

2025 ANNUAL REPORT



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

MALDIVES
TRANSPORT & CONTRACTING
COMPANY PLC

ANNUAL REPORT
2025



ATTENTION

This report (Annual Report) comprises the Annual Report of the Maldives Transport and Contracting Company PLC for 2025 is compiled in accordance with the Companies Act of the Republic of Maldives. The Listing Rules of the Maldives Stock Exchange, the Maldives Securities Act (Law No. 2/2006), the Corporate Governance Code of the Capital Market Development Authority, the Regulation on Continuing Disclosures and Obligations of Issuers, and the Companies Act (Law No. 7/2023).

Unless otherwise stated in this Annual Report, the terms 'MTCC' and 'Company' refer to Maldives Transport and Contracting Company PLC and/or its subsidiaries. In this report currency is, unless otherwise indicated, in Maldivian Rufiyaa (1 US Dollar is MVR 15.42). MTCC prepares its financial statements in accordance with International Financial Reporting Standards (IFRS). Reference to a 'year' in this report are, unless otherwise indicated, reference to the Company's financial year ending 31st December 2025.

In this report, financial and statistical information is, unless otherwise indicated, stated on the basis of the Company's financial year. Information has been updated to the

most practical date. This Annual Report contains forward looking statements that are based on current expectations or beliefs, as well as assumptions about future events. These forward-looking statements can be identified by the fact that they do not relate only to historical or current facts.

Undue reliance should not be placed on any such statements because, by their very nature, they are subject to known and unknown risks and uncertainties and can be affected by other factors that could cause actual results, and MTCC plans and objectives to differ materially from those expressed or implied in the forward looking statements. There are several factors which could cause actual results to differ materially from those expressed or implied in forward looking statements. MTCC cannot guarantee future results and thus cannot be legally held responsible for levels of activity, performance or achievements.



CONTENTS

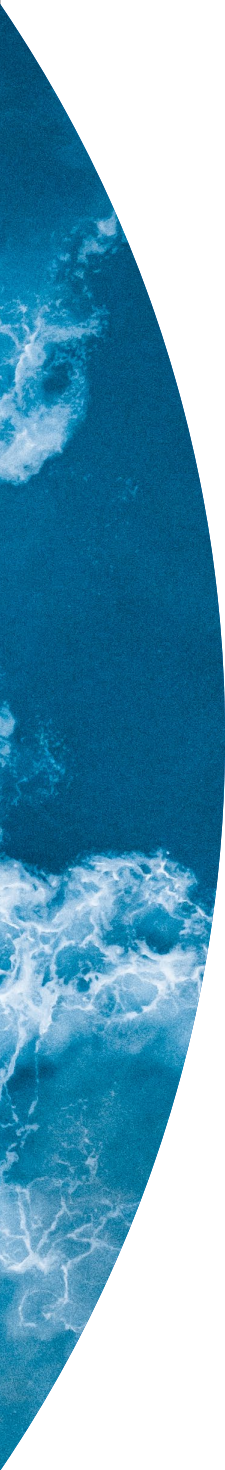
9	VISION, MISSION & VALUES
10	OUR COMPANY
14	OUR JOURNEY
24	MESSAGE FROM THE BOARD
28	MANAGING DIRECTOR'S STATEMENT
32	BOARD OF DIRECTORS
36	SENIOR EXECUTIVE MANAGEMENT TEAM
39	EXECUTIVE MANAGEMENT TEAM
46	OUR BUSINESS REVIEW

48	CONSTRUCTION AND DREDGING DIVISION	121	FUTURE OUTLOOK
56	TRADING DIVISION	125	AUDITED FINANCIAL STATEMENTS
63	TRANSPORT SERVICES DIVISION		
68	ENGINEERING AND REPAIR DIVISION		
72	HUMAN RESOURCES DIVISION		
78	CLUB MTCC		
84	CORPORATE SOCIAL RESPONSIBILITY		
88	FINANCIAL REVIEW		
99	SHARE PERFORMANCE		
102	CORPORATE GOVERNANCE		



“

We are
committed
to effective
employee training
& development
strategies to
ensure staff
expertise and
excellence.



OUR VISION

To build a connected nation.

OUR MISSION

Proudly moving you forward.

OUR VALUES

M - Motivated to move you
O - Organized for smooth sailing
V - Visionary in all actions
E - Entrusted to deliver with pride



OUR COMPANY

Founded in December 1981, Maldives Transport & Contracting Company was established to build essential infrastructure for national development, offer transport solutions serving the tourism and trade sectors, and help modernise the fisheries industry through the provision of engines, spare parts, and technical services. Over more than four decades, MTCC has grown to become the Maldives' largest civil and marine contractor, as well as the country's foremost provider of integrated public transport by land and sea.

We have been instrumental in the nation's economic transformation - delivering infrastructure that enables development, strengthening nationwide connectivity, introducing technology to the fisheries sector, and supporting the advancement of key industries including tourism and marine logistics.

Today, our operations span a broad range of activities: from the construction of airports, roads, and modern buildings to large-scale dredging and land reclamation. In the marine sector, we supply high-quality engines and equipment, while our land and sea transport services keep people and goods moving across the country.

Our strategy is built on delivering reliable, high-quality services, underpinned by sustainability-driven diversification and the ongoing growth of our customer base. We are unwavering in our commitment to setting the standard across every sector and every market we serve, within the Maldives and beyond.

In December 2025, MTCC celebrated its 45th anniversary - a milestone that speaks to the trust the nation has placed in us and the dedication of the people who have shaped the company over more than four decades. As we look ahead, we do so with the capacity, experience, and a renewed commitment to innovation, resilience, and service to the Maldives.

Construction and Dredging

As the Maldives' foremost infrastructure development contractor, we have been at the forefront of technological innovation in both land and marine construction, leaving a lasting mark on the built environment across the country.

Our technical expertise covers a wide range of disciplines, including harbour construction, sheet piling, shore protection, beach replenishment, dredging, and reclamation. We further extend our offering through environmental consultancy, surveying, and architectural design services, all backed by advanced bathymetric, geotechnical, and aerial survey capabilities.

Our project portfolio is extensive, encompassing airports, roads, buildings, and critical infrastructure - including water, sewerage, and power systems - delivered across the breadth of the Maldives.

We operate the largest dredging fleet in the country, giving us the capacity to deliver complex, time-sensitive solutions with precision. Central to this capability is our 3,700 cubic metre hopper dredger Mahaa Jarraafu, a vessel that has reshaped the local dredging industry and firmly established us among the region's leading dredging companies.

Working across dispersed island communities presents unique logistical and environmental challenges - ones we have built our reputation on navigating with skill and agility. Backed by the country's largest equipment fleet and a highly experienced workforce, we are well equipped to manage multiple complex projects simultaneously, across multiple locations.



Transport

As the Maldives' first and largest public transport provider, MTCC offers nationwide connectivity through a fully integrated land and sea transport system, delivered under two distinct brands - Raajje Transport Link (RTL) and Comprehensive Transport Network (CTN).

Our journey in transport began in the early years of the company, with the rental of speedboats catering to the growing demands of the tourism sector and corporate travel. A significant milestone came in 2001, when we launched scheduled ferry services between Malé and Villingili - the foundation upon which the country's first public marine transport network was built. Two decades later, in 2021, we entered into an agreement with the government to scale this into a nationwide model under RTL, with phased rollouts across the northern and southern atolls.

On land, our transport operations took root with internal routes in Hulhumalé, before expanding considerably in 2021 following the transfer of urban bus services previously managed by Maldives Ports Limited. Today, RTL land transport services serve the Greater Malé Region, as well as major population centres including Ha. Dhidhdhoo, Kulhudhuffushi City, N. Kendhikolhudhoo, R. Dhuvaafaru, Gan and Isdhoo in Laamu Atoll, Addu City, and Fuvahmulah City.

Across all our services, we are committed to providing safe, reliable, and affordable transport that meets the mobility needs of both island communities and urban populations. Our services are supported by digital platforms for ticketing and real-time updates, with an ongoing emphasis on accessibility, comfort, and operational efficiency.

Engineering and Repair

As one of the Maldives' largest providers of docking and repair services, we are continuously strengthening our capabilities to meet the demands of both the national and private sectors. The formal establishment of our Shipbuilding and Repair Division marks a significant step in this direction, broadening our scope beyond maintenance to encompass shipbuilding and delivering a more comprehensive, integrated service offering.

Our boatyard in Thilafushi is equipped to accommodate up to 20 vessels simultaneously and is home to the country's largest boat hoist at 200 tons. Docking operations are supported by a range of technologies, including hoist systems, slipways, trailers, and airbags.

We offer an extensive suite of services spanning welding, metal fabrication, blasting and painting, marine engineering, electrical works, machining, and fibre and wood works, as well as underwater welding. These technical services are complemented by a full range of support utilities, including electricity, water supply, accommodation, and tool rental.

Our commitment to quality, efficiency, and safety drives continuous investment in modern technologies and workforce development, ensuring our clients receive service that meets the highest standards.

Trading

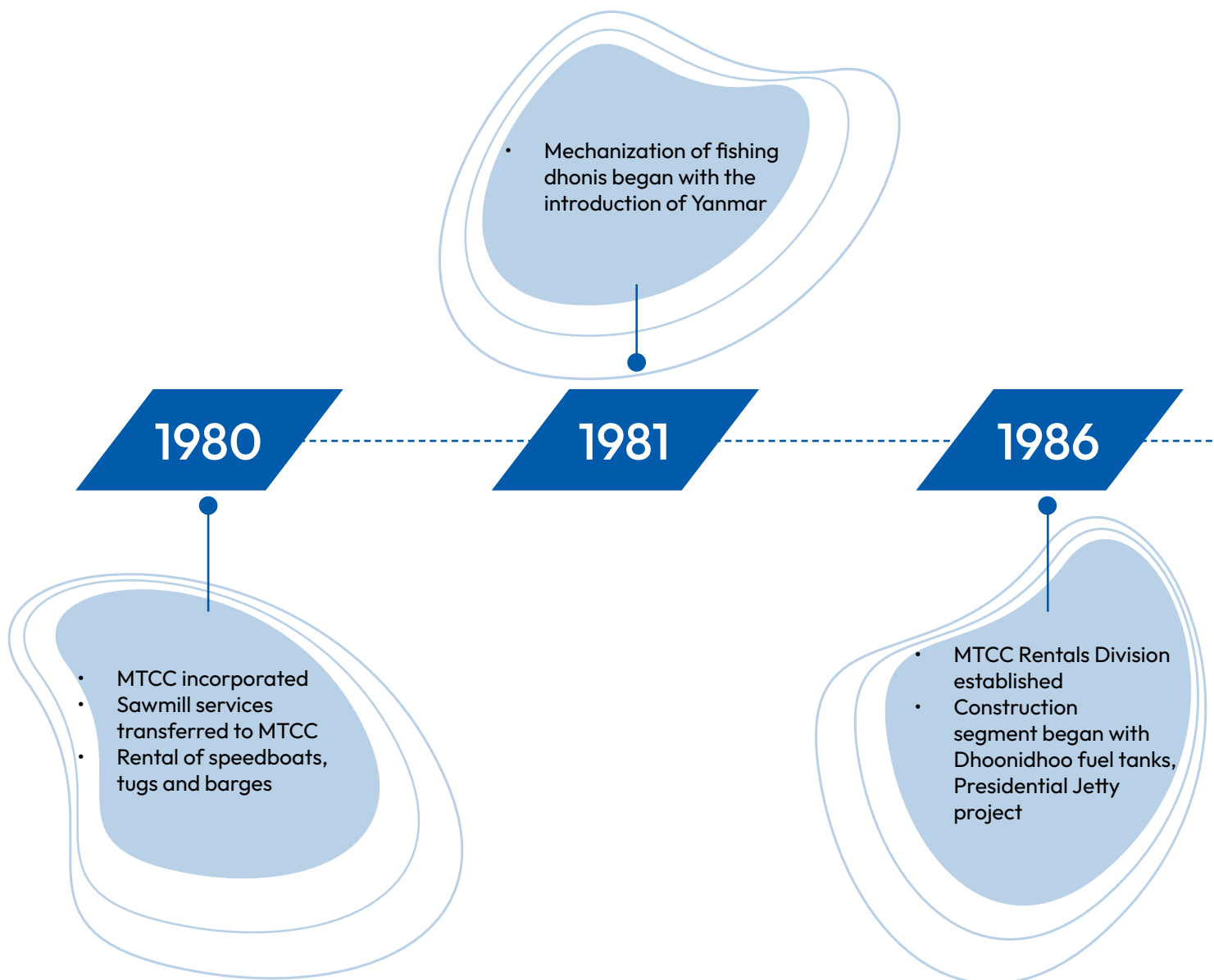
Our trading division traces its roots to the early 1980s, when we played a key role in the mechanisation of the country's fishing fleet through the supply of engines and spare parts. In the decades since, we have continued to evolve, broadening our offering to keep pace with the growing demands of the marine, fisheries, and transport sectors.

As the official distributor of Yanmar engines in the Maldives, we supply a comprehensive range of marine equipment, including generators, propulsion systems, outboard engines, steering solutions, boat-building composites, marine coatings, and high-performance components for vessels of all sizes.

Supporting our product range is a dedicated aftersales service centre, where a team of qualified engineers and technicians handle installation, configuration, warranty claims, and repairs. We also provide technical support and advisory services to customers throughout the country.

As our trading portfolio continues to grow, our focus remains on delivering reliable, high-quality products underpinned by trusted service and lasting value.

OUR JOURNEY



- Received official distributorship of Yanmar marine engines in Maldives
- Yanmar Regional Service Centres established in two regions

1987

1988

- Received dealership agreement with Castrol
- Opened the first Yanmar Showroom

1994

1995

- MTCC Head Office construction work began

- 1st Excavator acquired and began harbor construction work

OUR JOURNEY

1997

- Introduced Castrol automotive products
- 1st Employee Development Program held

1998

- Sheet piling introduced to harbour construction
- Boatbuilding works began with construction of barge
- Groundbreaking for the Construction of MTCC Tower Building

1999

- MTCC Tower construction work completed

-
- 1st Public ferry services from Malé to Villimalé introduced
 - 1st cutter dredger introduced for reclamation
 - Team MTCC formed
 - Ventured into road and airport construction
 - Resurfacing works began at Hanimaadhoo Airport

2001

2002

2003

2004

- Commenced public ferry services from Malé to Hulhumalé

- Worked on 1st housing project in Hulhumalé
- Worked on 1st Road Project in Fuvahmulah

- Commenced public ferry services from Malé to Thilafushi

OUR JOURNEY

2005

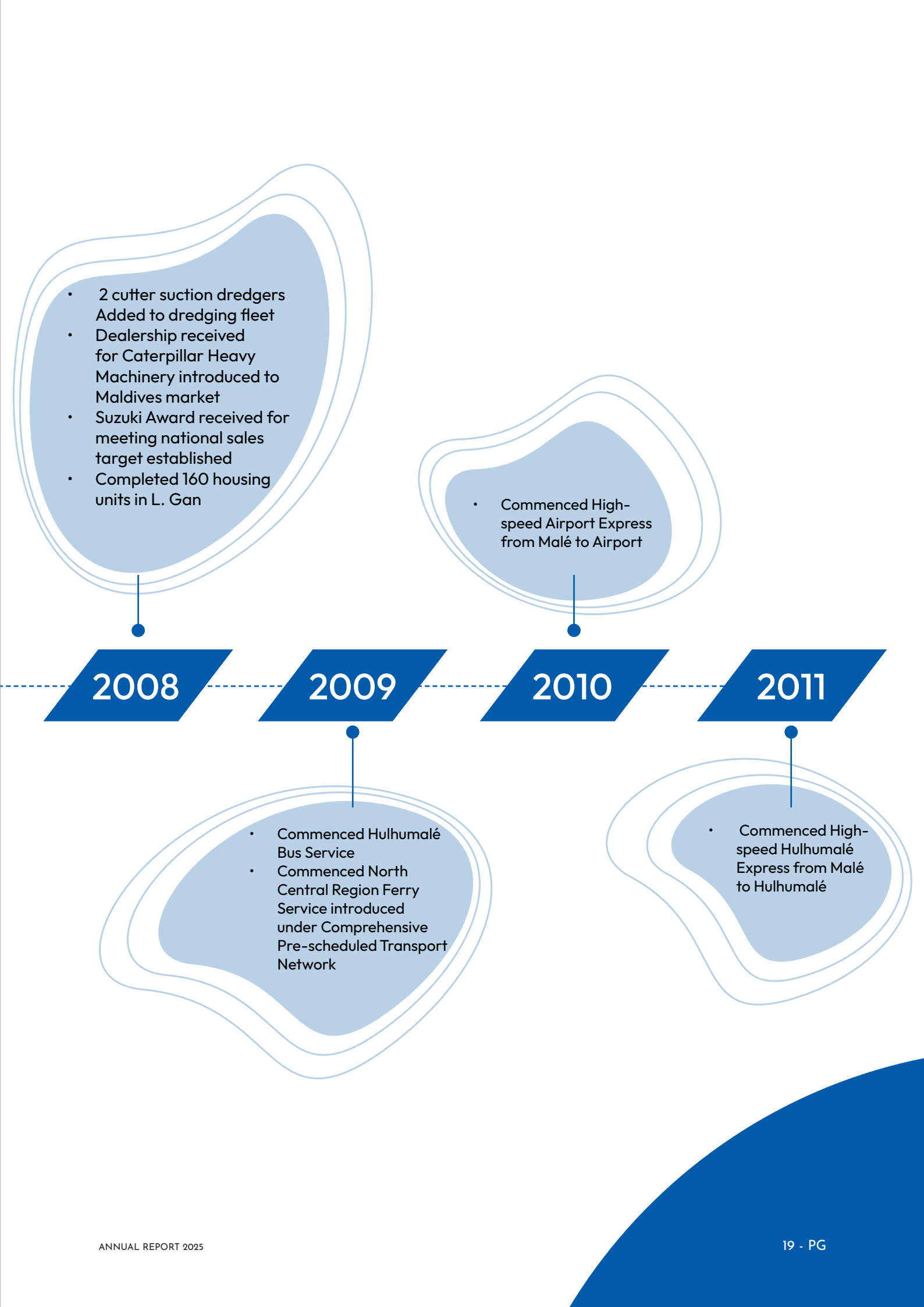
- 3500-ton barge and tug acquired to import rock boulders for harbour construction
- Hulhumalé Ferry Terminal Services began

2006

- Concrete testing lab
- Started using precast concrete blocks in harbour construction
- Commenced Integrated Transport Network to connect the whole of Maldives with road and sea transport services

2007

- Bus Service Commencement L.Gan - as part of Integrated Transport Network
- Suzuki Outboard Engines introduced to Maldives market
- Alongside berth at Thilafushi MTCC site
- Dedicated Cargo Ferry from Malé to Vilimale'
- Travel Bureau and Ship Service Agency established
- Completed 160 housing units in L. Gan

- 
- 2 cutter suction dredgers Added to dredging fleet
 - Dealership received for Caterpillar Heavy Machinery introduced to Maldives market
 - Suzuki Award received for meeting national sales target established
 - Completed 160 housing units in L. Gan

2008

2009

2010

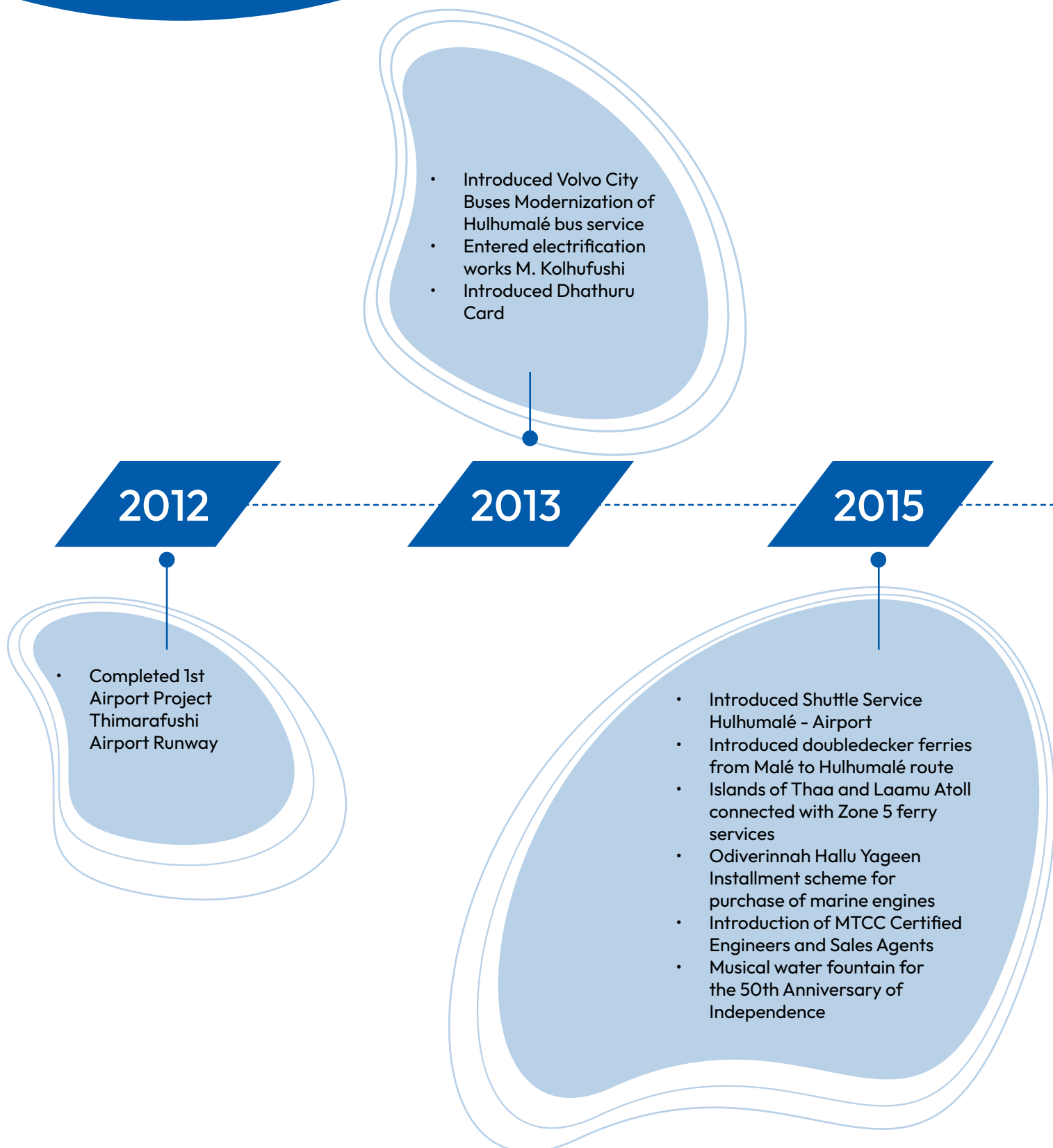
2011

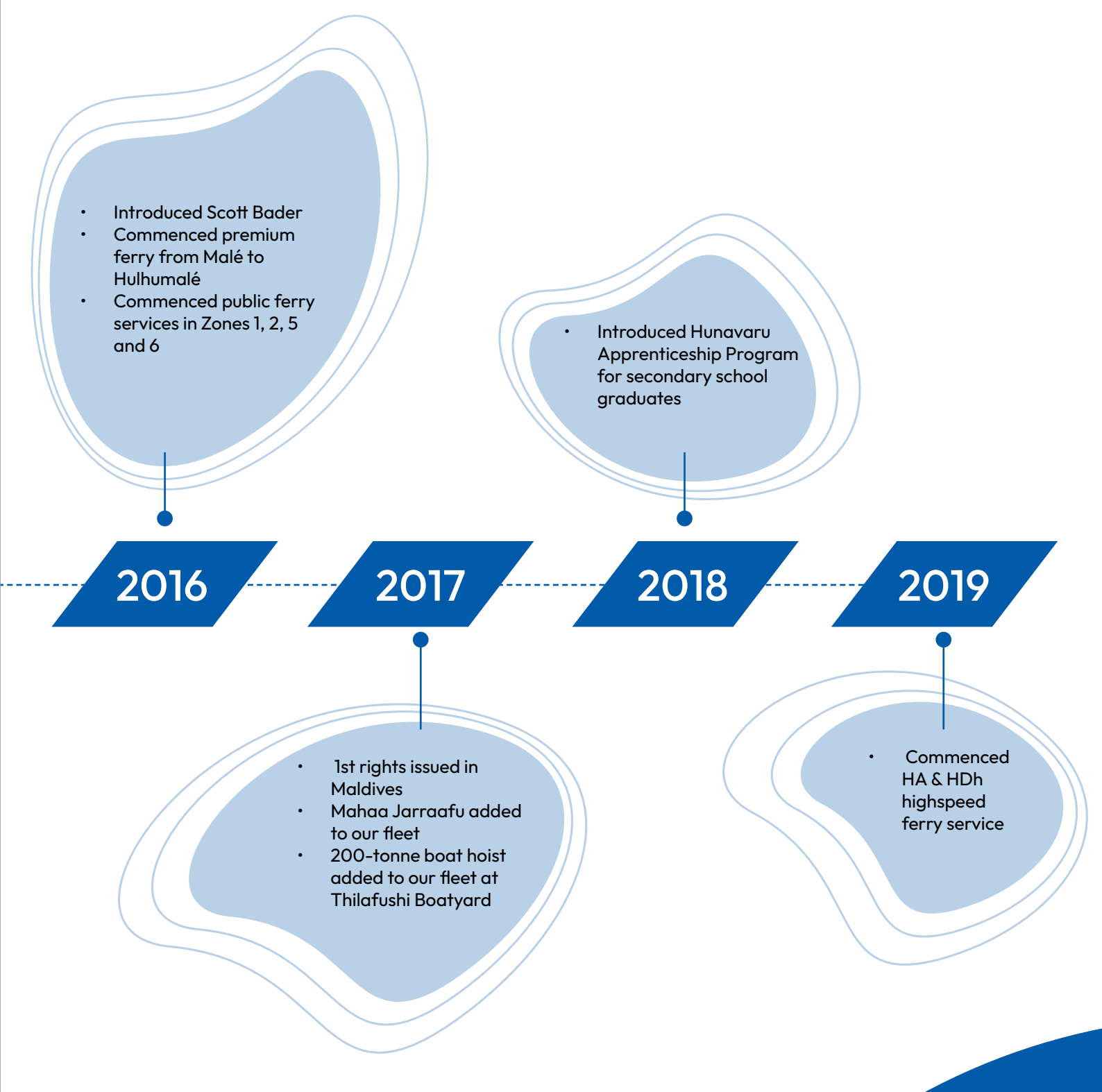
- Commenced High-speed Airport Express from Malé to Airport

- Commenced Hulhumalé Bus Service
- Commenced North Central Region Ferry Service introduced under Comprehensive Pre-scheduled Transport Network

- Commenced High-speed Hulhumalé Express from Malé to Hulhumalé

OUR JOURNEY



- 
- Introduced Scott Bader
 - Commenced premium ferry from Malé to Hulhumalé
 - Commenced public ferry services in Zones 1, 2, 5 and 6

2016

2017

2018

2019

- Introduced Hunavaru Apprenticeship Program for secondary school graduates

- 1st rights issued in Maldives
- Mahaa Jarraafu added to our fleet
- 200-tonne boat hoist added to our fleet at Thilafushi Boatyard

- Commenced HA & HDh highspeed ferry service

OUR JOURNEY

- Public transport services provided by MPL transferred to MTCC
- Gold Award for Best Organization for Women in Workplace at the Professional and Career Women Awards Maldives 2021

2020

- Achieved highest annual revenue & annual net profit to date
- Hoarafushi Airport completed in 578 days
- Received Dockyard of The Year Award 2019

2021

2022

- Launched RTL National Integrated Public Ferry Network in HA, HDh & SH Atolls
- Commencement of RTL Bus service in Malé, Addu, Fuvahmulah & Laamu Atoll

- Expanded RTL Ferry Network to Zone 5 (GA Atoll, G.Dh Atoll) & Zone 6 (Addu, Fuvahmulah)
- MTCC introduced Yanmar Fishing Cruiser
- Digitalization of transport operations
- 'Rehendhi Award' for promoting Gender Mainstreaming and Women Empowerment in the Institutional category for the year 2023
- Staff strength reaches 4500

2023

2024

2025

- Introduced Hunavaru Apprenticeship Program for secondary school graduates
- Commencement of Phase 1 of the "Malé Taxi Line" initiative, in partnership with the Ministry of Transport and Civil Aviation
- Introduced a new route (R15: West Park – Orange Hiyaa) to cater to Orange Hiyaa residents, specifically for Thalassaemia patients
- Commenced RTL Speed Ferry Service in Baa & Thaa Atoll
- Implementation of a new route for Laamu Speed Ferry (Giulhu) to connect to all islands in Thaa Atoll
- Implementation of RTL bus services in N. Kendhikulhudhoo

- Celebrated 50th anniversary of introducing Yanmar products to the Maldives, marking five decades of innovation, reliability, and transformative impact on the nation's maritime and fishing industries.

MESSAGE FROM THE BOARD

Dear Shareholders,

It is with pride that we present MTCC's performance for 2025, reflecting the Company's progress, resilience and continued contribution to national development. As MTCC marks 45 years of service, the Board reflects on the Company's longstanding role in the development of the Maldives. Established in 1980, MTCC has evolved into the nation's largest civil and marine contractor and a leading provider of integrated public transport services, contributing significantly to infrastructure development, connectivity and economic growth across the country.

This milestone provides an opportunity to reflect on our achievements and consider the path ahead. As we enter our fifth decade, the Board remains focused on strengthening MTCC's foundations, enhancing its commercial and institutional capabilities, and creating lasting value for shareholders while fulfilling the Company's broader responsibilities to the nation.

45 Years of Service

December 2025 marked 45 years since MTCC was established with a mandate to support the nation's infrastructure needs and contribute to the modernization of key industries. Over four and a half decades, the Company has grown alongside the Maldives, earning the trust of successive generations through its contribution to national development.

We commemorated this milestone with our employees through a programme of prayer, reflection and celebration. The occasion provided an opportunity to recognize the dedication, professionalism and commitment of our people, whose collective efforts have been central to MTCC's achievements.

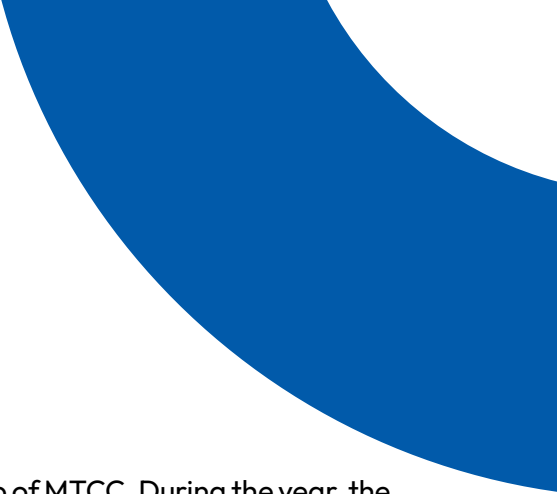
The Board extends its sincere appreciation to all those who have contributed to the Company's development over the past 45 years, as well as to our customers, business partners, shareholders and communities for their continued confidence and support.

Financial Sustainability and Resilience

MTCC delivered a strong financial performance in 2025, recording revenue of MVR 2.13 billion and an 88% increase in profit after tax compared with the previous year. While these results are encouraging, the Board recognizes that sustained performance requires a sound financial position and disciplined management of the Company's resources.

Cashflow and liquidity management, timely collection of receivables, working capital discipline and prudent capital allocation therefore remain key areas of Board oversight. Given the project-based nature of the infrastructure sector, careful management of financial commitments, project exposures, contractual obligations and funding requirements is essential to maintaining resilience.

The Board will continue to ensure that growth and investment decisions are supported by appropriate financial analysis, risk assessment and consideration of long-term value.



Governance, Risk and Accountability

Strong governance remains fundamental to the Board's stewardship of MTCC. During the year, the Board continued to strengthen its oversight of corporate governance, enterprise risk management and internal controls, with emphasis on transparency, accountability and sound decision-making.

The Company's strategic, operational, financial and compliance risks require continuous assessment and appropriate mitigation. The Board also maintained oversight of governance structures, including Board and committee responsibilities, succession planning and continuity arrangements.

We remain committed to high standards of governance and accountability, ensuring that decisions are guided by the Company's long-term interests, shareholder expectations and responsibilities to its wider stakeholders.

Strategic Direction and Future Growth

MTCC's next phase of development will require a clear focus on strengthening its commercial position and organizational capabilities. The Board's priorities include business diversification, greater private-sector engagement, operational efficiency, and continued investment in people, systems and technology.

The Company will assess new business opportunities that align with its capabilities and strategic objectives, considering commercial viability, financial sustainability, funding requirements and associated risks.

Our approach to expansion will remain measured and disciplined. We will pursue opportunities that strengthen MTCC's competitiveness and market position without compromising financial stability, governance standards or the Company's ability to meet its existing commitments.

Commercial and National Responsibility

MTCC holds a distinctive position as both a commercial enterprise and an institution with an important national role. Its activities extend beyond commercial performance to supporting infrastructure development, connectivity and public transport services that directly contribute to the lives and livelihoods of communities across the Maldives.

The Board recognizes that these responsibilities must be balanced with the Company's obligation to operate sustainably and protect shareholder interests. A financially resilient, commercially strong and well-governed MTCC is best positioned to fulfil both responsibilities effectively.

Looking Ahead

MTCC enters its next chapter with 45 years of experience, established capabilities and strong institutional foundations. At the same time, the operating environment continues to evolve, bringing new opportunities alongside financial, market and operational challenges.

The years ahead will require disciplined execution, prudent financial management, effective risk oversight, innovation and continued investment in our people and capabilities. The Board will provide the strategic direction and oversight necessary to ensure that MTCC responds responsibly to these changes and remains well positioned for the future.

By building on our heritage while embracing new opportunities, we are confident that MTCC can strengthen its position as a trusted national institution and a competitive, sustainable enterprise for decades ahead.

Appreciation and Acknowledgements

On behalf of the Board of Directors, we extend our sincere appreciation to His Excellency the President and the Government of Maldives for their continued trust and support. We also thank our shareholders for their confidence in the Company, our customers and business partners for their continued collaboration, and our management and employees for their dedication and commitment throughout the year.

The Company's 45 year journey has been shaped by the collective efforts of many who have contributed to its development and achievements. We look forward to building on this strong foundation with integrity, responsibility and a clear focus on sustainable growth and long-term value creation.



MANAGING DIRECTOR'S STATEMENT

“

**Building a
Stronger
MTCC: Driving
Efficiency,
Expanding
Horizons**

DCP (Retd.) AHMED SAUDEE
MANAGING DIRECTOR



Dear Shareholders,

It is with pride that I present this Annual Report for 2025 - a year in which MTCC marked 45 years of service to the Maldives, and one defined by consolidation, discipline and a sharpened focus on the fundamentals that will carry the Company into its next chapter.

A Year of Discipline and Improved Profitability

The Group recorded total revenue of MVR 2,134 million, a marginal decrease of 1.04% on the previous year, driven mainly by softer performance in our Trading segment. Despite this, operating profit rose by 8% to MVR 179 million, and profit after tax increased by 88%, supported by government compensation and subsidies received in recognition of our role in delivering strategic infrastructure and regulated transport services, alongside the absence of the exceptional project charges that weighed on our results in 2024. This is a meaningful improvement, and it reflects the discipline we have brought to cost management, project execution and resource allocation across the Group over the past year.

Construction and Dredging: Building for Precision at Scale

The Construction and Dredging Division remains the cornerstone of our business, and 2025 was a year of structural change designed to sustain its performance for the long term. We reorganised our nationwide project portfolio into six zones, each managed by a zone manager who bridges our project managers and executive leadership. While this restructuring inevitably affected productivity in the short term, it has strengthened oversight and accountability across a portfolio that spans harbour construction, land reclamation, shore protection and critical infrastructure nationwide. We also continued to invest in our fleet and our workforce, keeping all six of our dredgers in continuous operation throughout the year and prioritising the recruitment and training of specialised project staff to meet the scale of our government project commitments. Segment revenue held broadly steady at MVR 1,722 million, and profitability improved through better project execution and tighter cost management.

Trading: Managing Through a More Competitive Market

Our Trading Division faced a more competitive market in 2025, with revenue declining by 8.5% to MVR 244 million as heightened competition and deliberately prudent inventory management, adopted in response to working capital pressures, weighed on sales volumes. We have responded with a clear set of measures: strengthening relationships with our principal suppliers, including Yanmar, optimising inventory planning, and tightening working capital management. These steps are already informing how we plan to grow the division's reach in the year ahead, including expanding our range of Yanmar, Suzuki and related marine and engine products and services to more customers across the Maldives.

Transport: Steady Growth Through RTL Expansion

The Transport Division delivered one of the year's clearest success stories. Revenue grew by 0.5% to MVR 150 million, and operating profit nearly quadrupled to MVR 22 million from MVR 6 million in 2024, driven by the continued expansion of Raajje Transport Link ferry services and Government operational subsidies that bridge the gap between regulated, affordable fares and the true cost of running a nationwide network. As the Maldives' first and largest public transport provider, we remain focused on extending safe, reliable and affordable transport to island communities that depend on it, while continuing to invest in fleet optimisation to support that growth sustainably.

Engineering and Repair, and Other Services

Operating Profit from Other Services, which includes our Engineering and Repair Division, grew significantly to MVR 20 million from MVR 7 million in the previous year, reflecting stronger performance across our docking, repair and support activities. This growth gives us real momentum as we look toward establishing a new dry-docking facility - a project the Government has approved and one we intend to progress with urgency. Today, our dredgers and other large vessels must be serviced overseas at significant foreign exchange cost. A domestic facility, combined with a planned trans-shipment port and bunkering facility, would reduce that dependence, generate new revenue for the Company, and add capacity the wider Maldivian maritime industry - from STO to MNDF to private operators - urgently needs.

Investing in Our People

Our employees remain the foundation of everything we deliver. In 2025, we delivered 200 training programmes totalling nearly 19,753 hours of training for 1,305 staff, at an investment of MVR 5.73 million, and expanded our Hunavaru licensing programme to build a pipeline of skilled Maldivian talent in construction and engineering trades. We also recognised long service and outstanding performance through our annual awards and implemented a special promotion initiative that advanced 432 long-serving employees who had not been promoted in five years or more - a reflection of our commitment to recognising the people who have built this Company.

Looking Forward

There is a great deal of work ahead of us, in parallel. We currently have 719 government projects underway that must be delivered within committed timelines, and managing that pipeline - our capacity, our cash flow, our people - responsibly is the priority that shapes every other decision we make. At the same time, we see real opportunity to diversify: deepening our presence in private sector projects, particularly resort-related infrastructure; expanding our trading relationships; and progressing the dry-docking facility that will, in time, be developed into a broader maritime hub. We are also exploring opportunities to bring MTCC's project experience to partners in the region, including collaborations with companies in India on specialised infrastructure and bidding support, an area where our four decades of delivery give us a genuine advantage. Through all of this, our commitment to standards will not change, and I look forward to sharing more of what this means for MTCC's future performance in construction, transport, trading and engineering in the year ahead.

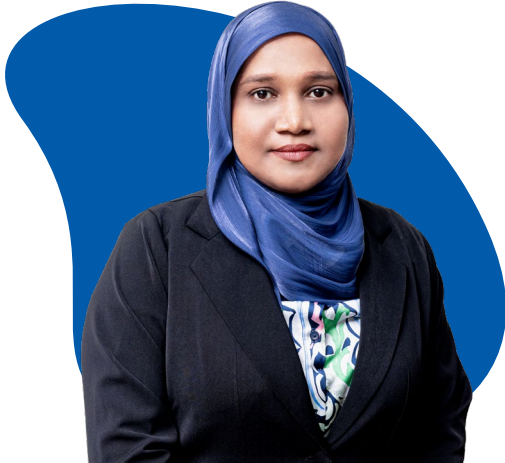
In closing, I extend my sincere thanks to our shareholders for their continued trust, to the Chairperson and Board of Directors for their guidance, and to every member of the MTCC family whose professionalism and commitment carried the Company through its 45th year.



DCP (Retd.) Ahmed Saudee
Managing Director

BOARD OF DIRECTORS

As at the date of publication of this Annual Report, the Board of Directors of the Company comprises the Directors listed below.



Ms. Saadha Ibrahim

Chairperson / Non-Executive Independent Director

Ms. Saadha Ibrahim was appointed to the Board of Directors as Chairperson by the majority shareholder, the Government of Maldives, on 25 June 2026.

Ms. Saadha Ibrahim is an accomplished finance professional with over 20 years of experience in financial management, public sector administration, infrastructure and project finance, budgeting, regulatory compliance, strategic financial planning, and financial governance. Her expertise spans project financing, financial due diligence, financial modelling, risk analysis, stakeholder engagement, and financial governance across government institutions, state-owned enterprises, and the private sector.

She currently serves as a Financial Specialist at the Ministry of Infrastructure, Housing and Urban Development, where she provides financial advisory and project finance services for infrastructure projects across the Government's portfolio, supports the evaluation of project financing structures, financial due diligence, and investment analysis for public infrastructure initiatives and private sector clients. Previously, she served as a Financial Specialist at the Ministry of National Planning, Housing and Infrastructure, where she contributed to the financial appraisal, planning, financing, and management of national infrastructure projects.

Earlier in her career, she served as a Senior Credit Analyst at the SME Development Finance Corporation (SDFC), where she evaluated commercial financing proposals, conducted comprehensive financial assessments, and supported Board-level credit decision-making. She also held senior finance positions at the Civil Service Commission, overseeing budgeting, financial reporting, payroll administration, and government financial compliance. She began her professional career at Maldives Transport and Contracting Company Plc. (MTCC), where she developed a strong foundation in financial operations, internal controls, corporate governance, and corporate administration through roles in finance and internal audit.

Ms. Saadha Ibrahim holds the Certified Management Accountant (CMA) and Certified Global Business Analyst (CGBA) qualifications awarded by the Institute of Certified Management Accountants, Australia & New Zealand. She also holds a Master of Science in Accounting and Finance and a Bachelor of Arts (Honours) in Accounting and Finance from Villa College, awarded in association with the University of the West of England, Bristol.

In addition, she holds a Certificate in Taxation in the Maldives and has completed numerous professional development programmes in Public Financial Management, International Public Sector Accounting Standards (IPSAS), International Financial Reporting Standards (IFRS), Public-Private Partnerships (PPPs), taxation, leadership, corporate governance, and customer service.

Her extensive experience in public financial management, infrastructure finance, and corporate governance provides a strong foundation for her leadership as Chairperson of the Board, enabling effective strategic oversight and sound financial governance.

Ms. Saadha Ibrahim does not hold any shares in the Company.

* Former Chairperson Mr. Mohamed Afeef Hussain resigned from the Board with effect from 27 April 2026.



DCP (Retd.) Ahmed Saudee

Managing Director & Executive Director

DCP (Retd.) Ahmed Saudee was appointed as the Chief Executive Officer and Managing Director of the Board of Directors on 21 August 2024 by the majority shareholder, Government of Maldives.

Mr. Saudee, a seasoned law enforcement professional, served with distinction in law enforcement institutions from April 1992 to February 2018. Over his 25-year career, he progressed through the ranks to the Deputy Commissioner of the Maldives Police Service, showcasing exemplary leadership and management skills.

His service began with the National Security Service (Maldivian Army), transitioning to the Maldives Police Service in 2004. Throughout his career at the Maldives Police Service, Mr. Saudee held key roles, including Head of Specialist Operations, Crime Investigation Command, and Divisional Operations Command. He was promoted to Chief Inspector in 2010 and further to Chief Superintendent of the Maldives Police in 2011, assuming responsibilities at the Senior and Executive Management levels. His tenure as Deputy Commissioner of the Maldives Police commenced in December 2013.

Mr. Saudee also has extensive leadership experience in the corporate sector, having served as Chief Operating Officer at Elite Medical Center from January 2020 to October 2021. In this role, he was responsible for overseeing overall operations and ensuring the smooth and efficient functioning of the organisation. After his time at Elite Medical Center, he joined Ibiz Holdings Private Limited as General Manager in November 2021. During his tenure, which lasted until March 2023, Mr. Saudee managed the company's diverse business activities, playing a key role in its growth and strategic development.

Mr. Saudee's leadership was instrumental in strategic and operational planning and institutional development. He played a pivotal role in shaping the Maldives Police Service, particularly through his involvement in its Disciplinary and Executive Boards and as Chairperson of the Promotion Board from 2016 to 2018.

Mr. Saudee has successfully completed the Criminal Justice Education program at the prestigious University of Virginia, USA. His professional development also includes training at renowned institutions such as the Sardar Vallabhbhai Patel National Police Academy in India, the Scottish Police College, and the FBI National Academy. Additionally, he holds a Diploma in Police Management from the Scottish Police College.



Mr. Mohamed Jamsheed

Deputy Managing Director & Executive Director

Mr. Mohamed Jamsheed currently serves as the Deputy Managing Director of MTCC, a position he assumed in December 2023.

Mr. Jamsheed brings with him a wealth of experience spanning both the public and private sectors. From 2014 to 2018, he served at the executive level at the Ministry of Housing and Infrastructure, where he was responsible for institutional development and the coordination of various housing development projects. In addition, he managed the day-to-day operations of the Minister's Bureau in his capacity as Head of the Bureau.

Before his tenure at the Ministry, Mr. Jamsheed was engaged with Mandhu Learning Centre for over 14 years, where he held various roles and contributed significantly to the organisation's growth and development.

Mr. Jamsheed holds a Master of Business Administration from the University of Wales (Colombo, Sri Lanka) and a Diploma in Information Technology from Ramkhamhaeng University (Bangkok, Thailand).



Mr. Nasrath Mohamed

Non-Executive Independent Director

Mr. Nasrath Mohamed was appointed as a Non-Executive Independent Director of the Board, elected by public shareholders at the Annual General Meeting held on 27 September 2020, and reappointed to the Board at the 2021 Annual General Meeting held on 19 May 2022. Mr. Nasrath also served as a Board Director of the company from May 2013 to June 2019 and as a Board Director of Maldives Real Estate Investment Corporation, a fully owned subsidiary of MTCC, from 2013 to 2016.

Mr. Nasrath Mohamed possesses more than 18 years of experience in sales, customer service, and business management, and he currently serves as a General Manager at Allied Insurance Company of the Maldives. Prior to that, he worked as the Customer Service Manager at Allied Insurance Company.

Mr. Nasrath Mohamed holds a Master of Business Administration (MBA) from Victoria University, Australia; a Bachelor of Business (Management and Marketing) from Edith Cowan University, Australia; and an Associate Degree of Business from Perth Institute of Business & Technology, Australia. He also holds an Executive Diploma in Directorship and an Executive Certificate in Directorship from Singapore Management University and has completed several training programs in the areas of corporate governance, finance, risk, audit, and management at various overseas institutions.

BOARD OF DIRECTORS



Mr. Mohamed Imran Adnan

Non-Executive Independent Director

Mr. Mohamed Imran Adnan was appointed as a Non-Executive Independent Director of the Board, elected by public shareholders on 15 November 2020, and was most recently re-elected as a Board Director at the Annual General Meeting of 2024. Mr. Mohamed Imran Adnan also serves as a Non-Executive Director in the real estate subsidiary company MREIC.

Mr. Mohamed Imran Adnan has more than 10 years of experience at the executive management level. At Malé Water and Sewerage Company Ltd, Mr. Mohamed Imran Adnan previously served as General Manager Engineering and General Manager Supply & Logistics. He is currently serving as General Manager Customer Experience at Malé Water and Sewerage Company.

Mr. Mohamed Imran Adnan have completed MSc in Real Estate from The University of Manchester, UK and holds a Master of Business Administration with specialization in Project Management from the University of Southern Queensland, Australia. He holds the Project Management Professional (PMP) credential from the Project Management Institute (PMI), USA, and is an Associate Member of the Chartered Institute of Arbitrators (CI Arb), UK.



Mr. Ali Naail

Non-Executive Independent Director

Mr. Ali Naail was appointed as a Non-Executive Independent Director of the Board by the majority shareholder, the Government of Maldives, on 24 December 2023. Mr. Naail is an entrepreneur and joins the Board of Directors with over a decade of experience in the private business sector.

Mr. Naail is a director of one of the most prominent private companies in the Maldives, Redwave Private Limited. He is also a director at Redwave Construction and Avalon Private Limited. Under the stewardship of Mr. Naail, the business has seen considerable growth and expansion, with numerous mega outlets opened in the Greater Malé Region under his leadership.

Mr. Naail holds a Bachelor (Hons) in Computing from SEGi University, Malaysia, and a Diploma from Sunway University, Malaysia.



Mr. Yaseen Hussain

Non-Executive Independent Director

Mr. Yaseen Hussain was appointed as a Non-Executive Independent Director to the Board on 9 April 2025. Mr. Yaseen is a Chartered Accountant with over a decade of progressive experience in public financial management, financial consultancy, financial reporting, and financial policy management. He is currently serving as the Chief Public Accountant at the Ministry of Finance and Planning, where he leads the financial reporting function, public financial system modernization, manages key stakeholder relationships, and ensures accuracy and compliance.

Prior to his current role, Mr. Yaseen has held several key positions across both the public and private sectors. As a Financial Accounting & Controlling Consultant at the Ministry of Finance and Planning, he contributed to SAP module enhancements, public financial system integrations, and capacity-building training initiatives. He also served as Assistant Finance & Accounts Manager at Tree Top Health Pvt Ltd and led financial operations as the Financial Controller at Dhivehi Viuga Pvt Ltd, contributing to major restructuring efforts and the implementation of financial systems across group companies.

He holds a Master of Business Administration from Villa College (awarded by the University of the West of England) and is a Fellow Member of the Association of Chartered Certified Accountants (ACCA). His professional training includes expertise in IPSAS, IFRS, and public financial management. Mr. Yaseen also contributes to the academic field as a part-time lecturer in Financial Reporting and Audit & Assurance, showcasing his commitment to knowledge-sharing and capacity-building within the financial sector.

SENIOR EXECUTIVE MANAGEMENT TEAM

As at the date of publication of this Annual Report, the Senior Executive Management Team of the Company comprises the following members.



DCP (Retd.) Ahmed Saudee
Managing Director & Executive Director

DCP (Retd.) Ahmed Saudee was appointed as the Chief Executive Officer and Managing Director of the Board of Directors on 21 August 2024 by the majority shareholder, Government of Maldives.

Mr. Saudee, a seasoned law enforcement professional, served with distinction in law enforcement institutions from April 1992 to February 2018. Over his 25-year career, he progressed through the ranks to the Deputy Commissioner of the Maldives Police Service, showcasing exemplary leadership and management skills.

His service began with the National Security Service (Maldivian Army), transitioning to the Maldives Police Service in 2004. Throughout his career at the Maldives Police Service, Mr. Saudee held key roles, including Head of Specialist Operations, Crime Investigation Command, and Divisional Operations Command. He was promoted to Chief Inspector in 2010 and further to Chief Superintendent of the Maldives Police in 2011, assuming responsibilities at the Senior and Executive Management levels. His tenure as Deputy Commissioner of the Maldives Police commenced in December 2013.

Mr. Saudee also has extensive leadership experience in the corporate sector, having served as Chief Operating Officer at Elite Medical Center from January 2020 to October 2021. In this role, he was responsible for overseeing overall operations and ensuring the smooth and efficient functioning of the organisation. After his time at Elite Medical Center, he joined Ibiz Holdings Private Limited as General Manager in November 2021. During his tenure, which lasted until March 2023, Mr. Saudee managed the company's diverse business activities, playing a key role in its growth and strategic development.

Mr. Saudee's leadership was instrumental in strategic and operational planning and institutional development. He played a pivotal role in shaping the Maldives Police Service, particularly through his involvement in its Disciplinary and Executive Boards and as Chairperson of the Promotion Board from 2016 to 2018.

Mr. Saudee has successfully completed the Criminal Justice Education program at the prestigious University of Virginia, USA. His professional development also includes training at renowned institutions such as the Sardar Vallabhbhai Patel National Police Academy in India, the Scottish Police College, and the FBI National Academy. Additionally, he holds a Diploma in Police Management from the Scottish Police College.



Mr. Mohamed Jamsheed
Deputy Managing Director & Executive Director

Mr. Mohamed Jamsheed currently serves as the Deputy Managing Director of MTCC, a position he assumed in December 2023.

Mr. Jamsheed brings with him a wealth of experience spanning both the public and private sectors. From 2014 to 2018, he served at the executive level at the Ministry of Housing and Infrastructure, where he was responsible for institutional development and the coordination of various housing development projects. In addition, he managed the day-to-day operations of the Minister's Bureau in his capacity as Head of the Bureau.

Before his tenure at the Ministry, Mr. Jamsheed was engaged with Mandhu Learning Centre for over 14 years, where he held various roles and contributed significantly to the organisation's growth and development.

Mr. Jamsheed holds a Master of Business Administration from the University of Wales (Colombo, Sri Lanka) and a Diploma in Information Technology from Ramkhamhaeng University (Bangkok, Thailand).



Mr. Ahmed Mubeen
Deputy Managing Director

Mr. Ahmed Mubeen currently serves as the Deputy Managing Director of the Maldives Transport and Contracting Company (MTCC), having joined the Company in May 2026. He brings extensive leadership experience spanning public service, infrastructure development, aviation, corporate governance, and organisational management.

Prior to joining MTCC, Mr. Mubeen served as the elected Member of Parliament for Bilehdhoo Constituency from 2014 to 2019, where he represented his constituents in the People's Majlis and actively contributed to legislative affairs, national policy discussions, and development initiatives. Throughout his parliamentary tenure, he worked closely with government institutions and local communities to advance sustainable development and strengthen public service delivery.

Mr. Mubeen has also held several prominent leadership positions across the public sector. He served as the Managing Director of Regional Airports Company Limited (RACL), providing strategic leadership for the management and operations of nine airports across the Maldives. Earlier in his career, he served as a Board Member of the Maldives National Broadcasting Corporation (MNBC), contributing to the organisation's strategic direction and corporate governance.

With extensive experience in the construction industry, Mr. Mubeen has successfully led and delivered numerous coastal protection and national infrastructure projects across the Maldives. His professional expertise includes infrastructure development, project management, aviation operations, corporate governance, and multidisciplinary team leadership in the execution of large-scale national projects.

In addition to his corporate responsibilities, Mr. Mubeen currently serves as the Chairman of New Radiant Sports Club, the largest and most successful football club in the Maldives, with the country's biggest fan base and strongest nationwide following.

His leadership reflects a continued commitment to the development of sports and community engagement.

Mr. Mubeen holds a Bachelor's Degree in Management. His diverse leadership experience across the public and private sectors, together with his strong background in strategic management and national development, enables him to contribute significantly to MTCC's mission of delivering sustainable infrastructure, transport, and engineering solutions that support the continued development of the Maldives.



Mr. Sinaan Ali
Chief Operating Officer

Mr. Sinaan Ali was appointed as Chief Operating Officer of the Company in February 2025. With over two decades of professional experience, he brings a strong background in leadership, corporate communications, and strategic media management to the executive leadership team.

Prior to this appointment, Mr. Sinaan served as a Non-Executive Independent Director of the Board from February 2019, having previously held the same role from 2014 to 2016. Throughout his career, he has established himself as a leading figure in the Maldivian media industry, serving in various key positions including Chief Executive Officer and Editor of ONE Media Group Pvt Ltd, one of the largest media companies in the Maldives. He also held the position of CEO of Sun Media Group from 2008 to 2018.

Mr. Sinaan has contributed to workforce development and education communications, serving as General Manager of Job Market Maldives Pvt. Ltd. and as Editor of University Education Guide. He has contributed to the aviation sector as a member of the Board of Directors of Island Aviation Limited. In recognition of his work in journalism, he was awarded the National Award in Journalism in 2015 and holds the title of Senior Fellow Journalist from the Royal Institute of Journalism, Singapore.

Mr. Sinaan Ali holds a Master of Business Administration (MBA) from Anglia Ruskin University, London, and a Postgraduate Diploma in Journalism from the Asian College of Journalism, Chennai, India. He has completed extensive training in corporate governance, finance, audit, and risk management from international institutions.

SENIOR EXECUTIVE MANAGEMENT TEAM



Mr. Hussain Naufal Nasir
Deputy Chief Operating Officer

Mr. Hussain Naufal Nasir was appointed as Deputy Chief Operating Officer in December 2023, having joined the company in 2021. Prior to this role, he served as an Inventory Manager, where he significantly enhanced the company's inventory management systems.

In this capacity, Mr. Naufal developed and implemented policies, procedures, and workflows that improved material planning and inventory efficiency. He was also responsible for overseeing logistics operations, ensuring the timely and effective movement of materials required for successful project execution.

Mr. Naufal holds a Bachelor's (Hons) degree in Government and Public Policy from Universiti Tun Abdul Razak, Malaysia.

EXECUTIVE MANAGEMENT TEAM

As at the date of publication of this Annual Report, the Executive Management Team of the Company comprises the following members.



Mr. Ahmed Fikury
Company Secretary

Mr. Ahmed Fikury was appointed as the Company Secretary in 2025, bringing with him a unique blend of expertise in banking, legal affairs, and financial consulting. With over 20 years of experience in both conventional and Islamic banking, Mr. Fikury has held numerous senior leadership roles at Bank of Maldives, including Regional Manager, where he led operations across multiple branches in seven different atolls, and served as the Manager of Shariah and Strategy. He also served as Relationship Manager at Maldives Islamic Bank.

In addition to his banking background, Mr. Fikury has over six years of experience as a licensed practicing lawyer specialising in litigation and transactional law, actively engaging in civil and family court cases. He also served as an Investigator at the Office of the Ombudsperson for Transitional Justice (OTJ), contributing to national legal reforms.

Mr. Fikury combines legal acumen with corporate governance experience, making him well-suited to overseeing compliance and board affairs at MTCC. Mr. Fikury holds a Master of Business Administration from the Maldives Business School and a Bachelor of Shariah and Law from Maldives Islamic University. He has also completed foundational training in ICT and Microsoft Office applications.



Mr. Ali Nashath
Chief Internal Auditor

Mr. Ali Nashath joined MTCC in 2017. With over 20 years of experience in auditing and assurance, and a deep understanding of finance and trade, he has played a key role in strengthening the Company's internal audit function.

Prior to joining MTCC, Mr. Nashath served as Chief Financial Officer at Maldives Road Development Corporation Limited and as Head of Internal Audit at Fuel Supplies Maldives, a subsidiary of State Trading Organisation (STO). Earlier in his career, he worked for more than eight years in the Internal Audit Department of STO.

Mr. Nashath is a Certified Chartered Accountant and a member of the Association of Chartered Certified Accountants (ACCA-UK). He holds a Master of Business Administration from the Open University of Malaysia. He has completed several professional and technical courses in auditing and investigation and is currently pursuing the Certified Internal Auditor (CIA) qualification from the Institute of Internal Auditors (IIA Global).

EXECUTIVE MANAGEMENT TEAM



Mr. Hussain Mohamed Manik
Chief Financial Officer

Mr. Hussain Mohamed Manik was appointed as Chief Financial Officer in November 2023. Prior to this, he served as Chief Accountant and Financial Controller from 2020 to 2023. He also held the positions of Senior Accountant and Accountant from 2017 to 2020. Earlier in his career, Mr. Manik served MTCC from 2005 to 2008 as an Auditor and Accountant.

With over a decade of dedicated service to the Company, Mr. Manik brings a wealth of expertise in financial management and control, uniquely positioning him for his current leadership role.

Mr. Manik obtained his Chartered Institute of Management Accountants (CIMA) qualification from Wisdom Business Academy, Sri Lanka. He also holds an Advanced Diploma in Management Accounting (Managerial Level), a Diploma in Accounting from the Association of Accounting Technicians of Sri Lanka, and a Certificate in Business Accounting.

In addition, Mr. Manik has completed a range of training programs in his areas of expertise, including leadership and team building, corporate financial planning, budgeting, and control.

He is a Certified Chartered Accountant and a member of both the Chartered Institute of Management Accountants (CIMA-UK) and the Association of International Certified Professional Accountants (AICPA).



Mr. Ahmed Latheef
Senior General Manager
Head of Division – Construction & Dredging
Division

Mr. Ahmed Latheef joined MTCC in 1999. He currently holds the position of Senior General Manager and Head of the Construction & Dredging Division. Mr. Latheef assumes this post having served the Company for 25 years in various technical and managerial positions across key departments.

Mr. Ahmed Latheef is highly experienced in the field of project management, with the majority of his tenure focused on construction and project-related operations. This includes his service as Assistant General Manager in charge of the Construction and Dredging Division, as well as Engineer and Senior Engineer in the Construction & Project Management Department. He also served as Chief Risk Officer of the Company.

Mr. Ahmed Latheef holds a Master of Science in Quantity Surveying and a Bachelor of Science (Hons) Degree in Construction and Project Management from Heriot-Watt University, Scotland.



Mr. Ali Fathih

Senior General Manager

Head of Division – Transport Services Division

Mr. Ali Fathih currently holds the position of Senior General Manager and Head of the Transport Services Division. He joined the Company in 2008 and has since served in various leadership capacities within the Transport Services Division, beginning with his appointment as Transport Manager in 2019, followed by Assistant General Manager in 2022, and General Manager in 2023.

Mr. Fathih has played a key role in the development of the Company's transport services, particularly in the planning and implementation of public transportation systems in the Maldives. He has also contributed significantly to human resource management and customer relations management within the division.

Mr. Fathih holds a Master's Degree in Business Administration from the University of the West of England, Bristol, and a Bachelor's Degree in Business Administration from Heriot-Watt University, Scotland. He has completed several training programs in public transportation and has served as a member of the Technical and Vocational Education and Training (TVET) Sector Council since 2019.



Mr. Ahmed Thiham

Senior General Manager

Head of Division – Engineering & Repair Division

Mr. Ahmed Thiham currently holds the position of Senior General Manager and Head of the Engineering & Repair Division. He joined MTCC in 2020 as General Manager of the Repair and Maintenance Division.

Mr. Thiham brings an engineering and military background, having served in the Maldives National Defense Force (MNDF) for 16 years, from 1999 to 2015. During his tenure at MNDF, he held various posts including Junior Engineer in the Electrical and Mechanical Engineers unit, Engineer Officer on a Maldives Coast Guard ship, and later as a Unit Commander. He also served as Executive Officer for several training courses conducted by the Defence Institute for Training and Education, and as a full-time instructor at the institute. He designed and conducted training programs for personnel of MNDF, Maldives Police Service, Maldives Customs, and Aviation Security.

Mr. Thiham holds a Bachelor of Technology (Mechanical Engineering) degree from the College of Military Engineering, Pune, India, and has completed various military, leadership, and engineering training programs at military institutes.

EXECUTIVE MANAGEMENT TEAM



Ms. Fathimath Jabeen

Senior General Manager

Head of Division – Human Resources Division

Ms. Fathimath Jabeen joined MTCC in 1996 and currently serves as Senior General Manager and Head of the Human Resources Division. A highly experienced professional in human resource management, she previously held the position of General Manager of the Division prior to her current appointment.

With 29 years of dedicated service at MTCC, Ms. Jabeen has also served as a Senior Manager in multiple departments, including the Human Resources and Trading Departments, demonstrating her versatility and leadership.

She holds an Associate Degree in Human Resource Management from MAPS College, Maldives, and has actively participated in several workshops, seminars, and conferences focused on management, human resources, and strategic planning, further enhancing her expertise in these fields.



Mr. Ahmed Iruhas

Senior General Manager

Head of Division – Procurement Division

Mr. Ahmed Iruhas currently serves as Senior General Manager and Head of the Procurement Division at MTCC. Since joining the Company in 2009, he has held a variety of technical and managerial roles over the past 16 years, gaining in-depth knowledge across multiple operational areas.

Prior to his current appointment, Mr. Iruhas served as Chief Procurement Officer, where he was responsible for overseeing the Procurement and International Logistics Division. His previous roles at MTCC include General Manager of the Trading Division, Technical Executive in the Engineering Department, and Unit Head of the Engineering Workshop.

Mr. Iruhas holds a Master of Science in Engineering Management with Distinction from the University of Sunderland, United Kingdom, and a Bachelor's (Hons) Degree in Engineering (Marine and Offshore Systems) from the University of Tasmania, Australia. He was awarded the Connell Medal in 2008 for outstanding academic achievement as the best graduate at bachelor level at the Australian Maritime College, Tasmania.



Mr. Ibrahim Latheef
Senior General Manager
Head of Division – Training & Strategic
Development Division

Mr. Ibrahim Latheef joined MTCC in 1999 and currently serves as Senior General Manager and Head of the Training & Strategic Development Division. Over 26 years of service, he has gained extensive experience in the management and operations of key departments across the Company.

Prior to his current appointment, Mr. Latheef served as Chief People Officer, leading the Company's human resource function. He has also held several senior roles, including General Manager of the Ship Handling and Quality Assurance Division and General Manager overseeing Logistical Operations. He has served as Head of the Human Resource and Administration Department, Business Development Department, Administration Department, Procurement Department, and Building Security and Services Department. Additionally, he has led the Transport, Engineering, and Docking Division.

Having held leadership roles across multiple core areas of the business, including operations, logistics, human resources, and administration, Mr. Latheef brings a wide-ranging and practical perspective to his current position.

He holds a Master's Degree in Business Administration from the Open University Malaysia and a Bachelor of Arts (Hons) Degree in Marketing from the University of Hertfordshire, United Kingdom. He is a Chartered Marketer of the Chartered Institute of Marketing and a member of the Society for Human Resource Management. Mr. Latheef is also a Certified Balanced Scorecard Professional (BSP) and a Certified KPI Professional (KPIP).



Mr. Mohamed Rasil
General Manager
Head of Division – Marketing and Business
Development Division

Mr. Mohamed Rasil joined MTCC in 2017 and currently serves as General Manager and Head of the Marketing and Business Development Division. Throughout his tenure at the Company, he has worked exclusively in the field of marketing and business development. He began as a Senior Business Development Officer and later held the positions of Business Development Manager and Assistant General Manager before assuming his current role.

Prior to joining MTCC, Mr. Rasil served as Marketing and Business Development Manager at Excorp Pvt. Ltd. and also worked in the Procurement and Public Relations Divisions at State Trading Organisation Plc.

He holds a Bachelor of Business (Hons.) degree with a specialisation in International Business from the University of Hertfordshire, UK. Mr. Rasil is a Member of the Chartered Institute of Marketing (MCIM) and has completed various training programs in finance, international trade, and logistics.

EXECUTIVE MANAGEMENT TEAM



Mr. Hussain Shaaz

General Manager

Head of Division – Trading Division

Mr. Hussain Shaaz currently serves as General Manager of the Trading Division of MTCC, bringing over 13 years of experience in human resources, strategic planning, and commercial operations. Appointed to this leadership role in 2024, he is responsible for overseeing trading activities, supply chain operations, and business development efforts within the division.

Throughout his career at MTCC, Mr. Shaaz has held a range of progressive roles, including Assistant General Manager of Talent Acquisition, Department Manager of Recruitment, and Senior HR Officer, reflecting his deep understanding of organisational dynamics and workforce management. He began his professional journey at MTCC in 2011 as an Assistant Human Resource Officer and has been instrumental in aligning talent strategies with the Company's long-term objectives.

Mr. Shaaz holds a Master of Business Administration from the University of the West of England (UWE), awarded through Villa College, and a Bachelor's Degree in Hotel and Resort Management from the Maldives National University. He is a certified SHRM Senior Certified Professional (SHRM-SCP) and holds multiple HR and leadership certifications from the Academy to Innovate HR (AIHR), including Strategic Talent Acquisition and HR Metrics & Dashboarding.



Mr. Abdul Wahid

General Manager

Head of Division – Information, Communication & Technology Division

Mr. Abdul Wahid currently serves as General Manager and Head of the Information & Communication Technology Division at MTCC. Since joining the Company in May 2012 as a Software Developer, he has progressed through a series of leadership positions including Manager, Technical Manager, Assistant General Manager, Deputy Head of Division, and General Manager, reflecting over a decade of contribution to the Company's technology and digital transformation initiatives.

Throughout his tenure at MTCC, Mr. Wahid has played a leading role in the development and modernisation of the Company's information systems, software engineering practices, and ICT governance framework. He has overseen the delivery of numerous business applications, enterprise integrations, and digital transformation initiatives that support MTCC's operations across its diverse business sectors. He has also been instrumental in establishing structured software development methodologies, project governance practices, and technology management frameworks that have strengthened the Company's ICT capabilities and service delivery.

With over 25 years of professional experience spanning software engineering, enterprise systems, telecommunications, project management, and technology leadership, Mr. Wahid has developed extensive expertise in aligning technology strategy with organisational objectives and driving business transformation through innovation and digital enablement.

Mr. Wahid holds a Bachelor of Information Technology (Hons) and a Master of Information Technology specialising in Big Data and Data Science. He has also undertaken extensive professional development in IT service management, software engineering, agile methodologies, project management, and emerging technologies.



Ms. Haleemath Bushra

General Manager

Head of Division – Corporate Bureau &
Administration Division

Ms. Haleemath Bushra currently serves as General Manager and Head of the Corporate Bureau & Administration Division at Maldives Transport and Contracting Company (MTCC), bringing over a decade of experience in finance, accounting, and corporate administration. In this role, she oversees strategic business operations and leads corporate-level administrative functions across the Company. She plays a key role in reinforcing administrative efficiency and supporting MTCC's corporate governance framework.

Since joining MTCC, Ms. Bushra has held several key positions, including Corporate Secretary in the CEO Bureau Division, Section Manager of Inventory in the Construction and Dredging Division, and Accounts Officer in the Inventory Section. Her career reflects a strong commitment to improving operational workflows, strengthening internal controls, and supporting executive decision-making processes. She is recognised for her leadership in managing cross-functional teams and aligning departmental functions with corporate strategy.

Ms. Bushra holds a Master of Accounting and Finance from the University of the West of England (UWE Bristol) and a Bachelor of Accounting and Finance from the Maldives National University. Her areas of expertise include strategic management, corporate accounting, inventory systems, public and executive relations, and organisational leadership.



Mr. Mohamed Shamil Abdul Sattar

General Manager

Head of Division – Risk Management Division

Mr. Mohamed Shamil Abdul Sattar joined MTCC in March 2024 and currently serves as General Manager and Head of the Risk Management Division. He has spent his entire career in auditing and risk advisory and has served in major state-owned enterprises in the Maldives as well as at internationally recognised audit firms both locally and abroad. Mr. Shamil brings a wealth of expertise to MTCC in his area of specialisation.

Prior to his current role, Mr. Shamil served as Audit Director at the State Electricity Company (STELCO), where he led the internal audit function. Under his leadership, the company introduced its first Audit Committee Charter, Internal Audit Charter, Internal Audit Policy, and a Competency Framework for Internal Auditors. He also played a key role in introducing Enterprise Risk Management (ERM) to the company.

From 2017 to 2018, he served as an Auditor at State Trading Organisation (STO). His international audit experience includes positions at Deloitte Touche Tohmatsu in the Philippines and KPMG in the Maldives.

Mr. Shamil holds a Bachelor of Science in Business Administration, majoring in Internal Auditing, from Far Eastern University, Philippines. He is a member of the Institute of Internal Auditors and has completed several professional and technical training programs in internal audit and risk management.



OUR BUSINESS REVIEW

MTCC's operational performance in 2025 was shaped by consolidation and discipline across all core business segments, set against the backdrop of the Company's 45th anniversary. The Construction and Dredging Division underwent significant restructuring into a zone-based operating model, the Transport Division delivered steady growth on the strength of Raajje Transport Link expansion, and the Trading Division navigated a more competitive market through prudent inventory and supplier management. Across the Group, continued investment in workforce training, fleet capacity and internal systems supported the Company's role as the Maldives' leading infrastructure and public transport provider, while profitability improved markedly on the back of disciplined cost management and government support for strategic national projects.





CONSTRUCTION AND DREDGING DIVISION

The Construction and Dredging Division remains a keystone to the organisation's success, accounting for a substantial portion of total revenue. The Division's portfolio of high-impact projects sustains the Company's overall performance and plays a pivotal role in national infrastructure development.

Our performance in 2025 was driven by a dual-focus strategy: human capital investment and sustained operation. Recognising the scale of our government project portfolio, we prioritised the recruitment and training of a specialised workforce, enhancing our ability to deliver projects with greater precision, quality and speed. All six of our dredgers were operated continuously throughout the year, directly supporting vital land reclamation and coastal protection projects, while sustained investment in our machinery fleet translated into improved site productivity, reduced downtime and enhanced output across all active projects.

A RESTRUCTURED DIVISION

During the year, the Division's project portfolio was reorganised into six geographic zones, each overseen by a dedicated zone manager who acts as the link between project managers on the ground and the Executive Management Team. While this transition initially affected productivity, it has laid the foundation for stronger oversight and more consistent delivery going forward.

SERVICE PORTFOLIO

The Construction and Dredging Division provides a comprehensive portfolio of services essential to the Maldives' national infrastructure and community development.

- Dredging and Reclamation
- Harbour Construction
- Shore Protection
- Building Construction
- Road Construction
- Water Supply and Sewerage Systems
- Jetty Construction
- Environmental Consultancy
- Surveying and Design Services



PROJECTS COMPLETED DURING THE YEAR

Reclamation & Shore Protection



TH. KINBIDHOO DESIGN AND LAND RECLAMATION WORKS

Reclamation - 25.10 hectares
Sand Bund - 1,634 m

K. U'LLAANEE FALHU DREDGING AND RECLAMATION SHORE PROTECTION WORKS AT MAXX ROYAL RESORT DEVELOPMENT PHASE-1

Dredging and Reclamation - 1000000 cbm
Shore Protection Work (Revetment, Groyne) - 138200 tons
Concrete Harbour Quaywall Work - 620 cbm
Harbour Basin and Channel Dredging work - 27500 cbm

K. ARENA LAGOON DESIGNING AND RECLAMATION WORKS OF ARENA RESORT

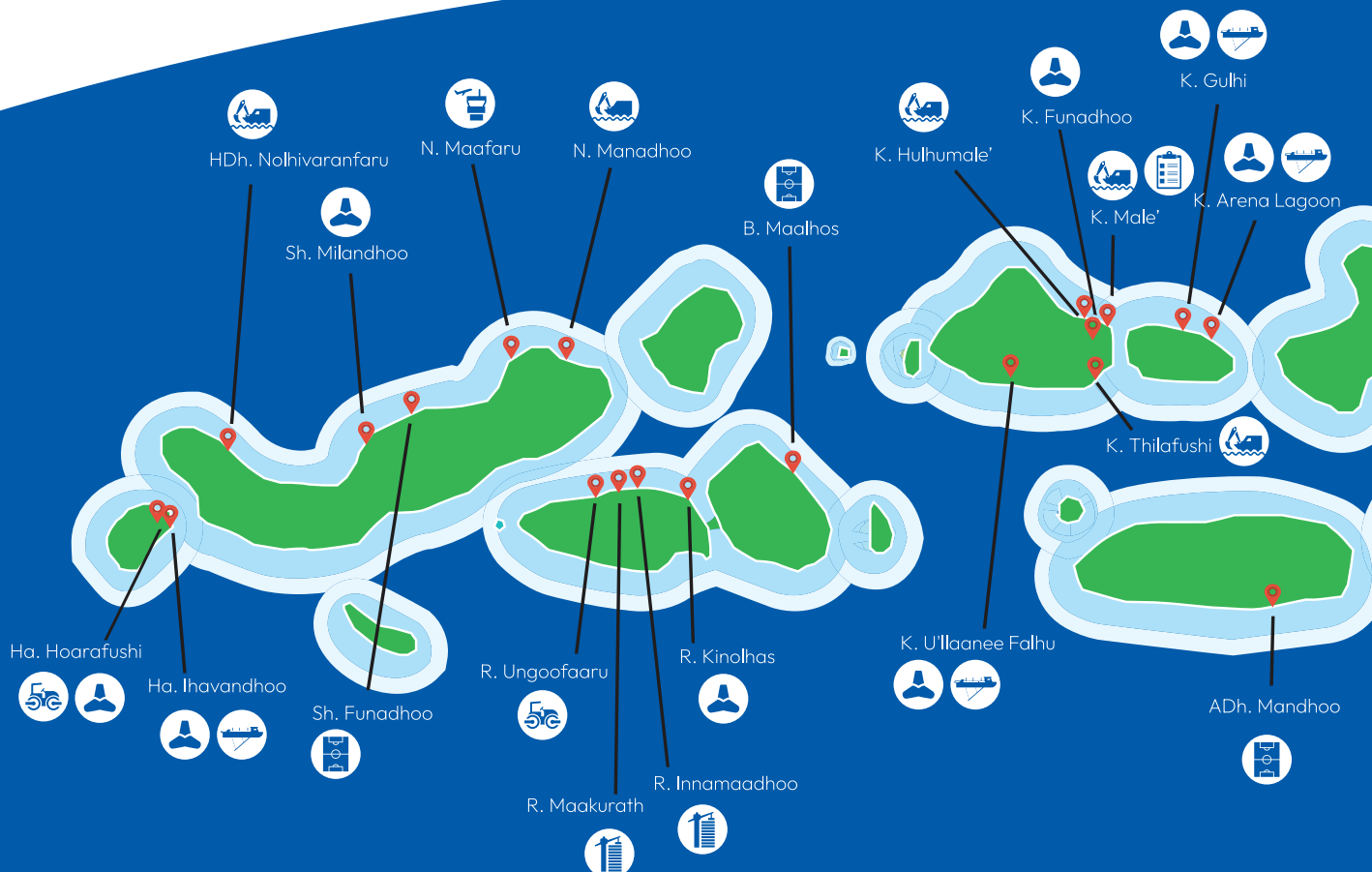
Dredging and Reclamation - 190,000 cbm

HA. IHAVANDHOO LAND RECLAMATION AND SHORE PROTECTION

Dredging and Reclamation - 1000000 cbm
Shore Protection Work (Revetment, Groyne) - 138200 tons
Concrete Harbour Quaywall Work - 620 cbm
Harbour Basin and Channel Dredging Work - 27500 cbm

K. GULHI LAND RECLAMATION AND SHORE PROTECTION

Reclamation - 304,500 cbm (10.15 hectares)
Rock Boulder Revetment - 940 m
Geo Bag Revetment - 362 m
Rock Boulder Groyne - 88 m



Shore Protection



R. KINOLHAS DESIGN AND BUILD OF SHORE PROTECTION STRUCTURES

Reclamation - 19,780 cbm
Construction of Geo Bag Revetment - 650 m

K. FUNADHOO COASTAL REPAIR WORKS

Concrete Testing
Revetment
Demolition of Caisson
Removal of Tie Rods
Demolition of Capping Beam
Cut Sheet Pile
Channel Widening
Concrete Repair Works
Fender Installation
Rubble Mound Breakwater

GA. MAAMENDHOO EMERGENCY SHORE PROTECTION STRUCTURES

Geo Bag Revetment - 43 m

HA. HOARAFUSHI DESIGN AND BUILD OF SHORE PROTECTION STRUCTURES (3RD BARRIER ISLAND)

Reclamation - 27,300 cbm
Geo Bag Revetment - 210 m
Rock Apron - 210 m
Groyne - 50 m

M. DHIGGARU DESIGN AND BUILD OF SHORE PROTECTION STRUCTURES NEW RECLAMATION

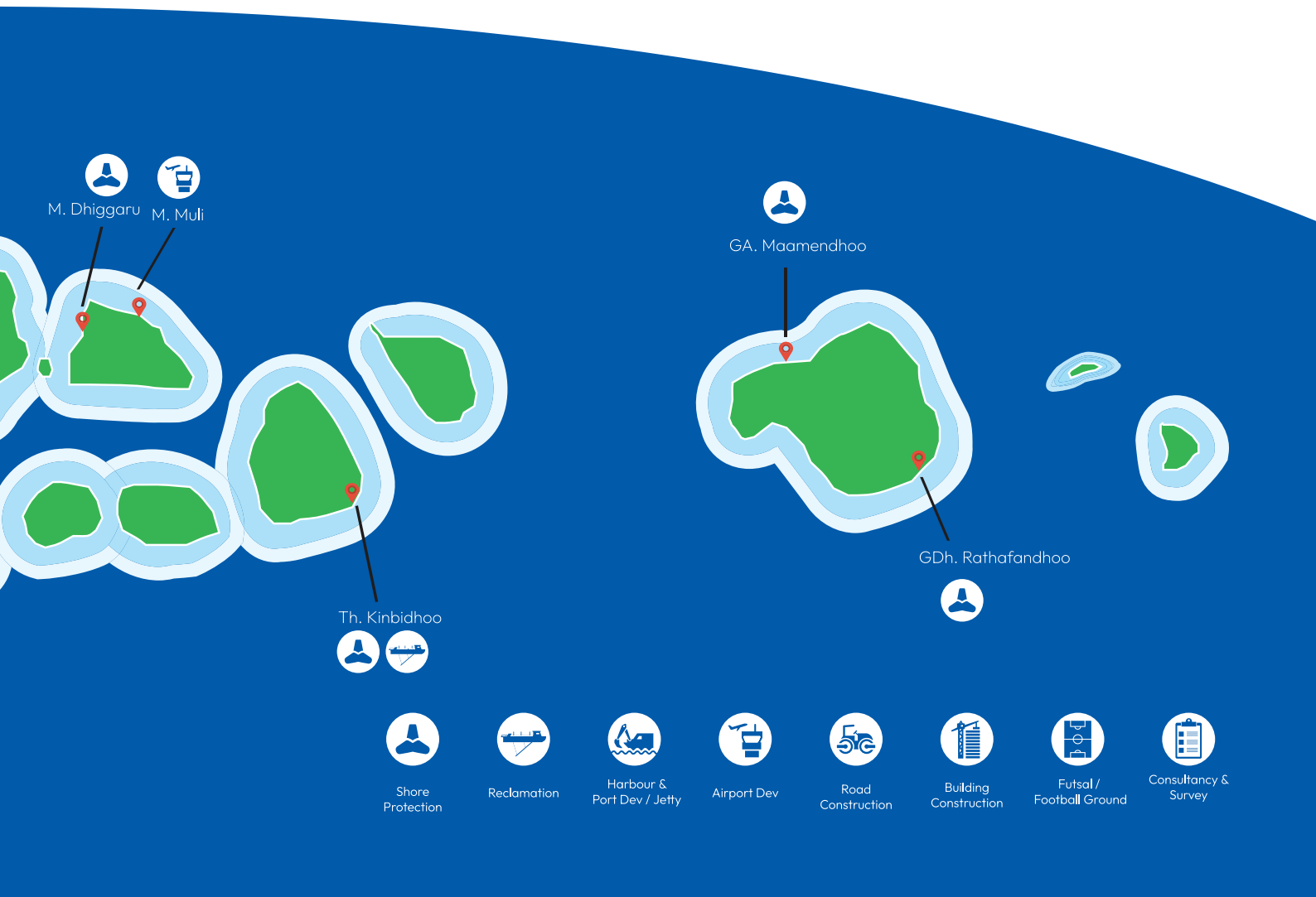
Groyne - 700 m
Breakwater - 138 m
Geo Bag Revetment - 332 m

SH. MILANDHOO DESIGN AND BUILD OF SHORE PROTECTION STRUCTURES

Revetment - 954.43 m
Groyne - 114.56 m

GDH. RATHAFANDHOO COASTAL PROTECTION

Revetment Construction - 461 m
Construction of Breakwater - 240 m
Beach Filling - 6,600 cbm





Harbour Development



N. MANADHOO DESIGN AND BUILD OF HARBOUR CHANNEL WORKS

Basin Dredging - 30,666.00 cbm
Breakwater - 183 m
Revetment - 188 m
Mooring Buoys - 20 nos
Ramp - 100 m²
Dinghy Jetty - 244 m x 4.5 m
Access Jetty - 105 m x 5 m
Harbour Pavement - 2,370 sqm
Harbour Lights - 27 nos
Navigation Lights - 3 nos



K. THILAFUSHI (PHASE-1) DESIGN AND BUILD OF INTEGRATED LOGISTICS TERMINAL

Leveling & Spreading - 19,300 sqm
Shore Protection Structures - 188 m
Quay Wall Structure - 101.54 m



HDH. NOLHIVARANFARU DESIGN AND BUILD OF HDH. NOLHIVARANFARU CHANNEL DREDGING

Channel Dredging - 22,050 cbm



Airport Development



N. MAAFARU DESIGN AND CONSTRUCTION OF N. MAAFARU INTERNATIONAL AIRPORT APRON EXPANSION



Demolition of existing Fire Pad and Fire Road
Asphalt Works
Airfield Lighting System
Excavation and Compaction
Subbase Preparation
MC-30 application
Wearing course Apron and Taxiway
Cut Fill Grade and Compaction
Additional Airfield Lighting

M. MULI DESIGN AND BUILD OF M. MULI AIRPORT



Buildings (Terminal Building, Fire Building, Fire Pond and Check Post)

M. MULI M. MULI AIRPORT RUNWAY EXTENSION



Coastal Protection
Asphalt Works (Runway Extension)
Airfield Lighting
Navigational Aids & MET Equipment
Ground Handling Equipment
Fencing
Perimeter Lights
Dredging
Reclamation
Fence Lighting Works
Taxiway Edge Reflectors
Reclamation Works

Road Construction



R. UNGOOFAARU DESIGN AND BUILD OF R. UNGOOFAARU ROADS - PHASE 2



Carriageway (Subgrade, Subbase, Asphalt) - 7511.70 sqm
Installation of Service Lines Carriageway (Subgrade, Subbase, Asphalt) - 1114,85 sqm
Sidewalk Pavement - 246 sqm
Road Signage
Stormwater Infiltration System

Building Construction



R. INNAMAADHOO CONSTRUCTUION OF R. INNAMAADHOO POLICE POST BUILDING



Concrete works (Foundation, Ground Slab)
Masonry & Plastering
Roofing
Doors & Windows
Ceiling Works
Painting
Boundary Wall

R. MAAKURATH CONSTRUCTUION OF R. MAAKURATH POLICE POST BUILDING



Foundation
Concrete Works
Masonry & Plastering
Wood & Metal Works
Roofing Structure
Doors & Windows
Painting & Finishing Works
Electrical Installation c
Air Conditioning System
Ground Water Supply Pipe
Boundary Wall



Jetty Projects



K. THILAFUSHI REPAIR WORKS AT K. THILAFUSHI JETTY

Quay Wall
Construction of Ramp
Installation of Bollard
Paving Works
Curb Stone Installation



K. MALE' DESIGN AND BUILD OF IZZUDHEEN JETTY UPGRADE



The project scope includes the renovation and modernization of the Izzudheen Jetty structure to improve its operational efficiency, safety and environmental sustainability.

Ground and Demolition Work
Concrete Works
Steel Works (Roof Truss, Roof Structure, SS railing)
Timber & Roofing Works (Shingles Roofing, Timber Balau Ceiling, Timber Balau Flooring, Timber Cladding for Truss, Columns & Railings)

Futsal/ Football Ground



B. MAALHOS SUB BASE PREPARATION WORKS AT B. MAALHOS FOOTBALL GROUND



Excavation Works
Backfilling Works
Compaction
Concrete Gutter
Concrete Soak Pits
Concrete Curb Stones
Compaction for Drainage
Soak Pit

ADH. MANDHOO FUTSAL GROUND REMAINING WORKS



Ground Works
Concrete Works
Boundary Fence
Electrical Fixtures

Consultancy & Surveys



K. MALE' MALE' CITY COUNCIL NEW OFFICE BUILDING, ARCHITECTURAL, STRUCTURAL & MEP DESIGN AND CONSULTANCY WORKS



Architectural & Structural Design Works
MEP Design Works

Other

K. HULHUMALE' DESIGN AND FABRICATION OF FUEL STORAGE TANKS FOR HULHUMALE' ANNEX 2 FOR PEAK HANDING 2025



Reinforced Concrete Structure to install Tanks with Additional Layer
Fuel Tank Supply Fabrication & Installation x 2 nos (80 m3)

F. NILANDHOO FCSC CHILDREN'S HOME BOUNDARY WALL



Concrete Works
Plastering and Masonry

V. FELIDHOO DEVELOPMENT OF OUTDOOR GYM INSTALLATION



Concrete Works
Form Work
Supply & Installation of Equipment

K. HULHUMALE' DREDGING AND HARBOUR 1 IN HULHUMALE'



Dredging & Stock Piling



TRADING DIVISION

TRADING OVERVIEW

In 2025, the Trading Division continued to reinforce its position as a leader across the Maldivian marine, fisheries, and transport sectors. The division's efforts centered on retaining its customer base, anticipating evolving market needs, broadening its outreach, and raising service standards across a diverse product portfolio. Through targeted campaigns, strategic industry collaborations, and ongoing internal development, the division upheld its reputation for quality and reliability in the face of a challenging market environment.

OUR PRODUCT PORTFOLIO



Yanmar Marine Engines

The leading brand of marine diesel engines in the Maldives, Yanmar is the preferred choice of Maldivian fishermen and vessel owners, commanding 80% of the inboard marine engine market share.



Castrol Lubricants

Globally recognized as the leading specialist in lubrication solutions, Castrol holds the position of market leader in the Maldives, with annual sales exceeding one million litres.



Suzuki Outboard Engines

A globally renowned name in the marine industry, Suzuki outboard motors are known for their lightweight build, high performance, and fuel efficiency. The product line ranges from 2.5hp to 300hp and has won numerous international awards.



PPG Industrial and Marine Coatings

A premium global brand offering solution-based products for various applications, including marine coatings, antifouling systems, tank coatings, and anticorrosive coatings for diverse superstructures.



Castoldi Waterjets

Produced by Italy's pioneering Castoldi Company, this brand is considered the innovator of the waterjet propulsion system, credited with transforming the global perception of waterjet engines through its groundbreaking design.



Scott Bader

A comprehensive supplier for boat builders, offering polyester resin, gelcoat, pigment pastes, and other chemicals and waxes, along with complementary products essential to the marine construction industry.

Industrial Gas

Our offerings include oxygen, acetylene, and argon, providing customers with easy local access to essential industrial gases without the complexities of independent import and storage.



Marol Steering Systems

A leader in hydraulic and electronic marine controls, Marol Marine is known worldwide for setting the highest standards in performance and durability.



Donaldson Filters

Providing one of the most comprehensive filtration solutions in the industry, Donaldson's range covers air intake, lube, coolant, and transmission filters for marine engines, along with a variety of hydraulic filters and marine equipment accessories.

Boating Accessories

We offer a wide range of high-quality boating accessories, including maintenance-free batteries, electric water pumps, radars, blowers, floodlights, and searchlights.

Aftersales Servicing

Our service centre delivers a full suite of after-sales services, including installation, configuration, maintenance, and repairs. We also provide engine testing services for Yanmar and Suzuki engines and manage all customer warranty claims.



SALES PROMOTION TRIPS 2025

Throughout the year, the Trading Division carried out focused sales promotion trips across multiple atolls to strengthen customer relationships, promote targeted products and to identify new sales opportunities.

Outreach 2025: Geographic spread of sales promotions, service campaigns, and key customer engagement activities conducted by MTCC's Trading Division across the Maldives.

MAJOR PROMOTIONAL EVENTS 2025

The division ran a full calendar of promotional campaigns across its principal brands, anchored by PPG Week in February, the Saabas Yanmar campaign through February and March, the Yanmar Spare Promo in August and September, the Castrol Promo in October featuring the MHP 1-40 and MHP154 lines, and the year-end Kashavaru Promo in December spanning the entire portfolio. Campaigns targeted the industrial, boatbuilding, transport, and fisheries customer bases, with the year opening at the Maldives Marine Expo 2025, where MTCC participated as co-sponsor and showcased its full product range to industry stakeholders.

Principal partners also engaged directly with the market during the year. Nakashima Propellers held a product seminar with boatbuilders in HA. Ihavandhoo in February, the Castrol team met existing and prospective resort customers in November, and Yanmar visited in September for the installation and launch of its new refrigerated seawater system.

LAUNCH OF YANMAR Y-RSW

In a landmark for the fisheries sector, MTCC, in partnership with Yanmar, launched the Maldives' first eco-friendly Yanmar Refrigerated Seawater (Y-RSW) system, with the launch event held in GDh. Hoadehdhoo. Designed specifically for local fishing vessels, the system improves fish preservation, reduces operational costs, and supports the modernisation of the fisheries sector.

KEY CUSTOMER ENGAGEMENTS

Customer engagement beyond Malé remained central to the division's approach in 2025. Sales and technical teams conducted customer familiarisation visits to nearly 90 islands across nine atolls during the year, promoting the full product portfolio and providing on-the-spot technical support.

Throughout the year, the Trading Division undertook targeted sales promotion trips across multiple atolls, with the aim of deepening customer relationships, showcasing key products, and uncovering new sales opportunities.

During these visits, the team carried out engine inspections, offered maintenance guidance and spare parts recommendations, and identified prospective customers for follow-up engagement. The trips also served as a platform to promote special discounts - most notably under the Kashavaru Promo - collectively contributing to the achievement of sales targets and reinforcing MTCC's presence across the Maldives.

In August, dedicated Yanmar spare parts and service campaigns were conducted in AA. Ukulhas, GA. Gemanafushi, and GDh. Thinadhoo, combining promotional activity with hands-on servicing for vessel operators.



STRENGTHENING SERVICE AND OPERATIONS

The division invested in its operational backbone during the year. Major renovation and upgrade works commenced at the aftersales workshop, and the aftersales workforce was strengthened to improve turnaround times for customers. The office and showroom layout was reconfigured to maximise efficiency and staff output. Staff capability was developed through close to 50 training sessions during the year, spanning product and technical training across the Suzuki, Yanmar, Castrol, and PPG lines, customer service excellence, safety and first aid, and the rollout of new ERP sales, inventory, service management, and CRM modules – a significant step in digitising the division’s commercial operations.

STAFF TRAINING AND DEVELOPMENT

The Trading Division prioritised staff development in 2025, delivering close to 50 training sessions across the year, drawn from its ongoing training log and spanning technical, operational and customer-focused programmes.

- Technical and Product Training – brand-specific technical and spare parts training across Yanmar, Suzuki, Castrol and PPG product lines
- Customer Service and Soft Skills – Customer Service Excellence Training delivered across multiple batches, alongside Public Speaking, Personal Development, Time Management, Team Building and Conflict Resolution training
- Systems and Digital Training – ERP Sales, Service and Inventory module training, CRM training, and a Microsoft Copilot Workshop, supporting the rollout of the Division’s new digital systems
- Safety and Compliance – First Aid/CPR/AED Awareness, General Safety Awareness Training, and Enterprise and Operational Risk Management (ERM/ORM) sessions
- Trainer Development – a Training of Trainers (TOT) programme to build internal training capacity

Collectively, these programmes strengthened the Division’s technical expertise, customer engagement capability and operational efficiency, supporting its performance through a more competitive year.

TRANSPORT SERVICES DIVISION



TRANSPORT SERVICES DIVISION

As the Maldives' first and largest public transport provider, MTCC's Transport Division delivers nationwide connectivity through an integrated land and sea network operated under two brands: Raajje Transport Link (RTL) and the Comprehensive Transport Network (CTN).

2025 was a year of steady, resilient growth for the Division. Segment revenue increased to MVR 150 million (2024: MVR 149 million), while operating profit rose sharply to MVR 22 million, up from MVR 6 million the previous year. This improvement was driven primarily by the continued expansion of RTL ferry services and by Government operational subsidies that bridge the gap between regulated, affordable passenger fares and the true operating cost of a nationwide network.

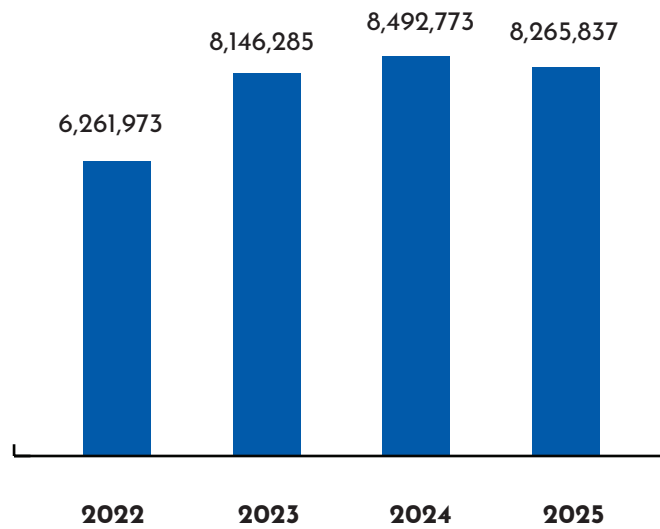
RTL land transport services continued to serve the Greater Malé Region alongside major population centres including Ha. Dhidhdhoo, Kulhudhuffushi, N. Kendhikolhudhoo, R. Dhuvaafaru, Gan and Isdhoo in Laamu Atoll, Addu City and Fuvahmulah City, while the Board approved the introduction of new RTL services in Raa Atoll and Baa Atoll during the year. Across all routes, the Division maintained its focus on affordability, reliability and safety, supported by digital ticketing and real-time service platforms.

RIDERSHIP PERFORMANCE ACROSS MODES

Total passengers carried across all of MTCC's transport modes reached 16.25 million in 2025, up from 16.08 million in 2024 and a marked increase on the 12.13 million carried in 2022 – an increase of close to 34% over three years as the network has continued to expand nationwide.

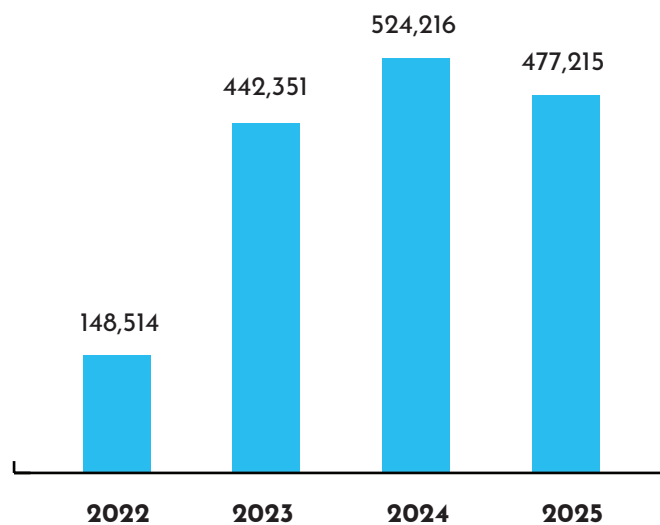
This overall growth came despite a modest easing in two of the network's individual modes as they matured from a period of rapid expansion. Bus ridership in the Greater Malé Region eased slightly to 8.27 million passengers, from a peak of 8.49 million in 2024, though it remains well above the 6.26 million carried in 2022. RTL ferry ridership similarly moderated to 477,215 passengers, down from 524,216 in 2024, following very rapid growth from just 148,514 in 2022 as the atoll ferry network was rolled out. The Division's continued overall growth, even as these individual modes stabilised, points to strengthening demand across the wider network, including its conventional ferry and speedboat services.

RTL Bus Ridership Male' Region 2022 - 2025



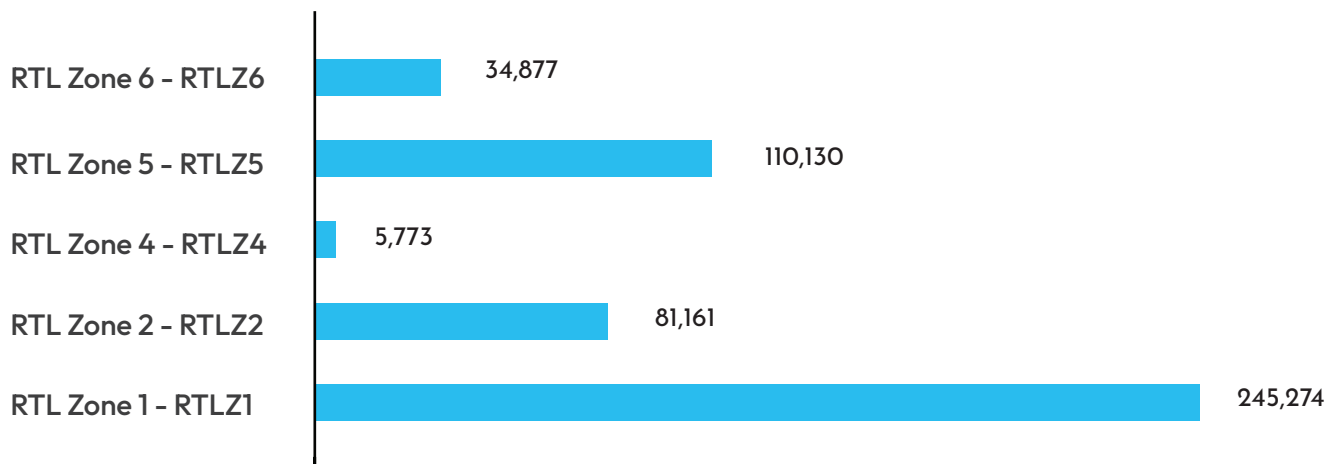
Within the RTL ferry network, ridership in 2025 was led by Zone 1 with 245,274 passengers, followed by Zone 5 (110,130), Zone 2 (81,161) and Zone 6 (34,877), with Zone 4 recording 5,773 passengers as one of the network's newer and smaller routes. This spread reflects the differing maturity, population density and route length across RTL's zones, and will inform where the Division prioritises service frequency and fleet allocation as the network continues to expand.

RTL Ferry Ridership 2022 - 2025

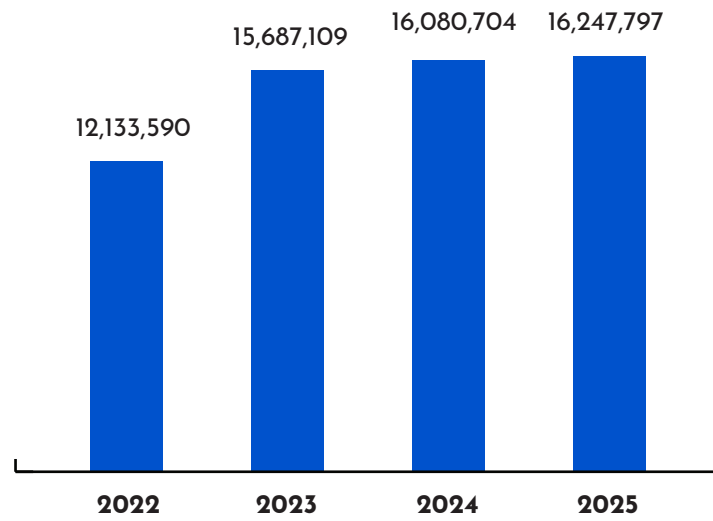




RTL Ferry Ridership By Zone 2025



Total Passengers Carried On All Modes





ENGINEERING AND REPAIR DIVISION

The Engineering and Repair Division continued to strengthen its position as one of the Maldives' largest providers of docking and repair services during 2025, supporting both the Company's own fleet and a growing base of external customers from the national and private sectors.

FACILITIES AND SERVICES

MTCC's Engineering and Repair Division operations are based in Thilafushi, Malé Atoll, offering docking services through multiple methods - including boat hoist, slipway, trailer and air bag systems - supported by a comprehensive suite of engineering capabilities spanning welding, fabrication, machining, electrical and mechanical repairs, and vessel finishing work.

WORK CONDUCTED DURING THE YEAR

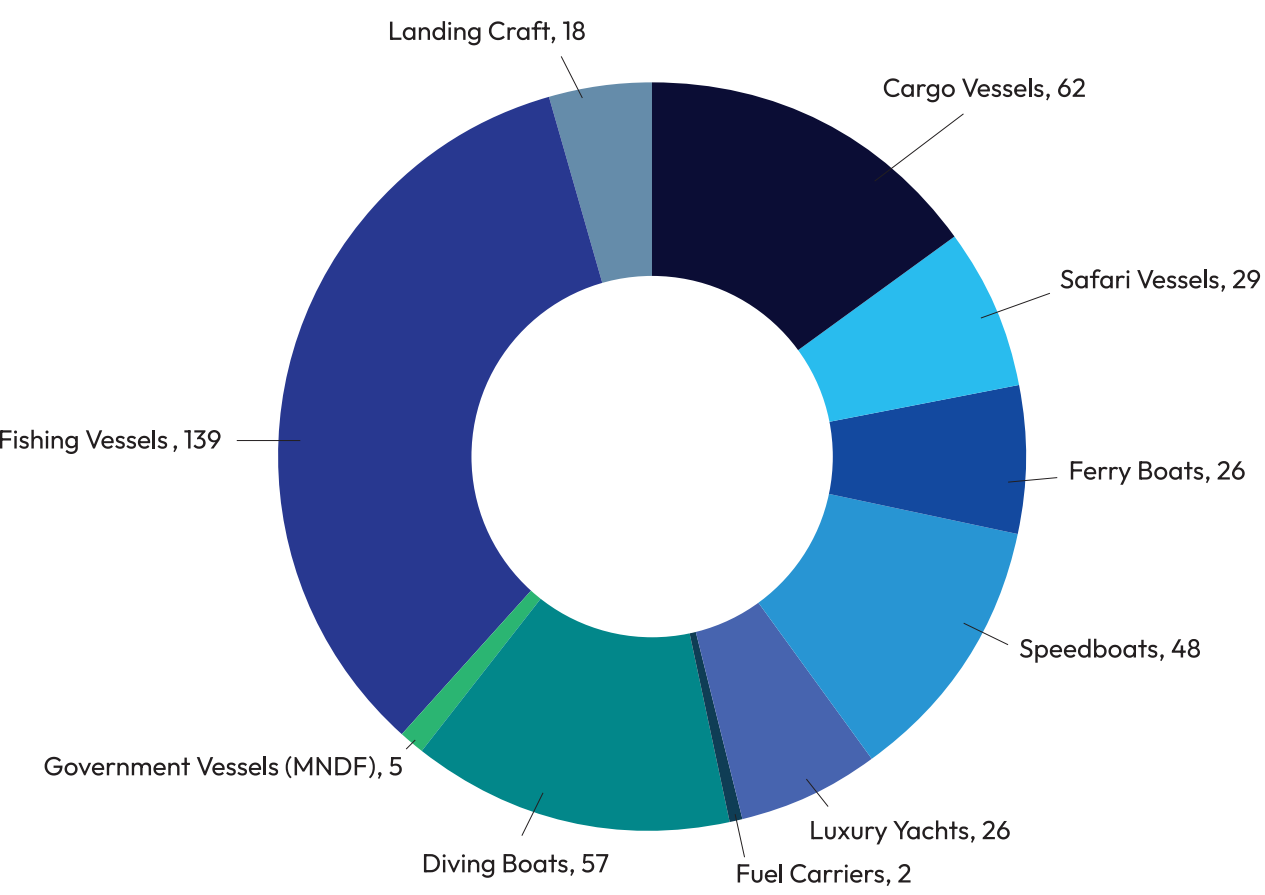
The Division delivered 1,517 service jobs across the year - 1,184 for MTCC's internal fleet and 333 for external customers, with external work accounting for close to a quarter of total activity. Machining and lathe work, welding and fabrication, and mechanical engineering were the Division's highest-volume service areas, together accounting for over half of all jobs completed, alongside sustained demand for maintenance support and electrical engineering work. Docking and undocking was notable as the one service area where external demand outweighed internal need - 82 external jobs against 58 internal - underscoring the Division's growing role as a docking provider for the wider Maldivian maritime industry.

A total of 412 vessels were docked at the Division's Thilafushi boatyard during the year, with fishing vessels the single largest category served at 139 vessels (34% of the total), followed by cargo vessels (15%), diving boats (14%) and speedboats (12%). The remainder comprised safari vessels, ferry boats, luxury yachts, landing craft, Government vessels (including MNDF) and fuel carriers - reflecting the breadth of the Maldivian maritime sector the Division now serves.

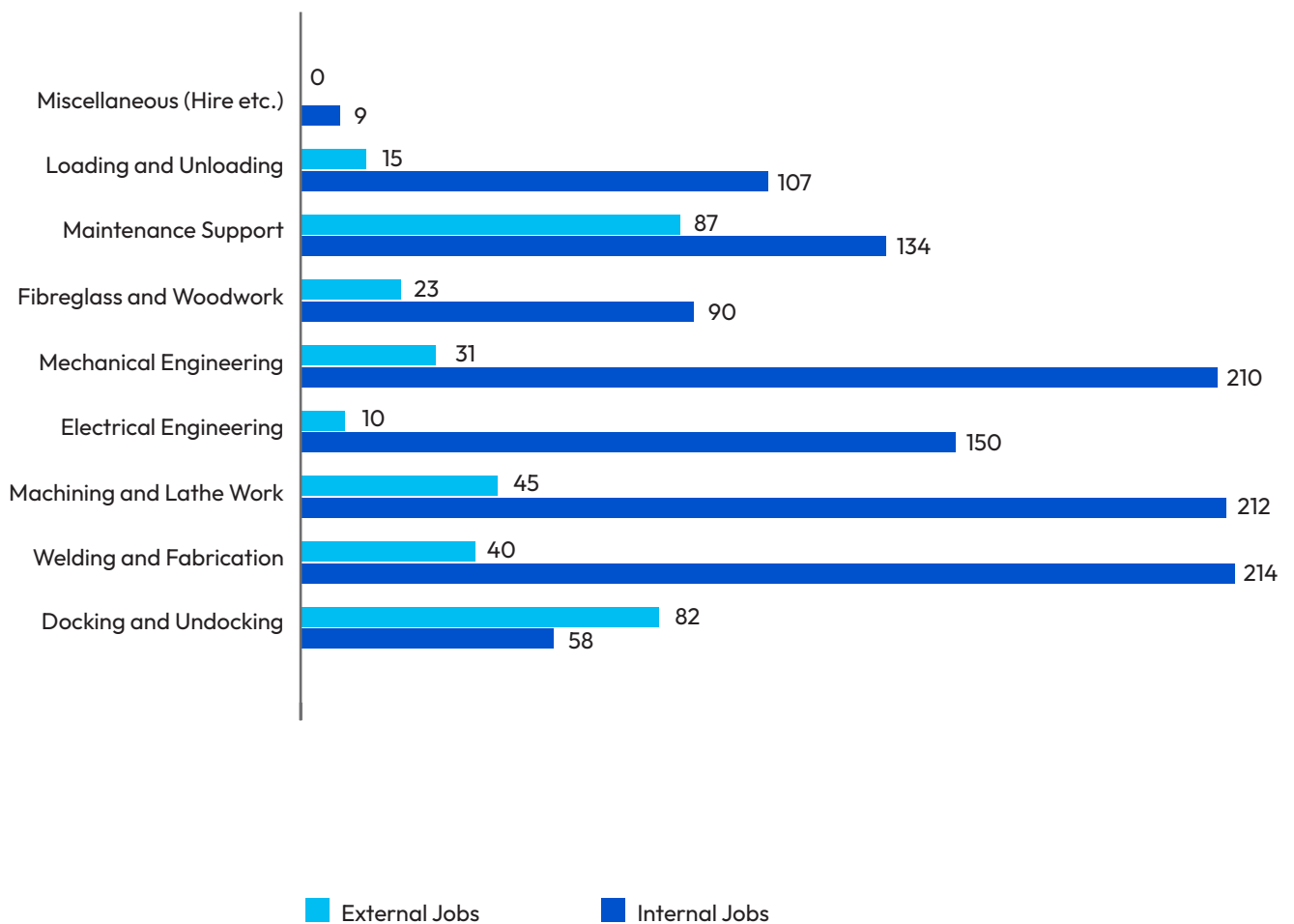
The Shipbuilding and Repair Division, established in previous years, continued to play a central role in servicing both the Company's own fleet and external customers in 2025, broadening MTCC's offering beyond maintenance into shipbuilding.



DOCKING SERVICES



ENGINEERING AND SUPPORT SERVICES



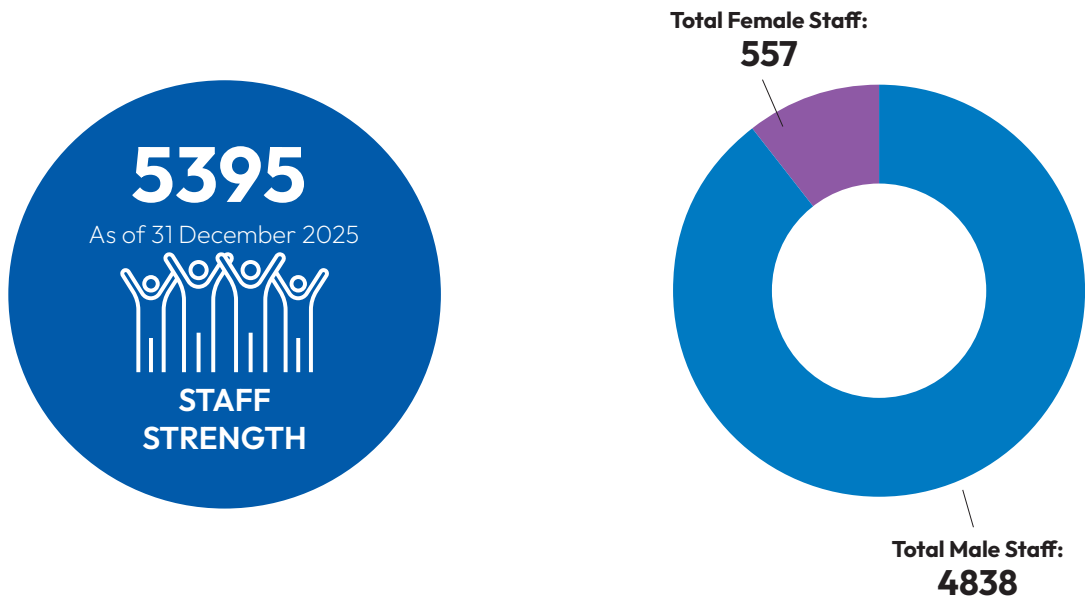


HUMAN RESOURCES DIVISION

In 2025, the Human Resources department maintained its focus on workforce development, training, and organisational support across all divisions. Efforts were directed toward strengthening internal capacity, fostering staff engagement, and advancing skills development in line with the Company's operational requirements.

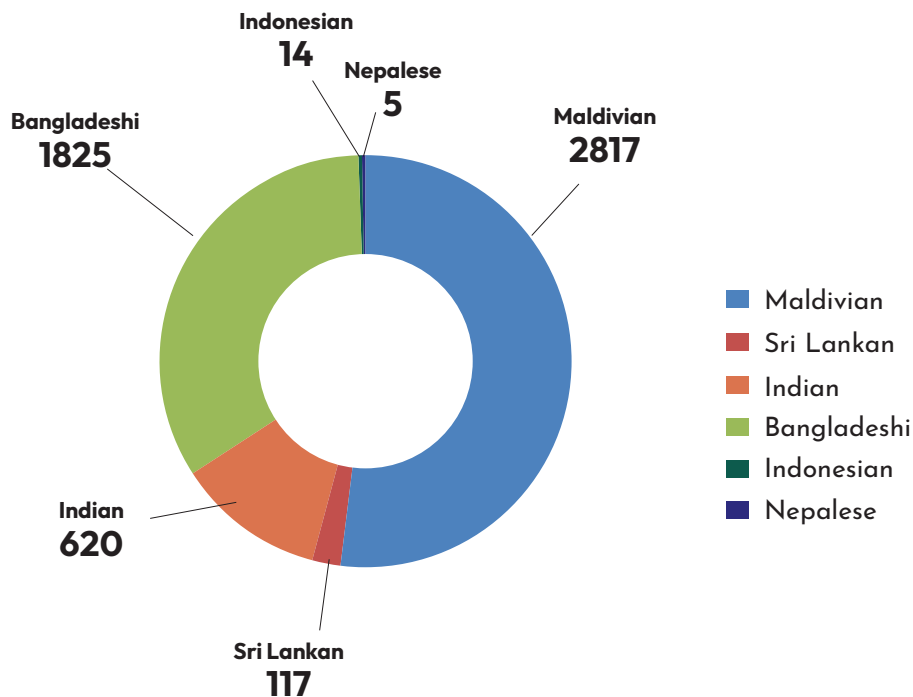
Our people are central to everything we deliver. As of 31 December 2025, MTCC employed 5,395 staff across its divisions and operations nationwide, comprising 4,838 male and 557 female employees.

As of 31 December 2025, MTCC employed 5,395 staff across its divisions and operations nationwide, comprising 4,838 male and 557 female employees.



DIVERSITY

Our workforce is drawn from six nationalities, with Maldivian nationals making up the largest group at 2,817, alongside colleagues from Bangladesh (1,825), India (620), Sri Lanka (117), Indonesia (11), and Nepal (5).



TRAINING AND DEVELOPMENT

Building the capability of our workforce remained a priority during the year. In 2025 we delivered 200 training programs spanning 19,753 training hours, reaching 1,305 staff at a total training investment of MVR 5.73 million.



KEY AREAS OF TRAINING

Training covered a broad range of areas, including skill development, health and safety, customer care, personal development, system and IT training, leadership, and human resource management. In addition, six employees continued long-term training abroad under the Human Resource Development Program.





HUNAVARU PROGRAM

The Hunavaru Program is a workforce licensing initiative aimed at providing Maldivians with industry-recognised skills for technical roles, with a primary focus on the construction and engineering sectors. Informed by MTCC's standing as a leading employer and active market participant, the program targets areas where formal licensing and practical training can meaningfully close skills gaps and improve the employability of the national workforce.

Through structured training, participants gain practical experience and industry-recognised certifications needed to meet regulatory requirements and enhance their competitiveness in the field. The program also delivers value to the Company, as licensed graduates who choose to continue their careers with MTCC bring with them a higher level of technical proficiency and professional readiness.

Through the Hunavaru traineeship program, 33 trainees joined during the year, of whom 12 - seven on the Sales track and five on the Project Officer track - passed and completed their training, building a pipeline of skilled Maldivian talent.

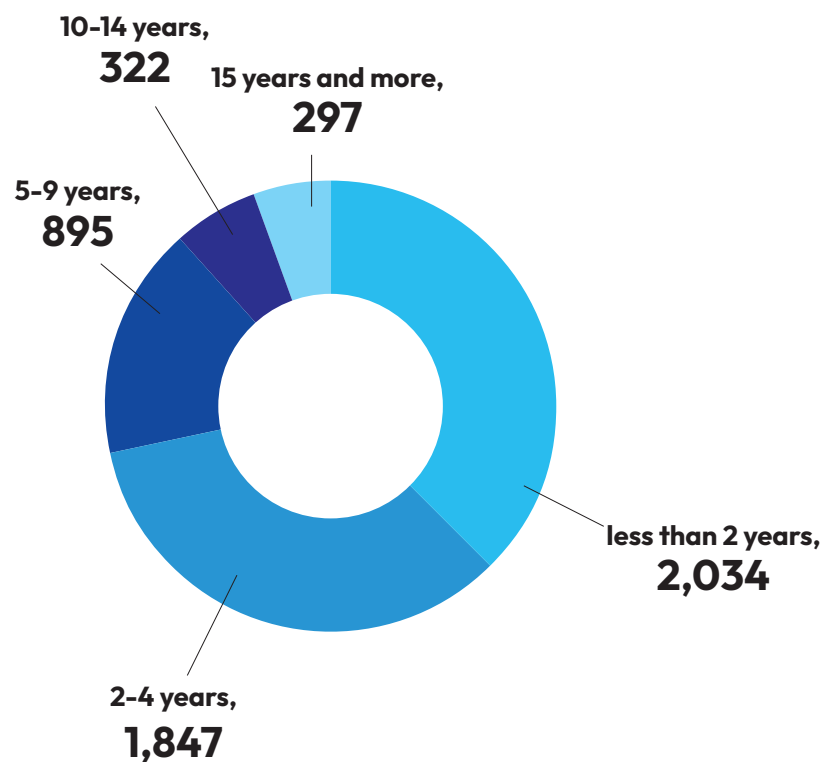
CERTIFIED TECHNICAL AND PROFESSIONAL STAFF

MTCC's infrastructure and environmental projects are underpinned by a dedicated team of certified professionals spanning civil and coastal engineering, environmental impact assessment, surveying, law, and architecture. The depth of expertise and qualifications within this team ensures rigorous compliance, meticulous planning, and consistent delivery of high-quality outcomes. Ongoing investment in professional development will continue to strengthen this vital capability.

WORKFORCE TENURE AND RETENTION

The Company benefits from a blend of fresh talent and long-serving experience. By length of service, our staff are distributed as follows.

MTCC's workforce reflects a balance of fresh talent and long-serving experience. Employees with less than two years of service formed the largest group at 2,034, followed by 1,847 with two to four years - together accounting for around 72 per cent of the workforce and reflecting the Company's rapid expansion in recent years. At the same time, the Company retains a deep core of institutional experience: 895 employees have served between five and nine years, 322 between 10 and 14 years, and 297 for 15 years or more - among them the four were honoured with Platinum awards for 40 years of service.



STAFF WELFARE AND RECOGNITION

We recognised outstanding performance across the Company through our annual staff awards, honouring excellence in customer service, project work, technical and support roles, seafaring, transport operations, and management, alongside our High Performer awards. Long-service awards celebrated employees reaching significant milestones, including four with 40 years of service (Platinum), two with 35 years (Rose Gold), nine with 30 years (Gold), 13 with 25 years (Silver), 50 with 20 years (Bronze), and 78 with 15 years (Blue).

During the second quarter, a special promotion initiative was implemented under the Managing Director's direction to recognise long-serving employees who met the criteria but had not advanced for five years or more. A total of 432 employees across various divisions were promoted under the initiative, reflecting the Company's commitment to recognising and rewarding its workforce.

A wide range of engagement and wellbeing activities was held during the year, including an International Women's Day celebration, sermon sessions, leadership enhancement training for ODI leaders, and sessions on workplace conflict management, coping with stress and anxiety, and developing a positive mindset. Policy awareness sessions and a staff appreciation event were also held, with 92 staff awarded certificates.

Under the Company's policies, financial benefits, certificates, and awards were presented to ten staff members (two Maldivian and eight expatriate) who retired during the year, while deceased-staff benefits were provided to the families of three employees under the Employee Benefit Policy.

Staff Welfare and Recognition		
Long-service awards	Category	Recipients
Platinum Award	40 years of service	4
Rose Gold Award	35 Years of service	2
Gold Award	30 years of service	9
Silver Award	25 years of service	13
Bronze Award	20 years of service	50
Blue Award	15 years of service	78

POLICIES AND PROCEDURES

Several policies were strengthened during the year. The Disciplinary Policy and Procedure was revised and implemented in the second quarter to improve fairness, clarity, and accountability, with updates to the investigation process, financial-assessment responsibilities, and the handling of false document submissions. The Attendance Procedure was likewise revised to provide clearer guidelines and a consistent framework, supported by the Attendance Badge System introduced earlier in the year to recognise consistent compliance. The Staff Benefit Policy was revised and approved by the Board in the fourth quarter, introducing a structured deceased-employee benefit payout ranging from MVR 50,000 to MVR 175,000 and interest-free loans for eligible employees in critical need.



CLUB MTCC

Club MTCC brings our people together through sport, culture, and community, strengthening camaraderie across the Company's four regions and representing MTCC in events nationwide.

The year began with the launch of the official Club MTCC Facebook page in January, strengthening digital outreach and communication with staff, and continued with a full and varied calendar of activities.

JANUARY 2025

1. The launch of the official CLUB MTCC Facebook page, strengthening digital outreach and employee communication. (1st January)

FEBRUARY 2025

1. CLUB MTCC participated in the Inter-Office Volleyball Tournament held in Addu City. (01st February)
2. Participated in the “Roadha Saafu” community clean-up event, a city-wide cleanliness initiative organized by the Ministry of Dhivehi language, culture and heritage. (15th February)
3. Hosting of the “Maahefun” cultural celebration, bringing employees together to honor local traditions. (26th February)



MARCH 2025

1. Club Mtcc participated in the Reciting Holy Quran Competition organized by national center for the holy quran. (03rd March)
2. Organized the ODI Ramazan Fiesta, the competition was held across MTCC's four regions, ensuring wide participation from staff. (16th March)
3. Organized a "Dharus and Tharaavees" during ramadan, encouraging spiritual reflection and workplace mindfulness. (19th March)
4. Organized a "Madhaha Tournament", the competition was held online across MTCC's four regions, ensuring wide participation from staff. (20th March)
5. Taking part in the "Eid Koadi" celebration, reinforcing inter-departmental unity and festive collaboration. (30th March)



APRIL 2025

1. CLUB MTCC proudly participated in the Fari Uthuru Coral Mas Race 1446, held in Hdh. Kulhudhuffushi, alongside various state companies and offices. (01st April)
2. CLUB MTCC also took part in the Ha.Dhihdhoo Council Masrace 1446, an exciting community event that brought together teams from various organizations. (25th April)

MAY 2025

1. CLUB MTCC held the ODI Futsal Challenge 2025, an internal tournament open to all MTCC staff. (10th May)
2. As part of the Club Maldives Cup 2025 Kickoff Campaign, CLUB MTCC proudly introduced the new team members who will represent the company in the upcoming tournament. (15th May)
3. CLUB MTCC participated in the Hiyyvaru Challenge Badminton Tournament 2025, held in Gn.Fuvahmulah. (18th May)



JUNE 2025

1. CLUB MTCC proudly participated in the Addu Eid Samaa, a variety of exciting activities, including Mas Race, Tug of War, and several other community games. (12th June)
2. CLUB MTCC participated in the Inter-Office Beach Handball Challenge 2025, marking our first ever entry into this exciting sport. (22nd June)



JULY 2025

1. CMC 2025 Coach On-board – Abulla Haneef (Benjo) was appointed as the official coach for CLUB MTCC for the upcoming tournament. (13th July)
2. CLUB MTCC futsal team participated in the Villimale Minivan Cup. (25th July)



AUGUST 2025

1. ClubMTCC finished as the RUNNER-UP in our first-ever e-sports tournament at Ooredoo Inter-Office E-Sports PUBG Championship 2025. (10th August)
2. Participated in the Thinadhoo City Council - Office Futsal Tournament. (22nd August)
3. ClubMTCC participated in the Ooredoo Mas Race 2025 held in K.Huraa. (22nd August)
4. Held a Greet and Meet Session with our futsal team players at R.Meedhoo with the UMMYD SPORTS ACADEMY players. (23rd August)

OCTOBER 2025

1. Organized the ODI Sports Fiesta Bashiboalha tournament 2025. (11th October)
2. Organized the ODI Sports Fiesta Faigathalhaa tournament 2025. (25th October)



NOVEMBER 2025

1. Participated in the ATELIYA ZIG ZAG INTER OFFICE FUTSAL TOURNAMENT which was held in Hdh.Kulhudhuffushi. (22nd November)



DECEMBER 2025

1. Kick-off practice of CLUB MTCC's women's Volleyball team for the Mercantile Volleyball Championship. (07th December)
2. Participated in the BML Inter Office Futsal Tournament 2025, held in Dhidhdhoo. (14th December)





CORPORATE SOCIAL RESPONSIBILITY

At MTCC, our commitment to corporate social responsibility (CSR) is deeply rooted in our identity and corporate values. We believe that contributing to national wellbeing and social development is inseparable from the role we play as a leading public Company. CSR is not merely a complementary effort; it is embedded into the way we operate across the Maldives.

With a presence on multiple islands at any given time, MTCC is uniquely positioned to deliver meaningful support by leveraging its operational capabilities, technical expertise, transport network, and on-site resources. Through close collaboration with government institutions, local councils, schools, non-governmental organisations, and community groups, we strive to ensure that our contributions address genuine needs and create lasting value for communities.

Our approach is guided by the principle of shared progress, recognising that sustainable development is achieved when communities are empowered, public institutions are strengthened, and opportunities are made accessible to all.

Contribution to Communities

Several policies were strengthened during the year. The Disciplinary Policy and Procedure was revised and implemented in the second quarter to improve fairness, clarity, and accountability, with updates to the investigation process, financial-assessment responsibilities, and the handling of false document submissions. The Attendance Procedure was likewise revised to provide clearer guidelines and a consistent framework, supported by the Attendance Badge System introduced earlier in the year to recognise consistent compliance. The Staff Benefit Policy was revised and approved by the Board in the fourth quarter, introducing a structured deceased-employee benefit payout ranging from MVR 50,000 to MVR 175,000 and interest-free loans for eligible employees in critical need.

CSR Contributions by Category – 2025

Category	Total Amount (MVR)
Environmental and Infrastructure Support	5,511,816.74
Social and Community Contributions	236,1753.32
Public Sector Support	248,966.48
Educational and Youth Support	500,499.94
Total	8,623,036.48

Among the most significant initiatives undertaken during the year was support provided for the construction of Travellers Hiyaa in Lh. Naifaru, valued at MVR 537,878. MTCC also contributed to the installation of a turf field at HA. Atoll School, supporting the development of educational and recreational facilities for students. In addition, renovation works were carried out at the Villimalé Social Service Centre, enhancing facilities that provide essential services and support to members of the community.



Environmental and infrastructure-related initiatives remained a key area of focus throughout the year. Support was extended to numerous islands through beach protection works, swimming area improvements, channel dredging, road levelling, waste management assistance, land clearing, sand transfer operations, and site improvement projects. These initiatives were implemented in collaboration with local councils, government agencies, public utilities, and community organisations, contributing to safer, cleaner, and more resilient island communities.

MTCC also continued to play an active role in supporting public institutions across the country. Assistance was provided to ministries, security services, public utilities, healthcare institutions, and local authorities through the provision of technical expertise, machinery, materials, renovation works, and transport services. These contributions helped facilitate the delivery of public services and strengthened institutional capacity in various sectors.

In the education sector, schools and educational institutions across the Maldives benefited from transport assistance provided through MTCC's ferry, speedboat, and bus services. Students from Malé, Hulhumalé, Addu City, Laamu Atoll, Haa Alifu Atoll, and numerous other regions were supported in participating in educational programs, excursions, competitions, and national events. Through these initiatives, MTCC continued to promote learning opportunities and youth engagement nationwide.

Under Social and Community Contributions, support was provided to a broad range of organisations including healthcare institutions, sporting associations, social service providers, non-governmental organisations, and community groups. Transport services and operational assistance facilitated the implementation of programs and events that promoted social wellbeing, inclusion, community engagement, and healthy lifestyles.

Beyond these major initiatives, MTCC accommodated numerous requests throughout the year based on their social value, urgency, and relevance to local communities. By leveraging its nationwide operational footprint and resources, the Company continued to make meaningful contributions that positively impacted communities across the Maldives.

Building a Diverse and Inclusive Workplace

At MTCC, we recognise that our employees are at the heart of our success. We remain committed to fostering a workplace culture that is inclusive, supportive, and empowering, enabling employees to reach their full potential while contributing to the Company's growth and long-term success. Throughout 2025, MTCC continued to invest in employee development through training programs, professional learning opportunities, leadership development initiatives, and career advancement pathways. These efforts were designed to strengthen capabilities across the organisation and equip employees with the skills required to meet evolving business needs.

The Company also promoted employee wellbeing through a variety of sports, wellness, and recreational activities aimed at strengthening teamwork, collaboration, and employee engagement. These initiatives contribute to a positive workplace environment while encouraging a healthy work-life balance.

MTCC remains committed to maintaining a diverse workforce and providing equal opportunities for all employees. The Company continues to promote the participation of women in the workplace, support multicultural inclusion, and harness the expertise of long-serving employees to create value across all areas of the business.

Through fair and transparent performance management systems, competitive employee benefits, and a strong focus on professional development, MTCC continues to enhance its employee value proposition and strengthen its position as an employer of choice.

Our Responsibility as a Corporate Citizen

As a publicly listed Company with operations spanning the entire nation, MTCC recognises that responsible corporate citizenship extends beyond business operations. The Company remains committed to conducting its activities ethically, transparently, and in full compliance with all applicable laws and regulations.

The responsible payment of taxes remains one of MTCC's most important obligations to society. The Company continues to fulfil all tax-related responsibilities diligently and transparently, ensuring full compliance with regulatory requirements while contributing to national development and public services.

Through responsible governance, accountability, and sustainable business practices, MTCC remains committed to creating long-term value for its shareholders, employees, customers, communities, and the nation.



FINANCIAL REVIEW

REVENUE

In 2025, the Group recorded total revenue of MVR 2,134 million, representing a marginal decrease of 1.04% compared to the previous year. The decrease was primarily attributable to a lower contribution from the Trading segment, while the Group's diversified portfolio of operations continued to provide a stable and resilient revenue base.

During the year, the Group continued to experience working capital pressures arising mainly from the extended collection cycle of certain project-related receivables, a characteristic inherent in large-scale infrastructure and long-term project activities. While these conditions impacted liquidity management, the Group maintained stable operational performance across its core business segments and preserved its revenue base at levels comparable to the previous year.

The management remains focused on strengthening liquidity through proactive receivables management, enhanced collection processes, disciplined cost control, and ongoing operational efficiency initiatives. These measures are expected to support sustainable growth and further strengthen the Group's financial resilience over the long term.

The Group's operations are strategically diversified across the Maldives through four key Strategic Business Units (SBUs): Trading, Construction & Dredging, Transport, and Real Estate, with central operations based in the Greater Malé Region. Other business activities comprise ship agency, docking, logistics, and maintenance services.

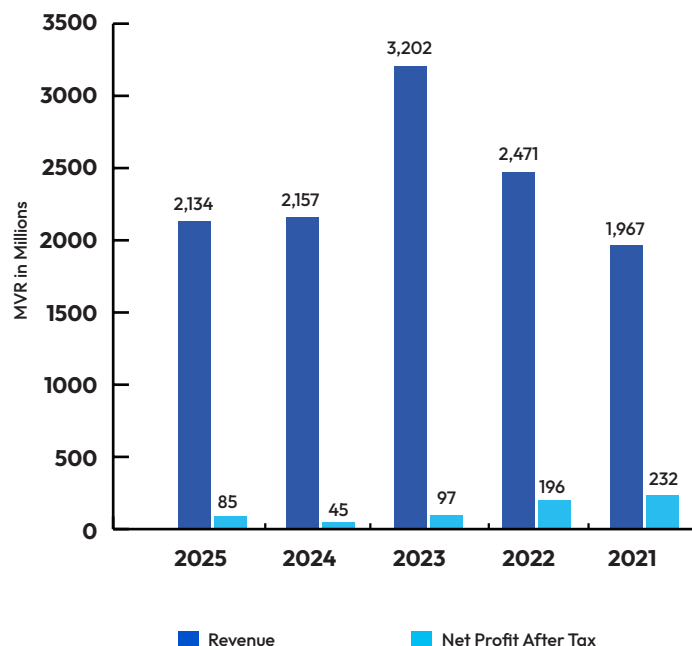
This diversified business structure enables the Group to maintain a balanced operational portfolio while supporting long-term growth opportunities across multiple sectors. Among the SBUs, the Trading and Construction & Dredging segments continue to serve as the principal contributors to the Group's revenue performance and operational activity.

For the year ended 31 December 2025, the Group recorded total revenue of MVR 2,134 million, demonstrating stable overall operational performance across its business segments. The Construction & Dredging segment remained the Group's largest revenue contributor, generating MVR 1,722 million compared to MVR 1,721 million in 2024. The Trading segment contributed MVR 244 million (2024: MVR 267 million), while the Transport segment reported a modest increase to MVR 150 million from MVR 149 million in the previous year. The Real Estate segment remained in its development and strategic positioning phase and therefore did not record revenue, consistent with 2024. Other business activities contributed MVR 19 million compared to MVR 20 million in the prior year.

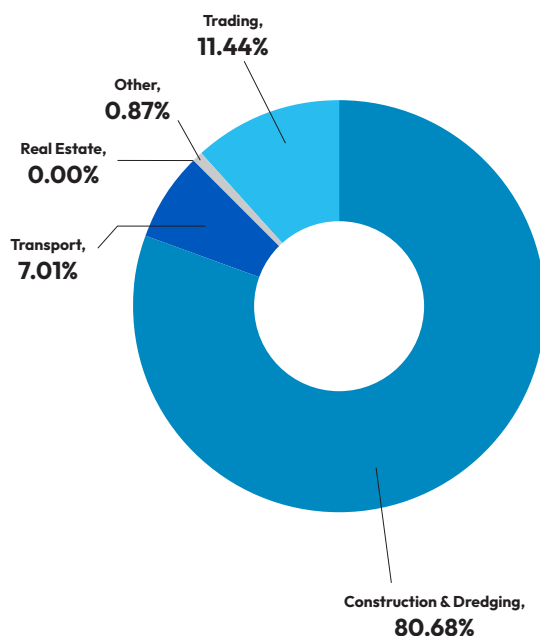
The Construction & Dredging segment recorded revenue growth of 0.05% during the year, reflecting the continued execution of key infrastructure projects and operational stability across the segment. While extended collection periods for certain project receivables continued to place pressure on working capital and procurement scheduling, the segment-maintained project continuity through careful resource planning and operational management. Despite these challenges, the segment delivered stable revenue performance and improved profitability through enhanced project execution and cost management initiatives.

The Trading segment reported a moderate decline of 8.5% in revenue during the year, primarily reflecting heightened market competition and prudent inventory management measures adopted in response to working capital considerations. These factors temporarily affected sales volumes during the period. In response, management has initiated strategic measures aimed at strengthening supplier relationships, optimising inventory planning, and enhancing working capital management to support improved operational efficiency and sustainable growth.

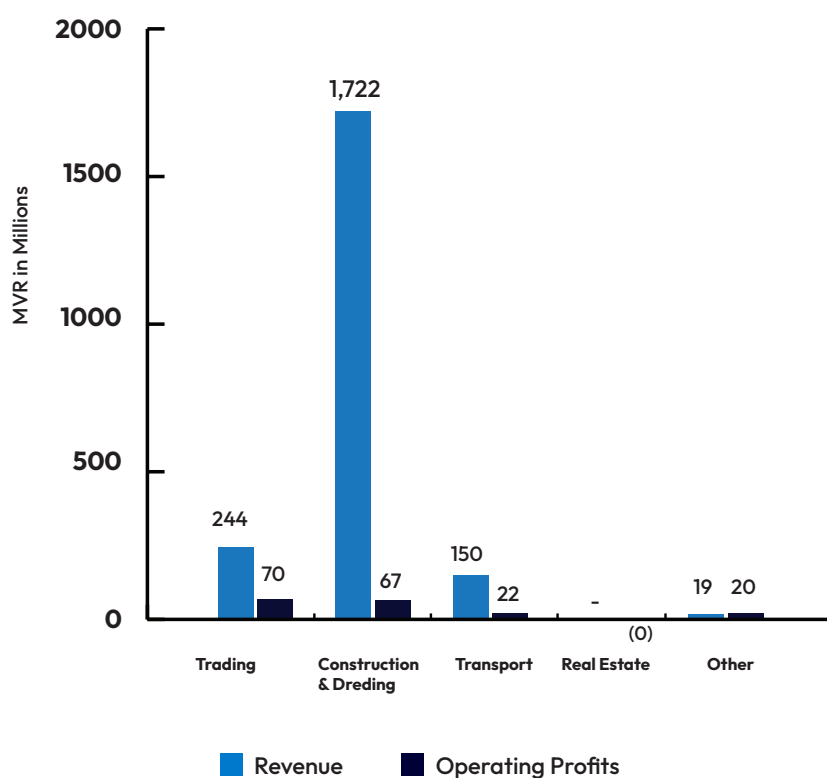
Revenue and Net Profit (MVR in Millions)



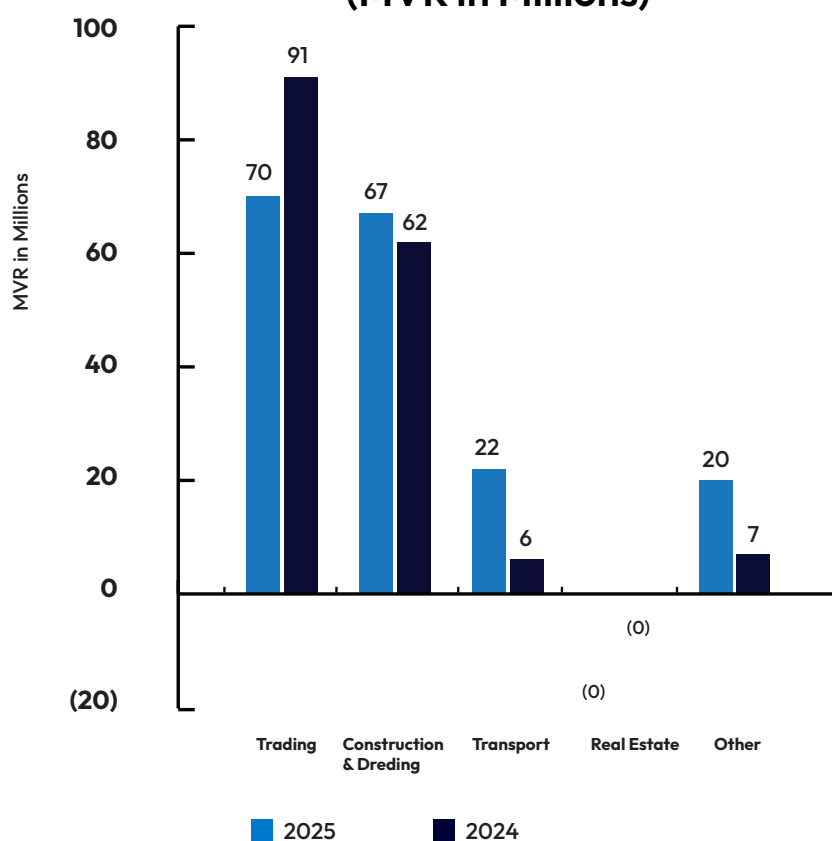
Segment Revenue % to Total Revenue



Segment Revenue and Profits (MVR in Millions)



Segment Profit / (Loss) (MVR in Millions)

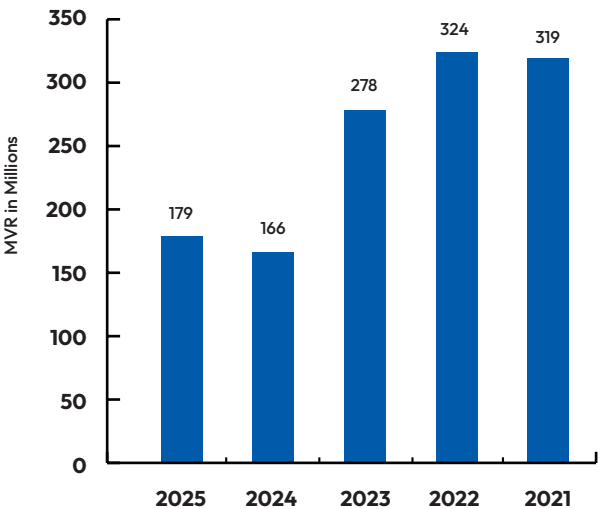


In contrast, the Transport segment demonstrated steady performance during the year, recording a 0.5% increase in revenue, primarily supported by the continued expansion of RTL ferry operations. This growth reflects the segment’s operational resilience and ongoing improvements in service delivery across key routes. Going forward, continued investments in fleet optimisation and network enhancement are expected to further strengthen capacity, improve efficiency, and support sustained growth within the segment.

OPERATING PROFIT

For the year 2025, the Group reported an operating profit of MVR 179 million, representing an 8% increase compared to MVR 166 million in the previous year, despite a marginal contraction in revenue. The improvement was supported by the compensation and operational subsidies received during the year in recognition of the Group’s role in delivering strategic infrastructure projects and regulated public transport services. These measures helped offset the financial impact arising from extended receivable collection cycles and regulated transport tariffs, while supporting the Group’s ability to sustain operational activities across its key business segments. Combined with disciplined cost management and stable operational execution, these factors contributed to the improvement in operating profit during the year.

Operating Profit - (MVR in Millions)



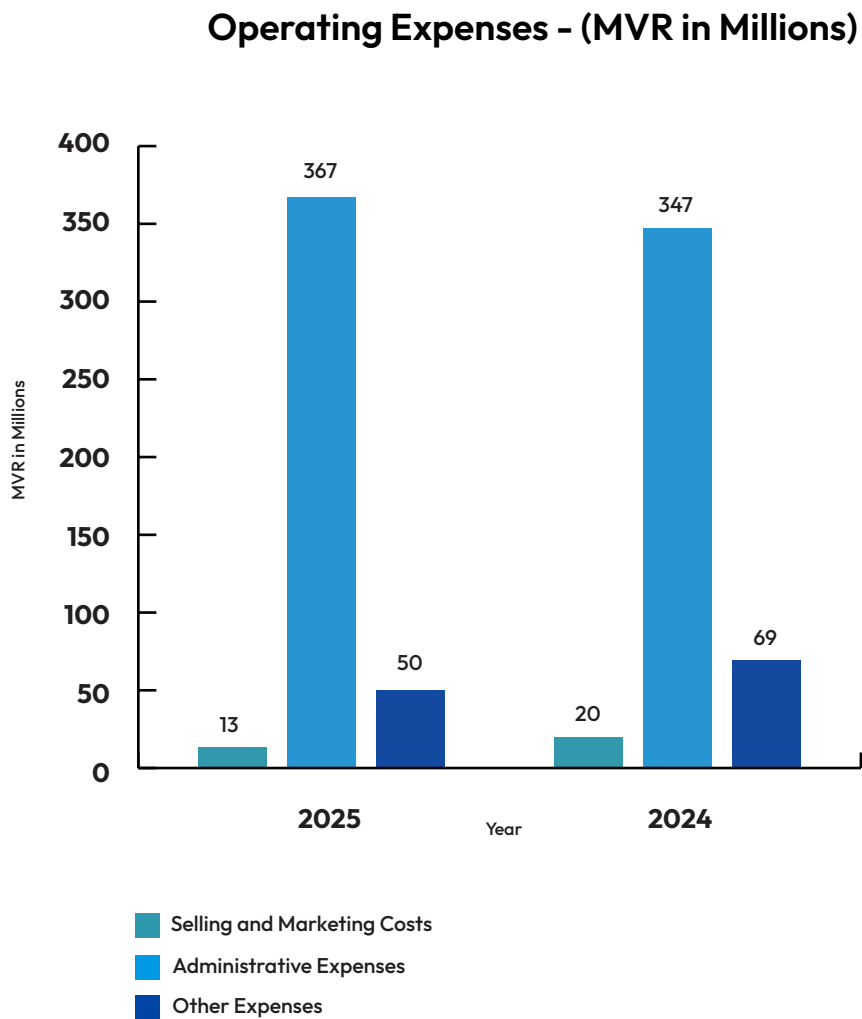
The Trading segment contributed MVR 70 million (2024: MVR 91 million), while the Construction & Dredging segment generated MVR 67 million (2024: MVR 62 million), supported by improved project execution and cost management.

The Transport segment recorded a significant improvement in operating profit, increasing to MVR 22 million in 2025 from MVR 6 million in the previous year. This improvement was driven by the continued growth of RTL ferry operations and Government operational support provided under the national public transport framework. As passenger fares are regulated to ensure affordable services, subsidy support is provided to bridge the gap between fare revenue and operating costs, thereby ensuring continuity of essential transport services.

In 2025, Operating Profit from Other Services increased significantly to MVR 20 million, compared to MVR 7 million in the previous year. This growth reflects enhanced performance across a range of supporting business activities, including Engineering and Repair Services, which contributed positively to the Company's overall operational performance.

OPERATING INCOME AND EXPENSES

Other income for the year included compensation of MVR 141.4 million, received to support and partially offset the adverse financial impact arising from the Construction & Dredging segment's operational outcomes. In addition, the Group recognised dividend income of MVR 12.05 million from its investment in Bank of Maldives shares (2024: MVR 10.95 million), along with MVR 1.58 million from Tawmil Takist Asset Financing (2024: MVR 1.75 million), reflecting continued returns from the Group's investment portfolio.



Administrative expenses primarily comprise staff-related costs, insurance, communications, travel, utilities, bank charges, corporate social responsibility initiatives, and license and registration fees. Overall, administrative expenses increased by 6% during the year, reflecting the expansion of operational activities and associated support requirements across the Group.

Selling and marketing expenses declined by 36% during the year, reflecting disciplined cost management and a lower level of promotional expenditure compared to 2024. The Group remains committed to implementing targeted marketing initiatives that strengthen brand positioning and support long-term competitiveness.

The Group also recognised a provision for impairment losses on financial and contract assets amounting to MVR 6 million (2024: MVR 13 million), reflecting a reassessment of expected credit losses based on updated estimates of potential future default risk. In determining the provision, applied its best judgment, incorporating relevant macroeconomic indicators, including GDP trends, to ensure a prudent and forward-looking assessment of credit risk exposure. Detailed disclosures are provided in the notes to the financial statements. The provision has further increased the selling and marketing expenses of the Group.

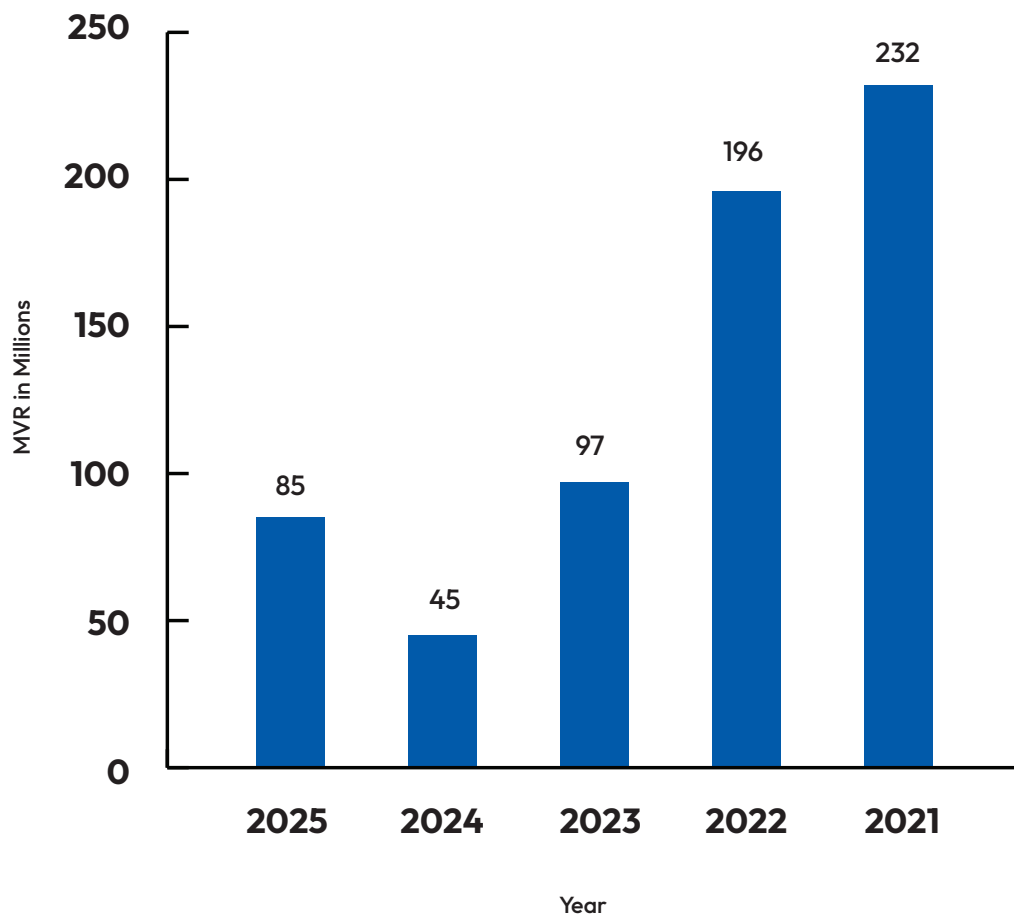
Other operating expenses decreased by 27% compared to the previous year, primarily reflecting the absence of exceptional project-related costs incurred in 2024. During the prior year, expected losses associated with certain projects were recognised, while fixed operational costs continued despite lower activity levels. As these project-related provisions and associated costs were substantially recognised in the previous year, the Group recorded lower other operating expenses in 2025.

Finance costs for the year decreased by 31% compared to the previous year, reflecting improved financial management and a more optimised funding structure. In addition, tighter cash flow conditions led to a reduction in overseas payments and lower foreign currency-denominated expenditures, which further contributed to the overall decline in finance costs during the year.

NET PROFITS

Profit after tax increased by 88% compared to the previous year, reflecting a stronger overall financial outcome for the Group. The improvement was principally attributable to reduced operating costs, the absence of significant project-related charges recognised in the prior year, and compensation and subsidies received in support of the Group's infrastructure development and public transport operations. These factors, combined with ongoing efforts to enhance operational efficiency and financial discipline, contributed to the significant improvement in profitability during 2025.

Profit After Tax - (MVR in Millions)



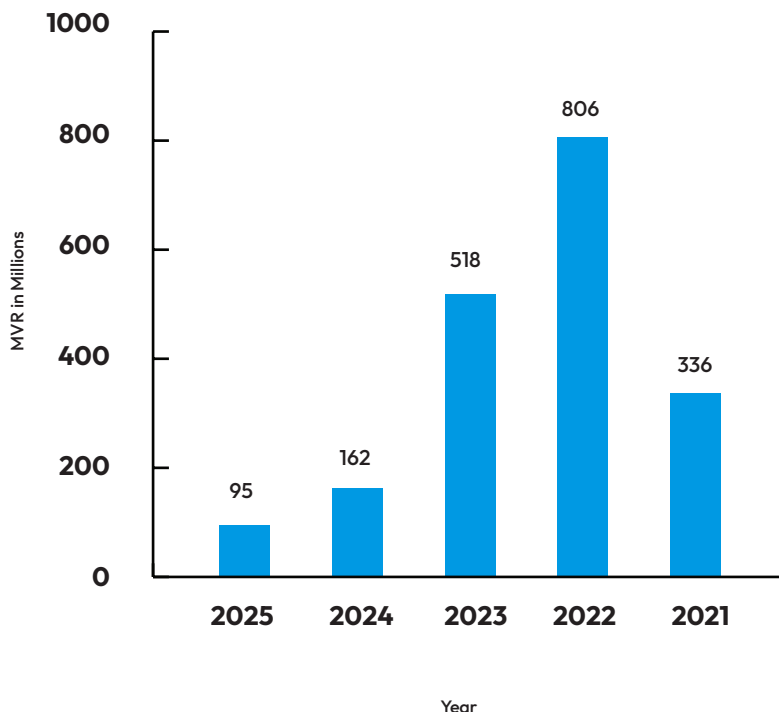
LONG TERM INVESTMENTS

Capital expenditure for the year amounted to MVR 94.57 million, representing a 41% reduction compared to MVR 161.54 million in 2024. The prior year's investment programme was primarily focused on sustaining operational capacity and included key initiatives such as pipeline upgrades for the dredging fleet, the acquisition of a high-speed ferry for RTL transport operations, and selected building-related developments.

In addition, the Group maintained its strategic investment in Bank of Maldives PLC. classified as an available-for-sale investment. During the year, the share price demonstrated positive market performance, reaching MVR 918.50 per share (2024 : MVR 710), with the highest traded price recorded at MVR 918.50. The Group received dividend income of MVR 12,050,280/- from this investment during the year ended 31 December 2025 (2024 : MVR 10,954,800/-), reflecting steady returns from its investment portfolio.

As part of its long-term growth strategy, the Group invested MVR 2.79 million in Maldives Industrial Development Free Zone PLC (MIDFZ), acquiring 27,850 shares, supporting national economic development initiatives and future value creation.

Capital Investments - (MVR in Millions)

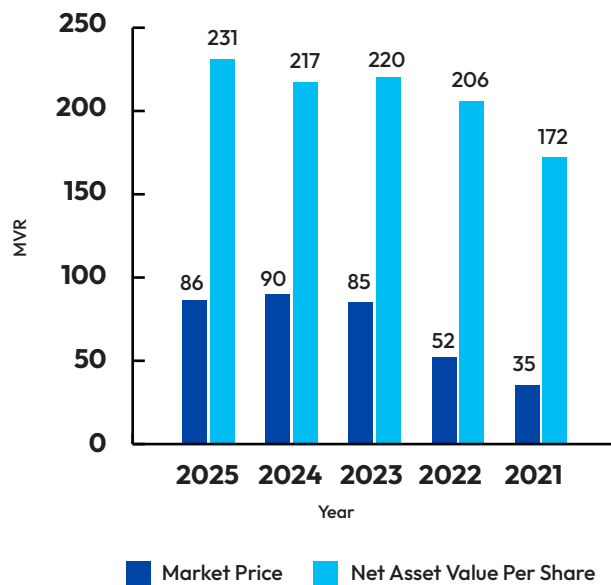


SHAREHOLDERS RETURN

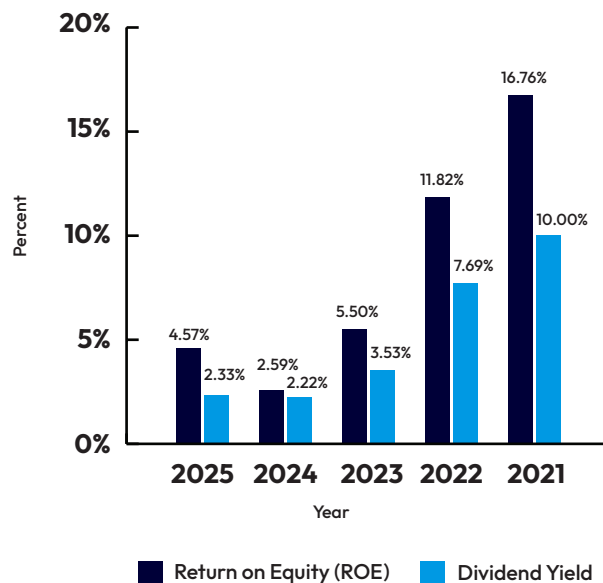
The Group generated a return of 4.57% for equity shareholders for the year ended 31 December 2025, reflecting its overall financial performance during the period. Net asset value per share increased by MVR 13.90, supported by the improvement in retained earnings and the Group's strengthened financial position.

In line with its consistent dividend policy, the Company has declared a dividend of MVR 3.00 per share for the year 2025 (2024 : MVR 2.00 per share), underscoring its continued commitment to delivering stable returns to shareholders while balancing reinvestment for future growth.

Market Price Net Asset Value Per Share



Return on Equity and Dividend Yield

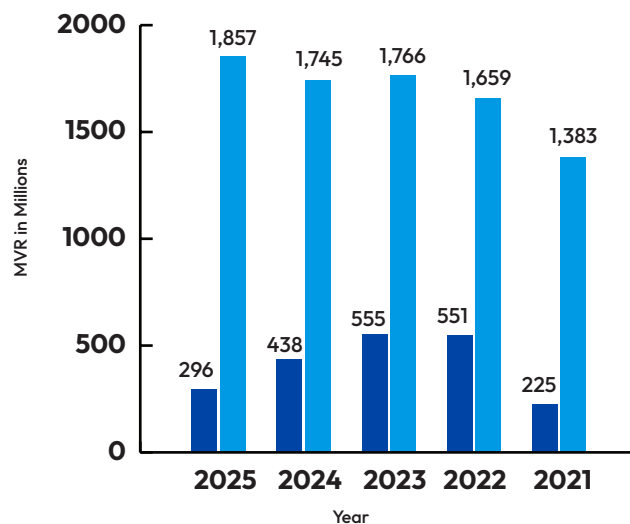


DEBT FINANCE

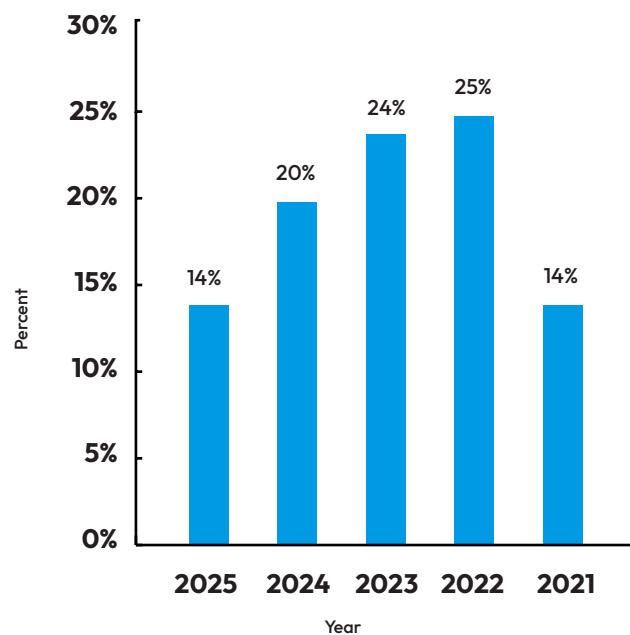
During 2025, the Group secured new borrowings amounting to MVR 186.97 million to support working capital requirements and ensure continuity of core operational activities. In parallel, loan principal repayments totaling MVR 206.50 million were made from operating cash flows, reflecting disciplined cash flow management and commitment to reducing financial obligations.

As a result, the gearing ratio declined by 6%, indicating a gradual improvement in the Group's capital structure and a more balanced level of financial leverage.

Net Debt to Equity (MVR in Million)



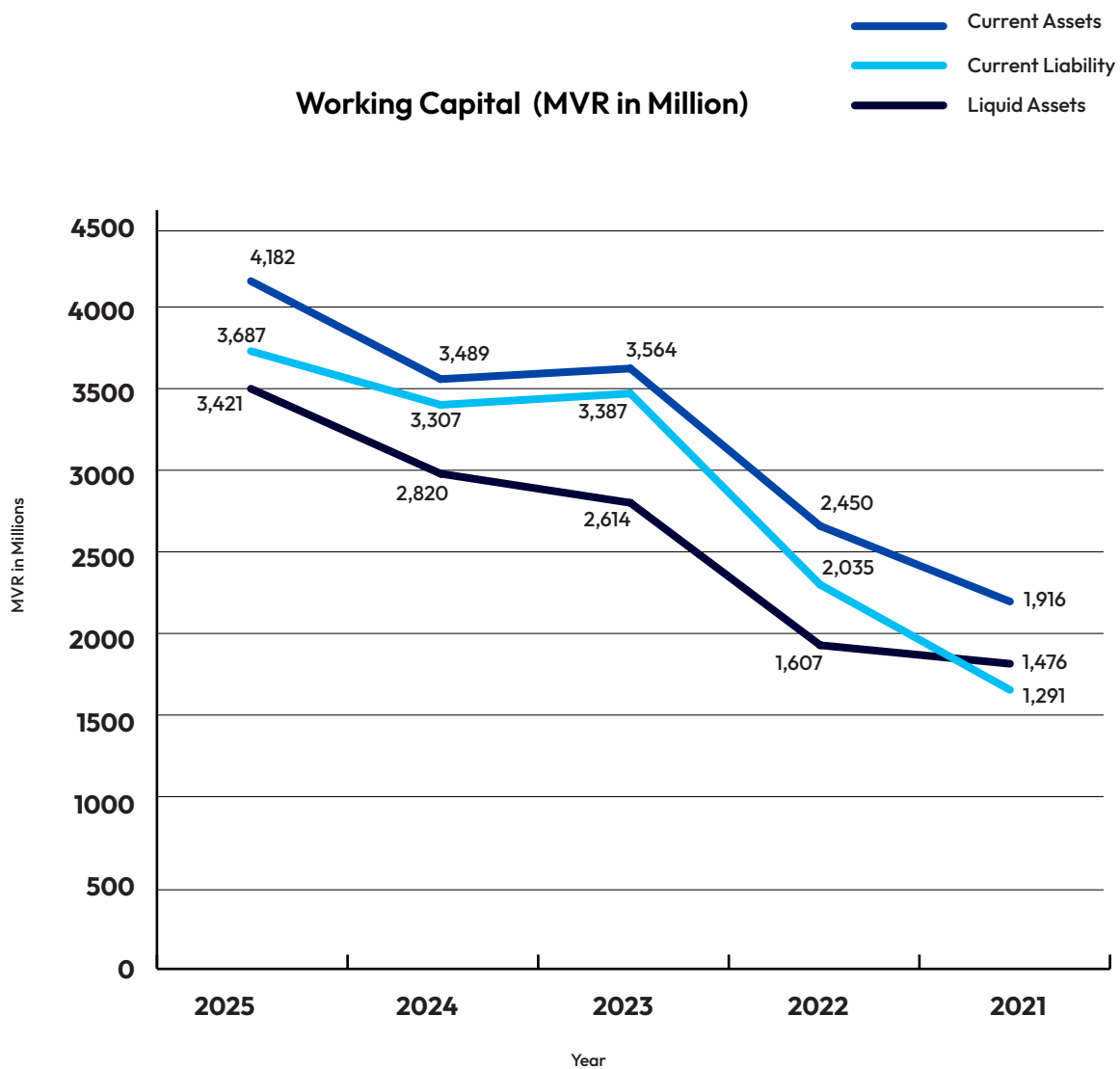
Total Gearing Ratio (%)



WORKING CAPITAL

The Group's current ratio stood at 1.13x in 2025, compared to the previous year, reflecting its continued capacity to meet short-term obligations in an orderly manner. In addition, the assets ratio improved to 0.93x from 0.85x in the prior year, indicating enhanced asset coverage relative to total liabilities and a strengthened balance sheet position.

Furthermore, cash and cash equivalents increased as at 31 December 2025, primarily supported by the inflow of borrowings utilized to sustain and support ongoing operational activities, thereby reinforcing the Group's liquidity position during the year.



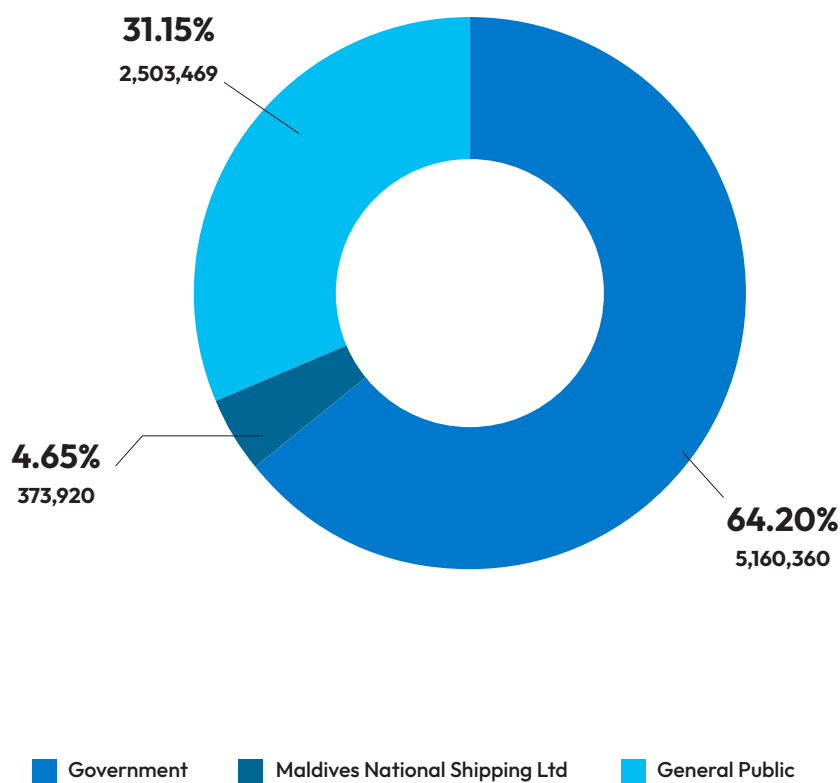
SHARE PERFORMANCE



SHARE PERFORMANCE

SHAREHOLDING STRUCTURE

There were no changes in the share structure of the Company in 2025.

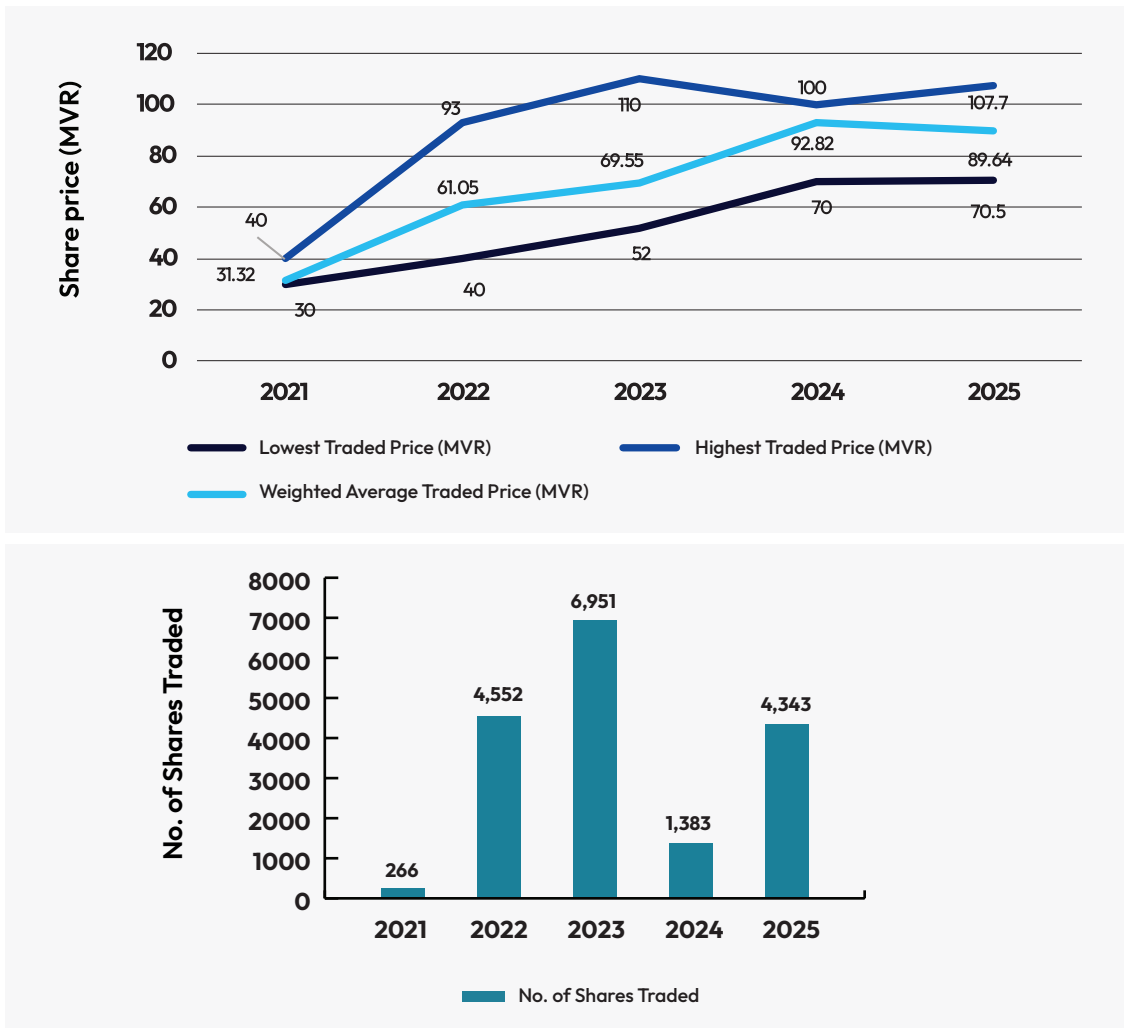


→ **Total number of shares**
8,037,749

→ **Face Value of Shares**
MVR 5 per share

→ **Proposed Dividend per Share 2025**
MVR 3.00

SHARE PRICE AND SHARES TRADED BETWEEN 2021 - 2025



SHARE TRADE

Details	2021	2022	2023	2024	2025
Lowest traded price	30	40	52	70	70.5
Highest traded price	40	93	110	100	107.7
Last traded price	35	52	85	90	86
Last traded date	08/09/2021	12/12/2022	19/12/2023	29/12/2024	28/12/2025
Weighted average traded price	31.32	61.05	69.55	92.82	89.64
No. of Trades	08	68	78	38	243
No. of shares traded	266	4,552	6,951	1,383	4,343
Value of Shares	8,332	277,913	483,474	128,374	397,473.45
Lowest market capitalization	241.13	281.32	417.96	-	-
Highest market capitalization	321.96	747.51	884.12	-	-



CORPORATE GOVERNANCE

As a Public Limited Company, MTCC is governed in accordance with the principles set forth in the Company's Act (Act no. 07/23), Maldives Securities Act (Act no. 02/2006), Securities (General) Regulations 2007, Continuing Disclosure Obligations of Issuers Regulation 2019 (Regulation no. 2019/R-1050), Corporate Governance Code of the Capital Market Development Authority, Listing Rules of the Maldives Stock Exchange, and the Articles of Association and Memorandum of Association of the Company.

The Board of Directors of MTCC remains firmly committed to upholding the highest standards of corporate governance, recognising it as fundamental to maintaining business integrity, safeguarding shareholder value, and sustaining investor confidence. In adherence to regulatory requirements and in line with best practices, the Company continuously strengthens its governance framework to ensure full compliance with the Corporate Governance Code issued by the Capital Market Development Authority (CMDA). Where instances of non-compliance arise, the Company provides clear and transparent explanations in accordance with the Code's principles of disclosure and accountability.

CORPORATE GOVERNANCE REPORT

BOARD CHARTER

The Company operates with a Board Charter revised and approved in 2021 which details the Directors' authorities, Directors' terms, general roles and responsibilities of the Board, Directors, Chairperson, Managing Director and Chief Executive Officer, and the Board's ethical standards.

ROLE OF THE BOARD OF DIRECTORS

The main responsibilities of the Board of Directors are as follows:

- Providing strategic direction to the senior management of the Company on matters relating to the business and seeking accountability for the achievement of objectives.
- Establishing, reviewing, and monitoring the business plans, annual budget, and policies of the Company.
- Ensuring that the Company has clear goals aligned to fulfill stakeholder expectations and improve shareholder value and business growth.
- Ensuring compliance with laws and regulations in all matters related to the Company.
- Acquiring essential investments and resources for the smooth functioning of the business.
- Reviewing and approving the financial statements and reports of the Company.
- Recognising and assessing risks and establishing internal controls and other measures to manage such risks.

BOARD COMPOSITION

In accordance with the Articles of Association (AOA) of the Company, the Board comprises of seven directors, of which five directors are nominated by the major shareholder, the Government of the Maldives and elected by the shareholders at the Annual General Meeting (AGM). The remaining two board directors representing public shareholders are elected by public shareholders at the AGM for a two-year term. As defined in CMDA's Corporate Governance Code, the Board of Directors represents a mix of Executive, Non-Executive, and Independent Directors.

The Board of Directors remains firmly committed to upholding the highest standards of integrity and ethics, recognising them as fundamental to ensuring the Company's success. In adherence to regulatory requirements and international best practices, the Board continuously strengthens and develops efficient corporate governance structures to support sustainable growth and safeguard stakeholder interests.

The composition of the Board of Directors as of 31st December 2025 was as follows:

Name	Designation	Representation	Date of Appointment	Date of Conclusion
Mr. Mohamed Afeef Hussain	Former Chairperson Non-Executive Independent Director	Government	18 December 2023	27 April 2026 (Resignation)
DCP (Retd.) Ahmed Saudee	Managing Director/ Executive Director	Government	21 August 2024	-
Mr. Mohamed Jamsheed	Deputy Managing Director/ Executive Director	Government	31 December 2024	-
Mr. Nasrath Mohamed	Non-Executive/ Independent Director	Public	27 September 2020	-
Mr. Mohamed Imran Adnan	Non-Executive/ Independent Director	Public	15 November 2020	-
Mr. Ali Naail	Non-Executive/ Independent Director	Government	24 December 2023	-
Mr. Yaseen Hussain	Non-Executive/ Independent Director	Government	08 April 2025	-
Mr. Sinaan Ali	Former Non-Executive/ Independent Director	Government	06 February 2019	05 February 2026 (Completion of Directorship Term)

Summary of Board Meeting and Board Committee Meetings

44	26	08	16
Board of Directors Meeting	Audit & Risk Committee Meeting	Corporate Governance & Compliance Committee Meeting	Nomination & Remuneration Committee Meeting

BOARD MEETINGS

The Board determines the Company's strategy and objectives by establishing, assessing, and monitoring internal controls to identify and govern the risks of the Company. The Board ensures that the Company's businesses maintain and improve sustainability and profitability from year to year. The Board of Directors also reviews the reports related to the Company's internal controls and monitoring controls submitted to the Board by the Chief Internal Auditor and the management of the Company.

During the year discussions of the Board focused on the following issues.

- Business Plan
- Business Performance
- Approval of Annual Report and Quarterly Reports
- Approval of financing and investment activities and other business development activities
- Strategic direction on maneuvering cashflow concerns

KEY BOARD DECISIONS OF 2025

- Endorsed and resolved the appointment of Mohamed Jamsheed as Executive Director to the Board.
- Endorsed and resolved the appointment of Uz. Ahmed Fikury as Company Secretary.
- Endorsed and resolved the appointment of Ahmed Shareef Abdul Rahman Yoosuf as Deputy Managing Director.
- Approved the revised composition of the Board Committees.
- Reviewed and approved the revised Organisational Structure.
- Endorsed and resolved the appointment of Sinan Ali as Chief Operating Officer.
- Reviewed and approved the Q4 2024 Financial Statements and Report.
- Reviewed and approved proceeding with special projects and new policy initiative projects at the quoted prices.
- Endorsed and resolved the appointment of Yaseen Hussain as a Non-Executive Director of the Board.
- Reviewed and approved the revised Board Committees Composition.
- Reviewed and approved the introduction of RTL services in Raa Atoll and Baa Atoll.
- Reviewed and approved the changes to the MREIC Board and its composition.
- Reviewed and approved the Annual Accounts and Financial Statements for the year ended 2024.
- Reviewed and approved the declaration of dividend for the year 2024.
- Reviewed and approved the publication of the Annual Report for the year 2024.
- Reviewed and proposed the appointment of External Auditors for the financial year 2025.
- Reviewed and approved the publication of the Notice for the 2024 Annual General Meeting.
- Reviewed and approved the publication of the Second Quarterly Report and Financial Statements for the year 2025
- Reviewed and approved the Annual Operations and Maintenance Plan for RTL Zone 4 (Malé, Faafu, Dhaalu, Thaa, and Laamu Atolls).
- Reviewed and approved the delay in the publication of the third Quarterly Report and Financial Statements.
- Reviewed and approved the publication of the third Quarterly Report and Financial Statements for the year 2025
- Approved the acquisition of new machinery for the Construction and Dredging Division.
- Approved the Business Plan, Revenue Budget, and CAPEX Budget for the year 2026.

Attendance at Board of Directors' Meetings for the year 2025

NAME OF DIRECTORS	REQUIRED	ATTENDED
Mr. Mohamed Afeef Hussain (Former)	44	43
DCP (RETD) Ahmed Saudee	44	44
Mr. Mohamed Jamsheed	44	44
Mr. Nasrath Mohamed	44	44
Mr. Mohamed Imran Adnan	44	43
Mr. Ali Naail	44	42
Mr. Yaseen Hussain	34	33
Mr. Sinaan Ali (Former)	05	05

BOARD COMMITTEES

The Board of Directors has established three committees, consisting of the Audit and Risk Committee, the Nomination and Remuneration Committee, and the Corporate Governance and Compliance Committee. The Board delegates certain duties to these committees as defined by their respective committee charters. The Company has focused its efforts on developing its internal systems, policies, and procedures to ensure maximum transparency and governance.

Composition of Board Committees

Directors	Audit & Risk Committee	Corporate Governance & Compliance Committee	Nomination & Remuneration Committee
Mr. Nasrath Mohamed*	Member	Member	Chairperson
Mr. Mohamed Imran Adnan	Chairperson	Member	Member
Mr. Ali Naail*	Member	Chairperson	Member
Mr. Yaseen Hussain*	Member	Member	Member
Mr. Sinaan Ali*	Former Member	Former Member	Former Chairperson

* Mr. Nasrath Mohamed was appointed as Chairperson of the Nomination & Remuneration Committee by the Board of Directors on 09 April 2025. Prior to the appointment he was serving as the Chairperson of the Corporate Governance & Compliance Committee.

* Mr. Ali Naail was appointed as Chairperson of the Corporate Governance & Compliance Committee by the Board of Directors on 09 April 2025.

* In February 2025, Mr. Sinaan Ali completed the maximum consecutive term as a Non-Executive Independent Director, as stipulated in Clause 64 of the Articles of Association. Accordingly, his tenure on the Company's Board came to an end.

* Mr. Yaseen Hussain was appointed as a Non-Executive Independent Director by the majority shareholder, Government of the Maldives on 08 April 2026.

BOARD DEVELOPMENT

The Company recognises the critical importance of continuous Board development and has established a structured Induction Program through the Company Secretariat, aligned with the Board Training and Induction Policy, and compliant with the Corporate Governance Code. In addition to the induction program, Directors are provided with opportunities to participate in specialised training programs to strengthen their governance capabilities and remain informed of emerging regulatory and business trends. The Company is committed to regularly reviewing and addressing the individual training needs of each Director, ensuring they maintain and enhance their effectiveness in a dynamic business environment.

The Directors also completed the following training programs during the year.

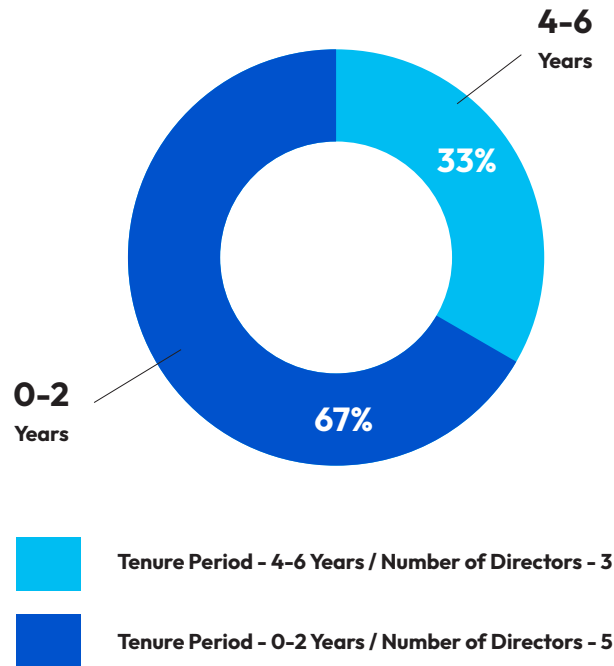
Training	Training Type	Institute	Training Period
Environment, Social and Governance (ESG) Training	Sustainability, ESG & Corporate Responsibility	Learners point Academy	5 Days
SMU-SID Directorship Program module 2	Corporate Governance & Board Leadership	Singapore Management University	3 Days
CMDA Directors Training Program	Corporate Governance & Directorship	CMDA	3 Days
Risk Management Professional Training	Enterprise Risk Management	Learners point Academy	5 Days
Business Analytics Training	Data Analytics & Business Intelligence	Learners point Academy	7 Days
Accounting & Finance for Non-Financial Managers	Financial Management & Accounting	National University of Singapore	5 Days
SMU-SID Directorship Program module 4	Board Effectiveness & Strategic Leadership	Singapore Management University	2 days
Project & Infrastructure Finance Training	Project Finance & Infrastructure Investment	Learners point Academy	5 days

INDEPENDENCE

The independence of directors is ensured and monitored in accordance with Clause 1.1(g) of the CMDA Corporate Governance Code and the Articles of Association (AOA). The Company requires Directors to disclose any conflicts of interest and members have resolved to abstain from participating in discussions or voting on occasions where potential conflicts of interest arise. The Company Secretariat maintains a 'Conflict of Interest and Disclosure Policy' to mitigate potential conflicts of interests that may arise.

TENURE

As per Clause 63.1 of the Articles of Association (AOA), Board Directors are appointed or elected at an Annual General meeting, and as defined in the AOA their term of service extends until the second Annual General Meeting following their appointment. Furthermore, as per Clause 64 of the AOA, Non-executive Directors may serve on the Board for a maximum of six consecutive terms.



DIRECTORS' SHAREHOLDING

Details of Director's shareholdings as of 31 December 2025 are disclosed below.

Name	Shares held as of 31 December 2025	Total sale or purchase Transactions in 2025
Mr. Nasrath Mohamed	19	-
Mr. Mohamed Imran Adnan	60	-

PROHIBITION OF INSIDER TRADING

In accordance with the Capital Market Development Authority's Policy on Prohibition of Insider Trading and the Securities Act (02/2006), the Company has established its Insider Trading Policy to ensure restriction on any purchase or sale of Company securities using non-public and strategic information of the Company. Any stakeholder of the Company with access to non-public and strategic information regarding the Company's securities may not be involved in any kind of trading of Company securities.

RELATIONSHIP WITH SHAREHOLDERS

MTCC places a high priority on fostering transparent and effective communication with its shareholders. The Board of Directors and the Company Secretariat are committed to providing timely, relevant, and accessible information to shareholders, ensuring they are well informed about the Company's performance and strategic direction.

The Company publishes comprehensive annual and quarterly reports, accessible through MTCC's website. These reports provide shareholders with detailed insights into the Company's financial performance, key developments, major projects, and decisions made by the Board during the reporting periods.

In 2021, MTCC launched the Shareholders Online Portal to enhance accessibility and convenience for shareholders. This portal allows shareholders to manage their shareholding, update personal information, access reports, and register for general meetings, all in one place.

MTCC continually seeks to improve its communication channels and shareholder engagement practices. The Company values shareholder feedback and remains dedicated to maintaining open lines of communication to support informed decision-making and foster a strong relationship with its shareholders.

ANNUAL GENERAL MEETING

The Annual General Meeting (AGM) for 2024 was held on 17 June 2025. The AGM serves as a platform for all shareholders to exercise their rights on key matters concerning the Company. Shareholders may attend the meeting in person or be represented by proxy.

"FahiVote", the electronic general meeting system platform of the Maldives Securities Depository (MSD) was used at the Annual General Meeting.

A total of 156 shareholders participated in AGM 2024, both physically and virtually, representing a total share value of MVR 5,587,737. All resolutions proposed by the Board were subject to proportional voting.

Major decisions made at the AGM held on 17 June 2025

- Approved minutes of the 2023 Annual General Meeting.
- Approved Director's Report for 2024.
- Approved Company's Audited Financial Statements for 2024.
- Approved the Board of Directors' proposal to distribute a dividend of MVR 2.00 per share, based on a face value of MVR 5.00 per share, for the financial year ended 2024.
- Approved to appoint Deloitte Partners as the External Auditor of the Company for 2025.

DECLARATION

The Board of Directors declares that the Annual Report is prepared in accordance with the Corporate Governance Code of the Capital Market Development Authority, Continuing Disclosure Obligation of Issuers Regulation (2019/R- 1050), Articles of Association of MTCC, Listing Rules of Maldives Stock Exchange, Securities' Act (2/2006) and the Companies Act (07/2023).

The Board of Directors also declares that the information presented in this Annual Report is true and accurate, and that together with the top management of MTCC, it has made every effort to ensure that the Company is governed and managed in a fair and transparent manner. The Board confirms that the financial statements have been prepared in accordance with the International Financial Reporting Standards (IFRS) and internationally accepted best practices, in compliance with applicable laws, rules, and regulations. Furthermore, importance is given to providing shareholders with a clear and fair assessment of the Company's financial position and performance.

The Directors are responsible for preparing the Annual Report and the Financial Statements in accordance with all applicable laws and regulations as mentioned above, to fulfil the interest of all shareholders, while creating the best value for the Company's shareholders.

The strategic business plan of the Company is carefully reviewed by the Board of Directors to ensure that it is aligned with its long-term strategic objectives of shaping and transforming its businesses for long-term competitiveness and profitability. The Company's future has been drawn up with careful consideration of the Company's strengths and the opportunities that are expected to arise in the market. Furthermore, the Company aims to invest in areas that will ensure the sustainability of the Company's businesses. The Board of Directors is confident that the Company has enough resources to continue its operation for the foreseeable future. Accordingly, the Company will continue to adopt the going-concern basis in preparing the financial statements.



Saadha Ibrahim
Chairperson



DCP (RETD) Ahmed Saudee
Managing Director

AUDIT AND RISK COMMITTEE

The Audit and Risk Committee was established in accordance with the Articles of Association (AOA) of the Company and required under the Corporate Governance Code of the Capital Market Development Authority of Maldives.

KEY ROLES AND RESPONSIBILITIES

The function of the Audit & Risk Committee is to assist the Board in its oversight of the following areas concerning the Company:

- The integrity of the financial statements and the Company's financial reporting processes
- The qualifications and independence of the independent auditors
- The performance of the internal audit function
- The Company's compliance with legal and regulatory requirements
- The effectiveness of internal controls designed to safeguard the Company's assets and income, and to ensure adherence to ethical standards, policies, plans, and procedures
- Guidelines, policies, and processes for identifying, monitoring, and mitigating risks

COMPOSITION AND ATTENDANCE

The Audit and Risk Committee consists of 04 Non-Executive Independent Directors who possess the capacity to understand and review financial statements and undertake the responsibilities of the Committee.

During the year, the Audit and Risk Committee held 26 meetings.

Name	Position & Type	Required	Attended
Mr. Mohamed Imran Adnan	Chairperson of the Committee - Non-Executive Independent Director	26	26
Mr. Nasrath Mohamed	Member - Non-Executive Independent Director	26	26
Mr. Ali Naail	Member - Non-Executive Independent Director	26	23
Mr. Yaseen Hussain	Member - Non-Executive Independent Director	18	18
Mr. Sinaan Ali	Former Member - Non-Executive Independent Director	02	02

KEY DECISIONS OF THE COMMITTEE

- Reviewed the quarterly financials for the fourth quarter of 2024
- Reviewed the monthly financials for the year.
- Finalised the annual internal audit workplan for the year.
- Finalised the revised internal audit charter.
- Discussed audit reports in accordance with the approved audit plan
- Evaluated and proposed the appointment of external auditors for 2025
- Reviewed the quarterly financials for the first quarter of 2025.
- Reviewed the quarterly financials for the second quarter of 2025.
- Reviewed the quarterly financials for the third quarter of 2025.
- Reviewed the proposed dividend for the financial year 2024.
- Reviewed the annual account and audited financial statements for 2024
- Reviewed the introduction of RTL services in Raa Atoll and Baa Atoll
- Reviewed the acquisition of new machinery for the Construction and Dredging Division.
- Reviewed the RTL Subsidy Framework Agreement
- Reviewed the business plan, revenue budget, and capital expenditure budget for 2026

INTERNAL CONTROLS

The Internal Audit function operates independently to evaluate and improve the Company's governance, risk management, and internal control processes.

Guided by a risk-based audit plan approved by the Audit and Risk Committee, Internal Audit provides objective assurance on the adequacy and effectiveness of the control environment through structured assurance engagements. It also undertakes advisory engagements to provide actionable insights that enhance operational efficiency.

To support the Board of Directors, Internal Audit conducts independent assessments of the Company's governance structures and processes. It evaluates the transparency, accountability, and effectiveness of decision-making mechanisms. Regular reporting to the Audit and Risk Committee ensures timely communication of audit observations and tracks management's implementation of corrective actions.

The function also assesses the design and operational effectiveness of the Company's risk management framework. By reviewing how key strategic, operational, financial, and compliance risks are identified and mitigated, Internal Audit strengthens the Company's risk response.

Through these activities, Internal Audit assists the Committee in fulfilling its oversight responsibilities, drives continuous improvement, and helps embed a robust, risk-aware culture across the Company.

EXTERNAL AUDIT

The external audit process ensures that a Company's internal controls, processes, guidelines, and policies are adequate, effective and compliant with the required laws, rules, and regulations, industry standards and Company policies. To ensure that reporting mechanisms prevent errors in financial statements, Deloitte was confirmed as the Company's External Auditors with the approval of shareholders, in the Annual General Meeting held on 17 June 2025.

RISK MANAGEMENT

The Risk Management Division (RMD) was established in 2020 to strengthen the Company's governance framework by systematically identifying, assessing, prioritising, managing, and monitoring risks that could affect the achievement of the Company's objectives. Its objectives support the development of an integrated Enterprise Risk Management (ERM) and Operational Risk Management (ORM) framework, promoting consistent risk management practices, effective internal controls, informed decision-making, and a proactive risk-aware culture across the Company's management systems.

In 2025, a workshop (MTCC Risk Leadership Series 2025) was conducted for all risk champions and risk owners. The purpose of this workshop was to promote a risk-aware culture by integrating risk management into daily decision making and strengthening how risks are identified, assessed, and mitigated. It further emphasised the roles and responsibilities of stakeholders in maintaining risk registers, conducting control of self-assessments, and reporting issues.

The Risk Management Policy was reviewed and updated, with approved amendments endorsed on 14 September 2025. The revised policy was subsequently published on the Company intranet on 8 October 2025.

A new Risk and Compliance Operational Manual was developed and approved on 5 October 2025. The manual was published on the Company intranet on 8 October 2025 to support standardised risk and compliance processes across the organization.

Risk identification for all divisions has been completed, where risk identification exercises were carried out across all 18 divisions through walkthrough discussions with key individuals, resulting in the development of Operational Risk Management (ORM) Risk Registers for all divisions. Following the completion of this phase, the Compliance Control Testing (CCT) process was initiated to assess the adequacy and effectiveness of the identified key controls. The CCT phase is currently ongoing, with document requests, document reviews, and final reviews being carried out across the relevant divisions based on the completed risk registers.

On behalf of Audit and Risk Committee



Mohamed Imran Adnan
Chairperson
Audit and Risk Committee

CORPORATE GOVERNANCE AND COMPLIANCE COMMITTEE

The Corporate Governance and Compliance Committee was established in 2015 in accordance with the Articles of Association (AOA) of the Company and as required by Corporate Governance Code of the Capital Market Development Authority of Maldives.

KEY ROLES AND RESPONSIBILITIES

The main purpose of the Corporate Governance and Compliance Committee is to create, review and improve the corporate governance measures within the Company.

- Develop and monitor the Company's overall approach to corporate governance and implement, administer, and continue to develop a system of corporate governance within the Company.
- Undertake an annual review of the policies and practices of the Company and make recommendations for improvements where necessary.
- Advise the Board and its committees on corporate governance issues.
- Develop and implement an orientation and education program for newly appointed members of the Board.
- Develop a process for assessing the effectiveness of the Company, Board, individual Directors, and Board committees and ensure that the Board conducts these evaluations, annually.
- Ensure that the Charters of the Board and its committees are reviewed annually.
- Develop the Dividend Policy of the Company and review it regularly.
- Establish a business code of ethics for the Company and review it as and when required.
- Ensure that appropriate methods are established for stakeholders to submit their recommendations and inquiries to the relevant agencies established in the Company.

COMPOSITION AND ATTENDANCE

The Corporate Governance and Compliance Committee consists of 04 Non-Executive Independent Directors. During the year, the Committee held 8 meetings.

Name	Role	Required	Attended
Mr. Ali Naail	Chairperson	8	8
Mr. Nasrath Mohamed	Member & Former Chairperson	8	8
Mr. Mohamed Imran Adnan	Member	8	8
Mr. Yaseen Hussain	Member	7	7
Mr. Sinaan Ali	Former Member	1	1

KEY ACTIVITIES AND DECISIONS OF THE COMMITTEE

- Reviewed the disciplinary policy.
- Reviewed the risk management policy.
- Reviewed CEO-MD benefit policy.
- Reviewed the retirement policy.
- Reviewed the employee benefit policy.

While significant progress has been made in strengthening the Company's governance framework, the Committee continues to identify key areas for further improvement and enhancement. The Company's policies are reviewed regularly, with attention given to areas where new policies may be required. The Board of Directors and Management closely monitor the Company's operations, as well as the relevant laws and regulations, to ensure full compliance and uphold the principles of good governance.

On behalf of Corporate Governance and Compliance Committee



Ali Naail
Chairperson
Corporate Governance and Compliance Committee

NOMINATION AND REMUNERATION COMMITTEE

The Nomination and Remuneration Committee was established in accordance with the Articles of Association (AOA) of the Company and as required by Corporate Governance Code of the Capital Market Development Authority of Maldives

KEY ROLES AND RESPONSIBILITIES

- Developing policies on employee remuneration and determining the structure and the number of remuneration packages of individual directors and general employees of the Company. In determining such policy, no Director or Manager shall be involved in any decisions relating to their own remuneration. Furthermore, the committee shall consider relevant legal and regulatory requirements, the provisions and recommendations of the Capital Market Development Authority's Governance Code, and guidance related to such matters in determining such policy.
- Reviewing the pertinence and relevance of the existing remunerations policy.
- Approving the design of any performance-related pay schemes operated by the Company, determining targets for such pay schemes and approving the total annual payments made under such schemes.
- Establishing the Pension Policy of the Company and organizing matters related to pensions in compliance with the law.
- Ensure that payments made to employees upon termination from employment as agreed in the employment contract are fair to the employee terminated, and the Company.
- Oversee any major changes in employee benefit structures throughout the Company.
- Reviewing the structure, size, and composition (including the skills, knowledge, experience, and diversity) of the Board regularly and making recommendations to the Board regarding any changes.
- Ensuring that a succession plan is in place for directors and senior executives, taking into consideration the challenges and opportunities that the Company may face in the future, and the skill and capability required of Directors and senior executives.
- Keeping up to date and fully informed of changes to strategic matters and the business environment that could affect the Company and the markets in which it operates.
- Identifying and submitting to the Board for approval, candidates to fill Board vacancies as and when they arise.
- Developing and implementing a 'conflict of interest' policy applicable to Directors, executives, and employees of the Company.
- Ensuring that Directors disclose personal business interests that may give rise to a conflict of interests with the Company.
- Evaluating the performance of the Board regularly.

COMPOSITION AND ATTENDANCE

The Nomination and Remuneration Committee consists of 04 Non-Executive Independent Directors. During the year, the Committee held 16 meetings.

Name	Position & Type	Required	Attended
Mr. Nasrath Mohamed	Chairperson	16	16
Mr. Mohamed Imran Adnan	Member	16	16
Mr. Ali Naail	Member	16	14
Mr. Yaseen Hussain	Member	7	7
Mr. Sinaan Ali	Former Chairperson	5	5

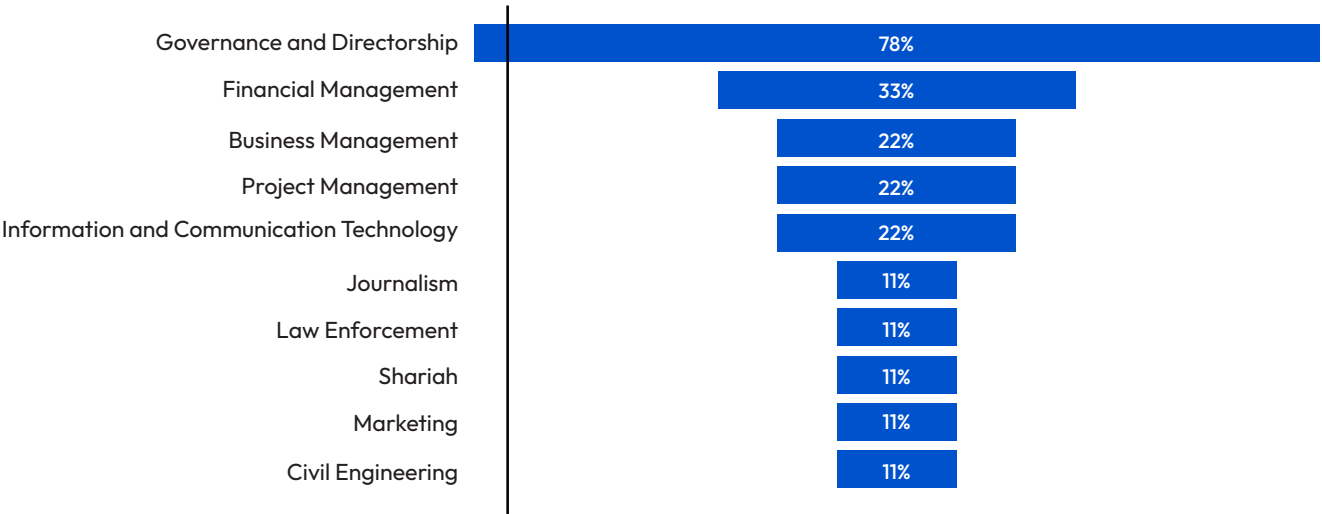
KEY DECISIONS

- Reviewed the annual health insurance and benefits procedures for the Board of Directors and management
- Reviewed and evaluated Directors and top management for vacant positions.
- Reviewed Managing Director – CEO benefit policy
- Reviewed the revision of organizational structure
- Reviewed the manpower plan for the year 2026
- Reviewed and approved revisions to the manpower plan of the Construction and Dredging Division

BOARD DIVERSITY

The Company's Board of Directors comprises qualified professionals with diverse expertise and experiences, bringing insights from a range of professional and academic backgrounds. As of today, the Board consists of seven male Directors. The Company remains committed to promoting diversity and inclusion at the Board level and recognises the importance of gender diversity in strengthening Board effectiveness and decision-making. The Company will continue to encourage and support the nomination and appointment of qualified female candidates to the Board as opportunities arise.

QUALIFICATIONS OF BOARD DIRECTORS AT THE END OF THE YEAR 2025



BOARD EVALUATION

In accordance with Clause 2.2 of the Corporate Governance Code and the Board’s evaluation policy, the 2025 evaluation was conducted for Directors who served the full year.

On behalf of the Nomination and Remuneration Committee

Nasrath Mohamed
Chairperson
Nomination and Remuneration Committee

REMUNERATION REPORT

The Company remains partially compliant with Clause 2.4 of the Corporate Governance Code of the Capital Market Development Authority, which requires the disclosure of individual remuneration paid to members of the Board of Directors and key management. Due to the competitive business and employment environment in which the Company operates, the Board has opted to disclose only the aggregate remuneration paid to key management personnel.

The Board of Directors strives to ensure that remuneration levels remain moderate and appropriate. In determining salaries and incentives, the Board considers market trends and benchmarks used by companies of similar size and scope, aiming to align with best practices. Director remuneration is governed by Clause 66 of the company's Articles of Association, which stipulates that all remuneration and fees payable to directors must be in accordance with the Corporate Governance Code of the Capital Market Development Authority.

The remuneration of the Board Directors

Details	Amount (MVR)
Chairperson Allowance (per month)	19,500
Board Member Allowance (per month)	11,500
Board and Committee Sitting Allowance (per sitting)	500

Executive Directors of the Board receive additional remuneration through their employment at the Company. Additionally, all members of the Board are entitled to medical insurance under the Company's Medical Insurance Scheme and receive training in accordance with the Corporate Governance Code and the Company's Salary and Benefits Policy.

The Chief Executive Officer/Managing Director also serves as the Chairperson of the Board of Maldives Real Estate Investment Corporation Private Limited (MREIC), a wholly owned subsidiary of the Company. He is entitled to the remuneration allocated to the Chairperson and Directors of MREIC.

Directors of the Board are eligible to hold shares and debt securities of the Company. The current Chairperson at a given time will hold one share in Maldives Real Estate Investment Corporation Private Limited.

The total remuneration paid to the Board of Directors in 2025 amounted to MVR 1,267,635.44.

Remunerations Paid to Directors of the Board in 2025

NAME	POSITION & TYPE	TOTAL (MVR)
Mr. Mohamed Afeef Hussain	Former Chairperson Non-Executive Independent Director	255,100.00
DCP (RETD) Ahmed Saudee	Managing Director/ Executive Director	158,500.00
Mr. Mohamed Jamsheed	Deputy Managing Director/ Executive Director	158,500.00
Mr. Nasrath Mohamed	Non-Executive Independent Director	182,000.00
Mr. Mohamed Imran Adnan	Non-Executive Independent Director	181,500.00
Mr. Ali Naail	Non-Executive Independent Director	182,000.00
Mr. Yaseen Hussain	Non-Executive Independent Director	125,099.96
Mr. Sinaan Ali	Former Non-Executive Independent Director	25,435.48

The shares owned by the Directors of the Company were purchased in their individual capacities, and no service contracts of the Company have been awarded to any member of the Board of Directors or key management.

The top management of the Company comprises the Managing Director, Deputy Managing Directors, Chief Operating Officer, Deputy Chief Operating Officer, Chief Financial Officer, Chief Internal Auditor, Head of Divisions, Senior General Managers and General Managers.

Remuneration for members of top management is determined in accordance with the Company's Salary and Allowance Policy. The remuneration package, which includes a monthly basic salary and allowances, is reviewed by the Nomination and Remuneration Committee and approved by the Board of Directors.

In 2025 the aggregate remuneration paid to members of the top management amounts to MVR 20,338,449.

FUTURE OUTLOOK



FUTURE OUTLOOK

MTCC enters 2026 from a position of improved financial discipline, having delivered a marked improvement in profitability during 2025 despite a challenging operating and working capital environment. The year ahead will be defined by the same priorities that guided 2025: managing a substantial pipeline of national infrastructure commitments responsibly, diversifying revenue beyond our traditional government project base, and building the internal capacity - in people, systems and machinery - needed to deliver both.

The Maldivian economy enters 2026 on a more cautious footing than in recent years. Following strong growth in 2025, supported by record tourist arrivals and a recovery in fisheries exports, near-term forecasts point to a sharper slowdown in 2026 amid tightening fiscal conditions and softer tourism momentum, even as the medium-term outlook for the sector remains supported by continued airport capacity expansion. For MTCC, this underscores the importance of the diversification strategy already underway: reducing reliance on any single revenue stream and building resilience through a broader base of private sector, regional and trading opportunities alongside our core public infrastructure mandate.

CONSTRUCTION AND DREDGING

The Construction and Dredging Department closed 2025 with 459 projects on hand, a substantial and demanding pipeline that will remain the Division's central focus in the year ahead. Having reorganised operations into six zones during 2025, the Division will prioritise consolidating this new structure, continuing to build a specialised, well-trained workforce, and ensuring careful management of cash flow and resources so that only manageable, well-sequenced projects are undertaken even as opportunities continue to grow. Alongside its government commitments, the Division will continue to pursue private sector work, particularly resort-related reclamation and infrastructure projects, which offer both revenue diversification and the opportunity to earn foreign currency.



MTCC is also exploring opportunities to extend its project expertise beyond the Maldives. Discussions are underway with several companies, particularly in India, that have expressed interest in partnering with MTCC - both to collaborate on the supply of specialised marine construction materials and equipment, and to draw on MTCC's track record as a portfolio partner in bidding for large regional infrastructure projects. Any international engagement of this kind will be pursued in a manner that supports, rather than competes with, the Company's core national commitments.



TRADING

Having navigated a more competitive market in 2025, the Trading Division will focus in 2026 on rebuilding sales momentum through strengthened supplier partnerships, more disciplined inventory planning, and improved working capital management. The Division plans to expand its authorised range of Yanmar, Suzuki and related marine, engine and spare parts offerings to a wider customer base, supporting both the fisheries and transport sectors that depend on reliable access to these products.

TRANSPORT

Building on the strong growth delivered in 2025, the Transport Division will continue to expand the Raajje Transport Link network, including the newly approved services in Raa and Baa Atolls, while working to further improve fleet reliability and service quality across both land and sea routes. Government subsidy support will remain essential to sustaining affordable, regulated fares while ensuring the long-term financial sustainability of the network.



ENGINEERING AND REPAIR

The Division's priority for the year ahead is progressing the Company's planned dry-docking facility, following Government approval of the project. Once developed, the facility - envisaged to eventually incorporate a trans-shipment port and bunkering operations alongside dry docking - will significantly reduce MTCC's dependence on costly overseas servicing for its dredger fleet, while creating a new commercial capability serving other large vessel operators in the Maldives, including State-owned enterprises, the security services and the private sector.

Across every division, MTCC's approach to 2026 will be guided by the same principle that shaped our improved performance in 2025: sustainable, disciplined growth built on the careful management of our people, our cash flow and our commitments, so that the Company can continue to serve the nation.

FINANCIAL STATEMENT





Deloitte Partners LLP
H.Thandiraimage, 3rd floor
Roshanee Magu
Malé, Republic of Maldives

Tel: +960 3318342, 3336046
Fax: +960 3314601
www.deloitte.com

INDEPENDENT AUDITOR'S REPORT

To the Shareholders of Maldives Transport and Contracting Company PLC

Report on the Audit of the Financial Statements

Our opinion

We have audited the financial statements of Maldives Transport and Contracting Company PLC (the Company) and the consolidated financial statements of the Company and its subsidiary (the Group) which comprise the statement of financial position as at 31 December 2025, and the statement of profit or loss, statement of comprehensive income, the statement of changes in equity and the statement of cash flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements of the Company and the consolidated financial statements of the Group give a true and fair view of the financial position of the Company and the Group as at 31 December 2025, and of their financial performance and their cash flows for the year then ended in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board (IASB).

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of our report. We are independent of the Company and the Group in accordance with the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants* (IESBA Code) and we have fulfilled our other ethical responsibilities in accordance with the IESBA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Key Audit Matters

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

C.S. Manoharan, T.U. Jayasinghe, P Misra, M S Muneer, S Achchuthan

Regd. Office: H.Thandiraimage, 3rd floor, Roshanee Magu, Malé, Republic of Maldives. Reg. No.: P-0689/1980

—

Key audit matter	How our audit addressed the Key audit matter
The Company and the Group:	
Construction and dredging revenue Refer to the material accounting policy notes 2.12 and 2.23 to the financial statements. The revenues from construction and dredging contracts are recognised over time. These contracts executed by the Company satisfy the related performance obligations over time and create /enhances assets that the customers have control over, as such assets are created / enhanced. The Group uses the input method to determine the amount of revenue to be recognised in a given period and the stage of completion is measured by reference to total cost incurred relative to total estimated cost. We focused on this area due to the significance of the revenue recognized during the year from construction and dredging contracts, which amounted to MVR 1,722,012,115 and because the percentage completion of ongoing contracts involved estimation of future costs for each of those contracts. Any error in judgment or intent while estimating future costs could result in an over/understatement of revenue and, therefore we identified the recognition of revenue from construction and dredging contracts as a key audit matter.	Specific work that we performed on the estimated contract costs used to calculate percentage completion of construction and dredging contracts determined by the management in the input method of revenue recognition included the following: i) We obtained an understanding of the key controls over the determination of the stage of completion of construction and dredging contracts, including controls over the recording and review of total costs incurred to date and the preparation, review and approval of estimated costs to complete. We evaluated the design and implementation of these controls and, on a sample basis, tested their operating effectiveness. ii) We understood the budgetary process for individual contracts, the inbuilt controls and checked the effectiveness of the relevant controls, over the process. iii) Checked the reliability of the budgeted costs by comparing the actual costs of selected contracts completed during the year with the respective budgets. iv) Checked the approved summary of contract budgets on a sample basis with reference to the detailed bills of quantity (BOQ), estimated labour hours and related costs and other overhead costs.

Key audit matter	How our audit addressed the Key audit matter
The Company and the Group:	
Impairment of trade receivables, receivables from related parties, contract assets and retention receivable Refer to material accounting policy Note 2.10 (iv) and Note 3.1 to the financial statements. As at 31 December 2025 the Group's trade receivables, receivables from related parties, contract assets and retention receivable amounted to MVR 1,797,079,204 before provision for impairment. These trade receivables, receivables from related parties, contract assets and retention receivable are measured at amortized cost using effective interest method. Impairment provision is recorded to adjust the balances to the present value of the estimated future cash flows. The provision for impairment of trade receivables, receivables from related parties, contract assets and retention receivable amounted to MVR 78,966,049 as at 31 December 2025. Impairment provision is calculated using statistical methods and historical collection trends adjusted for forward looking information. Significant estimates and assumptions used by the management in such calculations and the basis for impairment allowance is disclosed in Note 3.1. We considered the calculation of impairment provision as a key audit matter as it is a complex area requiring management to make significant estimates and assumptions on customer payment behaviours and since the amount of impairment provision recognized in the financial statements is significant.	Our audit procedures of this matter included the following: i) Tested the completeness of the trade receivables, receivables from related parties, contract assets and retention receivable considered in the impairment provision calculation by checking the arithmetical accuracy of the listing obtained and matching the outstanding balances with the general ledger. ii) Checked the accuracy of the data considering individual contract assets, retention receivable, receivables from related parties and trade receivable balances and the aging of such balances on a sample basis, to determine whether management's identification of assets requiring impairment allowance was appropriate. iii) We tested the key underlying assumptions used by evaluating the process by which those were drawn up and their sources. We also checked the sensitivity of the forward-looking information used in calculation of expected credit losses. iv) We checked the appropriateness of the methodology applied in the determination of impairment provision calculation by referencing to the requirements of IFRS 9, Financial instruments; recognition and measurement, and tested the worksheet formulas and logic including mathematical accuracy of management's model used to calculate the impairment provision.



Other Information

Management is responsible for the other information. The other information comprises the information included in the annual report, but does not include the financial statements and our auditor's report thereon.

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

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed on the other information that we obtained prior to the date of this auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

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

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

Deloitte.

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

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's and the Group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's and the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements of the Company and the consolidated financial statements of the Group or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company / Group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements of the Company and the consolidated financial statements of the Group, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

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

Deloitte.

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

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

The engagement partner on the audit resulting in this independent auditor's report is Mohamed Siraj Muneer.

For and on behalf of Deloitte Partners LLP



Licensed Partner: Mohamed Siraj Muneer

License No: ICAM-IL-DZK

MALE

23 August 2026

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

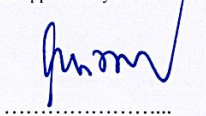
Statement of financial position

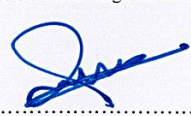
(all amounts in Maldivian Rufiyaa unless otherwise stated)

	Note	Group		Company	
		Year ended 31 December			
		2025	2024	2025	2024
ASSETS					
Non-current assets					
Property, plant and equipment	6	1,334,878,715	1,562,322,502	1,334,878,715	1,562,322,502
Investment properties	6.1	13,038,087	16,761,411	14,489,081	18,590,925
Right-of-use assets	6.2	130,229,548	74,230,158	130,229,548	74,230,158
Intangible assets	7	13,186,144	16,629,481	13,186,144	16,629,481
Investment in subsidiary	8	-	-	346,565	346,565
Financial assets at fair value through other comprehensive income	9	204,024,716	155,558,160	204,024,716	155,558,160
Deferred tax assets	10	126,878,722	113,684,444	126,878,722	113,684,444
Trade and other receivables	11	3,242,125	6,449,166	3,242,125	6,449,166
		<u>1,825,478,057</u>	<u>1,945,635,322</u>	<u>1,827,275,616</u>	<u>1,947,811,401</u>
Current assets					
Inventories	12	761,222,666	668,334,382	761,222,666	668,334,382
Trade and other receivables	11	2,668,511,460	2,550,592,585	2,668,585,425	2,550,621,847
Contract assets	11	601,287,562	244,657,772	601,287,562	244,657,772
Cash and cash equivalents	13	151,303,500	25,005,399	150,788,818	24,490,417
		<u>4,182,325,188</u>	<u>3,488,590,138</u>	<u>4,181,884,471</u>	<u>3,488,104,418</u>
Total assets		<u>6,007,803,245</u>	<u>5,434,225,460</u>	<u>6,009,160,087</u>	<u>5,435,915,819</u>
EQUITY AND LIABILITIES					
Equity					
Share capital	14	40,188,745	40,188,745	40,188,745	40,188,745
Share premium	14	173,151,693	173,151,693	173,151,693	173,151,693
General reserve	14	225,000,000	225,000,000	225,000,000	225,000,000
Fair value reserves	14	169,022,819	130,193,530	169,022,819	130,193,530
Retained earnings		1,249,412,168	1,176,477,528	1,250,779,728	1,178,185,600
Total equity		<u>1,856,775,425</u>	<u>1,745,011,496</u>	<u>1,858,142,985</u>	<u>1,746,719,568</u>
Liabilities					
Non-current liabilities					
Borrowings	15	253,444,327	187,929,055	253,444,327	187,929,055
Shareholder loan	16	30,506,601	52,091,034	30,506,601	52,091,034
Trade payables	17	11,304,686	18,890,627	11,304,686	18,890,627
Lease liabilities	6.2	115,615,612	81,576,739	115,615,612	81,576,739
Employee retirement benefit	17	52,779,990	41,572,746	52,779,990	41,572,746
		<u>463,651,216</u>	<u>382,060,201</u>	<u>463,651,216</u>	<u>382,060,201</u>
Current liabilities					
Borrowings	15	193,528,252	275,131,025	193,528,252	275,131,025
Shareholder loan	16	154,295,517	132,711,084	154,295,517	132,711,084
Lease liabilities	6.2	32,673,190	7,543,933	32,673,190	7,543,933
Trade and other payables	17	2,965,529,196	2,679,506,040	2,965,518,478	2,679,488,327
Income tax payable	22	114,329,630	80,024,393	114,329,630	80,024,393
Contract liabilities	17	227,020,819	132,237,288	227,020,819	132,237,288
		<u>3,687,376,604</u>	<u>3,307,153,763</u>	<u>3,687,365,886</u>	<u>3,307,136,050</u>
Total liabilities		<u>4,151,027,820</u>	<u>3,689,213,964</u>	<u>4,151,017,102</u>	<u>3,689,196,251</u>
Total equity and liabilities		<u>6,007,803,245</u>	<u>5,434,225,460</u>	<u>6,009,160,087</u>	<u>5,435,915,819</u>

These financial statements were approved by the Board of Directors on 23rd August 2026


 Hussain Mohamed Manik
 Chief Financial Officer


 DCP (RETD) Ahmed Saudee
 Managing Director


 Mohamed Imran Adnan
 Chairman - Audit & Risk Committee


 Saadha Ibrahim
 Chairperson - Board of Directors


 Deloitte Partners LLP
 Malé, Maldives

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Statement of profit or loss

(all amounts in Maldivian Rufiyaa unless otherwise stated)

		Group		Company	
		Year ended 31 December			
		2025	2024	2025	2024
	Note				
Revenue from contracts with customers	5	2,134,438,287	2,156,778,316	2,134,438,287	2,156,778,316
Cost of sales	19	(1,711,986,192)	(1,955,396,090)	(1,711,986,192)	(1,955,396,090)
Gross profit		422,452,095	201,382,226	422,452,095	201,382,226
Other income	18	186,897,880	401,188,005	186,897,880	401,188,005
Selling and marketing expenses	19	(12,971,557)	(20,353,953)	(12,971,557)	(20,353,953)
Administrative expenses	19	(366,970,118)	(346,970,578)	(367,310,630)	(347,336,716)
Other operating expenses	19	(50,379,868)	(69,138,046)	(50,379,868)	(69,130,811)
Operating profit		179,028,432	166,107,654	178,687,920	165,748,751
Finance income	21	2,552,818	8,709,025	2,552,818	8,709,025
Finance costs	21	(83,231,079)	(125,209,114)	(83,231,079)	(125,209,114)
Profit before tax		98,350,171	49,607,565	98,009,659	49,248,662
Tax expense	22	(13,520,927)	(4,397,628)	(13,520,927)	(4,397,628)
Profit after tax for the year		84,829,244	45,209,937	84,488,732	44,851,034
Earnings per share (Basic/diluted)	23	10.55	5.62	10.51	5.58

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Statement of comprehensive income

(all amounts in Maldivian Rufiyaa unless otherwise stated)

		Group		Company	
		Year ended 31 December			
		2025	2024	2025	2024
	Note				
Profit after tax for the year		84,829,244	45,209,937	84,488,732	44,851,034
Other comprehensive income:					
<i>Items that will not be reclassified to profit or loss</i>					
Re-measurements of retirement benefit obligations	17	4,918,699	7,693,791	4,918,699	7,693,791
Changes in the fair value of equity investments at fair value through other comprehensive income	9	45,681,516	(19,718,640)	45,681,516	(19,718,640)
Related tax	10	(7,590,032)	1,803,727	(7,590,032)	1,803,727
Other comprehensive income / (loss) for the year, net of tax		43,010,183	(10,221,122)	43,010,183	(10,221,122)
Total comprehensive income for the year		127,839,427	34,988,815	127,498,915	34,629,912

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Statement of changes in equity - Group

(all amounts in Maldivian Rufiyaa unless otherwise stated)

	Note	Share capital	Share premium	General reserve	Fair value reserves	Retained earnings	Total
Balance at 1 January 2024		40,188,745	173,151,693	225,000,000	146,954,374	1,180,992,112	1,766,286,924
Profit for the year		-	-	-	-	45,209,937	45,209,937
Other comprehensive income / (loss) for the year net of tax		-	-	-	(16,760,844)	6,539,722	(10,221,122)
Total comprehensive income for the year		-	-	-	(16,760,844)	51,749,659	34,988,815
Transactions with the owners							
Dividend declared	25	-	-	-	-	(56,264,243)	(56,264,243)
Balance at 31 December 2024		40,188,745	173,151,693	225,000,000	130,193,530	1,176,477,528	1,745,011,496
Balance at 1 January 2025		40,188,745	173,151,693	225,000,000	130,193,530	1,176,477,528	1,745,011,496
Profit for the year		-	-	-	-	84,829,244	84,829,244
Other comprehensive income for the year net of tax		-	-	-	38,829,289	4,180,894	43,010,183
Total comprehensive income for the year		-	-	-	38,829,289	89,010,138	127,839,427
Transactions with the owners							
Dividend declared	25	-	-	-	-	(16,075,498)	(16,075,498)
Balance at 31 December 2025		40,188,745	173,151,693	225,000,000	169,022,819	1,249,412,168	1,856,775,425

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Statement of changes in equity - Company

(all amounts in Maldivian Rufiyaa unless otherwise stated)

	Note	Share capital	Share premium	General reserve	Fair value reserves	Retained earnings	Total
Balance at 1 January 2024		40,188,745	173,151,693	225,000,000	146,954,374	1,183,059,087	1,768,353,899
Profit for the year		-	-	-	-	44,851,034	44,851,034
Other comprehensive income / (loss) for the year net of tax		-	-	-	(16,760,844)	6,539,722	(10,221,122)
Total comprehensive income for the year		-	-	-	(16,760,844)	51,390,756	34,629,912
Transactions with the owners							
Dividend declared	25	-	-	-	-	(56,264,243)	(56,264,243)
Balance at 31 December 2024		40,188,745	173,151,693	225,000,000	130,193,530	1,178,185,600	1,746,719,568
Balance at 1 January 2025		40,188,745	173,151,693	225,000,000	130,193,530	1,178,185,600	1,746,719,568
Profit for the year		-	-	-	-	84,488,732	84,488,732
Other comprehensive income for the year net of tax		-	-	-	38,829,289	4,180,894	43,010,183
Total comprehensive income for the year		-	-	-	38,829,289	88,669,626	127,498,915
Transactions with the owners							
Dividend declared	25	-	-	-	-	(16,075,498)	(16,075,498)
Balance at 31 December 2025		40,188,745	173,151,693	225,000,000	169,022,819	1,250,779,728	1,858,142,985

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Statement of cash flows

(all amounts in Maldivian Rufiyaa unless otherwise stated)

		Group		Company	
		Year ended 31 December			
	Note	2025	2024	2025	2024
Cash flows from operating activities					
Cash generated from operations	24	318,298,258	377,296,107	318,298,558	377,297,178
Interest paid	21	(49,409,344)	(76,714,892)	(49,409,344)	(76,714,892)
Lease interest paid	21	(14,977,695)	(12,328,983)	(14,977,695)	(12,328,983)
Retirement benefits paid	17	(1,898,870)	(722,110)	(1,898,870)	(722,110)
Net cash generated from operating activities		252,012,349	287,530,122	252,012,649	287,531,193
Cash flows from investing activities					
Investments in property, plant and equipment	6	(94,569,881)	(154,459,282)	(94,569,881)	(154,459,282)
Investments in investment properties	6.1	-	(7,077,559)	-	(7,077,559)
Proceeds from sale of property, plant and equipment	24	-	66,898	-	66,898
Investment in financial asset	9.2	(2,785,040)	-	(2,785,040)	-
Interest received	21	2,552,818	8,709,025	2,552,818	8,709,025
Dividends received	18	12,050,280	10,954,800	12,050,280	10,954,800
Net cash used in investing activities		(82,751,823)	(141,806,118)	(82,751,823)	(141,806,118)
Cash flows from financing activities					
Repayments of borrowings		(206,501,193)	(230,686,627)	(206,501,193)	(230,686,627)
Proceeds from borrowings		186,969,988	98,604,388	186,969,988	98,604,388
Principal elements of leases payments	6.2	(23,158,621)	(21,200,613)	(23,158,621)	(21,200,613)
Dividends paid to the shareholders		(3,716,303)	(8,065,861)	(3,716,303)	(8,065,861)
Net cash used in financing activities		(46,406,129)	(161,348,713)	(46,406,129)	(161,348,713)
Net increase / (decrease) in cash, cash equivalents and bank overdraft					
		122,854,397	(15,624,709)	122,854,697	(15,623,638)
Cash, cash equivalents and bank overdrafts at beginning of the year		7,942,978	23,567,687	7,427,996	23,051,634
Cash, cash equivalents and bank overdrafts at end of the year	13	130,797,375	7,942,978	130,282,693	7,427,996

The notes on pages 13 to 80 are an integral part of these financial statements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements

(all amounts in Maldivian Rufiyaa unless otherwise stated)

1 General Information

Maldives Transport and Contracting Company PLC (the "Company") and its Subsidiary (the "Group") is incorporated and domiciled in the Republic of Maldives. The Company is a public limited liability company incorporated under the Act 4/81 on 18 December 1980. The Company was re-registered with the Ministry of Trade and Industries on 12 February 1990.

The principal activities undertaken by the Group include trading, contracting, marine transportation, ship agency, docking services, real estate and auctioning. The address of its registered office is MTCC Tower, Boduthakurufaanu Magu, Male' 20057, Republic of Maldives. The Group's shares are listed on the Maldives stock exchange.

2 Material accounting policies

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

2.1 Basis of preparation

(i) Compliance with IFRS

The financial statements of Maldives Transport and Contracting Company PLC (the "Company") and its subsidiary (the "Group") have been prepared in accordance with International Financial Reporting Standards (IFRS) and interpretations issued by the IFRS Interpretations Committee (IFRS IC) applicable to companies reporting under IFRS. The financial statements comply with IFRS as issued by the International Accounting Standards Board (IASB).

(ii) Historical cost convention

The financial statements have been prepared on a historical cost basis, except for certain financial assets and liabilities measured at fair value.

(iii) New and amended standards adopted by the group

The group has applied the following standards and amendments for the first time for their annual reporting periods commencing 1 January 2025. Most of the amendments listed below did not have any significant impact on amounts recognised in prior periods and has not significantly affected in the current or future period. The Company did not have to change its accounting policies or make retrospective adjustments as a result of adopting these standards:

- Amendments to IAS 21: The Effects of Changes in Foreign Exchange Rates titled Lack of Exchangeability.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

(iv) New and amended standards and interpretations issued but not yet effective

A number of new standards for annual periods beginning after 01 January 2025 and earlier application is permitted; however, the Group has not early adopted the amended standards in preparing these financial statements.

The following amended standards and interpretations are not expected to have a significant impact on the Group's financial statements.

- Amendments to IFRS 9 and IFRS 7: Amendments to the Classification and Measurement of Financial Instruments.
- Annual Improvements to IFRS Accounting Standards - Volume 11.
- Amendments to IFRS 9 and IFRS 7: Contracts Referencing Nature-dependent Electricity.
- IFRS 18: Presentation and Disclosures in Financial Statements.
- IFRS 19: Subsidiaries without Public Accountability: Disclosures.

The Directors do not expect that the adoption of the Standards listed above will have a material impact on the financial statements of the group in future periods.

2.2 Consolidation

Subsidiary

Subsidiaries are all entities (including structured entities) over which the Group has control. The group controls an entity when the group is exposed to, or has rights to, variable returns from its involvement with the entity and has the ability to affect those returns through its power to direct the activities of the entity. Subsidiaries are fully consolidated from the date on which control is transferred to the group. They are deconsolidated from the date that control ceases.

Inter-company transactions, balances and unrealised gains on transactions between group company are eliminated. Unrealised losses are also eliminated unless the transaction provides evidence of an impairment of the transferred asset. Accounting policies of the subsidiary has been changed where necessary to ensure consistency with the policies adopted by the group.

Associates

Associates are all entities over which the Group has significant influence but not control, generally accompanying a shareholding of between 20% and 50% of the voting rights. Investments in associates are accounted for by the equity method of accounting. Under the equity method, the investment is initially recognised at cost, and the carrying amount is increased or decreased to recognise the investor's share of the profit or loss of the investee after the date of acquisition.

The Group's share of its associates' post-acquisition profits or losses is recognised in the income statement, and its share of post-acquisition movements in reserves is recognised in reserves. The cumulative post-acquisition movements are adjusted against the carrying amount of the investment. When the Group's share of losses in an associate equals or exceeds its interest in the associate, including any other unsecured receivables, the Group does not recognise further losses, unless it has incurred obligations or made payments on behalf of the associate.

The Group derecognizes an investment in an associate when it no longer has significant influence over the associate, or when the associate is disposed of, liquidated, or ceases to operate. In accordance with IAS 28 – Investments in Associates and Joint Ventures, the carrying amount of the investment is removed from the financial statements on the date of derecognition. If the investment had previously been fully impaired and the carrying value is nil, any proceeds received from liquidation or disposal are recognized as a gain in profit or loss. All gains or losses arising on derecognition are reported under "Other income" in the statement of profit or loss.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.3 Segment reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the chief operating decision-maker. The chief operating decision-maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as the Board of Directors that makes strategic decisions. The Board of Directors considers a business segment is a group of assets and operations engaged in providing products or services that are subject to risks and returns that are different from those of other business segments. Thus the primary segments of the Group are as follows:

- | | | |
|-----------------|-------------------------------|----------------|
| i) Trading | ii) Construction and Dredging | iii) Transport |
| iv) Real estate | v) Others | |

2.4 Foreign currency translation

(a) Functional and presentation currency

Items included in the financial statements of the Group are measured using the currency of the primary economic environment in which the entity operates ("the functional currency"). The financial statements are presented in Maldivian Rufiyaa, which is the Group's functional and presentation currency.

(b) Transactions and balances

Foreign currency transactions are translated into the functional currency using the exchange rates at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions, and from the translation of monetary assets and liabilities denominated in foreign currencies at year end exchange rates, are generally recognised in profit or loss.

Foreign exchange gains and losses that relate to borrowings are presented in the statement of profit or loss, within finance costs. All other foreign exchange gains and losses are presented in the statement of profit or loss on a net basis within other gains/(losses).

Non-monetary items that are measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value was determined. Translation differences on assets and liabilities carried at fair value are reported as part of the fair value gain or loss. For example, translation differences on non-monetary assets and liabilities such as equities held at fair value through profit or loss are recognised in profit or loss as part of the fair value gain or loss, and translation differences on non-monetary assets such as equities classified as at fair value through other comprehensive income are recognised in other comprehensive income.

2.5 Property, plant and equipment

All property, plant and equipment, which are initially recorded at historical cost, is stated at cost less depreciation. Historical cost includes expenditure that is directly attributable to the acquisition of the items.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the group and the cost of the item can be measured reliably. The carrying amount of any component accounted for as a separate asset is derecognized when replaced. All other repairs and maintenance are charged to profit or loss during the reporting period in which they are incurred.

Depreciation is calculated using the straight-line method to allocate the cost or revalued amounts of the assets, over their estimated useful lives or, in the case buildings constructed on leasehold land and improvements made to the leasehold premises, the shorter of lease term as follows:

Land improvements and buildings

Buildings (other than MTCC tower)	10 years
MTCC tower	25 years

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.5 Property, plant and equipment (continued)

Plant and machinery

Plant and machinery	5 years
Excavators	5-7 years
Wheel loaders	5 years
Cranes	5 years

Motor vehicles

Motor vehicles	5 years
Dump trucks	5 years

Furniture and office /communication equipment

Furniture and fittings	4 years
Office equipment	3 years
Communication equipment	3 years

Vessels

Dredging vessels	10-25 years
Vessels	5-10 years
Tug boats	5-10 years

Sundry assets

Tools	3 years
Other assets	3 years

When values of acquisitions are less than MVR 5,000 those assets are depreciated fully in the year of acquisition irrespective of their useful lifetime.

The assets' useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

Gains and losses on disposals are determined by comparing proceeds with carrying amount. These are included in profit or loss.

Sundry assets comprises of containers, cylinders, water tanks, tools and other light equipment used for construction works.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount (Note 2.8).

2.6 Investment properties

Investment properties, principally office buildings, are held for long-term rental yield and are not occupied by the group. Investment properties are initially measured at cost, including transaction costs. After initial recognition, investment properties are accounted for in accordance with the cost model as set out in IAS 16 Property, Plant and Equipment – cost less accumulated depreciation and less accumulated impairment losses.

Depreciation is calculated using the straight-line method to allocate the cost of the assets, over their estimated useful lives or, in the case buildings constructed on leasehold land and improvements made to the leasehold premises, the shorter of lease term as follows:

Buildings (other than MTCC tower)	10 years
MTCC tower	25 years

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.7 Intangible assets

Intangible assets with finite useful lives that are acquired separately are carried at cost less accumulated amortisation and accumulated impairment losses. Amortisation is recognised on a straight-line basis over their estimated useful lives (between 5-10 years). The estimated useful life and amortisation method are reviewed at the end of each reporting period, with the effect of any changes in estimate being accounted for on a prospective basis. Intangible assets with indefinite useful lives that are acquired separately are carried at cost less accumulated impairment losses.

2.8 Impairment of assets

Assets that have an indefinite useful life are not subject to amortization and are tested annually for impairment, or more frequently if events or changes in circumstances indicate that they might be impaired. Other assets are tested for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs of disposal and value in use. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash inflows which are largely independent of the cash inflows from other assets or groups of assets (cash-generating units). Non-financial assets other than goodwill that suffered an impairment are reviewed for possible reversal of the impairment at the end of each reporting period.

2.9 Leases

Lease income from operating leases where the group is a lessor is recognised in income on a straight-line basis over the lease term. Initial direct costs incurred in obtaining an operating lease are added to the carrying amount of the underlying asset and recognised as expense over the lease term on the same basis as lease income. The respective leased assets are included in the balance sheet based on their nature. The group did not need to make any adjustments to the accounting for assets held as lessor as a result of adopting the new leasing standard.

Assets and liabilities arising from a lease are initially measured on a present value basis. Lease liabilities include the net present value of the following lease payments:

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

Lease payments to be made under reasonably certain extension options are also included in the measurement of the liability.

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

To determine the incremental borrowing rate, the group:

- where possible, uses recent third-party financing received by the individual lessee as a starting point, adjusted to reflect changes in financing conditions since third party financing was received.
- uses a build-up approach that starts with a risk-free interest rate adjusted for credit risk for leases held by the group, which does not have recent third party financing, and makes adjustments specific to the lease, eg term, country, currency and security.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.9 Leases (continued)

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

Right-of-use assets are measured at cost comprising the following:

- the amount of the initial measurement of lease liability
- any lease payments made at or before the commencement date less any lease incentives received
- any initial direct costs, and
- restoration costs.

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

Payments associated with short-term leases of vessels and houses are recognized on a straight-line basis as an expense in profit or loss. Short-term leases are leases with a lease term of 12 months or less without a purchase option.

Extension and termination options are included in a number of leases across the group. These are used to maximise operational flexibility in terms of managing the assets used in group operations. The majority of extension and termination options held are exercisable only by the group and not by the respective lessor.

2.10 Investments and other financial assets

(i) Classification

The group classifies its financial assets in the following measurement categories:

- those to be measured subsequently at fair value (either through OCI or through profit or loss), and
- those to be measured at amortised cost.

The classification depends on the entity's business model for managing the financial assets and the contractual terms of the cash flows.

For assets measured at fair value, gains and losses will either be recorded in profit or loss or OCI. For investments in equity instruments that are not held for trading, this will depend on whether the group has made an irrevocable election at the time of initial recognition to account for the equity investment at fair value through other comprehensive income (FVOCI).

The group reclassifies debt investments when and only when its business model for managing those assets changes.

(ii) Recognition and derecognition

Regular way purchases and sales of financial assets are recognised on trade date, being the date on which the group commits to purchase or sell the asset. Financial assets are derecognised when the rights to receive cash flows from the financial assets have expired or have been transferred and the group has transferred substantially all the risks and rewards of ownership.

(iii) Measurement

At initial recognition, the group measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss (FVPL), transaction costs that are directly attributable to the acquisition of the financial asset. Transaction costs of financial assets carried at FVPL are expensed in profit or loss.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.10 Investments and other financial assets (continued)

Debt instruments

Subsequent measurement of debt instruments depends on the group's business model for managing the asset and the cash flow characteristics of the asset. There are three measurement categories into which the group classifies its debt instruments:

- Amortised cost: Assets that are held for collection of contractual cash flows, where those cash flows represent solely payments of principal and interest, are measured at amortised cost. Interest income from these financial assets is included in finance income using the effective interest rate method. Any gain or loss arising on derecognition is recognised directly in profit or loss and presented in other gains/(losses) together with foreign exchange gains and losses. Impairment losses are presented as separate line item in the statement of profit or loss.
- FVOCI: Assets that are held for collection of contractual cash flows and for selling the financial assets, where the assets' cash flows represent solely payments of principal and interest, are measured at FVOCI. Movements in the carrying amount are taken through OCI, except for the recognition of impairment gains or losses, interest income and foreign exchange gains and losses, which are recognised in profit or loss. When the financial asset is derecognised, the cumulative gain or loss previously recognised in OCI is reclassified from equity to profit or loss and recognised in other gains/(losses). Interest income from these financial assets is included in finance income using the effective interest rate method. Foreign exchange gains and losses are presented in other gains/(losses), and impairment expenses are presented as separate line item in the statement of profit or loss.
- FVPL: Assets that do not meet the criteria for amortised cost or FVOCI are measured at FVPL. A gain or loss on a debt investment that is subsequently measured at FVPL is recognised in profit or loss and presented net within other gains/(losses) in the period in which it arises.

Equity instruments

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

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

(iv) Impairment

The group assesses on a forward-looking basis the expected credit losses associated with its debt instruments carried at amortised cost. The impairment methodology applied depends on whether there has been a significant increase in credit risk.

For trade receivables, contract assets and retention receivables the group applies the allowance Matrix approach permitted by IFRS 9, which requires expected lifetime losses to be recognised from initial recognition of the receivables. For receivables under tawmil taksit credit scheme (Shariah compliant) group measures credit risk using staging method. See note 3.1 (iii) for further details.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.10 Investments and other financial assets (continued)

In assessing whether the credit risk on a financial instrument has increased significantly since initial recognition, the group compares the risk of a default occurring on the financial instrument at the reporting date with the risk of a default occurring on the financial instrument at the date of initial recognition. In making this assessment, the group considers both quantitative and qualitative information that is reasonable and supportable, including historical experience and forwardlooking information that is available without undue cost or effort. Forward-looking information considered includes the future prospects of the industries in which the group's debtors operate, obtained from economic expert reports, financial analysts, governmental bodies, relevant think-tanks and other similar organisations, as well as consideration of various external sources of actual and forecast economic information that relate to the group's core operations.

2.11 Inventories

Inventories are stated at the lower of cost and net realizable value. Cost is determined using the first-in, first-out (FIFO) method and includes import duty, insurance, freight, port charges and bank charges. The cost does not include borrowing cost. Net realizable value is the estimated selling price in the ordinary course of business less applicable variable selling expenses.

2.12 Construction contracts

A construction contract is defined by IFRS 15, 'Revenue from Contracts with Customers', as a contract specifically negotiated for the construction of an asset.

When the outcome of a construction contract can be estimated reliably and it is probable that the contract will be profitable, contract revenue is recognized over the period of the contract by reference to the stage of completion. Contract costs are recognized as expenses by reference to the stage of completion of the contract activity at the end of the reporting period. When it is probable that total contract costs will exceed total contract revenue, the expected loss is recognized as an expense immediately.

When the outcome of a construction contract cannot be estimated reliably, contract revenue is recognized only to the extent of contract costs incurred that are likely to be recoverable.

Variations in contract work, claims and incentive payments are included in contract revenue to the extent that may have been agreed with the customer and are capable of being reliably measured.

The Group uses the 'percentage-of-completion method' to determine the appropriate amount to recognize in a given period. The stage of completion is measured by reference to the contract costs incurred up to the end of the reporting period as a percentage of total estimated costs for each contract. Costs incurred in the year in connection with future activity on a contract are excluded from contract costs in determining the stage of completion.

On the statement of financial position, the Group reports the net contract position for each contract as either an asset or a liability. A contract represents an asset where costs incurred plus recognized profits (less recognized losses) exceed progress billings; a contract represents a liability where the opposite is the case.

In determining cost incurred up to year end, any costs relating to future activity on a contract are excluded and shown as contract work in progress. The aggregate of the cost incurred and the profit/loss recognized on each contract is compared against the progress billings up to the year end. Where the sum of the costs incurred and recognized profit or loss exceeds the progress billings, the balance is shown under receivables and prepayments as due from customers on contracts.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.13 Trade and other receivables

Trade receivables are recognised initially at the amount of consideration that is unconditional, unless they contain significant financing components when they are recognised at fair value. They are subsequently measured at amortised cost using the effective interest method, less loss allowance. See note 3.1 (iii) for a description of the group's impairment policies.

2.14 Cash and cash equivalents

For the purpose of presentation in the statement of cash flows, cash and cash equivalents includes cash on hand, deposits held at call with financial institutions, other short-term, highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities in the statement of financial position.

2.15 Employee benefits

(i) Short-term obligations

Liabilities for wages and salaries, including non-monetary benefits that are expected to be settled wholly within 12 months after the end of the period in which the employees render the related service are recognised in respect of employees' services up to the end of the reporting period and are measured at the amounts expected to be paid when the liabilities are settled. The liabilities are presented as current employee benefit obligations in the statement of financial position.

(ii) Other long-term employee benefit obligations

The group operates various post-employment schemes, including both defined benefit and defined contribution pension plans.

Defined benefit obligation

The group has voluntarily implemented a defined benefit obligation plan.

The liability recognised in the statement of financial position in respect of defined benefit pension plans is the present value of the defined benefit obligation at the end of the reporting period. The defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method.

The present value of the defined benefit obligation is determined by discounting the estimated future cash outflows using interest rates of high-quality corporate bonds that are denominated in the currency in which the benefits will be paid, and that have terms approximating to the terms of the related obligation. However, in Maldives there is no deep market in such bonds and therefore market rates on government bonds are used.

The net interest cost is calculated by applying the discount rate to the net balance of the defined benefit obligation. This cost is included in employee benefit expense in the statement of profit or loss.

Remeasurement gains and losses arising from experience adjustments and changes in actuarial assumptions are recognised in the period in which they occur, directly in other comprehensive income. They are included in retained earnings in the statement of changes in equity and in the statement of financial position.

Changes in the present value of the defined benefit obligation resulting from plan amendments or curtailments are recognised immediately in profit or loss as past service costs.

Defined contribution plan - pension contribution

The Group is liable to enroll the employees in the Retirement Pension Scheme with effect from 1 May 2011 based on the Regulation on Maldives Retirement Pension Scheme published by Government of Maldives and shall make contributions at a rate of 7% from the employee's pensionable wages on behalf of the employees of age between 16 and 65 years to the pension office. The Group's contribution to retirement pension scheme is at the rate of 7% on pensionable wages. Contributions to retirement pension scheme is recognized as an employee benefit expense in the statement of comprehensive income.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.16 Share capital

Ordinary shares are classified as equity.

2.17 Dividend distribution

Dividend distribution to the shareholders is recognized as a liability in the financial statements in the period in which the dividends are approved by the shareholders.

2.18 Borrowings and loans from shareholders

Borrowings and loans from shareholders are recognized initially at fair value, net of transaction costs incurred. Borrowings and loans from shareholders are subsequently stated at amortized cost; any difference between the proceeds (net of transaction costs) and the redemption value is recognized in the profit or loss over the period of the borrowings using the effective interest method.

Borrowings and loans from shareholders are classified as current liabilities unless the Group has an unconditional right to defer settlement of the liability for at least 12 months after the statement of financial position date.

2.19 Borrowing costs

General and specific borrowing costs that are directly attributable to the acquisition, construction or production of a qualifying asset are capitalised during the period of time that is required to complete and prepare the asset for its intended use or sale. Qualifying assets are assets that necessarily take a substantial period of time to get ready for their intended use or sale.

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

Other borrowing costs are expensed in the period in which they are incurred.

2.20 Trade and other payables

These amounts represent liabilities for goods and services provided to the group prior to the end of the financial year which are unpaid. The amounts are unsecured and are usually paid within 30 days of recognition. Trade and other payables are presented as current liabilities unless payment is not due within 12 months after the reporting period. They are recognised initially at their fair value and subsequently measured at amortised cost using the effective interest method.

2.21 Provisions

Provisions are recognized when: the Group has a present legal or constructive obligation as a result of past events; it is probable that an outflow of resources will be required to settle the obligation; and the amount can be reliably estimated. Provisions are not recognized for future operating losses.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognized even if the likelihood of an outflow with respect to any one item included in the same class of obligations may be small.

Provisions are measured at the present value of management best estimate of the expenditure required to settle the present obligation at the end of the reporting period. The discount rate used to determine the present value is a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability. The increase in the provision due to the passage of time is recognised as interest expense.

2.22 Current and deferred income tax

The tax expenses for the period comprises current income tax. Tax is recognized in the statement of comprehensive income, except to the extent that it relates to items recognized directly in equity.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.22 Current and deferred income tax (continued)

The current income tax charge is calculated on the basis of the tax laws enacted or substantively enacted at the reporting date. Management periodically evaluates positions taken in tax computation with respect to situations in which applicable tax regulation is subject to interpretation. It establishes provisions where appropriate on the basis of amounts expected to be paid to the tax authorities.

The provisions for income tax is based on the elements of income and expenditure as reported in the Financial Statements and computed in accordance with the provisions of the Income Tax Act.

Deferred income tax assets are recognized only to the extent that it is probable that future taxable profit will be available against which the temporary difference can be utilized.

Deferred tax is recognized, on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the financial statements. However deferred income tax is not accounted for if it arises from initial recognition of an asset or liability in a transaction other than a business combination that at the time of the transaction affects neither accounting nor taxable profit or loss. Deferred income tax is determined using tax rates that have been enacted or substantially enacted by the statement of financial position date and are expected to apply when the related deferred income tax asset is realized or the deferred income tax liability is settled.

Deferred tax assets and liabilities are offset when there is a legally enforceable right to offset current tax assets against current tax liabilities and when the deferred income taxes assets and liabilities relate to income taxes levied by the same taxation authority on either the same taxable entity or different taxable entities where there is an intention to settle the balances on a net basis.

2.23 Revenue recognition

The Group generates revenue from the construction and dredging projects, provision of transport service to the general public and for personal hires, trading in products related to marine transport and construction, provision of logistics services, docking and maintenance services and real estate. Other services of revenue include rental income from properties and advertisement income.

Performance obligations and revenue recognition policies

Revenue is measured based on the consideration specified in a contract with a customer. The Group recognizes revenue when it transfers control over a good or service to a customer.

For contracts that include deferred payment terms that exceed twelve months, the group adjusts the transaction price for the financing component with the impact recognised as interest income.

The following table provides information about the nature and timing of the satisfaction of performance obligations in contracts with customers including significant payment terms, and the related revenue recognition policies.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.23 Revenue recognition (continued)

Type of product / service	Nature and timing of satisfaction of performance obligations, including significant payment terms	Revenue recognition under IFRS 15
Construction and dredging contracts	The Group carries out construction and dredging projects based on customers' specifications and on customers' lands. Payment of the contract price is stipulated in construction and dredging agreements and are based on each milestone completed by the Company. Construction and dredging invoices are payable within 45 days unless specific payment terms are stipulated in the agreement. Construction related defects are rectified by the Company and a percentage of contract amount due is kept by the customer as retention until completion of one year from the date project get fully completed and handover to the customer with the agreed quality.	Revenue is recognized over time by measuring progress towards complete satisfaction of performance obligation at the reporting date, measured based on the proportion of contract cost incurred for work performed to date relative to the estimated total contracts costs, using input method.
Trading division – industrial products and related spare parts	Customers obtain control of the products when the goods are delivered to the customers. Payment of the transaction price is due immediately when customer purchased the products unless customer under credit facility. Customers have right to return the goods, due to inconvenience caused by the act of trading staff such as issuing a wrong product type, size and etc. The group's obligation to repair or replace faulty products under the standard warranty terms relating to engine sales are borne by the manufacturer.	Revenue is recognized when the goods are delivered to the customer, the customer has accepted the products and collectability of related receivables is reasonably assured.
Transport services	Customers consume the service at the point of providing the service. Payment of the transaction price is due immediately when customer obtain the service.	Revenue is recognized when the transport service is provided to the customers.
Logistics Services	Customers receive the service at the point of providing the service. Payment of the transaction price is due immediately when customer obtain the service.	Revenue is recognized when the logistics service is provided to the customers.
Real estate	Customers receive the service at the point of providing the service. Payment of the transaction price is due immediately when the service is provided.	Revenue is recognized when the service is provided to the customers.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.23 Revenue recognition (continued)

Type of product / service	Nature and timing of satisfaction of performance obligations, including significant payment terms	Revenue recognition under IFRS 15
Docking and maintenance services	Customers receive the service both point in time (repair) and over the time (dock rent, electricity and water charges). Payment of the transaction price is due immediately when customer obtained the service unless customer under credit facility.	Revenue is recognized when the service is provided to the customers both under point in time and over the time.

The Group recognizes other income sources as follows:

(a) Interest income

Interest income is recognized on a time-proportion basis using the effective interest method.

(b) Dividend income

Dividend income is recognized when the right to receive payment is established.

(c) Rental income

Rental income is recognized on an accrual basis in accordance with the substance of the relevant agreement.

(d) Subsidy income

Subsidy incomes are recognised where there is reasonable assurance that the grant will be received and all attached conditions will be complied with. When the grant relates to an expense item, it is recognised as income on a systematic basis over the periods that the related costs, for which it is intended to compensate, are expensed. When the grant relates to an asset, it is recognised as income in equal amounts over the expected useful life of the related asset. When the Group receives grants of non-monetary assets, the asset and the grant are recorded at nominal amounts and released to profit or loss over the expected useful life in a pattern of consumption of the benefit of the underlying asset by equal annual instalments.

Critical accounting estimates and judgements

Estimates and judgements are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances.

The Company uses the percentage-of-completion method in accounting for its fixed price contracts to deliver design services. Use of the percentage-of-completion method requires the Company to estimate the services performed to date as a proportion of the total services to be performed. Where the proportion of services performed to total services to be performed to differ by 1% from management's estimates, the amount of revenue recognised in the year would be increased or decreased by MVR 99,729,151 (2024: MVR 42,062,291).

Financing components

An element of financing is deemed present for the Group's construction revenue. In determining the transaction price, the Group adjusts the promised consideration for the effects of the financing component using a discount rate that would be reflected in a separate financing transaction between the Group and its customer at contract inception, such that it reflects the credit characteristics of the party receiving financing in the contract.

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

2.24 Comparatives

Where necessary, comparative figures have been adjusted to confirm with the changes in presentation in the current year.

3 Financial risk management

The Company's Board of Directors has overall responsibility for the establishment and oversight of the Group's risk management framework. The Board of Directors has established the audit and risk committee, which is responsible for developing and monitoring the Group's risk management policies. The committee reports regularly to the board of directors on its activities.

The Group's risk management policies are established to identify and analyse the risks faced by the Group, to set appropriate risk limits and controls and to monitor risks and adherence to limits. Risk management policies and systems are reviewed regularly to reflect changes in market conditions and the Group's activities. The Group, through its training and management standards and procedures, aims to maintain a disciplined and constructive control environment in which all employees understand their roles and obligations.

The Group audit and risk committee oversees how management monitors compliance with the Group's risk management policies and procedures, and reviews the adequacy of the risk management framework in relation to the risks faced by the Group. The Group audit and risk committee is assisted in its oversight role by internal audit. Internal audit undertakes both regular and adhoc reviews of risk management controls and procedures, the results of which are reported to the audit committee.

3.1 Credit Risk

Credit risk is the risk of financial loss to the Group if a customer or counterparty to a financial instruments fails to meet its contractual obligations, and arises from cash and cash equivalents, deposits with banks and financial institutions, outstanding receivables, as well as credit exposures to contract and retail customers, including contract assets.

(i) Risk management

Credit risk is managed in the following manner.

For banks and financial institutions, only reputed local and foreign branches are accepted.

Credit quality of customers are assessed by taking into accounts its financial position, past experience and other factors. The compliance with credit limit by customers is regularly monitored by the management.

(ii) Security

For some trade receivables the group may obtain security in the form of guarantees, deeds of undertaking or letters of credit which can be called upon if the counterparty is in default under the terms of the agreement.

(iii) Impairment of financial assets

The group has following three types of financial assets which are subject to impairment based on allowance Matrix.

- trade receivables for sales of inventory and from the provision of construction, dredging and other services

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

- contract assets relating to construction and dredging contracts
- retention receivable from contracts

Exposures within each credit risk grades are segmented by the type of the customer.

Non-interest bearing trade and other receivable

The Company uses an allowance Matrix to measure the ECLs of non-interest bearing trade and other receivables from its customers in government and corporate segments. Loss rates are calculated using a "role rate" method based on the probability of a receivable progressing through successive stages of delinquency to write-off. Roll rates are calculated separately for exposures in different segments based on the type of the customer.

To measure the expected credit losses, non-interest bearing trade receivables, contract assets and retention receivable from contracts have been grouped based on shared credit risk characteristics and the days past due. The contract assets related to unbilled work in progress and retention receivable have substantially the same risk characteristics as the trade receivables for the same types of contracts. The group has therefore concluded that the expected loss rates for non-interest bearing trade receivables are a reasonable approximation of the loss rates for the contract assets and retention receivable from contracts.

Loss rates are based on actual credit loss experience over the past five years. These rates are multiplied by scalar factors to reflect differences between economic conditions during the period over which the historical data has been collected, current conditions and the Company's view of economic conditions over the expected lives of the receivables. Scalar factors are based on GDP forecast data obtained by the Company from the report available in the IMF website "world economic outlook database.

The Group assumes that the credit risk on a financial asset has increased significantly if it is more than 45 days past due.

Receivable from private customers (non-interest bearing trade receivable, contract assets and retention receivables) are considered as default when it is more than 60 days past due. The default presumption of 90 days is rebutted for private customers. This rebuttal will be monitored and reviewed by credit department on an annual basis to ensure it is appropriate.

90 days default presumption is applied for government customers (non-interest bearing receivables from related parties, contract assets and retention receivables).

Economic variable assumptions

The economic variable assumptions used for the ECL estimate as at 31 December 2025 are set out below:

	2026	2027	2028	2029	2030
GDP growth	3.00%	4.60%	4.20%	4.00%	4.00%

Sensitivity analysis

Set out below are the changes to the ECL on non-interest bearing contract assets, trade and related party receivables from its customers in government and corporate segments as at 31 December 2025 that would result from reasonably possible changes in the parameter from the actual assumption used in Group's economic variable assumption.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

		GDP	
	-1%	No change	+1%
Group	MVR	MVR	MVR
Loss allowance as at 31 December 2025	75,722,906	74,165,806	72,953,897
Loss allowance as at 31 December 2024	71,217,640	69,268,602	67,771,732
Company			
Loss allowance as at 31 December 2025	72,037,908	70,480,808	69,268,899
Loss allowance as at 31 December 2024	67,532,642	65,583,604	64,086,734

Impairment losses on financial assets recognised in profit or loss is as follows:

	Group		Company	
	2025	2024	2025	2024
	MVR	MVR	MVR	MVR
Impairment loss on contract assets, trade and related party receivables	74,165,806	69,268,602	70,480,808	65,583,604
	74,165,806	69,268,602	70,480,808	65,583,604

Impairment losses

	Group		Company	
	2025	2024	2025	2024
	MVR	MVR	MVR	MVR
- Movement in loss allowance for contract assets, trade and related party receivables	4,897,204	12,878,814	4,897,204	12,878,814

- Net impairment loss on contract assets, trade and related party receivables

	4,897,204	12,878,814	4,897,204	12,878,814
--	------------------	-------------------	------------------	-------------------

The Group's exposure to credit risk is influenced mainly by the individual characteristics of each customer. However, management also considers the factors that may influence the credit risk of its customer base, including the default risk associated with the sector in which customers operate.

The maximum exposure to credit risk of trade and other receivable at the reporting date is as follows:

	Group		Company	
	Carrying amount		Carrying amount	
	2025	2024	2025	2024
	MVR	MVR	MVR	MVR
Trade receivables	149,625,006	208,733,313	145,940,008	205,048,315
Contract assets	601,287,562	244,657,772	601,287,562	244,657,772
Retention receivable from contracts	35,583,896	22,691,960	35,583,896	22,691,960
Receivables from related parties	1,010,582,740	1,263,708,296	1,010,656,705	1,263,737,558
Deposits	25,231,788	15,402,884	25,231,788	15,402,884
Other receivables	1,407,000,562	1,035,202,523	1,407,000,562	1,035,202,523
Prepayments	167,346,008	123,337,113	167,346,008	123,337,113
Cash at bank	150,960,540	24,951,956	150,454,027	24,445,143
	3,547,618,102	2,938,685,817	3,543,500,556	2,934,523,268

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

The following table provides information about the Group's exposure to credit risk and ECLs for non-interest bearing trade receivables, contract assets and retention receivable from contract for non government customers segment.

		Group	
	Weighted average loss rate	Gross carrying amount	Loss allowance
		MVR	MVR
As at 31 December 2025			
Not past due	0.22%	158,916,995	345,141
61-180 days	4.00%	3,268,944	130,758
181-365 days	4.00%	9,331,727	373,269
More than 365 days	37.31%	69,237,046	25,829,991
		240,754,712	26,679,159
As at 31 December 2024			
Not past due	0.26%	146,864,427	380,873
61-180 days	4.00%	3,813,638	152,546
181-365 days	4.00%	5,463,893	218,556
More than 365 days	34.16%	76,754,899	26,217,931
		232,896,856	26,969,905

The following table provides information about the Company's exposure to credit risk and ECLs for non-interest bearing trade receivables, contract assets and retention receivable from contract for non government customers segment.

		Company	
	Weighted average loss rate	Gross carrying amount	Loss allowance
		MVR	MVR
As at 31 December 2025			
Not past due	0.22%	158,916,995	345,141
61-180 days	4.00%	3,268,944	130,758
181-365 days	4.00%	9,331,727	373,269
More than 365 days	33.78%	65,552,048	22,144,993
		237,069,714	22,994,161
As at 31 December 2024			
Not past due	0.26%	146,864,427	380,873
61-180 days	4.00%	3,813,638	152,546
181-365 days	4.00%	5,463,893	218,556
More than 365 days	30.84%	73,069,901	22,532,933
		229,211,858	23,284,907

The following table provides information about the Group's exposure to credit risk and ECLs for non-interest bearing trade receivables, contract assets and retention receivable from contract for government customers segment as at 31 December 2025.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

	Weighted average loss rate	Group Gross carrying amount MVR	Loss allowance MVR
As at 31 December 2025			
Not past due	0.45%	816,170,046	3,644,778
61-180 days	4.03%	31,003,554	1,250,468
181-365 days	5.00%	63,946,152	3,197,308
More than 365 days	9.38%	419,769,663	39,394,094
		1,330,889,414	47,486,648
As at 31 December 2024			
Not past due	0.45%	932,494,387	4,192,060
61-180 days	4.44%	147,286,696	6,543,271
181-365 days	5.00%	53,298,184	2,664,909
More than 365 days	12.35%	233,910,394	28,898,456
		1,366,989,661	42,298,696

The following table provides information about the Company's exposure to credit risk and ECLs for non-interest bearing trade receivables, contract assets and retention receivable from contract for government customers segment as at 31 December 2025.

	Weighted average loss rate	Company Gross carrying amount MVR	Loss allowance MVR
As at 31 December 2025			
Not past due	0.45%	816,244,011	3,644,778
61-180 days	4.03%	31,003,554	1,250,468
181-365 days	5.00%	63,946,152	3,197,308
More than 365 days	9.38%	419,769,663	39,394,094
		1,330,963,379	47,486,648
As at 31 December 2024			
Not past due	0.45%	932,523,649	4,192,060
61-180 days	4.44%	147,286,696	6,543,271
181-365 days	5.00%	53,298,184	2,664,909
More than 365 days	12.35%	233,910,394	28,898,456
		1,367,018,923	42,298,696

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)**Interest bearing trade receivables under Tawmil Taksit credit scheme**

The Company uses "three stage model" to measure the ECL of interest bearing receivables under tawmil taksit credit schemes (Shariah compliant) which is based on change in credit quality since initial recognition as summarised below:

- A financial instrument that is not credit-impaired on initial recognition is classified in 'Stage 1' and has its credit risk continuously monitored by the Company.
- If a significant increase in credit risk ('SICR') since initial recognition is identified, the financial instrument is moved to 'Stage 2' but is not yet deemed to be credit-impaired. Please refer to note (a) for a description of how the Company determines when a significant increase in credit risk has occurred.
- A pervasive concept in measuring ECL in accordance with IFRS 9 is that it should consider forward-looking information. Note (d) includes an explanation of how the Company has incorporated this in its ECL models.

Change in credit quality since initial recognition		
Stage 1	Stage 2	Stage 3
(Initial recognition)	(Significant increase in credit risk since the initial recognition)	(credit impaired assets)
12 months expected credit	Lifetime expected credit losses	Lifetime expected credit losses

The key judgements and assumptions adopted by the Company in addressing the requirements of the standard are discussed below:

(a) Significant increase in credit risk

The Company considers loans and receivables have experienced significant increase in credit risk when the arrears are past due for more than 30 days.

(b) Definition of default and credit-impaired assets

The Company defines a financial instrument as in default, which is fully aligned with the definition of credit-impaired when the borrower is more than 90 days past due states on its contractual payments.

The default definition has been applied consistently to model the Probability of Default (PD), Exposure at Default (EAD) and Loss Given Default (LGD) throughout the Company's expected loss calculations.

(c) Measuring the ECL - Explanation of inputs, assumptions and estimation techniques

The Expected Credit Loss (ECL) is measured on either a 12-month (12M) or lifetime basis depending on whether a significant increase in credit risk has occurred since the initial recognition on whether an asset is considered to be credit-impaired. Expected credit losses are the discounted product of the Probability of Default (PD), Exposure at Default (EAD), and Loss Given Default (LGD), defined as follows:

The PD represents the likelihood of a borrower defaulting on its financial obligation (as per "Definition of default and credit-impaired" above), either over the next 12 months (12 MN PD), or over the remaining lifetime (Life time PD) of the obligation. PIT PD (Point-in-time Probability of Default) is calculated using duration or hazard rate approach (Makov chain approach) and TTC PD (Through-the-Cycle Probability of Default) is derived from average empirical matrix from 2016 to 2025.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

EAD is based on the amounts the Company expects to be owed at the time of default, over the next 12 months (12M EAD) or over the remaining lifetime (Lifetime EAD).

LGDs are determined based on the factors which impact the recoveries made post default. LGD is computed based on the projected collateral values, historical discounts to market / book values to forced sales, time to repossession and recovery cost observed. When arriving the present value of cash flows after default, the Company applies 50% to the market value of the collateral to estimate force sale values for the facilities in arrears. Force sales values are then deducted from EAD to arrive LGD.

The ECL is determined by projecting the PD, LGD and EAD for each future year and for each individual exposure or collective segment. These three components are multiplied together and adjusted for the likelihood of survival (i.e. the exposure has not prepaid or defaulted in an earlier month). This effectively calculates an ECL for each future year, which is then discounted back to the reporting date and summed. The discount rate used in the ECL calculation is the original effective interest rate or an approximation thereof.

The Lifetime PD is developed by applying a maturity profile to the current 12M PD. The maturity profile looks at how defaults develop on a portfolio from the point of initial recognition throughout the lifetime of the facilities. The maturity profile is based on historical observed data and is assumed to be the same across all assets. This is supported by historical analysis.

Forward-looking economic information is also included in determining the 12-month and lifetime PD, EAD and LGD. Refer note 3 (iii) (d) for an explanation of forward-looking information and its inclusion in ECL calculations.

(d) Forward looking information incorporated in ECL models

The assessment of SICR and the calculation of ECL both incorporate forward-looking information. In an attempt to identify key economic variables affecting credit risk and expected credit losses, the Company came to the understanding that most of the macro economic variables did not indicate a clear representation, as the statistical hypothesis behind the estimates could not be tested. Accordingly, the Company found it feasible and chose the approach of 'Expert Judgment' to derive the forward-looking information to apply on 12 month PD.

The Company has considered forecasted GDP growth rates to determine the weightages along with weightages for each stage. Forecasted GDP growth rates obtained from the report available in the IMF website "world economic outlook database".

Forecasted GDP growth rates

The forecasted GDP growth rates considered to determine the weightages along with weightages for each stage are as follows :

	2026	2027	2028	2029	2030
GDP growth	3.00%	4.60%	4.20%	4.00%	4.00%

Economic variable assumptions used by the Company are as follows:

Stages	Forward looking adjustment factor
Stage 1	123%
Stage 2	130%

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

However, based on prudent measure, we have considered 100% as the forward looking adjustment so that the historical PD does not reduce.

The scenarios and their attributes are reassessed at each reporting date.

As with any economic forecasts, the projections and likelihoods of occurrence are subject to a high degree of inherent uncertainty and therefore the actual outcomes may be significantly different to those projected. The Company considers these forecasts to represent its best estimate of the possible outcomes that the chosen scenarios are appropriately representative of the range of possible scenarios

Sensitivity analysis

Set out below are the changes to the ECL on tawmil taksit credit scheme as at 31 December 2025 that would result from reasonably possible changes in the parameter from the actual assumption used in Company's economic variable assumption.

	+1%	GDP No change	-1%
	MVR	MVR	MVR
Loss allowance as at 31 December 2025	4,800,125	4,800,242	4,800,358
Loss allowance as at 31 December 2024	3,657,691	3,658,377	3,659,063

Impairment losses

	Group		Company	
	2025	2024	2025	2024
	MVR	MVR	MVR	MVR
- Movement in loss allowance for tawmil taksit credit schemes	1,141,865	(42,015)	1,141,865	(42,015)
- Net impairment loss on tawmil taksit credit schemes	1,141,865	(42,015)	1,141,865	(42,015)

Loss allowance for tawmil taksit credit schemes

The loss allowance recognised in the period is impacted by a variety of factors, as described below:

-Transfers between Stage 1 and Stages 2 or 3 due to financial instruments experiencing significant increases (or decreases) of credit risk or becoming credit-impaired in the period, and the consequent "step up" (or "step down") between 12-month and Lifetime ECL;

- Additional allowances for new financial instruments recognised during the period, as well as releases for financial instruments de-recognised in the period;

-Impact on the measurement of ECL due to changes in PDs, EADs and LGDs in the period, arising from regular refreshing of inputs to models;

-Impacts on the measurement of ECL due to changes made to models and assumptions;

-Discount unwind within ECL due to the passage of time, as ECL is measured on a present value basis;

-Financial assets derecognised during the period and write-offs of allowances related to assets that were written off during the period.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

The following table explain the changes in the loss allowance between the beginning and end of the annual period due to these factors:

	Stage 1 12-month ECL	Stage 2 Life time ECL	Stage 3 Life time ECL	Total
Receivables under tawmil taksit credit schemes				
Loss allowance as at 1 January 2025	13,313	72,438	3,572,626	3,658,377
New financial assets during the year	14,313	-	-	14,313
Financial assets settled during the year	-	(72,438)	(561,893)	(634,331)
Transfers:				
Transfer from Stage 1 to Stage 3	(1,761,883)	-	1,761,883	-
Other movements	1,748,570	-	13,313	1,761,883
Loss allowance at 31 December 2025	14,313	-	4,785,929	4,800,242

	Stage 1 12-month ECL	Stage 2 Life time ECL	Stage 3 Life time ECL	Total
Receivables under tawmil taksit credit schemes				
Loss allowance as at 1 January 2024	-	2,802	3,697,590	3,700,392
New financial assets during the year	13,313	72,438	-	85,751
Financial assets settled during the year	-	(2,802)	(124,964)	(127,766)
Loss allowance at 31 December 2024	13,313	72,438	3,572,626	3,658,377

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

The following table further explains changes in the gross carrying amount of the tawmil taksit credit scheme:

	Stage 1	Stage 2	Stage 3	
Receivables under tawmil taksit credit schemes	12-month ECL	Life time ECL	Life time ECL	Total
Gross carrying amount as at 1 January 2025	9,027,273	5,429,443	7,189,158	21,645,875
New financial assets originated	10,548,824	-	-	10,548,824
Payments received from new financial assets during the year	(4,684,712)	-	-	(4,684,712)
Financial assets fully settled during the year	-	-	(1,728,506)	(1,728,506)
Financial assets partly settled during the year	(1,909,330)	(2,436,714)	(1,171,368)	(5,517,412)
<i>Transfers:</i>				
Transfer from Stage 1 to Stage 2	(816,764)	816,764	-	-
Transfer from Stage 1 to Stage 3	(1,283,252)	-	1,283,252	-
Transfer from Stage 2 to Stage 1	410,904	(410,904)	-	-
Transfer from Stage 2 to Stage 3	-	(349,696)	349,696	-
Other movements	(2,773,621)	711,274	1,895,795	(166,552)
Gross carrying amount as at 31 December 2025	8,519,322	3,760,167	7,818,027	20,097,517

	Stage 1	Stage 2	Stage 3	
Receivables under tawmil taksit credit schemes	12-month ECL	Life time ECL	Life time ECL	Total
Gross carrying amount as at 1 January 2024	9,427,426	3,605,689	6,728,095	19,761,210
New financial assets originated	10,797,727	7,058,645	-	17,856,372
Payments received from new financial assets during the year	(4,707,604)	(2,134,919)	-	(6,842,523)
Financial assets fully settled during the year	-	-	(4,538,712)	(4,538,712)
Financial assets partly settled during the year	(2,238,914)	(389,013)	(1,962,544)	(4,590,471)
<i>Transfers:</i>				
Transfer from Stage 1 to Stage 3	(3,681,488)	-	3,681,488	-
Transfer from Stage 2 to Stage 3	-	(1,374,968)	1,374,968	-
Other movements	(569,873)	(1,335,990)	1,905,863	-
Gross carrying amount as at 31 December 2024	9,027,273	5,429,443	7,189,158	21,645,875

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

The closing loss allowances for the tawmil taksit credit schemes. as at 31 December 2025 reconciles to the opening loss allowances as follows:

	2025	2024
Opening loss allowance as at 1 January	3,658,377	3,700,392
Increase / (decrease) in loan loss allowance recognised in profit or loss during the year	1,141,865	(42,015)
At 31 December	4,800,242	3,658,377

Write-off policy

The Company writes off financial assets, in whole or in part, when it has exhausted all practical recovery efforts and has concluded there is no reasonable expectation of recovery. Indicators that there is no reasonable expectation of recovery include (i) ceasing enforcement activity and (ii) where the Company's recovery method is foreclosing on collateral and the value of the collateral is such that there is no reasonable expectation of recovering in full.

Modification of financial assets

The Company sometimes modifies the terms of repayments provided to customers due to commercial renegotiations with a view to maximising recovery.

Such restructuring activities include extended payment term arrangements, payment holidays and payment forgiveness. Restructuring policies and practices are based on indicators or criteria which, in the judgement of management, indicate that payment will most likely continue. These policies are kept under continuous review.

The risk of default of such assets after modification is assessed at the reporting date and compared with the risk under the original terms at initial recognition, when the modification is not substantial and so does not result in derecognition of the original asset. The Company monitors the subsequent performance of modified assets. Company may determine that the credit risk has significantly improved after restructuring, so that the assets are moved from Stage 3 or Stage 2 (Lifetime ECL) to Stage 1 (12-month ECL). There were no modifications during the year.

Cash and cash equivalents

The Group and the Company held cash and cash equivalents of MVR 151,303,500 and MVR 150,788,818 respectively at 31 December 2025 (2024 : MVR 25,005,399 and MVR 24,490,417).

While cash and cash equivalents are also subject to the impairment requirements of IFRS 9, the Group does not have a significant impact on impairment allowance on cash and cash equivalents as at 31 December 2025 and 2024 respectively.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

3.2 Liquidity risk

Liquidity risk is the risk that the Group will encounter difficulty in meeting the obligations associated with its financial liabilities that are settled by delivering cash or another financial asset. The Group's approach to managing liquidity is to ensure, as far as possible, that it will have sufficient liquidity to meet its liabilities when they are due, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Group's reputation.

The Group uses activity-based costing to cost its products and services, which assists it in monitoring cash flow requirements and optimizing its cash return on investments.

The Group aims to maintain the level of its cash and cash equivalents at an amount in excess of expected cash outflows on financial liabilities (other than trade payables). The Group also monitors the level of expected cash inflows on trade and other receivables together with expected cash outflows on trade and other payables.

In addition, the group maintains MVR 30,840,000 overdraft facility that is secured.

Exposure to liquidity risk

The following are the remaining contractual maturities of financial liabilities at the reporting date. The amounts are gross and undiscounted, and include contractual interest payments.

Group 31 December 2025	Contractual cash flows		
	Carrying amount	Less than 12 months	1- 5 years More than 5 years
Non- derivative financial liabilities			
Bank overdrafts	20,506,125	20,506,125	-
Borrowings	426,466,454	199,271,220	268,202,715
Shareholder's loan	184,802,118	162,545,517	25,422,168
Trade and other payables	2,195,377,958	2,184,205,016	11,304,686
Lease liabilities	148,288,802	47,622,853	100,652,588
	2,975,441,457	2,614,150,731	405,582,156

Group 31 December 2024	Contractual cash flows		
	Carrying amount	Less than 12 months	1- 5 years More than 5 years
Non- derivative financial liabilities			
Bank overdrafts	17,062,421	17,062,421	-
Borrowings	445,997,659	286,461,029	200,134,378
Shareholder's loan	184,802,118	138,321,084	43,352,778
Trade and other payables	2,122,598,672	2,109,242,836	18,857,456
Lease liabilities	89,120,672	17,778,166	64,459,571
	2,859,581,542	2,568,865,536	326,804,183

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

3.2 Exposure to liquidity risk (continued)

Company 31 December 2025	Contractual cash flows			
	Carrying amount	Less than 12 months	1- 5 years	More than 5 years
Non- derivative financial liabilities				
Bank overdrafts	20,506,125	20,506,125	-	-
Borrowings	426,466,454	199,271,220	268,202,715	25,598,327
Shareholder's loan	184,802,118	162,545,517	25,422,168	5,084,433
Trade and other payables	2,195,367,240	2,184,194,298	11,304,686	-
Lease liabilities	148,288,802	47,622,853	100,652,588	186,564,616
	2,975,430,739	2,614,140,013	405,582,156	217,247,376

Company 31 December 2024	Contractual cash flows			
	Carrying amount	Less than 12 months	1- 5 years	More than 5 years
Non- derivative financial liabilities				
Bank overdrafts	17,062,421	17,062,421	-	-
Borrowings	445,997,659	286,461,029	200,134,378	8,715,438
Shareholder's loan	184,802,118	138,321,084	43,352,778	10,168,867
Trade and other payables	2,122,580,959	2,109,225,123	18,857,456	1,256,076
Lease liabilities	89,120,672	17,778,166	64,459,571	194,991,236
	2,859,563,829	2,568,847,823	326,804,183	215,131,617

As disclosed in Notes to the financial statements, the Group has a secured bank loan that contains a loan covenant. A future breach of covenant may require the Group to repay the loan earlier than indicated in the above table. The covenants are monitored on a regular basis and regularly reported to management to ensure compliance with the agreements.

The interest payments on variable interest rate loans in the table above reflect market forward interest rates at the reporting date and these amounts may change as market interest rates change. Except for these financial liabilities, it is not expected that the cash flows included in the maturity analysis could occur significantly earlier, or at significantly different amounts.

The group had access to the following undrawn borrowing facilities at the end of the reporting period:

	2025	2024
Expiring within one year (bank overdraft and TRDL facility)	48,052,951	33,654,682
Expiring beyond one year (bank loans)	43,030,000	50,000,000
	91,082,951	83,654,682

The bank overdraft facilities and TRDL facilities may be drawn at any time until the expiry of the facility. The bank loan facilities may be drawn at any time in MVR and have maturity of 5 years.

3.3 Market risk

Market risk is the risk that changes in market prices - e.g. foreign exchange rates, interest rates and equity prices - will affect the Group's income or the value of its holdings of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimizing the return.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

3.3.1 Currency risk

Exposure to currency risk

The summary quantitative data about the Group's / Company's exposure to currency risk as reported to the management of the Group / Company is as follows.

Group/Company	2025		2024	
	EUR	USD	EUR	USD
Trade receivables	336,411	9,703,321	-	8,750,080
Trade payables	-	(15,079,772)	-	(13,216,958)
Cash and cash equivalents	-	126,358	-	(110,519)
Borrowings	-	(7,118,553)	(282,576)	(16,599,872)
Net Statement of financial position exposure	336,411	(12,368,646)	(282,576)	(21,177,269)

The following significant exchange rates have been applied.

	Average rate		Spot rate	
	2025	2024	2025	2024
USD 1 : MVR	15.4200	15.4200	15.4200	15.4200
EUR 1 : MVR	18.0755	16.6716	19.9670	16.1840

Sensitivity analysis

A reasonably possible strengthening (weakening) of the Euro, US dollar against all other currencies at 31 December would have affected the measurement of financial instruments denominated in a foreign currency and affected equity and profit or loss by the amounts shown below. This analysis assumes that all other variables, in particular interest rates, remain constant and ignores any impact of forecast sales and purchases.

Group/Company	Change in USD rate	Effect on profit before tax	Effect on pre-tax on equity
2024	- 5 %	16,327,674	16,327,674
	+ 5 %	(16,327,674)	(16,327,674)
2025	- 5 %	9,536,226	9,536,226
	+ 5 %	(9,536,226)	(9,536,226)

Group/Company	Change in EUR rate	Effect on profit before tax	Effect on pre-tax on equity
2024	- 5 %	228,660	228,660
	+ 5 %	(228,660)	(228,660)
2025	- 5 %	(335,856)	(335,856)
	+ 5 %	335,856	335,856

In respect of the monetary assets and liabilities denominated in USD, the Group / Company has a limited risk exposure on such balances since the Maldivian Rufiyaa is pegged to the US Dollar within a band to fluctuate within $\pm 20\%$ of the mid-point of exchange rate.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC**Financial statements - 31 December 2025****Notes to the financial statements (continued)**

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)**3.3 Market risk (continued)****3.3.2 Exposure to interest rate risk**

The interest rate profile of the Group's / Company's interest-bearing financial instruments as reported to the management of the Group / Company is as follows.

	Nominal amounts	
	2025	2024
Fixed-rate instruments		
Financial assets (Note 11)	20,097,517	21,645,875
Financial liabilities (Note 15)	400,054,292	387,484,442
Variable-rate instruments		
Financial liabilities (Note 15)	46,918,287	75,575,638

Fair value sensitivity analysis for fixed-rate instruments

The Group/Company does not account for any fixed-rate financial assets or financial liabilities at FVTPL. Therefore, a change in interest rates at the reporting date would not affect profit or loss.

Cash flow sensitivity analysis for variable-rate instruments

A reasonably possible change of 100 basis points in interest rates at the reporting date would have increased / (decreased) equity and profit or loss by the amounts shown below. This analysis assumes that all other variables, in particular foreign currency exchange rates, remain constant.

	Increase / decrease in basis points	Effect on profit before tax
Variable- rate instruments		
2025	-100	650,172
	+100	(650,172)
Variable- rate instruments		
2024	-100	1,215,789
	+100	(1,215,789)

The exposure of the group's borrowings to interest rate changes and the contractual re-pricing dates of the borrowings at the end of the reporting period are as follows:

	2025	% of total loans	2024	% of total loans
Variable rate borrowings	46,918,287	10.50%	75,575,638	16.32%
Fixed rate borrowings				
Less than 1 year	106,349,057	23.79%	246,473,684	53.23%
1 - 5 years	293,705,235	65.71%	141,010,758	30.45%
	446,972,579	100.00%	463,060,080	100.00%

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3 Financial risk management (continued)

3.3 Market risk (continued)

3.3.2 Exposure to interest rate risk (continued)

Other market price risk

The Group / Company is exposed to equity price risk, which arises from equity securities at FVOCI. The management of the Group / Company monitors the proportion of equity securities in its investment portfolio based on market indices.

The primary goal of the Group's investment strategy is to maximize investment returns.

Sensitivity analysis - Equity price risk

All of the Group's / Company's equity investments are listed on Maldives Stock Exchange. For such investments classified at FVOCI, a 2% increase/decrease in the price at the reporting date would have increased/decreased equity by MVR 4,024,794 after tax (2024: an increase/decrease of MVR 3,111,163 after tax).

3.4 Capital management

The Group's objectives when managing capital are to safeguard the Group's ability to continue as a going concern in order to provide returns for shareholders and benefits for other stakeholders and to maintain an optimal capital structure to reduce the cost of capital.

In order to maintain or adjust the capital structure, the Group may adjust the amount of dividends payable to shareholders, issue new shares or sell assets to reduce debt. Dividends payable details provided in (Note 25).

The Group monitors capital on the basis of the gearing ratio. This ratio is calculated as net debt divided by total capital. Net debt is calculated as total external borrowings including lease liability and excluding trade and other payables, as shown in the statement of financial position less cash and cash equivalents. Total capital is calculated as equity, as shown in the statement of financial position, plus net debt.

The gearing ratios as at 31 December 2025 and as at 31 December 2024 were as follows:

	Group		Company	
	2025	2024	2025	2024
Net debt	595,261,381	552,180,752	595,261,381	552,180,752
Less: cash and cash equivalents	(151,303,500)	(25,005,399)	(150,788,818)	(24,490,417)
Net debt	443,957,881	527,175,353	444,472,563	527,690,335
Total equity	1,856,775,425	1,745,011,496	1,858,142,985	1,746,719,568
Total capital	2,300,733,306	2,272,186,849	2,302,615,548	2,274,409,903
Gearing ratio	19%	23%	19%	23%

The reason for decrease in gearing ratio is mainly due to decrease in net debt during the year compared to previous year.

3.4.1 Loan covenants

Under the terms of the major borrowing facilities, the group is required to comply with the following financial covenants:

- Maintain a tangible net worth of USD 23,000,000
- Maintain a total liabilities to tangible net worth ratio of no more than 4:1

The group has complied with these covenants through out the reporting period. As at 31 December 2025, tangible net worth was USD 154,722,236 (2024: USD 121,586,837) and maintained a total liabilities to tangible net worth ratio of 1.74:1.0 (2024: 1.97:1.0)

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3.5 Accounting classifications and fair values

Group

The following table shows the carrying amounts and fair values of financial assets and financial liabilities, including their levels in the fair value hierarchy. It does not include fair value information for financial assets and financial liabilities not measured at fair value if the carrying amount is a reasonable approximation of fair value.

As at 31 December 2025

As at 31 December 2025		Carrying amount		Fair value				
	FVOCI equity instruments	Financial assets at amortized cost	Financial liabilities at amortized cost	Total	Level 1	Level 2	Total	
Financial assets measured at fair value								
Investment in equity securities	9	204,024,716	-	-	204,024,716	201,239,676	-	204,024,716
		204,024,716	-	-	204,024,716	201,239,676	-	204,024,716
Financial assets not measured at fair value								
Trade and other receivables*	11	-	2,493,893,862	-	2,493,893,862	-	-	-
Cash and cash equivalents	13	-	151,303,500	-	151,303,500	-	-	-
		-	2,645,197,362	-	2,645,197,362	-	-	-
Financial liabilities not measured at fair value								
Borrowings	15	-	-	426,466,454	-	-	-	-
Shareholder's loan	16	-	-	184,802,118	-	-	-	-
Trade and other payables*	17	-	-	2,195,377,958	-	-	-	-
Bank overdrafts	15	-	-	20,506,125	-	-	-	-
Lease liabilities	6.2	-	-	148,288,802	-	-	-	-
		-	-	2,975,441,457	-	-	-	-

*Other receivables and other payables that are not financial assets and liabilities are not included.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3.5 Accounting classifications and fair values

As at 31 December 2024

As at 31 December 2024		Carrying amount		Fair value				
	FVOCI equity instruments	Financial assets at amortized cost	Financial liabilities at amortized cost	Total	Level 1	Level 2	Level 3	Total
Financial assets measured at fair value								
Investment in equity securities	9	155,558,160	-	-	155,558,160	155,558,160	-	-
		155,558,160	-	-	155,558,160	155,558,160	-	-
Financial assets not measured at fair value								
Trade and other receivables*	11	-	2,425,282,623	-	2,425,282,623	-	-	-
Cash and cash equivalents	13	-	25,005,399	-	25,005,399	-	-	-
		-	2,450,288,022	-	2,450,288,022	-	-	-
Financial liabilities not measured at fair value								
Borrowings	15	-	-	445,997,659	-	-	-	-
Shareholder's loan	16	-	-	184,802,118	-	-	-	-
Trade and other payables*	17	-	-	2,122,598,672	-	-	-	-
Bank overdrafts	15	-	-	17,062,421	-	-	-	-
Lease liabilities	6.2	-	-	89,120,672	-	-	-	-
		-	-	2,859,581,542	-	-	-	-

*Other receivables and other payables that are not financial assets and liabilities are not included

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

Level 1 - Quoted (unadjusted) market prices in active markets for identical assets or liabilities

Level 2 - Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable

Level 3 - Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

Equity securities are measured at fair value at Level 1 and measured using the last traded value from the Maldives Stock Exchange as at the reporting date.

Assessing the significance of a particular input requires judgment, considering factors specific to the asset or liability.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3.5 Accounting classifications and fair values (continued)

Company

The following table shows the carrying amounts and fair values of financial assets and financial liabilities, including their levels in the fair value hierarchy. It does not include fair value information for financial assets and financial liabilities not measured at fair value if the carrying amount is a reasonable approximation of fair value.

As at 31 December 2025		Carrying amount		Fair value		
	FVOCI equity instruments	Financial assets at amortized cost	Financial liabilities at amortized cost	Total	Level 1	Level 2 Level 3
						Total
Financial assets measured at fair value						
Investment in equity securities	9	204,024,716	-	204,024,716	201,239,676	- 2,785,040
		204,024,716	-	204,024,716	201,239,676	- 2,785,040
Financial assets not measured at fair value						
Trade and other receivables*	11	-	2,493,967,827	-	-	-
Cash and cash equivalents	13	-	150,788,818	-	-	-
		-	2,644,756,645	-	-	-
Financial liabilities not measured at fair value						
Borrowings	15	-	-	426,466,454	-	-
shareholder's loan	16	-	-	184,802,118	-	-
Trade and other payables*	17	-	-	2,195,367,240	-	-
Bank overdrafts	15	-	-	20,506,125	-	-
Lease liabilities	6.2	-	-	148,288,802	-	-
		-	-	2,975,430,739	-	-

*Other receivables and other payables that are not financial assets and liabilities are not included.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements – 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

3.5 Accounting classifications and fair values (continued)

As at 31 December 2024

As at 31 December 2024		Carrying amount		Fair value					
		FVOCI equity instruments	Financial assets at amortized cost	Financial liabilities at amortized cost	Total	Level 1	Level 2	Level 3	Total
Financial assets measured at fair value									
Investment in equity securities	9	155,558,160	-	-	155,558,160	155,558,160	-	-	155,558,160
		155,558,160	-	-	155,558,160	155,558,160	-	-	155,558,160
Financial assets not measured at fair value									
Trade and other receivables*	11	-	2,425,311,885	-	2,425,311,885	-	-	-	-
Cash and cash equivalents	13	-	24,490,417	-	24,490,417	-	-	-	-
		-	2,449,802,302	-	2,449,802,302	-	-	-	-
Financial liabilities not measured at fair value									
Borrowings	15	-	-	445,997,659	445,997,659	-	-	-	-
Shareholder's loan	16	-	-	184,802,118	184,802,118	-	-	-	-
Trade and other payables*	17	-	-	2,122,580,959	2,122,580,959	-	-	-	-
Bank overdrafts	15	-	-	17,062,421	17,062,421	-	-	-	-
Lease liabilities	6.2	-	-	89,120,672	89,120,672	-	-	-	-
		-	-	2,859,563,829	2,859,563,829	-	-	-	-

*Other receivables and other payables that are not financial assets and liabilities are not included

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

Level 1 - Quoted (unadjusted) market prices in active markets for identical assets or liabilities

Level 2 - Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable

Level 3 - Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable

Equity securities are measured at fair value at Level 1 and measured using the last traded value from the Maldives Stock Exchange as at the reporting date.

Assessing the significance of a particular input requires judgment, considering factors specific to the asset or liability.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

4 Critical estimates and judgements

The preparation of financial statements requires the use of accounting estimates which, by definition, will seldom equal the actual results. Management also needs to exercise judgements in applying the group's accounting policies.

This note provides an overview of the areas that involved a higher degree of judgement or complexity, and of items which are more likely to be materially adjusted due to estimates and assumptions turning out to be wrong. Detailed information about each of these estimates and judgements is included in other notes together with information about the basis of calculation for each affected line item in the financial statements.

Significant estimates and judgements

The areas involving significant estimates or judgements are:

- recognition of revenue relating to construction and dredging and other revenue streams - note 2.12 and 2.23
- impairment of financial assets - note 3.1 (iii)
- estimation uncertainties and judgements made in relation to lease
- estimation of defined benefit pension obligation - note 17
- useful lives of PPE and intangible assets - note 2.5 to 2.7
- fair value measurement of financial assets - note 2.10

5 Revenue from contracts with customers

The Group derives revenue from the transfer of goods and services over time and at a point in time in the following major business segments.

Group / Company	Trading	Construction and Dredging	Transport	Others	Total
31-Dec-25					
Revenue	244,134,186	1,722,043,815	149,600,294	18,659,992	2,134,438,287
Timing of revenue recognition					
- At a point in time	244,134,186	31,700	149,600,294	18,659,992	412,426,172
- over time	-	1,722,012,115	-	-	1,722,012,115
	244,134,186	1,722,043,815	149,600,294	18,659,992	2,134,438,287
31-Dec-24					
Revenue	266,848,174	1,721,109,188	148,846,916	19,974,038	2,156,778,316
Timing of revenue recognition					
- At a point in time	266,848,174	4,738,566	148,846,916	19,974,038	440,407,694
- over time	-	1,716,370,622	-	-	1,716,370,622
	266,848,174	1,721,109,188	148,846,916	19,974,038	2,156,778,316

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

6 Property, plant and equipment - Group / Company

At 01 January 2024

	Land improvements and buildings	Plant and machinery	Motor vehicles	Furniture and office / communication equipment	Vessels	Sundry assets	Capital work-in-progress	Total
Cost	159,477,850	2,163,761,313	223,253,806	71,290,398	445,469,776	67,343,793	207,256,379	3,337,853,315
Accumulated depreciation	(117,015,012)	(1,046,598,534)	(92,063,303)	(55,680,085)	(215,255,978)	(47,498,680)	-	(1,574,111,592)
Provision for impairment	-	-	-	-	(5,880,131)	-	(3,315,945)	(9,196,076)
Net book amount	42,462,838	1,117,162,779	131,190,503	15,610,313	224,333,667	19,845,113	203,940,434	1,754,545,647

Year ended 31 December 2024

Opening net book amount	42,462,838	1,117,162,779	131,190,503	15,610,313	224,333,667	19,845,113	203,940,434	1,754,545,647
Additions	-	72,347,035	-	8,242,890	14,425,486	1,468,349	65,053,081	161,536,841
Transferred from capital work in progress	3,729,832	137,353,413	-	-	21,344,387	-	(162,427,632)	-
Transferred to investment property (Note 6.1)	-	-	-	-	-	-	(7,077,559)	(7,077,559)
Disposals - Cost	-	(7,256,650)	-	(879,971)	-	(492,222)	-	(8,628,843)
Disposals - Accumulated depreciation	-	7,256,650	-	872,122	-	492,222	-	8,620,994
Depreciation charge (Note 19)	(10,325,476)	(242,849,775)	(30,383,515)	(11,487,389)	(40,506,821)	(11,121,602)	-	(346,674,578)
Closing net book amount	35,867,194	1,084,013,452	100,806,988	12,357,965	219,596,719	10,191,860	99,488,324	1,562,322,502

At 31 December 2024

Cost	163,207,682	2,366,205,111	223,253,806	78,653,317	481,239,649	68,319,920	102,804,269	3,483,683,754
Accumulated depreciation	(127,340,488)	(1,282,191,659)	(122,446,818)	(66,295,352)	(255,762,799)	(58,128,060)	-	(1,912,165,176)
Provision for impairment	-	-	-	-	(5,880,131)	-	(3,315,945)	(9,196,076)
Net book amount	35,867,194	1,084,013,452	100,806,988	12,357,965	219,596,719	10,191,860	99,488,324	1,562,322,502
Cost of fully depreciated assets	15,086,648	487,741,435	31,094,346	50,831,836	76,850,099	42,032,834	-	703,637,198

Year ended 31 December 2025

Opening net book amount	35,867,194	1,084,013,452	100,806,988	12,357,965	219,596,719	10,191,860	99,488,324	1,562,322,502
Additions	-	14,181,307	-	7,755,974	29,172,095	4,087,974	39,372,531	94,569,881
Transferred from capital work in progress	-	12,625,325	-	-	2,954,273	-	(15,579,598)	-
Disposals - Cost	-	(6,767,479)	(5,268,886)	(1,157,555)	(2,324,411)	(1,079,334)	-	(16,597,665)
Disposals - Accumulated depreciation	-	6,743,329	5,268,886	1,157,555	2,324,411	1,072,781	-	16,566,962
Depreciation charge (Note 19)	(9,496,735)	(230,726,936)	(24,823,566)	(8,115,343)	(41,291,001)	(7,529,384)	-	(321,982,965)
Closing net book value	26,370,459	880,068,998	75,983,422	11,998,596	210,432,086	6,743,897	123,281,257	1,334,878,715

At 31 December 2025

Cost	163,207,682	2,386,244,264	217,984,920	85,251,736	511,041,606	71,328,560	126,597,202	3,561,655,970
Accumulated depreciation	(136,837,223)	(1,506,175,266)	(142,001,498)	(73,253,140)	(294,729,389)	(64,584,663)	-	(2,217,581,179)
Provision for impairment	-	-	-	-	(5,880,131)	-	(3,315,945)	(9,196,076)
Net book amount	26,370,459	880,068,998	75,983,422	11,998,596	210,432,086	6,743,897	123,281,257	1,334,878,715
Cost of fully depreciated assets	14,490,775	650,768,783	74,201,983	62,531,155	122,258,448	53,791,036	-	978,042,180

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

6 Property, plant and equipment (continued)

(a) The buildings have been constructed on the land that belongs to the Government of Maldives, for which a rental of MVR 4,501,671 (2024: MVR 5,034,921) is expensed per annum.

(b) Capital work in progress includes construction of ferries, buildings, major enhancements to machineries, vessels and dredgers.

(c) Depreciation expense of the Company included in cost of goods sold amounting to MVR 306,534,261 (2024: MVR 327,172,665) and administrative expenses amounting to MVR 15,448,704 (2024: MVR 19,501,913).

(d) Demand loans, bank overdraft, LC facilities and bank guarantees from the banks and other financial institutions are secured over MTCC Tower, MTCC Building land, Rentals Plaza, barges (Dhoshha, kurimagu 8 and 10), tug boats (Tango 6, 7, 8 and 575), steel landing craft (Leema 1 and 2), dredgers (Mahaa Jarrafu, Bodu Jarraafu and Jarrafa 3), buses and machineries (excavators, wheel loaders, dump trucks and bulldozers, cranes, crane lorries, mixer trucks) amounting to MVR 1,341,054,803. Mortgaged values are provided in Note 15.

(e) Cost of fully depreciated assets are the assets that are fully depreciated but still in use. These assets remain in service and continue to contribute to operations, although they no longer carry a book value for depreciation purpose.

6.1 Investment properties

Non-current assets - at cost	Group		Company	
	2025	2024	2025	2024
Cost				
Opening balance	30,155,682	23,078,123	33,940,883	26,863,324
Additions (Note 6)	-	7,077,559	-	7,077,559
Closing balance	30,155,682	30,155,682	33,940,883	33,940,883
Depreciation				
Opening balance	13,394,271	9,906,866	15,349,958	11,484,033
Depreciation for the year (Note 19)	3,723,324	3,487,405	4,101,844	3,865,925
Closing balance	17,117,595	13,394,271	19,451,802	15,349,958
Net book value	13,038,087	16,761,411	14,489,081	18,590,925

Investment properties are accounted for in accordance with the cost model as set out in IAS 16 Property, Plant and Equipment – cost less accumulated depreciation and less accumulated impairment losses.

(i) Amounts recognised in profit or loss for investment properties

	Group		Company	
	2025	2024	2025	2024
Rental income from operating leases	23,122,648	18,447,909	23,122,648	18,447,909

(ii) Leasing arrangements

The investment properties are leased to tenants under operating leases with rentals receivable monthly. Where considered necessary to reduce credit risk, the group may obtain bank guarantees for the term of the lease.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

6 Property, plant and equipment (continued)

6.1 Investment properties (continued)

Minimum lease rentals receivable on leases of investment properties are as follows:

	Group		Company	
	2025	2024	2025	2024
Within 1 year	24,320,000	23,122,648	24,320,000	23,122,648
Between 1 to 2 years	25,369,000	24,320,000	25,369,000	24,320,000
Between 2 to 3 years	24,729,000	25,369,000	24,729,000	25,369,000
	74,418,000	72,811,648	74,418,000	72,811,648

The fair value of the investment properties as of 31 December 2025 in accordance with the valuation made by the directors of the Company amounting to MVR 253,703,872 (2024: MVR 249,680,532). The valuation was performed based on the discounted rental income from the properties, which is level 3 input.

6.2 Leases

This note provides information for leases where the group is a lessee.

(i) Amounts recognised in the statement of financial position

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

	Group		Company	
Right-of-use assets	31-Dec-25	31-Dec-24	31-Dec-25	31-Dec-24
Lands	57,536,344	63,021,654	57,536,344	63,021,654
Buildings	6,676,486	8,278,842	6,676,486	8,278,842
Houses	307,004	-	307,004	-
Vessels	65,709,714	2,929,662	65,709,714	2,929,662
	130,229,548	74,230,158	130,229,548	74,230,158

	Group		Company	
	31-Dec-25	31-Dec-24	31-Dec-25	31-Dec-24
Opening balance	74,230,158	94,213,691	74,230,158	94,213,691
Add: new lease assets	82,326,751	1,638,742	82,326,751	1,638,742
Depreciation charge of ROU (Note 19)	(26,327,361)	(21,622,275)	(26,327,361)	(21,622,275)
Closing balance	130,229,548	74,230,158	130,229,548	74,230,158

	Group		Company	
Lease liabilities	31-Dec-25	31-Dec-24	31-Dec-25	31-Dec-24
Current	32,673,190	7,543,933	32,673,190	7,543,933
Non-current	115,615,612	81,576,739	115,615,612	81,576,739
	148,288,802	89,120,672	148,288,802	89,120,672

Movement in the lease liability during the year as follows:

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

6 Property, plant and equipment (continued)

6.2 Leases (continued)

	Group		Company	
	31-Dec-25	31-Dec-24	31-Dec-25	31-Dec-24
Opening balance	89,120,672	108,682,543	89,120,672	108,682,543
Add: new lease liabilities recognised	82,326,751	1,638,742	82,326,751	1,638,742
Add: accrued interest (Note 21)	14,977,695	12,328,983	14,977,695	12,328,983
Less: interest paid	(14,977,695)	(12,328,983)	(14,977,695)	(12,328,983)
Less: principal elements of leases paid	(23,158,621)	(21,200,613)	(23,158,621)	(21,200,613)
Closing balance	148,288,802	89,120,672	148,288,802	89,120,672

(ii) Amounts recognised in the statement of profit or loss

Depreciation charge of right-of-use assets (Note 19)

Lands	(4,442,472)	(4,491,767)	(4,442,472)	(4,491,767)
Buildings	(1,602,357)	(1,976,253)	(1,602,357)	(1,976,253)
Houses	(126,413)	(35,702)	(126,413)	(35,702)
Vessels	(20,156,119)	(15,118,553)	(20,156,119)	(15,118,553)
	(26,327,361)	(21,622,275)	(26,327,361)	(21,622,275)

Expense relating to short-term leases of the group included in cost of goods sold amounting to MVR 95,497,777 (2024: MVR 105,633,756) and administrative expenses amounting to MVR 9,687,821 (2024: MVR 12,653,899).

Interest expense included in finance costs

(Note 21)	(14,977,695)	(12,328,983)	(14,977,695)	(12,328,983)
	(14,977,695)	(12,328,983)	(14,977,695)	(12,328,983)

The total cash outflow for leases in 2025 was MVR 38,136,316 (2024: MVR 33,529,596).

7 Intangible assets

	Group		Company	
At 01 January	2025	2024	2025	2024
Opening net book amount	16,629,481	20,625,236	16,629,481	20,625,236
Amortization charge (Note 19)	(3,443,337)	(3,995,755)	(3,443,337)	(3,995,755)
Closing net book amount	13,186,144	16,629,481	13,186,144	16,629,481
Cost	38,498,696	38,498,696	38,493,904	38,493,904
Amortization charge	(25,312,552)	(21,869,215)	(25,307,760)	(21,864,423)
Net book amount	13,186,144	16,629,481	13,186,144	16,629,481

Intangible assets include Enterprise Resource Plan (ERP) software with a carrying value of MVR 10,874,548 with a remaining amortisation period of 4 years.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

8 Investment in subsidiary and associate

Investment in subsidiary

	Group 2025	2024	Company 2025	2024
Maldives Real Estate Investment Corporation Private Limited (MREIC)	-	-	346,565	346,565
Cost	-	-	7,102,500	7,102,500
Provision for impairment			(6,755,935)	(6,755,935)
Closing balance	-	-	346,565	346,565

The subsidiary company is engaged in the business of development and management of housing units and providing all kinds of repair and maintenance services. MREIC is a fully owned subsidiary of the Company. The Company will proceed with its operations following the formulation of a new business plan.

Management has determined the recoverable amount from investment in the subsidiary by assessing the fair value less cost of disposal of the underlying assets. The valuation is considered to level 3 in the fair value hierarchy due to unobservable input used in the valuation. No impairment made during the year over the investments considering the decision to continue the operation with a new business plan. The impairment loss is included in other operating expenses in the statement of profit or loss of the Company, which does not impact the group's profit or loss.

9 Financial assets at fair value through other comprehensive income

	Group 2025	2024	Company 2025	2024
Shares in Bank of Maldives Plc	201,239,676	155,558,160	201,239,676	155,558,160
Shares in Maldives Industrial Development Free Zone Plc (MIDFZ)	2,785,040	-	2,785,040	-
At the end of the year	204,024,716	155,558,160	204,024,716	155,558,160

Equity investments at Fair Value through Other Comprehensive Income (FVOCI), comprising principally marketable equity securities, are measured at fair value annually at the close of business on 31 December. For investments traded in active markets, fair value is determined by reference to the Maldives Stock Exchange quoted bid prices at Level 1 hierarchy.

Movement of the equity investments are as follows;

9.1 Shares in Bank of Maldives Plc

	Opening balance	Movement during the year	Closing balance
As at 31 December 2025			
Number of shares	219,096	-	219,096
Cost	2,389,302	-	2,389,302
Fair value	155,558,160	45,681,516	201,239,676
As at 31 December 2024			
Number of shares	219,096	-	219,096
Cost	2,389,302	-	2,389,302
Fair value	175,276,800	(19,718,640)	155,558,160

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

9 Financial assets at fair value through other comprehensive income (continued)

9.2 Shares in Maldives Industrial Development Free Zone Plc (MIDFZ)

As at 31 December 2025	Opening balance	Movement during the year	Closing balance
Number of shares	-	27,850	27,850
Cost	-	2,785,040	2,785,040
Fair value	-	2,785,040	2,785,040

The Group holds an equity interest in Maldives Industrial Development Free Zone Plc (MIDFZ), an unlisted company incorporated in the Republic of Maldives. The Group does not have control, joint control or significant influence over MIDFZ. Accordingly, the investment is accounted for as a financial asset in accordance with IFRS 9 – Financial Instruments.

The investment in MIDFZ is measured at fair value and classified within Level 3 of the fair value hierarchy as defined by IFRS 13 – Fair Value Measurement, due to the use of significant unobservable inputs. Given the immaterial nature of the investment and the limited changes in the underlying financial position of the investee, management considers that cost represents the best estimate of fair value at the reporting date.

10 Deferred tax asset

	Group		Company	
	2025	2024	2025	2024
Balance as at 1 January	113,684,444	87,228,144	113,684,444	87,228,144
Amounts recognized in profit and loss	20,784,310	24,652,573	20,784,310	24,652,573
Amounts recognized in OCI				
- Financial assets at FVOCI	(6,852,227)	2,957,796	(6,852,227)	2,957,796
- Effect on employee retirement benefit	(737,805)	(1,154,069)	(737,805)	(1,154,069)
Balance as at 31 December	126,878,722	113,684,444	126,878,722	113,684,444

Deferred tax asset as at 31 December 2025

	Group		Company	
	Temporary difference	Tax effect	Temporary difference	Tax effect
Property, plant and equipment	769,290,495	115,393,574	769,290,495	115,393,574
Provisions and impairments	224,019,664	33,602,950	224,019,664	33,602,950
Financial assets at FVOCI	(198,850,374)	(29,827,556)	(198,850,374)	(29,827,556)
Employee retirement benefit	51,398,363	7,709,754	51,398,363	7,709,754
	845,858,148	126,878,722	845,858,148	126,878,722

Deferred tax asset as at 31 December 2024

	Group		Company	
	Temporary difference	Tax effect	Temporary difference	Tax effect
Property, plant and equipment	678,803,516	101,820,527	678,803,516	101,820,527
Provisions and impairments	192,070,517	28,810,578	192,070,517	28,810,578
Financial assets at FVOCI	(153,168,858)	(22,975,329)	(153,168,858)	(22,975,329)
Employee retirement benefit	40,191,119	6,028,668	40,191,119	6,028,668
	757,896,294	113,684,444	757,896,294	113,684,444

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

10 Deferred tax asset (continued)

Deferred tax expense/(income)

	Group		Company	
	2025	2024	2025	2024
Property, plant and equipment	13,573,047	17,197,312	13,573,047	17,197,312
Provisions and impairments	4,792,372	5,594,831	4,792,372	5,594,831
Employee retirement benefit	2,418,891	1,860,430	2,418,891	1,860,430
	20,784,310	24,652,573	20,784,310	24,652,573

11 Contract assets, trade and other receivables

	Group		Company	
	2025	2024	2025	2024
Financial assets				
Trade receivables	149,625,006	208,733,313	145,940,008	205,048,315
Retention receivable from contracts	35,583,896	22,691,960	35,583,896	22,691,960
Less: provision for impairment of trade receivables	(31,253,937)	(30,548,495)	(27,568,939)	(26,863,497)
Net trade and retention receivable from contracts	153,954,965	200,876,778	153,954,965	200,876,778
Deposits	25,231,788	15,402,884	25,231,788	15,402,884
Other receivables	1,350,213,992	987,142,065	1,350,213,992	987,142,065
Receivables from related parties [Note 28 (ii)]	1,010,582,740	1,263,708,296	1,010,656,705	1,263,737,558
Less: provision for impairment of related parties	(46,089,623)	(41,847,400)	(46,089,623)	(41,847,400)
Balance C/F	2,493,893,862	2,425,282,623	2,493,967,827	2,425,311,885
Non-financial assets				
Other receivables	56,786,570	48,060,458	56,786,570	48,060,458
Contract assets	601,287,562	244,657,772	601,287,562	244,657,772
Prepayments	167,346,008	123,337,113	167,346,008	123,337,113
Less : Provision for impairment of contract assets	(1,622,489)	(531,083)	(1,622,489)	(531,083)
Less : Provision for impairment of other receivables	(44,650,366)	(39,107,360)	(44,650,366)	(39,107,360)
	779,147,285	376,416,900	779,147,285	376,416,900
	3,273,041,147	2,801,699,523	3,273,115,112	2,801,728,785
<i>Classified as:</i>				
Trade and other receivables				
- Non-current	3,242,125	6,449,166	3,242,125	6,449,166
- Current	2,668,511,460	2,550,592,585	2,668,585,425	2,550,621,847
Contract assets	601,287,562	244,657,772	601,287,562	244,657,772
	3,273,041,147	2,801,699,523	3,273,115,112	2,801,728,785

Group's prepayments and deposits mainly consist of supplier prepayments of MVR 130,594,934 (2024: MVR 82,016,456), prepaid LC payments of MVR 11,820,704 (2024: MVR 19,032,017), prepaid insurance MVR 16,647,371 (2024: MVR 17,521,965) and refundable deposits of MVR 25,231,788 (2024: MVR 15,402,884).

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

11 Contract assets, trade and other receivables (continued)

Group's other receivables mainly consist of subsidy income of MVR 1,320,283,967 (2024: MVR 973,862,532), LC margin of MVR 26,700,941 (2024: MVR 4,019,046) and other receivables (non-financial assets) consist of input tax of MVR 4,806,338 (2024: MVR 5,033,363), advance paid to suppliers MVR 41,417,484 (2024: MVR 34,417,484) and cash advance of MVR 10,562,837 (2024: MVR 8,609,655).

The Group provision for trade and other receivables comprise collective provision for trade receivables amounting to MVR 68,665,498 (2024: MVR 66,252,543), contract assets amounting to MVR 1,622,489 (2024: MVR 531,083), retention receivables amounting to MVR 3,877,819 (2024: MVR 2,484,975), provision for tawmil taksit credit scheme amounting to MVR 4,800,242 (2024: MVR 3,658,377) and provision for other receivables and deposits amounting to MVR 44,650,366 (2024: MVR 39,107,360). The provision for other receivable is estimated by the management by assessing creditworthiness and other available information of those parties which the company has transacted. Since the estimated impairment of other receivables are significant unobservable input, the fair value of the other receivables is classified as a level 3 fair value. The impairment loss is included in other operating expenses in the statement of profit or loss of the group. The movement of provision for trade and other receivables are as follows:

The carrying amount of the trade and other receivables approximates its fair value and the movement of provision for trade and other receivables are as follows:

	Group		Company	
	2025	2024	2025	2024
Opening balance	112,034,339	96,050,077	108,349,341	92,365,079
Provisions made during the year (Note19)	11,582,075	15,984,262	11,582,075	15,984,262
Closing balance	123,616,414	112,034,339	119,931,416	108,349,341
	Group		Company	
	2025	2024	2025	2024
Provision for impairment of trade receivables	26,453,694	26,890,119	22,768,696	23,205,121
Provision for impairment of related party receivables	46,089,623	41,847,400	46,089,623	41,847,400
Provision for impairment of contract assets	1,622,489	531,083	1,622,489	531,083
Provision for tawmil taksit credit scheme	4,800,242	3,658,377	4,800,242	3,658,377
Provision for other receivables and deposits	44,650,366	39,107,360	44,650,366	39,107,360
	123,616,414	112,034,339	119,931,416	108,349,341

Trade receivable includes receivables under tawmil taksit credit schemes (Shariah compliant) amounting to MVR 18,684,361 (2024: MVR 19,330,106) net of deferred profit of MVR 1,413,155 (2024: MVR 2,315,769), the movement of the scheme is as follows:

	Group		Company	
	2025	2024	2025	2024
At the beginning of the year	21,645,875	19,761,210	21,645,875	19,761,210
- Sales made during the year	6,631,287	12,791,526	6,631,287	12,791,526
- Payments received during the year	(8,179,645)	(10,906,861)	(8,179,645)	(10,906,861)
At the end of the year	20,097,517	21,645,875	20,097,517	21,645,875
Less : deferred tawmil taksit profit	(1,413,155)	(2,315,769)	(1,413,155)	(2,315,769)
	18,684,362	19,330,106	18,684,362	19,330,106

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

11 Contract assets, trade and other receivables (continued)

	Group		Company	
	2025	2024	2025	2024
Maturity of the tawmil taksit scheme:				
Below 1 year	15,442,237	12,880,940	15,442,237	12,880,940
Between 1 to 2 years	3,242,125	6,449,166	3,242,125	6,449,166
	<u>18,684,362</u>	<u>19,330,106</u>	<u>18,684,362</u>	<u>19,330,106</u>

12 Inventories

	Group		Company	
	2025	2024	2025	2024
Work in progress - projects	161,648,470	123,149,358	161,648,470	123,149,358
Materials - contracting department	356,960,126	293,112,384	356,960,126	293,112,384
Lubricants, paints and materials	39,327,471	33,900,872	39,327,471	33,900,872
Engines, generators and spare parts	112,810,198	120,051,918	112,810,198	120,051,918
Consumables	178,186,197	167,350,800	178,186,197	167,350,800
Provision for non moving items	(87,709,796)	(69,230,950)	(87,709,796)	(69,230,950)
	<u>761,222,666</u>	<u>668,334,382</u>	<u>761,222,666</u>	<u>668,334,382</u>

13 Cash and cash equivalents

	Group		Company	
	2025	2024	2025	2024
Cash in hand	342,960	53,443	334,791	45,274
Cash at bank	150,960,540	24,951,956	150,454,027	24,445,143
Cash at bank and in hand	<u>151,303,500</u>	<u>25,005,399</u>	<u>150,788,818</u>	<u>24,490,417</u>

The above figures reconcile to the amount of cash shown in the statement of cash flows at the end of the financial year as follows:

	2025	2024	2025	2024
Cash and cash equivalents	151,303,500	25,005,399	150,788,818	24,490,417
Bank overdrafts (Note 15)	(20,506,125)	(17,062,421)	(20,506,125)	(17,062,421)
	<u>130,797,375</u>	<u>7,942,978</u>	<u>130,282,693</u>	<u>7,427,996</u>

14 Share capital and reserves

a) Share capital and share premium

	Number of shares	Amount MVR
At 1 January 2024	8,037,749	40,188,745
At 31 December 2024	<u>8,037,749</u>	<u>40,188,745</u>
At 31 December 2025	<u>8,037,749</u>	<u>40,188,745</u>

The total authorized number of ordinary shares are 25,000,000 shares (2024: 25,000,000 shares) with a par value of MVR 5.00 per share (2024: MVR 5.00 per share). All the issued shares are fully paid.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

14 Share capital and reserves (continued)

b) General reserves

General reserves are the retained earnings of a company which are kept aside out of the Company's profits to increase the working capital, to issue bonus shares and to strengthen the financial position of the company.

c) Share premium

Share premium is the amount received by a company over and above the face value of its shares, the Company has issued new rights issue of 3,037,749 ordinary shares at MVR 62 per share with a share premium of MVR 57 per share at the par value of MVR 5 during the financial year ended 31 December 2018.

d) Fair value reserves

Fair value reserves are the net of revaluation gain or loss (except for impairment losses) from FVOCI financial assets, gain or loss from revaluations are recognized under statement of other comprehensive income whether it is due to normal market fluctuations.

15 Borrowings and bank overdrafts

	Group		Company	
	2025	2024	2025	2024
Non-current				
Bank and other borrowings	253,444,327	187,929,055	253,444,327	187,929,055
Current				
Bank overdrafts (Note 13)	20,506,125	17,062,421	20,506,125	17,062,421
Bank and other borrowings	173,022,127	258,068,604	173,022,127	258,068,604
	193,528,252	275,131,025	193,528,252	275,131,025
Total borrowings	446,972,579	463,060,080	446,972,579	463,060,080

Demand loans, bank overdraft, LC facilities and bank guarantees from the banks and other financial institutions are secured over MTCC Tower (MVR 74,059,210), Rentals Plaza (MVR 198,100,000), MTCC building land (MVR 42,000,000), Sawmill Building Leasehold rights (MVR 12,352,000), barges (Dhosha (22,143,120), kurimagu 8 (MVR 2,245,424) and 10 (MVR 2,287,068)), tug boats (Tango 6 (MVR 8,468,750), 7 (MVR 9,868,800), 8 (MVR 9,654,958) and 575 (MVR 5,535,899)), steel landing craft (Leema 1 (MVR 4,549,753), 2 (MVR 9,115,995)), dredgers (Mahaa Jarrafu (MVR 507,009,279), Bodu Jarrafu (MVR 156,464,717) and Jarrafa 3 (19,654,714)) machineries (excavators (MVR 72,471,551), wheel loaders (MVR 4,824,366) bulldozers (MVR 3,890,943), crane (MVR 10,321,783) crane lorry (MVR 3,438,332), Dump Truck (MVR 21,349,494), mixer truck (MVR 4,423,400)) and vehicles ((Bus MVR 108,806,752), Pickup (MVR 5,800,719)), and others (MVR 22,217,776).

Maturity of non-current borrowings:

	Group		Company	
	2025	2024	2025	2024
Between 1 to 2 years	135,064,281	152,530,928	135,064,281	152,530,928
Between 3 to 5 years	93,376,891	35,398,127	93,376,891	35,398,127
Between 6 to 10 years	25,003,155	-	25,003,155	-
	253,444,327	187,929,055	253,444,327	187,929,055

The interest rate exposure of the borrowings of the Group / Company is as follows :

- at floating rate	46,918,287	75,575,638	46,918,287	75,575,638
- at fixed rates	400,054,292	387,484,442	400,054,292	387,484,442
	446,972,579	463,060,080	446,972,579	463,060,080

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

16 Shareholder loan

	Group		Company	
	2025	2024	2025	2024
Loans from a shareholder (Note 28 v)	184,802,118	184,802,118	184,802,118	184,802,118
Classified as :				
Non-current	30,506,601	52,091,034	30,506,601	52,091,034
Current	154,295,517	132,711,084	154,295,517	132,711,084
	184,802,118	184,802,118	184,802,118	184,802,118

Terms and conditions of loans are set out in Note 28.

17 Contract liabilities, trade and other payables

	Group		Company	
	2025	2024	2025	2024
Trade payables	641,281,658	738,110,640	641,281,658	738,110,640
Accrued expenses	30,216,382	15,813,702	30,216,382	15,813,702
Payables to related parties (Note 28 iii)	1,366,714,619	1,223,714,377	1,366,714,619	1,223,714,377
Contract liabilities	227,020,819	132,237,288	227,020,819	132,237,288
Employee retirement benefit - Note 17(a)	52,779,990	41,572,746	52,779,990	41,572,746
Payable for acquisition of MPL assets	13,816,839	16,538,337	13,816,839	16,538,337
Other payables	924,804,384	704,219,611	924,793,666	704,201,898
	3,256,634,691	2,872,206,701	3,256,623,973	2,872,188,988
<i>Classified as:</i>				
Non-current				
Trade and other payables	11,304,686	18,890,627	11,304,686	18,890,627
Employee retirement benefit	52,779,990	41,572,746	52,779,990	41,572,746
	64,084,676	60,463,373	64,084,676	60,463,373
Current				
Trade and other payables	2,965,529,196	2,679,506,040	2,965,518,478	2,679,488,327
Contract liabilities	227,020,819	132,237,288	227,020,819	132,237,288
	3,192,550,015	2,811,743,328	3,192,539,297	2,811,725,615

Other payables of the Group consist of unpaid dividend amounting to MVR 99,134,563 (2024: MVR 86,775,368), GST payable amounting to MVR 517,751,567 (2024: MVR 395,596,618), advance received from customers amounting to MVR 38,426,706 (2024: MVR 43,120,001), retention payable MVR 1,858,978 (2024: MVR 2,087,609), refundable deposits MVR 7,300,161 (2024: MVR 7,177,161), provision for defects amounting to MVR 4,198,838 (2024: MVR 3,063,164) and miscellaneous payable amounting to MVR 256,263,714 (2024: MVR 166,399,690).

Payable for acquisition of land (accounted under inventories in Note 12) for which the Group has a commitment to pay for the acquisition of the land to construct housing units for the Company staff and other customers.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

17 Contract liabilities, trade and other payables (continued)

a) Employee retirement benefit	Group		Company	
	2025	2024	2025	2024
Opening balance	41,572,746	36,863,663	41,572,746	36,863,663
Current service cost	16,112,467	11,429,256	16,112,467	11,429,256
Interest cost	1,912,346	1,695,728	1,912,346	1,695,728
Actuarial gain	(4,918,699)	(7,693,791)	(4,918,699)	(7,693,791)
	54,678,860	42,294,856	54,678,860	42,294,856
Less: payments during the year	(1,898,870)	(722,110)	(1,898,870)	(722,110)
Closing balance	52,779,990	41,572,746	52,779,990	41,572,746

Following amounts are recognized in profit or loss and other comprehensive income during the year in respect of retirement benefit obligation:

	Group		Company	
	2025	2024	2025	2024
<i>Amount recognized in profit or loss (Note 20)</i>				
Current service cost	16,112,467	11,429,256	16,112,467	11,429,256
Interest cost	1,912,346	1,695,728	1,912,346	1,695,728
	18,024,813	13,124,984	18,024,813	13,124,984

Amount recognized in other comprehensive income

Actuarial gain due to changes in assumptions	5,506,844	(1,949,147)	5,506,844	(1,949,147)
Actuarial gain due to changes in experience	(10,425,543)	(5,744,644)	(10,425,543)	(5,744,644)
Actuarial gain	(4,918,699)	(7,693,791)	(4,918,699)	(7,693,791)

Employee retirement obligation is actuarially valued by Mr. P. Gunasekara, AAIA, as at 31 December 2025 and the appropriate adjustments have been adjusted in the financial statements. Key assumptions used in the calculation are as follows:

	Group		Company	
	2025	2024	2025	2024
Expected salary inflation	1% from 2025	1% from 2024	1% from 2025	1% from 2024
Discount rate	4.60%	4.60%	4.60%	4.60%
Mortality rate	Age 67-70	Age 67-70	Age 67-70	Age 67-70
Staff turnover rate	16% - 34% - Age 55	16% - 34% - Age 55	11% - 25% - Age 55	16% - 34% - Age 55
Disability / illness rate	10 % - Age 67-70	10 % - Age 67-70	10 % - Age 67-70	10 % - Age 67-70

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

17 Contract liabilities, trade and other payables (continued)

Significant estimates: actuarial assumptions and sensitivity

Sensitivity of assumptions employed in actuarial valuation

The following table demonstrates the sensitivity to a reasonably possible change in the key assumptions employed with all other variables held constant in the employment benefit liability measurement.

The sensitivity of the statement of financial position is the effect of the assumed changes in discount rate and salary increment rate on the profit or loss and employment benefit obligation for the year.

	Group / Company			
	2025		2024	
	Liability	Change	Liability	Change
1% increase in salary inflation rate	54,263,269	1,483,279	42,328,290	755,544
1% decrease in salary inflation rate	51,499,757	(1,280,233)	40,899,832	(672,914)
1% increase in discount rate	48,905,548	(3,874,442)	39,284,176	(2,288,570)
1% decrease in discount rate	57,246,611	4,466,621	44,140,556	2,567,810
1% increase in staff turnover rate	51,651,415	(1,128,575)	40,971,350	(601,396)
1% decrease in staff turnover rate	54,013,090	1,233,100	42,224,603	651,857

Analysis of maturity profile

The analysis was performed based on the future working life time of each individual employee. The expected future working life considers the probability of an exit due to withdrawal, death or disability prior to retirement date.

Group / Company as at 31 December 2025

Future expected working life	Number of employees	Average future expected working life	Retirement benefit obligation
Within the next 12 months	57	0.48	2,399,572
Between 1-2 years	28	1.58	1,379,331
Between 2-5 years	1,418	4.32	7,750,154
Between 5-10 years	2,738	6.75	41,250,933
Beyond 10 years	-	-	-
Total	4,241	5.82	52,779,990

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

17 Contract liabilities, trade and other payables (continued)

Group / Company as at 31 December 2024

Future expected working life	Number of employees	Average future expected working life	Retirement benefit obligation
Within the next 12 months	47	0.46	2,191,506
Between 1-2 years	23	1.60	552,525
Between 2-5 years	2,363	3.47	12,555,580
Between 5-10 years	1,808	5.26	26,273,135
Beyond 10 years	-	-	-
Total	4,241	4.19	41,572,746

Analysis of duration of service

The analysis was performed based on the duration of service by each individual employee.

Group as at 31 December 2025

Period of service in years	Number of employees	Retirement benefit obligation	Current service cost
Less than 12 months	739	-	-
Between 1-4 years	1,513	1,833,848	1,327,992
Between 5-9 years	1,324	4,061,070	2,061,425
Between 10-14 years	301	5,048,230	1,776,162
Between 15-19 years	340	34,871,461	9,167,963
20 years and above	24	6,965,381	1,778,925
Total	4,241	52,779,990	16,112,467

Group as at 31 December 2024

Period of service in years	Number of employees	Retirement benefit obligation	Current service cost
Less than 12 months	472	-	-
Between 1-4 years	2,609	1,097,681	760,787
Between 5-9 years	567	1,110,504	492,224
Between 10-14 years	309	4,099,866	1,139,092
Between 15-19 years	266	30,049,006	7,906,253
20 years and above	18	5,215,689	1,130,900
Total	4,241	41,572,746	11,429,256

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

17 Contract liabilities, trade and other payables (continued)

Company as at 31 December 2025

Period of service in years	Number of employees	Retirement benefit obligation	Current service cost
Less than 12 months	739	-	-
Between 1-4 years	1,513	1,833,848	1,327,992
Between 5-9 years	1,324	4,061,070	2,061,425
Between 10-14 years	301	5,048,230	1,776,162
Between 15-19 years	340	34,871,461	9,167,963
20 years and above	24	6,965,381	1,778,925
Total	4,241	52,779,990	16,112,467

Company as at 31 December 2024

Period of service in years	Number of employees	Retirement benefit obligation	Current service cost
Less than 12 months	472	-	-
Between 1-4 years	2,609	1,097,681	760,787
Between 5-9 years	567	1,110,504	492,224
Between 10-14 years	309	4,099,866	1,139,092
Between 15-19 years	266	30,049,006	7,906,253
20 years and above	18	5,215,689	1,130,900
Total	4,241	41,572,746	11,429,256

b) Assets and liabilities related to contracts with customers

	Group		Company	
	2025	2024	2025	2024
Current contract assets relating to construction contracts	601,287,562	244,657,772	601,287,562	244,657,772
Less: loss allowance	(1,622,489)	(531,083)	(1,622,489)	(531,083)
Total contract assets	599,665,073	244,126,689	599,665,073	244,126,689
Current contract liabilities relating to construction contracts	227,020,819	132,237,288	227,020,819	132,237,288
Total current contract liabilities	227,020,819	132,237,288	227,020,819	132,237,288
Revenue recognised that was included in the contract liability balance at the beginning of the period	105,361,290	206,581,638	105,361,290	206,581,638

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

18 Other income

	Group		Company	
	2025	2024	2025	2024
Miscellaneous income	6,496,273	17,424,808	6,496,273	17,424,808
Dividend income	12,050,280	10,954,800	12,050,280	10,954,800
Rent income	25,404,200	21,710,668	25,404,200	21,710,668
Compensation received from Government	141,370,000	349,278,397	141,370,000	349,278,397
Tawmil taksit profit	1,577,127	1,752,434	1,577,127	1,752,434
Profit on sale of property, plant and equipment	-	66,898	-	66,898
	186,897,880	401,188,005	186,897,880	401,188,005

The Government of Maldives has granted an amount of MVR 141,370,000 (2024: MVR 349,942,836) as compensation towards construction and dredging segment of the Company, which is shown under other receivables.

Other income mainly consist of commission income from auction sales, sales rebate income from suppliers, advertisement income and fine charges collected from customers.

19 Expenses

	Group		Company	
	2025	2024	2025	2024
Depreciation - PPE (Note 6)	321,982,965	346,674,578	321,982,965	346,674,578
Depreciation - Investment property (Note 6.1)	3,723,324	3,487,405	4,101,844	3,865,925
Depreciation charge of right-of-use assets (Note 6.2)	26,327,361	21,622,275	26,327,361	21,622,275
Amortization of intangible assets (Note 7)	3,443,337	3,995,755	3,443,337	3,995,755
Employee benefit expense (Note 20)	814,659,549	749,048,656	814,659,549	749,048,656
Materials and consumables	1,087,755,763	1,278,649,908	1,087,755,763	1,278,649,908
Director fees	1,267,635	1,216,318	1,267,635	1,216,318
Lease rent and hiring expenses	105,185,598	118,287,655	105,185,598	118,287,655
Sub contract expenses	-	1,502,291	-	1,502,291
Repairs and maintenance	46,463,902	59,776,757	46,463,902	59,776,757
Transportation, travel and inspection	20,615,050	20,825,305	20,615,050	20,825,305
Utilities and communication expense	92,588,575	93,386,321	92,587,819	93,384,786
Accounting and professional charges	1,594,320	1,576,210	1,557,368	1,566,434
Consultation, legal and service charges	3,884,229	5,935,493	3,884,229	5,935,493
Bank charges	15,693,290	12,956,894	15,692,990	12,955,823
Advertising, promotion and marketing	6,932,487	7,517,154	6,932,487	7,517,154
Training expenses	8,865,253	8,396,659	8,865,253	8,396,659
License and registration fees	5,376,539	5,053,698	5,376,539	5,053,698
Printing and stationery	3,253,558	2,802,891	3,253,558	2,802,891
Security charges	362,321	811,038	362,321	811,038
Impairment loss on financial and contract assets	6,039,070	12,836,799	6,039,070	12,836,799
Government subsidy for transport loss	(511,771,362)	(464,202,918)	(511,771,362)	(464,202,918)
Provision for defects liability	1,135,675	1,664,108	1,135,675	1,664,108
Provision for expected losses from construction projects	894,136	11,242,445	894,136	11,242,445
Other expenses	25,655,292	17,656,926	25,655,292	17,656,926
Total	2,091,927,867	2,322,720,621	2,092,268,379	2,323,086,759

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

19 Expenses (continued)

The Government of Maldives has granted a subsidy of MVR 511,771,362 (2024: MVR 464,202,918) to compensate the total losses incurred from the transport segment of the Company, which is shown under other receivables.

Classified as:

- cost of sales	1,711,986,192	1,955,396,090	1,711,986,192	1,955,396,090
- selling and marketing expenses (Note 30)	12,971,557	20,353,953	12,971,557	20,353,953
- administrative expenses	366,970,118	346,970,578	367,310,630	347,336,716
	<u>2,091,927,867</u>	<u>2,322,720,621</u>	<u>2,092,268,379</u>	<u>2,323,086,759</u>

Other operating expenses

	Group		Company	
	2025	2024	2025	2024
Demurrage, penalties and other operating charges	2,513,410	30,282,081	2,513,410	30,282,081
Waste disposal and cleaning expenses	10,029,895	6,156,039	10,029,895	6,156,039
Petty cash and miscellaneous expenses	13,784,010	20,557,455	13,784,010	20,550,220
Provision for obsolete inventory	18,478,845	8,987,159	18,478,845	8,987,159
Impairment loss on other receivables	5,543,005	3,147,463	5,543,005	3,147,463
Loss of assets	30,703	7,849	30,703	7,849
Total	<u>50,379,868</u>	<u>69,138,046</u>	<u>50,379,868</u>	<u>69,130,811</u>

20 Employee benefit expense

	Group		Company	
	2025	2024	2025	2024
Wage and salaries	487,720,014	443,195,881	487,720,014	443,195,881
Other allowance	247,068,657	231,885,429	247,068,657	231,885,429
Pension contribution	17,511,720	15,315,103	17,511,720	15,315,103
Staff food allowance	22,099,216	22,170,271	22,099,216	22,170,271
Staff medical expenses	1,135,021	1,357,006	1,135,021	1,357,006
Retirement benefit (Note 17)	18,024,813	13,124,984	18,024,813	13,124,984
Visa fees	17,817,964	16,032,591	17,817,964	16,032,591
Staff welfare	3,282,144	5,967,391	3,282,144	5,967,391
	<u>814,659,549</u>	<u>749,048,656</u>	<u>814,659,549</u>	<u>749,048,656</u>

21 Finance costs (net)

	Group		Company	
	2025	2024	2025	2024
Finance cost				
- Interest expense on leases	14,977,695	12,328,983	14,977,695	12,328,983
- Interest expense on other payables	2,024,848	5,935,252	2,024,848	5,935,252
- Interest expense on borrowings	44,949,536	68,366,740	44,949,536	68,366,740
- Interest expense on bank overdraft	2,434,960	2,412,900	2,434,960	2,412,900
- Net foreign exchange loss	18,844,040	36,165,239	18,844,040	36,165,239
	<u>83,231,079</u>	<u>125,209,114</u>	<u>83,231,079</u>	<u>125,209,114</u>

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

21 Finance costs (net) - continued

	Group		Company	
	2025	2024	2025	2024
Finance income				
- Interest income from projects under financing	(2,541,734)	(8,709,025)	(2,541,734)	(8,709,025)
- Interest income	(11,084)	-	(11,084)	-
	(2,552,818)	(8,709,025)	(2,552,818)	(8,709,025)
Net finance costs	80,678,261	116,500,089	80,678,261	116,500,089

22 Tax expense

	Group		Company	
	2025	2024	2025	2024
Current tax expense	34,305,237	29,050,201	34,305,237	29,050,201
Deferred tax (Note 10)	(20,784,310)	(24,652,573)	(20,784,310)	(24,652,573)
	13,520,927	4,397,628	13,520,927	4,397,628

Reconciliations between income tax expenses and the accounting profit :

	Group		Company	
	2025	2024	2025	2024
Profit before tax	98,350,171	49,607,565	98,009,659	49,248,662
Tax calculated at the rate of 15%	14,752,526	7,441,135	14,701,449	7,387,299
Add: tax on non-deductible expenses	637,847	1,861,109	688,924	1,914,945
	15,390,373	9,302,244	15,390,373	9,302,244
Less: tax on deductible expenses	(1,869,446)	(4,904,616)	(1,869,446)	(4,904,616)
Income tax expense	13,520,927	4,397,628	13,520,927	4,397,628
Tax charge during the year	13,520,927	4,397,628	13,520,927	4,397,628

	Group		Company	
	2025	2024	2025	2024
Income tax payable:				
At the beginning of the year	80,024,393	50,974,192	80,024,393	50,974,192
Current tax expense	34,305,237	29,050,201	34,305,237	29,050,201
At the end of the year	114,329,630	80,024,393	114,329,630	80,024,393

23 Earnings per share

Basic/diluted earnings per share is calculated by dividing the profit attributable to equity holders of the Company by the weighted average number of ordinary shares in issue during the year.

	Group		Company	
	2025	2024	2025	2024
Profit attributable to equity holders	84,829,244	45,209,937	84,488,732	44,851,034
Weighted average number of ordinary shares	8,037,749	8,037,749	8,037,749	8,037,749
Basic/diluted earnings per share (MVR per share)	10.55	5.62	10.51	5.58

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

24 Cash generated from operations

Reconciliation of profit for the year to cash generated from operations:

	Group		Company	
	2025	2024	2025	2024
Profit before tax for the year	98,350,171	49,607,565	98,009,659	49,248,662
Adjustments for:				
-Depreciation - (Note 6 and 6.1)	325,706,289	350,161,983	326,084,809	350,540,503
-Depreciation of right-of-use assets - (Note 6.2)	26,327,361	21,622,275	26,327,361	21,622,275
-Amortization of intangible assets (Note 7)	3,443,337	3,995,755	3,443,337	3,995,755
-Loss on sale of property, plant and equipment (Note 19)	30,703	7,849	30,703	7,849
-Profit on sale of property, plant and equipment (Note 18)	-	(66,898)	-	(66,898)
- Provision for receivables (Note 19)	6,039,070	12,836,799	6,039,070	12,836,799
- Provision for other receivables (Note 19)	5,543,005	3,147,463	5,543,005	3,147,463
-Provision for obsolete inventories (Note 19)	18,478,845	8,987,159	18,478,845	8,987,159
-Provision for retirement benefit (Note 17)	18,024,813	13,124,984	18,024,813	13,124,984
-Provision for defects liability (Note 19)	1,135,675	1,664,108	1,135,675	1,664,108
-Provision for expected losses from construction projects (Note 19)	894,136	11,242,445	894,136	11,242,445
-Interest expenses on borrowings and overdrafts (Note 21)	47,384,496	70,779,640	47,384,496	70,779,640
-Interest expenses on other payables (Note 21)	2,024,848	5,935,252	2,024,848	5,935,252
-Interest expenses on leases (Note 21)	14,977,695	12,328,983	14,977,695	12,328,983
-Government subsidy (Note 18 and 19)	(653,141,362)	(813,481,315)	(653,141,362)	(813,481,315)
-Dividend income (Note 18)	(12,050,280)	(10,954,800)	(12,050,280)	(10,954,800)
-Interest income (Note 21)	(2,552,818)	(8,709,025)	(2,552,818)	(8,709,025)
Changes in working capital:				
- trade and other receivables	170,217,663	560,034,264	170,172,960	560,011,995
- inventories	(111,367,129)	273,082,549	(111,367,129)	273,082,549
- trade and other payables	358,831,740	(188,050,928)	358,838,735	(188,047,205)
Cash generated from operations	318,298,258	377,296,107	318,298,558	377,297,178
In the cash flow statement, proceeds from the sale of property, plant and equipment comprise:				
Net book amount (Note 6)	30,703	7,849	30,703	7,849
(Loss) / profit on sale of property, plant and equipment	(30,703)	59,049	(30,703)	59,049
Proceeds from sale of property, plant and equipment	-	66,898	-	66,898

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

25 Dividends

Dividends payable are not accounted for until they have been ratified at the Annual General Meeting. Dividend of MVR 2.00 per share (2024: MVR 4.00 per share and MVR 3.00 per share) amounting to MVR 16,075,498 was approved at the Annual General Meeting held on 17 June 2025, and has been shown in the statement of changes in equity during the year 2025.

26 Contingencies

Contingent liabilities

The Company enjoyed a letter of credit, bank guarantee and trust receipts facilities of MVR 103,568,985 (2024: MVR 83,824,364) as at the reporting date from local banks.

A claim amounting US\$ 2,707,995 for damages was lodged during the year 2019 against the Company by Ms. Viktoria Riiako as compensation for wrongful death of her daughter caused by an MTCC bus. However, the judge dismissed the case on the ground that two criminal cases are being filed by the state against the driver, and as such, the court could not proceed with the case as long as the criminal cases are ongoing. The Company has disclaimed the liability. No provision in relation to the claim has been recognised in the financial statements as the legal case against the Company has been dismissed and the amount of damage cannot be measured with sufficient reliability.

There were no material contingent liabilities other than disclosed above as at the reporting date.

Contingent assets

There were no material contingent assets recognized at the reporting date.

27 Commitments

Capital commitments

Capital commitment amounting MVR 220,390,493 was outstanding as at 31 December 2025 (2024: MVR 12,217,277).

Lease commitments where right-of-use assets and lease liability not recognised:

	Group		Company	
	2025	2024	2025	2024
	Less than one year MVR	Less than one year MVR	Less than one year MVR	Less than one year MVR
<i>Lease rentals falling:</i>				
Houses	3,007,250	3,007,250	3,007,250	3,007,250
Vessels	9,036,087	9,036,087.00	9,036,087	9,036,087.00
Male' land plots	2,379,394	2,379,394	2,379,394	2,379,394
	14,422,731	14,422,731	14,422,731	14,422,731

Financial commitments

On 3rd January 2025, the Company committed to invest in its associate company, MIDFZ through the subscription of 1,850,400 ordinary shares at a value of MVR 100 per share, amounting to a total investment of MVR 185,040,000. The company has settled MVR 2,785,040 during the year 2025 and the remaining has not yet been settled as at the reporting date.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions

The Government of Maldives holds 64.20% (2024: 64.20%) of the voting rights of the Company as at 31 December 2025 and has significant influence over the financial and operating policies of the Company. Accordingly, the Company has considered the Government of Maldives as a related party according to IAS 24 Related Party Disclosures. During the year ended 31 December 2025, the Company has carried out transactions with the Government of Maldives and other Government related entities in the ordinary course of business.

(i) Transactions

The following transactions were carried out, on commercial terms and conditions, with related parties:

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Ministry of Finance and Planning	Major Shareholder	Subsidy Dividend	446,897,611 (11,068,560)	275,442,195 (38,739,960)	446,897,611 (11,068,560)	275,442,195 (38,739,960)
Ministry of Transport and Civil Aviation	Affiliate company	Subsidy Vehicle related fees	206,254,124 4,806,494	183,052,969 4,469,398	206,254,124 4,806,494	183,052,969 4,469,398
Ministry of Construction, Housing and Infrastructure	Affiliate company	Revenue from Contracts Revenue from transport services Revenue from other sales and services	1,179,288,475 2,990 -	1,244,943,720 22,685 462,800	1,179,288,475 2,990 -	1,244,943,720 22,685 462,800
Auditor General's Office	Affiliate company	Revenue from Contracts	46,836,324	31,878,063	46,836,324	31,878,063
Maldives Airports Company Ltd.	Affiliate company	Revenue from Contracts Revenue from trading activities Revenue from transport services Purchase of goods and services	34,992,588 2,527,171 14,881,959 (64,942,094)	61,904,151 2,809,122 12,116,306 (241,487,230)	34,992,588 2,527,171 14,881,959 (64,942,094)	61,904,151 2,809,122 12,116,306 (241,487,230)
Ministry of Fisheries and Ocean Resources	Affiliate company	Revenue from Contracts Revenue from trading activities Revenue from transport services	9,397,527 1,033,907 16,650	21,501,501 35,695 -	9,397,527 1,033,907 16,650	21,501,501 35,695 -
Ministry of Health	Affiliate company	Revenue from Contracts Revenue from other sales and services	16,385,884 -	23,805,907 2,029,750	16,385,884 -	23,805,907 2,029,750
MIFCO	Affiliate company	Revenue from Contracts Revenue from trading activities Revenue from other sales and services Purchase of goods and services	14,466,055 4,711,527 - (32,923,784)	8,322,242 3,018,670 3,000 (8,322,242)	14,466,055 4,711,527 - (32,923,784)	8,322,242 3,018,670 3,000 (8,322,242)
State Trading Organization	Affiliate company	Revenue from Contracts Revenue from trading activities Revenue from transport services Revenue from other sales and services Purchase of goods and services	12,939,447 18,293,914 17,600 575,042 (83,694,564)	6,454,727 10,058,330 35,044 91,925 (90,869,378)	12,939,447 18,293,914 17,600 575,042 (83,694,564)	6,454,727 10,058,330 35,044 91,925 (90,869,378)

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(i) Transactions (continued)

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Fuel Supplies Maldives Pvt Ltd	Affiliate company	Revenue from trading activities	4,280,438	6,444,909	4,280,438	6,444,909
		Revenue from transport services	31,293	27,510	31,293	27,510
		Purchase of goods and services	(362,551,951)	(223,295,567)	(362,551,951)	(223,295,567)
Ministry of Economic Development and Trade	Affiliate company	Revenue from Contracts	1,355,486	10,853,954	1,355,486	10,853,954
Ministry of Tourism and Environment	Affiliate company	Revenue from Contracts	307,611	5,694,438	307,611	5,694,438
		Revenue from trading activities	752,844	62,490	752,844	62,490
		Revenue from other sales and services	-	24,569	-	24,569
Island Aviation Services LTD.	Affiliate company	Revenue from Contracts	19,970,137	7,670,191	19,970,137	7,670,191
		Revenue from trading activities	56,861	27,278	56,861	27,278
		Revenue from transport services	10,833	-	10,833	-
		Purchase of goods and services	-	(4,188,537)	-	(4,188,537)
Housing Development Corporation	Affiliate company	Revenue from Contracts	248,460	5,636,991	248,460	5,636,991
		Revenue from trading activities	503,566	93,594	503,566	93,594
		Revenue from transport services	661,517	116,956	661,517	116,956
		Rent Expense	(12,261,776)	(6,912,361)	(12,261,776)	(6,912,361)
Male' Water and Sewerage Company Private Limited	Affiliate company	Revenue from Contracts	73,815	-	73,815	-
		Revenue from trading activities	1,426,174	1,765,940	1,426,174	1,765,940
		Purchase of goods and services	(14,253,875)	(10,074,763)	(14,253,875)	(10,074,763)
Maldives Pension Administration	Affiliate company	Pension contribution	(35,059,631)	(31,102,344)	(35,059,631)	(31,102,344)
Allied Insurance Company	Affiliate company	Insurance premium	(54,702,667)	(45,350,833)	(54,702,667)	(45,350,833)
Ministry of Islamic Affairs	Affiliate company	Revenue from Contracts	4,911,446	2,530,633	4,911,446	2,530,633
		Revenue from transport services	18,400	-	18,400	-
State Electric Company Limited	Affiliate company	Revenue from Contracts	2,570,751	-	2,570,751	-
		Revenue from trading activities	37,439,318	37,923,825	37,439,318	37,923,825
		Revenue from transport services	10,450	25,921	10,450	25,921
		Revenue from other sales and services	-	557,000	-	557,000
		Purchase of goods and services	(22,052,047)	(16,493,324)	(22,052,047)	(16,493,324)
FENAKA Corporation Ltd.	Affiliate company	Revenue from trading activities	5,562,722	5,960,406	5,562,722	5,960,406
		Utility bills	(10,874,740)	(16,414,458)	(10,874,740)	(16,414,458)
Maldives State Shipping Company Pvt Ltd	Affiliate company	Purchase of goods and services	(12,506,324)	(11,208,789)	(12,506,324)	(11,208,789)

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(i) Transactions (continued)

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Maldives Police Services	Affiliate company	Revenue from Contracts	13,034,946	-	13,034,946	-
		Revenue from trading activities	78,102	30,878	78,102	30,878
		Revenue from transport services	32,400	-	32,400	-
		Revenue from other sales and services	219,649	99,610	219,649	99,610
Maldives Ports Limited	Affiliate company	Revenue from Contracts	18,492,589	-	18,492,589	-
		Revenue from trading activities	3,890,688	3,858,687	3,890,688	3,858,687
		Revenue from transport services	3,200	98,759	3,200	98,759
		Revenue from other sales and services	175,387	-	175,387	-
		Purchase of goods and services	(24,795,057)	(2,759,250)	(24,795,057)	(2,759,250)
Ministry of Education	Affiliate company	Revenue from Contracts	4,102,420	-	4,102,420	-
Ministry of Sports Fitness and Recreation	Affiliate company	Revenue from Contracts	18,615,764	2,231,605	18,615,764	2,231,605
Waste Management Corporation Ltd	Affiliate company	Revenue from trading activities	1,485,536	2,371,592	1,485,536	2,371,592
		Revenue from transport services	-	8,378	-	8,378
		Revenue from other sales and services	3,842,407	831,347	3,842,407	831,347
		Purchase of goods and services	(8,805,878)	(2,356,270)	(8,805,878)	(2,356,270)
Ministry of Higher Education, Labour and Skill I	Affiliate company	Revenue from Contracts	4,474,303	4,191,665	4,474,303	4,191,665
Secretariat of the Felidheatholhu Atoll Council	Affiliate company	Revenue from trading activities	331,064	885,875	331,064	885,875
		Revenue from other sales and services	790,710	868,315	790,710	868,315
Maldives National Defence Force	Affiliate company	Revenue from trading activities	1,038,516	1,194,548	1,038,516	1,194,548
		Revenue from transport services	40,027	13,680	40,027	13,680
		Revenue from other sales and services	71,598	268,891	71,598	268,891
Maldives Customs Service	Affiliate company	Purchase of goods and services	(14,651,811)	(23,660,305)	(14,651,811)	(23,660,305)

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(ii) Receivables from related parties (Note 11)

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Ministry of Construction, Housing and Infrastructure	Affiliate company	Retention receivable	320,675,047	273,749,970	320,675,047	273,749,970
		Trade receivable	486,122,410	742,670,751	486,122,410	742,670,751
Maldives Airports Company Ltd.	Affiliate company	Retention receivable	6,387,483	8,463,201	6,387,483	8,463,201
		Trade receivable	8,577,314	11,200,031	8,577,314	11,200,031
State Trading Organization	Affiliate company	Retention receivable	815,894	499,519	815,894	499,519
		Trade receivable	11,411,558	3,810,925	11,411,558	3,810,925
State Electric Company Limited	Affiliate company	Trade receivable	11,139,115	9,332,953	11,139,115	9,332,953
		Retention receivable	80,299	80,299	80,299	80,299
Maldives Ports Limited	Affiliate company	Trade receivable	3,150,367	4,617,200	3,150,367	4,617,200
Maldivian Gas Private Limited.	Affiliate company	Trade receivable	51,100	63,657	51,100	63,657
Maldivian Real Estate Investment Corporation Private Limited.	Subsidiary	Trade receivable	-	-	73,965	29,262
Housing Development Corporation Limited	Affiliate company	Trade receivable	505,189	10,980,306	505,189	10,980,306
Ministry of Home and Affairs	Affiliate company	Trade receivable	-	332,381	-	332,381
Ministry of Transport & Communications	Affiliate company	Trade receivable	15,494,845	11,838,509	15,494,845	11,838,509
Regional Airports, Airport Co	Affiliate company	Trade receivable	23,968,266	23,968,266	23,968,266	23,968,266
Min. of Defence & National Security	Affiliate company	Trade receivable	454,118	-	454,118	-
		Retention receivable	865,882	865,882	865,882	865,882
Maldivian Industrial Fisheries Company Limited	Affiliate company	Trade receivable	24,755,657	16,556,799	24,755,657	16,556,799
Ministry of Islamic Affairs	Affiliate company	Trade receivable	755,963	676,663	755,963	676,663
		Retention receivable	130,624	39,616	130,624	39,616
Ministry of Human Resources, Youth & Sports	Affiliate company	Trade receivable	7,237,662	2,337,275	7,237,662	2,337,275
		Retention receivable	1,214,663	725,796	1,214,663	725,796
President's Office	Affiliate company	Trade receivable	864	2,574	864	2,574
Balance c/f			923,794,320	1,122,812,572	923,868,285	1,122,841,834

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(ii) Receivables from related parties (Note 11) (continued)

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Balance b/f			923,794,320	1,122,812,572	923,868,285	1,122,841,834
Min.of Fisheries & Agriculture	Affiliate company	Trade receivable	8,421,580	19,519,746	8,421,580	19,519,746
		Retention receivable	3,326,411	2,845,502	3,326,411	2,845,502
Ministry of Finance and Treasury	Affiliate company	Trade receivable	4,106	4,106	4,106	4,106
Min of Environment and Energy	Affiliate company	Trade receivable	833,314	8,203,427	833,314	8,203,427
		Retention receivable	489,893	489,893	489,893	489,893
Southern Utilities Limited	Affiliate company	Trade receivable	589,457	589,457	589,457	589,457
Maldives Police Services	Affiliate company	Trade receivable	5,205,708	16,910	5,205,708	16,910
		Retention receivable	4,195,288	2,719,290	4,195,288	2,719,290
FENAKA Corporation Ltd	Affiliate company	Trade receivable	441,339	14,062,451	441,339	14,062,451
Min. of Health	Affiliate company	Trade receivable	18,938,504	38,070,616	18,938,504	38,070,616
		Retention receivable	3,704,939	2,979,825	3,704,939	2,979,825
Gdh.Atoll Council Idhara	Affiliate company	Trade receivable	2,531,660	2,531,660	2,531,660	2,531,660
Auditor General's Office	Affiliate company	Retention receivable	3,076,860	1,709,752	3,076,860	1,709,752
Other Related Parties	Affiliate company	Trade receivable	29,092,046	44,853,104	29,092,046	44,853,104
		Retention receivable	5,937,317	2,299,985	5,937,317	2,299,985
Total			1,010,582,740	1,263,708,296	1,010,656,705	1,263,737,558

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(iii) Payables to related parties (Note 17)

Name of the company	Relationship	Nature of transaction	Group		Company	
			2025	2024	2025	2024
Ministry of Finance and Treasury	Major Shareholder	Trade payables	(134,671,199)	(129,961,950)	(134,671,199)	(129,961,950)
State Trading Organisation PLC	Affiliate company	Trade payables	(51,620,919)	(42,455,859)	(51,620,919)	(42,455,859)
Allied Insurance Company	Affiliate company	Trade payables	(29,323,906)	(17,814,450)	(29,323,906)	(17,814,450)
State Electric Company Limited	Affiliate company	Trade payables	(1,659,406)	(8,739,341)	(1,659,406)	(8,739,341)
		Income Received in Advance	(992,462)	(992,462)	(992,462)	(992,462)
Fuel Supplies Maldives Private Limited	Affiliate company	Trade payables	(68,445,091)	(43,052,099)	(68,445,091)	(43,052,099)
Ministry of Health	Affiliate company	Trade payables	(641,824)	(641,824)	(641,824)	(641,824)
		Income Received in Advance	(64,622,161)	(14,344,776)	(64,622,161)	(14,344,776)
Maldives Road Development Corporation	Affiliate company	Trade payables	(394,528)	(394,528)	(394,528)	(394,528)
Maldives National Defence	Affiliate company	Trade payables	(172,979)	(172,979)	(172,979)	(172,979)
Sifange Welfare Company (Pvt) Ltd	Affiliate company	Trade payables	(157,208)	(62,006)	(157,208)	(62,006)
Maldives Industrial Fisheries Company Limited	Affiliate company	Trade payables	(1,929,134)	(1,943,742)	(1,929,134)	(1,943,742)
Ministry of National Planning and Infrastructure	Affiliate company	Trade payables	(370,305)	(370,305)	(370,305)	(370,305)
		Income Received in Advance	(918,852,251)	(888,864,286)	(918,852,251)	(888,864,286)
Maldives National University	Affiliate company	Trade payables	(206,907)	(178,407)	(206,907)	(178,407)
Ministry of Youth & Sports	Affiliate company	Trade payables	(151,450)	(151,450)	(151,450)	(151,450)
Maldives State Shipping Company Pvt Ltd	Affiliate company	Trade payables	(22,773)	(723,156)	(22,773)	(723,156)
Maldives Airports Company Ltd.	Affiliate company	Income Received in Advance	(5,316,794)	(8,463,201)	(5,316,794)	(8,463,201)
Ministry of Environment	Affiliate company	Income Received in Advance	(2,520,675)	-	(2,520,675)	-
Ministry of Defence	Affiliate company	Income Received in Advance	(25,377,379)	-	(25,377,379)	-
Auditor General's Office	Affiliate company	Income Received in Advance	(10,393,529)	(14,494,853)	(10,393,529)	(14,494,853)
Hithadhoo Port Limited	Affiliate company	Income Received in Advance	(6,975,679)	(6,975,679)	(6,975,679)	(6,975,679)
Other Government Related Entities	Affiliate company	Trade payables	(38,201,809)	(40,411,257)	(38,201,809)	(40,411,257)
		Income Received in Advance	(3,694,252)	(2,505,768)	(3,694,252)	(2,505,768)
Total			(1,366,714,619)	(1,223,714,377)	(1,366,714,619)	(1,223,714,377)

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(iv) Transactions with subsidiary

Name of the Company	Nature of the transaction	For the year ended		Net payable balance as at 31 December	
		2025	2024	2025	2024
Maldives Real Estate Investments Corporation Private Limited (Fully owned subsidiary)	Purchase of goods and services	-	-		
	Payments made	44,703	22,269	(73,965)	(29,262)

(v) Loans from a shareholder

Ministry of Finance and Treasury (Note 16)

	Group		Company	
	2025	2024	2025	2024
Trade loan	16,500,000	16,500,000	16,500,000	16,500,000
Ten year subsidy loan	48,302,118	48,302,118	48,302,118	48,302,118
Mudarabah equity finance	120,000,000	120,000,000	120,000,000	120,000,000
	184,802,118	184,802,118	184,802,118	184,802,118

	Group		Company	
	2025	2024	2025	2024
The movement in the year can be analysed as follows;				
Beginning of the year	184,802,118	184,802,118	184,802,118	184,802,118
Loans settled during the year	-	-	-	-
End of the year	184,802,118	184,802,118	184,802,118	184,802,118

Trade loan received from Ministry of Finance and Treasury amounting to MVR 16,500,000 (2024: MVR 16,500,000), which is unsecured and payable in three years on a monthly equal instalments and carries an interest rate of 8% per annum.

Subsidiary loan received from Ministry of Finance and Treasury amounting to MVR 48,302,118 (2024: MVR 48,302,118), which was unsecured and the loan is payable over a period of ten years in equal quarterly installments, with no interest charge applicable.

Mudarabah equity finance obtained from Ministry of Finance and Treasury amounting to MVR 120 million (2024: MVR 120 million), which is unsecured, payable within 3 months with the profit share arrangement of 13% per annum from the gross profit of trading division, accordingly the amount has been shown as falling due within one year classified under amortized cost.

The amount borrowed has been considered a loan due to the contractual obligation to repay the principal along with a predetermined profit share, which exists irrespective of actual profit realization. This creates a financial liability as the agreement imposes a present obligation to deliver cash to the lender, with no residual interest in the entity's net assets. The transaction meets the definition of a financial liability under IFRS 9, rather than equity, given the obligation to repay principal along with an interest which does not vary significantly.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

28 Related party transactions (continued)

(vi) Collectively, but not individually significant transactions

The Group has transactions with entities directly or indirectly controlled by the Government of Maldives through its authorities, agencies, affiliations and other organizations, collectively referred to as government entities. The Group has transactions with other government related entities including but not limited to sales, purchases, rendering of services, lease of assets and use of public utilities.

(vii) Payable to Maldives Ports Limited (MPL) for the acquisition of assets

	Group		Company	
	2025	2024	2025	2024
Beginning balance	16,538,338	19,050,490	16,538,338	19,050,490
Amounts paid	(2,721,498)	(2,512,152)	(2,721,498)	(2,512,152)
Closing balance	13,816,840	16,538,338	13,816,840	16,538,338

The amount payable to MPL is unsecured, carries no interest and payable on a monthly equal installments over the period of 10 years, and classified as follows;

	Group		Company	
	2025	2024	2025	2024
Within 1 year	2,512,152	2,721,498	2,512,152	2,721,498
Between 2 to 5 years	10,048,608	10,048,608	10,048,608	10,048,608
Between 6 to 10 years	1,256,080	3,768,232	1,256,080	3,768,232
	13,816,840	16,538,338	13,816,840	16,538,338

(viii) Key management remuneration

	Group		Company	
	2025	2024	2025	2024
Directors' remuneration	1,267,635	1,216,318	1,267,635	1,216,318
Key management remuneration	20,338,449	18,324,337	20,338,449	18,324,337
	21,606,084	19,540,655	21,606,084	19,540,655

Key management personnel include Company Secretary, Managing Director, Deputy Managing Director, Chief Operating Officer, Deputy Chief Operating Officer, Chief Financial Officer, Senior General Manager, Chief Internal Auditor, Financial Controller and General Managers.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

29 Segment information - Group

At 31 December 2025, the Group is organized into five main business segments.

- (1) Trading : Trading of engines, generators, spare parts, lubricants, paints and industrial gas, and auctions of various products.
- (2) Construction and Dredging : Construction of harbour development projects, dredging and land reclamation, shore protection projects, sheet piling projects and civil construction projects.
- (3) Transport : Ferry service all over the atolls in Maldives and land transport services in greater Male' region.
- (4) Real Estate : Development and management of housing units and providing all kinds of repair and maintenance services.
- (5) Others : Anchoring and docking services, repair and maintenance services and ship agency services.

Construction and Dredging segments were aggregated into a single operating business segment considering earnings releases from the same clients, quarterly & other external reports (MMA surveys) and based on the information which regularly reviewed by the management and board of directors.

The segment results of the Group for the year ended 31 December 2025 are as follows:

	Trading	Construction and Dredging	Transport	Real estate	Others	Total
Total revenue	253,858,793	2,144,146,093	178,318,152	-	244,576,395	2,820,899,433
Less: Inter-segment revenue	(9,724,607)	(422,102,278)	(28,717,858)	-	(225,916,403)	(686,461,146)
Revenue	244,134,186	1,722,043,815	149,600,294	-	18,659,992	2,134,438,287
Other income	1,932,873	143,956,116	9,781,273	-	31,227,618	186,897,880
Operating profit / (loss)	69,691,721	67,217,275	22,307,593	(38,008)	19,849,851	179,028,432
Finance costs - net (Note 21)	(14,396,859)	(49,264,829)	(16,458,142)	-	(558,431)	(80,678,261)
Profit / (loss) before tax	55,294,862	17,952,446	5,849,451	(38,008)	19,291,420	98,350,171
Income tax	(7,628,205)	(2,476,631)	(806,961)	-	(2,609,130)	(13,520,927)
Profit / (loss) after tax	47,666,657	15,475,815	5,042,490	(38,008)	16,682,290	84,829,244

The segment results of the Group for the year ended 31 December 2024 are as follows:

	Trading	Construction and Dredging	Transport	Real estate	Others	Total
Total revenue	279,889,375	2,177,998,214	170,084,523	-	233,189,601	2,861,161,713
Less: Inter-segment revenue	(13,041,201)	(456,889,026)	(21,237,607)	-	(213,215,563)	(704,383,397)
Revenue	266,848,174	1,721,109,188	148,846,916	-	19,974,038	2,156,778,316
Other income	5,910,793	358,539,434	9,978,392	-	26,759,386	401,188,005
Operating profit / (loss)	91,090,152	61,857,479	6,483,580	(19,617)	6,696,060	166,107,654
Finance costs - net (Note 21)	(19,086,278)	(79,431,872)	(16,992,035)	-	(989,904)	(116,500,089)
Profit / (loss) before tax	72,003,874	(17,574,393)	(10,508,455)	(19,617)	5,706,156	49,607,565
Income tax	(6,429,540)	1,569,294	938,346	-	(475,728)	(4,397,628)
Profit / (loss) after tax	65,574,334	(16,005,099)	(9,570,109)	(19,617)	5,230,428	45,209,937

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

29 Segment information - Group (continued)

Other segment items included in the Group income statement are as follows:

Year ended 31 December 2025

	Trading	Construction and Dredging	Transport	Real estate	Others	Total
Depreciation (Note 6)	1,408,709	241,044,001	62,060,488	-	17,469,767	321,982,965
Impairment loss on financial and contract assets (Note 11)	-	6,039,070	-	-	-	6,039,070
Provision for obsolete inventory (Note 19)	-	18,478,845	-	-	-	18,478,845
Amortisation (Note 7)	71,968	22,321	-	-	3,349,048	3,443,337
Year ended 31 December 2024						
Depreciation (Note 6)	2,442,667	256,022,430	65,278,808	-	22,930,673	346,674,578
Impairment loss on financial and contract assets (Note 11)	-	12,836,799	-	-	-	12,836,799
Provision for obsolete inventory (Note 19)	-	9,476,751	-	-	(489,592)	8,987,159
Amortisation (Note 7)	83,514	25,902	-	-	3,886,339	3,995,755

The segment assets and liabilities of the Group at 31 December 2025 and capital expenditure for the year then ended are as follows:

	Trading	Construction and Dredging	Transport	Real estate	Others	Total
Assets	348,811,035	3,836,211,359	1,300,869,056	-	521,911,795	6,007,803,245
Liabilities	264,301,752	3,017,885,603	427,927,733	-	440,912,732	4,151,027,820
Capital expenditure (Note 6 and 7)	309,129	27,848,195	42,603,960	-	23,808,597	94,569,881

The segment assets and liabilities of the Group at 31 December 2024 and capital expenditure for the year then ended are as follows:

	Trading	Construction and Dredging	Transport	Real estate	Others	Total
Assets	353,062,582	3,577,829,478	957,025,949	-	546,307,451	5,434,225,460
Liabilities	238,569,100	2,705,438,037	357,094,951	-	388,111,876	3,689,213,964
Capital expenditure (Note 6 and 7)	380,769	116,287,579	33,112,508	-	4,678,426	154,459,282

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

29 Segment information - Company

At 31 December 2025, the Company is organized into four main business segments.

- (1) Trading : Trading of engines, generators, spare parts, lubricants, paints and industrial gas, and auctions of various products.
- (2) Construction and Dredging : Construction of harbour development projects, dredging and land reclamation, shore protection projects, sheet piling projects and civil construction projects.
- (3) Transport : Ferry service all over the atolls in Maldives and land transport services in greater Male' region.
- (4) Others : Anchoring and docking services, repair and maintenance services and ship agency services.

Construction and Dredging segments were aggregated into a single operating business segment considering earnings releases from the same clients, quarterly & other external reports (MMA surveyors) and based on the information which regularly reviewed by the management and board of directors.

The segment results of the Company for the year ended 31 December 2025 are as follows:

	Trading	Construction and Dredging	Transport	Others	Total
Total revenue	253,858,793	2,144,146,093	178,318,152	244,576,395	2,820,899,433
Less: Inter-segment revenue	(9,724,607)	(422,102,278)	(28,717,858)	(225,916,403)	(686,461,146)
Revenue	244,134,186	1,722,043,815	149,600,294	18,659,992	2,134,438,287
Other income	1,932,873	143,956,116	9,781,273	31,227,618	186,897,880
Operating profit / (loss)	69,691,721	67,217,275	22,307,593	19,471,331	178,687,920
Finance costs - net (Note 21)	(14,396,859)	(49,264,829)	(16,458,142)	(558,431)	(80,678,261)
Profit / (loss) before tax	55,294,862	17,952,446	5,849,451	18,912,900	98,009,659
Income tax	(7,628,205)	(2,476,631)	(806,961)	(2,609,130)	(13,520,927)
Profit / (loss) after tax	47,666,657	15,475,815	5,042,490	16,303,770	84,488,732

The segment results of the Company for the year ended 31 December 2024 are as follows:

	Trading	Construction and Dredging	Transport	Others	Total
Total revenue	279,889,375	2,177,998,214	170,084,523	233,189,601	2,861,161,713
Less: Inter-segment revenue	(13,041,201)	(456,889,026)	(21,237,607)	(213,215,563)	(704,383,397)
Revenue	266,848,174	1,721,109,188	148,846,916	19,974,038	2,156,778,316
Other income	5,910,793	358,539,434	9,978,392	26,759,386	401,188,005
Operating profit / (loss)	91,090,152	61,857,479	6,483,580	6,317,540	165,748,751
Finance costs - net (Note 21)	(19,086,278)	(79,431,872)	(16,992,035)	(989,904)	(116,500,089)
Profit / (loss) before tax	72,003,874	(17,574,393)	(10,508,455)	5,327,636	49,248,662
Income tax	(6,429,540)	1,569,294	938,346	(475,728)	(4,397,628)
Profit / (loss) after tax	65,574,334	(16,005,099)	(9,570,109)	4,851,908	44,851,034

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC
Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

29 Segment information - Company (continued)

Other segment items included in the Company income statement are as follows:

Year ended 31 December 2025

	Trading	Construction and Dredging	Transport	Others	Total
Depreciation (Note 6)	1,408,709	241,044,001	62,060,488	17,469,767	321,982,965
Impairment loss on financial and contract assets (Note 11)	-	6,039,070	-	-	6,039,070
Provision for obsolete inventory (Note 19)	-	18,478,845	-	-	18,478,845
Amortisation (Note 7)	71,968	22,321	-	3,349,048	3,443,337
Year ended 31 December 2024					
Depreciation (Note 6)	2,442,667	256,022,430	65,278,808	22,930,673	346,674,578
Impairment loss on financial and contract assets (Note 11)	-	12,836,799	-	-	12,836,799
Provision for obsolete inventory (Note 19)	-	9,476,751	-	(489,592)	8,987,159
Amortisation (Note 7)	83,514	25,902	-	3,886,339	3,995,755

The segment assets and liabilities of the Company at 31 December 2025 and capital expenditure for the year then ended are as follows:

	Trading	Construction and Dredging	Transport	Others	Total
Assets	348,811,035	3,836,211,359	1,300,869,056	523,268,637	6,009,160,087
Liabilities	264,301,752	3,017,885,603	427,927,733	440,902,014	4,151,017,102
Capital expenditure (Note 6 and 7)	309,129	27,848,195	42,603,960	23,808,597	94,569,881

The segment assets and liabilities of the Company at 31 December 2024 and capital expenditure for the year then ended are as follows:

	Trading	Construction and Dredging	Transport	Others	Total
Assets	353,062,582	3,577,829,478	957,025,949	547,997,810	5,435,915,819
Liabilities	238,569,100	2,705,438,037	357,094,951	388,094,163	3,689,196,251
Capital expenditure (Note 6 and 7)	380,769	116,287,579	33,112,508	4,678,426	154,459,282

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

30 Reclassification of comparative information

In the current year, the Company changed the presentation of impairment losses on financial and contract assets to conform with the functional classification of expenses in the statement of profit or loss. Accordingly, impairment losses previously presented separately on the face of the statement of profit or loss have been reclassified to the relevant functional expenses, primarily selling and marketing expenses. The comparative amounts have been reclassified accordingly.

The impact of the reclassification on the comparative statement of profit or loss is as follows:

Financial year ended 31 Dec 2024 (Group / Company)

Statement of profit or loss	Previous presentation	Reclassification	Current presentation
Selling and marketing expenses	(7,517,154)	(12,836,799)	(20,353,953)
Impairment loss on financial / contract assets	(12,836,799)	12,836,799	-

This reclassification has no impact on the profit for the year or retained earnings.

31 Events after the reporting date

31.1 Bonus share issue and share split of investment in Bank of Maldives Plc

Subsequent to the reporting date, Bank of Maldives Plc (BML), in which the Company holds an equity investment, approved a bonus share issue in the ratio of 2:1 and a share split of 10:1 at its Annual General Meeting held on 28 March 2026.

As a result of these corporate actions, the Company's shareholding increased from 219,096 shares as at 31 December 2025 to 6,572,880 shares following the completion of the bonus issue and share split.

These transactions resulted in a proportional increase in the number of shares held and a corresponding reduction in the price per share, with no change in the Company's proportionate ownership interest in BML and no impact on the total carrying value of the investment as at 31 December 2025.

The above events have been assessed as non adjusting events after the reporting period in accordance with IAS 10 Events After the Reporting Period, as they do not provide evidence of conditions that existed at 31 December 2025. Accordingly, no adjustments have been made to the financial statements.

Impact of BML shareholding

Description	No. of shares
As at 31 December 2025	219,096
After bonus issue (2:1)	657,288
After share split (10:1)	6,572,880

Subsequent market movement

Following the reporting date and completion of the above corporate actions, the market price of BML shares has changed. Based on quoted market prices, the share price was MVR 110.25 as at 30 April 2026.

The change in share price reflects the effect of the increased number of shares in issue resulting from the bonus issue and share split, as well as subsequent market movements.

MALDIVES TRANSPORT AND CONTRACTING COMPANY PLC

Financial statements - 31 December 2025

Notes to the financial statements (continued)

(all amounts in Maldivian Rufiyaa unless otherwise stated)

31 Events after the reporting date (continued)

31.1 Bonus share issue and share split of investment in Bank of Maldives Plc (continued)

These changes occurred after the reporting date and, therefore, have not been recognised in the financial statements for the year ended 31 December 2025.

Management has assessed that disclosure of these events is relevant to users' understanding of the Company's financial position, given the significance of the corporate actions.

31.2 Contract Modifications

During the year ended 31 December 2025, the Company was engaged in discussions with the Ministry of Construction, Housing and Infrastructure in respect of variations and modifications to certain construction contracts. Subsequent to the reporting date, in 2026, these contract modifications were formally approved.

Management has assessed that the underlying negotiations and commercial terms relating to these variations existed prior to the reporting date, and the subsequent approvals provided additional evidence of conditions that existed as at 31 December 2025.

Accordingly, these modifications have been accounted for in the financial statements for the year ended 31 December 2025 in accordance with IFRS 15 Revenue from Contracts with Customers.

The above has been treated as an adjusting event after the reporting period in accordance with IAS 10 Events After the Reporting Period.

31.3 Penalty imposed by CMDA

The Company did not submit its fourth quarter financial report for 2025 and its audited financial statements for the year ended 31 December 2025 within the timeframes prescribed by the Capital Market Development Authority (CMDA). The delay was primarily due to the Company's financial statements not being finalized pending receipt of certain confirmations from the Government that was required to complete the financial statements. Consequently, the Company was subject to a regulatory penalty of MVR 30,000 levied by the CMDA. Management has determined that the penalty represents a non-adjusting event after the reporting period, as it arose from circumstances occurring subsequent to 31 December 2025. Accordingly, no adjustment has been made to these financial statements.



MALDIVES
TRANSPORT & CONTRACTING
COMPANY PLC

☎ 1650

📍 MTCC TOWER

✉ info@mtcc.com.mv

🌐 [/mtccplc](#) 🌐 mtcc.mv