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OFFER OF SHARES REPORT

TRANSJAMAICAN HIGHWAY LIMITED

Barita investments Limited
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Tel #: 1-888-429-5333

BARITA INSIGHTS: TransJamaican Highway Limited

TARGET PRICE: $4.48

RECOMMENDATION: PARTICIPATE/OVERWEIGHT

Company Overview

TRANSJAMAICAN HIGHWAY LIMITED (TJH), has been the concessionaire of Highway 2000 East-West since 2001. This project represents Jamaica's first tolled highway and is one of the most significant infrastructure developments in the English-speaking Caribbean. The Group's primary business activity involves the development, operation, and maintenance of the Highway 2000 East-West under a Concession Agreement with the National Road Operating & Constructing Company (NROCC) (the "Grantor"). The original agreement was executed on November 21, 2001, and subsequently amended and restated on January 28, 2011, and January 20, 2020. The concession is set for a 35-year duration. Toll operations are managed directly by TJH's wholly owned subsidiary, Jamaican Infrastructure Operator (JIO).

Action:	**Participate**
Last Closing Price	Positive
General Public Offer Price	$3.60/$0.0228
52 Week High (J$/US$)	4.98/0.0299
52 Week Low (J$/US$)	$3.02/0.0185
YTD Return (J$/US$)	-17.71%/-18.8%
Price Target	J$4.48
Potential Upside	**24.4%**
Offer Dividend Yield	5.3%
Offer P/E	9.1x
Recommendation	**OVERWEIGHT**
Date: March 6, 2025	

Summary of the Offer

At the 20th regional JSE conference held in January 2025, Prime Minister Andrew Holness announced plans to divest the government's remaining 20% stake in TJH held through NROCC, a move expected to further broaden public ownership of critical infrastructure assets. The method by which the government has chosen to divest its stake will be an Offer for Sale (OFS), with the proceeds going to the selling shareholder. Given the offer price of **J$3.60** (**US$0.0228**) per share, proceeds from the offer could be around **J$6.3 billion** (**US$39.9 million**) if not upsized, or around **J$9 billion** (**US$57 million**) if upsized. Considering the Group's earnings per share of J$0.40 for the 12 months ended December 31, 2024 (unaudited), **the offer price of J$3.60 puts TJH's price to earnings (P/E) multiple at approximately 9.1x (Main Market and US$ Market)**, compared **to the Main Market P/E multiple of 9.6x and US$ Market P/E of 9.5x** on March 6th, 2025.

Offer Summary	
The Company	Transjamaican Highway Limited
Business of the Company	The development, operation, and maintenance of Highway 2000 East-West toll roads, which has been rebranded to TransJam Highways.
Sale Shares	• **1,750,700,000 Ordinary Shares** are being offered. • **700,280,000 Reserved Shares** for strategic investors.

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	• **Option to Upsize:** An additional **750,300,000 Ordinary Shares** may be issued if the offer is oversubscribed, bringing the total to **2,501,000,000 Ordinary Shares**.
Purchase Price	All Sale Shares are priced at J$3.60 or US$0.0228 per share, payable in full with submission of Application.
Minimum Purchase	• **J$ Applications:** Minimum of **1,000 shares**; increments of **1,000 shares**. • **US$ Applications:** Minimum of **100,000 shares**; increments of **10,000 shares**.
Use of Proceeds	• NROCC will use part of the proceeds to cover **Offer for Sale Expenses**. • The **Ministry of Finance and the Public Service** will determine how to utilize the remaining funds. • **No proceeds will go to TJH**, as these shares are being sold by NROCC.
Timetable of Key Dates	• Registration of Prospectus: February 24, 2025 • Publication of Prospectus: February 25, 2025 • Opening Date: March 4, 2025 • Closing Date: March 18, 2025
Pre Offer-for-Sale	• **NROCC** owns **2,501,000,000 shares (20.01%)**. • **Top 10 shareholders (excluding NROCC)** collectively own **3,565,504,052 shares (28.52%)**. • **Other shareholders own 6,434,495,948 shares (51.47%)**.
Post Offer-for-Sale	If the **offer is fully subscribed** and **upsized**, NROCC's ownership will **fall to 0%**, transferring full ownership to public and institutional investors.

Investment Thesis and Outlook

TransJamaican Highway Limited (TJH) presents a compelling investment opportunity as the exclusive operator of Highway 2000 East-West, Jamaica's first tolled motorway. With a stable revenue model, rising toll demand, strategic network expansion and cost efficiencies, **TJH is well-positioned for sustained cash flow growth, governed by a 35-year concession agreement, making it an appealing choice for income and growth-focused investors.** Key themes influencing our outlook include:

- **Concession Rights**

  The Concession Agreement between TJH and NROCC provides a robust contractual framework outlining the rights and responsibilities of both parties. This agreement, which governs the operation, maintenance, and financial structure of the Highway 2000 East-West corridor, ensures exclusivity, toll rate protections, and compensation mechanisms that significantly mitigate risks for investors. The key benefits of the Concession Agreement include:

- **Right of exclusivity and first refusal to extend the concession** - One of the most critical advantages granted under the agreement is TJH's **exclusive right to operate and maintain Highway 2000 East-West until November 2036, with the right of first refusal to extend the concession for another 35 years**, reducing long-term revenue risk. This exclusivity extends to the collection of toll revenues, which form the primary income stream for the company. TJH also held the right of first refusal to **extend its operations to Phase 1C (May Pen to Williamsfield) until November 2036, which it exercised in the second quarter of 2024**, with NROCC accepting its offer of US$20 million.

- **Toll Rate Adjustments** - The agreement provides significant pricing power by allowing TJH to adjust toll rates annually based on inflation and currency fluctuations, ensuring real revenue protection. Specifically, **the capped toll rate is adjusted annually for inflation, currency fluctuations, and a 1.0% growth factor**, safeguarding revenues against macroeconomic risks. This is critical given that TJH's debt obligations are primarily USD-denominated.

- **Compensation for Competing Roads** – The agreement includes a compensation clause that protects TJH from revenue erosion due to competing infrastructure projects developed by the Government of Jamaica.

- **Structural Increase in Traffic Volume and Toll Expansion:** One of the most significant tailwinds supporting toll demand is the insufficient supply of affordable housing in Kingston & St. Andrew, which is incentivising demand in St. Catherine and beyond. With numerous ongoing and planned housing developments, the population in these areas is likely to increase, necessitating greater daily commuter traffic to Kingston for work, education, and leisure activities. This trend aligns with historical patterns, where housing developments in Portmore led to exponential growth in toll usage.

  TJH's recent acquisition of Phase 1C of the Highway 2000 corridor is a critical milestone that enhances the company's long-term revenue potential. Beyond Phase 1C, TJH has also signalled interest in further network expansions, including Phase 2B (Williamsfield to Montego Bay). Given TJH's strong execution history, TJH is positioned as an ideal concessionaire for future toll projects.

- **Operational Optimization & Cost Control:** A major strategic development for TJH was its December 2022 acquisition of Jamaican Infrastructure Operator (JIO), the entity responsible for the operation and maintenance of Highway 2000. This move allowed TJH to internalize toll operations, reducing costs and improving control over service quality. This acquisition immediately enhanced operating efficiency, with operating and administrative expenses declining by 25.9% or US$11 million in 2023 compared to 2022. **When compared to similar operators across the globe, TJH performed**

in the top 50th percentile with regard to operating efficiency. In the first full year of operation (FY 2023) after the JIO acquisition the total cost per transaction (CPT) declined to $0.25, compared to the international average of $0.32. Additionally, TJH has been leveraging automation and electronic toll collection (ETC) to drive cost reductions and improve traffic throughput.

T-Tag Expansion

In December 2023, 36% of transactions were processed via T-Tag (electronic tolling), compared to 28% in 2018, a figure that TJH aims to increase to 80% by 2028. This transition is critical, as T-Tag transactions significantly reduce processing costs compared to manual cash collections. The planned digitalization and T-Tag expansion are expected to lower CPT further, improving net margins.

- **Attractive Dividend Yield and Path to Growing Dividends:** TJH has established itself as one of the more attractive dividend-paying stocks on the Jamaica Stock Exchange (JSE). In FY 2024 TJH distributed $0.19 per share in dividends, reflecting a **5.1% dividend yield**. Key factors that support future dividend growth include:
    - Increasing toll revenues from higher commuter volumes and Phase 1C integration.
    - Operating cost control through T-Tag adoption, traffic management initiatives and JIO-driven efficiencies.
    - Stable debt servicing requirements.

Outlook

TJH is well-positioned for sustained growth in 2025 and beyond, driven by strong toll demand, strategic network expansion, and cost efficiencies. The integration of Phase 1C (May Pen to Williamsfield) will broaden TJH's revenue base, while the potential for future expansions present additional long-term growth opportunities. The Company's concession rights ensure exclusivity, while inflation-linked toll adjustments and compensation for competing roads provide a stable and predictable revenue stream. The operating strucuture of the business provides further opportunities for economies of scale as toll usage increases. With operating leverage at 2.0x in FY 2024, incremental revenue growth is expected to drive higher profitability, supporting profit margin expansion. The Ccompany's stable free cash flow generation and low capital expenditure needs position it well to grow dividends. In summary, TJH offers a compelling mix of income and growth, backed by resilient infrastructure assets, strong financial discipline, and a clear path to long-term value creation.

Valuation

In arriving at a one-year price target for TJH, we employed a discounted cash flow model based on a forecast of the Group's Free Cash Flow to Equity from FY 2025 to FY 2036. In this regard, we made modifications to the long-term revenue forecast that management had provided during the IPO, with the most notable change being an upgrade in traffic growth, given the Group's better-than-expected revenue performance. Additionally, we ensured the incorporation of cost savings resulting from the new ownership structure with the acquisition of JIO, which will lead to significantly lower operating costs.

With an estimated cost of equity of 10.71%, we determined a price target of **$4.48** within the next year, compared to the offer price of $3.60. This represents an upside potential of approximately 24.31%. **Please note that this analysis does not include the potential impact of the concession agreement for the Phase 1C leg of the highway, pending further clarity on the traffic profile and expected cost structure**. Combining this with the relatively attractive dividend yield of approximately 5.1%, we recommend that investors, particularly institutions interested in substantial volume **PARTICIPATE** in the offer for sale and we reiterate an **OVERWEIGHT** recommendation in TJH.

Risks to Recommendation and Price Target

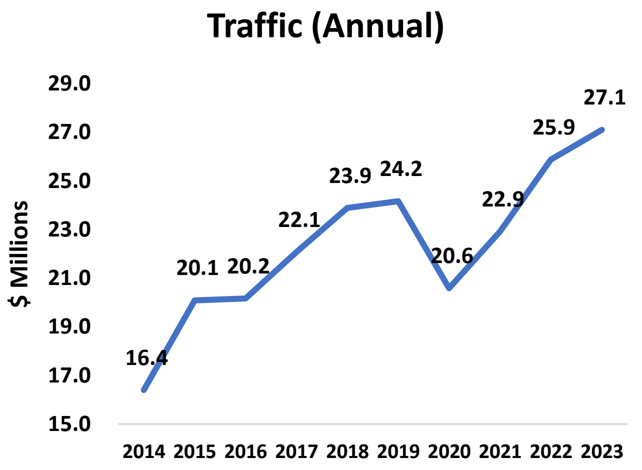
- **Economic Sensitivity:** Toll road usage is correlated with economic activity, employment rates, and disposable income. A slowdown in Jamaica's economy could reduce travel demand, negatively impacting toll revenues.
- **Concession Renewal & Expansion Uncertainty:** While TJH has exclusive rights until 2036, future concession renewals or new toll road awards are **not guaranteed**, potentially limiting long-term growth.
- **Regulatory Risk on Toll Pricing:** Although TJH has the contractual right to adjust tolls based on inflation and FX movements, political or public pressures may **delay or restrict toll increases**, affecting revenue predictability.
- **Competing Road Compensation Uncertainty:** Compensation clauses protect TJH from competing road projects, but **delays in claim settlements** or **government challenges to compensation eligibility** could impact financial forecasts.
- **Refinancing Risk – 2028 Preference Shares Maturity:** TJH's **8.00% cumulative redeemable preference shares** mature in **2028**, posing a potential cash flow strain if not **adequately refinanced** or funded through free cash flow.
- **Infrastructure Maintenance Costs:** As toll roads age, TJH faces rising maintenance and rehabilitation expenses. Failure to properly maintain roads could deter motorists and trigger penalties under the concession agreement.
- **Insurance & Natural Disaster Exposure:** The company operates a major highway system vulnerable to hurricanes, flooding, and earthquakes. Extreme weather events could damage infrastructure, leading to unexpected capital expenditures and traffic disruptions.
- **Cybersecurity & Digital Tolling Risks:** The shift toward electronic toll collection (T-Tag adoption target: 80% by 2028) exposes TJH to potential cyber threats, system failures, and data security risks.
- The emergence of a material health threat similar to Covid-19 could lead to substantial business interruption.

Financial Highlights: Year ended December 31, 2024 (Unaudited) (FY 2024)

All items are expressed in US dollars unless otherwise specified.

Sustained Traffic Growth and Revenue Expansion

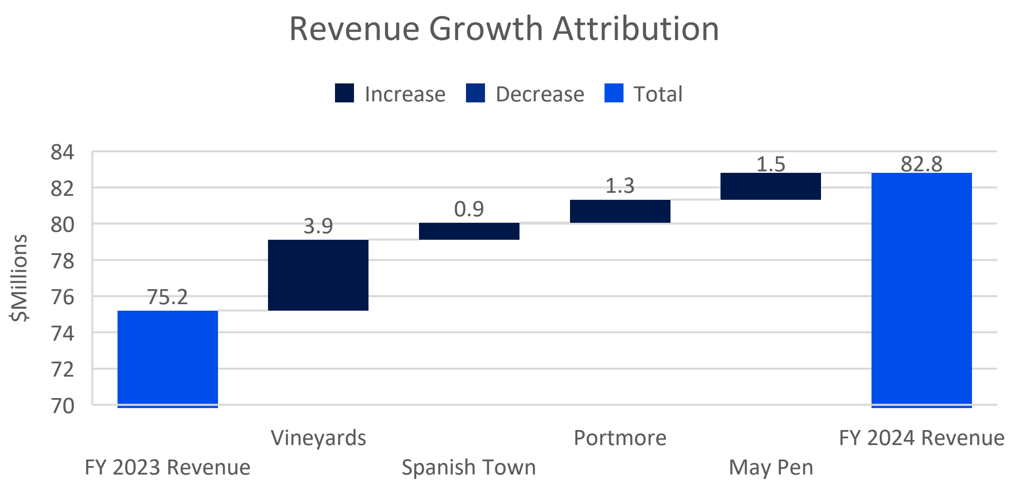
Traffic volumes on Highway 2000 East-West have demonstrated consistent growth, primarily influenced by macro-economic, social, and demographic factors, as well as efficiency and maintenance improvements.



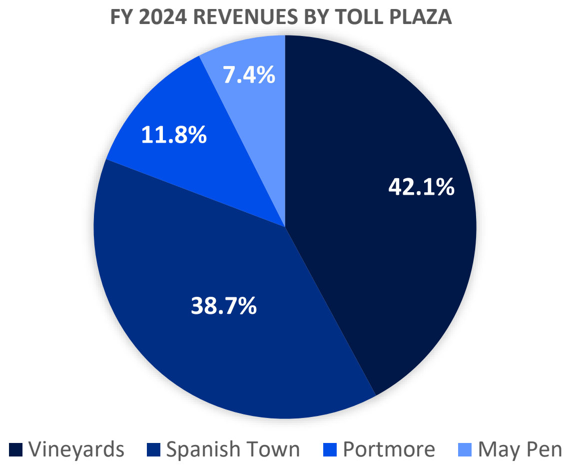
Despite competition from the Mandela Highway as an alternative to its Portmore Toll Road, toll usage has remained resilient, **growing at a 5.7% CAGR over the past decade, well above TJH's original long-term projection of 2.3%** over the concession period. From 16.4 million annual transactions in 2014 to over 27.1 million in 2023, toll usage has exhibited remarkable stability, with only one year of contraction (2020) due to pandemic-related shutdowns, highlighting organic growth in the reliance on toll infrastructure for daily travel and commerce.

Toll Revenue Distribution and Growth Drivers

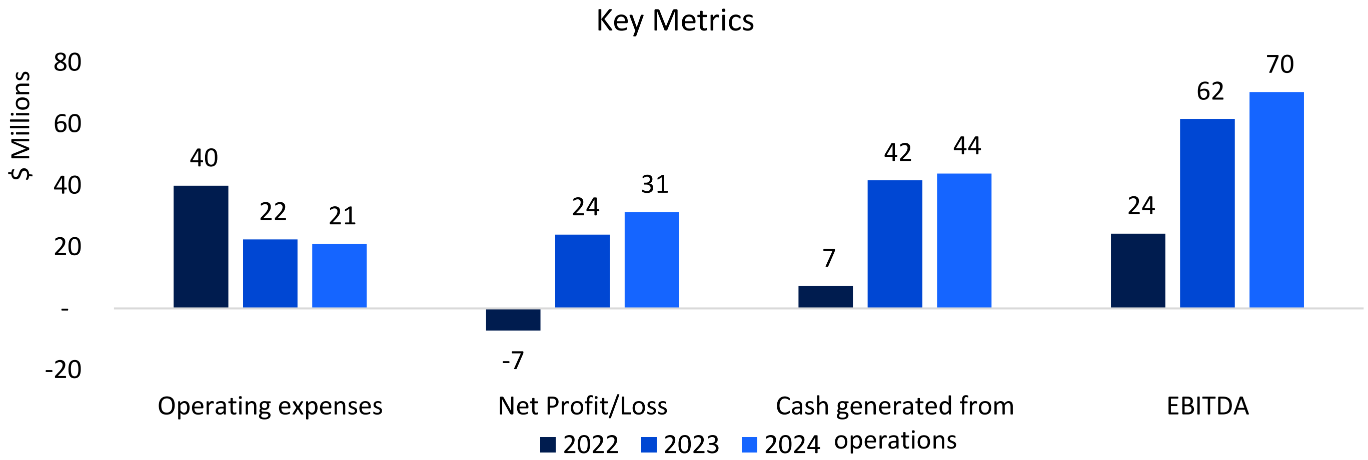
In FY 2024, toll revenue increased 10.1% to $83 million, with the Portmore Toll Plaza remaining TJH's largest revenue contributor, accounting for 42.1% of total toll income in FY 2024. However, **the Vineyards Toll Plaza has seen significant revenue expansion, increasing its share from 35.4% in 2022 to 38.7% in 2024, contributing more than 2.0x as much as any other toll at $3.9 million to overall revenue growth, fuelled by increased demand for lower cost housing in Old Harbour.**



To support this rising demand, TJH is expanding the Vineyards Toll Plaza to reduce congestion and enhance service quality. Scheduled for completion in Q1 2025, the J$53 million project, led by China Harbour Engineering and Construction (CHEC), is expected to boost toll transaction volumes and revenue, further solidifying TJH's growth trajectory.



The completion of the Williamsfield leg of the highway (a 28 kilometre long highway between the towns of May Pen and Williamsfield) also provide tailwinds for sales growth, and the potential for increased profitability considering the scalability of TJH's business model. TJH has already received approval to acquire the concession for Phase 1C of Highway 2000 (May Pen to Williamsfield) for US$20.3 million, subject to contract finalisation. And while the eventual introduction of toll fees for Phase 1C of the highway is likely to lower vehicular traffic on the new leg, TJH will undoubtedly benefit from increased revenues as some motorists continue to prioritize the convenience offered by the toll.



Declining Operating Expenses and Efficiency Gains

Operating expenses declined by 6.2% to $21.0 million, down from $22.4 million in FY 2023, marking a significant improvement in cost efficiency. This reduction was primarily driven by a notable decline in operating costs during the fourth quarter, largely attributable to an adjustment in the amortization of intangible assets based on updated traffic forecasts. Additionally, lower repair and maintenance costs further contributed to the reduction in total operating expenses.

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A major factor shaping TJH's cost structure over the past two years has been the acquisition of Jamaican Infrastructure Operator (JIO) in December 2022. This acquisition internalized operational processes, allowing for direct cost control, improved maintenance scheduling, and more efficient toll collection mechanisms. As a result, TJH's overall cost base is now more competitive than before, with notable improvements in cost per transaction and total cost per revenue dollar.

Operating Profit (EBIT) Margin Expansion and Operating Leverage Effects

Reflecting these cost efficiencies and strong revenue growth, **TJH's earnings before interest and taxes (EBIT) margin expanded from an average of 34.3% during 2017-2022 to 62.1% in FY 2023, before further improving to 67.6% for FY 2024.** The combination of revenue growth and cost optimization demonstrates the scalability of the business, with incremental revenue increasingly translating into higher profits.

A key factor underpinning this improved profitability is **TJH's operating leverage, which increased to 2.0x in FY 2024, compared to an average of 0.5x in the five years preceding the JIO acquisition. This implies that for every 1% increase in revenue, EBIT grows by 2%, showcasing enhanced operational efficiency and higher profit retention.** Given expected growth drivers, including the Phase 1C expansion, this high operating leverage suggests that profitability should continue to improve as toll revenues increase.

Strong Profitability

With the senior secured note being an amortizing facility, finance costs for the year continued to decrease contributing further to overall profitability. Against this backdrop, there was a notable improvement in its interest coverage ratio (EBIT/Finance costs), moving from 3.21x for FY 2023 to 4.02x for FY 2024 with further improvement likely as the principal on its outstanding notes continues to be reduced. **Profit after tax increased significantly to $31.3 million, reflecting growth of 30.7% compared to FY 2023. This represented a return on equity (ROE) of 54.8% compared to 53.9% for FY 2023, primarily due to a higher asset turnover (0.28x in FY 2024 compared to 0.26% in FY 2023) and an increased net profit margin (37.8% in FY 2024 compared to 31.9% in FY 2023), despite a reduction in leverage (4.5x in FY 2024 compared to 5.9x in FY 2023).** Moving forward, we expect the tailwinds for increased revenue and operating efficiency highlighted above to to redound to a stable ROE, depending primarily on how aggressively or conservatively the business approaches dividends.

High-Quality Earnings and Strengthened Free Cash Flow Post-JIO Acquisition

TransJamaican Highway Limited (TJH) continues to demonstrate high-quality earnings, characterized by robust free cash flow (FCF) that consistently exceeds net income, underscoring the strength and sustainability of its operating model. For FY 2024, operating cash flow increased 5.3% year-over-year to $43 million, primarily balancing the impact of higher net income and reduced non-cash charges.

While TJH's FCF was positive historically, following the JIO acquisition, the Company has established a structurally higher level of cash flow stability and growth. This was evidenced by the 62.2% surge in FCF in FY 2023 to $42.1 million, and in FY 2024, FCF further increased by 12.3% to $54 million. With capital expenditure (capex) requirements remaining minimal at just $1 million, TJH benefits from a high rate of cash retention, reinforcing its ability to reinvest, reduce leverage, and return capital to shareholders.

Free Cash Flow to Equity (FCFE) Supports Dividend Paying Capacity

TJH's free cash flow to equity (FCFE) amounted to $36 million in FY 2024, representing a 17% year-over-year increase. This robust FCFE generation is a critical metric for equity investors, as it directly impacts the company's capacity to pay dividends, which amounted to 42.2% of FCFE at $15 million. TJH's ability to sustain and potentially increase dividends is reinforced by the levers of revenue growth highlighted above, low capex intensity, and operating leverage.

Upcoming 2028 Preference Share Maturity and Implications for FCFE

A key capital consideration for TJH is the upcoming redemption of its $24 million in 8.00% cumulative redeemable preference shares due in 2028. This maturity represents a potential near-term cash outflow, which, if funded directly through internal resources, could create a temporary drag on FCFE. However, given TJH's strong cash flow generation, the company is likely to have substantial financial flexibility in managing this redemption.

Enhanced Balance Sheet Strength and Improved Solvency

At the end of FY 2024, TJH's balance sheet reflected continued deleveraging, improving solvency, and a significantly enhanced liquidity position. The company's financial leverage, as measured by total assets relative to total shareholders' equity, declined from 5.93x in FY 2023 to 4.5x in FY 2024, signalling a more balanced capital structure. This reduction was driven by a modest 1.3% increase in total assets to $294 million, alongside a robust 33.3% expansion in shareholders' equity to $65 million, underpinned by strong earnings generation.

The expansion in the asset base primarily reflected the net impact of a 101.0% surge in cash and bank balances to $14 million and a 21.5% increase in restricted cash to $82 million, offset by the ongoing amortization of intangible assets. Given that intangible assets primarily represent the concession rights granted by the National Road Operating and Constructing Company (NROCC), their value naturally declines over time. This was evident in FY 2024, where intangible assets fell by 7.1% to $184 million.

On the liabilities side, the **Company's capital structure remains anchored by $194 million in 5.75% senior secured amortizing notes due in 2036 and $24 million in 8.00% cumulative redeemable preference shares maturing in 2028.** While the preference shares are subject to refinancing risk, particularly in a less accommodative monetary policy environment, this risk appears manageable. Although refinancing costs may rise compared to the initial issuance terms, TJH's strong free cash flow generation provides substantial flexibility in its capital budgeting at maturity, ensuring a controlled approach to managing its funding obligations.

Strengthened Debt Servicing Capacity

The resilience of TJH's solvency is further underscored by improvements in its debt service metrics. The interest coverage ratio illustrated above is robust **but when defined relative to FCF (FCF divided by interest expense) which give a clearer picture of the cash-flow capacity of derciving interest, TJH remains in a healthy position. This measure increased to 3.98x from 3.43x in FY 2023**, reflecting enhanced earnings stability and strengthened cash flow management. However, given that the company's debt is structured as amortizing, this ratio is naturally inclined to improve over time as interest obligations decline.

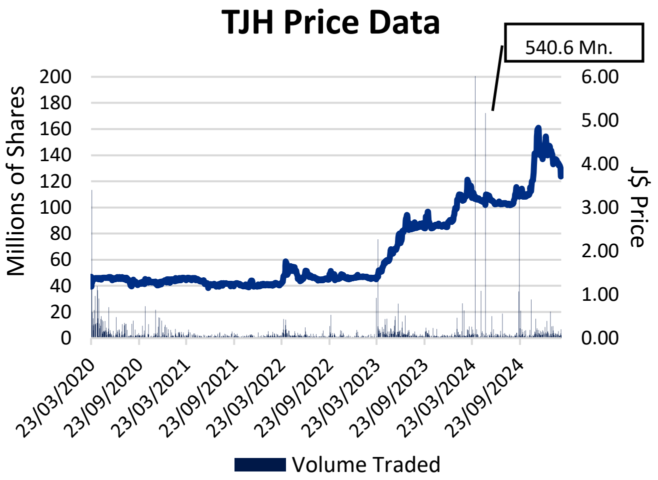
A more comprehensive measure of financial resilience, **the debt service coverage ratio (DSCR), which considers both interest and principal repayments, rose to 3.04x from 2.95x.** This increase more accurately reflects TJH's growing capacity to service its debt obligations.

Robust Liquidity

With a current ration of 1.0x, the liquidity position appears adequate and represents a notable improvement from 0.5x in FY 2023. Furthermore, the increase in the current ratio was driven by increased cash and cash equivalents, highlighting a substantive increase in liquidity, relative to a shift in less liquid working capital items. When combined with the strong cash flow generation and the reserves underlying restricted cash, the liquidity position is quite strong.

Market Price Analysis

Since listing on the market, TJH (Main Market) primarily traded within the $1.00 to $2.00 band up until the end of the first quarter of the 2023 calendar year, after which TJH's rallied, closing at $3.81 on March 6, 2025. Rapid price appreciation up until January 2025 coincided with strong earnings growth over the last 18 months as the



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Group benefitted from cost synergies realized after the JIO acquistion. Following the announcement of the divestiture of the Government of Jamaica's 20% stake however (held through NROCC), TJH's stock price began trending lower.

Despite the interim pullback below the 50-day moving average of $4.13, **the long-term uptrend in price remains intact**, with the last closing price above the 200 day moving average of $3.60. Since the beginning of the rally in Q1 2023, **price corrections have found support at the 200-day moving average, which we believe may continue to act as a key level of support given the degree to which the fundamentals of the business do not support a breakdown in the market price from here.**

However, with the substantial **increase in supply from the offer for sale, much of the latent market demand is likely to be absorbed, reducing the marginal liquidity necessary to sustain higher prices in the short term.** As such, price may remain range-bound in proximity to the offer price in the months following the offer for sale, with the longer-term rally likely to remain in-tact as earnings grow. With this in mind, for institutional investors and large individual purchasers seeking a substantial position, the offer presents the opportunity to accumulate without direct market impact.

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Financial Appendix

	FY 2022	Y/Y Growth	FY 2023	Y/Y Growth	FY 2024
Income Statement					
Revenue	**65,006**	**15.7%**	**75,204**	**10.1%**	**82,818**
Operating Expenses	(39,909)	-43.8%	(22,435)	-6.2%	(21,048)
Administrative expenses	(1,749)	381.6%	(8,423)	14.4%	(9,632)
Finance costs	(14,798)	-1.8%	(14,538)	-4.2%	(13,925)
Profit Before Tax	**(4,286)**	**-850.6%**	**32,172**	**30.8%**	**42,069**
Tax	(2,854)	187.6%	(8,209)	30.9%	(10,746)
Net Profit	**(7,140)**	**-435.6%**	**23,963**	**30.7%**	**31,323**
Reported EPS (US$)	(0.0006)	-416.7%	0.0019	31.6%	0.0025
Balance Sheet					
Cash and Cash equivalents	5,421	31.9%	7,153	101.0%	14,375
Total Current Assets	**6,258**	**35.4%**	**8,475**	**93.6%**	**16,411**
Intagible assets	212,091	-6.8%	197,573	-7.0%	183,648
Total Non-Curent Assets	**281,879**	**-0.1%**	**281,630**	**-1.5%**	**277,439**
Total Assets	**288,137**	**0.7%**	**290,105**	**1.3%**	**293,850**
Borrowings	9,848	10.2%	10,852	9.8%	11,919
Total current liabilities	**16,487**	**-2.1%**	**16,136**	**-0.4%**	**16,066**
Borrowings	199,921	-4.1%	191,810	-4.9%	182,486
Total non-current liabilities	**231,659**	**-2.9%**	**225,007**	**-5.6%**	**212,504**
Total Liabilities	**248,146**	**-2.8%**	**241,143**	**-5.2%**	**228,570**
Accumulated net income (losses)	**12,991**	**69.0%**	**21,954**	**74.4%**	**38,277**
Total stockholders' equity	**39,991**	**22.4%**	**48,962**	**33.3%**	**65,280**
Total Liabilities and Equity	**288,137**	**0.7%**	**290,105**	**1.3%**	**293,850**
	FY 2022	**Y/Y Growth**	**FY 2023**	**Y/Y Growth**	**FY 2024**
Cash Flow Statement					
Cash Flow from operating activities	**7,253**	**474.6%**	**41,673**	**5.3%**	**43,867**
Amortization of intangible assets	13,676	6.2%	14,518	-4.1%	13,925
Changes in working capital, excluding interest paid and taxes	(2,882)	3.6%	(2,986)	0.5%	(3,001)
Cash flow from investing activities	**5,117**	**-433.7%**	**(17,073)**	**-25.1%**	**(12,794)**
Acquisition of property, machinery and equipment	(70)	550.0%	(455)	194.1%	(1,338)
Cash flow from financing activities	**(13,631)**	**66.2%**	**(22,648)**	**4.5%**	**(23,677)**
Borrowings repaid	(6,631)	14.0%	(7,558)	13.4%	(8,572)
Dividends paid	(7,000)	114.3%	(15,000)	0.0%	(15,000)
(Decrease) increase in cash and cash equivalents	**1,261**	**54.8%**	**1,952**	**278.9%**	**7,396**
Cash and cash equivalents at end of period	**5,421**	**31.9%**	**7,153**	**101.0%**	**14,375**
FCFF	**29,762**	**62.2%**	**48,272**	**12.3%**	**54,217**
FCFE	**(986)**	**-3165.5%**	**30,234**	**17.5%**	**35,511**

Definitions:
Sell = REDUCE EXPOSURE iN YOUR PORTFOLiO TO ZERO
UNDERWEiGHT = REDUCE EXPOSURE iN YOUR PORTFOLiO TO LESS THAN 5% FOR THiS PARTiCULAR ASSET
MARKETWEiGHT/HOLD = EXPOSURE TO THE ASSET SHOULD BE EQUAL TO 5% OF YOUR TOTAL PORTFOLiO
OVERWEiGHT/BUY = EXPOSURE TO THiS ASSET SHOULD BE BETWEEN 5% AND 10% OF YOUR TOTAL PORTFOLiO

Ratio Analysis

	FY 2022	FY 2023	FY 2024
Profitability			
EBIT Margin	16.2%	62.1%	67.6%
EBITDA Margin	37.5%	81.9%	84.9%
Net Profit Margin	-11.0%	31.9%	37.8%
Return on Equity	-15.2%	53.9%	54.8%
Return on Assets	-2.4%	8.3%	10.7%
Liquidity			
Current Ratio	0.4x	0.5x	1.0x
Cash Ratio	0.3x	0.4x	0.9x
Solvency			
Leverage (Total Asset to Total Equity)	7.2x	5.9x	4.5x
Interest Coverage (EBIT/Interest)	0.7x	3.3x	4.1x
Interest Coverage (FCF/Interest)	2.1x	3.4x	4.0x
Debt Service Coverage Ratio	2.1x	3.0x	3.0x

	FY 2022	FY 2023	FY 2024
Liquidity			
Current Ratio	1.2x	1.8x	1.7x
Cash Ratio	0.1x	0.7x	1.1x
Activity			
Total Asset Turnover	0.9x	0.9x	0.8x

	FY 2022	FY 2023	FY 2024	Current
Valuation				
Enterprise Value to EBITDA	12.1x	6.0x	7.0x	6.0x
Price to Earnings	-	9.2x	11.8x	9.7x
Dividend Yield	6.1%	6.9%	4.1%	5.0%

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