

The Directors
AST Group p.l.c.
31-33, 3rd Floor, Kingsway Palace,
Republic Street,
Valletta, VLT 1115,
Malta

27 June 2025

Financial Analysis Summary - 2025

Dear Board Members,

In accordance with your instructions, and in line with the requirements of the MFSA Listing Policies, we have compiled the Financial Analysis Summary (the “**Analysis**” or “**FAS**”) set out on the following pages and which is being forwarded to you together with this letter.

The purpose of the financial analysis is that of summarising key financial data appertaining to AST Group p.l.c. (the “**Issuer**”, or “**AST**”) as explained in part 1 of the Analysis. The data is derived from various sources, including the prospectus dated 20 April 2023 published by the Issuer (the “**Prospectus**”) for the bonds issued on 16 June 2023 (the “**Bond Issue**”), or is based on our own computations as follows:

- (a) Historical financial data for the three years ended 31 December 2022, 2023 and 2024 has been extracted from the Issuer’s audited financial statements.
- (b) The forecast data for the financial years ending 2025 has been provided by management.
- (c) Our commentary on the Issuer’s results and financial position is based on the explanations set out by the Issuer.
- (d) The ratios quoted have been computed by us applying the definitions set out in Part 4 of the Analysis.
- (e) Relevant financial data in respect of competitors has been extracted from public sources such as the web sites of the companies concerned or financial statements filed with the Registrar of Companies or websites providing financial data.

The Analysis is meant to assist investors in the Issuer’s securities and potential investors by summarising the more important financial data of the Group. The Analysis does not contain all data that is relevant to investors or potential investors. The Analysis does not constitute an endorsement by our firm of any securities of the Issuer and should not be interpreted as a recommendation to invest in any of the Issuer’s securities. We shall not accept any liability for any loss or damage arising out of the use of the Analysis. As with all investments, potential investors are encouraged to seek professional advice before investing in the Issuer’s securities.

Yours sincerely,



Patrick Mangion
Head of Capital Markets

FINANCIAL ANALYSIS SUMMARY



AST Group p.l.c.

27 June 2025

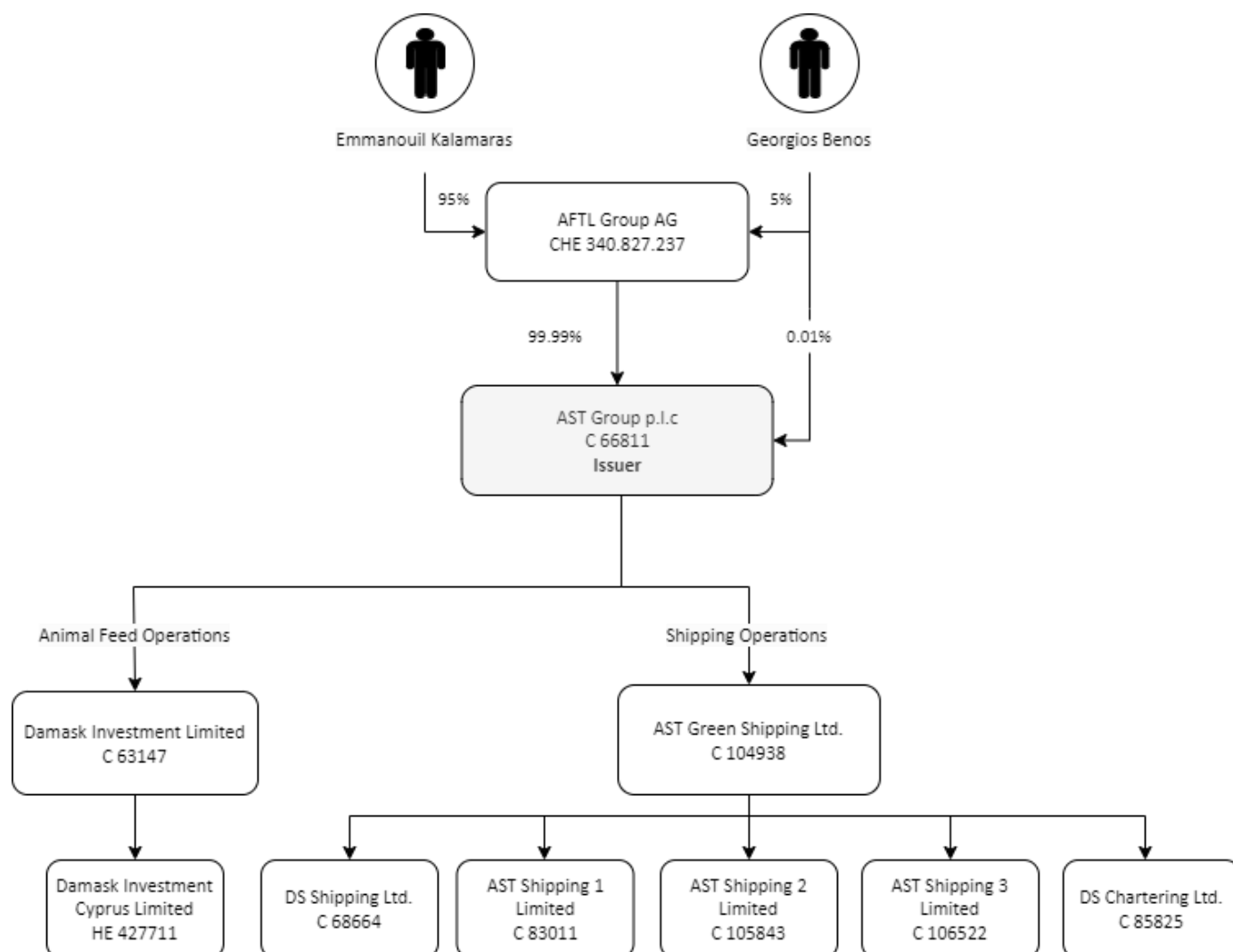
**Prepared by Calamatta Cuschieri
Investment Services Limited**

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Part 1 Information about the Group

1.1 Issuer's Key Activities and Structure



* 100% is assumed unless indicated otherwise

AST was incorporated on 22 September 2014 and has, at the date of this Analysis, an authorised share capital of €250,000 made up of 250,000 ordinary shares of €1 each and an issued share capital of €250,000 made up of 250,000 ordinary shares of €1 each, all fully paid up. The Issuer is, except for one ordinary share that is held by Mr Georgios Benos, a fully owned subsidiary company of AFTL Group AG (the “**Parent Company**”) which was incorporated on 20 June 2018 in Switzerland. The ultimate beneficial owners of AFTL Group AG are Mr Emmanouil Kalamaras holding 95% of the company’s share capital, and Mr Georgios Benos holding the remaining 5%. The “**Group**” consists of AST Group p.l.c and all of its subsidiaries. During 2023 the Group went through a corporate restructuring whereby the Issuer sold three subsidiaries; DS Shipping Ltd. (“**DSSL**”), AST Shipping Limited (“**AST Shipping**” or “**ASL**”) and DS Chartering Ltd. (“**DSC**”) to the newly incorporated fully-owned subsidiary AST Green Shipping Ltd. (“**AGS**”) at no additional cost. AGS therefore

became the holding company of the shipping activities of the Group. Furthermore, the Issuer is the full owner of DST (Damask Shipping & Trading) Holding Ltd.

AGS now has 5 subsidiaries, namely, DSSL, ASL which changed its name to AST Shipping 1 Limited (“**AST Shipping 1**” or “**ASL1**”), AST Shipping 2 Limited (“**AST Shipping 2**” or “**ASL2**”), AST Shipping 3 Limited (“**AST Shipping 3**” or “**ASL3**”), and DSC.

In 2011, Damask Investment Inc., a company registered on 17 December 2013 in Liberia, commenced trading in roasted guar meal churi and roasted guar meal korma through two branches set up in Greece and Cyprus. In May 2016, Damask Investment Inc Limited was re-domiciled to Malta and continued its operations under Damask Investment Malta Limited (C 75659).

In December 2013, Damask Investment Limited (“DIL”), a company registered in Malta, commenced trading in roasted guar meal korma and fish meal from Malta. In the following months, DIL expanded its operations, both in terms of animal feed products traded as well as locations. In September 2016, the process was initiated for Damask Investment Malta Limited to be merged with DIL, with the merger becoming effective as of 9 December 2016.

Following this, all the branches trading in animal feed are owned and managed by DIL, which operates branches in Cyprus, Greece, France, Spain, and Malta. Animal feed products are sourced from suppliers based in India, Morocco, South Africa, Bulgaria, Ukraine, Moldova, Hungary, Slovakia, Serbia and Romania. Over the years, the Group introduced new animal feed products to its product range and now trades in roasted guar meal korma, fish meal, Distiller’s dried grains with soluble and HiPro Sunflower meal, corn, soya meal, feed wheat and barley. As at the date of this Analysis, DIL has an authorised share capital of €1,500 made up of 1,500 ordinary shares of €1 each and an issued share capital of €1,165 made up of 1,165 Ordinary Shares of €1 each, partially paid up.

Due to the Group’s end-to-end supply chain management, from sourcing raw materials for high-nutrient animal feed to the delivery of animal feed to producers, the Group intended to vertically integrate the animal feed operations and expand into the logistics business, by transporting the Group’s animal feed on vessels owned by the Group or time-chartered vessels from third parties. For this reason, the Group acquired a vessel in 2018 to carry its own cargo whilst expanding its animal feed operations. This complemented both business lines since the vessels provide security of supply to the Group’s animal feed customers. Nevertheless, the Group continually assesses whether it is more feasible to transport cargo with containers rather than by vessel.

AGS was incorporated on 23 March 2023 to act as the holding company for the Group’s shipping operations. As at the date of this Analysis, AGS has an authorised share capital of €2,198,700 divided into 2,198,700 ordinary shares of €1 each and an issued share capital of €2,198,700 divided into 2,198,700 ordinary shares of €1 each, all fully paid up.

DSSL, previously named Damask Shipping Management Company Limited, was incorporated on 20 January 2015 and has an authorised and issued share capital of 1,200 shares of €1 each. DSSL manages, operates, and maintains the vessels M/V AST Malta, M/V AST ECO and M/V AST Rising and incurs all the running and maintenance expenses. A management fee to DSC, ASL1, ASL2, and ASL3 is issued annually.

ASL1, previously known as AST Shipping Limited, was incorporated on 16 October 2017 and has an authorised and issued share capital of 1,165 shares of €1 each. ASL1 is the owner of the M/V AST Malta, a 5,000-deadweight ton (“DWT”) German-built multi-purpose vessel, bearing

International Maritime Organisation (“IMO”) number 9143398, with further details on the vessel in sections 1.3 and 1.4.

ASL2 was incorporated on 7 April 2023 and has an authorised and issued share capital of 1,165 shares of €1 each. In accordance with the Prospectus and the Security Trust Deed, the issued shares of AST Shipping 2 Limited shall be pledged in favour of Onyx Trustees Limited (previously VB Onyx Limited) as security trustee of the AST Trust II which is the trust established in virtue of the Security Trust Deed II, which deed is available for inspection at the registered office of the Issuer as mentioned in section 15 of the Prospectus. ASL2 is the owner of the M/V AST ECO, bearing IMO number 9414656, with further details on the vessel in sections 1.3 and 1.4.

ASL3 was incorporated on 26 September 2023 and has an authorised and issued share capital of 1,165 shares of €1 each. Also, in terms of the Prospectus, a first preferred mortgage on the Vessel was registered in favour of the Onyx Trustees Limited as security trustee of the AST Trust II for the benefit of Bondholders on 18 October 2023. ASL3 is the owner of the M/V AST Rising, bearing IMO number 9437828, with further details on the vessel in sections 1.3 and 1.4.

DSC was incorporated on 16 April 2018 and has an authorised and issued share capital of 1,165 shares of €1 each. DSC was previously named Damask Chartering Limited and was set up as the commercial operations and management company of the Group. Hence, its main trading activity is chartering to M/V AST Malta, M/V AST ECO, M/V AST Rising, and third-party vessels to DIL. DSC is responsible for negotiating the terms and conditions of the charter as well as providing a communication channel between the owner and the charterer of the motor vessels. Whenever M/V AST Malta is chartered out to third parties directly through ASL1, it is invoiced directly by ASL1 but whenever DSC uses M/V AST Malta, ASL invoices DSC for freight services on a tonnage basis. The same is applicable to M/V ECO with ASL2 and M/V AST Rising with ASL3.

1.2 Directors and Key Employees

As of the date of this Analysis, the board of directors of the Issuer is constituted by the following persons:

Name	Office Designation
Mr Giuseppe Muscat	Chairman and Executive Director
Mr Austin Demajo	Independent Non-executive Director
Mr William Wait	Independent Non-executive Director
Dr Kristian Balzan	Independent Non-executive Director

The business address of all of the directors is the registered office of the Issuer.

Dr Katia Cachia is the company secretary of the Issuer.



The board of the Issuer is composed of four directors who are entrusted with its overall direction and management. The non-executive directors, all of whom are independent of the Issuer, monitor the executive activity of the Issuer and contribute to the development of its corporate strategy, by providing objective and impartial scrutiny.

1.3 Major Assets owned by the Group

1.3.1 M/V AST Malta

This ship was built in 1998 and purchased by ASL1 for €1.4m in 2018 with the proceeds raised from the bonds issued by the Issuer subject to a Company Admission Document dated 17 December 2017 (the “**2018 Prospects MTF Bonds**”). Since then, the vessel has been reinstated to a container/multi-purpose vessel and was also subject to dry-docking costs which were capitalised and have pushed up the value of the vessel. The vessel is being depreciated over its useful life, being ten years until 2028. Dry-docking and special survey costs are capitalised and depreciated over 2.5 years and 5 years, respectively.

Initially, this vessel was held under a security trust as a guarantee for the bondholders of the 2018 Prospects MTF Bonds, the security trustee overseeing the vessel's collateralisation shifted to Onyx Trustees Limited on 16 June 2023 following the redemption of the 2018 Prospects MTF Bonds and the issuance of the €8,500,000 6.25% Secured Bonds 2033. Further explanation on this can be found in section 1.4.

1.3.2 M/V AST ECO

On 28 July 2023 the Group, through AST2, acquired a new vessel, M/V AST ECO, which is a general cargo ship sailing under the flag of the Marshall Islands. Built in 2007, it has a length of 81 meters and a width of 13.6 meters. With a gross tonnage of 1972, the vessel offers ample capacity for transporting various types of cargo, including grains and containers.

1.3.3 M/V AST Rising

On 18 October 2023 the Group, through AST3, acquired the vessel M/V AST Rising, which is a general cargo ship sailing under the flag of the Marshall Islands. Constructed in 2009, it has a length overall of 99.89 meters and a width of 16.6 meters. With a gross tonnage of 4109, the vessel offers significant capacity for transporting various types of cargo, including grains and containers.

1.4 Operational Developments

During FY23, the Issuer issued €8,500,000 6.25% Secured Bonds 2033 (the “**Bonds**”), as per the Prospectus. Part of the proceeds were used to redeem the 2018 Prospects MTF

Bonds, whilst the remaining money was used to acquire the aforementioned vessels, M/V AST Rising and M/V AST Eco.

AST changed the security trustee of the Bonds from the Security Trustee defined in the Prospectus to Onyx Trustees Limited on 18 October 2023. Onyx Trustees Limited is a Maltese private limited liability company, with company registration number C 105362. It will hold the Collateral in line with the terms of the Prospectus and the Security Trust Deed for the benefit of the holders of the Bonds.

The security rights constituted for the 2018 Prospects MTF Bonds were cancelled as of 16 June 2023, and the Collateral was duly constituted in favour of the security trustee for the Bonds. This Collateral includes the registration of a first priority mortgage on M/V AST Malta in favour of Onyx Trustees Limited, as security trustee of the AST Trust II for the benefit of Bondholders, registered on 16 June 2023.

The 2018 Prospects MTF Bonds were redeemed on 16 June, 2023, and the Bonds were admitted to listing on the Official List of the Malta Stock Exchange on the same date.

1.4.1 M/V AST Malta

During FY24, the Group has changed the maritime flag of the MV AST Malta from the Palau Flag to the Liberia Flag. The MV AST Malta was registered under the Liberia flag on the 20 December 2024. In view of the fact that the MV AST Malta forms part of the security held by security trustee in favour of Bondholders, the first preferred mortgage on the M/V AST Malta previously registered with the Palau International Ship Registry in favour of Onyx Trustees Limited as security trustee of the AST Trust II for the benefit of Bondholders was discharged. A corresponding First Preferred Liberian Ship Mortgage over the M/V AST Malta was registered at the Liberian Registry in favour of the Onyx Trustees Limited as security trustee of the AST Trust II for the benefit of Bondholders on the 20 December 2024.

The aforementioned vessel shall continue to carry its intended cargo, including grains and containers, thereby supporting the Group with the volume increases in the existing trade routes.

1.4.2 New Vessels

In line with the Prospectus, two additional vessels - M/V AST ECO and M/V AST Rising, were acquired through AST2 and AST3. Prior to purchase, both vessels went through structural and condition inspections.

Ownership of M/V AST ECO was transferred to AST2 on 28 July 2023, following its registration under the Marshall Islands flag. The registration process also involved establishing a first preferred Marshall Islands mortgage on the vessel in favour of Onyx Trustees Limited, serving as the



security trustee of the AST Trust II for the benefit of the holders of the Bonds.

Ownership of M/V AST Rising was officially transferred to AST3 on 18 October 2023, subsequent to its registration under the Malta Maritime Flag. During the registration process, a first preferred Mortgage on the vessel was established in favour of Onyx Trustees Limited, acting as the security trustee of the AST Trust II for the benefit of holders of the Bonds.

The Group's strategic vessel acquisition and fleet expansion goals will not only allow the Group to expand its trading business but will also allow the Group to benefit from synergies and increased efficiency.

1.5 Other impacts on the Group's operational and financial performance

In FY24, the group was impacted by ongoing geopolitical conflicts in the Middle East which resulted in transportation, logistical and operational issues.

M/V AST Rising was positioned in Asia on 1 January 2024, and took four months to reposition to the Mediterranean area impacting profitability since this vessel was non-operational for four months. Following the ongoing geopolitical conflicts, the Group is now focusing on chartering out its vessels to third parties.

Part 2 Historical Performance and Forecasts

The financial information in sections 2.1 to 2.3 is extracted from the audited financial statements of the Issuer for the financial years ended 31 December 2022, 2023 and 2024. The Group's financial statements for the same period is covered in sections 2.4 to 2.6.

The projected financial information for the year ending 31 December 2025 has been provided by management for both the Issuer and the Group. This financial information relates to events in the future and are based on assumptions which the Issuer believes to be reasonable. Consequently, the actual outcome may be adversely affected by unforeseen situations and the variation between forecast and actual results may be material.

2.1. Issuer's Statement of Comprehensive Income

Statement of Comprehensive Income for the year ended 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Finance income	138	274	573	587
Finance costs	(102)	(288)	(531)	(531)
Net finance income / (loss)	35	(14)	42	55
Management fee	-	-	-	135
Administrative overheads	(72)	(143)	(101)	(103)
Other Income	104	1	1	-
Other Charges	-	(9)	-	-
Amortisation of issue costs	(6)	-	(32)	(33)
Profit / (loss) before tax	61	(165)	(90)	55
Tax	(9)	-	(2)	(19)
Profit / (loss) after tax	53	(165)	(92)	35

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
<i>Profitability</i>				
Growth in Revenue (YoY Revenue Growth)	(5.02)%	98.96%	109.1%	2.4%
Gross Profit Margin (Gross Profit/ Revenue)	25.6%	(5.1)%	7.3%	9.4%
Net Margin (Profit for the year / Revenue)	38.4%	(60.6)%	(16.1)%	6.1%
Return on Common Equity (Net Income / Average Equity)	20.5%	(12.8)%	(4.1)%	1.6%
Return on Assets (Net Income / Average Assets)	2.0%	(2.4)%	(0.8)%	0.3%

The Issuer was set up as the finance and holding company of the Group and therefore its revenue consists of interest income generated on the funds advanced to its subsidiaries at 1% over the bond interest rate, except for an amount of €1.4m which bears interest at 8.0% per annum. In FY24, AST generated finance income from loans granted to its subsidiary companies amounting to €573k and during the year, no dividends were received by the parent from its subsidiaries. Interest expense on the bond amounted to €531k. Consequently, the Issuer generated a net finance income of €42k.

Administrative expenses dropped in FY24 to €101k driven by a decrease in MSE Listing fees, depreciation on right of use assets and other expenses. The amortisation of issue costs of €32k relate to the amortisation of the initial bond issue

costs of €0.3m which are amortised over the ten-year term of the bond using the straight-line method.

After a tax charge of €2k, the Issuer made a loss of €92k in FY24.

The projected net finance income in FY25 of €55k is supplemented by additional €135k management fees charged to the subsidiaries. Administrative expenses are expected to be €103k. The Issuer projects to incur €33k amortisation of bond issue costs which will give a projected profit before tax of €55k. After deducting a tax charge of €19k, profit after tax is projected at €35k in FY25.



2.2. Issuer's Statement of Financial Position

Statement of Financial Position as at 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Assets				
Non-current assets				
Investment in subsidiaries	1	2,200	2,200	2,200
Sinking fund	300	-	-	-
Right-of-use assets	15	-	-	-
Loans receivables	1,264	8,251	8,090	7,528
Total non-current assets	1,580	10,451	10,290	9,728
Current assets				
Loans receivables	973	-	-	603
Trade and other receivables	340	575	1,042	1,042
Cash and cash equivalents	1	40	0	556
Total current assets	1,314	615	1,042	2,201
Total assets	2,894	11,066	11,332	11,929
Equity				
Share capital	250	250	250	250
Other reserves	-	2,198	2,198	2,198
Retained earnings	34	(132)	(224)	(188)
Total equity	284	2,316	2,224	2,260
Liabilities				
Non-current liabilities				
Interest bearing borrowings	1,806	8,192	8,224	8,257
Total non-current liabilities	1,806	8,192	8,224	8,257
Current liabilities				
Trade and other payables	756	549	873	1,393
Lease liabilities	16	-	-	-
Current tax payable	32	9	10	19
Total current liabilities	804	558	883	1,412
Total liabilities	2,610	8,750	9,107	9,669
Total equity and liabilities	2,894	11,066	11,332	11,929

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
<i>Financial Strength</i>				
Gearing 1 (Net Debt / Net Debt and Total Equity)	86.4%	77.9%	78.7%	77.3%
Gearing 2 (Total Liabilities / Total Assets)	90.2%	79.1%	80.4%	81.1%
Gearing 3 (Net Debt / Total Equity)	635.3%	352.0%	369.7%	340.7%
Current Ratio (Current Assets / Current Liabilities)	1.64x	1.10x	1.18x	1.56x
Interest Coverage 1 (Finance Income / Cash interest paid)	1.35x	2.77x	1.10x	1.10x
Interest Coverage 1 (Finance Income / Finance Costs)	1.34x	0.95x	1.02x	1.10x



The Issuer's total assets are split 82% non-current assets and 18% current assets. Non-current assets in FY24 are made up of €8.1m loans receivable and €2.2m investment in subsidiaries. Loans advanced to subsidiaries are unsecured and bear interest at 7.25% per annum, except for an amount of €1,753,407 which bears interest at 8% per annum. All loans receivable from subsidiary companies are repayable by 16 June 2033.

AST's investment in subsidiaries is made up of Damask Investment Limited (€233), DST (Damask Shipping & Trading) Holding Ltd (€919), and AST Green Shipping Limited. (€2.2m).

Trade and other receivables increased from €575k to €1m in FY24 mainly due to an increase of €471k in prepayments and accrued income relating to finance income. The trade and other receivables also include trade receivables, amounts due from subsidiaries and amounts due from the ultimate beneficial owner.

The equity base of the Issuer decreased slightly to €2.2m due to the loss after tax of €92k in FY24. Equity is projected to

increase slightly to €2.3m in FY25 driven by the projected profit for FY25.

Non-current liabilities of €8.2m, net of amortisation, represent the €8.5m bond at 6.25% due in 2033. This bond, net of issue costs, makes up 90% of the total liabilities.

The current liabilities are 10% of the total liabilities and are mostly made up of trade and other payables which have increased by €324k in FY24.

The gearing level has remained relatively stable at 78.7%, however this excludes the value of collateralised vessels which are not accounted for at the Issuer level. Current assets cover the current liabilities by 1.2x which is a healthy short-term liquidity position. Additionally, during the year the Issuer was in a position to cover its interest obligations by 1.1x.

The Issuer does not expect any material changes in the balance sheet for FY25.

2.3. Issuer's Statement of Cash Flows

Statement of Cash Flows for the year ended 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Operating Activities				
Operating profit / (loss) for the year	61	(166)	(90)	55
<i>Adjustments</i>				
Depreciation on right-of-use assets	15	15	-	-
Amortisation of bond costs	6	17	32	33
Finance income	(138)	(274)	(573)	(587)
Finance costs	102	288	531	531
<i>Movements in</i>				
Trade and other receivables	(1)	(1)	-	-
Trade and other payables	3	7	36	520
Cash generated from / (used in) operations	49	(113)	(64)	552
Taxation paid	(11)	(23)	(6)	(10)
Interest received	-	-	88	546
Interest paid	(102)	(99)	(522)	(531)
Net cash generated from / (used in) operating activities	(64)	(235)	(504)	556
Investing Activities				
Additions of investment in subsidiaries	-	(1)	-	-
Net cash generated from / (used in) investing activities	-	(1)	-	-
Financing Activities				
Net advances to fellow subsidiaries	-	(6,378)	-	-
Advances from / (to) subsidiary	381	-	464	-
Utilisation of / (release of) sinking fund	(300)	300	-	-
Issuance of new bonds	-	6,369	-	-
Payment for lease obligations to third parties	(16)	(16)	-	-
Net cash generated from / (used) financing activities	65	275	464	-
Movement in cash and cash equivalents	1	39	(40)	556
Cash and cash equivalents at start of year	-	1	40	0
Cash and cash equivalents at end of year	1	40	0	556

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
<i>Cash Flow</i>				
Free Cash Flow (Net cash from operations + Interest - Capex)	38	(136)	18	1,088

The net cash used in operations during the year was negative €64k. After adjusting for tax and interest paid, the Issuer's net cash used in operating activities during FY24 was negative €504k. The net cash generated from financing activities increased to €464k due to advances from subsidiaries. Overall the Issuer had a negative cash movement of €40k during the year and ended with a cash position of zero at the end of the year.

After adjustments to the profit made during the year and movements in working capital, the Issuer expects to

generate €552k from operations in FY25. Management anticipates receiving €546k in interest, which is the main contributor to the Issuer's forecast of €556k to be generated from operating activities, net of the anticipated tax and interest paid. Management does not foresee any investing or financing activities for FY25, resulting in the overall cash movement for the year being the cash generated from operating activities. Consequently, the cash position at the end of FY25 is projected to reach €556k.

2.4. Group's Statement of Comprehensive Income

Statement of Comprehensive Income for the year ended 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Revenue	45,022	28,041	14,334	10,873
Cost of sales	(43,007)	(27,456)	(14,402)	(7,918)
Gross profit	1,511	585	(68)	2,955
Selling and distribution expenses	(206)	(127)	(141)	-
Administrative expenses	(725)	(854)	(690)	(306)
Other income	264	255	35	-
Other charges	(13)	(57)	(198)	-
EBITDA	1,335	(198)	(1,062)	2,649
Depreciation and amortisation	(504)	(1,263)	(1,363)	(1,749)
EBIT	831	(1,461)	(2,425)	901
Finance income	39	22	32	-
Finance costs	(350)	(700)	(879)	(556)
Profit / (loss) before tax	520	(2,139)	(3,272)	344
Tax	(142)	146	641	22
Profit / (loss) after tax	378	(1,993)	(2,631)	367
Revaluation of property, plant and equipment	723	642	681	-
Total comprehensive income / (loss)	1,101	(1,351)	(1,951)	367

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
<i>Profitability</i>				
Growth in Revenue (YoY Revenue Growth)	51.79%	(37.72)%	(48.9%)	(24.1%)
Gross Profit Margin (Gross Profit / Revenue)	4.5%	2.0%	(0.5%)	27.2%
EBITDA Margin (EBITDA / Revenue)	3.0%	(0.7)%	(7.4%)	24.4%
EBIT Growth	30.8%	(275.8)%	66.0%	(137.1%)
Operating (EBIT) Margin (EBIT / Revenue)	1.8%	(5.2)%	(16.9%)	8.3%
Net Margin (Profit for the year / Revenue)	0.8%	(7.1)%	(18.4%)	3.4%
Return on Common Equity (Net Income / Average Equity)	9.9%	(54.1)%	(129.5%)	29.6%
Return on Assets (Net Income / Average Assets)	4.5%	(16.1)%	(17.4%)	2.7%
Return on capital employed (EBITDA / Total Assets - Current Liabilities)	21.4%	(1.7) %	(11.1%)	26.7%

The Group's revenue primarily comprises sales of animal feed and freight services presented net of discounts allowed and any indirect taxes. In FY24, the revenue saw a significant 48.9% decline from FY23, mainly attributed to a €15.1m decrease in the sale of animal feed. This drop is driven by the ongoing war as well as lower prices set on grains by Ukrainian traders. Due to the ongoing war, sale of animal feed is still expected to suffer in FY25, and therefore revenue is forecast to primarily be composed of chartering of vessels to third parties.

The repositioning of the vessels coupled with market trading conditions led to a negative gross profit margin of 0.5% in FY24 compared to the positive 2.0% in FY23. The gross profit margin is expected to increase in FY25 as revenue will mainly comprise of the shipping business which generates higher margins.

The depreciation and amortisation charge increased by roughly €100k mainly due to the increase in property, plant and equipment ("PPE") during the year. FY24 depreciation & amortisation also includes a €3k depreciation charge on right-of-use assets and a €32k amortisation of bond issue costs.

The Group experienced higher finance costs, reaching €0.9m in FY24, due to the Group accounting for the first full year of bond interest of €531k. In addition, the Group had interest costs of €315k on factoring agreements. These agreements, excluding recourse, provide coverage for the Group's credit exposure up to 80% of receivables. Finance income increased to €32k, resulting in net finance costs of €847k. In FY25, no finance income is expected, but financing costs are projected to be lower at €556k due to the lower requirement for factoring given the drop in sale of animal feeds.



The Group incurred a loss before taxation of €3.3m in FY24, driven by the ongoing geopolitical conflicts in Ukraine which resulted in transportation, logistical and operational issues. A tax credit of €641k reduced the loss to €1.9m. In FY25, the Group is expected to generate a profit after tax of €367k, as the Group will focus on chartering the vessels to third parties whilst minimising revenue derived from animal feed which has lower margins.

2.4.1 Group's Variance Analysis

Statement of Comprehensive Income	FY24F	FY24A	Variance
	€000s	€000s	€000s
Revenue	22,559	14,334	(8,226)
Cost of sales	(19,519)	(14,402)	5,117
Gross profit	3,040	(68)	(3,108)
Selling and distribution expenses	(117)	(141)	(24)
Administrative expenses	(607)	(690)	(84)
Other income	-	35	35
Other charges	-	(198)	(198)
EBITDA	2,316	(1,062)	(3,379)
Depreciation and amortisation	(1,709)	(1,363)	346
EBIT	607	(2,425)	(3,032)
Finance income	-	32	32
Finance costs	(584)	(879)	(295)
Profit / (loss) before tax	23	(3,272)	(3,296)
Tax	18	641	623
Profit / (loss) after tax	41	(2,631)	(2,673)
Revaluation of property, plant and equipment	-	681	681
Total comprehensive income / (loss)	41	(1,951)	(1,992)

The Group's revenue decreased significantly to €14.3m in 2024 mainly as a result of lower animal feed sales volumes due to the ongoing war as well as lower prices set on grains by Ukrainian traders. Furthermore, M/V AST Rising was positioned in Asia on 1 January 2024, and took four months to reposition to the Mediterranean area, impacting profitability. In addition, chartering rates also fell during FY24.

All the above reasons led to a reported negative gross profit of €68k compared to the original forecast of €3.0m.

Administrative expenses incurred were €84k higher than the expected €607k.

The Group also incurred other charges such as differences on exchange and write-offs of indirect taxation balances which are not refundable. Other income is mainly driven by settlement of insurance claims amounting to €29k.

The Group recorded a €641k tax credit in 2024 which is higher than the €18k forecasted. Despite this, the overall loss after tax was still significant due to the aforementioned factors.

During the year the Group revalued their motor vessels, resulting in a €681k increase in asset value. However, this revaluation also reflects the substantial investments made in upgrading the vessels, impacting operating cash flows.



2.5. Group's Statement of Financial Position

Statement of Financial Position as at 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Assets				
Non-current assets				
Property, plant and equipment	4,016	10,785	11,927	10,171
Right of use assets	27	9	5	5
Sinking fund	300	-	-	-
Deferred tax asset	69	245	102	102
Total non-current assets	4,413	11,039	12,034	10,279
Current assets				
Inventories	1,088	650	308	467
Trade and other receivables	2,886	3,375	2,314	961
Cash and cash equivalents	1,120	257	273	134
Total current assets	5,094	4,282	2,894	1,562
Total assets	9,506	15,321	14,929	11,841
Equity				
Share capital	250	250	250	250
Total reserves	4,127	4,768	5,449	5,449
Accumulated losses	(18)	(2,011)	(4,642)	(4,276)
Total equity	4,359	3,007	1,057	1,423
Liabilities				
Non-current liabilities				
Borrowings	1,800	8,192	8,224	8,257
Lease liability	10	7	3	-
Deferred tax liability	-	274	257	257
Other non-current liabilities	64	54	44	-
Total non-current liabilities	1,874	8,527	8,528	8,513
Current liabilities				
Trade and other payables	3,187	3,755	5,306	1,872
Lease liability	19	4	4	-
Other liabilities	10	10	10	10
Current tax liabilities	58	18	24	22
Total current liabilities	3,274	3,787	5,344	1,904
Total liabilities	5,148	12,314	13,872	10,417
Total equity and liabilities	9,506	15,321	14,929	11,841

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
<i>Financial Strength</i>				
Gearing 1 (Net Debt / Net Debt and Total Equity)	14.0%	72.6%	88.3%	85.1%
Gearing 2 (Total Liabilities / Total Assets)	54.1%	80.4%	92.9%	88.0%
Gearing 3 (Net Debt / Total Equity)	16.3%	264.3%	753.3%	570.8%
Net Debt / EBITDA	0.53x	(40.13)x	(7.49)x	3.07x
Current Ratio (Current Assets / Current Liabilities)	1.56x	1.13x	0.54x	0.82x
Quick Ratio (Current Assets - Inventory / Current Liabilities)	1.22x	0.96x	0.48x	0.58x
Interest Coverage 1 (EBITDA / Cash interest paid)	3.82x	(0.52)x	(2.04)x	4.76x
Interest Coverage 1 (EBITDA / Finance Costs)	3.81x	(0.28)x	(1.21)x	4.76x

Total non-current assets increased from €10.8m in FY23 to €11.9m in FY24 mainly driven by an increase in property, plant and equipment. Property, plant and equipment increased by €1.1m due to the motor vessels revaluations and additions and makes up 80% of the Groups total assets in FY24. The rest of the non-current assets are made up of a €102k deferred tax asset and €5k right of use asset. Deferred taxation is principally composed of deferred tax assets and liabilities which are to be recovered and settled after more than twelve months.

The current assets in FY24 are mostly made up €2.3m trade and other receivables which decreased by roughly €1.1m. Additionally, current assets are also made up of inventories and cash and cash equivalents.

The equity base decreased by €2.0m in line with the loss made during the year, partially offset by an increase of €0.6m in total reserves which are made up of capital

contribution, revaluation reserves, general reserves, and other reserves. The authorised and issued share capital did not change.

The Bonds issued in 2023, net of bond issue costs amounted to €8.2m and constitute 59% in FY24 of the Group's total liabilities. The remaining liabilities mainly relate to trade and other payables amounting to €5.3m in FY24 which increased by €1.6m from FY23.

The Group expects to reduce total liabilities by €3.5m in FY25. The decrease in liabilities is projected to come from the reduction in trade and other payables. The focus going forward will be on stabilising operations and improving profitability to enhance financial stability and reduce gearing levels. The projected lowered gearing and improved financial performance should contribute to a modest recovery in the financial position of the Group.

2.6. Group's Statement of Cash Flows

Statement of Cash Flows for the year ended 31 December	FY22A	FY23A	FY24A	FY25F
	€000s	€000s	€000s	€000s
Cash flows from operating activities				
EBITDA	1,335	(198)	(1,062)	2,649
Adjustments	1	(127)	(284)	-
Adjusted EBITDA	1,336	(325)	(1,346)	2,649
<i>Working capital changes</i>				
Movement in inventories	404	439	342	(159)
Movement in trade and other payables	(1,398)	(713)	1,156	(3,485)
Movement in trade and other receivables	1,148	645	1,465	1,353
Cash generated from operations	1,490	46	1,617	358
Taxation paid	(154)	(77)	(9)	27
Interest received	39	21	-	-
Interest paid	(350)	(383)	(522)	(556)
Net cash generated from / (used in) operating activities	1,025	(393)	1,085	(172)
Cash flows from investing activities				
Acquisition of property, plant and equipment	(2)	(7,084)	(1,043)	40
Net cash used in investing activities	(2)	(7,084)	(1,043)	40
Cash flows from financing activities				
Net advances to parent	(12)	(4)	(6)	-
Net advances to ultimate beneficial owner	(193)	(32)	(17)	-
Release of / (additions to) sinking fund	(300)	300	-	-
Issuance of new bonds	-	6,369	-	-
Payment for lease obligations to third parties	(19)	(19)	(4)	(7)
Net cash (used in) / generated from financing activities	(524)	6,614	(27)	(7)
Movement in cash and cash equivalents	499	(836)	15	(139)
Cash and cash equivalents at start of year	621	1,120	257	273
Cash and cash equivalents at end of year	1,120	257	272	134

Ratio Analysis	FY22A	FY23A	FY24A	FY25F
Cash Flow	€000s	€000s	€000s	€000s
Free Cash Flow (Net cash from operations + Interest - Capex)	1,373	(7,094)	564	425

After adjusting EBITDA for movements in working capital and non-cash items such as taxation and interest, the Group generated €1.6m from operating activities in FY24. This is expected to decline in FY25 mainly due to the reduction in trade and other payables.

In FY24, the Group invested €1.0m to continue upgrading its vessels and is not expected to incur any capital expenditure in FY25.

The Group's net cash flows from financing activities amounted to a negative €27k in FY24, mainly driven by advances to the parent and ultimate beneficial owner.

During FY24 there was a net cash inflow of €15k and the cash balance at the end of the year was €272k. Due to a negative cash generated from operating activities as a result of the reduction in trade and other payables, the Group expects to have a net cash outflow of €139k in FY25 resulting in a cash balance of €134k.

Part 3 Key Market and Competitor Data

3.1 General Market Conditions

At the time of publication of this Analysis, management considers that generally, it shall be subject to the normal business risks associated with the industries in which the companies are involved and operate and, barring unforeseen circumstances, does not anticipate any trends, uncertainties, demands, commitments or events outside the ordinary course of business that could be deemed likely to have a material effect on the upcoming prospects of the companies and their respective businesses, at least with respect to the financial year 2025. However, investors are strongly advised to carefully read the risk factors disclosed in the Prospectus.

3.2 Economic Update¹

The Bank's Business Conditions Index (BCI) suggests that in April, annual growth in activity rose slightly, and continued to stand moderately above its long-term average estimated since January 2000.

The European Commission's confidence surveys show that sentiment in Malta decreased in April but remained above its long-term average, estimated since November 2002. In month-on-month terms, the largest deterioration was recorded in the services sector.

Meanwhile, the Bank's Economic Policy Uncertainty Index (EPU) rose further above its historical average estimated since 2004, indicating higher economic policy uncertainty. However, the European Commission's Economic Uncertainty Indicator (EUI) for Malta decreased compared with March, indicating lower uncertainty to make business decisions. The largest decrease was recorded in industry.

In March, industrial production rose at a faster pace compared to February, while annual growth in retail trade turned positive. In February, services production contracted on a year earlier for the first time since 2022.

In March, the unemployment rate remained the same at 2.8% as in the previous month but stood below that of 3.4% in March 2024.

In March, commercial building permits rose compared with February, as did residential permits. They were also higher on a year earlier. In April, the number of residential promise-of-sale agreements increased on a year earlier, while the number of final deeds of sale was lower.

The annual inflation rate based on the Harmonised Index of Consumer Prices (HICP) rose to 2.6% in April, from 2.1% in the previous month. HICP excluding energy and food in

Malta stood at 2.5%. The latter stood below the euro area average. Inflation based on the Retail Price Index (RPI) rose to 2.4% in April, from 2.1% in March.

In March, the Consolidated Fund registered a larger deficit than that registered a year earlier. This was due to a rise in government expenditure which offset a smaller increase in government revenue.

The annual rate of change of Maltese residents' deposits edged up compared to February, while the annual growth of credit remained unchanged.

3.3 Economic Outlook²

According to the Bank's latest forecasts, Malta's real GDP growth is set to ease from 6.0% in 2024 to 4.0% in 2025. Growth is set to moderate further in the following two years, reaching 3.3% in 2027. Compared to the Bank's previous projections, the outlook for GDP growth is broadly unchanged as some small downward revisions related to the effects of additional US tariffs announced since the previous projections exercise are counterbalanced by a reassessment for government consumption and investment. Growth over the projection horizon is expected to be driven by domestic demand, reflecting continued brisk growth in private consumption, while investment should also continue to recover.

Furthermore, net exports are projected to retain a positive contribution over the forecast horizon, driven by trade in services, although the contribution is expected to be smaller than that of domestic demand. Together with GDP, employment growth is expected to moderate gradually from 5.1% in 2024 to 2.3% by 2026 and 2027. The unemployment rate is forecast to edge down slightly to 3.0% in 2025 and remain at this rate throughout the forecast horizon. As tightness in the labour market is projected to dissipate over time and inflation continues to moderate, this should dampen upward pressure on wages. Wage growth is expected to moderate to 4.4% in 2025 from 5.9% in the previous year, and is then expected to decelerate further in the following years.

Annual inflation based on the Harmonised Index of Consumer Prices (HICP) is projected to moderate further, falling from 2.4% in 2024, to 2.3% this year and further to 2.0% by 2027. Compared to the Bank's previous forecast

¹ Central Bank of Malta – Economic update – 05/2025

² Central Bank of Malta – Economic Projections 2025 – 2027

publication, overall HICP inflation has been revised up by 0.2 percentage points in 2025 and 0.1 percentage points in 2026, while it remains unchanged in 2027. In 2025, the upward revision mostly reflects recent outcomes. The upward revision for 2026 reflects an upward revision in services inflation due to some spillover from the upward revisions in 2025.

The general government deficit-to-GDP ratio is set to narrow to 3.4% in 2025, to 3.0% in 2026 and to 2.7% in 2027. The government debt-to-GDP ratio is to reach 48.6% by 2026 and remain around this level in 2027. The forecast deficit-to-GDP ratio between 2025 and 2027 is slightly higher compared with the Bank's March projections. Meanwhile, the debt-to-GDP ratio was revised slightly downwards, largely due to revisions in national accounts data. Risks to activity are broadly balanced. Downside risks largely emanate from possible adverse effects on foreign demand arising from geopolitical tensions, US tariffs higher than those included in the baseline, and the possibility of additional retaliatory measures.

On the other hand, the labour market could exhibit stronger dynamics than envisaged, which could result in stronger private consumption and investment growth than envisaged. Risks to inflation are broadly balanced over the projection horizon and mainly related to external factors. Upside risks to inflation in the short term could arise from developments in global trade policy. Retaliatory measures by the EU, would also have an immediate upward impact on inflation in the near term. Such risks could also be counterbalanced by the rerouting of exports from competitor countries to the EU and heightened competitive pressures in markets targeted by tariffs. On the downside, imported inflation could fall more rapidly than expected if the adverse effects of trade barriers on global demand turn out stronger than expected. Fiscal risks are mostly tilted to the downside (deficit-increasing).

These mainly reflect the possibility of slippages in current expenditure. They also reflect the possibility of additional increases in pensions and wages in the outer years. This publication includes two boxes. The first looks at Malta's trade in goods exposure to the US and carries a preliminary assessment of the macroeconomic impact of a 10% tariff by the US on EU products, and assuming that the EU would not retaliate. The second box looks at the composition of government capital expenditure.

3.4 Animal Feed Trading³

The global animal feed market is projected to reach a value of USD 548.1 billion by 2025. According to estimates by the IMARC Group, the market is expected to grow steadily over the coming years, reaching USD 681.8 billion by 2033, reflecting a compound annual growth rate (CAGR) of 2.8% over the 2025–2033 period.

The growing global population which is projected to reach 9.7 billion by 2050 is driving increased demand for animal-based products such as meat, dairy, and eggs. This surge underscores the critical role of animal nutrition in meeting protein needs and positions the animal feed industry as a key player in ensuring global food security. To support livestock growth and health efficiently, producers are advancing feed formulations to improve nutritional value while maintaining cost-effectiveness. As a result, the animal feed market is gaining strategic importance in sustaining the world's expanding dietary needs.

Economic cycles significantly impact the animal feed industry. During periods of growth, higher disposable incomes can lead to increased demand for animal-based products, while economic downturns may shift consumers toward cheaper alternatives. With current estimates suggesting a 35% chance of a global recession by the end of 2024 and 45% by 2025, the industry faces rising uncertainty. These shifts affect not only demand but also influence feed formulation strategies and investment in innovation, as companies adapt to changing market dynamics and tighter financial conditions.

Regulations are a key driver in the animal feed market, ensuring safety, quality, and sustainability across the supply chain. Strict rules govern feed formulation, production, labeling, and additive use to protect both animal and human health. While navigating evolving compliance standards can be complex, it fosters consumer trust and encourages responsible practices. Increasingly, regulators also push for eco-friendly solutions, promoting innovation in low-emission and resource-efficient feed products. Overall, the regulatory environment continues to shape industry trends by balancing safety with sustainability and innovation.

Innovations in feed production and processing technologies enhance feed efficiency, nutritional value, and overall production processes, contributing to market expansion. Growing environmental concerns and the push for sustainable practices are driving demand for eco-friendly feed solutions, further propelling market growth.

The global animal feed market is characterised by a dynamic competitive environment where companies continuously adapt to changing consumer preferences, regulatory requirements, and technological advancements. Key players

³ <https://www.imarcgroup.com/animal-feed-market>

focus on innovation in feed formulations and production processes, aiming to provide value-added products that meet evolving nutritional demands. Supply chain optimisation and sustainable practices are also pivotal

The animal feed market is poised for steady growth over the next decade, driven by population growth, economic dynamics, regulatory frameworks, technological advancements, and sustainability trends. Companies operating in this sector must navigate a complex landscape, focusing on innovation, compliance, and sustainable practices to maintain a competitive edge. The Asia Pacific region remains a crucial market, with significant contributions from North America and Europe. As the industry evolves, strategic investments and partnerships will be essential for capturing new opportunities and driving future growth.

3.5 Shipping Operations⁴

In 2024, the shipping industry maintained a strong earnings environment, with the ClarkSea Index averaging \$24,964 per day, marking a 6% year-on-year increase and 30% above the ten-year average. Despite some softening in freight rates and second-hand vessel prices in Q4, ongoing global supply chain disruptions and complexities supported robust market conditions. Additionally, underlying demand for fleet renewal contributed to the most active newbuild market since 2007.

The global shipping industry experienced a dynamic and complex year in 2024, marked by sectoral surprises, geopolitical disruptions, and evolving market forces. Despite ongoing challenges, many segments of the maritime sector performed strongly, driven by a mix of structural shifts, supply chain rerouting, and increased fleet renewal activity. One of the standout performers was the container shipping sector, which posted its strongest performance since the exceptional conditions of the COVID-19 period. Freight and charter rates increased by 149% and 48% respectively, largely due to vessels being rerouted away from the Red Sea as a result of regional instability. An early peak season and a modest 5% growth in volumes further contributed to this upswing.

The dry bulk market, particularly the Capes segment, also exceeded expectations (+76% year on year). Strong import demand for iron ore and coal from China played a key role in supporting rates. However, looking forward, growth in bulk cargo volumes is expected to moderate in 2025, reflecting a more cautious outlook. In contrast, the tanker sector saw a slight softening in freight rates compared to the previous year. Weaker global oil demand and flat seaborne oil trade volumes (holding steady at around 3.1 billion tonnes)

weighed on earnings in the latter part of the year. Nevertheless, tanker earnings remained at 46% above the long-term average, buoyed by increased average voyage lengths and resilient global energy flows.

The LNG and LPG shipping segments experienced a downshift from previously elevated levels. Spot LNG rates weakened over the course of the year, and VLGC earnings dropped from their record highs in 2023. Offshore energy activity, particularly in oil and gas, showed solid year-on-year growth, though softer sentiment emerged post-summer, especially in drilling. The cruise industry rebounded strongly, carrying a record 35 million passengers in 2024, while the car carrier market began to ease from its earlier highs.

From a trade perspective, global seaborne trade volumes rose by 2.4% to reach 12.6 billion tonnes, with projections pointing to a modest increase in 2025. However, the most significant development was the 6.2% jump in tonne-miles, the largest annual rise in shipping demand in 15 years. This surge was largely driven by geopolitical disruptions—particularly Red Sea rerouting and the reconfiguration of Russian oil trade routes—coupled with increasing transoceanic commodity flows.

On the supply side, the global fleet expanded by 3.4%, though growth was uneven across sectors. Container ship capacity grew by over 10%, while tanker fleet growth was under 1%. Shipyard activity intensified, with global output up 13% and new orders reaching their highest level since 2007. Nearly half of all newbuild tonnage ordered featured alternative fuel technology, led by LNG, reflecting the industry's gradual transition toward greener operations. Despite high ordering activity, demolition levels remained subdued, while the total value of the global fleet and orderbook reached a record \$2.0 trillion. Geopolitical factors, including sanctions and the expansion of the parallel fleet, continue to shape compliance and market strategies heading into 2025. Overall, 2024 was a year of both resilience and recalibration for the shipping industry, with enduring disruptions creating new patterns in demand, trade, and investment.

⁴ Clarksons 2023 Shipping Market Review



3.6 Comparative analysis

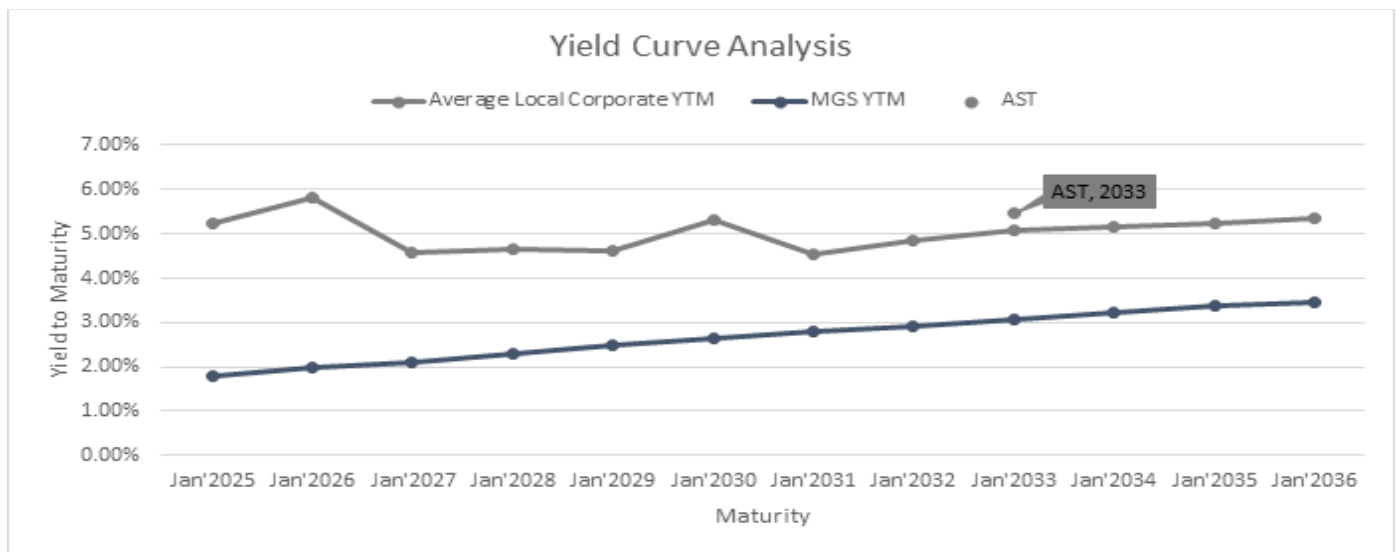
The purpose of the table below compares the proposed debt issuance of the Issuer to other debt instruments. Additionally, we believe that there is no direct comparable company related to the Issuer and as such, we have included different issuers with a similar maturity to the Issuer. One must note that given the material differences in profiles and industries, the risks associated with the business and that of other issuers are therefore different:

Security	Nom Value	Yield to Maturity	Interest coverage (EBITDA)	Total Assets	Total Equity	Total Liabilities / Total Assets	Net Debt / Net Debt and Total Equity	Net Debt / EBITDA	Current Ratio	Return on Common Equity	Net Margin	Revenue Growth (YoY)
	€000's	(%)	(times)	(€'millions)	(€'millions)	(%)	(%)	(times)	(times)	(%)	(%)	(%)
4.25% ClearflowPlus plc Unsecured € Bonds 2033	25,000	4.25%	477.5x	614.2	183.6	70.1%	0.5%	0.0x	1.3x	11.9%	21.4%	11.1%
6% JD Capital plc Secured Bonds 2033 S2 T1	11,000	5.38%	5.8x	126.9	34.0	73.2%	63%	22.4x	1.7x	24.3%	40.5%	26.0%
5.85% AX Group plc Unsecured € 2033	40,000	5.53%	2.6x	513.1	248.8	51.5%	41.6%	8.5x	1.3x	2.1%	6.1%	67.1%
5.75% Phoenicia Finance Company plc Unsec Bonds 2028-2033	50,000	5.43%	2.2x	160.3	77.2	51.8%	46.2%	10.6x	0.7x	-0.5%	-1.7%	23.3%
5.25% Bonnici Bros Properties plc Unsecured € 2033 S1 T1	12,000	4.93%	2.1x	39.8	17.9	54.9%	43.3%	10.0x	0.4x	5.1%	61.4%	26.4%
6% International Hotel Investments plc 2033	60,000	5.53%	1.7x	1,795.3	910.4	57.5%	42.2%	8.8x	0.8x	-0.1%	-0.4%	6.6%
6.25% AST Group plc Secured Bonds 2033	8,500	5.47%	1.2x	14.9	1.1	92.9%	88.3%	(7.5)x	0.6x	-129.5%	-18.4%	-48.9%
6% Pharmacare Finance plc Unsecured € 2033	17,000	5.57%	(1.2)x	46.4	11.4	75.4%	66.2%	11.6x	1.6x	-13.5%	-14.0%	41.3%
4.75% Dino Fino Finance plc Secured € 2033	7,800	4.75%	(1.4)x	14.8	1.6	88.9%	83.2%	(15.7)x	0.4x	-38.2%	-19.4%	-3.1%
4% Central Business Centres plc Unsecured € 2027-2033	21,000	4.28%	(1.6)x	77.6	27.3	64.8%	57.7%	18.2x	0.1x	13.6%	146.7%	35.2%
Average*		5.07%										

Source: Latest available audited financial statements

Last closing price as at 20/06/2025

*Average figures do not capture the financial analysis of the Issuer



The above graph illustrates the average yearly yield of all local issuers as well as the corresponding yield of MGSs (Y-axis) vs the maturity of both Issuers and MGSs (X-axis), in their respective maturity bucket, to which the spread premiums can be noted. The graph illustrates on a standalone basis, the Issuer's existing yields of its outstanding bonds.

As at 20 June 2025, the average spread over the Malta Government Stocks (MGS) for Issuer's with the same year of maturity (2033) was 200 basis points. The 6.25% AST Group p.l.c. bonds 2033 are currently trading at a YTM of 547 basis points, meaning a spread of 239 points over the equivalent MGS. This represents a premium of 39 basis points in comparison to the market.

Part 4 Glossary and Definitions

Income Statement	
Revenue	Total revenue generated by the Group/Company from its principal business activities during the financial year.
Costs	Costs are expenses incurred by the Group/Company in the production of its revenue.
EBITDA	EBITDA is an abbreviation for earnings before interest, tax, depreciation and amortisation. It reflects the Group's/Company's earnings purely from operations.
Operating Profit (EBIT)	EBIT is an abbreviation for earnings before interest and tax.
Depreciation and Amortisation	An accounting charge to compensate for the decrease in the monetary value of an asset over time and the eventual cost to replace the asset once fully depreciated.
Net Finance Costs	The interest accrued on debt obligations less any interest earned on cash bank balances and from intra-group companies on any loan advances.
Net Income	The profit made by the Group/Company during the financial year net of any income taxes incurred.
Profitability Ratios	
Growth in Revenue (YoY)	This represents the growth in revenue when compared with previous financial year.
Gross Profit Margin	Gross profit as a percentage of total revenue.
EBITDA Margin	EBITDA as a percentage of total revenue.
Operating (EBIT) Margin	Operating margin is the EBIT as a percentage of total revenue.
Net Margin	Net income expressed as a percentage of total revenue.
Return on Common Equity	Return on common equity (ROE) measures the rate of return on the shareholders' equity of the owners of issued share capital, computed by dividing the net income by the average common equity (average equity of two years financial performance).
Return on Assets	Return on assets (ROA) is computed by dividing net income by average total assets (average assets of two years financial performance).
Cash Flow Statement	
Cash Flow from Operating Activities (CFO)	Cash generated from the principal revenue producing activities of the Group/Company less any interest incurred on debt.
Cash Flow from Investing Activities	Cash generated from the activities dealing with the acquisition and disposal of long-term assets and other investments of the Group/Company.
Cash Flow from Financing Activities	Cash generated from the activities that result in change in share capital and borrowings of the Group/Company.
Capex	Represents the capital expenditure incurred by the Group/Company in a financial year.
Free Cash Flows (FCF)	The amount of cash the Group/Company has after it has met its financial obligations. It is calculated by taking Cash Flow from Operating Activities less the Capex of the same financial year.
Balance Sheet	
Total Assets	What the Group/Company owns which can be further classified into Non-Current Assets and Current Assets.
Non-Current Assets	Assets, full value of which will not be realised within the forthcoming accounting year
Current Assets	Assets which are realisable within one year from the statement of financial position date.
Inventory	Inventory is the term for the goods available for sale and raw materials used to produce goods available for sale.
Cash and Cash Equivalents	Cash and cash equivalents are Group/Company assets that are either cash or can be converted into cash immediately.
Total Equity	Total Equity is calculated as total assets less liabilities, representing the capital owned by the shareholders, retained earnings, and any reserves.
Total Liabilities	What the Group/Company owes which can be further classified into Non-Current Liabilities and Current Liabilities.

Non-Current Liabilities	Obligations which are due after more than one financial year.
Total Debt	All interest-bearing debt obligations inclusive of long and short-term debt.
Net Debt	Total debt of a Group/Company less any cash and cash equivalents.
Current Liabilities	Obligations which are due within one financial year.

Financial Strength Ratios	
Current Ratio	The Current ratio (also known as the Liquidity Ratio) is a financial ratio that measures whether or not a company has enough resources to pay its debts over the next 12 months. It compares current assets to current liabilities.
Quick Ratio (Acid Test Ratio)	The quick ratio measures a Group's/Company's ability to meet its short-term obligations with its most liquid assets. It compares current assets (less inventory) to current liabilities.
Interest Coverage Ratio	The interest coverage ratio is calculated by dividing EBITDA of one period by cash interest paid of the same period.
Gearing Ratio	The gearing ratio indicates the relative proportion of shareholders' equity and debt used to finance total assets.
Gearing Ratio Level 1	Is calculated by dividing Net Debt by Net Debt and Total Equity.
Gearing Ratio Level 2	Is calculated by dividing Total Liabilities by Total Assets.
Gearing Ratio Level 3	Is calculated by dividing Net Debt by Total Equity.
Net Debt / EBITDA	The Net Debt / EBITDA ratio measures the ability of the Group/Company to refinance its debt by looking at the EBITDA.

Other Definitions	
Yield to Maturity (YTM)	YTM is the rate of return expected on a bond which is held till maturity. It is essentially the internal rate of return on a bond and it equates the present value of bond future cash flows to its current market price.

Calamatta Cuschieri

Calamatta Cuschieri Investment Services Limited

Ewropa Business Centre, Triq Dun Karm, Birkirkara BKR 9034, Malta
www.cc.com.mt

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