 1 and IFRS Practice Statement 2 Making Materiality Judgements (the PS), in which it provides guidance and examples to help entities apply materiality judgements to accounting policy disclosures.

The amendments aim to help entities provide accounting policy disclosures that are more useful by:

- Replacing the requirement for entities to disclose their 'significant' accounting policies with a requirement to disclose their 'material' accounting policies, and
- Adding guidance on how entities apply the concept of materiality in making decisions about accounting policy disclosures

In the absence of a definition of the term 'significant' in IFRS, the IASB decided to replace it with 'material' in the context of disclosing accounting policy information. 'Material' is a defined term in IFRS and is widely understood by the users of financial statements, according to the IASB. In assessing the materiality of accounting policy information, entities need to consider both the size of the transactions, other events or conditions and the nature of them.

Although standardised information is less useful to users than entity-specific accounting policy information, the IASB agreed that, in some circumstances, standardised accounting policy information may be needed for users to understand other material information in the financial statements. In those situations, standardised accounting policy information is material, and should be disclosed.

The amendments to the PS also provide examples of situations when generic or standardised information summarising or duplicating the requirements of IFRS may be considered material accounting policy information.

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) Adoption of new and revised International Financial Reporting Standards (continued)

(ii) *Standards, interpretations and amendments to existing standards that are not yet effective and have not been early adopted by the Group (continued)*

• ***Disclosure of Accounting Policies - Amendments to IAS 1 and IFRS Practice Statement 2 (continued)***

The amendments may impact the accounting policy disclosures of entities. Determining whether accounting policies are material or not requires use of judgement. Therefore, entities are encouraged to revisit their accounting policy information disclosures to ensure consistency with the amended standard.

Entities should carefully consider whether 'standardised information, or information that only duplicates or summarises the requirements of the IFRS' is material information and, if not, whether it should be removed from the accounting policy disclosures to enhance the usefulness of the financial statements.

These amendments are effective for annual periods beginning on or after January 1, 2023. Management has not yet assessed the impact of these amendments on the consolidated and separate financial statements of the Group.

• ***Deferred Tax related to Assets and Liabilities arising from a Single Transaction - Amendments to IAS 12***

The amendments clarify that where payments that settle a liability are deductible for tax purposes, it is a matter of judgement (having considered the applicable tax law) whether such deductions are attributable for tax purposes to the liability recognised in the financial statements (and interest expense) or to the related asset component (and interest expense). This judgement is important in determining whether any temporary differences exist on initial recognition of the asset and liability.

Under the amendments, the initial recognition exception does not apply to transactions that, on initial recognition, give rise to equal taxable and deductible temporary differences. It only applies if the recognition of a lease asset and lease liability (or decommissioning liability and decommissioning asset component) give rise to taxable and deductible temporary differences that are not equal. Nevertheless, it is possible that the resulting deferred tax assets and liabilities are not equal (e.g., if the entity is unable to benefit from the tax deductions or if different tax rates apply to the taxable and deductible temporary differences). In such cases, which the Board expects to occur infrequently, an entity would need to account for the difference between the deferred tax asset and liability in profit or loss.

An entity should apply the amendments to transactions that occur on or after the beginning of the earliest comparative period presented. In addition, at the beginning of the earliest comparative period presented, it should also recognise a deferred tax asset (provided that sufficient taxable profit is available) and a deferred tax liability for all deductible and taxable temporary differences associated with leases and decommissioning obligations. The amendments are effective for annual periods beginning on or after January 1, 2023. Management has not yet assessed the impact of these amendments on the consolidated and separate financial statements of the Group.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

2 STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION (CONTINUED)

(d) **Adoption of new and revised International Financial Reporting Standards (continued)**

(ii) **Standards, interpretations and amendments to existing standards that are not yet effective and have not been early adopted by the Group (continued)**

• **Sale or Contribution of Assets between an Investor and its Associate or Joint Venture - Amendments to IFRS 10 and IAS 28**

The amendments address the conflict between IFRS 10 and IAS 28 in dealing with the loss of control of a subsidiary that is sold or contributed to an associate or joint venture. The amendments clarify that the gain or loss resulting from the sale or contribution of assets that constitute a business, as defined in IFRS 3, between an investor and its associate or joint venture, is recognized in full. Any gain or loss resulting from the sale or contribution of assets that do not constitute a business, however, is recognized only to the extent of unrelated investors' interests in the associate or joint venture. The IASB has deferred the effective date of these amendments indefinitely, but an entity that early adopts the amendments must apply them prospectively. The Group will apply these amendments when they become effective but they are not expected to have an impact on the Group's consolidated and separate financial statements.

• **Lease Liability in a Sale and Leaseback - Amendments to IFRS 16**

The amendment to IFRS 16 specifies the requirements that a seller-lessee uses in measuring the lease liability arising in a sale and leaseback transaction, to ensure the seller-lessee does not recognise any amount of the gain or loss that relates to the right of use it retains.

The amendment does not prescribe specific measurement requirements for lease liabilities arising from a leaseback. The initial measurement of the lease liability arising from a leaseback may result in a seller-lessee determining 'lease payments' that are different from the general definition of lease payments in Appendix A of IFRS 16. The seller-lessee will need to develop and apply an accounting policy that results in information that is relevant and reliable in accordance with IAS 8.

A seller-lessee applies the amendment to annual reporting periods beginning on or after January 1, 2024. Earlier application is permitted, and that fact must be disclosed. Management has not yet assessed the impact of these amendments on the consolidated and separate financial statements of the Group.

3 SIGNIFICANT 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.

3.1 Basis of consolidation

The consolidated financial statements comprise the financial statements of the Company and its subsidiary. Control is achieved when the Group is exposed, or has rights, to variable returns from its involvement with the investee and has the ability to affect those returns through its power over the investee. Specifically, the Group controls an investee if, and only if, the Group has:

- Power over the investee (i.e., existing rights that give it the current ability to direct the relevant activities of the investee)
- Exposure, or rights, to variable returns from its involvement with the investee
- The ability to use its power over the investee to affect its returns

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.1 Basis of consolidation (continued)

Generally, there is a presumption that a majority of voting rights results in control. To support this presumption and when the Group has less than a majority of the voting or similar rights of an investee, the Group considers all relevant facts and circumstances in assessing whether it has power over an investee, including:

- The contractual arrangement(s) with the other vote holders of the investee
- Rights arising from other contractual arrangements
- The Group's voting rights and potential voting rights

The Group re-assesses whether or not it controls an investee if facts and circumstances indicate that there are changes to one or more of the three elements of control. Consolidation of a subsidiary begins when the Group obtains control over the subsidiary and ceases when the Group loses control of the subsidiary. Assets, liabilities, income and expenses of a subsidiary acquired or disposed of during the year are included in the consolidated financial statements from the date the Group gains control until the date the Group ceases to control the subsidiary.

Profit or loss and each component of other comprehensive income ("OCI") are attributed to the equity holders of the parent of the Group and to the non-controlling interests, even if this results in the non-controlling interests having a deficit balance. When necessary, adjustments are made to the financial statements of subsidiaries to bring their accounting policies in line with the Group's accounting policies. All intra-group assets and liabilities, equity, income, expenses and cash flows relating to transactions between members of the Group are eliminated in full on consolidation.

A change in the ownership interest of a subsidiary, without a loss of control, is accounted for as an equity transaction.

If the Group loses control over a subsidiary, it derecognises the related assets (including goodwill), liabilities, non-controlling interest and other components of equity, while any resultant gain or loss is recognised in profit or loss. Any investment retained is recognised at fair value.

3.2 Business combinations and goodwill

Business combinations are accounted for using the acquisition method. The cost of an acquisition is measured as the aggregate of the consideration transferred, which is measured at acquisition date fair value, and the amount of any non-controlling interests in the acquiree. For each business combination, the Group elects whether to measure the non-controlling interests in the acquiree at fair value or at the proportionate share of the acquiree's identifiable net assets. Acquisition-related costs are expensed as incurred and included in administrative expenses.

The Group determines that it has acquired a business when the acquired set of activities and assets include an input and a substantive process that together significantly contribute to the ability to create outputs. The acquired process is considered substantive if it is critical to the ability to continue producing outputs, and the inputs acquired include an organised workforce with the necessary skills, knowledge, or experience to perform that process or it significantly contributes to the ability to continue producing outputs and is considered unique or scarce or cannot be replaced without significant cost, effort, or delay in the ability to continue producing outputs.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.2 Business combinations and goodwill (continued)

When the Group acquires a business, it assesses the financial assets and liabilities assumed for appropriate classification and designation in accordance with the contractual terms, economic circumstances and pertinent conditions as at the acquisition date.

Any contingent consideration to be transferred by the acquirer will be recognised at fair value at the acquisition date. Contingent consideration classified as equity is not remeasured and its subsequent settlement is accounted for within equity. Contingent consideration classified as an asset or liability that is a financial instrument and within the scope of IFRS 9 *Financial Instruments*, is measured at fair value with the changes in fair value recognised in the statement of profit or loss in accordance with IFRS 9. Other contingent consideration that is not within the scope of IFRS 9 is measured at fair value at each reporting date with changes in fair value recognised in profit or loss.

Goodwill is initially measured at cost (being the excess of the aggregate of the consideration transferred and the amount recognised for non-controlling interests and any previous interest held over the net identifiable assets acquired and liabilities assumed). If the fair value of the net assets acquired is in excess of the aggregate consideration transferred, the Group re-assesses whether it has correctly identified all of the assets acquired and all of the liabilities assumed and reviews the procedures used to measure the amounts to be recognised at the acquisition date. If the reassessment still results in an excess of the fair value of net assets acquired over the aggregate consideration transferred, then the gain is recognised in profit or loss.

After initial recognition, goodwill is measured at cost less any accumulated impairment losses. For the purpose of impairment testing, goodwill acquired in a business combination is, from the acquisition date, allocated to each of the Group's cash-generating units that are expected to benefit from the combination, irrespective of whether other assets or liabilities of the acquiree are assigned to those units.

Where goodwill has been allocated to a cash-generating unit (CGU) and part of the operation within that unit is disposed of, the goodwill associated with the disposed operation is included in the carrying amount of the operation when determining the gain or loss on disposal. Goodwill disposed in these circumstances is measured based on the relative values of the disposed operation and the portion of the cash-generating unit retained.

3.3 Current versus non-current classification

The Group presents assets and liabilities in the consolidated and separate statement of financial position based on current/non-current classification.

An asset is classified as current when it is:

- Expected to be realized or intended to be sold or consumed in the normal operating cycle
- Held primarily for the purpose of trading
- Expected to be realized within twelve months after the reporting period, or
- Cash or cash equivalents unless restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period.

All other assets are classified as non-current.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.3 Current versus non-current classification (continued)

A liability is current when:

- It is expected to be settled in the normal operating cycle
- It is held primarily for the purpose of trading
- It is due to be settled within twelve months after the reporting period, or
- There is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period

The Group classifies all other liabilities as non-current.

Deferred tax assets and liabilities are classified as non-current assets and liabilities.

3.4 Fair value measurement

Fair values of financial instruments measured at amortized cost are disclosed in Note 24.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either:

- In the principal market for the asset or liability, or
- In the absence of a principal market, in the most advantageous market for the asset or liability

The principal or the most advantageous market must be accessible by the Group.

The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest

A fair value measurement of a non-financial asset takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling it to another market participant that would use the asset in its highest and best use.

The Group uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximizing the use of relevant observable inputs and minimizing the use of unobservable inputs.

All assets and liabilities for which fair value is measured or disclosed in the consolidated and separate financial statements are categorized within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

- Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities
- Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable
- Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.4 Fair value measurement (continued)

For assets and liabilities that are recognized in the financial statements on a recurring basis, the Group determines whether transfers have occurred between Levels in the hierarchy by re-assessing categorization (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

3.5 Property and equipment

All property and equipment held for use in the production or supply of goods or services, or for administrative purposes, are recorded at historical cost, less any subsequent accumulated depreciation and subsequent accumulated impairment losses.

Depreciation is recognized so as to write off the cost of assets using the straight-line method over a period being the shorter of their estimated useful lives and the remaining concession period. The estimated useful lives, residual values and depreciation methods are reviewed at each year end, with the effect of any changes in estimate accounted for on a prospective basis.

An item of property and equipment is derecognized upon disposal or when no future economic benefits are expected to arise from the continued use of the asset. Any gain or loss arising on the disposal or retirement of an asset is determined as the difference between the sales proceeds and the carrying amount of the asset and is recognized in profit or loss.

Property and equipment in the course of construction for production, supply or administrative purposes are carried at cost, less any recognised impairment loss. Cost includes professional fees and, for qualifying assets, borrowing costs capitalised in accordance with the Group's accounting policy. Such items are classified to the appropriate categories of property and equipment when completed and ready for intended use. Depreciation of these assets, on the same basis as other property assets, commences when the assets are ready for their intended use.

3.6 Leases

The Group assesses at contract inception whether a contract is, or contains, a lease. That is, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

Group as a lessee

The Group applies a single recognition and measurement approach for all leases, except for short term leases and leases of low value assets. The Group recognizes lease liabilities to make lease payments and right-of-use assets representing the right to use the underlying assets.

Right-of-use assets

The Group recognizes right-of-use assets at the commencement date of the lease (i.e., the date the underlying assets is available for use). The right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use assets includes the amount of the initial lease liabilities recognized, initial direct costs incurred, and lease payments made on or before the commencement date less any lease incentives received. Right-of-use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the assets.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.6 Leases (continued)

Group as a lessee (continued)

Right-of-use assets (continued)

If ownership of the leased asset transfers to the Group at the end of the lease term or the cost reflects the exercise of a purchase option, depreciation is calculated using the estimated useful life of the asset.

The right-of-use assets are also subject to impairment. Refer to the accounting policies at 3.8 "Impairment of non-financial assets".

Lease liabilities

At the commencement date of the lease, the Group recognizes lease liabilities measured at the present value of lease payments to be made over the lease term. The lease payments include fixed payments less any lease incentive receivable, variable lease payments that depend on an index or a rate, and amounts expected to be paid under residual value guarantees. The lease payments also include the exercise price of a purchase option reasonably certain to be exercised by the Group and payments of penalties for terminating the lease, if the lease term reflects the Group exercising the option to terminate. Variable lease payments that do not depend on an index or a rate are recognized as expenses (unless they are incurred to produce inventories) in the period in which the event or condition that triggers the payment occurs.

In calculating the present value of lease payments, the Group uses its incremental borrowing rate at the lease commencement date because the interest rate implicit in the lease is not readily determinable. After the commencement date, the amount of lease liabilities is increased to reflect the accretion of interest and reduced for the lease payments made. In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term, a change in the lease payments (e.g. changes to future payments resulting from a change in an index or rate used to determine such lease payments) or a change in the assessment of an option to purchase the underlying asset.

Short term leases and leases of low-value assets

The Group applies the short term lease recognition exemption to its short term leases (that is, those leases that have a lease term of 12 months or less from the commencement date and do not contain a purchase option). It also applies the lease of low-value assets recognition exemption to leases that are considered low value. Lease payments on short-term leases and leases of low-value assets are recognized as expense on a straight-line basis over the lease term.

3.7 Intangible assets

Intangible assets acquired separately that represent the Group's rights under the concession agreement and are reported at cost less accumulated amortization and accumulated impairment losses. Historical cost includes costs of design, site installation, earthworks and construction of bridges, structures and pavements. Amortization is charged so as to write off these costs over the concession period based on external projections of traffic on the highway. The charge for the year is based on the proportion of traffic for that year to the total traffic projected for the concession period. The estimated useful life and amortization method are reviewed at the end of each annual reporting period, with the effect of any changes in estimate accounted for on a prospective basis.

Other intangible assets acquired separately are measured on initial recognition at cost. The cost of these intangible assets acquired in a business combination is their fair value at the date of acquisition. Following initial recognition, intangible assets are carried at cost less any accumulated amortisation and accumulated impairment losses.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.8 Impairment of non-financial assets

At the end of each reporting period, the Group reviews the carrying amounts of its non-financial assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). When it is not possible to estimate the recoverable amount of an individual asset, the Group estimates the recoverable amount of the cash-generating unit to which the asset belongs. When a reasonable and consistent basis of allocation can be identified, corporate assets are also allocated to individual cash-generating units, or otherwise they are allocated to the smallest group of cash-generating units for which a reasonable and consistent allocation basis can be identified.

Intangible assets not yet available for use are tested for impairment at least annually, and whenever there is an indication that the asset may be impaired.

Recoverable amount is the higher of the fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (cash-generating unit) is reduced to its recoverable amount. Impairment losses are recognized immediately in profit or loss.

When an impairment loss subsequently reverses, the carrying amount of the asset (cash-generating unit) is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognized for the asset (cash-generating unit) in prior years. A reversal of an impairment loss is recognized immediately in profit or loss.

3.9 Taxation

Income tax expense represents the sum of tax currently payable and deferred tax.

Current tax

Current income tax assets and liabilities are measured at the amount expected to be recovered from or paid to the taxation authorities.

The tax currently payable is based on taxable profit for the year. Taxable profit differs from net profit as reported in the consolidated and separate statement of comprehensive income because of items of income or expense that are taxable or deductible in other years and items that are never taxable or deductible. The Group's liability for current tax is calculated using tax rates that have been enacted, or subsequently enacted at the end of the reporting period.

Deferred tax

Deferred tax is recognized on temporary differences between the carrying amounts of assets and liabilities in the consolidated and separate financial statements and the corresponding tax bases used in the computation of taxable profit. Deferred tax liabilities are generally recognized for all taxable temporary differences. Deferred tax assets are generally recognized for all deductible temporary differences to the extent that it is probable that taxable profits will be available against which those deductible temporary differences can be utilized. Such deferred tax assets and liabilities are not recognized if the temporary difference arises from goodwill or from the initial recognition (other than in a business combination) of other assets and liabilities in a transaction that affects neither the taxable profit nor the accounting profit.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.9 Taxation (continued)

Deferred tax (continued)

The carrying amount of deferred tax assets is reviewed at the end of each reporting period and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered. Unrecognized deferred tax assets are re-assessed at each reporting period date and are recognized to the extent that it has become probable that future profits will allow the deferred tax asset to be recovered.

Deferred tax liabilities and assets are measured at the tax rates that are expected to apply in the period in which the liability is settled or the asset realised, based on tax rates (and tax laws) that have been enacted or substantively enacted by the end of the reporting period. The measurement of deferred tax liabilities and assets reflects the tax consequences that would follow from the manner in which the Group expects, at the end of the reporting period, to recover or settle the carrying amount of its assets and liabilities.

The Group offsets deferred tax assets and deferred tax assets and deferred tax liabilities if it has a legally enforceable right to set off current tax assets and current tax liabilities and the deferred tax assets and deferred tax liabilities relate to income taxes levied by the same taxation authority.

Current and deferred tax for the year

Deferred tax is recognized in profit or loss, except when they relate to items that are recognized in other comprehensive income or directly in equity, in which case, the deferred tax is also recognized in other comprehensive income or directly in equity respectively.

3.10 Financial instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity.

Financial assets and financial liabilities are recognized when the Group becomes a party to the contractual provisions of the instrument.

Financial assets and financial liabilities are initially measured at fair value. Transaction costs that are directly attributable to the acquisition or issue of financial assets and financial liabilities are added to or deducted from the fair value of the financial assets or financial liabilities (other than financial assets and liabilities at fair value through profit or loss), as appropriate, on initial recognition. Transaction costs directly attributable to the acquisition of financial assets or financial liabilities at fair value through profit or loss are recognized immediately in profit or loss.

3.11 Financial assets

a) *Initial recognition and measurement*

Financial assets are classified, at initial recognition and subsequently measured at amortized cost, fair value through other comprehensive income ("OCI"), and fair value through profit or loss. The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Group's business model for managing them. With the exception of trade receivables that do not contain a significant financing component or for which the Group has applied the practical expedient, the Group initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss, transaction costs. Trade receivables that do not contain a significant financing component or for which the Group has applied the practical expedient are measured at the transaction price determined under IFRS 15.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.11 Financial assets (continued)

a) Initial recognition and measurement (continued)

In order for a financial asset to be classified and measured at amortized cost or fair value through OCI, 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 performed at an instrument level. The Group'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.

Purchases or sales of financial assets that require delivery of assets within a time frame established by regulation or convention in the marketplace (regular way trades) are recognized on the trade date, i.e., the date that the Group commits to purchase or sell the asset.

b) Subsequent measurement

For purposes of subsequent measurement, financial assets are classified in four categories:

- Financial assets at amortized cost (debt instruments)
- Financial assets at fair value through OCI with recycling of cumulative gains and losses (debt instruments)
- Financial assets designated at fair value through OCI with no recycling of cumulative gains and losses upon derecognition (equity instruments)
- Financial assets at fair value through profit or loss

c) Financial assets at amortized cost (debt instruments)

This category is the most relevant to the Group. The Group measures financial assets at amortized 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 amortized cost are subsequently measured using the effective interest ("EIR") method and are subject to impairment. Gains and losses are recognized in profit or loss when the asset is derecognized, modified or impaired.

The Group's financial assets at amortized cost includes cash and bank, restricted cash, other receivables and owed by related parties.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.11 Financial assets (continued)

d) Derecognition

A financial asset (or, where applicable, a part of a financial asset or part of a group of similar financial assets) is primarily derecognized (i.e., removed from the Group's consolidated and separate statement of financial position) when:

- The rights to receive cash flows from the asset have expired or;
- The Group has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a 'pass-through' arrangement; and either (a) the Group has transferred substantially all the risks and rewards of the asset, or (b) the Group has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset

When the Group has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, it evaluates if, and to what extent, it has retained the risks and rewards of ownership. When it has neither transferred nor retained substantially all of the risks and rewards of the asset, nor transferred control of the asset, the Group continues to recognize the transferred asset to the extent of its continuing involvement. In that case, the Group also recognizes an associated liability. The transferred asset and the associated liability are measured on a basis that reflects the rights and obligations that the Group has retained.

Continuing involvement that takes the form of a guarantee over the transferred asset is measured at the lower of the original carrying amount of the asset and the maximum amount of consideration that the Group could be required to repay.

e) Impairment of financial assets

The Group recognizes an allowance for expected credit losses ("ECLs") for all debt instruments not held at fair value through profit or loss. ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Group expects to receive, discounted at an approximation of the original effective interest rate. The expected cash flows will include cash flows from the sale of collateral held or other credit enhancements that are integral to the contractual terms.

ECLs are recognized in two stages. For credit exposures for which there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses that result from default events that are possible within the next 12-months (a 12-month ECL). For those credit exposures for which there has been a significant increase in credit risk since initial recognition, a loss allowance is required for credit losses expected over the remaining life of the exposure, irrespective of the timing of the default (a lifetime ECL).

For trade receivables, the Group applies a simplified approach in calculating ECLs. Therefore, the Group does not track changes in credit risk, but instead recognizes a loss allowance based on lifetime ECLs at each reporting date. The Group considers a financial asset in default when contractual payments are 90 days past due. However, in certain cases, the Group may also consider a financial asset to be in default when internal or external information indicates that the Group is unlikely to receive the outstanding contractual amounts in full before taking into account any credit enhancements held by the Group. A financial asset is written off when there is no reasonable expectation of recovering the contractual cash flows.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.12 Financial liabilities and equity instruments

Classification as debt or equity

Debt and equity instruments issued by the Group are classified as either financial liabilities or as equity in accordance with the substance of the contractual arrangement, and the definitions of a financial liability and an equity instrument.

Equity instruments

An equity instrument is any contract that evidences a residual interest in the assets of an entity after deducting all of its liabilities. Equity instruments issued by the Group are recognized at the proceeds received, net of direct issue costs.

Financial liabilities

Financial liabilities are classified as other financial liabilities.

Effective interest rate ("EIR") method

The effective interest method is a method of calculating the amortized cost of a financial liability and of allocating interest expense over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash payments (including any discount or premium on acquisition and fees or costs that are an integral part of the effective interest rate) through the expected life of the financial liability, or (where appropriate) a shorter period, to the net carrying amount on initial recognition.

a) Initial recognition and measurement

Financial liabilities are classified, at initial recognition, as financial liabilities at fair value through profit or loss, loans and borrowings, payables, or as derivatives designated as hedging instruments in an effective hedge, as appropriate.

All financial liabilities are recognized initially at fair value and, in the case of loans and borrowings and payables, net of directly attributable transaction costs.

The Group's financial liabilities include trade and other payables, contract liabilities, redeemable preference shares, lease liability and borrowings including bank overdrafts.

b) Subsequent measurement

Financial liabilities are subsequently measure at amortised cost using the effective interest rate method, with interest expense recognised on an effective yield basis except for short-term liabilities when the recognition of interest would be immaterial.

Interest bearing borrowings

This is the category most relevant to the Group. After initial recognition, interest-bearing borrowings are subsequently measured at amortized cost using the EIR method. Gains and losses are recognized in profit or loss when the liabilities are derecognized as well as through the EIR amortization process.

Amortized cost is calculated by considering any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortization is included as finance costs in profit or loss. This category generally applies to interest-bearing loans and borrowings.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.12 Financial liabilities and equity instruments (continued)

c) Derecognition

A financial liability is derecognized when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognized in profit or loss.

d) Offsetting of financial instruments

Financial assets and financial liabilities are offset and the net amount is reported in the consolidated and separate statement of financial position if there is a currently enforceable legal right to offset the recognized amounts and there is an intention to settle on a net basis, to realize the assets and settle the liabilities simultaneously.

3.13 Investment in subsidiary

This is stated at cost in the separate financial statements of the Company.

3.14 Contract liabilities

A contract liability is the obligation to transfer goods or services to a customer for which the Group has received consideration (or an amount of consideration is due) from the customer. If a customer pays consideration before the Group transfers goods or services to the customer, a contract liability is recognized when the payment is made or the payment is due (whichever is earlier). Contract liabilities are recognized as revenue when the Group performs under the contract.

3.15 Related party identification

A party is related to the Group if:

- (i) directly, or indirectly through one or more intermediaries, the party:
 - controls, is controlled by, or is under common control with, the Group (this includes parent, subsidiaries and fellow subsidiaries);
 - has an interest in the entity that gives it significant influence over the Group; or
 - has joint control over the Group;
- (ii) the party is an associate of the Group;
- (iii) the party is a joint venture in which the Group is a venturer;
- (iv) the party is a member of the key management personnel of the Group or its parent;
- (v) the party is a close member of the family of any individual referred to in (i) or (iv);
- (vi) the party is an entity that is controlled, jointly controlled or significantly influenced by, or for which significant voting power in such entity resides with, directly or indirectly, any individual referred to in (iv) or (v); or
- (vii) the party is a post-employment benefit plan for the benefit of employees of the Group, or of any entity that is a related party of the Group.

A related party transaction is a transfer of resources, services or obligations between related parties, regardless of whether a price is charged.

Related party transactions and balances are recognized and disclosed in the consolidated and separate financial statements. Transactions with related parties are accounted for in accordance with the normal policies of the Group.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.16 Provisions

Provisions are recognised when the Group has a present obligation (legal or constructive) as a result of a past event, it is probable that the Group will be required to settle the obligation, and a reliable estimate can be made of the amount of the obligation.

The amount recognised as a provision is the best estimate of the consideration required to settle the present obligation at the end of the reporting period, considering the risks and uncertainties surrounding the obligation. When a provision is measured using the cash flows estimated to settle the present obligation, its carrying amount is the present value of those cash flows (when the time value of money is material).

When some or all of the economic benefits required to settle a provision are expected to be recovered from a third party, a receivable is recognised as an asset if it is virtually certain that reimbursement will be received and the amount of the receivable can be measured reliably.

3.17 Revenue recognition

Toll revenue

The Group provides a toll road via the Highway 2000 East West network. Revenue from contracts with customers is recognized when control of the goods or services are transferred to the customer at an amount that reflects the consideration to which the Group expects to be entitled in exchange for the usage of the toll road. The contract with the customer is established with the Group once the customer enters the highway and the contract ends upon the customer's exit of the highway. The performance obligation is satisfied at the point of time with an immediate right to payment. The transaction price is determined by the stand-alone selling price exchange by the customer by the class vehicle utilizing the toll road. There is no cost, implicit or otherwise, recognized for obtaining and fulfilling a contract with a customer.

(i) Variable consideration

If the consideration in a contract includes a variable amount, the Group estimates the amount of consideration to which it will be entitled in exchange for transferring the goods or services to the customer. The variable consideration is estimated at contract inception and constrained until it is highly probable that a significant revenue reversal in the amount of cumulative revenue recognized will not occur when the associated uncertainty with the variable consideration is subsequently resolved. Some contracts that are purchased through toll tag (T-Tag) accounts provide customers with volume rebates if certain criteria are met. These volume rebates may give rise to a variable consideration.

(ii) Significant financing component

Generally, the Group receives short-term advances from its customers. Using the practical expedient in IFRS 15, the Group does not adjust the promised amount of consideration for the effects of a significant financing component if it expects, at contract inception, that the period between the transfer of the promised good or service to the customer and when the customer pays for that good or service will be one year or less.

Interest income

Interest income is recognized when it is probable that the economic benefits will flow to the Group and the amount of revenue can be measured reliably. Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable, which is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount on initial recognition.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.18 Foreign currencies

Transactions in currencies other than the United States of America dollars, the Group's functional currency, are recognized at the rates of exchange prevailing on the dates of the transactions. The United States of America dollar is deemed the functional currency as the toll rates charged by the Group are linked to the value of the United States dollar and the majority of borrowings and other expenditure are denominated in this currency. At the end of each reporting period, monetary items denominated in foreign currencies are retranslated at the rates prevailing at that date. Non-monetary items carried at fair value that are denominated in foreign currencies are retranslated at the rates prevailing at the date when the fair value was determined. Non-monetary items that are measured in terms of historical cost in a foreign currency are not retranslated. The gain or loss arising in translation of non-monetary items measured at fair value is treated in line with the recognition of the gain or loss on the change in fair value (in other comprehensive income). Other exchange differences are recognized in profit or loss for the period in which they arise.

Group entities

On consolidation, the assets and liabilities of operations at a functional currency other than the United States of America Dollars are translated into United States of America Dollars at the rate of exchange prevailing at the reporting date and their statements of comprehensive income/(loss) are translated at exchange rates prevailing at the dates of the transactions. The exchange differences arising on translation for consolidation are recognised in OCI.

3.19 Borrowing costs

Borrowing costs directly attributable to the acquisition, construction or production of qualifying assets, which are assets that necessarily take a substantial period of time to get ready for their intended use or sale, 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 capitalization.

All other borrowing costs are recognized in profit or loss in the period in which they are incurred.

3.20 Employee benefits

(a) Individual Retirement Scheme ("IRS") – the Company

Since January 2012, the Company makes contributions to an Individual Retirement Scheme (IRS) on behalf of employees (Note 25). The regular contributions constitute costs for the year in which they are due and are included in staff costs. The Company has no legal or constructive obligation to pay further pension benefits.

(b) Contributory Pension Scheme – the Subsidiary

The subsidiary's employees are members of a Contributory Pension Scheme. Pension is determined on the basis of contributions made by both the employee and the employer and the accumulated earnings of the fund. Contributions to the fund are accounted for on the accruals basis as an expense when employees have rendered services entitling them to the contributions and the assets are held and managed separately from those of the subsidiary in an independently administered fund.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

3 SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

3.20 Employee benefits (continued)

(c) Leave entitlements

Employee entitlements to annual leave are recognized when they accrue to the employees. A provision is made for the estimated liability for annual leave for services rendered by the employee up to the end of the reporting period.

(d) Termination benefits

The Group recognizes termination benefits when it is demonstrably committed to either terminate the employment of current employees according to a detailed formal plan without the possibility of withdrawal or to provide termination benefits as a result of an offer made to encourage voluntary redundancy.

3.21 Cash dividend

The Group recognises a liability to make cash distributions to equity-holders when the distribution is authorised and the distribution is no longer at the discretion of the Group. Under the Jamaican Companies Act a distribution is authorised when it is approved by the shareholders.

3.22 Segment reporting

An operating segment is a component of the Group that engages in business activities from which it may earn revenues and incur expenses; whose operating results are regularly reviewed by the entity's Chief Operating Decision Maker ("CODM") to make decisions about resources to be allocated to the segment and assess its performance; and for which discrete financial information is available.

Based on the information presented to and reviewed by the CODM, the operations of the Group are considered as one operating segment.

4 CRITICAL ACCOUNTING JUDGEMENTS AND KEY SOURCES OF ESTIMATION UNCERTAINTY

In the application of the Group's accounting policies, which are described in Note 3, management is required to make judgments, estimates and assumptions about the carrying amounts of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimate is revised if the revision affects only that period or in the period of the revision and future periods if the revision affects both current and future periods.

Critical judgement in applying the Group's accounting policies

Management is of the opinion that apart from those involving estimations (see below), the following is the critical judgement made in the process of applying the Group's accounting policies:

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

4 CRITICAL ACCOUNTING JUDGEMENTS AND KEY SOURCES OF ESTIMATION UNCERTAINTY (CONTINUED)

Critical judgement in applying the Group's accounting policies (continued)

Recoverability of deferred tax assets

Deferred tax assets are recognized for unused tax losses to the extent that it is probable that taxable profit will be available against which the losses can be utilized. Significant management judgement is required to determine the amount of deferred tax assets that can be recognized, based upon the likely timing and level of future taxable profits together with future tax planning activities. As indicated in Note 20, the Group has unused tax losses of \$100.55 million (2021: \$106.03 million) in respect of the Company. Based on the forecasted projections, management believes it is probable that taxable profits will be available against which these tax losses can be utilized and has recognized a deferred tax asset in respect of these losses.

Key sources of estimation uncertainty

The key assumptions concerning the future that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year, are discussed below:

Amortization expense

Amortization is charged so as to write off the cost of intangible assets over the period of concession using a projection of traffic on the highway over this period. This projection was reassessed in May 2021 and further amended by the end of the 2021 reporting period by Steer, an external consultant from the United Kingdom, to incorporate the projected impact of the Coronavirus (COVID-19) pandemic (2020: In May 2021 by Steer, an external consultant from the United Kingdom to incorporate the projected impact of the Coronavirus (COVID-19) pandemic). The projection is based on various estimates and assumptions surrounding, among other things, growth in gross domestic product, inflation and toll road traffic demand. These assumptions can vary in practice and the actual outcome depends on such factors as population growth and the development of other sections of the highway. The policy of the Board and management is to update the forecast periodically based on the actual traffic.

Management has estimated that had the projected traffic from 2022 (2021: 2021) onwards differed by $\pm 10\%$ the amortization charge for the current year would have decreased/increased by approximately \$1.99 million/\$0.59 million (2021: \$1.11 million/\$1.37 million) respectively. (See Note 7)

Provision for heavy repairs

The provision for highway repairs relates to the estimated costs for scheduled repairs for periods ranging from 7 years to the end of the concession period based on projections made on the duration of the concession. The provision is based on the same estimates and assumptions included in the Group's Operations and Maintenance Plan, done biannually for the next 6 semi-annual periods and reviewed by the Group's Independent Engineer, ARUP. Actual cash outflows will depend on the timing of the maintenance programme based on annual approved budgets, the condition of road as determined by ongoing surveys, deterioration and the phasing of major works to meet these obligations (See Note 15).

Income taxes

Estimates are required in determining the provision for income taxes. There are some transactions and calculations for which the ultimate tax determination is uncertain. Where the final tax outcome of these matters is different from the amounts that were initially recorded, such differences will impact the current or deferred tax provisions in the period in which such determination is made. A change of $\pm 10\%$ in the final tax outcome of these estimates would have the effect of approximately \$0.28 million (2021: \$0.13 million) increase/decrease for the Group and approximately \$0.28 million (2021: \$0.13 million) increase/decrease for the Company in the current and deferred tax provisions. (See Notes 8 and 20).

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

5 PROPERTY AND EQUIPMENT

| | The Group | | | | | | | | | Total \$'000 |
|---|--------------------------------|------------------------------------|------------------------------|-------------------------------------|--------------------------------------|-----------------------------|---------------------|-------------------------------|---|-----------------|
| | Tolling Equipment \$'000 | Machinery & Equipment \$'000 | Solar Equipment \$'000 | Leasehold Improvements \$'000 | Furniture & Fixtures \$'000 | Motor Vehicles \$'000 | Computers \$'000 | Office Equipment \$'000 | Capital Work-in- Progress \$'000 | |
| Cost | | | | | | | | | | |
| At January 1, 2021 | 196 | - | - | - | 1,561 | 126 | 99 | 322 | - | 2,304 |
| Additions | 21 | - | - | - | 38 | 126 | 6 | - | - | 191 |
| Disposals | - | - | - | - | - | (98) | (1) | (1) | - | (100) |
| At December 31, 2021 | 217 | - | - | - | 1,599 | 154 | 104 | 321 | - | 2,395 |
| Additions | - | - | - | - | 12 | - | 11 | - | 47 | 70 |
| On acquisition of subsidiary (Note 9(a)) | - | 179 | 352 | 24 | 230 | 792 | 206 | - | - | 1,783 |
| Reclassification | - | - | - | - | (4) | - | - | - | 4 | - |
| Disposals | - | - | - | - | - | - | (1) | (3) | - | (4) |
| At December 31, 2022 | 217 | 179 | 352 | 24 | 1,837 | 946 | 320 | 318 | 51 | 4,244 |
| Accumulated depreciation | | | | | | | | | | |
| At January 1, 2021 | 193 | - | - | - | 992 | 112 | 95 | 310 | - | 1,702 |
| Charge for the year | 5 | - | - | - | 79 | 26 | 3 | 6 | - | 119 |
| On disposal | - | - | - | - | - | (98) | (1) | (1) | - | (100) |
| At December 31, 2021 | 198 | - | - | - | 1,071 | 40 | 97 | 315 | - | 1,721 |
| On acquisition of subsidiary (Note 9(a)) | - | 161 | 197 | 24 | 203 | 595 | 189 | - | - | 1,369 |
| Charge for the year | 4 | - | - | - | 80 | 27 | 7 | 5 | - | 123 |
| On disposal | - | - | - | - | - | - | (1) | (2) | - | (3) |
| At December 31, 2022 | 202 | 161 | 197 | 24 | 1,354 | 662 | 292 | 318 | - | 3,210 |
| Carrying amount | | | | | | | | | | |
| At December 31, 2022 | 15 | 18 | 155 | - | 483 | 284 | 28 | - | 51 | 1,034 |
| At December 31, 2021 | 19 | - | - | - | 528 | 114 | 7 | 6 | - | 674 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

5 PROPERTY AND EQUIPMENT (CONTINUED)

| | The Company | | | | | | |
|---------------------------------|---|--|--------------------------------------|-----------------------------|--|---|-------------------------|
| | Tolling Equipment \$'000 | Furniture & Fixtures \$'000 | Motor Vehicles \$'000 | Computers \$'000 | Office Equipment \$'000 | Capital Work-in- Progress \$'000 | Total \$'000 |
| Cost | | | | | | | |
| At January 1, 2021 | 196 | 1,561 | 126 | 99 | 322 | - | 2,304 |
| Additions | 21 | 38 | 126 | 6 | - | - | 191 |
| Disposals | - | - | (98) | (1) | (1) | - | (100) |
| At December 31, 2021 | 217 | 1,599 | 154 | 104 | 321 | - | 2,395 |
| Additions | - | 12 | - | 11 | - | 47 | 70 |
| Reclassification | - | (4) | - | - | - | 4 | - |
| Disposals | - | - | - | (1) | (3) | - | (4) |
| At December 31, 2022 | 217 | 1,607 | 154 | 114 | 318 | 51 | 2,461 |
| Accumulated depreciation | | | | | | | |
| At January 1, 2021 | 193 | 992 | 112 | 95 | 310 | - | 1,702 |
| Charge for the year (Note 19) | 5 | 79 | 26 | 3 | 6 | - | 119 |
| On disposal | - | - | (98) | (1) | (1) | - | (100) |
| At December 31, 2021 | 198 | 1,071 | 40 | 97 | 315 | - | 1,721 |
| Charge for the year (Note 19) | 4 | 80 | 24 | 6 | 5 | - | 119 |
| On disposal | - | - | - | (1) | (2) | - | (3) |
| At December 31, 2022 | 202 | 1,151 | 64 | 102 | 318 | - | 1,837 |
| Carrying amount | | | | | | | |
| At December 31, 2022 | 15 | 456 | 90 | 12 | - | 51 | 624 |
| At December 31, 2021 | 19 | 528 | 114 | 7 | 6 | - | 674 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

5 PROPERTY AND EQUIPMENT (CONTINUED)

The following useful lives are used in the calculation of depreciation:

| | | |
|-------------------------|--------|-------|
| Tolling equipment | 5 - 10 | years |
| Machinery and equipment | 5 | " |
| Solar equipment | 8 | " |
| Leasehold improvements | 5 | " |
| Furniture and fixtures | 3 - 10 | " |
| Motor vehicles | 5 | " |
| Computer equipment | 3 - 7 | " |
| Office equipment | 3 - 10 | " |

Certain assets of the Group are pledged as security in respect of the borrowings (Note 14).

6. LEASES

The Company had a lease contract for property used in its operations. The lease term was for 3 years and ended during 2021. At December 31, 2021, no lease contract was in place and the rental amount was being negotiated on a month by month basis.

The subsidiary has a lease contract for property used for the Group's operations. The lease is for 3 years and ends during 2024.

Set out below is the carrying amount of the right of use asset recognized and the movement during the year:

| | <u>The Group</u> | | <u>The Company</u> | |
|---|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| As at January 1 | - | 92 | - | 92 |
| On acquisition of subsidiary (Note 9(a)) | 231 | - | - | - |
| Depreciation | <u>(35)</u> | <u>(92)</u> | <u>-</u> | <u>(92)</u> |
| As at December 31 | <u>196</u> | <u>-</u> | <u>-</u> | <u>-</u> |

Set out below is the carrying amount of the lease liability and the movement during the period:

| | <u>The Group</u> | | <u>The Company</u> | |
|---|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| As at January 1 | - | 101 | - | 101 |
| On acquisition of subsidiary (Note 9(a)) | 201 | - | - | - |
| Accretion of interest | - | 3 | - | 3 |
| Payments | <u>-</u> | <u>(104)</u> | <u>-</u> | <u>(104)</u> |
| As at December 31 | <u>201</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Classified as: | | | | |
| Current | 98 | - | - | - |
| Non-current | <u>103</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| | <u>201</u> | <u>-</u> | <u>-</u> | <u>-</u> |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

6. LEASES (CONTINUED)

The following are the amounts recognized in profit or loss:

| | <u>The Group</u> | | <u>The Company</u> | |
|---|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| Depreciation expense of right of use asset (Note 19) | 35 | 92 | - | 92 |
| Interest expense on lease liabilities (Note 19) | - | 3 | - | 3 |
| Total amount recognized in profit or loss | <u>35</u> | <u>95</u> | <u>-</u> | <u>95</u> |

7 INTANGIBLE ASSETS

| | <u>The Group and the Company</u> | | | |
|---|---|--|--|-------------------------|
| | <u>EFC asset in concession \$'000</u> | <u>FC1A asset in concession \$'000</u> | <u>FC1B asset in concession \$'000</u> | <u>Total \$'000</u> |
| Cost | | | | |
| Balance, January 1, 2021, December 31, 2021 and December 31, 2022 | 159,676 | 92,196 | 135,128 | 387,000 |
| Amortization | | | | |
| Balance, January 1, 2021 | 63,262 | 35,158 | 50,523 | 148,943 |
| Amortization for the year (Note 19) | 4,860 | 2,699 | 4,731 | 12,290 |
| Balance, December 31, 2021 | 68,122 | 37,857 | 55,254 | 161,233 |
| Amortization for the year (Note 19) | 5,436 | 3,088 | 5,152 | 13,676 |
| Balance, December 31, 2022 | <u>73,558</u> | <u>40,945</u> | <u>60,406</u> | <u>174,909</u> |
| Carrying amount: | | | | |
| December 31, 2022 | <u>86,118</u> | <u>51,251</u> | <u>74,722</u> | <u>212,091</u> |
| December 31, 2021 | <u>91,554</u> | <u>54,339</u> | <u>79,874</u> | <u>225,767</u> |

The amortization expense has been included in operating expenses in the consolidated and separate statement of comprehensive (loss)/income.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

7 INTANGIBLE ASSETS (CONTINUED)

- (a) The amortization of intangible assets is based on projected usage of the highway during the concession period. In May 2021, an external consultant from the United Kingdom, Steer, reassessed the projections to incorporate the projected impact of Coronavirus (COVID -19).

The annual rate applied to the carrying amount as at the start of the year is as follows:

| | 2022 | 2021 |
|------|-------------|-------------|
| | % | % |
| EFC | 5.94 | 5.04 |
| FC1A | 5.68 | 4.73 |
| FC1B | 6.45 | 5.59 |

The Company's assets are pledged as security in respect of borrowings (Note 14).

8 DEFERRED TAX ASSETS (LIABILITIES)

The Group is taxed at rates applicable to unregulated entities being 25% (2021: 25%).

Deferred tax liabilities are calculated on all temporary differences under the liability method using a tax rate at which these assets/liabilities are likely to be realized.

- (a) The following is the analysis of deferred tax balances for financial reporting purposes;

| | The Group | | The Company | |
|--------------------------|------------------|----------------|--------------------|----------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Deferred tax assets | 26,584 | 28,283 | 26,560 | 28,283 |
| Deferred tax liabilities | <u>(7,370)</u> | <u>(7,577)</u> | <u>(7,396)</u> | <u>(7,577)</u> |
| Net | <u>19,214</u> | <u>20,706</u> | <u>19,164</u> | <u>20,706</u> |

- (b) The movement for the reporting period in the Group's net deferred tax position was as follows:

| | The Group | | The Company | |
|---|------------------|----------------|--------------------|----------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Opening balance | 20,706 | 22,056 | 20,706 | 22,056 |
| On acquisition of subsidiary (Note 9(a)) | 25 | - | - | - |
| Charge to income for the year (Note 20) | <u>(1,517)</u> | <u>(1,350)</u> | <u>(1,542)</u> | <u>(1,350)</u> |
| Closing balance | <u>19,214</u> | <u>20,706</u> | <u>19,164</u> | <u>20,706</u> |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

8 DEFERRED TAX ASSETS (LIABILITIES) (CONTINUED)

(c) The following are the main deferred tax liabilities and assets recognised and movements thereon during the current and prior reporting period:

Deferred tax assets

| | The Group | | | | | | | Total \$'000 |
|--|-------------------------------|-------------------------------|---|-------------------------|--|----------------------------|-----------------------------------|-----------------|
| | Accrued vacation \$'000 | Interest payable \$'000 | Provision for heavy repairs \$'000 | Tax losses \$'000 | Lease liability net of right-of- use assets \$'000 | Bonus accrual \$'000 | Litigation provision \$'000 | |
| Balance, January 1, 2021 | 2 | 832 | 1,741 | 26,355 | 2 | - | - | 28,932 |
| (Charged)/Credited to income for the year | 1 | 5 | (823) | 152 | (2) | 18 | - | (649) |
| Balance, December 31, 2021 | 3 | 837 | 918 | 26,507 | - | 18 | - | 28,283 |
| On acquisition of subsidiary (Note 9(a)) | 11 | - | - | - | - | - | 12 | 23 |
| (Charged)/Credited to income for the year | 4 | (29) | (336) | (1,369) | 1 | 7 | - | (1,722) |
| Balance, December 31, 2022 | 18 | 808 | 582 | 25,138 | 1 | 25 | 12 | 26,584 |

Deferred tax liabilities

| | The Group | | | Total \$'000 |
|---|---|----------------------------------|--|-----------------|
| | Accelerated tax depreciation \$'000 | Interest receivable \$'000 | Unrealised foreign exchange gains \$'000 | |
| Balance, January 1, 2021 | (6,606) | (25) | (245) | (6,876) |
| Charged to income for the year | (251) | - | (450) | (701) |
| Balance, December 31, 2021 | (6,857) | (25) | (695) | (7,577) |
| On acquisition of subsidiary (Note 9(a)) | 2 | - | - | 2 |
| Credited/(Charged) to income for the year | 128 | (2) | 79 | 205 |
| Balance, December 31, 2022 | (6,727) | (27) | (616) | (7,370) |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

8 DEFERRED TAX ASSETS (LIABILITIES) (CONTINUED)

(c) The following are the main deferred tax liabilities and assets recognised and movements thereon during the current and prior reporting period:
(continued)

Deferred tax assets

| | The Company | | | | | | Total \$'000 |
|--|--|--|---|----------------------------------|---|-------------------------------------|-------------------------|
| | Accrued vacation \$'000 | Interest payable \$'000 | Provision for heavy repairs \$'000 | Tax losses \$'000 | Lease liability net of right-of- use assets \$'000 | Bonus accrual \$'000 | |
| Balance, January 1, 2021 | 2 | 832 | 1,741 | 26,355 | 2 | - | 28,932 |
| (Charged)/Credited to income for the year | 1 | 5 | (823) | 152 | (2) | 18 | (649) |
| Balance, December 31, 2021 | 3 | 837 | 918 | 26,507 | - | 18 | 28,283 |
| (Charged)/Credited to income for the year | 4 | (29) | (336) | (1,369) | - | 7 | (1,723) |
| Balance, December 31, 2022 | 7 | 808 | 582 | 25,138 | - | 25 | 26,560 |

Deferred tax liabilities

| | The Company | | | Total \$'000 |
|---|--|---|---|-------------------------|
| | Accelerated tax depreciation \$'000 | Interest receivable \$'000 | Unrealised foreign exchange gains \$'000 | |
| Balance, January 1, 2021 | (6,606) | (25) | (245) | (6,876) |
| Charged to income for the year | (251) | - | (450) | (701) |
| Balance, December 31, 2021 | (6,857) | (25) | (695) | (7,577) |
| Credited/(Charged) to income for the year | 126 | (2) | 57 | 181 |
| Balance, December 31, 2022 | (6,731) | (27) | (638) | (7,396) |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

9 RELATED PARTY BALANCES AND TRANSACTIONS

(a) Investment in subsidiary

Pursuant to a transaction agreement dated as of November 23, 2022 among the Company, Jamaican Infrastructure Operator Limited (the "Operator"), Bouygues Travaux Publics (the "Contractor"), and Vinci Concessions S.A. and further to the Senior Secured Debt Note holders Consent Solicitation which was successfully completed on December 16, 2022, the Company on December 20, 2022 acquired Call Options to acquire the interests of Vinci Concessions S.A. and Bouygues Travaux Publics in the Operator. The Company has immediately exercised the Call Option to acquire Vinci Concessions S.A.'s 51% of the outstanding equity interests in the Operator.

The Call Option to acquire the remaining 49% equity interest in the Operator held by the Contractor is expected to be exercised following the earlier of:

- required amendments to the Concession Agreement, which will not become effective unless and until the Company has received approval from NROCC on behalf of the Government of Jamaica to make such amendments, and
- the Put Option granted to the Contractor on the 49% equity interest in the operation of the Operator exercisable by December 9, 2024 (the final date required by the Concession Agreement for the Contractor to retain at least 49% equity interest in the operation for a nominal exercise price).

At 31 December 2022, the investment in subsidiary was as follows:

| | The Company | |
|---|--------------------|---------------|
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Proceeds on acquisition of shares | 16,100 | - |
| Settlement loss charged to income (Note 9(a)(ii)) | (13,883) | - |
| Negative goodwill credited to income | 220 | - |
| Net loss charged to income | <u>(13,663)</u> | - |
| Net assets acquired (Note 9(a)(i)) | <u>2,437</u> | - |
| Net assets acquired represented by: | | |
| Property and equipment | 414 | - |
| Right of use asset | 231 | - |
| Deferred tax assets | 25 | - |
| Inventories | 162 | - |
| Other receivables | 1,644 | - |
| Cash and bank balances | 1,638 | - |
| Lease liability | (201) | - |
| Tax payable | (539) | - |
| Trade and other payables | <u>(937)</u> | - |
| | <u>2,437</u> | - |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

9 RELATED PARTY BALANCES AND TRANSACTIONS (CONTINUED)

(a) Investment in subsidiary (continued)

(i) This represents 100% recognition of the shareholding of the Operator with 49% of the shareholding being under a call option issued by the Company set to expire on December 9, 2024 for a consideration of US\$1. No non-controlling interest has been recognised by the Company as it is deemed to have acquired control of the Operator at the date of the transactions based on the following:

- All economic benefits of the Operator were transferred to the Company arising from the significant amendment to the fee structure in the O&M agreement;
- Although the Contractor is entitled to 49% of future dividends, the Company does not have a contractual obligation to make a distribution and as such this does not represent substantive non-controlling interest or financial liability requiring recognition;
- The amount paid at the date of acquisition represents 99.99% of the total compensation which in substance represents an outright purchase despite exercise of the option in 2024. Further, it is most certain that the option will be exercised.

(ii) This represents amounts paid for settlement of the pre-existing contractual relationship with the Operator on the business combination.

(b) Owed to related company

| | The Company | |
|--|--------------------|---------------|
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Jamaican Infrastructure Operator Limited | 1,205 | - |

The above balance is interest free and will be settled in cash. No guarantees were given or received in respect of this entity.

(c) Material transactions with related parties were as follows:

| | The Group | | The Company | |
|-----------------------------|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Key management compensation | 587 | 596 | 561 | 596 |
| Board of directors – fees | 180 | 122 | 180 | 122 |

10 OTHER RECEIVABLES

| | The Group | | The Company | |
|-------------|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Receivables | 240 | 288 | 36 | 288 |
| Prepayments | 438 | 462 | 419 | 462 |
| | 678 | 750 | 455 | 750 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

11 CASH AND BANK BALANCES

Cash and cash equivalents at the end of the financial year as shown in the consolidated and separate cash flow statement can be reconciled to the related items in the consolidated and separate statement of financial position as follows:

| | The Group | | The Company | |
|---|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| US\$ savings accounts (Note 11(a)) | 2,210 | 4,684 | 2,059 | 4,684 |
| US\$ current accounts (Note 11(b)) | 58 | 358 | 9 | 358 |
| J\$ savings accounts (Note 11(c)) | 1,081 | 732 | 935 | 732 |
| J\$ current accounts (Note 11(d)) | 186 | - | - | - |
| J\$ current accounts - non-interest bearing | 961 | 437 | 49 | 437 |
| Cash in transit and cash on hand | 925 | 509 | 746 | 509 |
| | 5,421 | 6,720 | 3,798 | 6,720 |

- a) These accounts bear interest at rates of 0.05% and 0.15% (2021: 0.05% and 0.15%) per annum for the Group.
b) These accounts bear interest at a rate of 0.30% (2021: 0.30%) per annum for the Group.
c) These accounts bear interest at a rate of 0.70% (2021: 0.70%) per annum for the Group.
d) These accounts bear interest at a rate of 0.15% - 0.60% (2021: Nil%) per annum for the Group.

12 SHARE CAPITAL

| | | | The Company | |
|--|---------------------------|---------------------------|---------------------------|---------------------------|
| | 2022 | 2021 | 2022 | 2021 |
| | No. of shares '000 | No. of shares '000 | No. of shares '000 | No. of shares '000 |
| Authorized | | | | |
| Ordinary shares - no par value | | | | |
| Balance at the beginning and end of the year | | | Unlimited | Unlimited |
| | No. of shares '000 | 2022 \$'000 | No. of shares '000 | 2021 \$'000 |
| Stated Capital: | | | | |
| Issued and fully paid ordinary shares | | | | |
| Balance at the beginning and end of the year | 12,501,000 | 27,000 | 12,501,000 | 27,000 |

The Company has one class of ordinary shares which carry no right to fixed income.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

13 CUMULATIVE REDEEMABLE PREFERENCE SHARES

| | <u>The Group and the Company</u> | |
|---|----------------------------------|--------------------------|
| | No. of shares '000 | No. of shares '000 |
| Balance at the beginning and end of the year | 2,700,000 | 2,700,000 |
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Restructured preference share (Note 13(a)) | 24,449 | 24,219 |
| Interest accrued | 493 | 488 |
| | <u>24,942</u> | <u>24,707</u> |
| Classified as: | | |
| Current | 493 | 488 |
| Non-current | 24,449 | 24,219 |
| | <u>24,942</u> | <u>24,707</u> |

- (a) On January 22, 2020, an extraordinary shareholders' meeting of the Company passed a resolution to issue 2.70 billion 8.0% Cumulative Redeemable Preference Shares (denominated and paid in Jamaican dollars) which mature in 8 years, provided that these preference shares shall be subordinated to the Debt Notes (Note 14(a)) in all respects, including without limitation, as to any right of payment (other than dividends paid).

These preference shares were listed on the Jamaica Stock Exchange on September 30, 2020.

The following is a summary of the principal rights, privileges and other applicable terms attaching or relating to the cumulative redeemable preference shares:

(i) As to income

- 8% per annum fixed cumulative dividend payable quarterly in arrears within fourteen (14) days after each dividend payment date to the extent of the preference shares distributable amount standing to the credit of the JMD distribution account. The dividend accrual dates are March 30, June 30, September 30 and December 31 but to accord priority to the Debt Notes, so long as such Notes are outstanding, the dividend payment date shall instead be four (4) business days after each quarterly interest payment dates under the Debt Notes. The dividends will accrue to the holders of the preference shares until the redemption of the said shares as set out in the Schedule at Note (iv) below.

(ii) As to capital

- On a winding up or other return of capital, the holders of the preference shares will be entitled, in priority to, and before any provision for, or any repayment to the holder of any other class of shares in the capital of the Company which does not rank pari passu with the preference shares, to receive in full the capital paid upon the shares and any arrears of dividend (whether declared or not) calculated down to the date immediately preceding the payment date.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

13 CUMULATIVE REDEEMABLE PREFERENCE SHARES (CONTINUED)

(a) (continued)

(iii) As to voting

- The shares do not carry voting rights except upon a resolution proposed:
 - to wind up the Company; or
 - to modify or abrogate any of the rights or privileges attaching to the shares

The holder of shares may vote not only on the resolution to wind up the Company but also upon motions to appoint the chairman of the meeting and to adjourn the meeting.

On a show of hands, every holder of shares will have one vote but on a poll each holder shall have one (1) vote for each share held. The holder of shares may vote in person or by proxy.

(iv) As to redemption

- *Scheduled Mandatory Redemption*
 On the 8th anniversary of the issue date, the Shares will be redeemed in full. If redemption is then not permissible in full, it shall take place to the extent permitted pro rata across all holdings of the shares and the unredeemed Shares shall be redeemed as soon as the Company is lawfully able to do so.
- *Redemption triggered by Mandatory Redemption Event*
 If a Mandatory Redemption Event occurs, then the Company will be mandatorily obliged to redeem all the Shares as if the scheduled mandatory redemption date had arrived. A mandatory redemption date is: (i) occurrence of an act of bankruptcy with respect to Company; and (ii) the commencement of enforcement proceedings against the Company by a senior secured creditor.
- *Optional Redemption*
 At any time from the 6th anniversary of the issue date, the Company may, upon giving not less than 30 days' written notice, effect a partial redemption of the shares as shown in the table below:

| Partial Redemption Date | Max. number of Preference Share which may be redeemed |
|---|--|
| 6 th Anniversary of the Issue Date | 20% of the Preference Shares in issue |
| 7 th Anniversary of the Issue Date | 20% of the Preference Shares in issue |
| 8 th Anniversary of the Issue Date | 20% of the Preference Shares in issue |
| 9 th Anniversary of the Issue Date | 20% of the Preference Shares in issue |

If on any partial redemption date, the Company does not redeem the full number of shares which it is permitted to redeem under the table above then the shares which could have been but were not redeemed according to the table may be carried forward to the next partial redemption date and added to the number of shares which are redeemable under the table as at that date. This will occur cumulatively year after year until the 10th anniversary of the issue date.

On redemption of any shares all accrued dividend must be paid along in addition to the capital redemption sum. Partial redemption shall be for a minimum of 50,000 preference shares in integral multiples of 1,000.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

13 CUMULATIVE REDEEMABLE PREFERENCE SHARES (CONTINUED)

(a) (continued)

(v) As to information rights

- A holder of preference shares is entitled to receive from the Company
 - within 60 days after the first three (3) financial quarters a set of the Company's in-house unaudited financial statements; and
 - within 120 days after the close of its financial year of set of its annual audited financial statements together with the auditor's report.

14 BORROWINGS

| | The Group and the Company | | | | | |
|---|----------------------------------|---------------|--------------------|----------------|----------------|----------------|
| | Current | | Non-current | | Total | |
| | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| Secured – at amortized cost | | | | | | |
| Long term financing – Debt Notes (Note 14(a)) | 7,558 | 6,632 | 206,733 | 214,290 | 214,291 | 220,922 |
| Accrued interest | 2,738 | 2,858 | - | - | 2,738 | 2,858 |
| Unamortized borrowing cost (Note 14(b)) | (448) | (436) | (6,812) | (7,260) | (7,260) | (7,696) |
| Total liabilities | 9,848 | 9,054 | 199,921 | 207,030 | 209,769 | 216,084 |

(a) Long term financing – Debt Notes

On February 18, 2020, the Company issued \$225 million Senior Secured Debt Notes which are listed on the Singapore Exchange Securities Trading Limited. The Notes pay interest on a quarterly basis at a rate of 5.75% per annum and mature in October 2036.

The security for the Debt Notes is as follows:

- Assignment of rights under the Concession Agreement;
- Assignment of certain insurance policies;
- Charge over all deposit accounts, securities accounts or other accounts held at any financial institution outside of Jamaica, including the Secured Offshore Accounts;
- Charge granted under a debenture over all the assets of the Company (both present and future); and
- Charge and control rights over the Debt Service Accrual and Reserve, Major Maintenance Reserve, Operation and Maintenance Reserve Accounts to be maintained during the life of the facility. At the end of the reporting period US\$49.34 million (2021: US\$54.62 million) was held in these reserve accounts in accordance with the terms of the Debt Notes.

(b) Unamortized borrowing cost

| | The Group and the Company | |
|--------------------------------|----------------------------------|---------------|
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Balance, beginning of the year | 7,696 | 8,079 |
| Amortised during the year | (436) | (383) |
| Balance, end of the year | 7,260 | 7,696 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

14 BORROWINGS (CONTINUED)

(c) Changes in borrowings arising from financing activities

| | <u>The Group and the Company</u> | |
|---|---|----------------|
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Balance, beginning of year | 216,084 | 219,724 |
| Repayment of borrowings | (6,631) | (4,078) |
| Amortization of upfront and commitment fees | 436 | 383 |
| Change in interest payable | (120) | 55 |
| Balance, end of year | <u>209,769</u> | <u>216,084</u> |

(d) Compliance with debt covenants

At December 31, 2022 and 2021, the Company complied with all debt covenants associated with Debt Notes.

15 PROVISIONS

| | <u>The Group and the Company</u> | |
|--|---|---------------|
| | Provisions for | |
| | highway repairs | |
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Balance at January 1 | 10,393 | 13,682 |
| Additional provisions recognized (Note 21) | 868 | 747 |
| Utilized during the year | (2,216) | (4,036) |
| Balance at December 31 | <u>9,045</u> | <u>10,393</u> |
| Denoted as: | | |
| Current | 1,859 | 869 |
| Non-current | 7,186 | 9,524 |
| | <u>9,045</u> | <u>10,393</u> |

The provisions for highway repairs relate to estimated costs for scheduled repairs at various periods during the life of the concession agreement. These periods range from 7 years to the end of the concession period. The provision is based on the same estimates and assumptions included in the Operations and Maintenance Plan, done biannually for the next 6 semi-annual periods and reviewed by the Group's Independent Engineer, Arup North America Limited. The underlying assumptions for the provision include the US and JM CPI, exchange rate variation, forecasted traffic and lenders' interest rate.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

16 CONTRACT LIABILITIES

| | The Group and the Company | |
|------------------------------------|----------------------------------|---------------|
| | 2022 | 2021 |
| | \$'000 | \$'000 |
| Balance, beginning of the year | 779 | 794 |
| Incurred during the year | 22,326 | 18,348 |
| Included in income during the year | (22,276) | (18,363) |
| Balance, end of the year | <u>829</u> | <u>779</u> |

This represents the advance payment for toll tags.

17 TRADE AND OTHER PAYABLES

| | The Group | | The Company | |
|------------------------------------|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Trade and other payables comprise: | | | | |
| Trade payables | 525 | 2,531 | 299 | 2,531 |
| Accrued expenses | 1,121 | 613 | 651 | 613 |
| | <u>1,646</u> | <u>3,144</u> | <u>950</u> | <u>3,144</u> |

18 OTHER GAINS

| | The Group | | The Company | |
|---|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Gain on disposal of property and equipment | - | 39 | - | 39 |
| Net (loss)/gain on foreign exchange | (268) | 1,272 | (274) | 1,272 |
| Interest income – bank deposits at amortized cost (Note 21) | 708 | 630 | 708 | 630 |
| Other operating gains | 607 | 1,199 | 467 | 1,199 |
| | <u>1,047</u> | <u>3,140</u> | <u>901</u> | <u>3,140</u> |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

19 EXPENSES

| | The Group | | The Company | |
|---|------------------|---------------|--------------------|---------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Operating expenses | | | | |
| Insurance | 1,483 | 1,385 | 1,481 | 1,385 |
| Marketing and advertising | 333 | 70 | 333 | 70 |
| Utilities | 16 | 14 | 16 | 14 |
| Legal and professional fees | 2,575 | 421 | 2,574 | 421 |
| Repairs and maintenance | 1,688 | 1,579 | 1,675 | 1,579 |
| Operator fixed fees | 17,729 | 16,418 | 18,187 | 16,418 |
| Operator variable fees | 1,959 | 1,597 | 2,010 | 1,597 |
| Bank charges | 408 | 279 | 392 | 279 |
| Amortization of intangible assets (Note 7) | 13,676 | 12,290 | 13,676 | 12,290 |
| Safety and sanitation | 2 | - | - | - |
| Security expenses | 12 | - | - | - |
| T Tag & Swipe Cards | 18 | - | - | - |
| Other operating expenses | 10 | 4 | 6 | 4 |
| | <u>39,909</u> | <u>34,057</u> | <u>40,350</u> | <u>34,057</u> |
| Administrative expenses | | | | |
| Staff costs (Note 21) | 1,053 | 785 | 885 | 785 |
| Staff welfare | 49 | 20 | 41 | 20 |
| Office rental | 21 | - | 55 | - |
| Accounting, audit and consultancy fees | 220 | 124 | 219 | 124 |
| Repairs and maintenance | 18 | 8 | 14 | 8 |
| Subscriptions and donations | 23 | 12 | 23 | 12 |
| Travel expenses | 29 | 3 | 13 | 3 |
| Utilities | 30 | 25 | 25 | 25 |
| Management fees | 103 | - | - | - |
| Depreciation on property and equipment (Note 5) | 123 | 119 | 119 | 119 |
| Depreciation of right of use asset (Note 6) | 35 | 92 | - | 92 |
| Other administrative expenses | 45 | 25 | 38 | 25 |
| | <u>1,749</u> | <u>1,213</u> | <u>1,432</u> | <u>1,213</u> |
| Finance costs | | | | |
| Interest on long-term loans | 12,838 | 13,285 | 12,838 | 13,285 |
| Interest on cumulative redeemable preference shares | 1,960 | 1,996 | 1,960 | 1,996 |
| Interest on lease liability (Note 6) | - | 3 | - | 3 |
| | <u>14,798</u> | <u>15,284</u> | <u>14,798</u> | <u>15,284</u> |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

20 TAXATION

(a) The tax charge for the year represents:

| | <u>The Group</u> | | <u>The Company</u> | |
|------------------------------|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| Current tax - current year | 1,297 | - | 1,266 | - |
| - prior year | 40 | - | 40 | - |
| Deferred tax charge (Note 8) | <u>1,517</u> | <u>1,350</u> | <u>1,542</u> | <u>1,350</u> |
| | <u>2,854</u> | <u>1,350</u> | <u>2,848</u> | <u>1,350</u> |

(b) Subject to agreement of the Commissioner General, Tax Administration Jamaica, at the reporting date, the Company had tax losses of approximately \$100.55 million (2021: \$106.03 million) available for set-off against future taxable profits. Prior year tax losses that may be deducted in any tax year are capped at 50% of the aggregate taxable income for that year after taking into consideration the appropriate tax deductions and exemptions. At December 31, 2022 and 2021, a deferred tax asset was recognized in respect of these tax losses. (Note 8).

(b) The tax adjustment for the year can be reconciled to the (loss)/profit per the consolidated and separate statement of comprehensive income as follows:

| | <u>The Group</u> | | <u>The Company</u> | |
|--|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| (Loss)/Profit before tax | <u>(4,286)</u> | <u>5,341</u> | <u>(4,336)</u> | <u>5,341</u> |
| Tax at domestic income tax rate of 25% (2021: 25%) | (1,071) | 1,335 | (1,084) | 1,335 |
| Tax effect of expenses that are not deductible for tax purposes | 4,128 | 6 | 4,128 | 6 |
| Tax effect of non-taxable income | (50) | - | (50) | - |
| Tax effect of tax losses utilised | (1,369) | - | (1,369) | - |
| Tax effect of employment tax credit | (103) | - | (103) | - |
| Other | <u>1,319</u> | <u>9</u> | <u>1,326</u> | <u>9</u> |
| Total tax charge for the year | <u>2,854</u> | <u>1,350</u> | <u>2,848</u> | <u>1,350</u> |

21 NET (LOSS)/PROFIT

The following are included in the determination of net (loss)/profit:

| | <u>The Group</u> | | <u>The Company</u> | |
|--|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| Income | | | | |
| Interest income – at amortized cost (Note 18) | 708 | 630 | 708 | 630 |
| Expenses | | | | |
| Directors' emoluments - fees | 180 | 122 | 180 | 122 |
| Audit fees | 67 | 34 | 66 | 34 |
| Depreciation and amortization (Note 19) | 13,834 | 12,501 | 13,795 | 12,501 |
| Provision for heavy repairs (Note 15) | 868 | 747 | 868 | 747 |
| Staff costs (Note 19) | 1,053 | 785 | 885 | 785 |
| Finance costs (Note 19) | 14,798 | 15,284 | 14,798 | 15,284 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

21 NET (LOSS)/PROFIT (CONTINUED)

The following are included in the determination of net (loss)/profit: (continued)

| | <u>The Group</u> | | <u>The Company</u> | |
|---|------------------|---------------|--------------------|---------------|
| | <u>2022</u> | <u>2021</u> | <u>2022</u> | <u>2021</u> |
| | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> | <u>\$'000</u> |
| Staff costs included in administrative expenses comprise: | | | | |
| Salaries and wages | 895 | 697 | 760 | 697 |
| Statutory deductions | 101 | 53 | 73 | 53 |
| Pension contributions | 57 | 35 | 52 | 35 |
| | <u>1,053</u> | <u>785</u> | <u>885</u> | <u>785</u> |

22 (LOSS)/EARNINGS PER SHARE

The earnings per share is based on the loss after taxation of \$7.14 million (2021: profit after taxation of \$3.99 million) for the Group and the number of shares in issue during the period of 12,501,000,000 (2021: 12,501,000,000).

23 DIVIDENDS

The Board of Directors at a meeting held on September 30, 2022, proposed an interim dividend of \$7.00 million (\$0.56 per 1,000 share) which was paid on October 25, 2022 (2021: on November 19, 2021, proposed an interim dividend of \$6.90 million (\$0.55 per 1,000 share) which was paid on December 20, 2021).

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT

Details of the significant accounting policies and methods adopted, including the criteria for recognition, the basis of measurement and the basis on which income and expenses are recognized, in respect of each class of financial asset, financial liability and equity instrument are disclosed in Note 3 to the financial statements.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Categories of financial instruments

The following table sets out the financial instruments as at the end of the reporting period:

| | The Group | | The Company | |
|--|------------------|----------------|--------------------|----------------|
| | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Financial assets | | | | |
| <i>Financial assets at amortized cost</i> | | | | |
| Cash and bank balances | 5,421 | 6,720 | 3,798 | 6,720 |
| Restricted cash | 49,344 | 54,621 | 49,344 | 54,621 |
| Other receivables | 240 | 288 | 36 | 288 |
| | <u>55,005</u> | <u>61,629</u> | <u>53,178</u> | <u>61,629</u> |
| Financial liabilities | | | | |
| <i>Financial liabilities at amortized cost</i> | | | | |
| Owed to related company | - | - | 1,205 | - |
| Lease liability | 201 | - | - | - |
| Cumulative redeemable preference shares | 24,942 | 24,707 | 24,942 | 24,707 |
| Borrowings | 209,769 | 216,084 | 209,769 | 216,084 |
| Trade payables | 525 | 2,531 | 299 | 2,531 |
| Contract liabilities | 829 | 779 | 829 | 779 |
| | <u>236,266</u> | <u>244,101</u> | <u>237,044</u> | <u>244,101</u> |

Financial risk management policies and objectives

The financial risk management seeks to minimize potential adverse effects of financial performance of the Group and covers specific areas, such as market risk (including currency risk, interest rate risk, and other price risk), credit risk and liquidity risk.

The activities of the Group consist of the design, construction, financing and operation of tolled motorways in Jamaica.

The financial liabilities of the Group mainly consist of borrowings and cumulative redeemable preference shares.

The financial risk of the Group is mainly in respect of its ability to meet its commitments to its lenders. Any changes to these commitments have to be approved by the Board of Directors.

There has been no change to the Group's exposure to these financial risks or the manner in which it manages and measures the risk during the year.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Financial risk management policies and objectives (continued)

Exposures are measured using sensitivity analyses indicated below.

(a) Market risk

Market risk is the risk that the value of a financial instrument will fluctuate as a result of changes in market prices whether those changes are caused by factors specific to the individual security or its issuer or factors affecting all securities traded in the market. Market risk with respect to foreign currencies and interest rates are disclosed in Note 24(a)(i) and Note 24(a)(ii) below.

(i) Foreign exchange risk management

The Group undertakes certain transactions denominated in currencies other than the United States dollar resulting in exposures to exchange rate fluctuations.

Currency risk is the risk that the value of a financial instrument will fluctuate due to changes in foreign exchange rates. Management consistently monitors the Group's exposure in this regard.

The carrying amounts of foreign currency denominated monetary assets and monetary liabilities arising in the ordinary course of business at the reporting date are as follows:

| | The Group | | | | | |
|------------------|----------------------|---------------|---------------|---------------|--------------------------------------|---------------|
| | (Liabilities) | | Assets | | Net assets/ (liabilities) | |
| | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| Jamaican dollars | (25,420) | (25,610) | 2,251 | 1,933 | (23,169) | (23,677) |
| Euros (€) | (299) | (91) | - | - | (299) | (91) |

| | The Company | | | | | |
|------------------|----------------------|---------------|---------------|---------------|--------------------------------------|---------------|
| | (Liabilities) | | Assets | | Net assets/ (liabilities) | |
| | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 |
| | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| Jamaican dollars | (25,420) | (25,610) | 1,319 | 1,933 | (24,101) | (23,677) |
| Euros (€) | (38) | (91) | - | - | (38) | (91) |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Financial risk management policies and objectives (continued)

(a) Market risk (continued)

(i) Foreign exchange risk management (continued)

Foreign currency sensitivity

The following table details the sensitivity to an 4% increase and 1% decrease (2021: 8% increase and 2% decrease) in the United States dollar against the Jamaican dollar and a 5% increase and decrease (2021: 5% increase and decrease) against the Euro. The sensitivity analysis includes only outstanding foreign currency denominated monetary items and adjusts their translation at the period end for an 4% increase and 1% decrease (2021: 8% increase and 2% decrease) in United States dollar against the Jamaican dollar and a 5% increase and decrease (2021: 5% increase and decrease) in the Euro.

If the United States dollar strengthens by 4% or weakens by 1% (2021: strengthens by 8% or weakens by 2%) against the Jamaican dollar or strengthens or weakens by 5% (2021: strengthens or weakens by 5%) against the Euro, net(loss)/profit will:

| | The Group | | | | | | | |
|-------------|-----------------|------|----------|--------|-----------------------|--------|----------|------|
| | | | | | (increase/(decrease)) | | | |
| | Jamaican dollar | | Euro (€) | | Jamaican Dollar | | Euro (€) | |
| | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 |
| % | % | % | % | \$'000 | \$'000 | \$'000 | \$'000 | |
| Revaluation | +4 | +8 | +5 | +5 | (927) | 1,894 | (15) | 5 |
| Devaluation | -1 | -2 | -5 | -5 | 232 | (474) | 15 | (5) |

| | The Company | | | | | | | |
|-------------|-----------------|------|----------|--------|-----------------------|--------|----------|------|
| | | | | | (increase/(decrease)) | | | |
| | Jamaican dollar | | Euro (€) | | Jamaican Dollar | | Euro (€) | |
| | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 | 2022 | 2021 |
| % | % | % | % | \$'000 | \$'000 | \$'000 | \$'000 | |
| Revaluation | +4 | +8 | +5 | +5 | (964) | 1,894 | (2) | 5 |
| Devaluation | -1 | -2 | -5 | -5 | 241 | (474) | 2 | (5) |

The movements in sensitivity are mainly attributable to the exposure outstanding on bank balances, receivables, payables and cumulative redeemable preference shares in the respective foreign currency at year end in the Group.

(ii) Interest rate risk management

Interest rate risk is the potential that the value of a financial instrument will fluctuate due to changes in market interest rates. Financial instruments subject to fixed interest rates are exposed to fair value interest rate risk while those subject to floating interest rates are exposed to cash flow risk. The borrowings are subject to fixed interest rates.

The Group's exposure to interest rates on financial assets and financial liabilities are detailed in the liquidity risk management section at Note 24(c) below.

The Group manages its interest rate risk by monitoring the movements in the market interest rates closely.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Financial risk management policies and objectives (continued)

(a) Market risk (continued)

(ii) Interest rate risk management (continued)

Interest rate sensitivity

The sensitivity analyses below have been determined based on the exposure to interest rates for financial instruments at the end of the reporting period.

The analysis has been prepared on the assumption that the variable rate assets at the end of the reporting period have been outstanding for the whole year.

In respect of Jamaican dollar balances (net financial liabilities), if interest rates had been 100 basis points higher or 50 basis points lower (2021: 300 basis points higher or 50 basis points lower) and all other variables were held constant:

- Net loss (2021: Net profit) for the year would decrease by \$0.01 million or increase by \$0.01 million (2021: increase by \$0.02 million or decrease by \$0.01 million) for the Group.
- Net loss (2021: Net profit) for the year would decrease by \$0.01 million or increase by \$0.01 million (2021: increase by \$0.02 million or decrease by \$0.01 million) for the Company.

In respect of United States dollar balances (net financial liabilities), if interest rates had been 100 basis points higher or 50 basis points lower (2021: 100 basis points higher or 100 basis points lower) and all other variables were held constant:

- Net loss (2021: Net profit) for the year would decrease by \$0.02 million or increase by \$0.01 million (2021: increase by \$0.05 million or decrease by \$0.05 million) for the Group.
- Net loss (2021: Net profit) for the year would decrease by \$0.02 million or increase by \$0.01 million (2021: increase by \$0.05 million or decrease by \$0.05 million) for the Company.

This is mainly attributable to the Group's exposure to variable interest rates on its bank balances.

The Group's sensitivity to variable interest rates has decreased during the year due to decreased holdings of variable rate interest bearing financial assets.

(b) Credit risk management

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the Group.

Financial assets that potentially subject the Group to concentration of credit risk consist principally of cash and cash equivalents, other receivables and amounts owed by related parties. The maximum exposure to credit risk is the amount of approximately \$55.01 million (2021: \$61.63 million) for the Group and approximately \$53.18 million (2021: \$61.63 million) for the Company disclosed under 'categories of financial instruments' above and the Company holds no collateral in this regard. The directors believe that the credit risks associated with these financial instruments are minimal.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Financial risk management policies and objectives (continued)

(b) Credit risk management (continued)

Cash and bank deposits

The credit risk on liquid funds is limited because the counterparties are major banks with high credit ratings. The carrying amount of cash and bank balances totalling \$54.76 million (2021: \$61.34 million) for the Group and \$53.14 million (2021: \$61.34 million) for the Company at the reporting date represents the maximum exposure to this class of financial assets.

Other receivables

The Board of Directors believe that the credit risks associated with this financial instrument is minimal due to the immateriality of the balance carried.

(c) Liquidity risk management

Liquidity risk, also referred to as funding risk, is the risk that the Group will encounter difficulty in meeting commitments associated with financial instruments. Prudent liquidity risk management implies maintaining sufficient cash and cash equivalents, and the availability of funding through an adequate amount of committed facilities. Due to the nature of the underlying business, the management of the Group maintains an adequate amount of its financial assets in liquid form to meet contractual obligations and other recurring payments.

Liquidity and interest risk analyses in respect of non-derivative financial liabilities

The following tables detail the Group's remaining contractual maturity for non-derivative financial liabilities. The tables have been drawn up based on the undiscounted cash flows of financial liabilities based on the earliest date on which the Group can be required to pay.

| | The Group | | | | |
|---|---------------------------------------|------------------------|-------------|----------|---------|
| | Average Effective Interest Rate | On Demand or Within | | | Total |
| | | 1 Year | 1 – 5 Years | 5+ Years | |
| | | \$'000 | \$'000 | \$'000 | \$'000 |
| <u>2022</u> | | | | | |
| Non-interest bearing | Nil | 1,354 | - | - | 1,354 |
| Fixed interest rate instruments: | | | | | |
| - Cumulative redeemable preference shares | 8% | 1,956 | 19,928 | 18,097 | 39,981 |
| - Lease liability | 5.75% | 110 | 110 | - | 220 |
| - Borrowings | 5.75% | 19,715 | 84,781 | 214,043 | 318,539 |
| | | 23,135 | 104,819 | 232,140 | 360,094 |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Financial risk management policies and objectives (continued)

(c) Liquidity risk management (continued)

Liquidity and interest risk analyses in respect of non-derivative financial liabilities (continued)

| The Company | | | | | |
|---|------------------------------------|--------------------------------|--------------------|-----------------|----------------|
| | Effective Interest Rate | On Demand or Within | | | Total |
| | | 1 Year | 1 – 5 Years | 5+ Years | |
| | | \$'000 | \$'000 | \$'000 | \$'000 |
| <u>2022</u> | | | | | |
| Non-interest bearing | Nil | 2,333 | - | - | 2,333 |
| Fixed interest rate instruments: | | | | | |
| - Cumulative redeemable preference shares | 8% | 1,956 | 19,928 | 18,097 | 39,981 |
| - Borrowings | 5.75% | 19,715 | 84,781 | 214,043 | 318,539 |
| | | <u>24,004</u> | <u>104,709</u> | <u>232,140</u> | <u>360,853</u> |

| The Group and the Company | | | | | |
|---|--|--------------------------------|--------------------|-----------------|----------------|
| | Average Effective Interest Rate | On Demand or Within | | | Total |
| | | 1 Year | 1 – 5 Years | 5+ Years | |
| | | \$'000 | \$'000 | \$'000 | \$'000 |
| <u>2021</u> | | | | | |
| Non-interest bearing | Nil | 3,310 | - | - | 3,310 |
| Fixed interest rate instruments: | | | | | |
| - Cumulative redeemable preference shares | 8% | 1,938 | 15,722 | 17,926 | 35,586 |
| - Borrowings | 5.75% | 19,190 | 82,416 | 236,124 | 337,730 |
| | | <u>24,438</u> | <u>98,138</u> | <u>254,050</u> | <u>376,626</u> |

(d) Fair value of financial assets and financial liabilities

The following provides an analysis of financial instruments held as at the reporting date, subsequent to initial recognition that are measured or disclosed at fair value. Financial instruments are grouped into Levels 1 to 3 based on the degree to which the fair value is observable as described in Note 3.2.

- There are no financial instruments measured at fair value classified as Level 1 and Level 3 at the end of the reporting period.
- The fair value of fixed interest rate borrowings disclosed in the financial statements are classified as Level 2.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL RISKS AND CAPITAL RISKS MANAGEMENT
(CONTINUED)

Financial risk management policies and objectives (continued)

(d) Fair value of financial assets and financial liabilities (continued)

The following methods and assumptions have been used in determining the fair values of financial assets and financial liabilities:

For financial instruments where there is no active market, fair value is determined using valuation techniques. Such techniques include using recent arm's length market transactions, reference to the current market value of another instrument which is substantially the same, discounted cash flow analyses or other valuation models.

- The carrying amounts of cash and bank balances, receivables and payables and other assets and liabilities maturing within twelve months are assumed to approximate their fair values because of the short-term maturity of these instruments.
- The fair values of fixed rate borrowings and lease liability are calculated using discounted cash flow techniques using a discount rate applicable to the borrowings and lease liability outstanding at the end of the reporting period.
- The fair value of the preference shares is determined using the quoted price on the Jamaica Stock Exchange.

A comparison of the fixed rate financial liabilities at carrying amount and fair value is as follows:

| | The Group | | | |
|---|----------------------------|-----------------------|----------------------------|-----------------------|
| | 2022 | | 2021 | |
| | Carrying amount | Fair Value | Carrying amount | Fair Value |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Fixed rate financial liabilities: | | | | |
| - Borrowings | 209,769 | 278,628 | 216,084 | 297,927 |
| - Cumulative redeemable preference shares | 24,942 | 34,960 | 24,707 | 32,547 |
| - Lease liability | 201 | 197 | - | - |
| | <u>234,912</u> | <u>313,785</u> | <u>240,791</u> | <u>330,474</u> |

| | The Company | | | |
|---|----------------------------|-----------------------|----------------------------|-----------------------|
| | 2022 | | 2021 | |
| | Carrying amount | Fair Value | Carrying amount | Fair Value |
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Fixed rate financial liabilities: | | | | |
| - Borrowings | 209,769 | 278,628 | 216,084 | 297,927 |
| - Cumulative redeemable preference shares | 24,942 | 34,960 | 24,707 | 32,547 |
| | <u>234,711</u> | <u>313,588</u> | <u>240,791</u> | <u>330,474</u> |

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL RISKS AND CAPITAL RISKS MANAGEMENT
(CONTINUED)

Financial risk management policies and objectives (continued)

(d) Fair value of financial assets and financial liabilities (continued)

Quantitative disclosures fair value measurement hierarchy for assets and liabilities.

As at December 31, 2022:

| The Group | | | | | |
|--|---|---|---|-------------------------|---------|
| Date of valuation | Quoted prices in active markets (Level 1) \$'000 | Significant Observable inputs (Level 2) \$'000 | Significant Unobservable inputs (Level 3) \$'000 | Total \$'000 | |
| Liabilities for which fair values are disclosed | | | | | |
| Borrowings | December 31, 2022 | - | 313,785 | - | 313,785 |

| The Company | | | | | |
|--|---|---|---|-------------------------|---------|
| Date of valuation | Quoted prices in active markets (Level 1) \$'000 | Significant Observable inputs (Level 2) \$'000 | Significant Unobservable inputs (Level 3) \$'000 | Total \$'000 | |
| Liabilities for which fair values are disclosed | | | | | |
| Borrowings | December 31, 2022 | - | 313,588 | - | 313,588 |

As at December 31, 2021:

| The Group and the Company | | | | | |
|--|---|---|---|-------------------------|---------|
| Date of valuation | Quoted prices in active markets (Level 1) \$'000 | Significant Observable inputs (Level 2) \$'000 | Significant Unobservable inputs (Level 3) \$'000 | Total \$'000 | |
| Liabilities for which fair values are disclosed | | | | | |
| Borrowings and leases | December 31, 2021 | - | 330,474 | - | 330,474 |

There have been no transfers between Level 1 and Level 2 during the financial year.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

24 FINANCIAL INSTRUMENTS, FINANCIAL AND CAPITAL RISKS MANAGEMENT (CONTINUED)

Capital management

The Group manages its capital to ensure that it will be able to continue as a going concern while maximizing the return to stakeholders through the optimization of equity.

The capital structure of the Group consists of net debt (borrowings as disclosed in Note 14, offset by cash and cash equivalents) and equity of the Group (comprising issued capital and retained earnings). There was no breach of covenants attached to borrowings at December 31, 2022 and 2021. (Note 14).

The capital structure strategy of the Group was defined when Phase 1A financial closing was reached in February 2004. There was no change in the overall strategy of the Company during the year.

The Group's Board of Directors reviews the capital structure on an annual basis. As a part of this review, the Board of Directors considers the cost of capital and the risks associated with each class of capital.

25 INDIVIDUAL RETIREMENT SCHEME

The Company

An Individual Retirement Scheme (IRS) has been in operation since January 1, 2012 due to the discontinuation of the defined contribution plan that was previously in place. During the course of 2013, the employees' accumulated contributions from the previous plan were paid over by Guardian Life Limited to the newly established IRS accounts of each of the members at the point of winding up. The surplus, however, was not distributed and has since been approved for distribution to the remaining members (pending the submission of a progress report by Guardian Life Limited).

The Company has opted to continue its contribution of 10% of basic salaries on behalf of the employees while the employees contribute up to 10% of their pensionable salaries.

Retirement benefits payable will be based on the contributions made to scheme together with investment earnings thereon. The total expense recognized in the profit or loss in respect of the plan is \$51,999 (2021: \$35,289).

The Subsidiary

The subsidiary operates a defined contribution plan for all qualifying employees. The assets of the defined contribution plans are held separately from those of the subsidiary. Where employees leave the plan prior to vesting fully in the contributions, the contributions payable by the subsidiary are reduced by the amount of forfeited contributions.

The total expense recognised in the statement of comprehensive income of \$0.004 million (2021: \$Nil million) represents contributions payable to the defined contribution plan by the subsidiary at the rate of 10% (2021: Nil%) of pensionable salaries of the qualifying employees.

The Scheme is funded by contributions from employees at the rate of 5% of pensionable salaries (as defined), as a basic contribution. The employees also have the option to contribute an additional amount of 5% of pensionable salaries. As at 31 December 2022 and 2021, all contributions due in respect of the reporting period were paid over to the Plan.

TRANSJAMAICAN HIGHWAY LIMITED AND ITS SUBSIDIARY
NOTES TO THE CONSOLIDATED AND SEPARATE FINANCIAL STATEMENTS
YEAR ENDED DECEMBER 31, 2022
(Expressed in United States dollars)

26 CONTINGENCIES

In the normal course of business, situations could arise where the Group may be the defendant in certain litigation matters, claims and other legal proceedings. In such instances provisions will be established for such matters where it is probable that an outflow of resources will be required to settle the obligation and a reliable estimate of the obligation can be made.

The Group would remain contingently liable in respect of other litigation matters which are considered to be possible but not probable and thus would not make provision in these financial statements.