

**CHINESE MARITIME TRANSPORT LTD.
AND SUBSIDIARIES**

Consolidated Financial Statements

**With Independent Auditors' Report
For the Years Ended December 31, 2023 and 2022**

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The independent auditors' report and the accompanying consolidated financial statements are the English translation of the Chinese version prepared and used in the Republic of China. If there is any conflict between, or any difference in the interpretation of the English and Chinese language independent auditors' report and consolidated financial statements, the Chinese version shall prevail.

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Representation Letter

The entities that are required to be included in the combined financial statements of Chinese Maritime Transport Ltd. as of and for the year ended December 31, 2023 under the Criteria Governing the Preparation of Affiliation Reports, Consolidated Business Reports, and Consolidated Financial Statements of Affiliated Enterprises are the same as those included in the consolidated financial statements prepared in conformity with International Financial Reporting Standards No. 10 endorsed by the Financial Supervisory Commission, "Consolidated Financial Statements." In addition, the information required to be disclosed in the combined financial statements is included in the consolidated financial statements. Consequently, Chinese Maritime Transport Ltd. and Subsidiaries do not prepare a separate set of combined financial statements.

Company name: Chinese Maritime Transport Ltd.

Chairman: PENG, William Shih-Hsiao

Date: March 14, 2024



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Independent Auditors' Report

To the Board of Directors of CHINESE MARITIME TRANSPORT LTD.:

Opinion

We have audited the consolidated financial statements of CHINESE MARITIME TRANSPORT LTD. and its subsidiaries (“the Group”), which comprise the consolidated balance sheets as of December 31, 2023, December 31 (adjusted) and January 1 (adjusted), 2022, the consolidated statements of comprehensive income, changes in equity and cash flows for the years then ended, and notes to the consolidated financial statements, including a summary of material accounting policies.

In our opinion, based on our audits and the report of other auditors (please refer to Other Matter paragraph), the accompanying consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Group as at December 31, 2023, December 31 (adjusted) and January 1 (adjusted), 2022, and its consolidated financial performance and its consolidated cash flows for the years then ended in accordance with the Regulations Governing the Preparation of Financial Reports by Securities Issuers and with the International Financial Reporting Standards (“IFRSs”), International Accounting Standards (“IASs”), Interpretation developed by the International Financial Reporting Interpretations Committee (“IFRIC”) or the former Standing Interpretations Committee (“SIC”) endorsed and issued into effect by the Financial Supervisory Commission of the Republic of China.

Basis for Opinion

We conducted our audits in accordance with the Regulations Governing Financial Statement Audit and Attestation Engagements of Certified Public Accountants and Standards on Auditing of the Republic of China. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Consolidated Financial Statements section of our report. We are independent of the Group in accordance with The Norm of Professional Ethics for Certified Public Accountant of the Republic of China, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis of our opinion.

Emphasis of the Matter

We draw attention to note 6(a) of the financial statements, according to the IFRSs Q&A updated by the Financial Supervisory Commission, Securities and Futures Bureau, the repatriated offshore funds account balance amounted to \$77,218 thousands and \$196,469 thousands on December 31, 2022 and January 1, 2022, respectively, was reclassified from other current financial assets to cash and cash equivalents, and the consolidated financial statements were restated retrospectively. Our opinion is not modified in respect of this matter.

Other Matters

We did not audit the financial statements of the investee which represented the investment accounted for using the equity method of the Group. Those statements were audited by another auditors, whose report has been furnished to us, and our opinion, insofar as it relates to the amount is based solely on the report of other auditors. The investment accounted for using the equity method constituting 2.81% and 3.11% of total assets at December 31, 2023 and 2022, respectively. The related shares of profit of associates accounted for using the equity method constituted 8.51% and 1.91% of total profit before tax for the years ended December 31, 2023 and 2022, respectively.

CHINESE MARITIME TRANSPORT LTD. has prepared its parent-company-only financial statements as of and for the years ended December 31, 2023 and 2022, on which we have issued an unmodified opinion with Emphasis of the Matter and Other Matter, respectively, for reference.

Key Audit Matters

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

Recognition of freight revenue—vessel chartering and container hauling

Please refer to Note (4)(p) for the accounting policy of “Revenue” and to Note (6)(r) for information details.

Description of key audit matters:

The main activities of the Group are bulk carrier operation through overseas subsidiaries, domestic container hauling and storage, and related business. Freight revenue vessel chartering and container hauling is one of the significant items in the consolidated financial statements, and the amounts and changes may affect the users’ understanding on the entire financial statements. Therefore, the testing over freight revenue—vessel chartering and container hauling recognition is considered a key matter in our audits.

Audit Procedures:

Our principal audit procedures included: testing the related controls over the sale and receipts cycle, conducting the confirmation process used to examine the accounts receivable and revenue of major customers, executing substantive analytical procedures of freight revenue—vessel chartering, and assessing the contract liabilities, as well as evaluating whether the Group’s timing of revenue recognition is accurate in accordance with the related accounting standards.

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

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with the Regulations Governing the Preparation of Financial Reports by Securities Issuers and with the IFRSs, IASs, IFRC, SIC endorsed and issued into effect by the Financial Supervisory Commission of the Republic of China, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

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

Those charged with governance (including the Audit Committee) are responsible for overseeing the Group’s financial reporting process.

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

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

As part of an audit in accordance with the Standards on Auditing of the Republic of China, we exercise professional judgment and professional skepticism throughout the audit. We also:

1. Identify and assess the risks of material misstatement of the consolidated 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.
2. Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
3. Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
4. Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.
5. Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
6. 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 communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

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

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

The engagement partners on the audit resulting in this independent auditors' report are Au, Yiu-Kwan and Chien, Szu-Chuan.

KPMG

Taipei, Taiwan (Republic of China)

March 14, 2024

Notes to Readers

The accompanying consolidated financial statements are intended only to present the consolidated statement of financial position, financial performance and cash flows in accordance with the accounting principles and practices generally accepted in the Republic of China and not those of any other jurisdictions. The standards, procedures and practices to audit such consolidated financial statements are those generally accepted and applied in the Republic of China.

The independent auditors' audit report and the accompanying consolidated financial statements are the English translation of the Chinese version prepared and used in the Republic of China. If there is any conflict between, or any difference in the interpretation of the English and Chinese language independent auditors' audit report and consolidated financial statements, the Chinese version shall prevail.

(English Translation of Consolidated Financial Statements Originally Issued in Chinese)
CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES

Consolidated Balance Sheets

December 31, 2023 and 2022

(Expressed in Thousands of New Taiwan Dollars)

	December 31, 2023		December 31, 2022 (Adjusted)		January 1, 2022 (Adjusted)			December 31, 2023		December 31, 2022 (Adjusted)		January 1, 2022 (Adjusted)	
	Amount	%	Amount	%	Amount	%		Amount	%	Amount	%	Amount	%
Assets							Liabilities and Equity						
Current assets:							Current liabilities:						
1100 Cash and cash equivalents (note 6(a))	\$ 3,946,557	17	4,066,372	20	3,253,517	17	2100 Short-term borrowings (note 6(k))	\$ 3,019,696	13	1,899,486	10	1,459,781	8
1110 Current financial assets at fair value through profit or loss (notes 6(b) and 8)	584,528	2	314,678	2	480,371	3	2130 Current contract liabilities (note 6(r))	42,014	-	57,680	-	55,217	-
1150 Notes and accounts receivable, net (note 6(d))	274,723	2	279,731	1	331,386	2	2150 Notes and accounts payable	174,767	1	172,157	1	240,068	1
1180 Accounts receivable due from related parties, net (notes 6(d) and 7)	-	-	14,861	-	14,680	-	2200 Other payables	157,122	1	174,668	1	151,102	1
1301 Merchandise inventory (note 6(e))	60,079	-	-	-	-	-	2230 Current tax liabilities	90,859	-	60,255	-	35,571	-
1470 Other current assets	93,286	-	99,450	-	88,003	-	2280 Current lease liabilities (note 6(l))	52,839	-	45,849	-	51,286	-
1476 Other current financial assets (notes 6(j) and 8)	319,657	2	199,094	1	240,681	1	2300 Other current liabilities	2,814	-	3,727	-	2,608	-
	<u>5,278,830</u>	<u>23</u>	<u>4,974,186</u>	<u>24</u>	<u>4,408,638</u>	<u>23</u>	2320 Long-term liabilities, current portion (note 6(k))	743,438	3	876,584	4	1,225,824	7
								<u>4,283,549</u>	<u>18</u>	<u>3,290,406</u>	<u>16</u>	<u>3,221,457</u>	<u>17</u>
Non-current assets:							Non-current liabilities:						
1510 Non-current financial assets at fair value through profit or loss (note 6(b))	22,453	-	15,537	-	686,613	4	2530 Bonds payable (note 6(k))	2,500,000	11	2,500,000	12	2,500,000	13
1517 Non-current financial assets at fair value through other comprehensive income (notes 6(c) and 8)	1,253,522	5	669,355	4	776,107	4	2540 Long-term borrowings (note 6(k))	4,249,826	18	2,255,615	11	2,118,890	11
1550 Investments accounted for using equity method, net (note 6(f))	657,814	3	635,606	3	587,583	3	2570 Deferred tax liabilities (note 6(o))	607,743	4	615,512	3	606,789	3
1600 Property, plant and equipment (notes 6(g), 7 and 8)	15,963,261	68	13,875,442	68	12,261,063	65	2580 Non-current lease liabilities (note 6(l))	108,261	-	125,354	1	169,285	1
1755 Right-of-use assets (note 6(h))	155,255	1	165,403	1	215,315	1	2640 Net defined benefit liabilities, non-current (note 6(n))	11,072	-	8,430	-	30,714	-
1760 Investment property, net (note 6(i))	34,330	-	34,847	-	33,849	-	2670 Other non-current liabilities, others	3,834	-	4,001	-	3,179	-
1780 Intangible assets	4,188	-	5,303	-	8,381	-		<u>7,480,736</u>	<u>33</u>	<u>5,508,912</u>	<u>27</u>	<u>5,428,857</u>	<u>28</u>
1840 Deferred tax assets (note 6(o))	9,442	-	11,923	-	13,646	-	Total liabilities	<u>11,764,285</u>	<u>51</u>	<u>8,799,318</u>	<u>43</u>	<u>8,650,314</u>	<u>45</u>
1900 Other non-current assets	9,477	-	39,952	-	64,755	-	Equity attributable to owners of parent (note 6(p)):						
1975 Net defined benefit asset, non-current (notes (n) and 8)	2,002	-	-	-	-	-	3100 Common stock	1,974,846	8	1,974,846	10	1,974,846	10
1980 Other non-current financial assets (notes 6(j) and 8)	23,094	-	23,414	-	22,461	-	3200 Capital surplus	53,411	-	53,411	-	53,411	-
	<u>18,134,838</u>	<u>77</u>	<u>15,476,782</u>	<u>76</u>	<u>14,669,773</u>	<u>77</u>	Retained earnings:						
							3310 Legal reserve	1,960,427	8	1,882,499	9	1,779,756	10
							3320 Special reserve	359,487	2	934,768	5	883,992	5
							3350 Unappropriated earnings	7,143,644	31	6,749,885	33	6,653,375	35
								<u>9,463,558</u>	<u>41</u>	<u>9,567,152</u>	<u>47</u>	<u>9,317,123</u>	<u>50</u>
							3400 Other equity interest	92,656	-	46,868	-	(934,768)	(5)
							Total equity attributable to owners of parent	<u>11,584,471</u>	<u>49</u>	<u>11,642,277</u>	<u>57</u>	<u>10,410,612</u>	<u>55</u>
							3610 Non-controlling interests	64,912	-	9,373	-	17,485	-
							Total equity	<u>11,649,383</u>	<u>49</u>	<u>11,651,650</u>	<u>57</u>	<u>10,428,097</u>	<u>55</u>
Total assets	<u>\$ 23,413,668</u>	<u>100</u>	<u>20,450,968</u>	<u>100</u>	<u>19,078,411</u>	<u>100</u>	Total liabilities and equity	<u>\$ 23,413,668</u>	<u>100</u>	<u>20,450,968</u>	<u>100</u>	<u>19,078,411</u>	<u>100</u>

See accompanying notes to consolidated financial statements.

(English Translation of Consolidated Financial Statements Originally Issued in Chinese)
CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES

Consolidated Statements of Comprehensive Income

For the years ended December 31, 2023 and 2022

(Expressed in Thousands of New Taiwan Dollars, Except earnings per share)

	2023		2022	
	Amount	%	Amount	%
4000 Operating revenues (notes 6(r), 7 and 14)				
4621 Freight revenue-vessel chartering	\$ 2,381,878	59	2,587,515	59
4622 Freight revenue-container hauling and logistics	1,567,155	39	1,767,859	40
4623 Freight revenue-airline agent and others	65,859	2	54,625	1
	<u>4,014,892</u>	<u>100</u>	<u>4,409,999</u>	<u>100</u>
5000 Operating costs (notes 6(n) and 12)				
5621 Freight cost-vessel chartering	1,918,483	48	1,620,604	37
5622 Freight cost-container hauling and logistics	1,191,289	30	1,348,632	31
5623 Freight cost-airline agent and others	47,745	1	55,485	1
	<u>3,157,517</u>	<u>79</u>	<u>3,024,721</u>	<u>69</u>
5900 Gross profit	<u>857,375</u>	<u>21</u>	<u>1,385,278</u>	<u>31</u>
Operating expenses:				
6000 Operating expenses (notes 6(n), (t), 7 and 12)	483,182	12	455,942	10
6450 Expected credit losses (reversal gains) (note 6(d))	(81)	-	133	-
	<u>483,101</u>	<u>12</u>	<u>456,075</u>	<u>10</u>
6900 Net operating income	<u>374,274</u>	<u>9</u>	<u>929,203</u>	<u>21</u>
Non-operating income and expenses:				
7010 Other income (notes 6(b), (c) and (m))	145,801	4	161,055	4
7050 Finance costs (note 6(s))	(367,944)	(9)	(151,935)	(4)
7060 Share of profit (loss) of associates and joint ventures accounted for using equity method (note 6(f))	36,819	1	16,060	-
7100 Interest income	151,616	4	47,502	1
7210 Gains on disposals of property, plant and equipment, net (notes 6(g) and 7)	11,556	-	25,609	1
7230 Foreign exchange (losses) gains, net	(1,700)	-	28,014	1
7235 Gains (losses) on financial assets at fair value through profit or loss (note 6(b))	83,154	2	(212,462)	(5)
7590 Miscellaneous disbursements	(1,013)	-	(1,853)	-
	<u>58,289</u>	<u>2</u>	<u>(88,010)</u>	<u>(2)</u>
7900 Profit from continuing operation before tax	<u>432,563</u>	<u>11</u>	<u>841,193</u>	<u>19</u>
7950 Less: Income tax expenses (note 6(o))	108,695	3	83,222	2
Profit	<u>323,868</u>	<u>8</u>	<u>757,971</u>	<u>17</u>
8300 Other comprehensive income:				
8310 Items that may not be reclassified subsequently to profit or loss				
8311 Gains (losses) on remeasurements of defined benefit plans	(1,759)	-	16,506	-
8316 Unrealized gains (losses) from investments in equity instruments measured at fair value through other comprehensive income (note 6(c))	50,291	1	(110,261)	(3)
8349 Income tax related to items that may not be reclassified to profit or loss (note 6(o))	(352)	-	3,302	-
Items that may not be reclassified to profit or loss	<u>48,884</u>	<u>1</u>	<u>(97,057)</u>	<u>(3)</u>
8360 Items that may be reclassified subsequently to profit or loss				
8361 Exchange differences on translation of foreign financial statements	(4,312)	-	1,040,338	24
8370 Share of other comprehensive income of associates and joint ventures accounted for using equity method, items that may be reclassified to profit or loss (note 6(f))	(191)	-	51,559	1
Items that may be reclassified subsequently to profit or loss	<u>(4,503)</u>	<u>-</u>	<u>1,091,897</u>	<u>25</u>
8300 Other comprehensive income	<u>44,381</u>	<u>1</u>	<u>994,840</u>	<u>22</u>
Total comprehensive income	<u>\$ 368,249</u>	<u>9</u>	<u>1,752,811</u>	<u>39</u>
Profit, attributable to:				
Owners of parent	\$ 328,329	8	766,083	17
Non-controlling interests	(4,461)	-	(8,112)	-
	<u>\$ 323,868</u>	<u>8</u>	<u>757,971</u>	<u>17</u>
Comprehensive income attributable to:				
Owners of parent	\$ 372,710	9	1,760,923	39
Non-controlling interests	(4,461)	-	(8,112)	-
	<u>\$ 368,249</u>	<u>9</u>	<u>1,752,811</u>	<u>39</u>
Earnings per share (note 6(q))				
9750 Basic net income per share (NT Dollars)	<u>\$ 1.66</u>		<u>3.88</u>	
9850 Diluted net income per share (NT Dollars)	<u>\$ 1.66</u>		<u>3.87</u>	

See accompanying notes to consolidated financial statements.

(English Translation of Consolidated Financial Statements Originally Issued in Chinese)
CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES

Consolidated Statements of Changes in Equity
For the years ended December 31, 2023 and 2022
(Expressed in Thousands of New Taiwan Dollars)

	Equity attributable to owners of parent						Total other equity interest					
	Share capital		Retained earnings				Exchange differences on translation of foreign financial statements	Unrealized gains (losses) from financial assets measured at fair value through other comprehensive income	Total	Total equity attributable to owners of parent	Non-controlling interests	Total equity
	Ordinary shares	Capital surplus	Legal reserve	Special reserve	Unappropriated earnings	Total						
Balance at January 1, 2022	\$ 1,974,846	53,411	1,779,756	883,992	6,653,375	9,317,123	(1,308,389)	373,621	(934,768)	10,410,612	17,485	10,428,097
Appropriation and distribution of retained earnings:												
Legal reserve appropriated	-	-	102,743	-	(102,743)	-	-	-	-	-	-	-
Special reserve appropriated	-	-	-	50,776	(50,776)	-	-	-	-	-	-	-
Cash dividends of ordinary share	-	-	-	-	(529,259)	(529,259)	-	-	-	(529,259)	-	(529,259)
	-	-	102,743	50,776	(682,778)	(529,259)	-	-	-	(529,259)	-	(529,259)
Net income for the year ended December 31, 2022	-	-	-	-	766,083	766,083	-	-	-	766,083	(8,112)	757,971
Other comprehensive income for the year ended December 31, 2022	-	-	-	-	13,205	13,205	1,091,897	(110,261)	981,636	994,841	-	994,841
Total comprehensive income for the year ended December 31, 2022	-	-	-	-	779,288	779,288	1,091,897	(110,261)	981,636	1,760,924	(8,112)	1,752,812
Balance at December 31, 2022	1,974,846	53,411	1,882,499	934,768	6,749,885	9,567,152	(216,492)	263,360	46,868	11,642,277	9,373	11,651,650
Appropriation and distribution of retained earnings:												
Legal reserve appropriated	-	-	77,928	-	(77,928)	-	-	-	-	-	-	-
Special reserve reversed	-	-	-	(575,281)	575,281	-	-	-	-	-	-	-
Cash dividends of ordinary share	-	-	-	-	(430,516)	(430,516)	-	-	-	(430,516)	-	(430,516)
	-	-	77,928	(575,281)	66,837	(430,516)	-	-	-	(430,516)	-	(430,516)
Net income for the year ended December 31, 2023	-	-	-	-	328,329	328,329	-	-	-	328,329	(4,461)	323,868
Other comprehensive income for the year ended December 31, 2023	-	-	-	-	(1,407)	(1,407)	(4,503)	50,291	45,788	44,381	-	44,381
Total comprehensive income for the year ended December 31, 2023	-	-	-	-	326,922	326,922	(4,503)	50,291	45,788	372,710	(4,461)	368,249
Changes in non-controlling interests-capital injection of subsidiary by cash	-	-	-	-	-	-	-	-	-	-	60,000	60,000
Balance at December 31, 2023	\$ 1,974,846	53,411	1,960,427	359,487	7,143,644	9,463,558	(220,995)	313,651	92,656	11,584,471	64,912	11,649,383

See accompanying notes to consolidated financial statements.

(English Translation of Consolidated Financial Statements Originally Issued in Chinese)
CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES

Consolidated Statements of Cash Flows
For the years ended December 31, 2023 and 2022
(Expressed in Thousands of New Taiwan Dollars)

	2023	2022 (Adjusted)
Cash flows from (used in) operating activities:		
Profit before tax	\$ 432,563	841,193
Adjustments:		
Adjustments to reconcile profit (loss):		
Depreciation and amortization	1,174,674	982,650
Expected credit loss	(81)	133
Net (gain) loss on financial assets at fair value through profit or loss	(83,154)	212,462
Interest expense	367,944	151,935
Interest income	(151,616)	(47,502)
Dividend income	(126,063)	(126,711)
Share of profit of associates and joint ventures accounted for using equity method	(36,819)	(16,060)
Net gain on disposal of property, plant and equipment	(11,556)	(25,609)
Total adjustments to reconcile profit (loss)	<u>1,133,329</u>	<u>1,131,298</u>
Changes in operating assets and liabilities:		
Changes in operating assets:		
Decrease in financial assets at fair value through profit or loss	4,059	-
Decrease in notes and accounts receivable (including related parties)	19,950	51,341
Increase in inventories	(60,079)	-
Decrease (increase) in other current assets	6,163	(25,617)
Increase in net defined benefit asset, non-current	(2,002)	-
Increase in other current financial assets	(57,854)	(109,399)
	<u>(89,763)</u>	<u>(83,675)</u>
Changes in operating liabilities:		
Increase (decrease) in notes and accounts payable	2,610	(67,911)
(Decrease) increase in current contract liabilities	(15,666)	2,463
(Decrease) increase in other current liabilities	(22,370)	6,844
Increase (decrease) in net defined benefit liabilities	2,642	(5,778)
	<u>(32,784)</u>	<u>(64,382)</u>
Total changes in operating assets and liabilities	<u>(122,547)</u>	<u>(148,057)</u>
Total adjustments	<u>1,010,782</u>	<u>983,241</u>
Cash inflow generated from operations	1,443,345	1,824,434
Interest received	149,231	38,881
Dividend received	140,483	146,307
Interest paid	(361,969)	(134,465)
Income taxes paid	(97,821)	(51,446)
Net cash flows from operating activities	<u>1,273,269</u>	<u>1,823,711</u>
Cash flows from (used in) investing activities:		
Acquisition of financial assets at fair value through other comprehensive income	(533,877)	(3,509)
Proceeds from capital reduction of financial assets at fair value through other comprehensive income	2,924	1,271
Acquisition of financial assets at fair value through profit or loss	(484,319)	-
Proceeds from disposal of financial assets at fair value through profit or loss	294,046	623,036
Acquisition of property, plant and equipment	(3,177,039)	(1,394,414)
Proceeds from disposal of property, plant and equipment	23,787	53,734
Acquisition of intangible assets	(1,872)	(68)
(Increase) decrease in other current financial assets	(60,345)	159,863
Increase in other non-current assets	(47,132)	(32,992)
Decrease (increase) in other non-current financial assets	320	(953)
Net cash flows used in investing activities	<u>(3,983,507)</u>	<u>(594,032)</u>
Cash flows from (used in) financing activities:		
Increase (decrease) in short-term borrowings	1,120,210	439,705
Repayments of bonds	-	(400,000)
Proceeds from long-term borrowings	2,550,902	447,735
Repayments of long-term borrowings	(660,712)	(578,813)
Payment of lease liabilities	(50,557)	(49,368)
Cash dividends paid	(430,516)	(529,259)
Changes in non-controlling interests-subsidary cash capital increase	60,000	-
Others	(167)	822
Net cash flows from (used in) financing activities	<u>2,589,160</u>	<u>(669,178)</u>
Effect of exchange rate changes on cash and cash equivalents	<u>1,263</u>	<u>252,354</u>
Net increase (decrease) in cash and cash equivalents	<u>(119,815)</u>	<u>812,855</u>
Cash and cash equivalents at beginning of period	<u>4,066,372</u>	<u>3,253,517</u>
Cash and cash equivalents at end of period	<u>\$ 3,946,557</u>	<u>4,066,372</u>

See accompanying notes to consolidated financial statements.

(English Translation of Consolidated Financial Statements Originally Issued in Chinese)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES

Notes to the Consolidated Financial Statements

For the years ended December 31, 2023 and 2022

(Expressed in Thousands of New Taiwan Dollars Except for Otherwise Specified)

(1) Company history

CHINESE MARITIME TRANSPORT LTD. (the “Company”), previously named Associated Transport Inc., was incorporated as a company limited by shares on January 31, 1978, in the Republic of China. The Company’s common shares were listed on the Taiwan Stock Exchange (TWSE). The consolidated financial statements of the Company as of and for the years ended December 31, 2023 comprise the Company and its subsidiaries (together refined to as the “Group”). The main activities of the Group are bulk-carrier transportation through its 100%-owned overseas subsidiaries; domestic container hauling, vessel transportation, warehousing, and related business; and acting as the general sales agent for Saudi Arabian Airlines. The Group also owns investment companies to engage in the business of investment. Based on the organization of the Group and distribution of duties, the Company leads and invests in the business in the Group related to transportation. Please refer to note 4(c) for related information.

(2) Approval date and procedures of the consolidated financial statements

These consolidated financial statements were authorized for issue by the Board of Directors on March 14, 2024.

(3) New standards, amendments and interpretations adopted:

- (a) The impact of the International Financial Reporting Standards (“IFRSs”) endorsed by the Financial Supervisory Commission, R.O.C. which have already been adopted.

The Group has initially adopted the following new amendments, which do not have a significant impact on its consolidated financial statements, from January 1, 2023:

- Amendments to IAS 1 “Disclosure of Accounting Policies”
- Amendments to IAS 8 “Definition of Accounting Estimates”
- Amendments to IAS 12 “Deferred Tax related to Assets and Liabilities arising from a Single Transaction”

In addition, the Group has adopted Amendments to IAS 12 “International Tax Reform – Pillar Two Model Rules” on May 23, 2023. The amendments provide a temporary mandatory exception from deferred tax accounting for the top-up tax, which applies retrospectively, and require new disclosures about the Pillar Two exposure for annual reporting periods beginning on or after January 1, 2023. However, because on December 31, 2023, no new legislation to implement the top-up tax was enacted or substantively enacted in any jurisdiction in which the Group operates and no related deferred taxes were recognised at that date, the retrospective application has no impact on the Group’s condensed interim financial statements.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(b) The impact of IFRS issued by the FSC but not yet effective

The Group assesses that the adoption of the following new amendments, effective for annual period beginning on January 1, 2024, would not have a significant impact on its consolidated financial statements:

- Amendments to IAS 1 “Classification of Liabilities as Current or Non-current”
- Amendments to IAS 1 “Non-current Liabilities with Covenants”
- Amendments to IAS 7 and IFRS 7 “Supplier Finance Arrangements”
- Amendments to IFRS 16 “Lease Liability in a Sale and Leaseback”

(c) The impact of IFRS issued by IASB but not yet endorsed by the FSC

The Group does not expect the following new and amended standards, which have yet to be endorsed by the FSC, to have a significant impact on its consolidated financial statements:

- Amendments to IFRS 10 and IAS 28 “Sale or Contribution of Assets Between an Investor and Its Associate or Joint Venture”
- IFRS 17 “Insurance Contracts” and amendments to IFRS 17 “Insurance Contracts”
- Amendments to IAS21 “Lack of Exchangeability”

(4) Summary of material accounting policies

The material accounting policies presented in the consolidated financial statements are summarized follows. Except for those specifically indicated, the following accounting policies were applied consistently throughout the presented periods in the consolidated financial statements.

(a) Statement of compliance

These consolidated financial statements have been prepared in accordance with the Regulations Governing the Preparation of Financial Reports by Securities Issuers (hereinafter referred to as the Regulations) and International Financial Reporting Standards, International Accounting Standards, endorsed and issued into effect by IFRIC Interpretations and SIC Interpretations the Financial Supervisory Commission, R.O.C..

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(b) Basis of preparation

(i) Basis of measurement

Except for the following significant accounts, the consolidated annual consolidated financial statements have been prepared on the historical cost basis:

- 1) Financial instruments at fair value through profit or loss are measured at fair value;
- 2) Financial instruments at fair value through other comprehensive income are measured at fair value;
- 3) The defined benefit liabilities (assets) are measured at fair value of the pension assets less the present value of the defined benefit obligation, limited as explained in note (4)(q).

(ii) Functional and presentation currency

The functional currency of each Group entities is determined based on the primary economic environment in which the entities operate. The consolidated financial statements are presented in New Taiwan Dollar (NTD), which is the Group's functional currency. All financial information presented in NTD has been rounded to the nearest thousand.

(c) Basis of consolidation

(i) Principle of preparation of the consolidated financial statements

The consolidated financial statements comprise the Company and subsidiaries. Subsidiaries are entities controlled by the Group. The Group 'controls' an entity when it 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 over the entity.

The financial statements of subsidiaries are included in the consolidated financial statements from the date on which control commences until the date on which control ceases. Intragroup balances and transactions, and any unrealized income and expenses arising from Intragroup transactions are eliminated in preparing the consolidated financial statements. The Group attributes the profit or loss and each component of other comprehensive income to the owners of the parent and to the non-controlling interests, even if this results in the non-controlling interests having a deficit balance.

The Group prepares consolidated financial statements using uniform accounting policies for like transactions and other events in similar circumstances. Changes in the Group's ownership interest in a subsidiary that do not result in a loss of control are accounted for as equity transactions. Any difference between the amount by which the non-controlling interests are adjusted and the fair value of the consideration paid or received will be recognized directly in equity, and the Group will attribute it to the owners of the parent.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(ii) List of subsidiaries in the consolidated financial statements

Name of investor	Name of subsidiary	Principal activity	Shareholding		Note
			December 31, 2023	December 31, 2022	
The Company	Chinese Maritime Transport (Hong Kong), Limited (CMTHK)	Investment holding of ship-owning companies	100	100	
"	Chinese Maritime Transport International Pte. Ltd. (CMTI)	Investment holding of ship-owning companies	100	100	
"	CMT Logistics Co., Ltd. (CMTL)	Warehouse management	100	100	
"	AGM Investment Ltd. (AGMI)	Investment	100	100	
"	Hope Investment Ltd. (HIL)	Investment	100	100	
"	Mo Hsin Investment Ltd. (MHI)	Investment	100	100	
"	Associated Transport Inc. (ATI)	Container trucking	100	100	
"	CMT Travel Service Ltd. (TRV)	Travel	100	100	
"	Associated Group Motors Corp. (AGM)	Automobile and its part manufacturing	70	70	Note 3
"	Huang Yuen Transport Ltd. (HYT)	Container trucking	71.43	71.43	
"	Mao Hwa Transport Ltd. (MHT)	Container trucking	72.41	72.41	
"	Prosperity Transport Ltd.(APT)	Container trucking	78.12	78.12	Note 2
"	Chinese Maritime Transport (UK) Limited (CMTUK)	Investment holding of ship-owning companies	100	100	Note 4
CMTHK	China Prosperity Shipping Ltd. (CPS)	Bulk-carrier transportation	100	100	
CMTHK	CMT Chartering Ltd. (CHT)	Bulk-chartering services	100	100	
"	CMT Investment Co., Limited (CHI)	Investment	100	100	
"	Chinese Maritime Transport Ship Management (Hong Kong) Limited (CIM)	Investment management	100	100	
CMTI	CMTS	Investment holding of ship-owning companies	100	100	
CMTUK	China Peace Shipping Ltd. (CPC)	Bulk-carrier transportation	100	100	Note 1
"	China Progress Shipping Ltd. (CPG)	Bulk-carrier transportation	100	100	Note 1
"	China Pride Shipping Ltd. (CPD)	Bulk-carrier transportation	100	100	Note 1
"	China Pioneer Shipping Ltd. (CPN)	Bulk-carrier transportation	100	100	Note 1
"	China Trade Shipping Ltd. (CTD)	Bulk-carrier transportation	100	100	Note 1
"	China Triumph Shipping Ltd. (CTU)	Bulk-carrier transportation	100	100	Note 1
"	China Harmony Shipping Ltd. (CHM)	Bulk-carrier transportation	100	100	Note 1
"	China Honour Shipping Ltd. (CHN)	Bulk-carrier transportation	100	100	Note 1
"	China Fortune Shipping Pte. Ltd. (CFR)	Bulk-carrier transportation	100	100	Note 1

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

Name of investor	Name of subsidiary	Principal activity	Shareholding		Note
			December 31, 2023	December 31, 2022	
CMTUK	China Enterprise Shipping Pte. Ltd. (CEP)	Bulk-carrier transportation	100	100	Note 1
"	China Ace Shipping Pte. Ltd. (CACE)	Bulk-carrier transportation	100	100	Note 1
"	China Vista Shipping Pte. Ltd. (CVST)	Bulk-carrier transportation	100	100	Note 1
"	China Venture Shipping Pte. Ltd. (CVTR)	Bulk-carrier transportation	100	100	Note 1
"	China Champion Shipping Pte. Ltd. (CCMP)	Bulk-carrier transportation	100	100	Note 1
ATI	Chang Shun Transport Ltd. (CST)	Container trucking	100	100	
"	Huang Yuen Transport Ltd. (HYT)	Container trucking	28.57	28.57	
"	Mao Hwa Transport Ltd. (MHT)	Container trucking	27.59	27.59	
"	Prosperity Transport Ltd. (APT)	Container trucking	21.88	21.88	Note 2
"	Pioneer Transport Ltd. (PTL)	Container trucking	100	100	

Note 1: The Company had reorganized during October 2022 to December 2022 to transfer the shares of subsidiary from subsidiary CMTS, CMTHK and CMTI to subsidiary CMTUK.

Note 2: The Company and subsidiary ATI jointly hold 100% shareholding on APT. In October 2022, the Company subscribed for all shares of APT's cash capital increase, increasing its percentage of shareholding to 78.12%.

Note 3: The Company had increased \$140,000 of the capital based on the proportion of the Company's shareholding in July 2023.

Note 4: Subsidiary incorporated in May 2022. The Company had increased \$629,280 of capital in August 2022.

(d) Foreign currencies

(i) Foreign currency transaction

Transactions in foreign currencies are translated into the respective functional currencies of Group entities at the exchange rates at the dates of the transactions. At the end of each subsequent reporting period, monetary items denominated in foreign currencies are translated into the functional currencies using the exchange rate at that date. Non-monetary items denominated in foreign currencies that are measured at fair value are translated into the functional currencies using the exchange rate at the date that the fair value was determined. Non-monetary items denominated in foreign currencies that are measured based on historical cost are translated using the exchange rate at the date of the transaction.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

Exchange differences are generally recognized in profit or loss, except for an investment in equity securities designated as fair value through other comprehensive income.

(ii) Foreign operations

The assets and liabilities of foreign operations, including goodwill and fair value adjustments arising on acquisition, are translated into NTD at the exchange rates at the reporting date. The income and expenses of foreign operations are translated into NTD at average rate. Exchange differences are recognized in other comprehensive income.

When a foreign operation is disposed of such that control, significant influence or joint control is lost, the cumulative amount in the translation reserve related to that foreign operation is reclassified to profit or loss as part of the gain or loss on disposal. When the Group disposes of any part of its interest in a subsidiary that includes a foreign operation while retaining control, the relevant proportion of the cumulative amount is reattributed to non-controlling interest. When the Group disposes of only part of investment in an associate or joint venture that includes a foreign operation while retaining significant influence or joint control, the relevant proportion of the cumulative amount is reclassified to profit or loss.

When the settlement of a monetary item receivable from or payable to a foreign operation is neither planned nor likely to occur in the foreseeable future, exchange differences arising from such a monetary item that are considered to form part of the net investment in the foreign operation are recognized in other comprehensive income.

(e) Classification of current and non-current assets and liabilities

An asset is classified as current under one of the following criteria, and all other assets are classified as non-current.

- (i) It is expected to be realized, or intended to be sold or consumed, in the normal operating cycle;
- (ii) It is held primarily for the purpose of trading;
- (iii) It is expected to be realized within twelve months after the reporting period; or
- (iv) The asset is cash or a cash equivalent unless the asset is restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period.

A liability is classified as current under one of the following criteria, and all other liabilities are classified as non-current.

An entity shall classify a liability as current when:

- (i) It is expected to be settled in the normal operating cycle;
- (ii) It is held primarily for the purpose of trading;
- (iii) It is due to be settled within twelve months after the reporting period; or

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iv) The Group does not have an unconditional right to defer settlement of the liability for at least twelve months after the reporting period. Terms of a liability that could, at the option of the counterparty, result in its settlement by issuing equity instruments do not affect its classification.

(f) Cash and cash equivalents

Cash comprises cash on hand and demand deposits. Cash equivalents are short term, highly liquid investments that are readily convertible to known amounts of cash and are subject to an insignificant risk of changes in value. Time deposits and Commercial paper with reverse repurchase agreement which meet the above definition and are held for the purpose of meeting short-term cash commitments rather than for investment or other purposes should be recognized as cash equivalents.

(g) Financial instruments

Trade receivables and debt securities issued are initially recognized when they are originated. All other financial assets and financial liabilities are initially recognized when the Group becomes a party to the contractual provisions of the instrument. A financial asset (unless it is a trade receivable without a significant financing component) or financial liability is initially measured at fair value plus, for an item not at fair value through profit or loss (FVTPL), transaction costs that are directly attributable to its acquisition or issue. A trade receivable without a significant financing component is initially measured at the transaction price.

(i) Financial assets

All regular way purchases or sales of financial assets are recognized and derecognized on a trade date basis.

On initial recognition, a financial asset is classified as measured at: amortized cost; Fair value through other comprehensive income (FVOCI) – equity investment; or FVTPL.

Financial assets are not reclassified subsequent to their initial recognition unless the Group changes its business model for managing financial assets, in which case all affected financial assets are reclassified on the first day of the first reporting period following the change in the business model.

1) Financial assets measured at amortized cost

A financial asset is measured at amortized cost if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is to hold assets to collect contractual cash flows; and
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

These assets are subsequently measured at amortized cost, which is the amount at which the financial asset is measured at initial recognition, plus/minus, the cumulative amortization using the effective interest method, adjusted for any loss allowance. Interest income, foreign exchange gains and losses, as well as impairment, are recognized in profit or loss. Any gain or loss on derecognition is recognized in profit or loss.

2) Fair value through other comprehensive income (FVOCI)

A debt investment is measured at FVOCI if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets; and
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

On initial recognition of an equity investment that is not held for trading, the Group may irrevocably elect to present subsequent changes in the investment's fair value in other comprehensive income. This election is made on an instrument-by-instrument basis.

Debt investments at FVOCI are subsequently measured at fair value. Interest income calculated using the effective interest method, foreign exchange gains and losses and impairment are recognized in profit or loss. Other net gains and losses are recognized in other comprehensive income. On derecognition, gains and losses accumulated in other comprehensive income are reclassified to profit or loss.

Equity investments at FVOCI are subsequently measured at fair value. Dividends are recognized as income in profit or loss unless the dividend clearly represents a recovery of part of the cost of the investment. Other net gains and losses are recognized in other comprehensive income and are never reclassified to profit or loss.

Dividend income is recognized in profit or loss on the date on which the Group's right to receive payment is established.

3) Fair value through profit or loss (FVTPL)

All financial assets not classified as amortized cost or FVOCI described as above are measured at FVTPL, including derivative financial assets. On initial recognition, the Group may irrevocably designate a financial asset, which meets the requirements to be measured at amortized cost or at FVOCI, as at FVTPL if doing so eliminates or significantly reduces an accounting mismatch that would otherwise arise.

These assets are subsequently measured at fair value. Net gains and losses, including any interest or dividend income, are recognized in profit or loss.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

4) Impairment of financial assets

The Group recognizes loss allowances for expected credit losses (ECL) on financial assets measured at amortized cost (including cash and cash equivalents, notes and accounts receivable, other receivables, guarantee deposit paid and other financial assets).

The Group measures loss allowances at an amount equal to lifetime ECL, except for the following which are measured as 12-month ECL:

- debt securities that are determined to have low credit risk at the reporting date; and
- other debt securities and bank balances for which credit risk (i.e. the risk of default occurring over the expected life of the financial instrument) has not increased significantly since initial recognition.

Loss allowance for accounts receivables are always measured at an amount equal to lifetime ECL.

When determining whether the credit risk of a financial asset has increased significantly since initial recognition and when estimating ECL, the Group considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis based on the Group's historical experience and informed credit assessment as well as forward-looking information.

The Group assumes that the credit risk on a financial asset has increased significantly if it is more than 30 days past due.

The Group considers a financial asset to be in default when the financial asset is more than 180 days past due or the borrower is unlikely to pay its credit obligations to the Group in full.

The Group considers a debt security to have low credit risk when its credit risk rating is equivalent to the globally understood definition of 'investment grade which is considered to be BBB- or higher per Standard & Poor's, Baa3 or higher per Moody's or twA or higher per Taiwan Ratings. The time deposits and commercial paper with reverse repurchase agreement held by the Group were considered to have low credit risk because the Group's transaction counter parties and the contractually obligated counter parties are financial institutions with credit ratings beyond investment grade.

Lifetime ECL are the ECL that result from all possible default events over the expected life of a financial instrument.

12-month ECL are the portion of ECL that result from default events that are possible within the 12 months after the reporting date (or a shorter period if the expected life of the instrument is less than 12 months).

The maximum period considered when estimating ECL is the maximum contractual period over which the Group is exposed to credit risk.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

ECL are a probability-weighted estimate of credit losses. Credit losses are measured as the present value of all cash shortfalls (i.e. the difference between the cash flows due to the Group in accordance with the contract and the cash flows that the Group expects to receive). ECL are discounted at the effective interest rate of the financial asset.

At each reporting date, the Group assesses whether financial assets carried at amortized cost are credit-impaired. A financial asset is ‘credit-impaired’ when one or more events that have a detrimental impact on the estimated future cash flows of the financial asset have occurred. Evidence that a financial assets is credit-impaired includes the following observable data:

- significant financial difficulty of the borrower or issuer;
- a breach of contract such as a default or being more than 180 days past due;
- the lender of the borrower, for economic or contractual reasons relating to the borrower's financial difficulty, having granted to the borrower a concession that the lender would not otherwise consider;
- it is probable that the borrower will enter bankruptcy or other financial reorganization;
or
- the disappearance of an active market for a security because of financial difficulties.

Loss allowances for financial assets measured at amortized cost are deducted from the gross carrying amount of the assets.

The gross carrying amount of a financial asset is written off when the Group has no reasonable expectations of recovering a financial asset in its entirety or a portion thereof. For corporate customers, the Group individually makes an assessment with respect to the timing and amount of write-off based on whether there is a reasonable expectation of recovery. The Group expects no significant recovery from the amount written off. However, financial assets that are written off could still be subject to enforcement activities in order to comply with the Group’s procedures for recovery of amounts due.

5) Derecognition of financial assets

The Group derecognizes a financial asset when the contractual rights to the cash flows from the financial asset expire, or it transfers the rights to receive the contractual cash flows in a transaction in which substantially all of the risks and rewards of ownership of the financial asset are transferred or in which the Group neither transfers nor retains substantially all of the risks and rewards of ownership and it does not retain control of the financial asset.

The Group enters into transactions whereby it transfers assets recognized in its statement of balance sheet, but retains either all or substantially all of the risks and rewards of the transferred assets. In these cases, the transferred assets are not derecognized.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(ii) Financial liabilities and equity instruments

1) Classification of debt or equity

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

2) Equity instrument

An equity instrument is any contract that evidences residual interest in the assets of an entity after deducting all of its liabilities. Equity instruments issued are recognized as the amount of consideration received, less the direct cost of issuing.

3) Financial liabilities

Financial liabilities are classified as measured at amortized cost or FVTPL. A financial liability is classified as at FVTPL if it is classified as held-for-trading, it is a derivative or it is designated as such on initial recognition. Financial liabilities at FVTPL are measured at fair value and net gains and losses, including any interest expense, are recognized in profit or loss.

Other financial liabilities are subsequently measured at amortized cost using the effective interest method. Interest expense and foreign exchange gains and losses are recognized in profit or loss. Any gain or loss on derecognition is also recognized in profit or loss.

4) Derecognition of financial liabilities

The Group derecognizes a financial liability when its contractual obligations are discharged or cancelled, or expire. The Group also derecognizes a financial liability when its terms are modified and the cash flows of the modified liability are substantially different, in which case a new financial liability based on the modified terms is recognized at fair value.

On derecognition of a financial liability, the difference between the carrying amount of a financial liability extinguished and the consideration paid (including any non-cash assets transferred or liabilities assumed) is recognized in profit or loss.

5) Offsetting of financial assets and liabilities

Financial assets and financial liabilities are offset and the net amount presented in the statement of balance sheet when, and only when, the Group currently has a legally enforceable right to set off the amounts and it intends either to settle them on a net basis or to realize the asset and settle the liability simultaneously.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

6) Derivative financial instruments and hedge accounting

The Group holds derivative financial instruments to hedge freight and interest rate exposures. Embedded derivatives are separated from the host contract and accounted for separately if the host contract is not a financial asset and certain criteria are met.

(h) Inventories

Inventories are measured at the lower of cost and net realizable value. The cost of inventories includes those expenditures incurred in acquiring the inventories, and other costs incurred in bringing them to their present location and condition for use.

Net realizable value is the estimated selling price in the ordinary course of business, less the estimated selling costs.

(i) Investment in associates

Associates are those entities in which the Group has significant influence, but not control or joint control, over their financial and operating policies. Investments in associates are accounted for using the equity method and are recognized initially at cost. The cost of the investment includes transaction costs. The carrying amount of the investment in associates includes goodwill arising from the acquisition less any accumulated impairment losses.

The consolidated financial statements include the Group's share of the profit or loss and other comprehensive income of those equity-accounted investees after adjustments to align the accounting policies with those of the Group from the date on which significant influence commences until the date on which significant influence ceases.

Gain and losses resulting from the transactions between the Group and an associate are recognized only to the extent of unrelated Group's interest in the associate.

When the Group's share of losses of an associate equals or exceeds its interests in an associate, it discontinues recognizing its share of further losses. After the recognized interest is reduced to zero, additional losses are provided for, and a liability is recognized, only to the extent that the Group has incurred legal or constructive obligations or made payments on behalf of the associate.

(j) Investment property

Investment property is property held either to earn rental income or for capital appreciation or for both, but not for sale in the ordinary course of business, use in the production or supply of goods or services, or for administrative purposes. Investment property is measured at cost on initial recognition, and subsequently at cost, less accumulated depreciation and accumulated impairment losses. Depreciation expense is calculated based on the depreciation method, useful life, and residual value which are the same as those adopted for property, plant and equipment.

Any gain or loss on disposal of an investment property (calculated as the difference between the net proceeds from disposal and the carrying amount) is recognized in profit or loss.

Rental income from investment property is recognized as other revenue on a straight-line basis over the term of the lease. Lease incentives granted are recognized as an integral part of the total rental income, over the term of the lease.

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(k) Property, plant and equipment

(i) Recognition and measurement

Items of property, plant and equipment are measured at cost, which includes capitalized borrowing costs, less accumulated depreciation and any accumulated impairment losses.

If significant parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

Any gain or loss on disposal of an item of property, plant and equipment is recognized in profit or loss.

(ii) Reclassification to investment property

A property is reclassified to investment property at its carrying amount when the use of the property changes from internal use to investment use.

(iii) Subsequent cost

Subsequent expenditure is capitalized only if it is probable that the future economic benefits associated with the expenditure will flow to the Group.

(iv) Depreciation

Depreciation is calculated on the cost of an asset less its residual value and is recognized in profit or loss on a straight-line basis over the estimated useful lives of each component of an item of property, plant and equipment.

Land is not depreciated.

The estimated useful lives for the current and comparative years of property, plant and equipment are as follows:

- 1) Buildings: 3 ~ 60 years
- 2) Building improvements: 3~8 years.
- 3) Container transportation equipment: 2~7 years
- 4) Shipping transportation equipments: 2~20 years
- 5) Container terminal facility: 3~60 years
- 6) Furniture, fixtures and other equipments: 1 ~12 years

Depreciation methods, useful lives, and residual values are reviewed at each reporting date and adjusted if appropriate.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(l) Leases

(i) Identifying a lease

At inception of a contract, the Group assesses whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To assess whether a contract conveys the right to control the use of an identified asset, the Group assesses whether:

(ii) As a lessee

The Group recognizes a right-of-use asset and a lease liability at the lease commencement date. The right-of-use asset is initially measured at cost, which comprises the initial amount of the lease liability adjusted for any lease payments made at or before the commencement date, plus any initial direct costs incurred and an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located, less any lease incentives received.

The right-of-use asset is subsequently depreciated using the straight-line method from the commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term. In addition, the right-of-use asset is periodically reduced by impairment losses, if any, and adjusted for certain remeasurements of the lease liability.

The lease liability is initially measured at the present value of the lease payments that are not paid at the commencement date, discounted using the interest rate implicit in the lease or, if that rate cannot be reliably determined, the Group's incremental borrowing rate. Generally, the Group uses its incremental borrowing rate as the discount rate.

Lease payments included in the measurement of the lease liability comprise the following:

- fixed payments; including in-substance fixed payments.
- variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date;
- amounts expected to be payable under a residual value guarantee; and
- payments for purchase or termination options that are reasonably certain to be exercised.

The lease liability is measured at amortized cost using the effective interest method. It is remeasured when:

- there is a change in future lease payments arising from the change in an index or rate; or
- there is a change in the Group's estimate of the amount expected to be payable under a residual value guarantee; or
- there is a change in the lease term resulting from a change of its assessment on whether it will exercise an option to purchase the underlying asset, or

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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- there is a change of its assessment on whether it will exercise a extension or termination option; or
- there is any lease modifications

When the lease liability is remeasured, other than lease modifications, a corresponding adjustment is made to the carrying amount of the right-of-use asset, or in profit and loss if the carrying amount of the right-of-use asset has been reduced to zero.

When the lease liability is remeasured to reflect the partial or full termination of the lease for lease modifications that decrease the scope of the lease, the Group accounts for the remeasurement of the lease liability by decreasing the carrying amount of the right-of-use asset to reflect the partial or full termination of the lease, and recognize in profit or loss any gain or loss relating to the partial or full termination of the lease.

The Group presents right-of-use assets that do not meet the definition of investment and lease liabilities as a separate line item respectively in the statement of financial position.

(iii) As a lessor

When the Group acts as a lessor, it determines at lease commencement whether each lease is a finance lease or an operating lease. To classify each lease, the Group makes an overall assessment of whether the lease transfers to the lessee substantially all of the risks and rewards of ownership incidental to ownership of the underlying asset. If this is the case, then the lease is a finance lease; if not, then the lease is an operating lease. As part of this assessment, the Group considers certain indicators such as whether the lease is for the major part of the economic life of the asset.

(m) Intangible assets

(i) Recognition and measurement

Other intangible assets that are acquired by the Group are measured at cost, less accumulated amortization and any accumulated impairment losses.

(ii) Subsequent Expenditure

Subsequent expenditure is capitalized only when it increases the future economic benefits embodied in the specific asset to which it relates. All other expenditure is recognized in profit or loss as incurred.

(iii) Amortization

The amortizable amount is the cost of an asset, less its residual value, and is recognized in profit or loss on a straight-line basis over the estimated useful lives of intangible assets, from the date that they are available for use.

The intangible asset that the Group possesses is software. The estimated useful lives of computer software are 3~10 years.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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Amortization methods, useful lives and residual values are reviewed at each reporting date and adjusted if appropriate.

(n) Impairment of non-financial assets

At each reporting date, the Group reviews the carrying amounts of its non-financial assets (other than deferred tax assets) to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated.

For impairment testing, assets are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or cash-generating units (CGUs).

The recoverable amount of an asset or CGU is the greater of its value in use and its fair value less costs to sell. Value in use is based on the estimated future cash flows, discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset or CGU.

An impairment loss is recognized if the carrying amount of an asset or CGU exceeds its recoverable amount. Impairment losses are recognized in profit or loss.

An impairment loss is reversed only to the extent that the asset's carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortization, if no impairment loss had been recognized.

(o) Provisions

A provision is recognized if, as a result of a past event, the Group has a present obligation that can be estimated reliably, and it is probable that an outflow of economic benefits will be required to settle the obligation. Provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects the current market assessments of the time value of money and the risks specific to the liability. The unwinding of the discount is recognized as finance cost.

(p) Revenue

(i) Revenue from contracts with customers

Revenue is measured based on the consideration to which the Group expects to be entitled in exchange for transferring goods or services to a customer. The Group recognizes revenue when it satisfies a performance obligation by transferring control of a good or a service to a customer. The accounting policies for the Group's main types of revenue are explained below.

1) Freight revenue

Vessel chartering revenue is currently recognized during its lease terms; container hauling revenue is recognized when the goods are delivered to the customers' premises; warehouse rent and hanging cabinet revenue is recognized when the service is provided; also, airline agent revenue is recognized when the service is provided.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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In case of fixed-price contracts, the customer pays the fixed amount based on a payment schedule. If the services rendered by the Group exceed the payment, a contract asset is recognized. If the payments exceed the services rendered, a contract liability is recognized.

2) Rental income from investment property

Rental income from investment property is recognized in income on a straight-line basis over the lease term. Incentives granted to the lessee to enter into an operating lease are considered as part of rental income which is spread over the lease term on a straight-line basis so that the rental income received are recognized periodically.

3) Financing components

The Group does not expect to have any contracts where the period between the transfer of the promised goods or services to the customer and payment by the customer exceeds one year. As a consequence, the Group does not adjust any of the transaction prices for the time value of money.

(ii) Contract costs

1) Incremental costs of obtaining a contract

The Group recognizes as an asset the incremental costs of obtaining a contract with a customer if the Group expects to recover those costs. The incremental costs of obtaining a contract are those costs that the Group incurs to obtain a contract with a customer that it would not have incurred if the contract had not been obtained. Costs to obtain a contract that would have been incurred regardless of whether the contract was obtained shall be recognized as an expense when incurred, unless those costs are explicitly chargeable to the customer regardless of whether the contract is obtained.

The Group applies the practical expedient to recognize the incremental costs of obtaining a contract as an expense when incurred if the amortization period of the asset that the entity otherwise would have recognized is one year or less.

2) Costs to fulfil a contract

If the costs incurred in fulfilling a contract with a customer are not within the scope of another Standard (for example, IAS 2 Inventories, IAS 16 Property, Plant and Equipment or IAS 38 Intangible Assets), the Group recognizes an asset from the costs incurred to fulfil a contract only if those costs meet all of the following criteria:

- a) the costs relate directly to a contract or to an anticipated contract that the Group can specifically identify;
- b) the costs generate or enhance resources of the Group that will be used in satisfying (or in continuing to satisfy) performance obligations in the future; and
- c) the costs are expected to be recovered.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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General and administrative costs, costs of wasted materials, labor or other resources to fulfil the contract that were not reflected in the price of the contract, costs that relate to satisfied performance obligations (or partially satisfied performance obligations), and costs for which the Group cannot distinguish whether the costs relate to unsatisfied performance obligations or to satisfied performance obligations (or partially satisfied performance obligations), the Group recognizes these costs as expenses when incurred.

(q) Employee benefits

(i) Defined contribution plans

Obligations for contributions to the defined contribution plans are expensed as the related service is provided.

(ii) Defined benefit plans

The Group's net obligation in respect of defined benefit plans is calculated by estimating the amount of future benefit that employees have earned in the current and prior periods, discounting that amount and deducting the fair value of plan assets.

The calculation of defined benefit obligations is performed annually by a qualified actuary using the projected unit credit method. When the calculation results in a potential asset for the Group, the recognized asset is limited to the present value of economic benefits available in the form of any future refunds from the plan or reductions in future contributions to the plan. To calculate the present value of economic benefits, consideration is given to any applicable minimum funding requirements.

Remeasurements of the net defined benefit liability, which comprise actuarial gains and losses, the return on plan assets (excluding interest) and the effect of the asset ceiling (if any, excluding interest), are recognized immediately in other comprehensive income, and accumulated in retained earnings within equity. The Group determines the net interest expense (income) on the net defined benefit liability (asset) for the period by applying the discount rate used to measure the defined benefit obligation at the beginning of the annual period to the then-net defined benefit liability (asset). Net interest expense and other expenses related to defined benefit plans are recognized in profit or loss.

When the benefits of a plan are changed or when a plan is curtailed, the resulting change in benefit that relates to past service or the gain or loss on curtailment is recognized immediately in profit or loss. The Group recognizes gains and losses on the settlement of a defined benefit plan when the settlement occurs.

(iii) Other long-term employee benefits

The Group's net obligation in respect of long-term employee benefits is the amount of future benefit that employees have earned in return for their service in the current and prior periods. That benefit is discounted to determine its present value. Remeasurements are recognized in profit or loss in the period in which they arise.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iv) Termination benefits

Termination benefits are expensed at the earlier of when the Group can no longer withdraw the offer of those benefits and when the Group recognizes costs for a restructuring. If benefits are not expected to be settled wholly within 12 months of the reporting date, then they are discounted.

(v) Short-term employee benefits

Short-term employee benefits are expensed as the related service is provided. A liability is recognized for the amount expected to be paid if the Group has a present legal or constructive obligation to pay this amount as a result of past service provided by the employee and the obligation can be estimated reliably.

(r) Income taxes

Income taxes comprise current taxes and deferred taxes. Except for expenses related to business combinations or recognized directly in equity or other comprehensive income, all current and deferred taxes are recognized in profit or loss.

The Group has determined that interest and penalties related to income taxes, including uncertain tax treatment, do not meet the definition of income taxes, and therefore accounted for them under IAS37.

The Group has determined that the global minimum top-up tax – which it is required to pay under Pillar Two legislation – is an income tax in the scope of IAS 12. The Group has applied a temporary mandatory relief from deferred tax accounting for the impacts of the top-up tax and accounts for it as a current tax when it is incurred.

Current taxes comprise the expected tax payables or receivables on the taxable profits (losses) for the year and any adjustment to the tax payable or receivable in respect of previous years. The amount of current tax payables or receivables are the best estimate of the tax amount expected to be paid or received that reflects uncertainty related to income taxes, if any. It is measured using tax rates enacted or substantively enacted at the reporting date.

Deferred taxes arise due to temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and their respective tax bases. Deferred taxes are recognized except for the following:

- (i) temporary differences on the initial recognition of assets and liabilities in a transaction that is not a business combination and that affects neither accounting nor taxable profits (losses) at the time of the transaction;
- (ii) temporary differences related to investments in subsidiaries, associates and joint arrangements to the extent that the Group is able to control the timing of the reversal of the temporary differences and it is probable that they will not reverse in the foreseeable future; and
- (iii) taxable temporary differences arising on the initial recognition of goodwill.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

Deferred tax assets are recognized for the carry forward of unused tax losses, unused tax credits, and deductible temporary differences to the extent that it is probable that future taxable profits will be available against which they can be utilized. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that the related tax benefits will be realized; such reductions are reversed when the probability of future taxable profits improves.

Deferred taxes are measured at tax rates that are expected to be applied to temporary differences when they reverse, using tax rates enacted or substantively enacted at the reporting date, and reflect uncertainty related to income taxes, if any.

Deferred tax assets and liabilities are offset if the following criteria are met:

- (i) the Group has a legally enforceable right to set off current tax assets against current tax liabilities; and
- (ii) the deferred tax assets and the deferred tax liabilities relate to income taxes levied by the same taxation authority on either:
 - 1) the same taxable entity; or
 - 2) different taxable entities which intend to settle current tax assets and liabilities on a net basis, or to realize the assets and liabilities simultaneously, in each future period in which significant amounts of deferred tax liabilities or assets are expected to be settled or recovered.

(s) Earnings per share

The Group discloses the basic and diluted earnings per share attributable to ordinary shareholders of the Company. The calculation of basic earnings per share is based on the profit attributable to the ordinary shareholders of the Company divided by the weighted average number of ordinary shares outstanding. The calculation of diluted earnings per share is based on the profit attributable to ordinary shareholders of the Company divided by the weighted average number of ordinary shares outstanding after adjusting the effects of all potential dilutive ordinary shares. Potential dilutive ordinary shares comprise employee stock options and employee bonuses that are yet to be resolved by the shareholders and approved by the Board of Directors.

(t) Operating segments

An operating segment is a component of the Group that engages in business activities from which it may incur revenues and incur expenses (including revenues and expenses relating to transactions with other components of the Group). Operating results of the operating segment are regularly reviewed by the Group's chief operating decision maker to make decisions about resources to be allocated to the segment and assess its performance. Each operating segment consists of standalone financial information.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(5) Significant accounting assumptions and judgments, and major sources of estimation uncertainty

In preparing these consolidated financial statements, the management has made judgments, estimates, and assumptions that affect the application of the accounting policies and the reported amount of assets, liabilities, income, and expenses. Actual results may differ from these estimates.

The management continues to monitor the accounting estimates and assumptions. The management recognizes any changes in accounting estimates during the period and the impact of those changes in accounting estimates in the following period.

There are no critical judgements in applying accounting policies that have significant effect on amounts recognized in the consolidated financial statements.

There are no material risk contained in uncertainty of assumption and estimation which may lead to a material adjustment in the following year.

(6) Explanation of significant accounts

(a) Cash and cash equivalents

	December 31, 2023	December 31, 2022 (Adjusted)
Petty cash, checking accounts and demand deposits	\$ 715,801	1,018,297
Time deposits	2,846,834	2,778,196
Cash equivalents-commercial papers and reverse repurchase agreements	<u>383,922</u>	<u>269,879</u>
	<u>\$ 3,946,557</u>	<u>4,066,372</u>

According to the IFRSs Q&A updated by the Financial Supervisory Commission, Securities and Futures Bureau on January 5, 2024, the repatriated offshore funds account balance amounted to \$77,218 and \$196,469 on December 31, 2022 and January 1, 2022, respectively, was reclassified from other current financial assets to cash and cash equivalents. Therefore, the “Decrease in other current financial assets” under investing activities was reduced by \$119,251 in the statement of cash flows for 2022.

Please refer to note 6(u) for the exchange rate risk, the interest rate risk and, the fair value sensitivity analysis of the financial assets and liabilities of the Group.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(b) Financial assets at fair value through profit or loss

(i) Information was as follows:

	<u>December 31,</u> <u>2023</u>	<u>December 31,</u> <u>2022</u>
Current financial assets mandatorily measured as at fair value through profit or loss:		
Derivative instruments not used for hedging		
Interest rate options	\$ 19	-
Non-derivative financial instrument		
Domestic listed stocks	391,969	314,678
Foreign fund	192,540	-
Non current financial assets mandatorily measured as at fair value through profit or loss:		
Non derivative financial instrument		
Domestic unlisted stocks	<u>22,453</u>	<u>15,537</u>
	<u>\$ 606,981</u>	<u>330,215</u>
Current	\$ 584,528	314,678
Non-current	<u>22,453</u>	<u>15,537</u>
	<u>\$ 606,981</u>	<u>330,215</u>

The Group newly purchased fund and derivative financial instrument amounting to \$484,319, and disposed of fund and derivative financial instrument amounting to \$294,046, respectively, for the year ended December 31, 2023. Moreover, the Group made no new trading investment for the year ended December 31, 2022, and disposed no trading investment for the year ended December 31, 2022.

The gain or loss on financial assets at fair value through profit or loss for the years ended December 31, 2023 and 2022 were gain of \$83,154 and loss of \$212,462, respectively.

During the years ended December 31, 2023 and 2022, the dividends of \$56,025 and \$78,204, respectively, related to investment at fair value through profit or loss, were recognized.

As of December 31, 2023 and 2022, the financial assets measured at fair value through profit or loss of the Group had not been pledged as collateral.

(ii) The Group has assessed that the domestic unlisted common shares are held within a business model whose objective is achieved by both collecting the contractual cash flows and by selling securities; therefore, they have been designated as debt investment and classified as financial assets mandatorily measured value through profit or loss.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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- (iii) The Group holds derivative financial instruments to hedge certain freight and interest rate risk exposures arising from its operating and financing activities. The following derivative instruments, without the application of hedge accounting, were classified as mandatorily measured at fair value through profit or loss:

	December 31, 2023		
	Amount (in thousands)	Maturity dates	Range of interest rate
Interest rate options	USD 10,000	2024/7	6%

- (c) Financial assets at fair value through other comprehensive income

	December 31, 2023	December 31, 2022
Equity investments at fair value through other comprehensive income		
Domestic listed stocks	\$ 1,253,522	669,355

- (i) Equity investments at fair value through other comprehensive income

The Group designated the investments shown above as equity securities at fair value through other comprehensive income because these equity securities represent those investments that the Group intends to hold for long-term strategic purposes, rather than trading purposes.

During the years ended December 31, 2023 and 2022, the Group newly purchased those investments for strategic purposes amounting to \$533,877 and \$3,509, respectively.

There were no disposal of strategic investments and transfers of any cumulative gain or loss within equity relating to these investments during the year ended December 31, 2023 and 2022.

During the years ended December 31, 2023 and 2022, the Group had recognized unrealized gain or loss on financial assets at fair value through other comprehensive income of gain \$50,291 and loss \$110,261, respectively.

During the years ended December 31, 2023 and 2022, the dividends of \$70,038 and \$48,507, respectively, related to equity investment at fair value through other comprehensive income were recognized.

- (ii) Please refer to note 6(u) for market risk.
- (iii) As of December 31, 2023 and 2022, the financial assets measured at other comprehensive income of the Group had been pledged as collateral, please refer to note 8.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(d) Notes and accounts receivable

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Notes receivable	\$ 7,881	10,021
Accounts receivable	267,155	284,965
Less: Loss allowance	<u>(313)</u>	<u>(394)</u>
	<u>\$ 274,723</u>	<u>294,592</u>
Notes and accounts receivable, net	<u>\$ 274,723</u>	<u>279,731</u>
Accounts receivable due from related parties, net	<u>\$ -</u>	<u>14,861</u>

The Group applies the simplified approach to provide for its expected credit losses, i.e. the use of lifetime expected loss provision for all receivables. To measure the expected credit losses, trade receivables have been grouped based on shared credit risk characteristics and the days past due, as well as incorporated forward looking information, including macroeconomic and relevant industry information. The loss allowance provision was determined as follows:

	<u>December 31, 2023</u>		
	<u>Gross carrying amount</u>	<u>Weighted- average loss rate</u>	<u>Loss allowance provision</u>
Not overdue	\$ 254,354	-	-
1 to 30 days past due	16,513	-	-
30 to 180 days past due	4,169	7.51%	313
More than 180 days past due	<u>-</u>	-	<u>-</u>
	<u>\$ 275,036</u>		<u>313</u>
	<u>December 31, 2022</u>		
	<u>Gross carrying amount</u>	<u>Weighted- average loss rate</u>	<u>Loss allowance provision</u>
Not overdue	\$ 274,945	-	-
1 to 30 days past due	13,559	-	-
30 to 180 days past due	6,482	6.08%	394
More than 180 days past due	<u>-</u>	-	<u>-</u>
	<u>\$ 294,986</u>		<u>394</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

The movements in the allowance for notes and accounts receivable were as follows:

	<u>2023</u>	<u>2022</u>
Balance on January 1	\$ 394	261
Impairment losses recognized	-	133
Impairment losses reversed	<u>(81)</u>	<u>-</u>
Balance on December 31	<u>\$ 313</u>	<u>394</u>

The Group did not provide any aforementioned notes and accounts receivable as collaterals as of December 31, 2023 and 2022.

Please refer to note 6(u) for credit risk of other receivables.

(e) Inventories

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Merchandise inventories	\$ 60,079	-
Less: Allowance for inventory valuation loss and obsolescence	<u>-</u>	<u>-</u>
	<u>\$ 60,079</u>	<u>-</u>

For the year ended December 31, 2023, the Group recognized the cost of inventory amounting to \$33,757.

As of December 31, 2023, the Group did not provide any inventories as collaterals for its loans.

(f) Investments accounted for using equity method

(i) A summary of the Group's financial information for equity-accounted investees at the reporting date is as follows:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Associates	\$ <u>657,814</u>	<u>635,606</u>

(ii) The Group's share of the profit (loss) of associates were as follows:

	<u>2023</u>	<u>2022</u>
Associates	\$ <u>36,819</u>	<u>16,060</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iii) Summarized financial information of individually insignificant associates

The summarized financial information on individually insignificant associates using the equity-accounted method is as follows:

	December 31, 2023	December 31, 2022
Carrying amount of individually insignificant associates' equity	\$ 657,814	635,606
	2023	2022
Share of profit attributable to the Group:		
Profit from continuing operations	\$ 36,819	16,060
Other comprehensive income	(191)	51,559
Comprehensive income	\$ 36,628	67,619

(iv) In 2023 and 2022, the Group was allocated with the cash dividends of \$14,420 and \$19,596, respectively, from the aforementioned investee companies.

(v) Pledges

As of December 31, 2023 and 2022, the Group did not provide investment accounted for using equity method as collateral.

(g) Property, plant and equipment

The movements of cost, depreciation and impairment of the property, plant and equipment of the Group for the years ended December 31, 2023 and 2022 were as follows:

	Land	Buildings and construction	Transportation equipment	Other equipment	Under construction	Total
Cost or deemed cost:						
Balance on January 1, 2023	\$ 1,699,643	258,555	19,620,215	597,240	2,114,455	24,290,108
Additions	160	1,527	2,740,113	37,231	398,008	3,177,039
Disposals	(1,683)	(30,598)	(61,163)	(54,662)	-	(148,106)
Transfer in (out)	-	-	1,240,080	2,060	(1,164,533)	77,607
Effect of movements in exchange rates	-	(8)	(62,046)	-	11,260	(50,794)
Balance on December 31, 2023	\$ 1,698,120	229,476	23,477,199	581,869	1,359,190	27,345,854
Balance on January 1, 2022	\$ 1,699,643	193,245	17,549,045	622,199	955,610	21,019,742
Additions	-	36,347	184,776	54,942	1,126,466	1,402,531
Disposals	-	(30,317)	(53,519)	(82,045)	-	(165,881)
Reclassifications	-	-	(153)	153	-	-
Transfer in (out)	-	55,804	101,239	1,991	(95,186)	63,848
Effect of movements in exchange rates	-	3,476	1,838,827	-	127,565	1,969,868
Balance on December 31, 2022	\$ 1,699,643	258,555	19,620,215	597,240	2,114,455	24,290,108

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	<u>Land</u>	<u>Buildings and construction</u>	<u>Transportation equipment</u>	<u>Other equipment</u>	<u>Under construction</u>	<u>Total</u>
Depreciation and impairments loss:						
Balance on January 1, 2023	\$ -	98,126	10,009,861	306,679	-	10,414,666
Depreciation	-	18,185	1,056,316	46,061	-	1,120,562
Disposals	-	(29,191)	(54,466)	(52,218)	-	(135,875)
Effect of movements in exchange rates	-	(14)	(16,746)	-	-	(16,760)
Balance on December 31, 2023	<u>\$ -</u>	<u>87,106</u>	<u>10,994,965</u>	<u>300,522</u>	<u>-</u>	<u>11,382,593</u>
Balance on January 1, 2022	\$ -	104,006	8,318,553	336,120	-	8,758,679
Depreciation	-	18,166	868,110	42,813	-	929,089
Disposals	-	(24,878)	(40,560)	(72,318)	-	(137,756)
Reclassifications	-	-	(64)	64	-	-
Effect of movements in exchange rates	-	832	863,822	-	-	864,654
Balance on December 31, 2022	<u>\$ -</u>	<u>98,126</u>	<u>10,009,861</u>	<u>306,679</u>	<u>-</u>	<u>10,414,666</u>
Carrying amounts:						
Balance on December 31, 2023	<u>\$ 1,698,120</u>	<u>142,370</u>	<u>12,482,234</u>	<u>281,347</u>	<u>1,359,190</u>	<u>15,963,261</u>
Balance on January 1, 2022	<u>\$ 1,699,643</u>	<u>160,429</u>	<u>9,610,354</u>	<u>290,561</u>	<u>2,114,455</u>	<u>13,875,442</u>
Balance on December 31, 2022	<u>\$ 1,699,643</u>	<u>89,239</u>	<u>9,230,492</u>	<u>286,079</u>	<u>955,610</u>	<u>12,261,063</u>

- (i) The pledge information is summarized in note 8.
- (ii) The Group entered into two bulk-carrier construction contracts with the third parties on May 20 and October 22, 2021, respectively, four bulk-carriers in total. Two of the bulk-carriers were delivered in March and June, 2023, and transferred to transportation equipment. As of financial report date, the cost of the remaining two incurred totaled USD37,800 thousands (\$1,160,649 in thousand New Taiwan Dollars).
- (iii) The Group disposed of part of the property, plant and equipment during the years ended December 31, 2023 and 2022 for \$23,787 and \$53,734, respectively, and the related gain of disposal were \$11,556 and \$25,609, respectively. The registration procedures of the assets transfer have been completed and related receivables have been collected. For the information of related-party transaction, please refer to note 7.
- (iv) The Group evaluated its transportation equipment for impairment, exercised impairment testing and recognized no impairment loss according to IFRS 36 “Impairments Non-Financial Asset”. The accumulated impairment loss was USD31,555 thousands (\$968,896 and \$969,054 in thousand New Taiwan Dollars) as of December 31, 2023 and 2022, respectively.
- (v) The Group recorded the carrying amount of significant repair under property, plant and equipment in 2023 and 2022 for \$261,191 and \$141,874, respectively.
- (vi) The transportation equipment, bulk carriers that owned by the Group are leased to third parties under operating leases. The leases of bulk carriers contain an initial non-cancellable lease term of 1 to 3 years. For all bulk carrier leases, the rental income is fixed under the contract. For more information of operating leases, please refer to note 6(m).

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(h) Right-of-use assets

The movements of cost and depreciation of the Group as a lessee were as follows:

	<u>Land</u>	<u>Buildings and construction</u>	<u>Total</u>
Cost:			
Balance on January 1, 2023	\$ 243,217	78,813	322,030
Additions	-	40,454	40,454
Disposal	-	(24,207)	(24,207)
Balance on December 31, 2023	<u>243,217</u>	<u>95,060</u>	<u>338,277</u>
Balance on January 1, 2022 (equal to balance December 31, 2022)	<u>\$ 243,217</u>	<u>78,813</u>	<u>322,030</u>
Depreciation and impairment losses:			
Balance on January 1, 2023	\$ 96,016	60,611	156,627
Depreciation	34,759	15,843	50,602
Disposal	-	(24,207)	(24,207)
Balance on December 31, 2023	<u>\$ 130,775</u>	<u>52,247</u>	<u>183,022</u>
Balance on January 1, 2022	\$ 61,257	45,458	106,715
Depreciation	34,759	15,153	49,912
Balance on December 31, 2022	<u>\$ 96,016</u>	<u>60,611</u>	<u>156,627</u>
Carrying Amount:			
Balance on December 31, 2023	<u>\$ 112,442</u>	<u>42,813</u>	<u>155,255</u>
Balance on December 31, 2022	<u>\$ 147,201</u>	<u>18,202</u>	<u>165,403</u>
Balance on January 1, 2022	<u>\$ 181,960</u>	<u>33,355</u>	<u>215,315</u>

(i) Investment property

Investment property comprises office buildings that are leased to third parties under operating leases that are owned by the Group. The leases of investment properties contain an initial non-cancellable lease term of 1 to 5 years. For all investment property leases, the rental income is fixed under the contracts.

	<u>Owned property</u>		
	<u>Land</u>	<u>Building</u>	<u>Total</u>
Cost or deemed cost:			
Balance on January 1, 2023	\$ 19,094	25,674	44,768
Effect of movements in exchange rates	-	(4)	(4)
Balance on December 31, 2023	<u>\$ 19,094</u>	<u>25,670</u>	<u>44,764</u>
Balance on January 1, 2022	\$ 19,094	23,512	42,606
Effect of movements in exchange rates	-	2,162	2,162
Balance on December 31, 2022	<u>\$ 19,094</u>	<u>25,674</u>	<u>44,768</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	Owned property		
	<u>Land</u>	<u>Building</u>	<u>Total</u>
Depreciation and impairment losses:			
Balance on January 1, 2023	\$ -	9,921	9,921
Depreciation	-	522	522
Effect of movements in exchange rates	-	(9)	(9)
Balance on December 31, 2023	<u>\$ -</u>	<u>10,434</u>	<u>10,434</u>
Balance on January 1, 2022	\$ -	8,757	8,757
Depreciation	-	503	503
Effect of movements for exchange rates	-	661	661
Balance on December 31, 2022	<u>\$ -</u>	<u>9,921</u>	<u>9,921</u>
Carrying amount:			
Balance on December 31, 2023	<u>\$ 19,094</u>	<u>15,236</u>	<u>34,330</u>
Balance on December 31, 2022	<u>\$ 19,094</u>	<u>15,753</u>	<u>34,847</u>
Balance on January 1, 2022	<u>\$ 19,094</u>	<u>14,755</u>	<u>33,849</u>
Fair Value:			
Balance on December 31, 2023			<u>\$ 113,288</u>
Balance on December 31, 2022			<u>\$ 147,085</u>
Balance on January 1, 2022			<u>\$ 112,978</u>

The fair value of investment properties was based on a valuation by a qualified independent appraiser who has recent valuation experience in the location and category of the investment property being valued.

Investment property comprises a number of commercial properties that are leased to third parties. Each of the leases contains an initial non-cancellable period. Subsequent renewals are negotiated with the lessee, and no contingent rents are changed. For more information (including rental income and operating expenses incurred directly), please refer to note 6(m).

As of December 31, 2023 and 2022, the investment property of the Group was not pledged as collateral or restricted.

(j) Other financial assets

	<u>December 31, 2023</u>	<u>December 31, 2022 (Adjusted)</u>
Pledged assets-demand deposits	\$ 269,579	159,608
Time deposits (over three months)	52,268	25,072
Other receivables	12,810	29,314
Refundable deposits	<u>8,094</u>	<u>8,514</u>
	<u>\$ 342,751</u>	<u>222,508</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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	December 31, 2023	December 31, 2022 (Adjusted)
Other current financial assets	\$ 319,657	199,094
Other non-current financial assets	23,094	23,414
	<u>\$ 342,751</u>	<u>222,508</u>

As of December 31, 2023 and 2022, the Group provided other financial assets as collateral. Please refer to note 8.

(k) Loans

The Group's details of loans were as follows:

(i) Short-term borrowings and commercial papers payable, net

	December 31, 2023	December 31, 2022
Bank loans	\$ 2,420,000	1,500,000
Commercial papers payable	600,000	400,000
Less: discount on commercial papers payable	(304)	(514)
	<u>\$ 3,019,696</u>	<u>1,899,486</u>
Unused credit lines	<u>\$ 1,900,000</u>	<u>2,760,000</u>
Range of interest rate	<u>1.73%~1.990%</u>	<u>0.85%~1.97%</u>

(ii) Long-term borrowings

Bank	Currency	Due Year	December 31, 2023	December 31, 2022
Bank Sinopec	USD	2027	\$ 318,462	409,518
BNP PARIBAS	"	2026	341,382	393,236
Mega International Commercial Bank	"	2026	276,345	368,520
Bank Sinopec	"	2026	275,040	366,779
CTBC Bank	"	2027	511,644	584,094
Mega International Commercial Bank	"	2027	528,433	595,467
Mega International Commercial Bank	"	2027	322,403	414,585
Mega International Commercial Bank	"	2033	1,210,392	-
Mega International Commercial Bank	"	2033	1,209,163	-
			4,993,264	3,132,199
Current portion			(743,438)	(876,584)
Total			<u>\$ 4,249,826</u>	<u>2,255,615</u>
Range of interest rates			<u>5.5%~7.2655%</u>	<u>0.905%~6.336%</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iii) Bonds Payable

The Company issued secured bonds at face value. The interest is calculated and paid annually from the date of issuance. The bonds payable were as follows:

	<u>Guarantee bank</u>	<u>Interest rate</u>	<u>Due</u>	<u>December 31, 2023</u>	<u>December 31, 2022</u>
2020					
The first secured bonds payable	Shanghai Commercial Bank	0.64 %	August 2025	\$ 500,000	500,000
"	"	0.66 %	August 2025	500,000	500,000
"	Mega Bank	0.64 %	August 2025	1,000,000	1,000,000
"	"	0.66 %	August 2025	<u>500,000</u>	<u>500,000</u>
Total				<u>\$ 2,500,000</u>	<u>2,500,000</u>

(iv) In order to repay its bank loans and bonds payable which were issued previously, as well as to increase its working capital for the requirement of business development, the Company issued secured corporate bonds, which were approved at the Board of Directors meeting on May 13, 2020. The first secured corporate bonds were released with a period of five years, which amounted to \$1,000, at par value, with a total amount of \$2,500,000. The bonds were issued at full.

(v) Refer to note 6(u) for the information of exposure to liquidity risk. The Group provided assets as collaterals for credit line of short-term and long-term borrowings, please refer to note 8.

(l) Lease liabilities

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Current	<u>\$ 52,839</u>	<u>45,849</u>
Non-current	<u>\$ 108,261</u>	<u>125,354</u>

For the maturity analysis, please refer to note 6(u) financial instruments.

The amounts recognized in profit or loss were as follows:

	<u>2023</u>	<u>2022</u>
Interest expenses on lease liabilities	<u>\$ 2,012</u>	<u>1,914</u>

The amounts recognized in the consolidated statements of cash flows for the Group were as follows:

	<u>2023</u>	<u>2022</u>
Total cash outflow for leases	<u>\$ 52,569</u>	<u>51,282</u>

As of December 31, 2023 and 2022, the Group leases land and building for its parking space and warehouses. The leases of land typically run for period of 3 to 9 years, and of warehouses for 3 to 12 years.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(m) Operating lease

The Group leases out its investment property and some machines. The Group has classified these leases as operating leases, because it does not transfer substantially all of the risks and rewards incidental to the ownership of the assets. Please refer to note 6(i) sets out information about the operating leases of investment property.

The Group leases the bulk carriers in fixed amount. In the end of the lease term, lessee does not have the bargain purchase option. Therefore, the leases of bulk carriers are classified as operating lease. Please refer to note 6(g).

A maturity analysis of lease payments, showing the undiscounted lease payments to be received after the reporting date is as follows:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Less than one year	\$ 2,107,544	1,061,229
Between one and five years	790,206	56,909
More than five years	<u>892</u>	<u>-</u>
Total undiscounted lease payments	<u>\$ 2,898,642</u>	<u>1,118,138</u>

The rental income earned by lease investment property amounted to \$2,738 and \$3,975 in 2023 and 2022, respectively.

(n) Employee benefits

(i) Defined benefit plans

Reconciliations of defined benefit obligation at present value and plan asset at fair value are as follows:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Present value of defined benefit obligations	\$ 123,918	131,779
Fair value of plan assets	<u>(114,848)</u>	<u>(123,349)</u>
Balance of net defined benefit obligations	<u>\$ 9,070</u>	<u>8,430</u>
Net defined benefit assets	\$ (2,002)	-
Net defined benefit liabilities	<u>11,072</u>	<u>8,430</u>
	<u>\$ 9,070</u>	<u>8,430</u>

The Group makes defined benefit plan contributions to the pension fund account with Bank of Taiwan that provides pensions for employees upon retirement. The plans (covered by the Labor Standards Law) entitle a retired employee to receive retirement benefits based on years of service and average salary for the six months prior to retirement.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

1) Composition of plan assets

The Group allocates pension funds in accordance with the Regulations for Revenues, Expenditures, Safeguard and Utilization of the Labor Retirement Fund, and such funds are managed by the Bureau of Labor Funds, Ministry of Labor. With regard to the utilization of the funds, minimum earnings in the annual distributions on the final consolidated financial statements shall be no less than the earnings attainable from the amounts accrued from two-year time deposits with interest rates offered by local banks.

The Group's Bank of Taiwan labor pension reserve account balance amounted to \$87,497 at the end of the reporting period. For information on the utilization of the labor pension fund assets, including the asset allocation and yield of the fund, please refer to the website of the Bureau of Labor Funds, Ministry of Labor.

2) Movements in present value of the defined benefit obligations

The movements in present value of defined benefit obligations for the Group were as follows:

	<u>2023</u>	<u>2022</u>
Defined benefit obligation on January 1	\$ 131,779	149,276
Benefits paid by the plan	(13,864)	(12,804)
Benefits paid by the Group	-	(335)
Current service costs and interest	3,412	2,432
Remeasurement of the net defined benefit liability	<u>2,591</u>	<u>(6,790)</u>
Defined benefit obligation on December 31	<u>\$ 123,918</u>	<u>131,779</u>

3) Movements of the fair value of defined benefit plan assets

The movements in the present value of the defined benefit plan assets for the Group were as follows:

	<u>2023</u>	<u>2022</u>
Fair value of plan assets on January 1	\$ 123,349	118,562
Contributions paid by the employer	2,738	7,338
Benefits paid by the plan	(13,864)	(12,804)
Expected return on plan assets	1,793	537
Remeasurement of the net benefit plan liability (asset)	<u>832</u>	<u>9,716</u>
Fair value of plan assets on December 31	<u>\$ 114,848</u>	<u>123,349</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

4) Expenses recognized in profit or loss

The expenses recognized in profit or loss for the Group were as follows:

	<u>2023</u>	<u>2022</u>
Service cost	\$ 1,513	1,750
Interest cost	1,899	682
Expected return on plan assets	<u>(1,793)</u>	<u>(537)</u>
	<u>\$ 1,619</u>	<u>1,895</u>
Operating cost	\$ 1,346	1,560
Operating expense	<u>273</u>	<u>335</u>
	<u>\$ 1,619</u>	<u>1,895</u>

5) Actuarial assumptions

The following is the Group's principal actuarial assumptions of defined benefit obligations on the reporting date:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Discount rate	1.375%	1.500%
Future salary increasing rate	1.000%~3.000%	1.000%~3.000%

In accordance with Paragraph 2 of Article 56 of the Labor Standards Act, before the end of each year, employers shall assess the balance in the designated labor pension reserve funds account. If the amount is inadequate to pay pensions for workers retiring in the same year according to Article 53 or subparagraph 1 of Paragraph 1 of Article 54, the employer is required to make up the difference. The difference as of December 31, 2021 is \$4,643, and already allocated to the designated labor pension reserve funds account of Taiwan Bank during year 2022.

The expected allocation payment made by the Group to the defined benefit plans for the one-year period after the reporting date was \$2,742.

The weighted-average duration of the defined benefit obligation between 7.94~12.25 years.

6) Sensitivity analysis

The impact of the present value of the defined benefit obligations affected by the actuarial assumptions for the years ended December 31, 2023 and 2022 were as follows:

	<u>Influences of defined benefit obligation</u>	
	<u>Increased 0.25%</u>	<u>Decreased 0.25%</u>
December 31, 2023		
Discount rate	(1,650)	1,693
Future salary increasing rate	1,673	(1,581)

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	Influences of defined benefit obligation	
	Increased 0.25%	Decreased 0.25%
December 31, 2022		
Discount rate	(1,848)	1,901
Future salary increasing rate	1,873	(1,776)

Reasonably possible changes at the reporting date to one of the relevant actuarial assumptions, holding other assumptions constant, would have affected the defined benefit obligation by the amounts shown above. The method used in the sensitivity analysis is consistent with the calculation of pension liabilities in the balance sheets.

There is no change in the method and assumptions used in the preparation of sensitivity analysis for 2023 and 2022.

(ii) Defined contribution plans

The Group allocates 6% of each employee's monthly wages to the labor pension personal account at Bureau of Labor Insurance in accordance with the provisions of the Labor Pension Act. Under this defined contribution plan, the Group allocates a fixed amount to the Bureau of Labor Insurance without additional legal or constructive obligations.

The Group recognized pension costs under the defined contribution method amounting to \$12,709 and \$12,404 for the years ended December 31, 2023 and 2022, respectively. Payment was made to the Bureau of Labor Insurance.

The pension expenses recognized by other subsidiaries, included in consolidated financial statements for the years ended December 31, 2023 and 2022, were \$1,274 and \$1,308, respectively.

(o) Income taxes

(i) Tax expenses

The components of income tax were as follows:

	2023	2022
Current tax expense	\$ 113,632	76,078
Deferred tax expense		
Recognition and reversal of temporary differences	(4,937)	7,144
Income tax expense	\$ 108,695	83,222

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

The amount of income tax recognized in other comprehensive income for the years ended December 31, 2023 and 2022, was as follows:

	<u>2023</u>	<u>2022</u>
Items that may not be reclassified subsequently to profit or loss		
Remeasurement in defined benefit plans	\$ <u>352</u>	<u>3,302</u>
Items that may be reclassified subsequently to profit or loss		
Exchange differences on translation of foreign financial statements	\$ <u>-</u>	<u>-</u>

The reconciliations of income tax and profit before tax for 2023 and 2022 were as follows:

	<u>2023</u>	<u>2022</u>
Profit before income tax	\$ 432,563	841,193
Income tax using the Company's domestic tax rate	86,513	168,239
Effect of tax rates in foreign jurisdiction	(11,818)	(142,748)
Dividend income-overseas	37,981	17,808
Tax exemption for investment income under the equity method	(4,228)	3,454
Non-deductible expenses	-	464
Recognition of previously unrecognized tax losses	(157)	(1,340)
Surtax unappropriated earnings	39,375	19,771
Domestic tax-free investment (gain) loss	(41,183)	17,202
Income basic tax	-	3,939
Unrecognized temporary differences and others	<u>2,212</u>	<u>(3,567)</u>
	<u>\$ 108,695</u>	<u>83,222</u>

(ii) Deferred tax assets and liabilities

1) Unrecognized deferred tax liabilities

The Group is able to control the timing of the reversal of the temporary differences associated with investments in subsidiaries as at December 31, 2023 and 2022. Also, management considered it probable that the temporary differences will not be reversed in the foreseeable future. Hence, such temporary differences were not recognized under deferred tax liabilities. Details were as follows:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Aggregate amount of temporary differences related to investments in subsidiaries	\$ <u>10,524,955</u>	<u>10,705,945</u>
Unrecognized deferred tax liabilities	\$ <u>2,104,991</u>	<u>2,141,189</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

2) Recognized deferred tax assets and liabilities

Changes in the amount of deferred tax assets and liabilities for 2023 and 2022 were as follows:

	Overseas investment income recognized under the equity method	Land revaluation increment	Others	Total
Deferred tax liabilities:				
Balance on January 1, 2023	\$ 160,487	438,368	16,657	615,512
Recognized in profit or loss	-	-	(7,769)	(7,769)
Recognized in other comprehensive income	-	-	-	-
Balance on December 31, 2023	<u>\$ 160,487</u>	<u>438,368</u>	<u>8,888</u>	<u>607,743</u>
Balance on January 1, 2022	\$ 160,487	438,368	7,934	606,789
Recognized in profit or loss	-	-	8,723	8,723
Balance on December 31, 2022	<u>\$ 160,487</u>	<u>438,368</u>	<u>16,657</u>	<u>615,512</u>
	Defined benefit Plans	Others	Total	
Deferred tax assets:				
Balance on January 1, 2023	\$ 3,141	8,782	11,923	
Recognized in profit or loss	(224)	(2,608)	(2,832)	
Recognized in other comprehensive income	351	-	351	
Balance on December 31, 2023	<u>\$ 3,268</u>	<u>6,174</u>	<u>9,442</u>	
Balance on January 1, 2022	7,532	6,114	13,646	
Recognized in profit or loss	(1,089)	2,668	1,579	
Recognized in other comprehensive income	(3,302)	-	(3,302)	
Balance on December 31, 2022	<u>\$ 3,141</u>	<u>8,782</u>	<u>11,923</u>	

(iii) Assessment of tax

The income tax returns of the Company and its subsidiaries in the ROC for the years through 2021 had been examined and cleared by the tax authorities.

(iv) Global minimum top-up tax

The Group operates in United Kingdom, which has enacted new legislation to implement the global minimum top-up tax. However, since the Group's subsidiaries in United Kingdom are not included in the range of global minimum top-up tax, there is no significant impact for the year ended December 31, 2023.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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(p) Capital and other equities

(i) Ordinary shares

As of December 31, 2023 and 2022, the authorized common stocks amounted to \$3,600,000 with a par value of 10 New Taiwan Dollars per share, in total of 360,000 thousand shares. All the ordinary shares were common stocks, and of which 197,485 thousand shares had been issued. All issued shares were paid upon issuance.

(ii) Capital surplus

In accordance with the ROC Company Act, realized capital surplus are distributed according to shareholding rates and can only be distributed as stock dividends or cash dividends after offsetting losses. The aforementioned capital surplus includes share premiums and donation gains. In accordance with the Securities Offering and Issuance Guidelines, the amount of capital surplus to be reclassified under share capital shall not exceed 10 percent of the actual share capital amount.

The balances of capital surplus were as follows:

	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Differences between fair value and carrying amount of subsidiary disposed	\$ 42,503	42,503
Changes in equity of associates for using equity method	<u>10,908</u>	<u>10,908</u>
	<u>\$ 53,411</u>	<u>53,411</u>

(iii) Retained Earning

In accordance with the Company's Articles of Incorporation, net earnings should first be used to offset the prior years' deficits, if any, before paying any in income taxes, of the remaining balance, 10% is to be appropriated as legal reserve, and when there is a reduction in shareholders' equity at the end of the year, the Company should appropriate the same amount as special reserve from retained earnings. The remainder and the accumulated unappropriated earnings of prior years are distributable as dividends to shareholders. The distribution rate is based on the proposal of the Company's Board of Directors and should be approved in the shareholders' meeting.

Dividends are paid in cash or stock from retained earnings, and the amount of cash dividends should not be less than 10% of total dividends.

1) Legal reserve

When the Company has no accumulated deficits on the books, the legal reserve can be converted to share capital or distributed as cash dividends, and only the portion of legal reserve that exceeds 25% of issued share capital may be distributed.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

2) Special reserve

By choosing to apply the exemptions granted under IFRS 1 "First-time Adoption of International Financial Reporting Standards" during the Company's first-time adoption of the International Financial Reporting Standards approved by the Financial Supervisory Commission (IFRSs), unrealized revaluation gains recognized under shareholders' equity. The increase in retained earnings occurring before the adoption date, due to the first-time adoption of IFRSs, shall be reclassified as a special reserve during earnings distribution. The carrying amount of special reserve amounted to \$359,487 on December 31, 2023 and 2022.

In accordance with the guidelines of the above Rule, a portion of current-period earnings and undistributed prior-period earnings shall be reclassified as a special reserve during earnings distribution. The amount to be reclassified should be equal to the difference between the total net current-period reduction of other shareholders' equity resulting from the first-time adoption of IFRSs and the carrying amount of special reserve as stated above.

3) Earnings distribution

The 2022 and 2021 earnings distributions to the ordinary shareholders were based on the resolutions of the annual stockholders' meeting held on June 9, 2023 and May 12, 2022, respectively, as follows:

	2022	2021
Dividends distributed to ordinary shareholders		
Cash	<u>\$ 430,516</u>	<u>529,259</u>

(iv) Other Equity (After tax)

	Exchange differences on translation of foreign financial Statements	Unrealized gains (losses) from financial assets measured at fair value through other comprehensive income	Total
Balance on January 1, 2023	\$ (216,492)	263,360	46,868
The Group	(4,312)	50,291	45,979
Associates	(191)	-	(191)
Balance on December 31, 2023	<u>\$ (220,995)</u>	<u>313,651</u>	<u>92,656</u>
Balance on January 1, 2022	\$ (1,308,389)	373,621	(934,768)
The Group	1,040,338	(110,261)	930,077
Associates	51,559	-	51,559
Balance on December 31, 2022	<u>\$ (216,492)</u>	<u>263,360</u>	<u>46,868</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(q) Earnings per share

(i) Basic earnings per share

The calculation of basic earnings per share for the years ended December 31, 2023 and 2022 were based on the profit attributable to ordinary shareholders of the Company and the weighted-average number of ordinary shares outstanding, calculated as follows:

1) Profit attributable to ordinary shareholders of the Company

	2023	2022
Profit attributable to ordinary shareholders of the Company	\$ <u>328,329</u>	<u>766,083</u>

2) Weighted-average number of ordinary shares (thousands)

	2023	2022
Weighted-average number of ordinary shares (basic)	<u>197,485</u>	<u>197,485</u>

3) Basic earnings per share (NTD)

	2023	2022
Basic earnings per share	\$ <u>1.66</u>	<u>3.88</u>

(ii) Diluted earnings per share

The calculation of diluted earnings per share for the years ended December 31, 2023 and 2022 were based on profit attributable to ordinary shareholders of the Company and the weighted-average number of ordinary shares outstanding after adjustment for the effects of all dilutive potential ordinary shares, calculated as follows:

1) Profit attributable to ordinary shareholders of the Company (diluted)

	2023	2022
Profit attributable to ordinary shareholders of the Company	\$ <u>328,329</u>	<u>766,083</u>

2) Weighted-average number of ordinary shares (diluted) (thousands)

	2023	2022
Number of ordinary shares (basic)	197,485	197,485
Effect on the employee stock bonuses	116	235
Weighted-average number of ordinary shares (diluted)	<u>197,601</u>	<u>197,720</u>

3) Diluted earnings per share (NTD)

	2023	2022
Diluted earnings per share	\$ <u>1.66</u>	<u>3.87</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(r) Revenue from contracts with customers

(i) Disaggregation of revenue

	2023			
	Inland trucking and terminal & logistics department	Shipping department	Others	Total
Primary geographical markets				
Asia	\$ 1,567,155	128,271	65,859	1,761,285
America	-	297,788	-	297,788
Europe	-	1,408,382	-	1,408,382
Oceania	-	547,437	-	547,437
	<u>\$ 1,567,155</u>	<u>2,381,878</u>	<u>65,859</u>	<u>4,014,892</u>
	2022			
	Inland trucking and terminal & logistics department	Shipping department	Others	Total
Primary geographical markets				
Asia	\$ 1,767,859	-	54,625	1,822,484
America	-	1,465,997	-	1,465,997
Europe	-	289,182	-	289,182
Oceania	-	832,336	-	832,336
	<u>\$ 1,767,859</u>	<u>2,587,515</u>	<u>54,625</u>	<u>4,409,999</u>

(ii) Contract balances

	December 31, 2023	December 31, 2022	January 1, 2022
Notes and accounts receivable (including related parties)	\$ 275,036	294,986	346,327
Less: allowance for impairment	(313)	(394)	(261)
Total	<u>\$ 274,723</u>	<u>294,592</u>	<u>346,066</u>
Contract liabilities	<u>\$ 42,014</u>	<u>57,680</u>	<u>55,217</u>

For details on notes and accounts receivable and allowance for impairment, please refer to note 6(d).

For the years ended December 31, 2023 and 2022, revenue recognized that included in the contract liability balance at the beginning of the periods amounted to \$57,680 and \$55,217, respectively.

The major change in the balance of contract assets and contract liabilities is the difference between the time frame in the performance obligation to be satisfied and the payment to be received.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(s) Financial cost-Interest expense

The financial cost interest expenses were as follows:

	<u>2023</u>	<u>2022</u>
Bank loans	\$ 333,226	115,293
Bonds payable	32,706	34,728
Lease liabilities	<u>2,012</u>	<u>1,914</u>
	<u>\$ 367,944</u>	<u>151,935</u>

(t) Employee compensation and directors' and supervisors' remuneration

After the re-election of the directors in the annual shareholders' meeting held on May 12, 2022, the Company established an audit committee, which consists of the Company's independent directors, to replace the duties of the supervisors. In addition, the Company amended the relevant provisions of its Articles of Incorporation.

In accordance with the Company' s articles of incorporation that amended before May 12, 2022, earnings shall first be used to offset against any deficit, then a range from 0.5% to 2% will be distributed as employee remuneration, and a maximum of 2% will be allocated as directors' and supervisors' remuneration.

In accordance with the Company' s articles of incorporation that amended after May 12, 2022, earnings shall first be used to offset against any deficit, then a range from 0.5% to 2% will be distributed as employee remuneration, and a maximum of 2% will be allocated as directors' remuneration.

For the years ended December 31, 2023 and 2022, the Company recognized its employee remuneration of \$3,869 and \$8,077, respectively, and its directors' remuneration of \$3,869 and \$8,077, respectively. The employee and directors' remuneration were recorded as operation expenses and were estimated based on the net profit before tax, excluding the employee and directors' remuneration of each period, multiplied by the percentage of remuneration to employees and directors as specified in the Company's articles. If there is difference between the aforementioned distribution approved in the Board of Directors and the estimation, it will be deal with changes in accounting estimation, and will be recognized in profit or loss next year. If the Board of Directors resolves to pay remuneration to employees in shares, the number of shares of stock is calculated based on the closing price of the common stock on the day before the Board of Directors' resolution.

For the years ended December 31, 2022 and 2021, the Company recognized its employee compensation of \$8,077 and \$10,933, respectively, and its directors' and supervisors' remuneration of \$8,077 and \$10,933, respectively. There was no difference between the aforementioned distribution approved in the Board of Directors and the estimation in the 2022 and 2021 consolidated financial statements. Relative information is available on the Market Observation Post System website.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(u) Financial instruments

(i) Credit risk

1) Exposure to credit risk

The carrying amount of financial assets represents the maximum amount exposed to credit risk. As of December 31, 2023 and 2022, the maximum amount exposed to credit risk amounted to \$6,424,534 and \$5,583,042, respectively.

The aggregation of sales to the Group's major customers exceeding 10% of the Group's total sales accounted for 28% and 46% of the total net sales for the years ended December 31, 2023 and 2022, respectively. In order to reduce credit risk, the Group assesses the financial status of the customers and the possibility of collection of receivables in order to estimate an adequate allowance for doubtful accounts on a regular basis. The customers have had a good credit and profit record. The Group has never suffered any significant credit loss.

2) Credit risk of receivables

For credit risk exposure of notes and accounts receivable, please refer to note 6(d).

Other financial assets at amortized cost includes other receivables, guarantee deposits, pledged assets-time deposits, time deposits (over three months) and restricted deposit. All of these financial assets are considered to have low risk, and thus, the impairment provision recognized during the period was limited to 12 months expected losses, with the measurement proving to have no impairment loss.

(ii) Liquidity risk

The following are the contractual maturities of financial liabilities, including estimated interest payments and excluding the impact of netting agreements:

	<u>Carrying amount</u>	<u>Contractual cash flows</u>	<u>Within 1 year</u>	<u>1 ~ 2 years</u>	<u>Over 2 years</u>
December 31, 2023					
Non-derivative financial liabilities:					
Short-term borrowings	\$ 3,019,696	(3,064,996)	(3,064,996)	-	-
Long-term bank loans	4,993,264	(6,291,969)	(1,039,154)	(993,302)	(4,259,513)
Notes and accounts payable	174,767	(174,767)	(174,767)	-	-
Lease liabilities	161,100	(166,431)	(52,839)	(24,749)	(88,843)
Bonds payable	2,500,000	(2,526,869)	(16,200)	(10,669)	(2,500,000)
Other payables	157,122	(120,330)	(120,330)	-	-
Guarantee deposits (recorded as other non-current liabilities, others)	3,835	(3,835)	(832)	(937)	(2,066)
	<u>\$ 11,009,784</u>	<u>(12,349,197)</u>	<u>(4,469,118)</u>	<u>(1,029,657)</u>	<u>(6,850,422)</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	<u>Carrying amount</u>	<u>Contractual cash flows</u>	<u>Within 1 year</u>	<u>1 ~ 2 years</u>	<u>Over 2 years</u>
December 31, 2022					
Non-derivative financial liabilities:					
Short-term borrowings	\$ 1,899,486	(2,017,988)	(2,017,988)	-	-
Secured bank loans	3,132,199	(3,327,403)	(941,680)	(516,819)	(1,868,904)
Notes and accounts payable	172,157	(172,157)	(172,157)	-	-
Lease liabilities	171,203	(176,520)	(45,849)	(45,879)	(84,792)
Bonds payable	2,500,000	(2,546,319)	(19,450)	(16,200)	(2,510,669)
Other payables	174,668	(174,668)	(174,668)	-	-
Guarantee deposits (recorded as other non-current liabilities, others)	4,001	(4,001)	(905)	(300)	(2,796)
	<u>\$ 8,053,714</u>	<u>(8,419,056)</u>	<u>(3,372,697)</u>	<u>(579,198)</u>	<u>(4,467,161)</u>

The Group is not expecting that the cash flows included in the maturity analysis could occur significantly earlier or at significantly different amount.

(iii) Market risk

1) Exposure to foreign currency risk

The Group's significant exposure to foreign currency risk was as follows:

	<u>December 31, 2023</u>			<u>December 31, 2022</u>		
	<u>Foreign currency (in thousand)</u>	<u>Exchange rate</u>	<u>NTD</u>	<u>Foreign currency (in thousand)</u>	<u>Exchange rate</u>	<u>NTD</u>
Financial assets						
Monetary items						
USD	\$ 12,901	USD/NTD =30.71	396,190	3,153	USD/NTD =30.71	96,817

2) Sensitivity analysis

The Group's exposure to foreign currency risk arises from the translation of the foreign currency exchange gains and losses on cash and cash equivalents, account and other receivables, loans and borrowings, accounts and other payables that are denominated in foreign currency. An appreciation (depreciation) of 5% of each major foreign currency against New Taiwan Dollars and Chinese Yuan as of December 31, 2023 and 2022, would have influenced the net profit before tax as follows. The analysis is performed on the same basis for both periods.

	<u>2023</u>	<u>2022</u>
USD (against the TWD)		
Appreciation 5%	19,810	4,841
Depreciation 5%	(19,810)	(4,841)

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iv) Interest rate analysis

The details of financial assets and liabilities exposed to interest rate risk were as follows:

	Carrying amount	
	December 31, 2023	December 31, 2022
Variable rate instruments:		
Financial assets	\$ 390,385	654,824
Financial liabilities	<u>(7,313,264)</u>	<u>(5,031,685)</u>
	<u>\$ (6,922,879)</u>	<u>(4,376,861)</u>

The following sensitivity analysis is based on the risk exposure to interest rate on the derivative and non-derivative financial instruments on the reporting date. Regarding the liabilities with variable interest rates, the analysis is on the basis of the assumption that the amount of assets and liabilities outstanding at the reporting date was outstanding throughout the year. The rate of change is expressed as the interest rate increases or decreases by 0.25% when reporting to management internally, which also represents management of the Group's assessment on the reasonably possible interval of interest rate change.

If the interest rate had increased or decreased by 0.25%, the profit before tax would have decreased or increased for the years ended December 31, 2023 and 2022 as follows:

	2023	2022
Increased 0.25%	\$ (17,307)	(10,942)
Decreased 0.25%	17,307	10,942

(v) Fair value information

1) The kinds of financial instruments and fair value

The Group's financial assets at fair value through profit or loss and financial assets at fair value through other comprehensive income are based on repeatability measured by fair value. The following table shows the carrying amounts and fair values of financial assets and liabilities, including their levels in the fair value hierarchy. It shall not include fair value information of the financial assets and liabilities not measured at fair value if the carrying amount is a reasonable approximation of the fair value and lease liability.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	December 31, 2023				
	Book Value	Fair Value			Total
		Level 1	Level 2	Level 3	
Financial assets at fair value through profit or loss					
Derivative financial instruments-interest rate options	\$ 19	-	19	-	19
Non-derivative current financial assets mandatorily at fair value through profit or loss	584,509	584,509	-	-	584,509
Non-derivative non-current financial assets mandatorily at fair value through profit or loss	<u>22,453</u>	-	-	22,453	22,453
	<u>606,981</u>				
Financial assets at fair value through other comprehensive income					
Domestic listed common stocks	<u>1,253,522</u>	1,253,522	-	-	1,253,522
Financial assets measured at amortized cost					
Cash and cash equivalents	3,946,557	-	-	-	-
Time deposits (over three months)	52,268	-	-	-	-
Notes and accounts receivable (including related parties)	274,723	-	-	-	-
Other receivables	12,810	-	-	-	-
Guarantee deposits	8,094	-	-	-	-
Pledged assets-time deposits	<u>269,579</u>	-	-	-	-
	<u>4,564,031</u>				
Total	<u>\$ 6,424,534</u>				
Financial liabilities measured at amortized cost					
Short-term borrowings	\$ 3,019,696	-	-	-	-
Long-term borrowings	4,993,264	-	-	-	-
Notes and accounts payable	174,767	-	-	-	-
Lease liabilities	161,100	-	-	-	-
Bonds payable	2,500,000	-	2,500,000	-	2,500,000
Accrued expenses and other payables (recorded as other payables)	157,122	-	-	-	-
Guarantee deposits (recorded as other non-current liabilities, others)	<u>3,835</u>	-	-	-	-
Total	<u>\$ 11,009,784</u>				

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	December 31, 2022				
	Book Value	Fair Value			Total
		Level 1	Level 2	Level 3	
Financial assets at fair value through profit or loss					
Non-derivative current financial assets mandatorily at fair value through profit or loss	\$ 314,678	314,678	-	-	314,678
Non-derivative non-current financial assets mandatorily at fair value through profit or loss	<u>15,537</u>	-	-	15,537	15,537
	<u>330,215</u>				
Financial assets at fair value through other comprehensive income					
Domestic listed stocks	<u>669,355</u>	669,355	-	-	669,355
Financial assets measured at amortized cost					
Cash and cash equivalents (adjusted)	4,066,372	-	-	-	-
Time deposits (over three months)	25,072	-	-	-	-
Notes and accounts receivable (including related parties)	294,592	-	-	-	-
Other receivables	29,314	-	-	-	-
Guarantee deposits	8,514	-	-	-	-
Pledged assets-time deposits	<u>159,608</u>	-	-	-	-
	<u>4,583,472</u>				
Total	<u>\$ 5,583,042</u>				
Financial liabilities measured at amortized cost					
Short-term borrowings	\$ 1,899,486	-	-	-	-
Long-term borrowings	3,132,199	-	-	-	-
Notes and accounts payable	172,157	-	-	-	-
Lease liabilities	171,203	-	-	-	-
Bonds payable	2,500,000	-	2,500,000	-	2,500,000
Accrued expenses and other payables (recorded as other payables)	174,668	-	-	-	-
Guarantee deposits (recorded as other non-current liabilities, others)	<u>4,001</u>	-	-	-	-
Total	<u>\$ 8,053,714</u>				

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

2) Valuation techniques for financial instruments measured at fair value

A. Non-derivative financial instruments

A financial instrument is regarded as being quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service, or regulatory agency and those prices represent actual and regularly occurring market transactions on an arm's-length basis. Whether transactions are taking place 'regularly' is a matter of judgment and depends on the facts and circumstances of the market for the instrument.

Quoted market prices may not be indicative of the fair value of an instrument if the activity in the market is infrequent, the market is not well-established, only small volumes are traded, or bid-ask spreads are very wide. Determining whether a market is active involves judgment.

Measurements of fair value of financial instruments without an active market are based on valuation technique or quoted price from a competitor. Fair value, measured by using valuation technique that can be extrapolated from either similar financial instruments or discounted cash flow method or other valuation techniques, including models, is calculated based on available market data at the reporting date.

B. Derivative financial instruments

Measurement of the fair value of derivative instruments is based on the valuation techniques generally accepted by market participants such as the discounted cash flow or option pricing models.

3) Transfers between Level and Level

There was no transfer of fair value hierarchy during the year ended December 31, 2023; during the year ended December 31, 2022 the Group's shares were transferred from Level 2 to Level 1 of the fair value hierarchy in the amount of \$559,741, due to the release of transfer restrictions on private placement of listed stocks.

4) Statement of changes in level 3

	Measured of fair value through profit or loss
	Non-derivative mandatorily measured at fair value through profit or loss
Balance on January 1, 2023	\$ 15,537
Proceeds of capital reduction of investment	(2,924)
Total gains or losses:	
Recognized in profit or loss	9,840
Balance on December 31, 2023	\$ 22,453

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

	Measured of fair value through profit or loss
	Non-derivative mandatorily measured at fair value through profit or loss
Balance on January 1, 2022	\$ 20,352
Proceeds of capital reduction of investment	(1,271)
Total gains or losses:	
Recognized in profit or loss	(3,544)
Balance on December 31, 2022	\$ 15,537

(v) Financial risk management

(i) Briefings

The Group is exposed to the following risks arising from financial instruments :

- 1) Credit risk
- 2) Liquidity risk
- 3) Market risk

In this note expressed the information on risk exposure and objectives, policies and process of risk measurement and management. For detailed information, please refer to the related notes of each risk.

(ii) Structure of risk management

The Group's finance department provides business services for the overall internal department. It sets the objectives, policies and processes for managing the risk and the methods used to measure the risk arising from both the domestic and international financial market operations.

The Group minimizes the risk exposure through financial instruments. The Board of Directors regulated the use of financial instruments in accordance with the Group's policy about risks arising from financial instruments, such as interest rate risk, credit risk, the use of non-derivative financial instruments, and the investments of excess liquidity. The internal auditors of the Group continue with the review of the amount of the risk exposure in accordance with the Group's policy and the risk management policies and procedures. The Group has no transactions in financial instruments (including derivative financial instruments) for the purpose of speculation.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(iii) Credit risk

Credit risk is the risk of financial loss to the Group if a customer or counterparty to a financial instrument fails to meet its contractual obligations, and arises principally from the Group's receivables from customers and investment securities.

1) Accounts receivable and other receivables

The Group's exposure to credit risk is influenced mainly by the individual characteristics of each customer. However, management also considers the demographics of the Group's customer base, including the default risk of the industry and country in which customers operate, as these factors may have an influence on credit risk.

The Group has established a credit policy. Credit limits are established for each customer. Customers that fail to meet the Group's benchmark creditworthiness may transact with the Group only on a prepayment basis.

2) Investment

The credit risk exposure in the bank deposits, fixed income investments and other financial instruments are measured and monitored by the Group's management. Since the Group's transaction counterparties and contractually obligated counterparties are banks, financial institutes and corporate organizations with good credits, there are no compliance issues, and therefore no significant credit risk.

3) Guarantees

The Group is only permissible to provide financial guarantees to subsidiaries. Please refer to note (13)(a).

(iv) Liquidity risk

The Group manages sufficient cash and cash equivalents so as to cope with its operations and mitigate the effects of fluctuations in cash flows. The Group's management supervises the banking facilities and ensures in compliance with the terms of the loan agreements.

The loans from the bank and the bonds payable are important sources of liquidity for the Group. Please refer to note (6)(k) for unused short-term bank facilities as of December 31, 2023 and 2022.

(v) Market risk

Market risk is the risk that changes in market prices, such as 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.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

1) Currency risk

The Group is exposed to currency risk on revenue and borrowings that are denominated in a currency other than the respective functional currencies of the Group's entities, primarily the New Taiwan Dollars (TWD). The Group uses natural hedging strategy in exposing the current and future currency risk that arises from cash flows of foreign currency asset and liability. Foreign currency gains (losses) from assets and liabilities are subsequently offset by foreign currency losses (gains) to hedge the foreign currency risk.

2) Interest rate risk

The Group borrows funds on interest rate, which has risk exposure to cash flow. The bonds payable are fixed-interest-rate debts. Changes in market interest rates lower the effect on future cash flow.

3) Other market price risk

The Group is exposed to equity price risk due to the investments in non-listing equity securities, corporate banks, listing equity securities that measure the fair value of the publicly quoted price, and quoted open-ended fund at fair value.

(w) Capital management

The Group maintains the capital based on the current operating characteristics of the industry, future development, and changes in external environment, to assure there is financial resource and operating plan to support working capital, capital expenditures, and debt redemption and dividend payment and so on. The management decides the optimized capital by using appropriate debt-to-asset ratio. To maintain a strong capital base, the Group enhances the return on equity by optimizing debt-to-assets ratio. As of December 31, 2023 and 2022, the Group's debt-to-assets ratio at the end of the reporting date was as follows:

	December 31, 2023	December 31, 2022
Total liabilities	\$ 11,764,285	8,799,318
Total assets	23,413,668	20,450,968
Debt-to-equity ratio	51 %	43 %

There were no changes in the Group's approach to capital management during the years.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(x) Investing and financing activities not affecting current cash flow

The Group's investing activities which did not affect the current cash flow in the years ended December 31, 2023 and 2022.

Reconciliations of liabilities arising from financing activities were as follows:

	<u>January 1, 2023</u>	<u>Cash flows</u>	<u>Non-cash changes</u>		<u>December 31, 2023</u>
			<u>Others</u>	<u>Foreign exchange movement</u>	
Short-term borrowings	\$ 1,899,486	1,120,210	-	-	3,019,696
Long-term borrowings	3,132,199	1,890,190	-	(29,125)	4,993,264
Bonds payable	2,500,000	-	-	-	2,500,000
Lease liabilities	171,203	(50,557)	40,454	-	161,100
Guarantee deposits (recorded as other non-current liabilities-others)	4,001	(166)	-	-	3,835
Total liabilities from financial activities	<u>\$ 7,706,889</u>	<u>2,959,677</u>	<u>40,454</u>	<u>(29,125)</u>	<u>10,677,895</u>

	<u>January 1, 2022</u>	<u>Cash flows</u>	<u>Non-cash changes</u>		<u>December 31, 2022</u>
			<u>Others</u>	<u>Foreign exchange movement</u>	
Short-term borrowings	\$ 1,459,781	439,705	-	-	1,899,486
Long-term borrowings	2,944,714	(131,078)	-	318,563	3,132,199
Bonds payable	2,900,000	(400,000)	-	-	2,500,000
Lease liabilities	220,571	(49,368)	-	-	171,203
Guarantee deposits (recorded as other non-current liabilities-others)	3,179	822	-	-	4,001
Total liabilities from financial activities	<u>\$ 7,528,245</u>	<u>(139,919)</u>	<u>-</u>	<u>318,563</u>	<u>7,706,889</u>

(7) Related-party transactions

(a) Names and relationship with related parties

The followings are entities that have had transactions with related party during the periods covered in the consolidated financial statements:

<u>Name of related party</u>	<u>Relationship with the Group</u>
AGCMT Group Ltd.	The parent company
Associated International Inc. (AII)	The entity with significant influence over the Group
Associated Development Inc. (ADI)	A subsidiary of AII
CMT Development Inc. (CMD)	A subsidiary of AII
Associated International (Hong Kong) Ltd.	Substantial related party

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(b) Significant related party transactions

(i) Freight revenue

The Group has no significant transaction amount with related parties.

(ii) Logistic and agent revenue

The amounts of significant sales transactions and accounts receivable between the Group and its related parties were as follows:

	Revenue		Accounts receivable- related-parties	
	2023	2022	December 31, 2023	December 31, 2022
The entity with significant influence over the Group	\$ 30,622	68,408	-	14,861

The Group's selling price for related parties is cost, plus, fixed percentage when the related parties receive cash from customers; the related parties pay the Group immediately. Accounts receivable from related parties were uncollateralized, and no expected credit loss was required after the assessment by the management.

(iii) Operating expense

	Operating expense	
	2023	2022
The entity with significant influence over the Group	\$ 6,857	2,695
Others	8,604	8,232
	\$ 15,461	10,927

The Group entered into service agreements with its related parties from March 2019 to February 2024. The prices are similar to those of the market prices, and they are being paid monthly.

(iv) Disposal of property, plant and equipment

The disposals of land to related parties were as follows:

	2023	
	Disposal price	Gain on disposal
The entity with significant influence over the Group	\$ 1,730	47

(Continued)

CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(c) Key management personnel compensation

Key management personnel compensation comprised:

	<u>2023</u>	<u>2022</u>
Short-term employee benefits	\$ 62,523	71,549
Post-employment benefits	959	734
	<u>\$ 63,482</u>	<u>72,283</u>

(8) Pledged assets

The carrying values of pledged assets were as follows:

<u>Assets</u>	<u>Subject</u>	<u>December 31, 2023</u>	<u>December 31, 2022</u>
Financial assets at fair value through other comprehensive income – stocks	Commercial papers payable, short-term borrowings and credit lines	\$ 540,400	305,775
Property, plant and equipment – Land	Short-term borrowings and credit lines	899,336	899,336
Transportation and other equipment (including equipment prepayment)	Long-term borrowings, short-term borrowings and credit lines	10,793,304	7,826,779
Other current financial assets (pledged time deposits)	Long-term borrowings	254,579	144,708
Other non-current financial assets (refundable deposits and pledged time deposits)	Guarantee for contract payment, terminal deposits, short-term borrowings, transaction payment and import duty	<u>23,094</u>	<u>23,414</u>
		<u>\$12,510,713</u>	<u>9,200,012</u>

(9) Commitments and contingencies

- (a) As of December 31, 2023 and 2022, the Group had issued secured notes amounting to \$2,516,200 for the issuance of secured general corporate bonds.
- (b) As of December 31, 2023, the Group still had several long-term leases of its ships with customers in effect. The ending periods of the contracts are from February 2024 to October 2026.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

- (c) The Group signed cape-type bulk carrier' construction contracts with a shipbuilding company in order to expand its business scale. The related information was as follows:

<u>Buyer</u>	<u>Signed Day</u>	<u>Total Price</u>	<u>Delivery Date</u>	<u>Price Paid</u>
CACE	October 22, 2021	\$1,934,415 (USD63,000 thousands)	April 2024 (Note 1)	677,045 (USD22,050 thousands)
CVST	October 22, 2021	\$1,934,415 (USD63,000 thousands)	June 2024 (Note 1)	483,604 (USD15,750 thousands)

Note 1: The estimated delivery date for shipbuilding contracts.

Note 2: The total price and price paid were translated into New Taiwan Dollars at the exchange rates as of the end of the financial reporting period.

(10) Losses Due to Major Disasters: None

(11) Subsequent Events: None

(12) Other

- (a) A summary of current-period employee benefits, depreciation and amortization, by function, is as follows:

By function	2023			2022		
	Cost of sales	Operating expenses	Total	Cost of sales	Operating expenses	Total
By item						
Employee benefits						
Salary	549,923	228,474	778,397	511,208	238,488	749,696
Labor and health insurance	12,846	20,989	33,835	12,402	20,400	32,802
Pension	5,925	9,677	15,602	5,970	9,637	15,607
Others	30,714	5,830	36,544	27,089	8,482	35,571
Depreciation	1,142,348	29,338	1,171,686	953,490	26,014	979,504
Amortization	17	2,971	2,988	13	3,133	3,146

(13) Other disclosures

- (a) Information on significant transactions:

The following is the information on significant transactions required by the “Regulations Governing the Preparation of Financial Reports by Securities Issuers” for the Group for the year ended December 31, 2023 (The amount was translated into NTD at the exchange rates as of the end of the financial reporting period):

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(i) Loans to other parties:

(In Thousands of New Taiwan Dollars)

No	Name of lender	Name of borrower	Account name	Related party	Highest balance of financing to other parties during the period	Ending balance	Actual usage amount during the period	Range of interest rates during the period	Purposes of fund financing for the borrower (Note 1)	Transaction amount for business between two parties	Reasons for short-term financing	Allowance for bad debt	Collateral		Individual funding loan limits (Note 2)	Maximum limit of fund financing (Note 3)	Note
													Item	Value			
1	CMTHK	CPN	Other receivables due from related parties	Y	233,972	233,972	233,972	-	2	-	Operating	-	-	-	9,953,426	9,953,426	Transactions in the left column had been eliminated during the preparation of consolidated financial statements
1	"	CTU	"	Y	342,361	342,361	342,361	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CTD	"	Y	348,502	348,502	348,502	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CPC	"	Y	214,935	214,935	214,935	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CHM	"	Y	342,668	342,668	342,668	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CHN	"	Y	153,525	153,525	153,525	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CPG	"	Y	307,050	307,050	307,050	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CFR	"	Y	76,763	76,763	76,763	5.14~5.81%	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CVTR	"	Y	368,460	214,935	214,935	5.14~5.81%	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CPS	"	Y	61,410	61,410	61,410	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CMTUK	"	Y	6,478,755	6,110,295	6,110,295	-	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CCMP	"	Y	368,460	214,935	214,935	5.14~5.81%	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CACE	"	Y	214,935	214,935	214,935	5.41%	2	-	"	-	-	-	9,953,426	9,953,426	"
1	"	CVST	"	Y	214,935	214,935	214,935	5.41%	2	-	"	-	-	-	9,953,426	9,953,426	"
2	ATI	HYT	"	Y	20,000	20,000	-	1.20%	1	117,542	"	-	-	-	117,542	257,964	"
2	"	THE COMPANY	"	Y	85,000	85,000	85,000	1.20%	1	607,675	"	-	-	-	257,964	257,964	"
2	"	AGM	"	Y	50,000	-	-	1.20%	2	-	"	-	-	-	257,964	257,964	"
3	CPD	CMTHK	"	Y	368,460	-	-	-	2	-	"	-	-	-	909,766	909,766	"
4	CIM	CMTHK	"	Y	30,705	30,705	30,705	-	2	-	"	-	-	-	31,093	31,093	"
5	HIL	THE COMPANY	"	Y	30,000	-	-	1	2	-	"	-	-	-	330,174	330,174	"
5	"	AGMI	"	Y	110,000	-	-	1.20%	2	-	"	-	-	-	330,174	330,174	"
6	MHI	THE COMPANY	"	Y	30,000	-	-	1	2	-	"	-	-	-	195,220	195,220	"
6	"	AGMI	"	Y	30,000	-	-	1	2	-	"	-	-	-	195,220	195,220	"
7	CMTS	CMTI	"	Y	736,920	-	-	5.14~5.81%	2	-	"	-	-	-	564,889	564,889	"
7	"	CVST	"	Y	193,442	193,442	193,442	5.14~5.81%	2	-	"	-	-	-	564,889	564,889	"
7	"	CACE	"	Y	193,442	193,442	193,442	5.14~5.81%	2	-	"	-	-	-	564,889	564,889	"
7	"	CFR	"	Y	52,199	52,199	52,199	5.14 %	2	-	"	-	-	-	564,889	564,889	"

Note 1 : 1. Represents entities with business dealings. 2. Represents where an inter-company or inter-firm short-term financing facility is necessary.

Note 2 : For entities who have business with the Company, the amount of endorsements permitted for a single company shall not exceed the transaction amount in the last fiscal year and 40% of the lender's net worth. For entities who have short-term financing needs, amount shall not exceed 40% of the lender's net worth. The amount lendable to directly or indirectly wholly owned foreign subsidiaries is not limited by the restriction of 40% of the lender's net worth, only the total amount lending limit shall still be no more than the net worth of each subsidiary.

Note 3 : The total amount available for financing purposes shall not exceed 40% of lender's net worth. Investee whose voting shares, directly or indirectly, owned by the Company is unrestricted by the limitation mentioned above; however, the amount available for financing shall not exceed 100% of net worth of the investee.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

(ii) Guarantees and endorsements for other parties:

(In Thousands of New Taiwan Dollars)

No.	Name of guarantor	Counter-party of guarantee and endorsement		Limitation on amount of guarantees and endorsements for a specific enterprise (Note 1, Note 2, Note 3)	Highest balance for guarantees and endorsements during the period (Note 4)	Balance of guarantees and endorsements as of reporting date (Note 4)	Actual usage amount during the period (Note 4)	Property pledged for guarantees and endorsements (Amount)	Ratio of accumulated amounts of guarantees and endorsements to net worth of the latest financial statements	Maximum amount for guarantees and endorsements	Parent company endorsements/ guarantees to third parties on behalf of subsidiary	Subsidiary endorsements / guarantees to third parties on behalf of parent company	Endorsements / guarantees to third parties on behalf of companies in Mainland China
		Name	Relationship with the Company										
0	THE COMPANY	CPN	Sub-subsiary	17,376,706	366,720	275,040	275,040	-	2.28 %	17,376,706	Y	N	N
0	"	CFR	Sub-subsiary	17,376,706	409,451	318,462	318,462	-	2.64 %	17,376,706	Y	N	N
0	"	CCMP	Sub-subsiary	17,376,706	1,796,243	-	-	-	- %	17,376,706	Y	N	N
0	"	CVTR	Sub-subsiary	17,376,706	1,796,243	-	-	-	- %	17,376,706	Y	N	N
0	"	CACE	Sub-subsiary	17,376,706	1,934,415	1,934,415	1,934,415	-	16.02 %	17,376,706	Y	N	N
0	"	CVST	Sub-subsiary	17,376,706	1,934,415	1,934,415	1,934,415	-	16.02 %	17,376,706	Y	N	N
1	CMTHK	CEP	Subsidiary	99,534,256	583,999	511,645	511,645	-	4.24 %	99,534,256	N	N	N
1	"	CHM	Subsidiary	99,534,256	393,172	-	-	-	- %	99,534,256	N	N	N
1	"	CHN	Subsidiary	99,534,256	595,370	528,433	528,433	-	4.38 %	99,534,256	N	N	N
1	"	CTU	Subsidiary	99,534,256	368,460	276,345	276,345	-	2.29 %	99,534,256	N	N	N
1	"	CTD	Subsidiary	99,534,256	414,518	322,403	322,403	-	2.67 %	99,534,256	N	N	N
1	"	THE COMPANY	Parent company	99,534,256	3,992	3,992	3,992	-	0.04 %	99,534,256	N	Y	N
1	"	CCMP	Sub-subsiary	99,534,256	1,257,370	-	-	-	- %	99,534,256	N	N	N
1	"	CVTR	Sub-subsiary	99,534,256	1,257,370	-	-	-	- %	99,534,256	N	N	N
2	CMTUK	CHM	Subsidiary	8,039,250	367,277	341,382	341,382	-	2.83 %	8,039,250	N	N	N
2	"	CVTR	Subsidiary	8,039,250	1,256,756	1,210,391	1,210,391	-	10.02 %	8,039,250	N	N	N
2	"	CCMP	Subsidiary	8,039,250	1,257,370	1,209,163	1,209,163	-	10.01 %	8,039,250	N	N	N

Note 1 : The total amount of external endorsements and/or guarantees shall not exceed 150% of the Company's net worth. Among which the amount of endorsements/ guarantees for any single (1) whose voting shares are 100% owned by the Company shall not exceed 150% of the Company's net worth. (2) company whose more than 80% voting shares are owned by the Company shall not exceed 30% of the Company's net worth.

Note 2 : CMTHK's total amount of external endorsements/ guarantees shall not exceed 1,000% of its net worth. Among which, the amount of endorsements/ guarantees for any single (1) investee who has, directly or indirectly, 100% voting shares of the Company and whose voting shares are 100% owned by the Company shall not exceed 1,000% of the Company's net worth. (2) an entity who has more than 80% voting shares and is owned directly by the Company shall not exceed 30% of the Company's net worth; for entity who has less than 80% voting shares and is owned directly by the Company shall not exceed 10% of the Company's net worth.

Note 3 : CMTUK's total amount of external endorsements/ guarantees shall not exceed 1,000% of its net worth. Among which, the amount of endorsements/ guarantees for any single (1) investee who has, directly or indirectly, 100% voting shares of the Company, and whose voting shares are 100% owned by the Company, shall not exceed 1,000% of the Company's net worth. (2) an entity who has more than 80% voting shares and is owned directly by the Company shall not exceed 30% of the Company's net worth; for entity who has less than 80% voting shares and is owned directly by the Company shall not exceed 10% of the Company's net worth.

Note 4 : The amount was translated into NTD at the exchange rates at the reporting date.

(iii) Securities held at the reporting date (excluding investment in subsidiaries, associates and joint ventures):

(In Thousands of New Taiwan Dollars)

Name of holder	Category and name of security	Relationship with company	Account title	Ending balance				Highest balance during the period	Percentage of ownership (%)	Note
				Shares/Units (thousands)	Carrying value	Percentage of ownership (%)	Fair value / net value			
THE COMPANY	Asia Pacific Emerging Industry Venture Capital Co., Ltd.	-	Non-current financial assets at fair value through profit or loss	1,170	22,453	2.78 %	22,453	2.78%		
HIL	China Container Terminal Corp.	-	Non-current financial assets at fair value through other comprehensive income	23,788	551,882	16.03 %	551,882	16.03%		
"	Dimerco Express	-	Current financial assets at fair value through profit or loss	1,715	142,008	1.20 %	142,008	1.20%		
MHI	Dimerco Express	-	Current financial assets at fair value through profit or loss	3,019	249,961	2.11 %	249,961	2.11%		

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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Name of holder	Category and name of security	Relationship with company	Account title	Ending balance				Highest balance during the period	Percentage of ownership (%)	Note
				Shares/Units (thousands)	Carrying value	Percentage of ownership (%)	Fair value / net value			
"	China Container Terminal Corp.	-	Non-current financial assets at fair value through other comprehensive income	5,610	130,152	3.78 %	130,152	3.78%		
AGMI	Dimerco Express	-	Non-current financial assets at fair value through other comprehensive income	6,902	571,489	4.83 %	571,488	4.83%		
CMTHK	JP Morgan Liquidity Fund	-	Current financial assets at fair value through profit or loss	6,271	192,540	-	192,540	-		

- (iv) Individual securities acquired or disposed of with accumulated amount exceeding the lower of NT\$300 million or 20% of the capital stock:

(In thousands of shares)
(In Thousands of New Taiwan Dollars)

Name of company	Category and name of security	Account name	Name of counter-party	Relationship with the company	Beginning Balance		Purchases		Sales				Others	Ending Balance		Note
					Shares	Amount	Shares	Amount	Shares	Price	Cost	Gain (loss) on disposal		Shares	Amount	
AGMI	Dimerco Express	Current financial assets at fair value through profit or loss	-	-	50	3,509	6,852	33,877	-	-	-	-	34,103 (Note 1)	6,902	571,488	
CMTHK	JP Morgan Liquidity Fund	Investments accounted for using equity method, net	-	-	-	-	14,324	39,284	8,050	250,975	250,975	-	4,231 (Note 2)	6,274	192,540	

Note 1: The valuation of gain and losses are based on the end of the report date.

Note 2: The exchange differences on translation of foreign financial statements and dividend income are based on the end of the report date.

- (v) Acquisition of individual real estate with amount exceeding the lower of NT\$300 million or 20% of the capital stock: None
- (vi) Disposal of individual real estate with amount exceeding the lower of NT\$300 million or 20% of the capital stock: None
- (vii) Related-party transactions for purchases and sales with amounts exceeding the lower of NT\$100 million or 20% of the capital stock:

(In Thousands of New Taiwan Dollars)

Name of company	Related party	Nature of relationship	Transaction details				Transactions with terms different from others		Notes/Accounts receivable (payable)		Note
			Purchase/Sale	Amount	Percentage of total purchases/sales	Payment terms	Unit price	Payment terms	Ending balance	Percentage of total notes/accounts receivable (payable)	
THE COMPANY	ATI	Subsidiary	Freight cost	480,857	97 %	Depending on the demand for funding of subsidiaries	-		(106,505)	(100)%	Note 1
ATI	THE COMPANY	Subsidiary	Freight revenue	(480,857)	(45) %	"	-		106,505	47%	"

Note 1: Transactions in the left column had been written off during the preparation of the consolidated financial statements.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

- (viii) Receivables from related parties with amounts exceeding the lower of NT\$100 million or 20% of the capital stock:

(In Thousands of New Taiwan Dollars)

Name of company	Counter-party	Nature of relationship	Ending balance	Turnover rate	Overdue		Amounts received in subsequent period	Allowance for bad debts	Note
					Amount	Action taken			
CMTHK	CTD	Subsidiary	348,502	Note 1	-		-	-	Note 2
"	CTU	Subsidiary	342,361	"	-		-	-	"
"	CHM	Subsidiary	342,668	"	-		-	-	"
"	CPC	Subsidiary	214,935	"	-		-	-	"
"	CHN	Subsidiary	153,525	"	-		-	-	"
"	CPG	Subsidiary	307,050	"	-		-	-	"
"	CPN	Subsidiary	233,972	"	-		-	-	"
"	CVST	Subsidiary	214,935	"	-		-	-	"
"	CACE	Subsidiary	214,935	"	-		214,935	-	"
"	CVTR	Fellow subsidiary	214,935	"	-		-	-	"
"	CCMP	Fellow subsidiary	214,935	"	-		-	-	"
"	CMTUK	Fellow subsidiary	6,110,295	"	-		-	-	"
CMTS	CVST	Fellow subsidiary	193,442	"	-		-	-	"
"	CACE	Fellow subsidiary	193,442	"	-		-	-	"
ATI	THE COMPANY	Parent company	106,505	4	-		-	-	"

Note 1: Accounts receivable from related parties are not applied for turnover rate.

Note 2: Transactions in the left column had been eliminated during the preparation of the consolidated financial statements.

- (ix) Trading in derivative instruments: Please refer to note 6(b).
- (x) Business relationships and significant intercompany transactions:

No. (Note 1)	Name of company	Name of counter-party	Nature of relationship (Note 2)	Intercompany transactions			Percentage of the consolidated net revenue or total assets
				Account name	Amount	Trading terms	
1	ATI	THE COMPANY	2	Operating revenues	480,857	Price depends on the market, and the receivables depend on funding demand in the credit period	16.27%
1	"	THE COMPANY	2	Accounts receivable	106,505	-	0.44%
2	CMTHK	CTD	3	Other receivable	348,502	-	1.44%
2	"	CTU	3	"	342,361	-	1.42%
2	"	CHM	3	"	347,522	-	1.47%
2	"	CPC	3	"	214,935	-	0.89%
2	"	CHN	3	"	153,525	-	0.64%
2	"	CPG	3	"	307,050	-	1.27%
2	"	CPN	3	"	233,972	-	0.97%
2	"	CVST	3	"	214,935	-	0.89%
2	"	CACE	3	"	214,935	-	0.89%
2	"	CVTR	3	"	214,935	-	0.89%
2	"	CCMP	3	"	214,935	-	0.89%
2	"	CMTUK	3	"	6,110,295	-	25.31%
3	CMTS	CVST	3	"	193,442	-	0.80%
3	"	CACE	3	"	193,442	-	0.80%

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

Note 1: The companies are coded as follows:

1. 0 represents the parent company.
2. The subsidiaries are coded sequentially beginning from 1 in the order of companies' names.

Note 2: The relationships with transactions are as follows:

1. Transactions from the parent company to its subsidiaries.
2. Transactions from the subsidiaries to the parent company.
3. Transaction between subsidiaries.

(b) Information on investees:

The following is the information on investees year ended December 31, 2023:

(In Thousands of Shares)

(In Thousands of New Taiwan Dollars)

Name of investor	Name of investee	Location	Main Businesses and Products	Original Investment Amount		Balance as of December 31, 2023			The highest holdings in the period	Net Income		Note
				December 31, 2023	December 31, 2022	Shares (thousands)	Percentage of Ownership	Carrying Value		Percentage of Ownership (%)	Profits (losses) of the Investee	
THE COMPANY	CMTHK	Hong Kong	Investment holding of ship-owning companies	34,356	34,356	12,000	100 %	9,953,426	100.00 %	39,222	39,222	Note 1, Note 4
"	CMTI	Singapore	"	585,272	585,272	21,000	100 %	699,058	100 %	16,463	16,463	"
"	CMTUK	United Kingdom	"	629,280	629,280	21	100 %	803,925	100 %	77,786	77,786	"
"	CMTL	Taiwan	Warehouse management	743,058	743,058	24,550	100 %	1,167,215	100 %	84,181	84,181	"
"	AGMI	"	Investment	300,000	41,000	30,000	100 %	373,182	100 %	37,767	37,767	"
"	HIL	"	"	400,000	400,000	40,000	100 %	825,437	100 %	70,876	70,876	"
"	MHI	"	"	271,300	271,300	37,130	100 %	488,051	100 %	87,541	87,541	"
"	ATI	"	Container trucking	500,000	500,000	50,000	100 %	644,912	100 %	51,720	51,720	"
"	TRV	"	Travel	20,000	20,000	2,000	100 %	2,845	100 %	69	69	"
"	TGEM	"	Bulk-carrier transportation	601,200	601,200	61,623	12 %	657,814	12 %	306,826	36,819	Note 2
"	AGM	"	Automobile and its parts manufacturing	202,880	62,880	210,000	70 %	151,471	70 %	824	(10,399)	Note 1, Note 4
"	HYT	"	Container trucking	75,000	75,000	7,500	71.43 %	86,548	71.43 %	5,551	3,965	"
"	MHT	"	"	78,750	78,750	7,875	72.41 %	100,840	72.41 %	12,743	9,227	"
"	APT	"	"	107,100	107,100	10,710	78.12 %	118,691	78.12 %	6,332	4,946	"
CMTHK	CPS	Hong Kong	Bulk-carrier transportation	61,410	61,410	2,000	100 %	65,969	100.00 %	3,905	Has been recognized as investment incomes (losses) by CMTHK	Note 1, Note 3, Note 4
"	CHT	"	Bulk-chartering services	307	307	10	100 %	5,747	100 %	139	"	"
"	CHI	"	Investment	307	307	0.1	100 %	(900)	100 %	(83)	"	"
"	CIM	"	Investment management	30,705	30,705	10	100 %	31,093	100 %	(130)	"	"
CMTI	CMTS	Singapore	Investment holding of ship-owning companies	526,591	1,506,172	22,417	100 %	564,889	100 %	30,372	Has been recognized as investment incomes (losses) by CMTI	"
CMTUK	CPG	Hong Kong	Bulk-carrier transportation	184,230	184,230	6,000	100 %	153,633	100 %	(42,257)	Has been recognized as investment incomes (losses) by CMTHK	"
"	CPC	"	"	168,878	168,878	5,500	100 %	131,064	100 %	(44,563)	"	"
"	CPN	"	"	736,920	736,920	240	100 %	696,113	100 %	1,476	"	"
"	CPD	"	"	921,150	921,150	300	100 %	909,766	100 %	40,195	"	"
"	CTD	"	"	399,165	399,165	13,000	100 %	383,327	100 %	67,341	"	"
"	CTU	"	"	399,165	399,165	13,000	100 %	382,292	100 %	(2,638)	"	"
"	CHM	"	"	460,575	460,575	150	100 %	450,813	100 %	41,431	"	"
"	CHN	"	"	460,575	460,575	150	100 %	453,094	100 %	92,437	"	"
"	CFR	Singapore	"	706,215	706,215	29,900	100 %	658,518	100 %	(34,008)	"	"
"	CEP	"	"	709,286	709,286	23,100	100 %	699,718	100 %	12,574	"	"
"	CCMP	"	"	389,954	389,954	12,700	100 %	365,386	100 %	(18,429)	"	"
"	CVTR	"	"	386,883	386,883	12,600	100 %	360,241	100 %	(18,126)	"	"
"	CACE	"	"	307,050	307,050	10,000	100 %	285,383	100 %	(19,437)	"	"
"	CVST	"	"	307,050	307,050	10,000	100 %	287,259	100 %	(17,534)	"	"

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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Name of investor	Name of investee	Location	Main Businesses and Products	Original Investment Amount		Balance as of December 31, 2023			The highest holdings in the period	Net Income		Note
				December 31, 2023	December 31, 2022	Shares (thousands)	Percentage of Ownership	Carrying Value		Percentage of Ownership (%)	Profits (losses) of the Investee	
ATI	CST	Taiwan	Container trucking	86,642	86,642	8,200	100 %	94,516	100 %	7	Has been recognized as investment incomes (losses) by ATI	Note 1, Note 4
"	HYT	"	"	28,932	28,932	3,000	28.57 %	34,617	28.57 %	5,551	1,586	"
"	MHT	"	"	30,568	30,568	3,000	27.59 %	38,422	27.59 %	12,743	3,516	"
"	APT	"	"	30,719	30,719	3,000	21.88 %	33,243	21.88 %	6,332	1,385	"
"	PTL	"	"	30,000	30,000	3,000	100 %	27,717	100 %	(696)	Has been recognized as investment incomes (losses) by ATI	"

Note 1: Subsidiaries controlled by the parent company.

Note 2: Investees affected by the comprehensive shareholdings of the Group.

Note 3: The amount was translated into NTD at the exchange rates at the reporting date.

Note 4: The account had been written off during the preparation of the consolidated financial statements.

(c) Information on investment in mainland China: None

(d) Major shareholders:

Shareholder's Name	Shares	Percentage
Associated International Inc. (AII)	79,685,475	40.35 %
AGCMT Group Ltd.	53,635,522	27.35 %

(14) Segment information

(a) General information

The Group's reportable segments consist of the Land Transportation, and the Logistics Segment and the Sea Transportation Segment. The land transportation and the logistics segment engage in the container transportation business, warehousing business, and freight agent business. And the sea transportation segment engages in the bulk carrier business. The Group's reportable segments are the strategic business units that provide different kinds of transportation services. Each strategic business unit requires different services and marketing strategies, thus, should be managed separately.

(b) Reportable segment information

The amounts of the Group's reportable segments are the same as those in the report used by the chief operating decision maker. The accounting policies for the operating segments are the same as those in Note 4, which describe significant accounting policies. The Group's operating segments' income before tax was the foundation for the chief operating decision maker to evaluate performance. There was no transfer of revenue between segments.

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
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The Group's segment information was as below:

	2023				
	Inland trucking and terminal & logistics department	Shipping department	Others	Adjustments and eliminations	Total
Revenue from external customers	\$ 1,567,155	2,381,878	65,859	-	4,014,892
Intersegment revenue	-	-	-	-	-
	<u>\$ 1,567,155</u>	<u>2,381,878</u>	<u>65,859</u>	<u>-</u>	<u>4,014,892</u>
Segment operating income	<u>\$ 225,585</u>	<u>323,728</u>	<u>(38,169)</u>	<u>(136,870)</u>	<u>374,274</u>
Reportable segment assets					<u>\$ 23,413,668</u>
	2022				
	Inland trucking and terminal & logistics department	Shipping department	Others	Adjustments and eliminations	Total
Revenue from external customers	\$ 1,767,859	2,587,515	54,625	-	4,409,999
Intersegment revenue	-	-	-	-	-
	<u>\$ 1,767,859</u>	<u>2,587,515</u>	<u>54,625</u>	<u>-</u>	<u>4,409,999</u>
Segment operating income	<u>\$ 262,819</u>	<u>840,447</u>	<u>(47,609)</u>	<u>(126,454)</u>	<u>929,203</u>
Reportable segment assets					<u>\$ 20,450,968</u>

(c) Entity-wide information

- (i) The Group's industrial information is the same as that in reportable segments.
- (ii) The geographic information of the Group sales that was presented by customer location, and the non-current assets that were presented by location were as follows:
 - 1) Revenue from external customers:

<u>Continent</u>	<u>2023</u>	<u>2022</u>
Asia	\$ 1,761,285	1,822,484
America	297,788	289,182
Europe	1,408,382	1,465,997
Oceania	547,437	832,336
	<u>\$ 4,014,892</u>	<u>4,409,999</u>

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CHINESE MARITIME TRANSPORT LTD. AND SUBSIDIARIES
Notes to the Consolidated Financial Statements

2) Non-current Assets:

<u>Country</u>	<u>2023</u>	<u>2022</u>
Taiwan	\$ 2,502,427	2,546,153
Hong Kong	-	7,136,042
Singapore	40,049	4,438,752
	<u>13,624,035</u>	<u>-</u>
	<u>\$ 16,166,511</u>	<u>14,120,947</u>

Non-current assets include property, plant and equipment, investment property, intangible assets, and other assets, not including financial instruments, deferred tax assets.

(iii) Major customers

Sales to individual customers constituting over 10% of the total revenue in the consolidated statements of comprehensive income of 2023 and 2022 are summarized as follows:

<u>Customer</u>	<u>Nature of services</u>	<u>2023</u>		<u>2022</u>	
		<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
F Company	Vessel transportation	\$ 527,226	12	830,708	19
R Company	Vessel transportation	421,822	9	744,087	17
S Company	Vessel transportation	<u>736,270</u>	<u>16</u>	<u>461,740</u>	<u>10</u>
		<u>\$ 1,685,318</u>	<u>37</u>	<u>2,036,535</u>	<u>46</u>