

KINGDOM OF CAMBODIA

Nation Religion King



The 3rd Quarter Report of 2020



Your Convenience & Efficiency
Are Our Primary Concerns

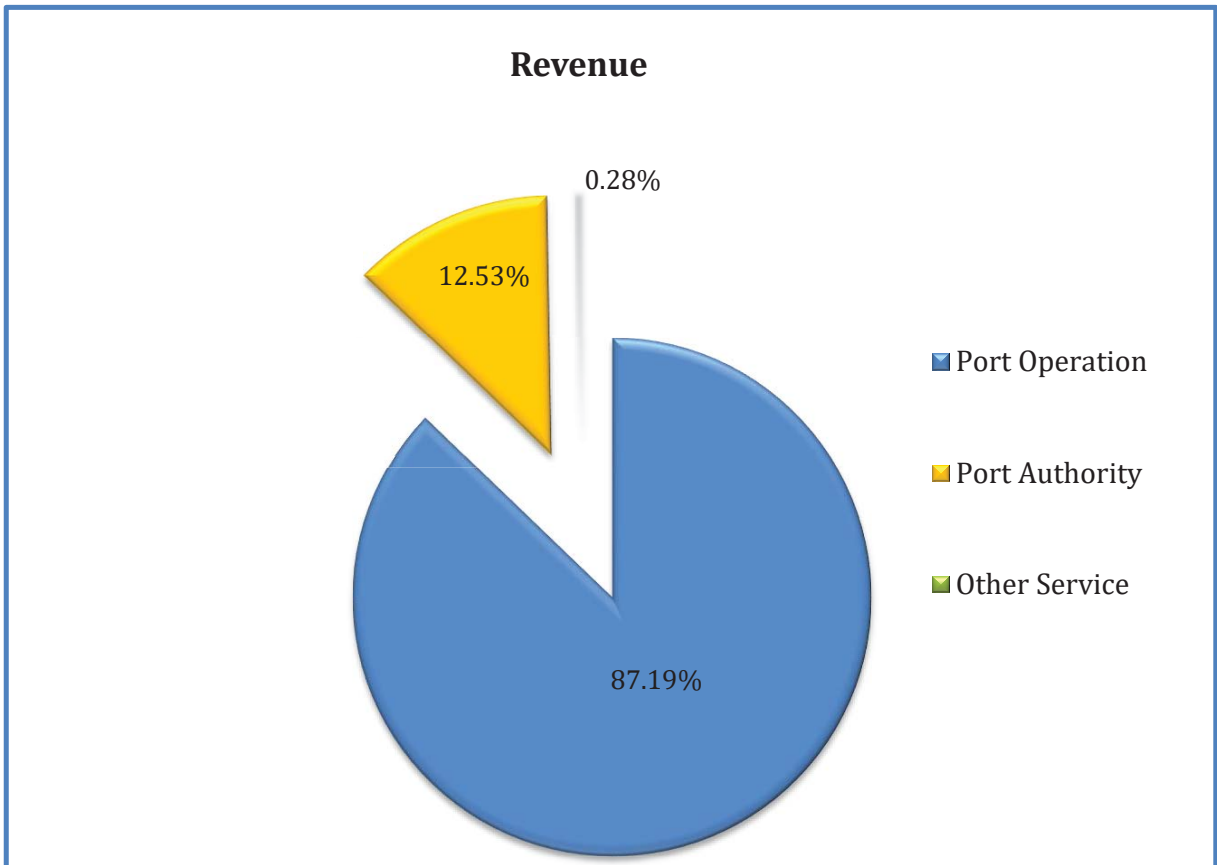
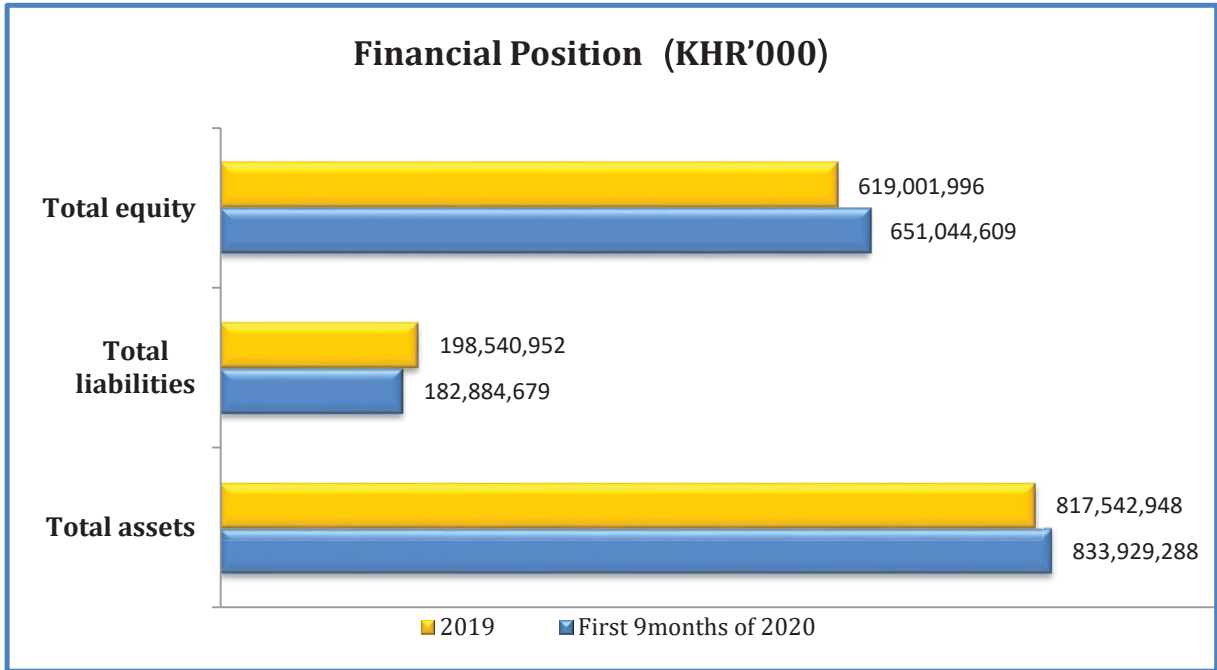
3rd Quarterly Report of 2020
(End of 30/September/2020)
Phnom Penh Autonomous Port

1. Financial Highlight, Graph of Financial Information and Stock Ownership

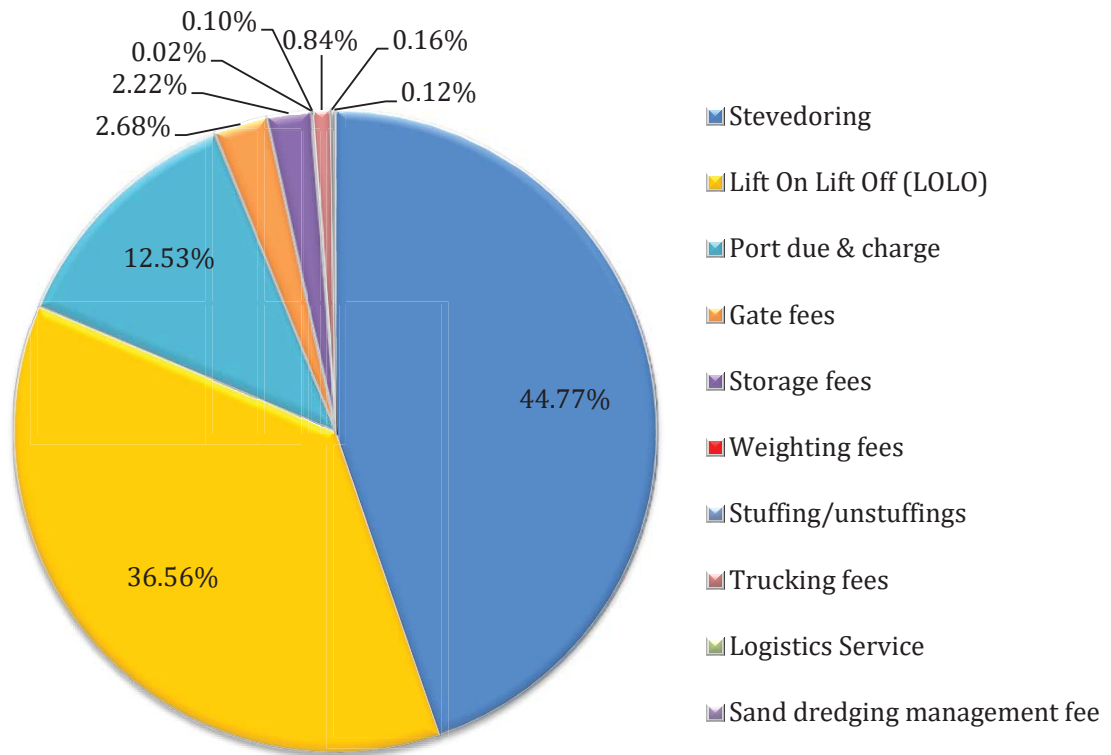
1.1. Financial Highlight

Description		30 September 2020	31 December 2019	31 December 2018
Financial Position (KHR'000)				
Total assets		833,929,288	817,542,948	751,886,705
Total liabilities		182,884,679	198,540,952	185,500,577
Total equity		651,044,609	619,001,996	566,386,128
Profit/(Loss) (KHR'000)		Q3 2020	Q3 2019	Q3 2018
Total revenues		31,002,618	33,206,301	24,037,146
Profit/(Loss) before tax		15,974,179	17,751,534	10,515,745
Profit/(Loss) after tax		12,620,835	14,070,421	15,402,504
Total comprehensive income		12,746,909	14,080,697	15,436,053
Financial Ratios		Q3 2020	2019	2018
Solvency ratio (%)		8.55	30.13	24.20
Liquidity ratio	Current Ration (times)	4.67	4.17	4.84
	Quick Ration (times)	4.67	4.17	4.84
		Q3 2020	Q3 2019	Q3 2018
Profitability ratio	Return on assets (%)	1.53	1.75	2.04
	Return on equity (%)	1.96	2.31	2.72
	Gross profit margin (%)	72.56	69.64	67.73
	Profit margin(%)	41.12	42.40	64.22
	Earning per share (Riel)	616.26	680.74	746.27
Interest coverage ratio (times)		17.87	18.09	10.36

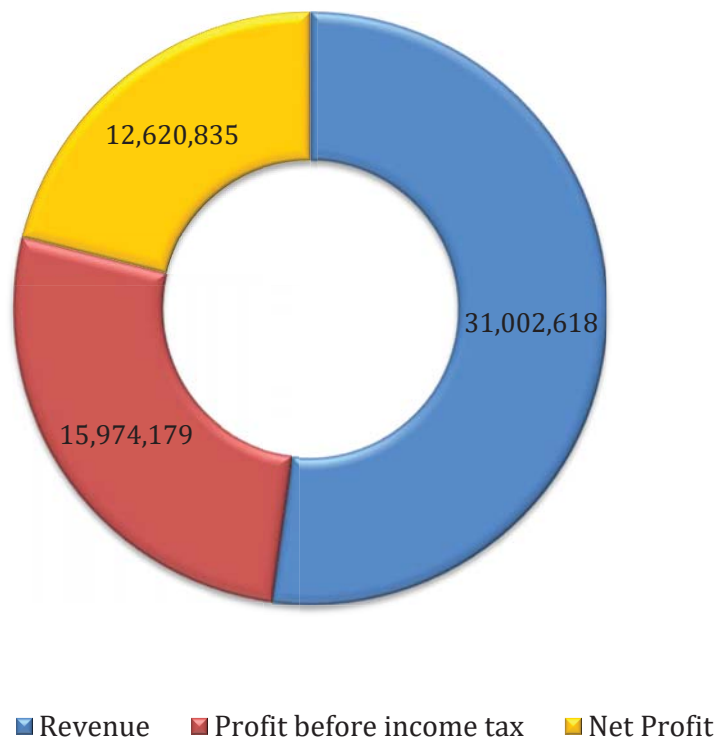
1.2. Graph of Financial Information Highlight (As of 30 September 2020)



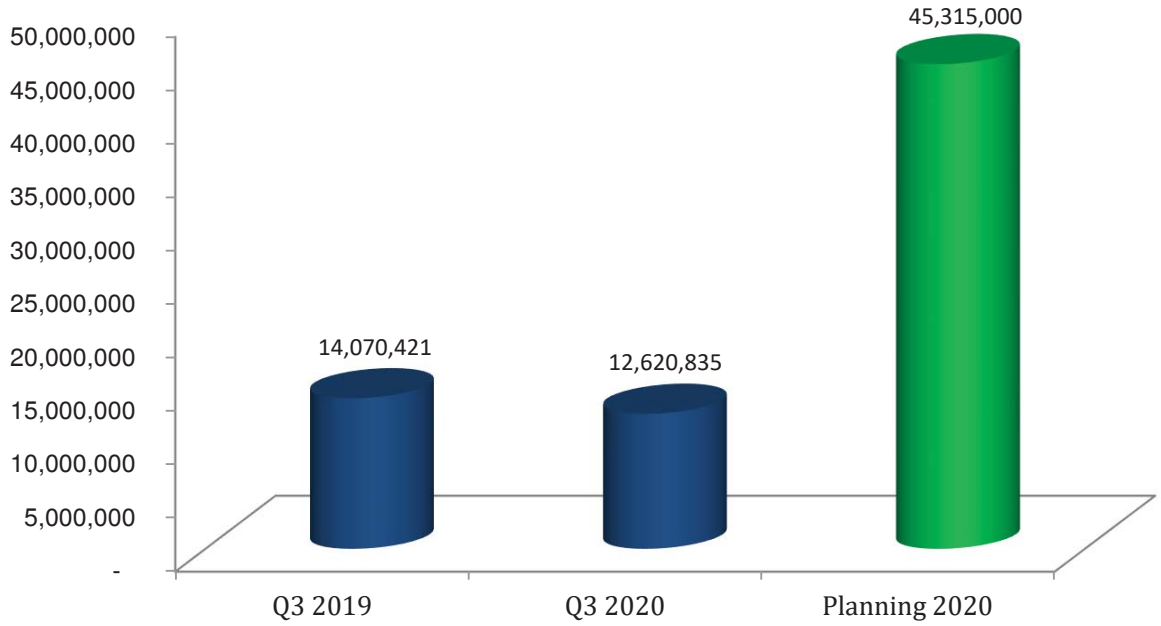
Types of Revenue Distribution Compared to Total Revenues



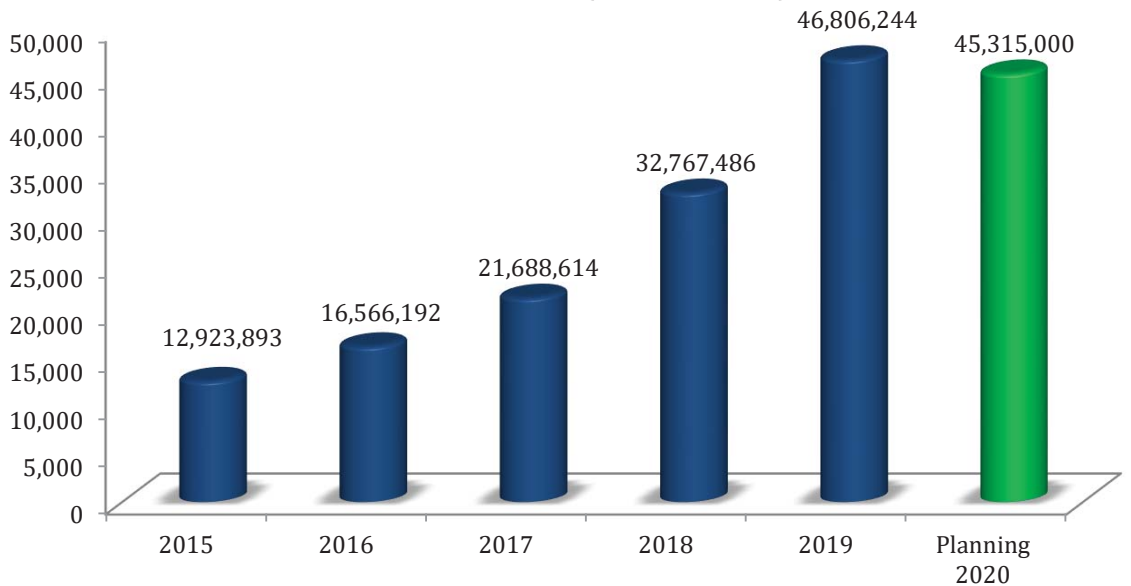
Net Profit for Q3 2020 (KHR'000)



Net Profit for Q3 2020 Compared to Planning 2020 (KHR'000)



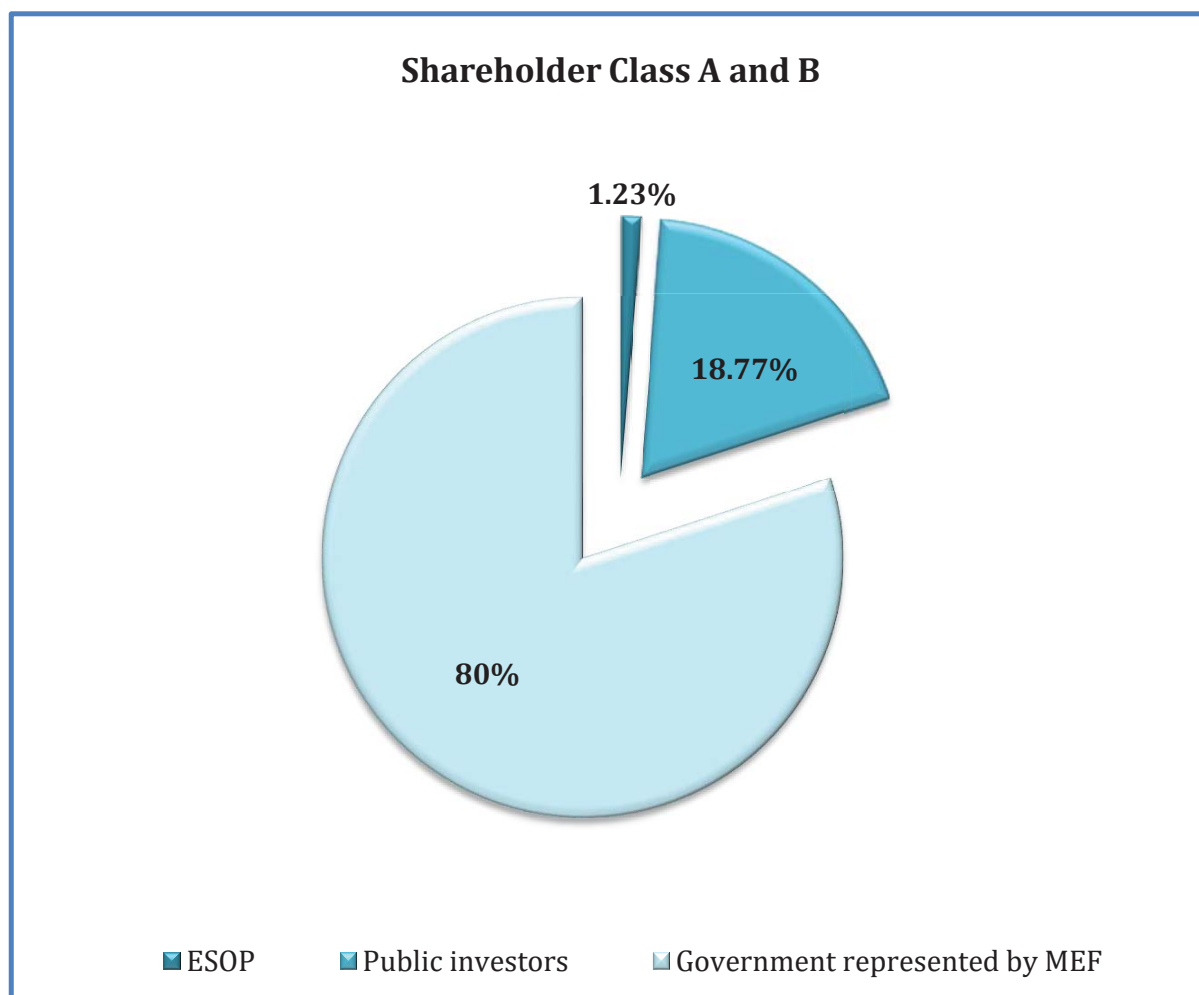
Net Profit from 2015 to 2019 and Planning 2020 (KHR'000)



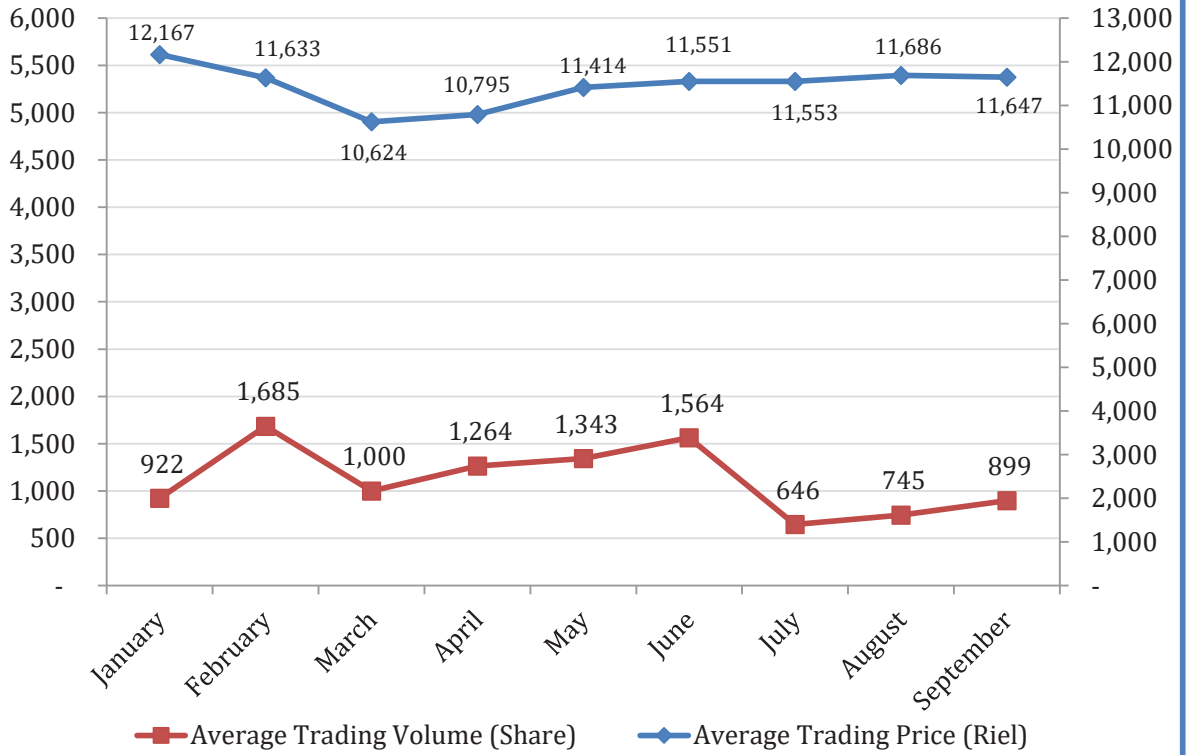
1.3. Stock Ownership (As of 30 September 2020)

Shareholders	Number of Share	Share in Percentage
Class C		
1. Government represented by MEF	93,769,120	100%
Class B		
1. Government represented by MEF	16,547,492	80%
Class A		
1. ESOP	255,368	1.23%
2. Public investors	3,881,505	18.77%
Total Shares of Class A	4,136,873	20%

* Total shares of Class A and B 20,684,365.



Average of Trading Price (Riel) and Average of Trading Volume (Share) of Class A Share



2. Board of Directors



H.E HEI Bavy
Chairman of BOD
And CEO



H.E. Suon Rachana
Member (Rep. of Ministry of
Public Works & Transport)



H.E. Ken Sambath
Member (Rep. of Ministry of
Economy & Finance)



H.E. Penn Sovicheat
Member (Rep. of Ministry of
Commerce)



Mr. Gui Anvanith
Member (Independent
Director)



Mr. Dith Sochal
Member (Non-Executive
Director, Rep. of Private
Shareholders)











Mr. Yim Choeurn
Member (Rep. of PPAP
Employees)

3. Message from Chairman and CEO

For the third quarter of 2020, total revenue from Port Operation and Port Authority is KHR 31,002,618,000 (USD 7,576,045) achieved 26.40% of planning 2020 and compared to the third quarter 2019 decreased by KHR 2,203,683,000 (USD 575,101) or 6.64%. However, net profit in the third quarter 2020 is KHR 12,620,835,000 (USD 3,085,187) reached 27.85% of planning 2020 and compared to third quarter 2019 decreased to KHR 1,449,586,000 (USD 366,961) or 10.30%. For the first 9 months of 2020, total revenue from Port Operation and Port Authority is KHR 83,448,278,000 (USD 20,442,988) achieved 71.05% of planning 2020 and compared to the first 9 months of 2019 increased by KHR 3,121,835,000 (USD 599,499) or 3.89%. However, net profit in the first 9 months of 2020 is KHR 31,031,629,000 (USD 7,602,065) achieved 68.48% of planning 2020 and compared to the first 9 months of 2019 decreased to KHR 4,560,463,000 (USD 1,190,448) or 12.81%. Apart from this, basic earnings per share in third quarter 2020 is 616 Riels (USD 0.15).

The achievement above is because PPAP has paid the attention in providing the service of port operation with transparency and efficiency in responding confidently to the needs of customers. In fact, PPAP has utilized all the mechanisms by strengthening the service quality, expanding storage capacity, infrastructure development, work of Topo Hydrographic, and installing the new machineries and facilities.

A. The Direction of main work implementation of PPAP

-  Continue to implement the action plans as planned for 2019.
-  Ensure the quality, price, transparency, efficiency and prompt delivery of services to customers
-  Expand widely the existing businesses and services and create more services related to the port and logistics sectors
-  Strengthen the capacity development of institutions and staffs to respond to the organizational development in line with globalization and efficient delivery of services
-  Strengthen the cooperation of the strategic partnership with the domestic ports and other ports in the world
-  Work hard and continue to focus on the modernization of the port operations in accordance with standards and technology
-  Increase the competitive advantages to be honest with domestic and oversea ports
-  Participate in the social activities and the local community.

B. The Work Implementation of Board of Directors (BoD)

For the 3rd Quarter of 2020, the Board of Directors attended a meetings and achieved the following results:

The 6th meeting of the 7th mandate on July 30th, 2020

- Reviewed and approved on PPAP's Business/Services and Financial Performance reports for the first 6 months of 2020.
- Checked and approved PPAP to:

- use PPAP's own budget of \$4,857,877 to cover the land purchased at Tonle Bet and the installation of pontoon and three access bridges by requesting for the approval from both guardian ministries
 - be recorded as an asset in the PPAP's inventory
 - negotiate with Chean Cheoung Thai Group to fulfill all the obligations as stated in the leasing contract in which to make the payment with interest rate as at commercial bank's in order to divert that amount to fund other development projects and for the benefit of PPAP in the future.
- Allowed PPAP to collaborate with private company to assemble the three cranes (FCC), which two cranes at LM17 and another one at Tonle Bet port (UM2), and to operate the loading/unloading as in the previous format of cooperation between PPAP and Kamsab.
 - Checked and decided that PPAP to revise the draft of regulations and procedures of the election for staff representatives and to submit to the Board of Directors for review and decision in the next meeting.
 - Allowed PPAP to collaborate with Orange Joseph Investment Co., Ltd to conduct a study on the development projects and the results of the study will be submitted to the Board for consideration and decision in the next meeting.
 - Allowed PPAP to collaborate with China Railway 18th Bureau Group Co., Ltd (CRCC 18th) to study on the riverbank situation and measures taken to prevent landslides at two locations, Koh Keo and Roka Kong, and the results of the study will be submitted to the Board of Directors for review and decision in the next meeting.
 - Allowed PPAP to renew the contract with BDO to be an Independent Auditor for the period of 2 years, 2021 to 2022. The selection of another new independent auditor will be decided after the completion of this period.
 - Allowed PPAP to provide 10 scholarships of local bachelor degrees to high school graduated students with grade "A" and "B" from Preah Sdach district, Prey Veng Province, and also to support students from grade 9th and grade 12th in preparing for the upcoming exam.

C. Setting the Goal for 2020

The future version of PPAP will be set the goal for the following implementation:

- Strengthen the human resource development
- Enhance the establishment of logistics center, modern warehouse and cold warehouse
- Enhance the establishment of supporting areas for port
- Enhance the establishment of barge operators to other hub ports beside Cai Mep
- Enhance the import of second hand cargoes through PPAP
- Continue to focus on the installation of the modern facilities to strengthen the capacity of handling equipment at Container Terminal LM17
- Improve the capacity of handling of the bulk cargoes and establish the terminal for the bulk cargoes

- Modernize and expand the Passenger and Tourist Terminal (TS3)
- Enhance the establishment of multi-purposed terminal along the rivers
- Strengthen the capacity of handling of agricultural products along the terminals of the provinces located in upper Mekong River
- Maintain the navigation and dredge the Sdao Canal to facilitate the transportation of cargoes between the northeastern provinces and Phnom Penh via Mekong River and the Cambodia-Vietnam border
- Continue to promote the service of inland transportation of container between Container Terminal LM17 of PPAP and the customers' factories/ warehouses or vice-versa
- Continue to promote package services for cold fruit export via Container Terminal LM17 of PPAP.

PPAP do believes and strongly stands to implement the daily work and the operation along the other terminals to be transparency and effective in order to improve confidence and attractiveness of port services with the modernization and standardization to the customers.

PPAP would like to express sincere thanks to the two supervised ministries, Ministry of Public Works and Transport and Ministry of Economics and Finance, as well as Security and Exchange Commission of Cambodia and the shareholders who provide the trust and strong support to PPAP.

Phnom Penh, 13th November 2020
Chairman of BOD and CEO

Hei Bavy

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PART 1

GENERAL INFORMATION OF PPAP


A. Identity of PPAP


Name of the listed entity in Khmer: កំពង់ផែស្វយ័តភ្នំពេញ (ក. ស. ភ.)


in Latin: PHNOM PENH AUTONOMOUS PORT (PPAP)

 **Standard Code:** KH1000040001

 **Address:** #649, Preah Sisowath Street, Sangkat Sras Chork, Khan Daun Penh, Phnom Penh, Cambodia.

 **Phone number:** +855 (0) 23 427 802

 **Website:** www.ppap.com.kh **Email:** ppapmpwt@online.com.kh

 **Company registration number:** C0.7174 Et/2004 **Date:** November 23rd, 2004

 **License number:** 0014 ពណ.ចបព **Issued by:** Ministry of Commerce
Date: January 5th, 2015

 **Disclosure Document registration number issued by SECC: 074/15/SECC**

Date: November 10th, 2015

 **Representative of the listed entity:** H.E HEI Bavy

B. Nature of Business

Phnom Penh Autonomous Port (PPAP) is one of the two international ports in Cambodia. Functioning as Port Operator and Port Authority, PPAP is now providing a varieties of main port services and other relevant services.

1. Operation as Port Operator

As a port operator, PPAP has provided main services such as :

- stevedoring, storage, stuffing/unstuffing, loading/unloading, and transporting the containerized cargoes for the export and import
- services of pilotage, tug assistance, mooring/ unmooring
- berthing within Passenger and Tourist Terminal (TS1)

2. Operation as Port Authority

As the port authority, PPAP has the roles to :

- maintain navigation channels, installation of aids to navigation such as buoys and landmarks and protection of environment within its commercial zone.
- ensure the enforcement of rules and regulations related to port and water transport.

3. Other Services

Within the main services on Port Operation and Port Authority, PPAP also provides other services / businesses that can generate additional revenue such as :

- Dredging service : PPAP has 2 dredging machines for providing the sand from dredging to customers.

- Sand management service: According to Prakas No 001 and 002 dated on the 10th of April, 2015, of Ministry of Mines and Energy, PPAP may use the sand from dredging for commercial purposes.
- Surveying and installing bouy: PPAP has the services of surveying and installing bouy according to customer needs.
- Container maintanance and repair service: PPAP has the service of container maintanance and repair according to customer needs.
- Besides the main services, PPAP also receives the additional incomes from the use of asset such as the rental of building, land and other assets.

4. Port Commercial Zone

According to Sub-Decree No. 01 ANK. BK. the of 5th January, 2009, PPAP's Commercial Zone is 166 kilometers long, stretching from Chaktumuk river : Mekong luer river 100km, Mekong krom river 60km, and Tonle Sap river 6km. As an authority within the zone, PPAP oversees the private terminals including petroleum/gas terminals and other general cargo terminals. PPAP also manage and operate our 4 main terminals such as :

4.1. Container Terminal LM17

By the first 9 months of 2020, PPAP has been countinuing the development of port infrastructure at container terminal LM17 for Step III, phase I; the overall phase III development will expand its container capacity of 200,000 TEUs more per year. Therefore, The container yard capacity at LM17 will reach to 500,000 TEUs per year after the completion of the above project. Currently, PPAP is operating at this terminal as a main terminal for contianer cargo. The Container Terminal LM17 exists a quay with the length of 300m and the width of 22m and installs 4 traveling cargo cranes, 8 RTG cranes , 5 reach stakers, 3 sky stackers, and 54 trucks.

Address	Kandal Leu Village, Banteay Deak Commune, Kean Svay District, Kandal Province
Terminal location	Located at the right bank of the Mekong River and 25km downstream from the intersection of the Chaktomuk River (11°28'23.6"N and105°08'49.8"E)
Total land size	378,368 m ²
Registered land size	346,003 m ²
Size of the processing land title	32,365m ²
Berth	3 (5,000 DWT)
Anchorage	Between 8.0m and 17.0m in depth, anchorage is available at 11°28'28.14"N and 105°9'2.32"E (mud and sand bottom, strong current during the rainy season).

Tidal effect	Ranges from +0.2m to +0.45m between February and April (as of December 2015)
Permitted draft	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for vessels proceeding to LM17 depends on them being able to cross the bar at Cua Tieu)
Hours of Operation	24 hours/day
Handling equipment	Traveling Cargo Crane, Rubber Tyred Gantry, Reach Stacker Constacker & Sky Stacker.

4.2. Multipurpose Terminal (TS3)

Multipurpose Terminal (TS3) was PPAP's main port for general and container cargoes. Due to TS3 Terminal's limited capacity to accommodate the continual growth of container traffic, PPAP has invested in developing a new container terminal (LM17). Since the completion of LM17, TS3 has been converted into a multipurpose terminal. While it mainly handles general cargoes, it also serves as a passenger terminal. Currently, PPAP is renovating this terminal to be an international passenger cruises and tourist terminal.

Address	#649, Preah Sisowath Street, Sangkat Sras Chork, Khan Daun Penh, Phnom Penh
Terminal location	Located at the right bank of Tonle Sap, 3.2km from the intersection of the Chaktomuk River (11°34'59.68"N and 104°55'17.41"E)
Actual land size	48,438.76 m ²
Register land size*	32,854 m ²
Berth	3 (5,000 DWT)
Anchorage	Between 5m and 15m in depth, anchorage is available at 11°33'46.98"N and 104°56'34.57"E, in front of the terminal in the Tonle Sap River and also in the Chaktomuk quarter area (mud and sand bottom, strong current during the rainy season).
Tidal effect	Ranges from +0.1m to +0.35m between February and April (as of December 2015)
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to TS3 depends on being able to cross the bar at Cua Tieu)
Hours of Operation	24 hours/day
Handling equipment	Mobile crane, Crawler crane

Note: * The difference between registered land size and actual land size is because part of the land adjacent to the street and river bank cannot receive the ownership.

4.3. Tonle Bet Terminal (UM2)

PPAP has signed the agreement on October 22nd, 2012 with Meing Ly Heng Investment In order to cooperate and develop Tonle Bet Terminal. This agreement lasts for 20 years starting from October 22nd, 2012 until October 21st, 2032. According to the agreement, PPAP is responsible for stevedoring service while the private partner will be responsible for providing the storage facility. The revenues are charged separately based on the services provided by each entity. PPAP has not acquired the ownership of the land, but has built a pontoon and installed mobile cranes and forklifts. The terminal was constructed with a vision of it becoming a consolidation center for agricultural products and to encourage their inland waterway transport. Currently, cassava is the main product being exported via Tonle Bet Port (UM2).

Address	Doun Mau Leu Village, Tonle Bet commune, Thbong Khmom district, Thbong Khmom province
Terminal location	Located at the left bank of the Mekong River and 103km upstream from the intersection of the Chaktomuk River (11°57'47.73"N and 105°28'33.13"E)
Land Size	Small size, river shore berth of 100m (with the pontoon, mobile crane and conveyer installed)
Berth	1 (a floating pontoon with a size of 15m x 42m)
Anchorage	Between 6m to 20m in depth, anchorage is available at 11°58'43.41"N and 105°28'9.58"E (mud and sand bottom, strong current during the rainy season).
Tidal effect	None
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to UM2 depends on being able to cross the bar at Cua Tieu)
Channel depth	Draft of 4.5m during the dry season; subject to regular maintenance from the intersection of the Chaktomuk River to Kampong Cham via the Sdao Channel (3.5km long and 60m wide)
Hours of Operation	24 hours/day
Handling equipment	Mobile crane, Floating crane, Conveyer

4.4. Passenger & Tourist Terminal (TS1)

TS1 is the main passenger terminal for PPAP. From TS1, people can travel to many domestic ports in other provinces as well as Vietnam. . In the 3rd Quarter of 2020, the total of 3,347 passengers transited at TS1. The figure includes all passenger travels from Phnom Penh to domestic ports, Phnom Penh to Vietnam, and tours of the Mekong River near Phnom Penh.

Address	Preah Sisowath (Street 1), Sangkat Daun Penh, Khan Daun Penh, Phnom Penh
Terminal location	Located at the right bank of Tonle Sap and approximately 2km from conjunction of the Chaktomuk quarter (11°34'32.45"N and 104°55'36.88"E)
Actual land size	6,676 square meters
Registered land size*	1,699 square meters
Berth	2
Anchorage	Between 5m and 15m in depth, anchorage is available at 11°33'46.98"N and 104°56'34.57"E, in front of the terminal in the Tonle Sap River and also in the Chaktomuk quarter area (mud and sand bottom, strong current during the rainy season).
Tidal effect	Ranges from +0.1m to 0.35m between February and April (as of December 2014)
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to TS3 depends on being able to cross the bar at Cua Tieu)
Hours of Operation	24 hours/day
Facilities	Two pontoons and a bridge connecting them to the shore.

Note: * The difference between registered land size and actual land size is because part of the land adjacent to the street and river bank cannot receive the ownership

C. Quarter's Key Events

As of 3rd Quarter of 2020, there has no any quarter's key events.

Part 2
Information on Bussiness Operation
Performance

A. The results of the business operations, including partial business information for the third quarter of 2020

1. Catalog of Passenger Goods

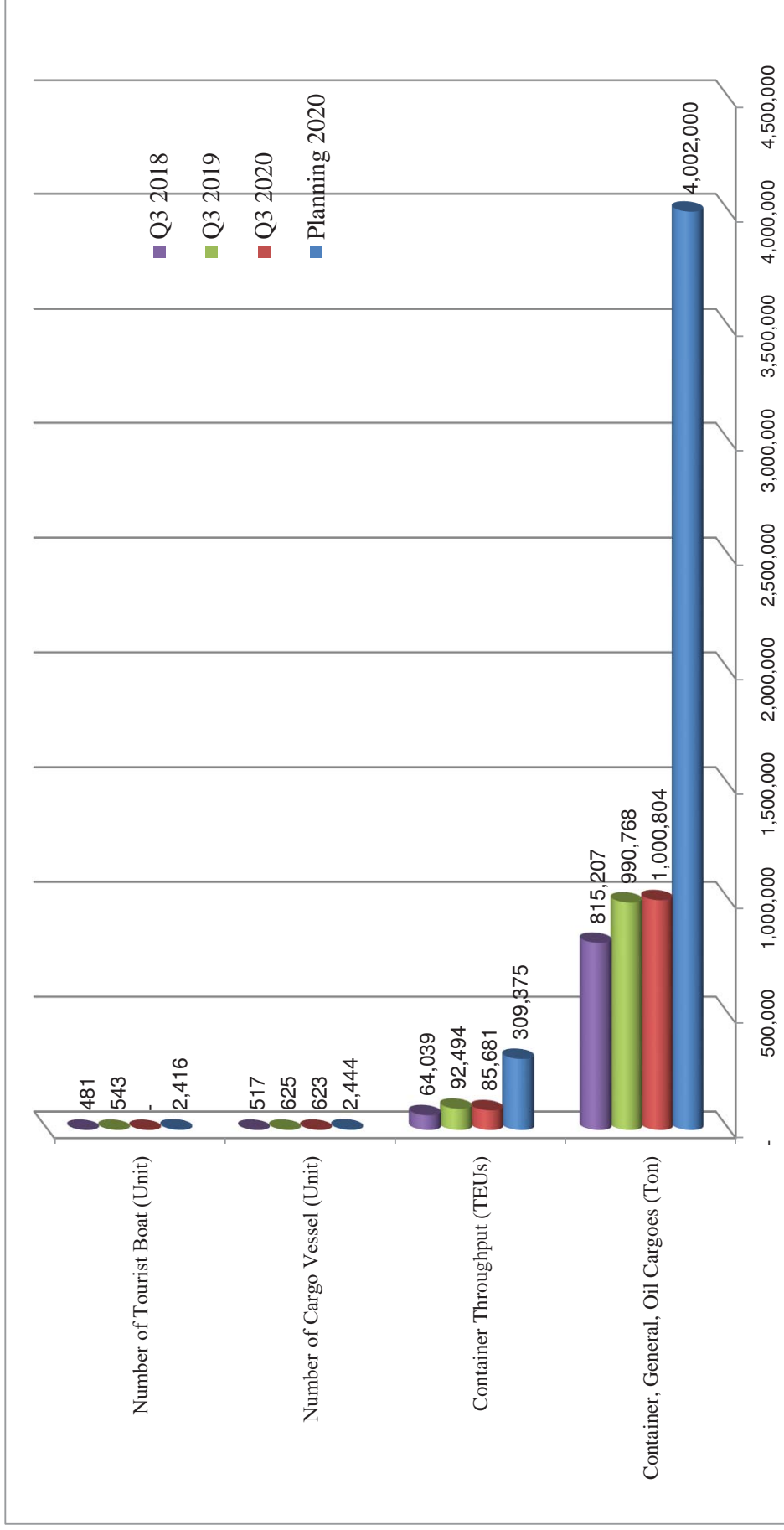
No.	Description	Unit	Planning 2020	Q3			9 Months			Compare (%)	Up / Down (%)	
				2020	2019	2018	2020	2019	2018		2020	2019
A	B	C	1	2	3	4	5	6	7=(5/1)	8	9	
I	Container, General, Oil Cargoes	Ton	<u>4,002,000</u>	<u>1,000,804</u>	<u>990,768</u>	<u>815,207</u>	<u>2,797,444</u>	<u>2,856,587</u>	<u>69.90%</u>	<u>+1.01%</u>	<u>+21.54%</u>	
	A- <u>Container Throughput</u>	-	<u>2,174,000</u>	<u>567,604</u>	<u>635,408</u>	<u>460,413</u>	<u>1,544,477</u>	<u>1,575,562</u>	<u>71.04%</u>	<u>-10.67%</u>	<u>+38.01%</u>	
	- Imported Container Cargo	-	1,413,100	377,254	423,703	300,273	1,037,300	1,047,962				
	- Exported Container Cargo	-	760,900	190,349	211,706	160,140	507,176	527,600				
	B - Mobile General Cargo Handling	-	<u>836,000</u>	<u>228,305</u>	<u>155,404</u>	<u>182,946</u>	<u>608,592</u>	<u>551,591</u>	<u>72.80%</u>	<u>+46.91%</u>	<u>-15.05%</u>	
	- Inside Port	-	250,800	13,356	16,526	27,518	32,722	47,184				
	- Outside Port	-	585,200	214,949	138,878	155,428	575,870	504,407				
	C - Imported Oil & Gas	-	<u>992,000</u>	<u>204,895</u>	<u>199,956</u>	<u>171,848</u>	<u>644,375</u>	<u>729,434</u>	<u>64.96%</u>	<u>+2.47%</u>	<u>+16.36%</u>	
	Container Throughput (TEUs)	TEU	<u>309,375</u>	<u>85,681</u>	<u>92,494</u>	<u>64,039</u>	<u>221,282</u>	<u>212,584</u>	<u>71.53%</u>	<u>-7.37%</u>	<u>+44.43%</u>	
	- Laden Cargo	-	222,750	58,992	66,087	43,257	158,537	152,519				
	- Empty Cargo	-	86,625	26,689	26,407	20,782	62,745	60,065				
II	Cargo Handling	Ton	<u>3,010,000</u>	<u>795,908</u>	<u>790,812</u>	<u>643,359</u>	<u>2,153,069</u>	<u>2,127,153</u>	<u>71.53%</u>	<u>+0.64%</u>	<u>+22.92%</u>	
	- General Cargo	-	836,000	228,305	155,404	182,946	608,592	551,591				
	- Container Throughput (Ton)	-	2,174,000	567,604	635,408	460,413	1,544,477	1,575,562				
III	Number of Cargo Vessel	Unit	<u>2,444</u>	<u>623</u>	<u>625</u>	<u>517</u>	<u>1,758</u>	<u>1,747</u>	<u>71.93%</u>	<u>-0.32%</u>	<u>+20.89%</u>	
	- Foreign Vessels and Barge	-	1,735	497	490	379	1,346	1,205				

No.	Description	Unit	Planning 2020	Q3			9 Months		Compare %	Up/Down %	
				2020	2019	2018	2020	2019		8=(2/3)-100%	9=(3/4)-100%
A	B	C	1	2	3	4	5	6	7=(5/1)	8=(2/3)-100%	9=(3/4)-100%
	- Cambodian Vessels and Barge	-	41	-	3	13	-	31			
	- Oil Vessels and Tanker	-	668	126	132	125	412	511			
IV	<u>Number of Local Passenger Boat (In-Out)</u>	Voyage	<u>1,979</u>	<u>456</u>	<u>426</u>	<u>424</u>	<u>1,352</u>	<u>1,260</u>	<u>68.32%</u>	<u>+7.04%</u>	<u>+0.47%</u>
	- PhnomPenh-SeimReap-PhnomPenh	-	28	-	-	-	-	-			
	- Vessels in Town	-	1,951	456	426	424	1,352	1,260			
V	<u>Number of Local Passenger (In-Out)</u>	Passenger	<u>11,368</u>	<u>3,347</u>	<u>2,361</u>	<u>1,494</u>	<u>6,979</u>	<u>7,532</u>	<u>61.39%</u>	<u>+41.76%</u>	<u>+58.03%</u>
	- PhnomPenh-SeimReap-PhnomPenh	-	588	-	-	-	-	-			
	- Vessels in Town	-	10,780	3,347	2,361	1,494	6,979	7,532			
VI	<u>Number of Foreign Passenger and Tourist Boat (In-Out)</u>	Voyage	<u>2,416</u>	-	<u>543</u>	<u>481</u>	<u>692</u>	<u>1,589</u>	<u>28.64%</u>	<u>-100.00%</u>	<u>+12.89%</u>
	- PhnomPenh-ChovDok-PhnomPenh	-	1,500	-	374	323	440	1,065			
	- Cruise Boat	-	916	-	169	158	252	524			
VII	<u>Number of Foreign Passenger and Tourist (In-Out)</u>	Passenger	<u>53,300</u>	-	<u>9,772</u>	<u>9,122</u>	<u>18,334</u>	<u>35,383</u>	<u>34.40%</u>	<u>-100.00%</u>	<u>+7.13%</u>
	- PhnomPenh-ChovDok-PhnomPenh	-	20,200	-	4,087	3,409	8,601	13,922			
	- Tourist on Cruise Boat	-	33,100	-	5,685	5,713	9,733	21,461			

(Source from the Report of Department of Planning/Marketing of PPAP)

- 🌐 Cargo-fuel and gas throughput in Q3 2020: 1,000,804 Tons, increased by 1.01% compared to Q3 2019 (990,768 Tons). For 9 Months 2020, PPAP has accomplished 69.90% compared to planning 2020 (4,002,000 Tons)
- 🌐 Cargo vessels throughput in Q3 2020: 623 Units, decreased by 0.32% compared to Q3 2019 (625 Units). For 9 Months 2020, PPAP has accomplished 71.93% compared to planning 2020 (2,444 Units)
- 🌐 International passengers and tourist cruises throughput via Cambodia-Vietnam in Q3 2020: 0 Voyages, decreased by 100.00% compared to Q3 2019 (543 Voyages). For 9 Months 2020, PPAP has 28.64% compared to planning 2020 (2,416 Units)
- 🌐 Containers throughput in Q3 2020: 85,681 TEUs, increased by 7.37% compared to Q3 2019 (92,494 TEUs). For 9 Months 2020, PPAP has accomplished 71.53% compared to planning 2020 (309,375 TEUs)
- 🌐 The number of international passengers and tourists throughput via Cambodia-Vietnam in Q3 2020: 0 Passengers, decreased by 100.00% compared to Q3 2019 (9,772 Passengers). For 9 Months 2020, PPAP has accomplished 34.40% compared to planning 2020 (53,300 Passengers).

Graphs on performance comparisons of the third quarter of 2020 - 2019 - 2018 and 2020 plan



2. The implementation of Hydrographic work and the construction of port infrastructure and machinery installation







❖ **Sand Dredging Management**

- 🚧 In the Third Quarter of 2020, the management of sand dredging for domestic use dredged from Koh Keo Canal with a total amount of 191.855 cubic meters.
- 🚧 Having dredging at Sdao Canal, located at Sdao Leu village, Sdao commune, Kang Meas district, Kampong Cham province, with total amount of 272,258 cubic meters, accomplished by 91% compared to planning 2020.
- 🚧 Having dredging at Koh Rokar canal, located at Koh Rokar village, Peam Chor district, Prey Veng province with the total amount of 138,998 cubic meters, accomplished by 70% compare to planning 2020.

❖ **The construction of port infrastructure**

- 🚧 Dynamic Compaction (5,000m²), RTG runway (1.5m x 544m) 3 lanes, Concrete Block Yard (C50) (23,150m²), Asphalt Concrete Road (6,230m²), two electricity light poles (height 35m), CCTV camera 2 poles (height 35m) accomplished 55% of planning.
- 🚧 Construction of Jetty (12m x 149m), Access Bridge (8m x 32m), Foundation of FCC (9m x 10m) 2 sets, Asphalt Concrete Road (11,310m²) and two Electrical Lamp Poles (height 35m) at Container Terminal LM17 accomplished 11% of planning.
- 🚧 Construction of Barbed wired fence (950m high 1.5m) is completed 100%.
- 🚧 Construction of a new gate (21m x 30m) at Container Terminal LM17, and the construction of Asphalt concrete road (6,560m²) is completed 55%.
- 🚧 Construction of 3 trestle bridges and poontoons (15m x 42m, high 2.5m) replacing the movement of pontoon location from TS1 Terminal to TS3 Terminal accomplished 65% of the project.
- 🚧 Construction of Asphalt concrete road and Drainage system 12m x 205m from the National Road No.1 to the back of the Administration building is completed 100%.
- 🚧 Construction of Gravel road (12m x 48m) at New ICD at Container terminal LM17 is completed 100%.
- 🚧 Construction of wired fence (605m, high 3.4m) and wired sliding door (37m) around New ICD (3ha) at Container Terminal LM17 is completed 45%.
- 🚧 Project of employee dormitory at Container Terminal LM17 is under-construction.
- 🚧 Construction of a dam (16m x 600m) at Koh Roka Terminal is completed 100%.

❖ **Purchase/installation of machinery or new equipment**

-  Purchase 4 Rubber Tyred Gantries (RTG) (procurement implementation).
-  Installed Electricity pole (4 poles, heigh 12m) at Tonle Bet terminal UM2
-  Has been implementing ICOM Repeater System (10 sets) with the total amount of 31 million Riels.
-  Purchased Radio data terminal equipment (2 sets) with the total amount of 12,763,300 Riels .
-  Completely installed the 4th Traveling Cargo Crane (TCC) with the total amount of 6,150 million Riels.
-  Equiped GPS on Container Trucks (39 trucks) with the total amount of 35,178,000 Riels (Project out of Planning 2020).

B- Revenue Structure

Source of Revenue	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		3 rd Quarter for the Period Ended 30 September 2018	
	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue
Stevedoring	13,879,622	44.77%	14,040,390	42.28%	10,461,575	43.52%
Lift On Lift Off (LOLO)	11,337,198	36.57%	11,877,541	35.77%	8,655,669	36.01%
Port dues and charges	3,885,585	12.53%	4,379,906	13.19%	3,599,280	14.97%
Gate fees	829,726	2.68%	844,577	2.54%	965,932	4.02%
Storage fees	688,582	2.22%	1,740,267	5.24%	321,111	1.34%
Weighting fees	6,068	0.02%	1,389	0.00%	401	0.00%
Stuffing/unstuffings	29,889	0.10%	17,791	0.05%	16,069	0.07%
Trucking fees	260,511	0.84%	127,724	0.38%	2,482	0.01%
Repair and maintenance container service	-	0.00%	-	0.00%	-	0.00%
Logistic Service	49,078	0.16%	176,716	0.53%	-	0.00%
Sand dredging management fee	36,359	0.12%	-	0.00%	14,355	0.06%
Total:	31,002,618	100.00%	33,206,301	100.00%	24,037,146	100.00%

PART3

**Financial Statements Reviewed by
the External Auditor**

Registration No:
Co.7175 Et/2004

**PHNOM PENH AUTONOMOUS PORT
(INCORPORATED IN CAMBODIA)**

**CONDENSED INTERIM FINANCIAL INFORMATION
FOR THE QUARTER AND NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020**

Registration No:
Co.7175 Et/2004

PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

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Registration No:
Co.7175 Et/2004

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**PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)**

STATEMENT BY THE DIRECTORS

In the opinion of the Directors, the accompanying condensed statement of financial position of Phnom Penh Autonomous Port (“PPAP”) as at 30 September 2020, and the related condensed statements of profit or loss and other comprehensive income, changes in equity and cash flows for the quarter and nine-month period then ended, and condensed notes to the interim financial information (collectively known as “Condensed Interim Financial Information”) are presented fairly, in all material respects, in accordance with Cambodian International Accounting Standard 34 *Interim Financial Reporting*. LR

For and on behalf of the board of Directors. ✓




Ms. Chheav Vanthea
Head of Accounting/Finance
Department

Hei Bavy
Chairman and Chief Executive Officer

Phnom Penh, Cambodia
Date: 6 November 2020



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**REPORT ON THE REVIEW OF CONDENSED INTERIM FINANCIAL INFORMATION TO THE SHAREHOLDERS OF PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)
(Registration No: Co.7175 Et/2004)**

Introduction

We have reviewed the accompanying condensed statement of financial position of Phnom Penh Autonomous Port (“PPAP”) as at 30 September 2020, and the related condensed statements of profit or loss and other comprehensive income, changes in equity and cash flows for the quarter and nine-month period then ended, and condensed notes to the interim financial information (collectively known as “Condensed Interim Financial Information”). The Directors of PPAP are responsible for the preparation of and presentation of the Condensed Interim Financial Information. Our responsibility is to express a conclusion on this Condensed Interim Financial Information based on our review.

Scope of review

We conducted our review in accordance with International Standard on Review Engagements 2410 *Review of Interim Financial Information Performed by the Independent Auditor of the Entity*. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Cambodian International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying Condensed Interim Financial Information of PPAP is not presented fairly, in all material respects, in accordance with Cambodian International Accounting Standard 34 *Interim Financial Reporting*.



Phnom Penh, Cambodia
Date: 6 November 2020

BDO (Cambodia) Limited, Certified Public Accountants, a Cambodian limited liability company, is a member of BDO International Limited, a UK company limited by guarantee, and forms part of the international BDO network of independent member firms.

**PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)**

**CONDENSED STATEMENT OF FINANCIAL POSITION
AS AT 30 SEPTEMBER 2020**

	Note	Unaudited 30 September 2020		Audited 31 December 2019	
		US\$	KHR'000	US\$	KHR'000
ASSETS					
Non-current assets					
Property, plant and equipment	4	84,559,560	346,694,196	77,568,556	316,091,866
Investment properties	5	84,702,769	347,281,353	84,854,146	345,780,645
Lease receivables	6	4,313,866	17,686,851	4,323,839	17,619,644
Other receivable	7	64,986	266,443	62,487	254,635
Deferred tax assets	8	573,388	2,350,891	878,464	3,579,741
		<u>174,214,569</u>	<u>714,279,734</u>	<u>167,687,492</u>	<u>683,326,531</u>
Current assets					
Trade and other receivables	7	7,680,087	31,488,357	6,938,795	28,275,590
Lease receivables	6	13,231	54,247	12,841	52,327
Cash and bank balances	9	21,489,500	88,106,950	25,984,908	105,888,500
		<u>29,182,818</u>	<u>119,649,554</u>	<u>32,936,544</u>	<u>134,216,417</u>
TOTAL ASSETS		<u>203,397,387</u>	<u>833,929,288</u>	<u>200,624,036</u>	<u>817,542,948</u>
EQUITY AND LIABILITIES					
Equity					
Share capital	10	114,453,485	457,813,940	114,453,485	457,813,940
Share premium	11	155,502	622,008	155,502	622,008
Reserves	12	36,539,606	149,812,385	25,651,419	104,529,532
Retained earnings		7,642,774	31,197,803	11,641,924	47,173,076
Currency translation difference		-	11,598,473	-	8,863,440
TOTAL EQUITY		<u>158,791,367</u>	<u>651,044,609</u>	<u>151,902,330</u>	<u>619,001,996</u>
LIABILITIES					
Non-current liabilities					
Guaranteed dividends payable		-	-	232,042	945,571
Other payable	13	32,493	133,221	31,243	127,315
Borrowings	14	20,699,741	84,868,938	22,769,715	92,786,589
Provision for retirement benefits	15	718,730	2,946,793	662,515	2,699,749
Lease liabilities	16	2,875,911	11,791,235	2,882,558	11,746,424
Contract liabilities	17	14,025,000	57,502,500	14,250,000	58,068,750
		<u>38,351,875</u>	<u>157,242,687</u>	<u>40,828,073</u>	<u>166,374,398</u>

PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

CONDENSED STATEMENT OF FINANCIAL POSITION
AS AT 30 SEPTEMBER 2020 (continued)

	Note	Unaudited 30 September 2020		Audited 31 December 2019	
		US\$	KHR'000	US\$	KHR'000
EQUITY AND LIABILITIES (continued)					
LIABILITIES (continued)					
Current liabilities					
Trade and other payables	13	2,397,123	9,828,202	3,339,052	13,606,637
Borrowings	14	2,069,974	8,486,893	2,069,974	8,435,144
Lease liabilities	16	8,821	36,166	8,561	34,886
Contract liabilities	17	300,000	1,230,000	300,000	1,222,500
Current tax liabilities		1,478,227	6,060,731	2,176,046	8,867,387
		<u>6,254,145</u>	<u>25,641,992</u>	<u>7,893,633</u>	<u>32,166,554</u>
TOTAL LIABILITIES		<u>44,606,020</u>	<u>182,884,679</u>	<u>48,721,706</u>	<u>198,540,952</u>
TOTAL EQUITY AND LIABILITIES		<u>203,397,387</u>	<u>833,929,288</u>	<u>200,624,036</u>	<u>817,542,948</u>

The Condensed Statement of Financial Position should be read in conjunction with the audited financial information for the financial year ended 31 December 2019 and the accompanying explanatory notes attached to this interim financial report.

PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

**CONDENSED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE QUARTER AND NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020**

	Note	Unaudited		Unaudited		Unaudited			
		Three-month period ended		Nine-month period ended		Nine-month period ended			
		30 September 2020 ⁽¹⁾	30 September 2019 ⁽²⁾	30 September 2020 ⁽¹⁾	30 September 2019 ⁽²⁾	30 September 2019 ⁽²⁾			
	US\$	KHR'000	US\$	KHR'000	US\$	KHR'000			
Revenue	19	7,576,045	31,002,618	8,151,146	33,206,301	20,442,988	83,448,278	19,843,489	80,326,443
Cost of services	20	(2,078,346)	(8,507,588)	(2,473,048)	(10,080,926)	(6,041,685)	(24,662,157)	(6,363,476)	(25,759,351)
Gross profit		5,497,699	22,495,030	5,678,098	23,125,375	14,401,303	58,786,121	13,480,013	54,567,092
Other income	21	579,297	2,372,147	633,171	2,612,424	1,821,888	7,436,947	3,374,679	13,660,701
General and administrative expenses	22	(1,903,081)	(7,791,155)	(1,656,111)	(6,762,611)	(5,699,127)	(23,263,839)	(4,915,747)	(19,898,944)
Operating profit		4,173,915	17,076,022	4,655,158	18,975,188	10,524,064	42,959,229	11,938,945	48,328,849
Finance costs	23	(269,112)	(1,101,843)	(298,657)	(1,223,654)	(823,780)	(3,362,670)	(1,114,765)	(4,512,569)
Profit before tax		3,904,803	15,974,179	4,356,501	17,751,534	9,700,284	39,596,559	10,824,180	43,816,280
Tax expense	24	(819,616)	(3,353,344)	(904,353)	(3,681,113)	(2,098,219)	(8,564,930)	(2,031,667)	(8,224,188)
Profit for the financial period		3,085,187	12,620,835	3,452,148	14,070,421	7,602,065	31,031,629	8,792,513	35,592,092

PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

CONDENSED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE QUARTER AND NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020 (continued)

Note	Unaudited		Unaudited	
	30 September 2020 ⁽¹⁾	30 September 2019 ⁽²⁾	30 September 2020 ⁽¹⁾	30 September 2019 ⁽²⁾
	US\$	KHR'000	US\$	KHR'000
Other comprehensive income, net of tax	30,871	126,074	2,567	10,276
Items that will not be reclassified subsequently to profit or loss: Re-measurements of defined benefit liability			40,709	166,174
Total comprehensive income for the financial period	3,116,058	12,746,909	3,454,715	14,080,697
Earnings per share			7,642,774	31,197,803
Basic	25	0.15	0.17	0.68
Diluted	25	0.15	0.17	0.68
			8,788,659	35,576,491
			(3,854)	(15,601)

Notes:

(1) The Condensed Statement of Profit or Loss and Other Comprehensive Income should be read in conjunction with the audited financial statements for the financial year ended 31 December 2019 and the accompanying explanatory notes attached to this interim financial report.

(2) The comparative figures for the corresponding period were reviewed but not audited.

Registration No:
Co.7175 Et/2004

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PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

CONDENSED STATEMENTS OF CHANGES IN EQUITY
FOR THE NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020

	Note	Share capital US\$	Share premium US\$	Reserves US\$	Retained earnings US\$	Currency translation difference US\$	Total US\$
Balance as at 1 January 2020		114,453,485	155,502	25,651,419	11,641,924	-	151,902,330
Profit for the financial period		-	-	-	7,602,065	-	7,602,065
Actuarial gain on retirement benefit obligation		-	-	-	40,709	-	40,709
Total comprehensive income for the financial period		-	-	-	7,642,774	-	7,642,774
Transactions with owners							
Transfer to reserves	12	-	-	10,888,187	(10,888,187)	-	-
Dividends	26	-	-	-	(753,737)	-	(753,737)
Total transactions with owners		-	-	10,888,187	(11,641,924)	-	(753,737)
Balance as at 30 September 2020⁽¹⁾		114,453,485	155,502	36,539,606	7,642,774	-	158,791,367
<i>(KHR '000 equivalent)</i>		457,813,940	622,008	149,812,385	31,197,803	11,598,473	651,044,609

PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)

CONDENSED STATEMENTS OF CHANGES IN EQUITY
FOR THE NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020 (continued)

	Note	Share capital US\$	Share premium US\$	Reserves US\$	Retained earnings US\$	Currency translation difference US\$	Total US\$
Balance as at 1 January 2019		114,453,485	155,502	18,675,142	7,678,073	-	140,962,202
Profit for the financial year		-	-	-	8,792,513	-	8,792,513
Actuarial loss on retirement benefit obligation		-	-	-	(3,854)	-	(3,854)
Total comprehensive income		-	-	-	8,788,659	-	8,788,659
Transactions with owners							
Transfer to reserves	12	-	-	6,976,277	(6,976,277)	-	-
Dividends		-	-	-	(701,796)	-	(701,796)
Total transactions with owners		-	-	6,976,277	(7,678,073)	-	(701,796)
Balance as at 30 September 2019⁽²⁾		114,453,485	155,502	25,651,419	8,788,659	-	149,049,065
<i>(KHR '000 equivalent)</i>		<i>457,813,940</i>	<i>622,008</i>	<i>105,042,561</i>	<i>35,576,491</i>	<i>11,300,921</i>	<i>610,355,921</i>

Notes:

(1) Should be read in conjunction with the audited financial statements for the financial year ended 31 December 2019 and the accompanying explanatory notes attached to this interim financial report.

(2) The comparative figures for the corresponding period were reviewed but not audited.

**PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)**

**CONDENSED STATEMENTS OF CASH FLOWS
FOR THE NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020**

	Note	Unaudited Nine-month period ended			
		30 September 2020 ⁽¹⁾		30 September 2019 ⁽²⁾	
		US\$	KHR'000	US\$	KHR'000
Cash flows from operating activities					
Profit before tax		9,700,284	39,596,559	10,824,180	43,816,280
Adjustments for:					
Depreciation of property, plant and equipment	4	1,966,491	8,027,216	2,270,444	9,190,757
Depreciation of investment properties	5	47,651	194,511	57,429	232,473
Finance costs		822,530	3,357,567	877,252	3,551,116
Impairment loss on receivables		257,682	1,051,858	178,977	724,499
Income from net of investment from sublease		-	-	(1,408,262)	(5,700,645)
Interest income		(1,018,878)	(4,159,060)	(1,118,283)	(4,526,809)
Loss on disposal of investment properties		103,376	421,981	-	-
Loss on disposal of property, plant and equipment		60,324	246,243	-	-
Net unwinding effect of long term deposit		(1,249)	(5,098)	118,756	480,724
Property, plant and equipment written off	4	125,901	513,928	-	-
Retirement benefit obligation expenses	15	44,201	180,428	60,182	243,617
Unrealised gain on foreign exchange		(1,478)	(6,033)	(8,731)	(35,343)
Operating profit before changes in working capital		12,106,835	49,420,100	11,851,944	47,976,669
Changes in working capital					
Trade and other receivables		(170,647)	(696,581)	(3,935,882)	(15,932,450)
Trade and other payables		(533,121)	(2,176,200)	139,496	564,680
Contract liabilities		(225,000)	(918,450)	(225,000)	(910,800)
Cash generated from operations		11,178,067	45,628,869	7,830,558	31,698,099
Tax paid		(2,490,962)	(10,168,107)	(938,639)	(3,799,611)
Retirement benefit obligation paid	15	(37,922)	(154,798)	(17,457)	(70,666)
Net cash from operating activities		8,649,183	35,305,964	6,874,462	27,827,822
Cash flows from investing activities					
Purchase of property, plant and equipment	4	(9,145,633)	(37,332,474)	(2,316,342)	(9,376,552)
Proceeds from disposal of property, plant and equipment		1,913	7,809	-	-
Proceeds from disposal of investment properties		350	1,429	-	-
Interest received		200,135	816,951	914,481	3,701,819
Withdrawal/(Placement) of fixed deposits with a licensed bank		1,200,000	4,898,400	(1,000,000)	(4,048,000)
Net cash used in investing activities		(7,743,235)	(31,607,885)	(2,401,861)	(9,722,733)

**PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)**

**CONDENSED STATEMENTS OF CASH FLOWS
FOR THE NINE-MONTH PERIOD ENDED 30 SEPTEMBER 2020 (continued)**

	Note	Unaudited			
		Nine-month period ended		30 September 2019 ⁽²⁾	
		30 September 2020 ⁽¹⁾		30 September 2019 ⁽²⁾	
		US\$	KHR'000	US\$	KHR'000
Cash flows from financing activities					
Dividends paid		(1,013,624)	(4,137,613)	(965,370)	(3,907,818)
Interest paid		(993,708)	(4,056,316)	(1,055,687)	(4,273,421)
Payment for lease liabilities		(124,050)	(506,372)	-	-
Repayments of borrowings		(2,069,974)	(8,449,634)	(2,069,974)	(8,379,255)
Net cash used in financing activities		(4,201,356)	(17,149,935)	(4,091,031)	(16,560,494)
Net (decrease)/increase in cash and cash equivalents		(3,295,408)	(13,451,856)	381,570	1,544,595
Cash and cash equivalents at beginning of financial period		9,784,908	39,873,500	8,995,410	36,143,557
Currency translation differences		-	185,306	-	710,581
Cash and cash equivalents at end of financial period	9	<u>6,489,500</u>	<u>26,606,950</u>	<u>9,376,980</u>	<u>38,398,733</u>

Notes:

(1) *The Condensed Statement of Cash Flows should be read in conjunction with the audited financial statements for the financial year ended 31 December 2019 and the accompanying explanatory notes attached to this interim financial report.*

(2) *The comparative figures for the corresponding period were reviewed but not audited.*

**PHNOM PENH AUTONOMOUS PORT
(Incorporated in Cambodia)**

**NOTES TO THE CONDENSED INTERIM FINANCIAL INFORMATION
30 SEPTEMBER 2020**

1. CORPORATE INFORMATION

Phnom Penh Autonomous Port (“PPAP”) was registered under the Sub-Decree number 51 អនក្រឹត្យ on 17 July 1998 as a state-owned public enterprise supervised by the Ministry of Economy and Finance (“MEF”) and the Ministry of Public Works and Transport (“MPWT”). PPAP was listed on the Cambodia Securities Exchange on 9 December 2015 with the security certificate number 003 CSX/SC and became a state-owned public enterprise offering shares to the public.

The registered office and principal place of business of PPAP is located at No. 649, Preah Sisowat Quay, Sangkat Sras Chork, Khan Duan Penh, Phnom Penh, Kingdom of Cambodia.

The condensed interim financial information are presented in United States Dollar (“US\$”), which is also PPAP’s functional currency. Additional disclosures are also made in Khmer Riel (“KHR”) to meet the requirement of the Law on Accounting and Auditing. PPAP uses the following official closing and average rates of exchange for the translation:

		Closing rate	Average rate
30 September 2020	US\$1 =	KHR4,100	KHR4,082
31 December 2019	US\$1 =	KHR4,075	KHR4,052
30 September 2019	US\$1 =	KHR4,095	KHR4,048

These convenience translations should not be constructed as representations that the United States Dollars amounts have been, could have been, or could be in the future be, converted into Khmer Riel at this or any other rate of exchange.

The condensed interim financial information were authorised for issue by the Board of Directors on 6 November 2020.

2. PRINCIPAL ACTIVITIES

PPAP has responsibilities as port authority and port operator, including but not limited to:

- Provide pilotage navigating the vessel entering into or departing from port;
- Provide vessel’s berth;
- Provide a location for vessel repairing and fuel refilling;
- Provide dredging service and maintain navigation channel;
- Monitor operation according to technical standard and ensure safety, environmental sustainability, and orders in the port’s commercial zone;
- Check ship documents in order to complete the formalities for vessel entering into-departing from the port;
- Train human resources in navigation and port sector through the Cambodia Maritime Institute;
- Develop port infrastructure through cooperation with the domestic and foreign development partners in order to expand container terminal, general/bulk cargo terminal, feeder port, and passenger/tourist terminal;
- Establish port supporting areas, including special economic zone, industrial zone, agricultural products procession zone and logistics zone;
- Take various measures in order to ensure the enforcement of laws and legal norms related to port and means of water transportation;
- Lift on- lift off (“LOLO”), load-unload, and store cargo;
- Transport goods within port area, between the port and industrial area;
- Provide bonded warehouse service, temporary customs warehouse service and container yard;
- Provide tug-boat assistance and mooring-unmooring service;
- Provide logistics supply, pure water, and hygiene service to vessel;
- Provide container stuffing-unstuffing service;

2. PRINCIPAL ACTIVITIES (continued)

- Provide container repair and maintenance service;
- Provide tourist/passenger terminal and domestic port service; and
- Operate other business of any kinds authorised by the laws and legal norms in force to support the growth of PPAP.

3. BASIS OF PREPARATION

The interim financial report is unaudited and has been prepared in accordance with Cambodian International Accounting Standard 34 *Interim Financial Reporting*. The interim financial report should be read in conjunction with the audited financial statements for the financial year ended 31 December 2019 and the accompanying explanatory notes attached herein.

The explanatory notes provide an explanation of events and transactions that are significant to an understanding of the changes in the financial position and performance of the PPAP since the financial year ended 31 December 2019.

The accounting policies and methods of computation adopted are consistent with those adopted in the audited financial statements for the financial year ended 31 December 2019 except for the adoption of the following amendments:

	Effective Date
Amendments to <i>References to the Conceptual Framework in CIFRS Standards</i>	1 January 2020
Amendments to CIFRS 3 <i>Definition of a Business</i>	1 January 2020
Amendments to CIAS 1 and CIAS 8 <i>Definition of Material</i>	1 January 2020
Amendments to CIFRS 9, CIAS 39 and CIFRS 7 <i>Interest Rate Benchmark Reform</i>	1 January 2020
Amendment to CIFRS 16 <i>Covid-19-Related Rent Concessions</i>	1 June 2020 (early adopted)

Amendments to *References to the Conceptual Framework in CIFRS Standards*

Together with the revised *Conceptual Framework*, the IASB issued *Amendments to References to the Conceptual Framework in CIFRS Standards*, which contains amendments to CIFRS 2, CIFRS 6, CIFRS 14, CIAS 1, CIAS 8, CIAS 34, CIAS 37, CIAS 38, IC Interpretations 12, 19, 20 and 22 as well Standard Interpretations Committee-32.

Amendments to CIFRS 3 *Definition of a Business*

The amendments change the definition of a business to help companies determine whether an acquisition made is of a business or a group of assets.

The new definition of business is an integrated set of activities and assets that is capable of being conducted and managed for the purpose of providing goods or services to customers, generating investment income (such as dividends or interest) or generating other income from ordinary activities.

This emphasises that the output of a business is to provide goods and services to customers. This contrasts with the previous definition which focused on economic benefits to investors and others.

The amendments also clarify that, to be considered a business, an acquisition must include an input and a substantive process that together significantly contribute to the ability to create outputs. The amendments include a framework to assist when evaluating when an input and substantive process are present – including for early stage companies that have not yet generated outputs.

In addition, the amendments introduced an optional “concentration test” to permit a simplified assessment of whether or not an acquired set of activities and assets is a business. The test can be applied by choice on a transaction by transaction basis. A transaction will be treated as an acquisition of assets (ie not a business) if substantially all of the fair value of the gross assets acquired is concentrated in a single identifiable asset or groups of similar identifiable assets.

3. BASIS OF PREPARATION (continued)

Amendments to CIAS 1 and CIAS 8 *Definition of Material*

The amendments clarify the definition of material in the context of applying CIFRS. As the concept of what is and is not material is crucial in preparing financial statements in accordance with CIFRS, a change in the definition may fundamentally affect how preparers make judgments in preparing financial statements.

The new definition of material is information is material if omitting, misstating or obscuring it could reasonably be expected to influence the decisions that the primary users of general purpose financial statements make on the basis of those financial statements, which provide financial information about a specific reporting entity.

Amendments to CIFRS 9, CIAS 39 and CIFRS 7 *Interest Rate Benchmark Reform*

The amendments affect entities that apply the hedge accounting requirements of CIFRS 9 or CIAS 39 to hedging relationships affected by the interest rate benchmark reform.

Pursuant to the amendments, entities would apply hedge accounting requirements assuming that the interest rate benchmark is not altered as a result of the interest rate benchmark reform.

The amendments apply to all hedging relationships that are directly affected by the interest rate benchmark reform.

Amendment to CIFRS 16 *Covid-19-Related Rent Concessions*

CIFRS 16 has been amended to:

- (a) Provide lessees with an exemption from the requirement to determine whether a COVID-19-related rent concession is a lease modification; and
- (b) Require lessees that apply the exemption to account for COVID-19-related rent concessions as if they were not lease modifications.

The practical expedient only applies to rent concessions occurring as a direct consequence of the COVID-19 pandemic and only if all of the following conditions are met:

- (i) Changes in lease payments results in revised consideration for the lease that is substantially the same as, or less than, the consideration for the lease immediately preceding the change;
- (ii) Any reduction in lease payments affects only payments originally due on or before 30 June 2021; and
- (iii) There is no substantive change to other terms and conditions of the lease.

The following are accounting standards and amendments that have been issued but have not been early adopted by PPAP:

	Effective Date
<i>Interest Rate Benchmark Reform - Phase 2</i> (Amendments to CIFRS 9, CIAS 39, CIFRS 7, CIFRS 4 and CIFRS 16)	1 January 2021
Annual Improvements to CIFRS Standards 2018 - 2020	1 January 2022
Amendments to CIFRS 3 <i>Reference to the Conceptual Framework</i>	1 January 2022
Amendments to CIAS 16 <i>Property, Plant and Equipment - Proceeds before Intended Use</i>	1 January 2022
Amendments to CIAS 37 <i>Onerous Contracts - Cost of Fulfilling a Contract</i>	1 January 2022
Amendments to CIAS 1 <i>Classification of Liabilities as Current or Non-current</i>	1 January 2023
CIFRS 17 <i>Insurance Contracts</i>	1 January 2023
Amendments to CIFRS 17 <i>Insurance Contracts</i>	1 January 2023
Amendments to CIFRS 4 <i>Insurance Contract - Extension of the Temporary Exemption from Applying CIFRS 9</i>	1 January 2023
Amendments to CIFRS 10 and CIAS 28 <i>Sale or Contribution of Assets between an Investor and its Associate or Joint Venture</i>	Deferred

3. BASIS OF PREPARATION (continued)

PPAP is in the process of making an assessment of the potential impact from the adoption of these accounting standards and amendments hence the Directors are not yet in a position to conclude on the potential impact on the results and the financial position of PPAP.

The possible effects from the adoption of the above accounting standards and amendments are as follows:

Interest Rate Benchmark Reform - Phase 2 (Amendments to CIFRS 9, CIAS 39, CIFRS 7, CIFRS 4 and CIFRS 16)

The changes in *Interest Rate Benchmark Reform — Phase 2* (Amendments to CIFRS 9, CIAS 39, CIFRS 7, CIFRS 4 and CIFRS 16) refer to the replacement of interest reference rates, such as London Inter-Bank Offered Rate (“LIBOR”) and Euro Inter-Bank Offered Rate (“EURIBOR”) with alternative benchmark rates. These amendments follow on from the first phase of reliefs relating to Inter-Bank Offered Rate (“IBOR”) Reform issued in September 2019.

IBOR Reform brings about several potentially significant implications for entities reporting under CIFRS both during the period of uncertainty prior to IBOR being replaced (pre-replacement issues), as well as at the time IBOR is replaced (replacement issues). The first phase of amendments focused solely on pre-replacement issues that relate to hedge accounting requirements. The second phase of reliefs focuses on replacement issues in relation to hedge accounting and other areas of accounting.

Annual Improvements to CIFRS Standards 2018 – 2020

The annual improvement amend the following standards:

- CIFRS 1 *First-time Adoption of International Financial Reporting Standards* to permit a subsidiary that applies paragraph D16(a) of IFRS 1 to measure cumulative translation differences using the amounts reported by its parent, based on the parent’s date of transition to IFRSs.
- CIFRS 9 *Financial Instruments* to clarify the fees included in the “10 per cent” test in paragraph B3.3.6 of CIFRS 9 in assessing whether to derecognise a financial liability, explaining that only fees paid or received between the entity (the borrower) and the lender, including fees paid or received by either the entity or the lender on the other’s behalf are included.
- CIFRS 16 *Leases* to amend Illustrative Example 13 to remove the illustration of the reimbursement of leasehold improvements by the lessor in order to resolve any potential confusion regarding the treatment of lease incentives that might arise because of how lease incentives are illustrated in that example.
- CIAS 41 *Agriculture* to remove the requirement to exclude taxation cash flows when measuring the fair value of a biological asset using a present value technique.

Amendments to CIFRS 3 Reference to the Conceptual Framework

Amendments are made to various accounting standards to reflect the issue of the revised *Conceptual Framework for Financial Reporting* and apply to for-profit sector entities that have public accountability and are required by legislation to comply with CIFRSs and other for-profit entities that elect to apply the *Conceptual Framework*, for annual reporting periods beginning on or after 1 January 2020.

Amendments to CIAS 16 Property, Plant and Equipment - Proceeds before Intended Use

The amendments to CIAS 16 *Property, Plant and Equipment* prohibit deducting from the cost of an item of property, plant and equipment any proceeds from selling items produced while bringing that asset to the location and condition necessary for it to be capable of operating in the manner intended by management. Instead, the proceeds from selling such items, and the cost of producing those items, is recognised in profit or loss.

3. BASIS OF PREPARATION (continued)

Amendments to CIAS 37 Onerous Contracts - Cost of Fulfilling a Contract

The amendments to CIAS 37 *Provisions, Contingent Liabilities and Contingent Assets* to specify that the “cost of fulfilling” a contract comprises the “costs that relate directly to the contract”. Costs that relate directly to a contract can either be incremental costs of fulfilling that contract (e.g. direct labour and materials) or an allocation of other costs that relate directly to fulfilling contracts (e.g. the allocation of the depreciation charge for an item of property, plant and equipment used in fulfilling the contract).

Amendments to CIAS 1 Classification of Liabilities as Current or Non-current

CIAS 1 *Presentation of Financial Statements* has been amended to:

- Clarify that the classification of liabilities as current or non-current is based on rights that in existence at the end of the reporting period;
- Specify that classification is unaffected by expectations about whether an entity will exercise its right to defer settlement of a liability;
- Explain that rights are in existence if covenants are complied with at the end of the reporting period; and
- Introduce a definition of “settlement” to make clear that settlement refers to the transfer to the counterparty of cash, equity instruments, other assets or services.

CIFRS 17 Insurance Contracts

CIFRS 17 replaces CIFRS 4 and requires a current measurement model where estimates are re-measured each reporting period.

Contracts are measured using the building blocks of:

- discounted probability-weighted cash flows;
- an explicit risk adjustment; and
- a contractual service margin (“CSM”) representing the unearned profit of the contract which is recognised as revenue over the coverage period.

The standard allows a choice between recognising changes in discount rates either in the income statement or directly in other comprehensive income. The choice is likely to reflect how insurers account for their financial assets under CIFRS 9.

An optional, simplified premium allocation approach is permitted for the liability for the remaining coverage for short duration contracts, which are often written by non-life insurers.

There is a modification of the general measurement model called the “variable fee approach” for certain contracts written by life insurers where policyholders share in the returns from underlying items. When applying the variable fee approach the entity’s share of the fair value changes of the underlying items is included in the contractual service margin. The results of insurers using this model are therefore likely to be less volatile than under the general model.

The new rules will affect the financial statements and key performance indicators of all entities that issue insurance contracts or investment contracts with discretionary participation features.

Amendments to CIFRS 17 Insurance Contracts

The amendments to CIFRS 17 *Insurance Contracts* defer the effective date from annual periods beginning on or after 1 January 2021 to 1 January 2023. For entities that have elected to defer CIFRS 9 *Financial Instruments*, the mandatory effective date has also been deferred until 1 January 2023.

3. BASIS OF PREPARATION (continued)

Amendments to CIFRS 17 Insurance Contracts (continued)

The IASB has amended CIFRS 17 to:

- Reduce costs (some requirements have been simplified to reduce costs such as systems development costs);
- Make results easier to explain; and
- Ease transition (the deferred application date gives insurers more time to prepare for first-time adoption of CIFRS 17 and in some cases, CIFRS 9 as well, and also provides more transition reliefs to reduce complexity of applying CIFRS 17 for the first time).

Amendments to CIFRS 4 Insurance Contract - Extension of the Temporary Exemption from Applying CIFRS 9

CIFRS 4 was amended to require insurers applying the temporary exemption from CIFRS 9 (i.e. those insurers that continue to apply CIAS 39) to apply the same practical expedient as those entities applying CIFRS 9.

Amendments to CIFRS 10 and CIAS 28 Sale or Contribution of Assets between an Investor and its Associate or Joint Venture

The amendments clarify the extent of gains or losses to be recognised when an entity sells or contributes assets to its associate or joint venture. When the transaction involves a business the gain or loss is recognised in full, conversely when the transaction involves assets that do not constitute a business the gain or loss is recognised only to the extent of the unrelated investors' interests in the joint venture or associate.

4. PROPERTY, PLANT AND EQUIPMENT

	Unaudited	Audited
	30 September 2020	31 December 2019
	US\$	US\$
Cost		
Balance at the beginning of financial period/year	96,414,691	89,655,803
Additions	9,145,633	6,904,347
Transfer to investment properties (Note 5)	-	(36,053)
Disposals	(195,535)	-
Written-off	(125,901)	(109,406)
	<u>105,238,888</u>	<u>96,414,691</u>
Balance at the end of financial period/year		
Accumulated depreciation		
Balance at the beginning of financial period/year	18,846,135	15,846,356
Depreciation for financial period/year	1,966,491	3,043,003
Disposals	(133,298)	-
Written-off	-	(43,224)
	<u>20,679,328</u>	<u>18,846,135</u>
Balance at the end of financial period/year		
Carrying amounts		
Balance at the end of financial period/year	<u>84,559,560</u>	<u>77,568,556</u>
	<u>346,694,196</u>	<u>316,091,866</u>
<i>(KHR'000 equivalent)</i>		

5. INVESTMENT PROPERTIES

	Unaudited 30 September 2020 US\$	Audited 31 December 2019 US\$
Cost		
Balance at the beginning of financial period/year	85,318,810	85,494,642
Additions	-	53,000
Transfer from property, plant and equipment (Note 4)	-	36,053
Disposals	(132,795)	(264,885)
	<u>85,186,015</u>	<u>85,318,810</u>
Accumulated depreciation		
Balance at the beginning of financial period/year	464,664	468,444
Depreciation for financial period/year	47,651	76,954
Disposals	(29,069)	(80,734)
	<u>483,246</u>	<u>464,664</u>
Carrying amounts		
Balance at the end of financial period/year	<u>84,702,769</u>	<u>84,854,146</u>
<i>(KHR'000 equivalent)</i>	<u>347,281,353</u>	<u>345,780,645</u>

6. LEASE RECEIVABLES

Lease receivables are in respect of 40 year leases of land to Hui Bang International Investment Group Co., Ltd. and Mekong Oriza Trading Co., Ltd.

7. TRADE AND OTHER RECEIVABLES

	Unaudited 30 September 2020 US\$ KHR'000		Audited 31 December 2019 US\$ KHR'000	
Non-current				
Other receivable				
Deposit	64,986	266,443	62,487	254,635
Current				
Trade receivables				
Third parties	4,727,645	19,383,345	4,184,751	17,052,860
Less: Impairment loss - Third parties	(772,549)	(3,167,451)	(514,863)	(2,098,067)
	<u>3,955,096</u>	<u>16,215,894</u>	<u>3,669,888</u>	<u>14,954,793</u>
Other receivables				
Third parties	2,902,065	11,898,467	2,522,395	10,278,760
Advances	92,794	380,455	107,770	439,163
Deposits	103,870	425,867	100,870	411,045
Other receivables	218,510	895,891	193,647	789,112
	<u>3,317,239</u>	<u>13,600,680</u>	<u>2,924,682</u>	<u>11,918,080</u>
Total receivables	<u>7,272,335</u>	<u>29,816,574</u>	<u>6,594,570</u>	<u>26,872,873</u>
Prepayments	407,752	1,671,783	344,225	1,402,717
	<u>7,680,087</u>	<u>31,488,357</u>	<u>6,938,795</u>	<u>28,275,590</u>

8. DEFERRED TAX

The components and movements of deferred tax assets/(liabilities) are as follows:

	At 1 January 2020 US\$	Recognised in profit or loss US\$	At 30 September 2020 US\$ (Unaudited)
Property, plant and equipment	(2,265,028)	(324,052)	(2,589,080)
Retirement benefit obligation	122,685	7,423	130,108
Deferred income	2,916,202	(51,202)	2,865,000
Impairment loss on receivables	102,973	51,537	154,510
Unrealised exchange differences	1,632	11,218	12,850
	<u>878,464</u>	<u>(305,076)</u>	<u>573,388</u>

(KHR'000 equivalent)

2,350,891

	At 1 January 2019 US\$	Recognised in profit or loss US\$	At 31 December 2019 US\$ (Audited)
Property, plant and equipment	(2,038,447)	(226,581)	(2,265,028)
Retirement benefit obligation	124,192	(1,507)	122,685
Deferred income	2,970,000	(53,798)	2,916,202
Impairment loss on receivables	68,786	34,187	102,973
Unrealised exchange differences	1,469	163	1,632
	<u>1,126,000</u>	<u>(247,536)</u>	<u>878,464</u>

(KHR'000 equivalent)

3,579,741

9. CASH AND BANK BALANCES

	Unaudited 30 September 2020		Audited 31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Cash on hand	6,627	27,171	4,833	19,694
Cash at banks	3,972,975	16,289,197	6,647,685	27,089,317
Fixed deposits	17,509,898	71,790,582	19,332,390	78,779,489
As stated in statement of financial position	21,489,500	88,106,950	25,984,908	105,888,500
Less:				
Deposits (maturity more than three months)	(15,000,000)	(61,500,000)	(16,200,000)	(66,015,000)
As stated in statement of cash flows	<u>6,489,500</u>	<u>26,606,950</u>	<u>9,784,908</u>	<u>39,873,500</u>

10. SHARE CAPITAL

	Unaudited 30 September 2020		Audited 31 December 2019	
	Number	US\$	Number	US\$
Voting shares of US\$1 each:				
Class A	4,136,873	4,136,873	4,136,873	4,136,873
Class B	16,547,492	16,547,492	16,547,492	16,547,492
	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>
Non-voting shares of US\$1 each:				
Class C	93,769,120	93,769,120	93,769,120	93,769,120
	<u>114,453,485</u>	<u>114,453,485</u>	<u>114,453,485</u>	<u>114,453,485</u>
<i>(KHR'000 equivalent)</i>		<u>457,813,940</u>		<u>457,813,940</u>

Class A shareholders will enjoy the minimum guaranteed dividend yield of 5% per year based on the Initial Public Offering (“IPO”) price for the period of at least 5 years, starting from 2016 to 2020. The present value of these guaranteed dividends amounting to US\$936,145 is expected to be paid over five years.

Class C shareholders are not entitled to dividend but have first priority in case of PPAP’s liquidation.

11. SHARE PREMIUM

On 9 December 2015, PPAP was successfully listed on the Cambodia Securities Exchange (“CSX”). The total number of ordinary shares (voting) is 20,684,365 shares, of which 4,136,873 (Class A) shares was from the IPO with a par value of KHR4,000 per share. After the listing, MoEF holds 80% of the total number of shares. PPAP received the proceeds from the IPO amounting to US\$5,193,915 and incurred IPO costs of US\$901,540.

The share premium mainly represents the excess amount received by PPAP over the par value of its shares pursuant to the issuance of shares, net of transaction costs directly distributable to the issuance.

12. RESERVES

	Legal reserve US\$	General reserve US\$	Development fund US\$	Total US\$
As at 1 January 2020	1,468,440	1,468,440	22,714,539	25,651,419
Transfer from retained earnings	577,570	577,570	9,733,047	10,888,187
As at 30 September 2020 (Unaudited)	2,046,010	2,046,010	32,447,586	36,539,606
<i>(KHR'000 equivalent)</i>	<u>8,388,641</u>	<u>8,388,641</u>	<u>133,035,103</u>	<u>149,812,385</u>
As at 1 January 2019	1,063,403	1,063,403	16,548,336	18,675,142
Transfer from retained earnings	405,037	405,037	6,166,203	6,976,277
As at 31 December 2019 (Audited)	1,468,440	1,468,440	22,714,539	25,651,419
<i>(KHR'000 equivalent)</i>	<u>5,983,893</u>	<u>5,983,893</u>	<u>92,561,746</u>	<u>104,529,532</u>

12. RESERVES (continued)

On 31 March 2020, the Board of Directors approved the transfer of retained earnings to reserves amounting to US\$10,888,187.

In accordance with PPAP's Articles of Incorporation, article 66, dated 5 September 2016, PPAP's profit, after offsetting with losses carried forward (if any), can be used as follows:

- for legal reserve – 5%
- for general reserve – 5%
- the remaining balance for dividend and development fund

13. TRADE AND OTHER PAYABLES

	Unaudited		Audited	
	30 September 2020		31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Non-current				
Other payable				
Deposit	32,493	133,221	31,243	127,315
Current				
Trade payables				
Third parties	299,754	1,228,991	1,060,640	4,322,108
Other payables				
Interest payable	103,729	425,289	361,556	1,473,341
Deposits	434,643	1,782,036	438,825	1,788,212
Guaranteed dividends payable	251,384	1,030,674	259,887	1,059,040
Deferred income	-	-	31,012	126,374
Other tax payables	138,739	568,830	138,740	565,365
Other payables	1,168,874	4,792,382	1,048,392	4,272,197
	2,097,369	8,599,211	2,278,412	9,284,529
	2,397,123	9,828,202	3,339,052	13,606,637

14. BORROWINGS

	Unaudited		Audited	
	30 September 2020		31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Non-current				
Phnom Penh Port – New Container Terminal Project (“PPNCTP”) or Phnom Penh Port LM17	20,699,741	84,868,938	22,769,715	92,786,589
Current				
PPNCTP or Phnom Penh Port LM17	2,069,974	8,486,893	2,069,974	8,435,144
	22,769,715	93,355,831	24,839,689	101,221,733

14. BORROWINGS (continued)

PPPNECTP represents an on-lending agreement between the MEF and PPAP for the lending of proceeds of the Import-Export Bank of China (“the Eximbank”) under the Preferential Buyer Credit Loan Agreement: No. (2010)29(136) dated 4 November 2010 for the Phnom Penh Port-New Container Terminal Project (“Project”).

The amount to be re-lent to PPAP shall be deemed to be simultaneously lent to PPAP on the same dates, in the same currency and the same amount as those disbursed by the Eximbank for the purposes of financing the implementation of the Project. PPAP pays interest to the MEF semi-annually at the rate of 4% per annum. The loan on-lent is for 20 years, including a grace period of not exceeding 7 years from the date of the conclusion of the Loan Agreement.

15. PROVISION FOR RETIREMENT BENEFITS

The amounts recognised in the statement of financial position are as follows:

	Unaudited		Audited	
	30 September 2020		31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Defined benefits obligation				
Present value of defined benefits obligation	650,541	2,667,218	613,427	2,499,715
Fair value of plan asset	-	-	-	-
	<u>650,541</u>	<u>2,667,218</u>	<u>613,427</u>	<u>2,499,715</u>
Other benefits				
National Social Security Funds	<u>68,189</u>	<u>279,575</u>	<u>49,088</u>	<u>200,034</u>
Liability recognised in statement of financial position	<u>718,730</u>	<u>2,946,793</u>	<u>662,515</u>	<u>2,699,749</u>

The movements in the defined benefits obligations during the period are as follows:

	Unaudited	Audited
	30 September 2020	31 December 2019
	US\$	US\$
Balance at 1 January	613,427	620,961
Current service costs	12,550	48,709
Interest costs	12,550	35,885
Past service costs	-	15,937
Benefits paid	(37,922)	(17,534)
Re-measurement	<u>49,936</u>	<u>(90,531)</u>
Balance at 30 September/31 December	<u>650,541</u>	<u>613,427</u>
<i>(KHR'000 equivalent)</i>	<u>2,667,218</u>	<u>2,499,715</u>

15. PROVISION FOR RETIREMENT BENEFITS (continued)

The movements in the other benefits during the period are as follows:

	Unaudited 30 September 2020 US\$	Audited 31 December 2019 US\$
Balance at 1 January	49,088	23,683
Additional expenses	<u>19,101</u>	<u>25,405</u>
Balance at 30 September/31 December	<u>68,189</u>	<u>49,088</u>
<i>(KHR'000 equivalent)</i>	<u>279,575</u>	<u>200,034</u>

The amounts recognised within salaries, wages and related expenses in the statement of profit or loss and other comprehensive income are as follows:

	Unaudited 30 September 2020		Audited 31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Defined benefit obligation				
Current service costs	12,550	51,455	48,709	197,369
Interest costs	12,550	51,455	35,885	145,406
Past service costs	-	-	15,937	64,577
Other benefits				
Additional expenses	<u>19,101</u>	<u>78,314</u>	<u>25,405</u>	<u>102,941</u>
	<u>44,201</u>	<u>181,224</u>	<u>125,936</u>	<u>510,293</u>

16. LEASE LIABILITIES

Lease liabilities are in respect of a 40 year lease of land from Green Trade Co., Ltd.

17. CONTRACT LIABILITIES

	Unaudited 30 September 2020		Audited 31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Non-current				
Deferred income	<u>14,025,000</u>	<u>57,502,500</u>	<u>14,250,000</u>	<u>58,068,750</u>
Current				
Deferred income	<u>300,000</u>	<u>1,230,000</u>	<u>300,000</u>	<u>1,222,500</u>

18. CAPITAL COMMITMENTS

	Unaudited		Audited	
	30 September 2020		31 December 2019	
	US\$	KHR'000	US\$	KHR'000
Capital expenditure in respect of purchase of property, plant and equipment:				
Contracted but not provided	4,332,266	17,762,291	990,809	4,037,547

19. REVENUE

	Unaudited			
	Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Stevedoring	3,392,221	13,879,622	3,445,969	14,040,390
Lift On Lift Off ("LOLO")	2,770,634	11,337,198	2,916,173	11,877,541
Port dues and charges	949,147	3,885,585	1,073,848	4,379,906
Gate fees	202,786	829,726	207,059	844,577
Storage fees	168,119	688,582	428,316	1,740,267
Weighting fee	1,485	6,068	341	1,389
Stuffing/Unstuffing	7,300	29,889	4,350	17,791
Sand dredging management fee	8,721	36,359	-	-
Trucking fee	63,632	260,511	31,435	127,724
Logistic services	12,000	49,078	43,655	176,716
	7,576,045	31,002,618	8,151,146	33,206,301

	Unaudited			
	Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Stevedoring	8,821,662	36,010,024	8,507,529	34,438,477
LOLO	7,348,862	29,998,055	6,964,673	28,192,996
Port dues and charges	2,810,304	11,471,661	2,905,480	11,761,383
Gate fees	528,429	2,157,047	562,700	2,277,810
Storage fees	554,852	2,264,906	786,341	3,183,108
Weighting fee	2,412	9,846	820	3,319
Stuffing/Unstuffing	22,350	91,233	14,450	58,494
Sand dredging management fee	135,312	552,344	-	-
Trucking fee	191,058	779,899	57,841	234,140
Logistic services	27,747	113,263	43,655	176,716
	20,442,988	83,448,278	19,843,489	80,326,443

20. COST OF SERVICES

	Unaudited			
	Three-month period ended		30 September 2019	
	30 September 2020	30 September 2019	US\$	KHR'000
	US\$	KHR'000	US\$	KHR'000
Crane charges	694,415	2,841,440	745,313	3,034,065
Depreciation	572,999	2,345,529	681,311	2,782,449
Fuel and gasoline	214,021	876,518	254,191	1,036,585
Salaries and wages	403,986	1,653,752	388,620	1,586,594
Maintenance costs	180,485	739,456	201,855	822,631
Logistic costs	12,440	50,893	115,580	467,868
Others	-	-	86,178	350,734
	<u>2,078,346</u>	<u>8,507,588</u>	<u>2,473,048</u>	<u>10,080,926</u>

	Unaudited			
	Nine-month period ended		30 September 2019	
	30 September 2020	30 September 2019	US\$	KHR'000
	US\$	KHR'000	US\$	KHR'000
Crane charges	1,833,985	7,486,327	1,691,858	6,848,641
Depreciation	1,664,174	6,793,158	2,042,552	8,268,250
Fuel and gasoline	694,745	2,835,949	677,531	2,742,645
Salaries and wages	1,184,093	4,833,468	1,136,409	4,600,184
Maintenance costs	546,957	2,232,678	508,643	2,058,987
Repair and maintenance container fee	345	1,408	-	-
Logistic costs	30,925	126,235	115,580	467,868
Others	86,461	352,934	190,903	772,776
	<u>6,041,685</u>	<u>24,662,157</u>	<u>6,363,476</u>	<u>25,759,351</u>

21. OTHER INCOME

	Unaudited			
	Three-month period ended		30 September 2019	
	30 September 2020	30 September 2019	US\$	KHR'000
	US\$	KHR'000	US\$	KHR'000
Rental income	193,790	793,720	231,496	944,723
Interest income from:				
- deposits with financial institutions	308,373	1,262,262	323,792	1,323,218
- lease receivables	43,293	177,242	42,957	174,909
Others	33,841	138,923	34,926	169,574
	<u>579,297</u>	<u>2,372,147</u>	<u>633,171</u>	<u>2,612,424</u>

	Unaudited			
	Nine-month period ended		30 September 2019	
	30 September 2020	30 September 2019	US\$	KHR'000
	US\$	KHR'000	US\$	KHR'000
Rental income	638,582	2,606,692	655,201	2,652,254
Interest income from:				
- deposits with financial institutions	888,904	3,628,506	1,018,713	4,123,750
- lease receivables	129,974	530,554	99,570	403,059
Unwinding effect of long term deposit	2,499	10,201	118,757	480,728
Reversal of impairment loss on receivables	-	-	2,882	11,666
Income from net of investment sublease	-	-	1,408,262	5,700,645
Others	161,929	660,994	71,294	288,599
	<u>1,821,888</u>	<u>7,436,947</u>	<u>3,374,679</u>	<u>13,660,701</u>

22. GENERAL AND ADMINISTRATIVE EXPENSES

	Unaudited			
	Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Salaries and other benefits	993,301	4,066,844	901,825	3,684,099
Utilities and fuel	111,348	455,923	119,961	489,562
Depreciation	132,990	544,167	103,876	423,756
Board of Directors' fees	61,588	252,195	51,737	211,322
Donation	186,212	760,974	97,091	396,321
Office supplies	58,342	238,884	47,399	193,079
Business entertainment	31,362	128,361	59,898	245,919
Repair and maintenance	37,888	155,057	44,066	180,056
Communication expenses	17,445	71,408	14,894	60,848
Professional fees	5,140	21,109	7,256	30,414
Travelling expenses	9,062	37,179	16,404	67,474
Other tax expenses	14,290	60,033	8,302	33,880
Other expenses	117,073	479,660	80,393	327,482
Impairment loss on receivables	127,040	519,361	103,009	418,399
	<u>1,903,081</u>	<u>7,791,155</u>	<u>1,656,111</u>	<u>6,762,611</u>

	Unaudited			
	Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Salaries and other benefits	3,024,811	12,347,279	2,763,567	11,186,919
Utilities and fuel	344,678	1,406,976	339,909	1,375,952
Depreciation	349,968	1,428,569	285,321	1,154,979
Board of Directors' fees	193,606	790,300	156,740	634,484
Donation	329,013	1,343,031	280,207	1,134,278
Office supplies	180,275	735,883	114,507	463,524
Business entertainment	88,252	360,245	251,675	1,018,780
Repair and maintenance	104,177	425,251	137,178	555,297
Communication expenses	50,340	205,488	45,860	185,641
Professional fees	26,362	107,610	65,100	263,525
Travelling expenses	40,350	164,709	75,891	307,207
Other tax expenses	297,856	1,215,848	23,502	95,136
Other expenses	236,795	966,597	194,431	787,057
Loss on disposal of property, plant and equipment and investment property	174,962	714,195	-	-
Impairment loss on receivables	257,682	1,051,858	181,859	736,165
	<u>5,699,127</u>	<u>23,263,839</u>	<u>4,915,747</u>	<u>19,898,944</u>

23. FINANCE COSTS

	Unaudited			
	Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Interest expense on:				
- borrowings	233,332	955,352	256,907	1,049,216
- lease liabilities	28,861	118,157	28,638	116,606
Unwinding effect of:				
- guaranteed dividend	6,919	28,334	13,112	57,832
	<u>269,112</u>	<u>1,101,843</u>	<u>298,657</u>	<u>1,223,654</u>

	Unaudited			
	Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Interest expense on:				
- borrowings	715,061	2,918,879	771,181	3,121,741
- lease liabilities	86,649	353,701	66,379	268,702
Unwinding effect of:				
- long term deposit	1,250	5,103	237,513	961,453
- guaranteed dividend	20,820	84,987	39,692	160,673
	<u>823,780</u>	<u>3,362,670</u>	<u>1,114,765</u>	<u>4,512,569</u>

24. TAXATION

	Unaudited			
	Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Income tax expense:				
Current year	703,212	2,877,051	890,427	3,624,519
Deferred tax:				
Origination and reversal of temporary differences	116,404	476,293	13,926	56,594
	<u>819,616</u>	<u>3,353,344</u>	<u>904,353</u>	<u>3,681,113</u>

24. TAXATION (Continued)

	Unaudited			
	Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Income tax expense:				
Current year	1,759,289	7,181,418	1,990,429	8,057,257
Under provision in prior year	33,854	138,192	14,953	60,530
	<u>1,793,143</u>	<u>7,319,610</u>	<u>2,005,382</u>	<u>8,117,787</u>
Deferred tax expense:				
Origination and reversal of temporary differences	305,076	1,245,320	26,285	106,401
Total tax expense	<u>2,098,219</u>	<u>8,564,930</u>	<u>2,031,667</u>	<u>8,224,188</u>

Under the Cambodian Law on Taxation, PPAP has an obligation to pay tax on profit at 20% (2019: 20%) of the taxable profit or a minimum tax at 1% (2019: 1%) of total revenue, whichever is higher.

25. EARNINGS PER SHARE

	Unaudited			
	Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Profit attributable to ordinary equity holders	3,116,058	12,746,909	3,454,715	14,080,697
Weighted average number of ordinary shares in issue	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>
Basic earnings per share	0.15	0.62	0.17	0.68
Diluted earnings per share	<u>0.15</u>	<u>0.62</u>	<u>0.17</u>	<u>0.68</u>

	Unaudited			
	Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Profit attributable to ordinary equity holders	7,642,774	31,197,803	8,788,659	35,576,491
Weighted average number of ordinary shares in issue	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>
Basic earnings per share	0.37	1.51	0.42	1.72
Diluted earnings per share	<u>0.37</u>	<u>1.51</u>	<u>0.42</u>	<u>1.72</u>

Diluted earnings per share are calculated by adjusting the weighted average number of ordinary shares outstanding to assume conversion of all dilutive potential ordinary shares.

PPAP had no dilutive potential ordinary shares as at the period end. As such, the diluted earnings per share were equivalent to the basic earnings per share.

26. DIVIDENDS

During to the 5th Annual General Shareholder Meeting held on 26 June 2020, the shareholder of PPAP approved the distribution of dividends in respect of the financial year ended 31 December 2019 to shareholders of each class of shares as follows:

- Shareholders in Class A is entitled to the additional dividend of US\$78,061 (equivalent to KHR317,711,846) on the top of total guaranteed dividend.
- Shareholders in Class B is entitled to total dividend of US\$675,676 (equivalent to KHR2,750,027,695).

These dividends were paid on 8 July 2020.

27. RELATED PARTY DISCLOSURES

- (a) PPAP had the following transactions with related parties during the financial period.

	Unaudited Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
<u>Related parties</u>				
MEF				
Interest expense	233,332	955,352	256,907	1,049,217
MEF and MPWT				
Donation and charities	27,361	111,745	5,624	23,082

	Unaudited Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
<u>Related parties</u>				
MEF				
Interest expense	715,061	2,918,879	771,181	3,121,741
MEF and MPWT				
Donation and charities	36,954	150,846	23,194	93,889

- (b) Compensation of key management personnel

Key management compensation during the financial period is as follows:

	Unaudited Three-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Short term employee benefits	61,588	252,195	51,737	211,322

	Unaudited Nine-month period ended			
	30 September 2020		30 September 2019	
	US\$	KHR'000	US\$	KHR'000
Short term employee benefits	193,606	790,300	156,740	634,484

28. FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES

The financial risk management objective of PPAP is to optimise value creation for its shareholders whilst minimising the potential adverse impact arising from volatility of the financial markets.

The Directors are responsible for setting the objectives and underlying principles of financial risk management for PPAP. The management then establishes the detailed policies such as authority levels, oversight responsibilities, risk identification and measurement and exposure limits in accordance with the objectives and underlying principles approved by the Directors.

(a) Credit risk

Credit risk is the risk of financial loss to PPAP if a counter party to a financial instrument fails to perform as contracted. It is PPAP's policy to monitor the financial standing of these counter parties on an ongoing basis to ensure that PPAP is exposed to minimal credit risk.

PPAP's primary exposure to credit risk arises through its receivables. The credit period for trade receivables is one to three months (2019: one to three months) and PPAP seeks to maintain strict control over its outstanding receivables to minimise credit risk. Overdue balances are reviewed regularly by management.

(b) Liquidity and cash flow risk

Liquidity and cash flow risk arises from PPAP's management of working capital. It is the risk that PPAP will encounter difficulty in meeting its financial obligations when due.

PPAP actively manages its debt maturity profile, operating cash flows and the availability of funding so as to ensure that all operating, investing and financing needs are met. In liquidity risk management strategy, PPAP maintains a level of cash and cash equivalents deemed adequate to finance PPAP's activities.

(c) Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows of the financial instruments of PPAP would fluctuate because of changes in market interest rates.

The exposure of PPAP to interest rate risk arises primarily from loans and borrowings. PPAP manages its interest rate exposure by closely monitoring the debt market and where necessary, maintaining a prudent mix of fixed and floating rate borrowings. PPAP does not use derivative financial instruments to hedge any debt obligations.

29. TAXATION CONTINGENCIES

Law on taxation in Cambodia including Sub Decree, Prakas, Circular and Notification is frequently changing based on the amendment of tax authorities and subject to interpretation. Often, differing interpretations on law of taxation exist among relevant parties and this could result in higher tax risks. Taxes are subject to review and investigation by a number of authorities who are enabled by law to impose severe fines, penalties and interest charges. Management believes that it has adequately provided tax liabilities based on its interpretation of tax legislation.

30. SEASONALITY OR CYCLICALITY OF OPERATIONS

The demand for PPAP services is subject to seasonal fluctuation as a result of the high demand for mainly garment, commodity, rice, textile raw materials and construction materials. Historically, peak demand is in the third quarter of the year and attributed to the high volume of export to America and import from China.

31. SIGNIFICANT EVENT DURING THE PERIOD

The World Health Organisation declared the 2019 Novel Coronavirus infection (“COVID-19”) a pandemic on 11 March 2020.

Based on the assessment and information available at the date of authorisation of the financial statements, PPAP has sufficient cash flows to meet its liquidity needs in the next 12 months after the end of the reporting period. PPAP does not anticipate significant supply disruptions and would continue to monitor its fund and operational needs.

Part 4
Management's Discussion and Analysis
(MD&A)

A- Overview of operations

PPAP is one of the Cambodia's two international port. The port commercial zone covered from Phnom Penh to lower Mekong River (Neak Leoung) and Phnom Penh to upper Mekong River (Tonle Bet) in accordance to the sub-decree number 01 dated 5th January 2009. PPAP has two function as a port operation and port authority. *Please refer to Section 1.2 of this third Quarter 2020 report for further information.*

The container throughput of PPAP in the third quarter 2020 has increased 6,813 TEUs or 7.37% compared to the third quarter 2019. For vessels in the third quarter 2020 decreased by 2 units or 0.32% compared to the third quarter 2019. However, ship (voyage) in the third quarter 2020 has decreased 543 or 100% compared to the third quarter 2019. On the other hand, general cargo in the third quarter 2020 has increased 10,036 TONS or 1.01 % compared to the third quarter 2019.

The following discussion and analysis of PPAP's top management on the financial position and result of operation is conducted base on the audited financial report for third Quarter ended 31 September 2019 and 2020 as *set out in Section 3 of this third Quarter Report.*

PPAP has four main revenue source:

1. **Stevedoring:** refer to revenue from the service of loading or discharging goods/containers into/from vessel and moving cargo from quay to container yard and vice versa.
2. **Lift On/Lift off (LOLO):** refer to revenue from service of loading or discharging good/containers from container yard to truck and vice versa.
3. **Port Due & Charge:** refer to revenue from maritime service and berthing service which include tonnage due, berthing due, channeling due, pilotage fee, tug boat fee, mooring/unmooring fee, open/close vessel's hatch fee, and cleaning service for vessel.
4. **Storage Fee:** refer to revenue from storage of goods/containers in the container yards or warehouse. General cargos are exempted from stroage fee for 5 days for both import and export cargos, and container cargos as exempted from storage fee for 5 days for export cargos and 7 days for import cargos.

1. Revenue Analysis

1.1 Revenue analysis

For the Third Quarter Ended 30 September 2020 Compared to Third Quarter Ended 30 September 2019

Description	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Port Operation	6,606,177	27,031,596	7,033,643	28,649,679	(427,466)	-6.08%	(1,618,083)	-5.65%
Port Authority	949,147	3,885,585	1,073,848	4,379,906	(124,701)	-11.61%	(494,321)	-11.29%
Other Revenue	20,721	85,437	43,655	176,716	(22,934)	-52.53%	(91,279)	-51.65%
Total:	7,576,045	31,002,618	8,151,146	33,206,301	(575,101)	-7.06%	(2,203,683)	-6.64%

Total revenue decreased by KHR 2,203,683,000 (USD 575,101) or 6.64% from KHR 33,206,301,000 (USD 8,151,146) in the third quarter 2019 to KHR 31,002,618,000 (USD 7,576,045) in the third quarter 2020. This decrease in revenue is due to the decrease of revenue from port operation and port authority such as storage fee, lift on lift off (LOLO) and port dues and charges.

For The First 9 months of 2020 as of 30 September 2020 Compared to The First 9 months of 2019 as of 30 September 2019

Description	9 Months for the period Ended 30 September 2020		9 Months for the period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Port Operation	17,469,625	71,311,010	16,894,354	68,388,344	575,271	3.41%	2,922,666	4.27%

Port Authority	2,810,304	11,471,661	2,905,480	11,761,383	(95,176)	-3.28%	(289,722)	-2.46%
Other Revenue	163,059	665,607	43,655	176,716	119,404	273.52%	488,891	276.65%
Total:	20,442,988	83,448,278	19,843,489	80,326,443	599,499	3.02%	3,121,835	3.89%

Total revenue increased by KHR 3,121,835,000 (USD 599,499 or 3.89% from KHR 80,326,443,000 (USD 19,843,489) in the first 9months of 2019 to KHR 83,448,278,000 (USD 20,442,988) in the first 9months of 2020. This increase in revenue is due to the increase of revenue from port operation such as stevedoring, lift on lift off (LOLO), Trucking Fee and Storage Fee.

1.2 Revenue by segment analysis

For The Third Quarter Ended 30 September 2020 Compared to The Third Quarter Ended 30 September 2019

Description	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%		
Stevedoring	3,392,221	13,879,622	3,445,969	14,040,390	(53,748)	-1.56%	(160,768)	-1.15%
Lift On Lift Off (LOLO)	2,770,634	11,337,198	2,916,173	11,877,541	(145,539)	-4.99%	(540,343)	-4.55%
Port dues & charges	949,147	3,885,585	1,073,848	4,379,906	(124,701)	-11.61%	(494,321)	-11.29%
Storage Fee	168,119	688,582	428,316	1,740,267	(260,197)	-60.75%	(1,051,685)	-60.43%

For the third quarter 2020, PPAP has 3 main revenues, which represents 94% of total revenue. Those revenue included stevedoring, lift on lift off (LOLO) and port dues and charges.

[For The First 9 months of 2020 as of 30 September 2020 Compared to The First 9 months of 2019 as of 30 September 2019](#)

Description	9 Months for the period Ended 30 September 2020		9 Months for the period Ended 30 September 2019		Change			
	USD	KHR'000	USD	KHR'000	USD	%		
Stevedoring	8,821,662	36,010,024	8,507,529	34,438,477	314,133	3.69%	1,571,547.00	4.56%
Lift On Lift Off (LOLO)	7,348,862	29,998,055	6,964,673	28,192,996	384,189	5.52%	1,805,059.00	6.40%
Port dues & charges	2,810,304	11,471,661	2,905,480	11,761,383	(95,176)	-3.28%	(289,722.00)	-2.46%
Storage Fee	554,852	2,264,906	786,341	3,183,108	(231,489)	-29.44%	(918,202.00)	-28.85%

For the first 9months of 2020 as well as the first 9months of 2019, PPAP has increased in 3 main revenue which represent 93% of total revenue. Those revenue included stevedoring, lift on lift off (LOLO) and port dues and charges.

2. Gross profit margin analysis

Gross profit is presented in the statement of profit or loss of PPAP came from the total revenue minus the cost of services (operating costs).

[For The Third Quarter Ended 30 September 2020 Compared to The Third Quarter Ended 30 September 2019](#)

Description	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		Change			
	USD	KHR'000	USD	KHR'000	USD	%		
Revenue	7,576,045	31,002,618	8,151,146	33,206,301	(575,101)	-7.06%	(2,203,683)	-6.64%
Cost of Service								
Depreciation	572,999	2,345,529	681,311	2,782,449	(108,312)	-15.90%	(436,920)	-15.70%

Crane charge	694,415	2,841,440	745,313	3,034,065	(50,898)	-6.83%	(192,625)	-6.35%
Salaries and wage	403,986	1,653,752	388,620	1,586,594	15,366	3.95%	67,158	4.23%
Fuel and gasoline	214,021	876,518	254,191	1,036,585	(40,170)	-15.80%	(160,067)	-15.44%
Maintenance costs	180,485	739,456	201,855	822,631	(21,370)	-10.59%	(83,175)	-10.11%
Repair and maintenance container fee`	-	-	-	-	-	-	-	-
Logistic Cost	12,440	50,893	115,580	467,868	(103,140)	-89.24%	(416,975)	-89.12%
Others	-	-	86,178	350,734	(86,178)	-100.00%	(350,734)	-100.00%
Total Cost of Service	2,078,346	8,507,588	2,473,048	10,080,926	(394,702)	-15.96%	(1,573,338)	-15.61%
Gross profit	5,497,699	22,495,030	5,678,098	23,125,375	(180,399)	-3.18%	(630,345)	-2.73%
Gross Profit Margin	72.57%	72.56%	69.66%	69.64%				

For the third quarter 2020 Cost of Service decreased by KHR 1,573,338,000 (USD 394,702) or 15.61% compared to the third quarter 2019.

- Gross Profit Margin Analysis

Gross Profit Margin increased by 2.92% from 69.64% in the third quarter 2019 to 72.56% in the third quarter 2020. However, revenue is slightly decrease by KHR 2,203,683,000 (USD 575,101) or 6.64%. At the same time, the total Cost of Service decreased by KHR 1,507,734,000 (USD 378,352) or 3.01% is because of the slightly decrease of crane charge, maintenance costs, fuel and gasoline, and other expenses.

For The First 9 months of 2020 as of 30 Septemeber 2020 Compared to The First 9 months of 2019 as of 30 September 2019

Description	9 Months for the period Ended 30 September2020		9 Months for the period Ended 30 September2019		Change		
	USD	KHR'000	USD	KHR'000	USD	KHR'000	
Revenue	20,442,988	83,448,278	19,843,489	80,326,443	599,499	3,121,835	3.89%
Cost of Service							

Depreciation	1,664,174	6,793,158	2,042,552	8,268,250	(378,378)	-18.52%	(1,475,092)	-17.84%
Crane charge	1,833,985	7,486,327	1,691,858	6,848,641	142,127	8.40%	637,686	9.31%
Salaries and wage	1,184,093	4,833,468	1,136,409	4,600,184	47,684	4.20%	233,284	5.07%
Fuel and gasoline	694,745	2,835,949	677,531	2,742,645	17,214	2.54%	93,304	3.40%
Maintenance costs	546,957	2,232,678	508,643	2,058,987	38,314	7.53%	173,691	8.44%
Repair and maintenance container fee`	345	1,408	-	-	345	N/A	1,408	N/A
Logistic costs	30,925	126,235	115,580	467,868	(84,655)	-73.24%	(341,633)	-73.02%
Others	86,461	352,934	190,903	772,776	(104,442)	-54.71%	(419,842)	-54.33%
Total Cost of Service	6,041,685	24,662,157	6,363,476	25,759,351	(321,791)	-5.06%	(1,097,195)	-4.26%
Gross profit	14,401,303	58,786,121	13,480,013	54,567,092	921,290	6.83%	4,219,029	7.73%
Gross Profit Margin	70.45%	70.45%	67.93%	67.93%				

For the first 9months of 2020 Cost of Service decreased by KHR 1,097,194,000 (USD 321,791) or 4.26% compared to the first 9months of 2019.

- Gross Profit Margin Analysis

Gross Profit Margin increased by 2.51% from 67.93% in the first 9months of 2019 to 70.45% in the first 9months of 2020. The increase is mainly due to the increase of total revenue by KHR 3,121,835,000 (USD 599,499) or 3.89%. However, the total Cost of Service decreased by KHR 1,097,194,000 (USD 321,791) or 4.26% is because of the decrease in depreciation and other expenses.

3. Profit before tax analysis

Profit before income tax derived from gross profit plus other income, minus general administration and selling expenses and finance costs.

For The Third Quarter Ended 30 September 2020 Compared to The Third Quarter Ended 30 September 2019

Description	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Gross profit	5,497,699	22,495,030	5,678,098	23,125,375	(180,399)	-3.18%	(630,345)	-2.73%
Other income	579,297	2,372,147	633,171	2,612,424	(53,874)	-8.51%	(240,277)	-9.20%
Salaries and other benefits	993,301	4,066,844	901,825	3,684,099	91,476	10.14%	382,745	10.39%
Donation expenses	186,212	760,974	97,091	396,321	89,121	91.79%	364,653	92.01%
Utilities and fuel	111,348	455,923	119,961	489,562	(8,613)	-7.18%	(33,639)	-6.87%
Depreciation	132,990	544,167	103,876	423,756	29,114	28.03%	120,411	28.42%
Repairs and maintenance	37,888	155,057	44,066	180,056	(6,178)	-14.02%	(24,999)	-13.88%
Business entertainments	31,362	128,361	59,898	245,919	(28,536)	-47.64%	(117,558)	-47.80%
Travelling expenses	9,062	37,179	16,404	67,474	(7,342)	-44.76%	(30,295)	-44.90%
Professional fee	5,140	21,109	7,256	30,414	(2,116)	-29.16%	(9,305)	-30.59%
Board of Directors' fee	61,588	252,195	51,737	211,322	9,851	19.04%	40,873	19.34%
Office Supplies	58,342	238,884	47,399	193,079	10,943	23.09%	45,805	23.72%
Communication expenses	17,445	71,408	14,894	60,848	2,551	17.13%	10,560	17.35%

Other tax expenses	14,290	60,033	8,302	33,880	5,988	72.13%	26,153	77.19%
Others	117,073	479,660	80,393	327,482	36,680	45.63%	152,178	46.47%
Impairment loss on receivable	127,040	519,361	103,009	418,399	24,031	23.33%	100,962	24.13%
Total general administration and selling expenses	1,903,081	7,791,155	1,656,111	6,762,611	246,970	14.91%	1,028,544	15.21%
Operating profit	4,173,915	17,076,022	4,655,158	18,975,188	(481,243)	-10.34%	(1,899,166)	-10.01%
Finance costs	(269,112)	(1,101,843)	(298,657)	(1,223,654)	29,545	-9.89%	121,811	-9.95%
Profit before income tax	3,904,803	15,974,179	4,356,501	17,751,534	(451,698)	-10.37%	(1,777,355)	-10.01%

For the third quarter 2020 General and Administrative expenses increased by KHR 1,028,544,000 (USD 246,970) or 15.21% compared to the third quarter 2019.

For The First 9 months of 2020 as of 30 September 2020 Compared to The First 9 months of 2019 as of 30 September 2019

Description	9 Months for the period Ended 30 September 2020		9 Months for the period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Gross profit	14,401,303	58,786,121	13,480,013	54,567,092	921,290	6.83%	4,219,029	7.73%
Other income	1,821,888	7,436,947	3,374,679	13,660,701	(1,552,791)	-46.01%	(6,223,754)	-45.56%
Salaries and other benefits	3,024,811	12,347,279	2,763,567	11,186,919	261,244	9.45%	1,160,360	10.37%
Donation expenses	329,013	1,343,031	280,207	1,134,278	48,806	17.42%	208,753	18.40%
Utilities and fuel	344,678	1,406,976	339,909	1,375,952	4,769	1.40%	31,024	2.25%
Depreciation	349,968	1,428,569	285,321	1,154,979	64,647	22.66%	273,590	23.69%

Repairs and maintenance	104,177	425,251	137,178	555,297	(33,001)	-24.06%	(130,046)	-23.42%
Business entertainments	88,252	360,245	251,675	1,018,780	(163,423)	-64.93%	(658,535)	-64.64%
Travelling expenses	40,350	164,709	75,891	307,207	(35,541)	-46.83%	(142,498)	-46.39%
Professional fee	26,362	107,610	65,100	263,525	(38,738)	-59.51%	(155,915)	-59.17%
Board of Directors' fee	193,606	790,300	156,740	634,484	36,866	23.52%	155,816	24.56%
Office supplies	180,275	735,883	114,507	463,524	65,768	57.44%	272,359	58.76%
Communication expenses	50,340	205,488	45,860	185,641	4,480	9.77%	19,847	10.69%
Other tax expenses	297,856	1,215,848	23,502	95,136	274,354	1167.36%	1,120,712	1178.01%
Others	236,795	966,597	194,431	787,057	42,364	21.79%	179,540	22.81%
Loss on disposal of property, plant and equipment	174,962	714,195	-	-	174,962	N/A	714,195	N/A
Impairment loss on receivable	257,682	1,051,858	181,859	736,165	75,823	41.69%	315,693	42.88%
Total general administration and selling expenses	5,699,127	23,263,839	4,915,747	19,898,944	783,380	15.94%	3,364,895	16.91%
Operating profit	10,524,064	42,959,229	11,938,945	48,328,849	(1,414,881)	-11.85%	(5,369,620)	-11.11%
Finance costs	(823,780)	(3,362,670)	(1,114,765)	(4,512,569)	290,985	-26.10%	1,149,899	-25.48%
Profit before income tax	9,700,284	39,596,559	10,824,180	43,816,280	(1,123,896)	-10.38%	(4,219,721)	-9.63%

For the first 9 months of 2020 General and Administrative expenses increased by KHR 3,364,895,000 (USD 783,380) or 16.81% compared to the first 9 months of 2019.

4. Profit after tax analysis

PPAP is subject to the Law on Commercial Enterprise for taxation sector and value added tax (VAT), thus PPAP has the obligation to pay tax at 20% of taxable profit. However, from 2019 onward PPAP will have obligation to pay tax as normal after received 50% reduction on the tax on profit for three year (from 2016 to 2018).

For The Third Quarter Ended 30 September 2020 Compared to The Third Quarter Ended 30 September 2019

Description	3 rd Quarter for the Period Ended 30 September 2020		3 rd Quarter for the Period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Profit before income tax (a)	3,904,803	15,974,179	4,356,501	17,751,534	(451,698)	-10.37%	(1,777,355)	-10.01%
Income tax expense (b)	(819,616)	(3,353,344)	(904,353)	(3,681,113)	84,737	-9.37%	327,769	-8.90%
Net profit for the year	3,085,187	12,620,835	3,452,148	14,070,421	(366,961)	-10.63%	(1,449,586)	-10.30%
Other comprehensive income	3,116,058	12,746,909	3,454,715	14,080,697	(338,657)	-9.80%	(1,333,788)	-9.47%
Effective tax rate (b)/(a)	-20.99%	-20.99%	-20.76%	-20.74%				

PPAP earns profit after tax KHR 12,620,835,000 (USD 3,085,187) in the third quarter 2020 and KHR 14,070,421,000 (USD 3,452,148) in the third quarter 2019, representing a decrease of KHR 1,449,586,000 (USD 366,961) or 10.30%. This decrease is because of the decrease in revenue KHR 2,203,683,000 (USD 575,101) or 6.64% and the increase in general and administration expense KHR 1,028,544,000 (USD 246,970) or 15.21%. The decrease of effective tax rate of 0.26% from 20.74% in the third quarter 2019 to 20.99% in the third quarter 2020, due to the decreased in income tax expense KHR 327,769,000 (USD 84,737) or 8.90%.

For The First 9 months of 2020 as of 30 September 2020 Compared to The First 9 months of 2019 as of 30 September 2019

Description	9 Months for the period Ended 30 September 2020		9 Months for the period Ended 30 September 2019		Change		Change	
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Profit before income tax (a)	9,700,284	39,596,559	10,824,180	43,816,280	(1,123,896)	-10.38%	(4,219,721)	-9.63%
Income tax expense (b)	(2,098,219)	(8,564,930)	(2,031,667)	(8,224,188)	(66,552)	3.28%	(340,742)	4.14%
Net profit for the year	7,602,065	31,031,629	8,792,513	35,592,092	(1,190,448)	-13.54%	(4,560,463)	-12.81%
Other comprehensive income	7,642,774	31,197,803	8,788,659	35,576,491	(1,145,885)	-13.04%	(4,378,688)	-12.31%
Effective tax rate (b)/(a)	-21.63%	-21.63%	-18.77%	-18.77%				

PPAP earn profit after tax KHR 31,031,629,000 (USD 7,602,065) in the first 9 months of 2020 and KHR 35,592,092,000 (USD 8,792,513) in the first 9 months of 2019, representing a decrease of KHR 4,560,463,000 (USD 1,190,448) or 12.81%. This decrease is because of the increase in general administration and selling expenses for 16.91% in the first 9 months of 2020. The decrease of effective tax rate of 2.86% from 18.77% in the first 9 months of 2019 to 21.63% in the first 9 months of 2020, due to the increased in income tax expense KHR 340,742,000 (USD 66,552) or 4.14%.

5. Factors and trends analysis affecting financial conditions and results

5.1. Level of regional, global trade and globalization

The financial condition and results of PPAP are dependent on throughput volumes and transshipment activity at ports. There rely heavily on the domestic, and global trade volume as well as the regional export and import. These may be significantly affected by the changes in regional and global economic, financial and political condition that are beyond PAPP's control.







5.2. Capacity at the Container Terminal LM17

The main handling operation is conducted at the Container Terminal LM17. PPAP has container cargo handling capacity of approximately 281,045 TEUs annually as at 31st December, 2019. In order to accommodate this increase, PPAP has plan to finish the Phase III of port infrastructure project which will increase its capacity more 200,000 TEUs/year of the handling capacity at Container terminal LM17.

Description	Output				
	2016	2017	2018	2019	Planning 2020
Container Terminal LM17 (TEUs)	151,781	184,805	213,571	281,045	309,375

5.3. Operation Efficiency

In order to increase the efficiency of operation, PPAP seeks to reduce its costs and achieve optimal operating efficiency by utilizing its existing resources and install the modern equipment and handling machinery. PPAP, therefore, has the following methods to increase the efficiency of operation:

-  Continue introducing new handling machinery in order to speed up the process of cargo handling and reduce wait time cause by the malfunction of machinery.
-  Improving capability of operation by providing employee training.
-  Expand the terminal in order to ensure that vessels are quickly and efficiently transport cargo to and from PPAP.
-  Utilizing external depot to increase the container storage capacity at LM17 such as the ICD depot, KM6 Terminal, Multipurpose Terminal TS3, and Mekong Sentosa Logistic (MSL).
-  Efficiently managing the container yard by reducing the duration of storage of container at the container yard.
-  Efficiently utilizing the terminal by formulating a clear the berthing plan.

5.4. Price

In order to retain existing customers and attract more new customers, PPAP Has offered favorable tariffs on cruise ships, cruise ships, retail and container ships and other types of freight

vessels. PPAP also offers preferential prices for both freight services at both inside and outside of the container terminal. In addition to the preferential shipping costs, PPAP also offers preferential package prices for container service (Stevedore) to all container carriers based on the volume of containers that are shipped. This means that if the container carrier of any company shipping more containers will receive a much higher discount.

5.5. Connection to Feeder Port

The connection to feeder port plays an important role when Transport Company selecting a port to transport cargo. Efficient connectivity enable shipper to reduce shipping time. Efficient transportation between feeder-ports depend on the service of other feeder port that managing the flow of transportation. PPAP's location in Phnom Penh Capital is advantageous in consolidating cargo for waterway transshipment.

5.6. Depreciation

Depreciation arise from the depreciated of property, plant and equipment of PPAP such as quay, storage facilities, and handling machinery. The useful lives is estimated on key assets such as harbours and building (10-50 years), plants and machinery (10-15 years), furniture and fixtures (5 years), computer (5-15years), office equipment and others (5-15 years), moto vehicles (8-15 years). Depreciation method, useful lives, and residual values are reviewed at each reporting date and adjusted if appropriate.

B- Significant factors affecting profit

1. Demand and supply conditions analysis

Cargo volume of PPAP is directly related to the national, Regional and Global Economy. PPAP must conduct analysis on the economy and trade in order to recognize the trend of increase or decline in the demand of transportation. It is the base for a timely response on the matters as well as creating proper investment plan on the port infrastructure and machinery. It can avert losses on the expenditure of capital by avoiding excessive investment over the demand of transporation.

2. Fluctuation in prices of cost of service analysis

Maintaining competitiveness in the market is an important factors for the long-term growth of PPAP which include the quality and price of service provided. To ensure quality and competitiveness of our service, PPAP focus on the management of some operating expense as below:

2.1. Staff salaries and other benefits

A large portion of the company's expense is related to staff salaries and other benefits, which is **18.45%** (5.33% from operation staff and 13.12% from administration staff and other benefits) of total revenue in the third quarter 2020 which recorded in Cost of Services and General Administration Expense. However, PPAP have plan which arrange appropriate human resource according to the scope

of work and pay salaries base on the number of container throughput (TEU) in order to ensure that staff cost will not significantly affect our profit.

2.2. Crane Charge

Another large portion of cost of service is crane charges which is 9.17% of total revenue in the third quarter 2020. PPAP has signed contract with three business partner in using the Traveling Cargo Crane to provide the handling service. According to the contracts, the percentage of revenue sharing to the business partners drop to 80% after 3 to 4 years of operation. PPAP expect that crane charge will increase as the number of container throughput is also expected to increase. However, crane charge will not significantly affect our profit because the increase in container throughput also lead to the increase in revenue. Table below shows the revenue sharing scheme with the business partners:

Crane Owner	Crane Name	Unit	Capacity (Ton)	% of Revenue To Crane Owner	% of Revenue To PPAP	Date
Sovereign	Floating Crane 1	1	80	80%	20%	01/02/2019-31/01/2020
	Floating Crane 2	1	60	80%	20%	
Jeong Myeong International Co.,Ltd	Traveling Cargo Crane 1	1	41	90%	10%	01/01/2013-31/12/2013
				85%	15%	01/01/2014-31/12/2014
				80%	20%	01/01/2015-31/12/2024

* Sung Kwang Co.,Ltd have changed company name to *Jeong Myeong International Co., Ltd.*

3. Tax analysis

PPAP is subject to the Law on Commercial Enterprise for matter of taxation. PPAP has an obligation to pay tax as stipulated in the laws and regulation in force. The General Department of Taxation require PPAP to pay tax under the real regime tax system and is a large taxpayer.

3.1. Tax on profit

PPAP has the obligation to pay tax at 20% of taxable profit by preparing tax, by preparing tax on a monthly basis based on 1% of monthly turnover. This prepayment tax of 1% turnover will be settled with the payment of 20% profit tax at the end of fiscal year. PPAP's share was officially listed on the 9th of December 2015. According to Anukret No.01 ANK.BK dated on the 8th of January 2015 on Tax Incentive in Securities Sector, Listed enterprise will received 50% reduction on the tax on profit for three year from the date of the Anukret enforce. Therefore, from 2019 onward PPAP will not received Tax Incentive in Securities Sector, thus PPAP will have obligation to pay tax as normal.

3.2. Value added tax (VAT)

PPAP is a VAT registered company. PPAP has to charge VAT of 10% on invoice amount when

issuing invoice to its customers. This tax is collected for the government as an output VAT. This output VAT is settled with the 10% input VAT that PPAP has to pay to its supplier when making purchase.

3.3. Tax withheld on Interest Income

PPAP has an obligation to pay withholding tax on interest income at the rate of 4% on deposit and 6% on fixed deposit. PPAP has fixed deposit at the Foreign Trade Bank (FTB) and Advanced Bank of Asia (ABA).

3.4. Import Tax

PPAP has an obligation to pay import tax on materials and raw materials at rates ranging from 7% to 35%, depending on the type of goods, as determined by the General Department of Customs and Excise. According to the Project of Port infrastructure at LM17 in 2019, PPAP will import additional container handling equipment. As such, the expense on import tax will rise.

C- Material changes in sales and revenue

The main revenue from PPAP are from handling container cargo service such as Stevedor, LOLO and Port Due & Charge which represent more than **94%** of the total revenue in the third quarter 2020. This revenue increase mainly contributed by the increase of container throughput and number of vessel which mainly due the growth of construction of industry and other commercial industries such as textile, apparel & footwear manufacturing industry. Moreover, the opening of Cap Mei Hub Port in Vietnam also contribute to the increase of container throughput from our terminals as it provide a more direct and faster route to East pacific country and U.S West.

D- Impact of exchange rate, interest rate and commodity prices

1. Impact of Exchange Rate

PPAP maintain its accounting record in USD which is its functional currency because most of the revenue from the business is USD currency. In addition, most of the payment on machinery maintaining, fuel and gasoline, and other expense is also in USD currency except salary and tax expense. Therefore, the impact from exchange rate is minimum for PPAP.

2. Impact of Interest Rate

Interest rate risk is the risk that the fair value or future cash flows of the financial instruments of PPAP would fluctuate because of changes in market interest rates.

The exposure of PPAP to interest rate risk arises primarily from fixed deposits. PPAP manages its interest rate exposure by closely monitoring the market interest rate. PPAP does not use derivative financial instruments to hedge any debt obligations.

3. Impact of Flunctuation of Gasoline Price

The operation of PPAP depend heavily on the machinery which require high consumption of gasoline. The flunctuation of gasoline price will impact on the cost of service. Hence, PPAP is work to

improve our operation by efficient management of container yard which can lead to the reduction of gasoline usage, reduction in unnecessary movement of machinery. Therefore, PPAP equipped with modern machinery in lifting by substitute to electricity base machinery.

E- Impact on Inflation

Increase in inflation rate may impact the expenditure and investment of the company because of the increase in price of commodity, thus diminish in purchasing power. According to adb.org/countries/cambodia/economy, the Cambodia inflation rate is averaging 2.24% from year 2017 to 2021 which we believe that it will not materially impact our financial position and operation of PPAP.

F- Governmental/ Economic/ Fiscal/ Monetary Policy of Royal Government

PPAP is benefiting from the some of the government policy as the following:

- ❖ Rice Export policy of Cambodia is showing positive effect by increasing the export of rice via PPAP.
- ❖ The government policy which exempt the import tax on agriculture equipment/machinery which encourage investment in agriculture sector.
- ❖ The government's effort to establish quota or exemption with trade-partner country encourages high volume of export.
- ❖ The establishment of Special Economic Zone and Bonded Warehouse attracted direct investment from foreign country.
- ❖ Cambodia Development Industrial Policy 2015 – 2025 is attracting investment in Cambodia and large enterprise as well as some small and medium size enterprise.
- ❖ Government policy to encourage waterway transportation.
- ❖ The National Bank of Cambodia continued the adoption of tight monetary policy and managed floating exchange rate system. It has boosted public confidence in the macroeconomic environment of Cambodia and facilitated the private sector in carrying out business.

The tax incentive in securities sectors which provided to the listed enterprise in Cambodia is encouraging more private and public enterprise to goes IPO. This will contributed to the development of Cambodia economy.

Part 5

Other Necessary Information for Investor Protection

For the 3rd Quarter of 2020, PPAP has necessary information for the investor protection as follow:

- Reviewed and approved on PPAP's Business/Services and Financial Performance reports for the first 6 months of 2020.
- Checked and approved PPAP to:
 - use PPAP's own budget of \$4,857,877 to cover the land purchased at Tonle Bet and the installation of pontoon and three access bridges by requesting for the approval from both guardian ministries
 - be recorded as an asset in the PPAP's inventory
 - negotiate with Chean Cheoung Thai Group to fulfill all the obligations as stated in the leasing contract in which to make the payment with interest rate as at commercial bank's in order to divert that amount to fund other development projects and for the benefit of PPAP in the future
- Allowed PPAP to collaborate with private company to assemble the three cranes (FCC), which two cranes at LM17 and another one at Tonle Bet port (UM2), and to operate the loading/unloading as in the previous format of cooperation between PPAP and Kamsab.
- Checked and decided that PPAP to revise the draft of regulations and procedures of the election for staff representatives and to submit to the Board of Directors for review and decision in the next meeting.
- Allowed PPAP to collaborate with Orange Joseph Investment Co., Ltd to conduct a study on the development projects and the results of the study will be submitted to the Board for consideration and decision in the next meeting.
- Allowed PPAP to collaborate with China Railway 18th Bureau Group Co., Ltd (CRCC 18th) to study on the riverbank situation and measures taken to prevent landslides at two locations, Koh Keo and Roka Kong, and the results of the study will be submitted to the Board of Directors for review and decision in the next meeting.
- Allowed PPAP to renew the contract with BDO to be an Independent Auditor for the period of 2 years, 2021 to 2022. The selection of another new independent auditor will be decided after the completion of this period.
- Allowed PPAP to provide 10 scholarships of local bachelor degrees to high school graduated students with grade "A" and "B" from Preah Sdach district, Prey Veng Province, and also to support students from grade 9th and grade 12th in preparing for the upcoming exam.

Signature of Board of Directors of PPAP

13th November, 2020 Read and
Approved

Soun Rachana

Signature
Soun Rachana
Member
(Rep. of Ministry of Public Works & Transport)

13th November, 2020 Read
and Approved

Dith Sochal

Signature
Dith Sochal
Member
(Non-Executive Director, Rep. of Private Shareholder)



អាសយដ្ឋាន

ចំណតផ្ទៃក្នុងតំបន់ LM១៧

ភូមិកណ្តាលលើ ឃុំបន្ទាយដែក ស្រុកក្រវែនស្វាយ ខេត្តកណ្តាល

ចំណតផ្ទៃក្រៅចំណង TS៣

#៦៤៩ តិរៈវិថីព្រះសីហនុវត្តិ សង្កាត់ស្រះចក ខណ្ឌដូនពេញ រាជធានីភ្នំពេញ

ចំណតផ្ទៃក្រៅលើ និងទេសចរ TS១

តិរៈវិថីព្រះសីហនុវត្តិ សង្កាត់ស្រះចក ខណ្ឌដូនពេញ រាជធានីភ្នំពេញ

ចំណតផ្ទៃក្រៅចំណង UM២

ភូមិទន្លេបឹង ឃុំទន្លេបឹង ស្រុកត្បូងឃ្មុំ ខេត្តត្បូងឃ្មុំ

បង្គោលបណ្តុះបណ្តាលសំណង់

ភូមិបឹងសាឡាង សង្កាត់បួស្សីកែវ ខណ្ឌបួស្សីកែវ រាជធានីភ្នំពេញ

ទំនាក់ទំនង

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