From Landing to Take-off: We Care!

ANNUAL REPORT 2024

SWISSPORT TANZANIA PLC

swissport

LETTER OF TRANSMITTAL

To
The shareholders
Swissport Tanzania Plc.

Letter of Transmittal,

The Directors of Swissport Tanzania Plc. have the pleasure to submit to you the Annual Report of the company for the year ended 31st December 2024, in accordance with section 166 of the Companies Act, CAP 212 Act No. 12 of 2002.

The annual report contains the Chairman's Statement, CEO's Report, Report of the Directors, Auditors' Report on the Financial Statements and the Audited Financial Statements for the year ended 31st December 2024.

Mr Dirk Goovaerts
Chairman of the Board of Directors
Swissport Tanzania Plc.

Date:23/05/2025

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Certified:
ISAGO
ISO 9001: 2015 Quality Management System
ISO 14001: 2015 Environmental Management System

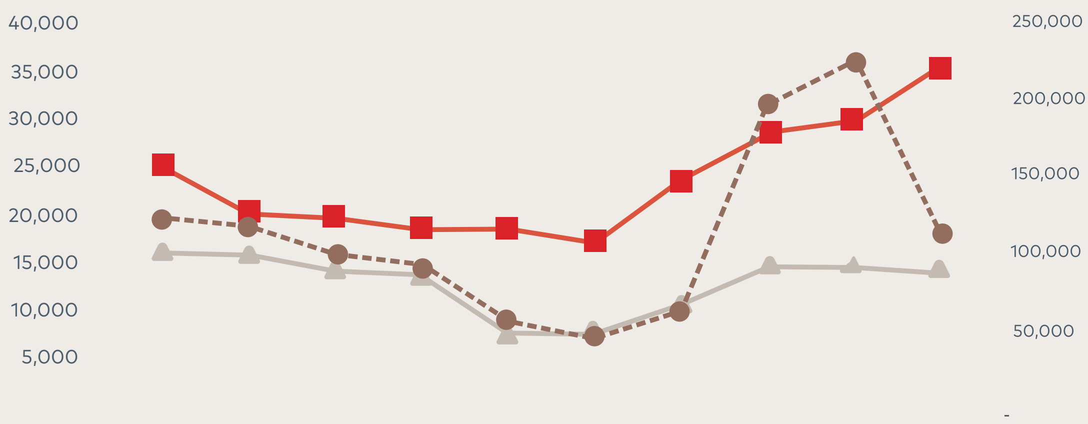
INTRODUCTION

1

FINANCIAL SUMMARY AND PRODUCTION TRENDS

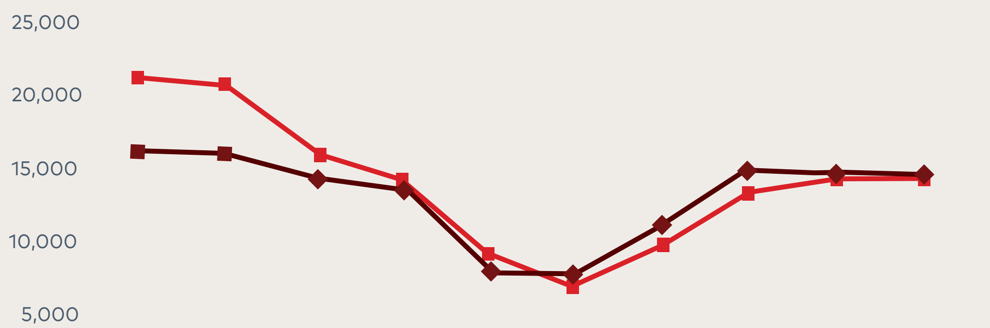
The fiscal year 2024 demonstrated significant growth and stability, reflected in our key financial metrics. Revenue increased by 26% to TShs 51,009 million, and profit before tax rose to TShs 8,202 million. These trends underscore our robust performance across production, revenue, and profitability indicators.

PRODUCTION TREND



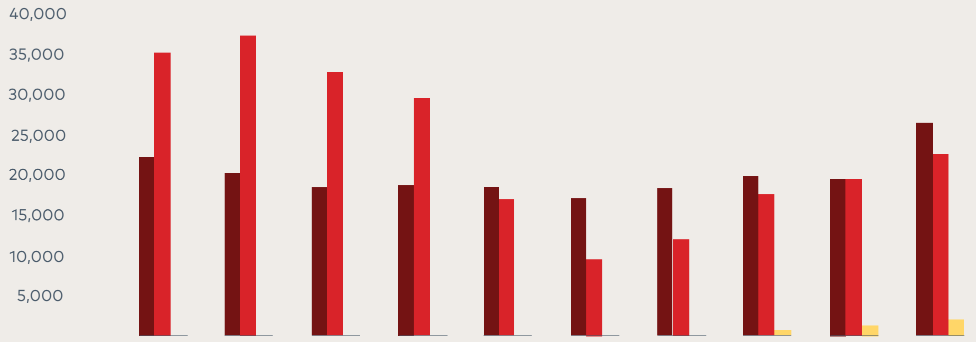
	2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
Gross flights	16,534	16,299	14,792	14,051	8,421	8,201	11,444	15,208	15,163	**14,631**
Cargo (tons)	24,874	20,145	19,676	18,551	18,779	17,354	23,448	28,055	29,265	**34,280**
Passengers ('0')	121,832	118,353	101,325	92,845	56,864	44,970	60,953	196,946	224,697	**112,988**

GROSS VS WEIGHTED FLIGHTS



	2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
Gross flights	16,534	16,299	14,792	14,051	8,421	8,201	11,444	15,208	15,163	**14,631**
Weighted Flights	21,402	20,872	16,406	14,621	9,523	7,384	9,965	13,742	14,653	**14,588**

REVENUE TREND

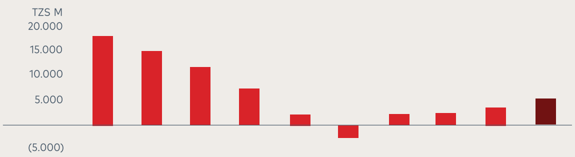


	2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
Cargo	22,195	20,277	18,436	18,690	18,495	16,972	18,247	19,946	19,586	**26,568**
Ground Handling	35,161	37,225	32,657	29,524	16,951	9,447	11,918	17,408	19,447	**22,447**
Lounge	-	-	-	-	-			527	1,488	**1,994**

EBIT MARGIN TREND

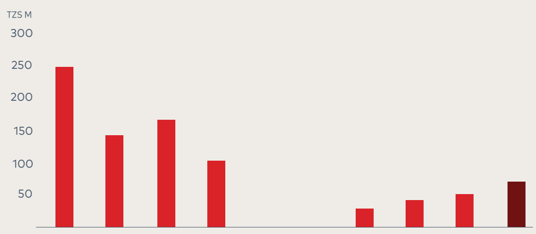
2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
46	38	34	21	9	-12	9	12	13	**16**

PROFIT/LOSS AFTER TAXATION



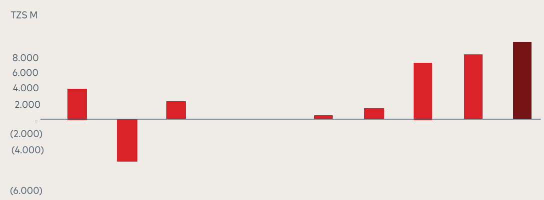
2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
18,137	15,232	11,934	7,459	2,311	(2,587)	2,146	2,605	3,696	**5,511**

DIVIDEND PER SHARE



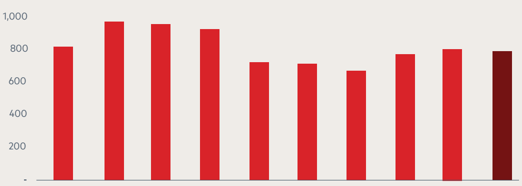
2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
248	120	166	104	-	-	30	42	51	**71**

NET CURRENT ASSET/LIABILITY

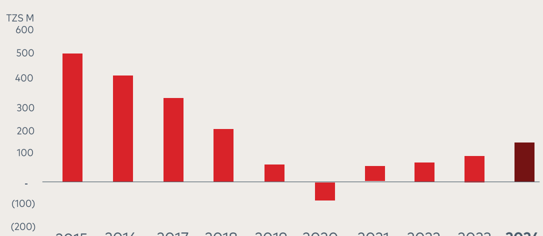


2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
4,297	(5,375)	2,389	104	(296)	678	1,646	7,382	8,548	**10,238**

JOB CREATION



EARNINGS PER SHARE



2015	2016	2017	2018	2019	2020	2021	2022	2023	**2024**
504	423	332	207	64	(72)	60	72	103	**153.1**

All our actions have a clear purpose. **We make it happen. From landing to take-off.** We contribute to steady operations of our airline customers and help them deliver a positive experience to their passengers.

2024 KEY FACTS

OUR SERVICES

Swissport Tanzania Plc offers the most comprehensive range of ground services for airlines and air cargo forwarders.

airport ground operations

Passenger Services

- Check-in and gate
- Passenger mobility
- Security services
- Lost & found
- Lounge hospitality

Ramp Handling

- Baggage services
- Turnaround coordination
- Moving of aircraft
- Central load control
- Aircraft cleaning

Executive Aviation Services

- Executive Terminals Access
- Customs & Immigration Assistance
- Passenger & Crew Assistance
- VIP lounges
- Crew lounges
- 24/7 Personalized Service Delivery
- Car Rental
- Hotel & Restaurant Reservations

air cargo services

Services

- General and special cargo handling
- Temperature-controlled handling such as pharmaceuticals
- Hub handling
- Express services
- Forwarder handling

airport lounge

Services

- Unlimited Complementary food and drinks & Refreshments and snacks
- Free WiFi
- Flight Information Display (FIDS)
- Rest rooms and shower facility
- Locker facilities
- Disabled toilet facility
- Baby changing facility
- Kids playing area
- Printing and work station

2024 OPERATING PERFORMANCE

Building on continued momentum, Swissport reflects on another year of progress — a testament to our theme: Excellence in Motion. Our journey in 2024 has been marked by steady growth, bold improvements, and an even stronger commitment to service excellence.

14.6
GROSS FLIGHTS
(THOUSAND)

34.3
CARGO TONS
(THOUSAND)

1,129
PASSENGERS
(Thousand)

2
CARGO WAREHOUSES

>790
EMPLOYEES

>26
AIRLINE CUSTOMERS

37.2
LOUNGE VISITORS
(Thousand)

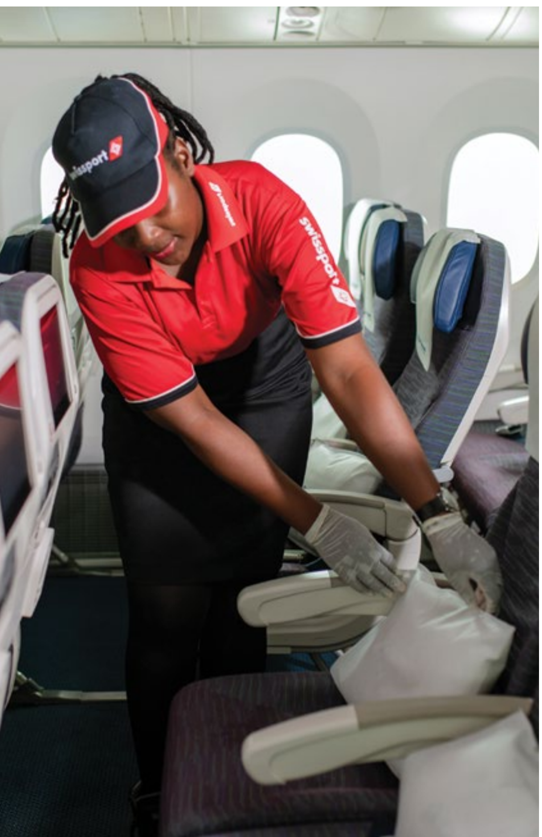
WHAT WE DO

A SEAMLESS AVIATION EXPERIENCE

Swissport Tanzania Plc delivers integrated services ensuring efficiency across aviation. From passenger handling to air cargo management, we create a streamlined experience for airlines and travelers.

Our core segments—Airport Ground Services and Air Cargo Handling—work in synergy to enhance operational flexibility. Whether coordinating baggage and aircraft movements or securely handling cargo, Swissport is a trusted aviation partner.

By upholding the highest service standards, we provide a vital link in global aviation, supporting airlines with precision, safety, and hospitality.




PASSENGER SERVICES


swissport
EXECUTIVE AVIATION


swissport
CARGO SERVICES


swissport

PROUD TO BE OUR CUSTOMERS

AB AVIATION	AIR FRANCE	AIR TANZANIA	AIR ZIMBABWE
AIRLINK	CONDOR AIR	EDELWEISS AIR	EGYPT AIR
EMIRARES	ETHIOPIAN AIRLINES	DISCOVER AIRLINES	EXECUTIVE AVIATION
EWA AIR	FLY 540	KENYA AIRWAYS	KLM ROYAL DUTCH AIRLINES
LUFTHANSA CARGO	MALAWI AIRLINES	MARTINAIR	MOZAMBIQUE AIRLINES
OMAN AIR	PRECISION AIR	QATAR AIRWAYS	SAUDIA AIRLINES
TURKISH AIRLINES	UGANDA AIRLINES	ZAMBIA AIRWAYS	CLEARING AND FORWARDING AGENTS

Julius Nyerere International Airport (JNIA)

Kilimanjaro International Airport (KIA)

Cargo customers

SWISSPORT CUSTOMER TREND FROM 2020

S/No.	AIRLINE	AIRLINE CODES	2020	2021	2022	2023	2024
1	Qatar Airways	QR	☑	☑	☑	☑	☑
2	Turkish Airline	TK	☑	☑	☑	☑	☑
3	Ethiopian Airlines	ET	☑	☑	☑	☑	☑
4	Fastjet	FN	☑				
5	South African Airways	SA	☑	☑	☑		
6	Rwanda Air	WB	☑				☑
7	KLM	KL	☑	☑	☑	☑	☑
8	Etihad Airways	EY	☑	↗			
9	Air Zimbabwe	UM	☑	☑	☑	☑	☑
10	Air Mauritius	MK	☑	☑	☑	☑	↗
11	Kenya Airways	KQ	☑	☑	☑	☑	☑
12	Omanair	WY	☑	☑	☑	☑	☑
13	Egyptair	MS	☑	☑	☑	☑	☑
14	Malawian Airlines	3W	☑	☑	☑	☑	☑
15	Swiss International Air Lines	LX	☑	☑	☑	↗	
16	Martinair	MP	☑	☑	☑	☑	☑
17	Air Mozambique	LAM	☑	☑	☑	☑	☑
18	Emirates	EK	☑	☑	☑	☑	☑
19	Executive Aviation	ZZ	☑	☑	☑	☑	☑
20	Ewa Air	ZD	☑	☑	☑	☑	☑
21	Zambia Airways	ZN					☑
22	Air France	AF					☑
23	Air Tanzania Limited	TC	☑	☑	☑	☑	☑
24	Condor	DE	☑	☑	☑	☑	☑
25	Fly 540	5H	☑	☑	☑	☑	☑
26	Precision Air	PW	☑	☑	☑	☑	☑
27	AB Aviation		☑	☑	☑	☑	☑
28	Air Uganda	U7	↗				
29	Uganda Airlines	UR		☑	☑	☑	☑
30	Airlink	4Z			☑	☑	☑
31	Edelweiss Air	WK				☑	☑
32	Lufthanza Cargo	LH				☑	☑
33	Eurowings Discover	4Y				☑	☑
34	Saudia Airlines	SV					☑

☑ HANDLED BY SWISSPORT TANZANIA PLC.

↗ EXIT THE MARKET

GENERAL INFORMATION

REGISTERED OFFICE AND PRINCIPAL PLACE OF BUSINESS
1st Floor – Swissport Freight Terminal
Julius Nyerere International Airport
P. O. Box 18043
Dar es Salaam

COMPANY SECRETARY
KW KAPINGA & PARTNERS
Kamanga Wilbert Kapinga
Plot 1, Jitegemee Road
Msasani
P. O. Box 75886
Dar es Salaam

INDEPENDENT AUDITORS
ERNST & YOUNG
Certified Public Accountants
EY House
Plot 162/1 Mzinga Way
14111 Oysterbay
P.O. Box 2475
Dar es Salaam, Tanzania

INTERNAL AUDITORS
Deloitte Consulting Limited
3rd Floor, Aris House, Plot 152,
Haile Selassie Road, Oyster Bay
P. O. Box 1559
Dar es Salaam

TAX ADVISORS
PricewaterhouseCoopers
Pemba House
369 Toure Drive, Oyster Bay
P. O. Box 45
Dar es Salaam

LAWYERS
KW KAPINGA & PARTNERS
Kamanga Wilbert Kapinga
Plot 1, Jitegemee Road
Msasani
P. O. Box 75886
Dar es Salaam

PETMOS ATTONERY
Ground Floor, Amverton Tower,
Chole Road, Masaki
P.O Box 11239
Dar es Salaam

MAIN BANKERS
NMB Bank Plc.
Airport Branch
P. O. Box 40951
Dar es Salaam

CRDB Bank Plc
P. O. Box 96
Hai – Moshi

NCBA Bank Tanzania Limited
P. O. Box 20268
Ohio Street, Amani Place
Dar es Salaam

INSURERS
Phoenix of Tanzania Assurance Co. Limited
8th Floor, IPS Building
Samora Avenue
P. O. Box 5961
Dar es Salaam

Alliance Life Assurance Ltd
5th Floor, Exim Tower
Ghana Avenue
P. O. Box 11522
Dar es Salaam

Heritage Insurance Co. Tanzania Ltd
Oyster bay Office Complex, 368
Msasani Road – Oyster Bay
P. O. Box 7390
Dar es Salaam

Strategies Insurance Tanzania Limited
Plot 1520, 1st Floor, Masaki Ikon Building
P. O. Box 7893
Dar es Salaam

ABOUT US

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THE CHAIRMAN'S STATEMENT

Dear Esteemed Shareholders,

In 2024, Tanzania's aviation sector demonstrated remarkable resilience and stability, building on the strong recovery seen in 2023. We witnessed a steady increase in airline operations, signalling a full resurgence of the aviation industry. Our airline partners reported consistent operations and stable cargo volumes—clear indicators of the sector's growing strength. In this promising environment, Swissport Tanzania Plc. delivered a commendable performance across commercial, operational, and financial dimensions. Our steadfast focus on superior service delivery and innovative strategies to meet the evolving needs of the market has been key to strengthening our leadership position in the industry.

A cornerstone of this year's success has been the continued impact of our CORE transformation program, which has significantly enhanced our performance stability. By prioritizing customer centricity, we have fostered stronger relationships and deeper loyalty, resulting in more consistent revenue streams. Our proactive approach to revenue generation has allowed us to pursue new opportunities and introduce innovative service offerings, thereby driving growth and reinforcing our competitiveness. Operational excellence has remained central to our strategy, ensuring the delivery of reliable and safe services while maintaining a strong emphasis on the health and safety of our teams and partners. Furthermore, our disciplined focus on efficiency and cost control has made our organization leaner, more agile, and ultimately more profitable. These pillars of the CORE program have laid a solid foundation for long-term operational stability and market leadership.

Despite intensified competition in 2024, we upheld our market position through strategic agility and unwavering operational discipline. While we experienced shifts in our portfolio—such as the loss of ground handling contracts for Turkish Airlines in Dar es Salaam and Qatar Airways in both Dar es Salaam and Kilimanjaro—these were offset by key strategic wins. Notable achievements included onboarding KLM across both stations and regaining ground and cargo handling services for Ethiopian Airlines at Kilimanjaro International Airport. Additionally, we extended our ground handling contract with Air Tanzania Company Limited in Dar es Salaam while also acknowledging their decision to transition to self-handling in Kilimanjaro. These developments reflect the dynamic nature of our industry, but our proactive engagement, consistent service delivery, and focused client retention strategies have enabled us to compete effectively and position ourselves for sustainable success.

In line with our growth agenda, we made significant investments in ground support equipment across our stations to enhance efficiency, safety, and service quality. These acquisitions prioritized modern, energy-efficient equipment in alignment with our sustainability objectives and operational needs.

Another major highlight has been the progress on our 13-year agreement, signed in 2023, with KADCO to refurbish and operate the cold storage facility at Kilimanjaro International Airport. This strategic initiative aims to bolster agricultural exports and pharmaceutical logistics across Northern Tanzania. The refurbishment work began in earnest and is progressing steadily, with the facility on track to be fully operational by the end of May 2025. Once completed, this state-of-the-art facility will significantly enhance our cold chain capabilities, support regional trade, and further solidify our position as a trusted logistics partner.

As part of our ongoing pursuit of service distinction and service excellence, we further strengthened our VIP handling offering with the introduction of two new Mercedes-Benz vehicles. This strategic enhancement reflects our dedication to delivering exceptional, tailored experiences for our premium clientele. By elevating the standard of comfort and exclusivity, we not only reinforced our brand's premium positioning but also unlocked a new revenue stream.

In 2024, we strengthened our commitment to a safety-first culture, reaffirming that the well-being of our people is central to our operations. Marking World Day for Safety and Health at Work, our teams actively participated in awareness campaigns and safety-focused activities across stations, highlighting our collective responsibility for a safe workplace.

Our six safety commitments remain at the core of this approach, guiding behaviour and reinforcing accountability at every level. From regular training and safety walks to transparent reporting and proactive risk management, we continue to foster a culture where safety is embedded in everything we do.

We also made significant progress in aligning with global operational standards. During the year, we successfully underwent the ISAGO audit for both DAR and JRO stations. This milestone reflects our continuous pursuit of excellence and our proactive shift from the SPI ISAGO model to direct certification. We now await the results and are confident that the expected certification will further reinforce our credibility, strengthen our

relationships with airline partners, and affirm our adherence to globally recognized ground handling standards.

Looking ahead, we are committed to building on the performance stability achieved in 2024 by executing our strategic initiatives with focus and discipline. Our priorities remain centred on enhancing operational efficiency, strengthening commercial performance, and driving financial growth—while sustaining our competitive edge in an evolving market environment. As part of our long-term vision for sustainable expansion, we are actively exploring new opportunities in regional markets. Particularly, we are targeting strategic entry into Arusha Airport, Msalato Airport, and Mwanza Airport—underscoring our ambition to extend our footprint and support Tanzania's broader aviation growth.

I extend my sincere gratitude to our valued customers for their continued trust in Swissport Tanzania. We deeply appreciate the steadfast support from the Government of the United Republic of Tanzania, its agencies, and all our stakeholders' support that has been instrumental in our sustained momentum.

To our shareholders, your trust and support are truly appreciated. And to our exceptional teams across the organization, thank you for your unwavering dedication, resilience, and contribution to a stable and successful year.

I look forward to connecting with you at the upcoming Annual General Meeting (AGM), as we continue to move forward with confidence and clarity into the future.

Dirk Goovaerts
Board Chairman
Swissport Tanzania Plc.

TAARIFA YA MWENYEKITI

Ndugu Wanahisa,
Mwaka 2024, sekta ya usafiri wa anga nchini Tanzania ilionyesha uimara na uthabiti wa kipekee, ikijengwa juu ya mafanikio makubwa yaliyoshuhudiwa mwaka 2023. Kulikuwa na ongezeko endelevu katika utendaji wa mashirika ya ndege, jambo linaloashiria kurejea kamili kwa sekta ya usafiri wa anga. Washirika wetu wa mashirika ya ndege waliripoti utendaji endelevu na kiwango thabiti cha shehena ya mizigo — viashiria vya wazi vya kuimarika kwa sekta hii.

Katika mazingira haya yenye matumaini, Swissport Tanzania Plc. ilitekeleza kwa mafanikio makubwa majukumu yake katika nyanja za kibiashara, kiutendaji na kifedha. Mwelekeo wetu thabiti katika utoaji wa huduma bora na matumizi ya mikakati bunifu ili kukidhi mahitaji yanayoendelea kubadilika ya soko, umekuwa msingi muhimu wa kuimarisha nafasi yetu ya uongozi katika tasnia ya huduma za usafiri wa anga.

Mafanikio ya mwaka huu yamechangiwa kwa kiasi kikubwa na programu yetu ya mageuzi ya CORE, ambayo imeimarisha uthabiti wa utendaji wetu. Kwa kuwapa wateja kipaumbele katika huduma zetu, tumejenga uhusiano wa kudumu na kuongeza uaminifu wa wateja, hivyo kuimarisha mapato ya kampuni. Mbinu yetu shirikishi ya ukuaji wa mapato imetuwezesha kufungua fursa mpya na kubuni huduma bunifu, hali iliyochochea ukuaji na ushindani.

Ubora wa kiutendaji umeendelea kuwa msingi wa mikakati yetu, tukihakikisha huduma salama, bora na za kuaminika, huku tukidumisha viwango vya juu vya usalama kwa wafanyakazi na wadau wetu. Pia, nidhamu katika udhibiti wa gharama na ufanisi imeifanya kampuni yetu kuwa yenye ufanisi na faida zaidi. Nguzo hizi zimeweka msingi thabiti wa mafanikio endelevu na uongozi wa soko.

Licha ya ongezeko la ushindani mwaka 2024, tuliendelea kudumisha nafasi yetu sokoni kupitia ustadi wa kimkakati na nidhamu ya kiutendaji. Ingawa tulipoteza mikataba ya kuhudumia ndege ardhini kwa Turkish Airlines (Dar es Salaam) na Qatar Airways (Dar es Salaam na Kilimanjaro), upotevu huu ulifidiwa kwa kupata KLM katika vituo vya Dar es Salaam na Kilimanjaro na kurejesha huduma kwa Ethiopian Airlines Kilimanjaro. Aidha, tuliongeza mkataba na Air Tanzania jijini Dar es Salaam huku tukithamini uamuzi wao wa kujihudumia Kilimanjaro. Mikakati yetu ya huduma bora na uhusiano wa karibu na wateja imeendelea kutuweka katika nafasi thabiti ya mafanikio endelevu.

Katika jitihada za kuendana na mikakati yetu ya ukuaji, tuliwekeza kwa kiasi kikubwa katika vifaa vya kusaidia shughuli za ardhini katika vituo vyetu mbalimbali, kwa lengo la kuboresha ufanisi, usalama na ubora wa huduma. Uwekezaji huu ulilenga vifaa vya kisasa vinavyotumia nishati kwa ufanisi, sambamba na malengo yetu ya uendelevu na mahitaji ya kiutendaji.

Moja ya mafanikio makubwa ya mwaka huu ni maendeleo ya mkataba wetu wa miaka 13 ulioingiwa mwaka 2023 na KADCO kwa ajili ya ukarabati na uendeshaji wa bohari ya kuhifadhi bidhaa kwa ubaridi katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro. Mpango huu mkakati unalenga kuimarisha usafirishaji wa bidhaa za kilimo na vifaa vya afya kutoka Kanda ya Kaskazini mwa Tanzania. Kazi za ukarabati zimeanza kwa kasi na zinaendelea, zikiwa zimepangwa kukamilika ifikapo mwisho wa Mei 2025. Mara baada ya kukamilika, kituo hiki cha kisasa kitaongeza kwa kiasi kikubwa uwezo wetu wa kuhudumia bidhaa baridi, kuimarisha biashara ya kikanda, na kudhihirisha nafasi yetu kama mshirika bora wa huduma za usafirishaji.
Katika juhudi za kuboresha huduma zetu, tuliimarisha huduma za VIP kwa kuwekeza katika ununuzi wa magari mawili mapya aina ya Mercedes-Benz. Hatua hii inaonyesha dhamira yetu ya kutoa huduma za kipekee kwa wateja wa daraja la juu, huku tukiboresha hadhi ya chapa yetu na kufungua chanzo kipya cha mapato.
Mwaka 2024 tuliimarisha zaidi dhamira yetu ya kuendeleza utamaduni wa usalama, tukisisitiza kuwa ustawi wa wafanyakazi wetu ni kiini cha shughuli zetu. Kupitia maadhimisho ya Siku ya Usalama na Afya Kazini Duniani, timu zetu zilishiriki kikamilifu katika kampeni na shughuli za kuhamasisha usalama katika vituo vyote, tukikumbusha wajibu wa pamoja katika kuhakikisha mazingira salama ya kazi.

Ahadi zetu sita za usalama zinaendelea kuwa msingi wa mkakati wetu, zikielekeza mwenendo na kuwajibisha kila ngazi ya shirika. Kupitia mafunzo ya mara kwa mara, doria za usalama, uwasilishaji wa taarifa kwa uwazi na udhibiti wa hatari kwa njia shirikishi, tunaendeleza utamaduni wa usalama katika kila hatua ya kazi zetu.

Tulifanikisha hatua muhimu ya kuendana na viwango vya kimataifa kwa kukamilisha ukaguzi wa ISAGO katika vituo vya DAR na JRO. Hatua hii inaonyesha jitihada zetu endelevu za kufikia ubora na mwelekeo wetu wa kimkakati wa kujitegemea kwa kuhama kutoka mfumo jumuishi wa SPI ISAGO. Tunatarajia matokeo kwa matumaini makubwa, tukiamini kuwa uthibitisho huo utaimarisha uaminifu wetu, mahusiano na mashirika ya ndege, na kuonyesha

ufuataji wetu wa viwango vya kimataifa vya utoaji huduma za ardhini.

Tunapotazamia siku zijazo, tumejidhatiti kuendeleza uthabiti wa utendaji uliopatikana mwaka 2024 kwa kutekeleza kwa umakini na nidhamu mipango yetu ya kimkakati. Kipaumbele chetu kitaendelea kuwa kuboresha ufanisi wa kiutendaji, kuimarisha matokeo ya kibiashara, na kukuza ukuaji wa kifedha—huku tukidumisha ushindani wetu katika mazingira ya soko yanayoendelea kubadilika.

Kama sehemu ya maono yetu ya muda mrefu ya upanuzi endelevu, tunaendelea kuchunguza kwa makini fursa mpya katika masoko ya kikanda. Kwa kuzingatia hili, tunalenga kuingia kimkakati katika viwanja vya ndege vya Arusha, Msalato na Mwanza, tukidhihirisha dhamira yetu ya kupanua wigo wa shughuli na kuunga mkono ukuaji mpana wa sekta ya usafiri wa anga nchini Tanzania.

Natoa shukrani za dhati kwa wateja wetu kwa kuendelea kuiamini Swissport Tanzania. Tunathamini kwa dhati uungwaji mkono thabiti kutoka kwa Serikali ya Jamhuri ya Muungano wa Tanzania, taasisi zake, na wadau wetu wote ambao wamechangia kwa kiasi kikubwa mafanikio yetu endelevu.

Kwa wanahisa wetu, tunashukuru kwa imani na uungwaji mkono wenu. Kwa washirika wetu wote, asanteni kwa kujitolea kwa dhati, ustahimilivu na mchango wenu mkubwa katika kuifanya mwaka huu kuwa wa mafanikio na uthabiti.

Ninategemea kukutana nanyi katika Mkutano Mkuu wa Mwaka, tukiendelea kusonga mbele kwa kujiamini na kwa mwelekeo thabiti.

Asante Sana!

Dirk Goovaerts
Mwenyekiti wa Bodi
Swissport Tanzania Plc.

INTERIM MANAGING DIRECTOR'S STATEMENT
FOR THE FINANCIAL YEAR ENDED ON 31 DECEMBER 2024

The operational and financial performance of the Company continued to grow year-on-year to achieve performance stability. As a result, the Company's revenue upswing by 26% to TShs 51,009 million from TShs 40,521 reported in 2023 and total operating costs surged by 22% to TShs 42,888 million from TShs 35,079 million incurred in 2023. In turn, the Company reports a profit before tax of TShs 8,585 million compared to TShs 5,458 million in 2023, representing an increase of 47%.

The reported improved financial performance was ascribed to the retention of customers, price reviews, improved and stable airlines operations, Air Tanzania growth, increase in passenger numbers, soaring number of passengers accessed the lounge, increase in cargo export volumes as well as improved business environment and the growth of tourism and aviation industries.

The Twiga Lounge by Aspire at Kilimanjaro International Airport (KIA) influenced Company's top line growth. During the year, the lounge revenue hiked to TShs 1,994 million from TShs 1,488 million in 2023. Recording an impressive annual growth of 34%. Swissport is operating the lounge in collaboration with Air Tanzania.

The rise in operating costs was in line with the revenue growth and the increase in the general price levels and labour related costs. Several cost cutting measures were implemented to reduce the impact of cost escalation to enhance profitability.

Services to customers were delivered in accordance with the service expectations outlined and agreedin the Service Level Agreements (SLAs). Instances of non-compliance with the SLAs were discussed with the customers, and corrective measures were implemented to address reported anomalies. The process improved the quality of services offered and enhanced relationship with our esteemed customers.

Monthly operation review meetings, daily operation engagements and weekly Net Promoter Score (NPS) – the Customer Voice, remained important feedback tools utilised by customers to communicate and share performance feedback with management. We extend our gratitude to all our customers for actively participating in operational review meetings as well as in the weekly NPS surveys and for openly sharing both operational disappointments and achievements. NPS outcome was strong with an annual average response rate and scores of 92.2% and 53 respectively, indicating acceptance of NPS by customers and depicting highly engaging environment between Swissport Tanzania and its customers geared towards improving quality of services. Internally, DAR and JRO stations operational and commercial performance were measured and monitored through the Station Management Manual (SMM), Weekly Operational Review Meetings (WOR meetings) and monthly WIN-ROOM meetings. These meetings are managed at the Group level and through feedback received from these meetings we enhanced operational performance, developed commercially working strategies and customer profitability.

We recorded no major safety and security breach incidents, NIL aircraft damage and lost time injuries. This signifies a strong safety culture and safety and security performance. The implementation of the Integrated Weighing Scale System (IWS) mitigates a long-standing safety concern of wrong data capturing in our cargo system and subsequently in the preparation of the load sheet. With IWS, cargo figures are electronically transferred from weighing scales to the cargo system and ultimately to the load sheet system, avoiding manual intervention. We substantially met airlines safety and security requirements and complied with the operational, safety, and security requirements issued by the Tanzania Civil Aviation Authority (TCAA) and Tanzania Airports Authority (TAA). Our relentless efforts to enhance service quality and ensure compliance with safety and security standards to meet the expectations of both customers and industry regulators were fruitful. This was evidenced by the successful retention of key customers and the acquisition of new business in a competitive environment. We secured KLMAF and Zambia Airways as a new ground handling customer during the year.

We sincerely thank all our customers; Air Tanzania, Emirates, Qatar Airways, Kenya Airways, Turkish Airlines, Oman Air, Air Zimbabwe, Airlink, Ethiopian Airlines, KLM, Air France, Martin Air Cargo, CONDOR, AB Aviation, Malawian Airlines, EWA Air, Mozambique Airlines, Egypt Air, Eurowings Discover, Edelweiss Air AG, Uganda Airlines, Saudi Arabian Airlines, Zambia Airways and all cargo forwarders, agents, and export companies, for their patronage. We are determined to continue delivering satisfying services to you all.

Our people and training
We operated with 798 highly motivated employees who consistently performed well by following the laid down operating

"Emerging from 2024 Stronger, Bolder, Ready for Sustainable Growth"

standards which guaranteed meeting safety, security and prescribed operating requirements and delivery of top-notch services to our esteemed customers. During the year, we continued implementing staff well-being programs. Through the programs, staff health statuses were checked, and they were provided with better working tools, office transport, protective gears, improved offices, and flexible rosters. Employee remunerations are reviewed annually in line with the financial performance of the Company and in consideration of the prevailing business environment.

Through the Workers Union and Master Workers Council, employees were briefed on the safety, security, operational, and financial performance of the Company, and were given the opportunity to share their perspectives on sustaining and/or improving the performance. Our core values, namely 'Show you care', **'Do the right things'**, and **'Win as a Team'**, serve as guiding principles. In our pursuit of excellent service delivery, we are dedicated to attracting, engaging, and retaining the right workforce. The 6 red rules which are an extension of our core values, represent the minimum standards to demonstrate care to our people and customers. The 6 Red Rules include paying fair wages, allowing our team to plan their lives, creating a safe space for recharging, instilling pride among our team, ensuring competence and confidence, and sharing the workload. Together with our core values, these rules serve as benchmarks for our performance.

Our Training Centre continued to play a pivotal role in ensuring operational staff are well-trained and certified in their respective areas of operation. Technical certification of employees was successful through collaboration with airline customers and industry regulators. Our operational policies strictly prohibit untrained staff from participating in operations. Furthermore, we collaborated with customers to ensure staff receives appropriate airline product trainings to enhance ability to better serve the traveling community as per airline product specifications.

Training records are maintained in the INTELEX system, which efficiently flags any non-compliances with business-critical and functional training requirements.
All these initiatives are undertaken to ensure that Swissport provides a better working environment for its most valuable asset – 'the people'.

Investments
We consistently used Ground Support Equipment (GSE) management KPIs to ensure GSE are well maintained and available to support operations. This has tremendously bettered the operational availability of GSE despite the experienced challenges

such as unexpected breakdowns, high maintenance costs, and long lead times for spare parts imported from overseas.

In a bid to providing safety and high-quality services that meets customers' needs, we invested in ground support equipment, cold rooms, forklifts, technology, integrated weighing scales and obtaining industry cargo handling certification (CEIV Fresh Certification). In 2024, we spent TShs 5,640 million on various investments to further enhance our operational capacity.

Sustainability
The Environmental, Social and Governance (ESG) remained a top agenda at the Group (SPI) and several measures are taken at the group level to ensure compliance with ESG global agenda. In line with SPI's plans, Swissport Tanzania has aligned its investment strategy to ensure that future investments are environmentally friendly, with procured ground support equipment (GSE) being electric powered to reduce CO2 emissions.

The Company remains committed to complying with local laws and regulations concerning ESG.

Safety
Safety remained our top priority. We are upholding and strengthening our safety culture to make Swissport safer and a better place to work. Our targets are to reduce work related injuries, aircraft damages and improve safety culture. Several safety improvement programs such as Safety Campaigns, Safety Action Group meetings, Near Miss Reporting, Safe Observation, Leaders' Wednesday, and Safety days were key to our safety performance.

To further strengthening our safety performance, the Six Commitments on safety continue to serve as the foundation of our safety culture. In these commitments which range from wearing Personal Protective Equipment (PPE), to prioritizing safe operations over on-time performance, each colleague plays a crucial role in upholding our safety culture. As an extension of our dedication to a safety-first mindset, we have introduced "Safety Moments" in both internal and external meetings. These moments, intricately linked with our Six Commitments on Safety, underscores our collective commitment to enhancing safety at Swissport.

Safety performance during the year was excellent, no aircraft damage and/or lost time injuries were recorded, and a high number of safe and unsafe incidents were reported. This signifies strong safety culture and solid safety performance.

Our safety reporting tool (SMT) maintains records of all safety incidents reported by the employees. The tool facilitates risk identification and analysis to establish key operational risks affecting the business to grant management the opportunity to mitigate those risks. We do comply with occupational health and safety requirements as per the legal requirements. We followed guidance issued by the Ministry of Health and industry regulator (TCAA) and other Government agencies in combating risks associated with pandemics and epidemics.

Our focus on product differentiation via premium customer service and safety, remains firmly in place.

Accolades
During the year, we were honoured to receive yet another Financial Reporting Award from the National Board of Accountants and Auditors (NBAA). This prestigious accolade recognized our achievement as the second-place winner for the "Best Presented Financial Statements" in the category of service trading entities for the year 2023. This recognition underscores our commitment to excellence in financial reporting among companies in Tanzania. Remarkably, we won this award for the 12th year in a row.

Additionally, we earned recognition from the Dar es Salaam Stock Exchange (DSE) as the Second Runner-up for Best Listed Company under the MIMS – Commercial Services category, for our efforts in embracing ESG principles that support sustainable capital markets.

The DAR station was recognized as the Best Medium Ground Handling Station and the Best Medium Cargo Handling Station at the 2024 Station Manager and Commercial Conference Awards, organized by Swissport International.

Together, these accolades affirm the enduring trust placed in us by our stakeholders and reinforce our unwavering vision to lead with purpose, deliver with integrity, and pursue sustainable growth anchored in excellence and accountability.

Outlook
The business has achieved continuous growth, it is therefore our plan to sustain and further grow the business through retention of customers, acquiring new businesses, expanding to the economically viable regional airports, introduction of new product lines, adopt to the appropriate pricing and promotion of Twiga Lounge by Aspire. We also envisaged Air Tanzania growth plans, airline operations stability, Government investments in Tanzania and its initiatives to improve business environment and promote export, booming the export business to steer the growth of both ground handling and cargo business lines.

To drive the bottom line of the Company, we will continue to focus on enhancing operational efficiency, safety performance and cost control. Our 2025 targets were prepared with reference to the aforestated facts while cautiously monitoring the impact of global business trends, geopolitics, inflation, and the fluctuation of fuel prices.

The full liberalisation of the ground handling market has heightened competition albeit small size of the market and low growth potential. This is also causing massive price pressure on ground handling segment. We recognise these facts, and we are taking appropriate steps to retain and win new profitable businesses. The Company is also investing in processes, GSE, warehouse infrastructure including cold rooms, people, technology, and training to achieve product differentiation from its competitors in its quest to retain and attract new business.

An investment of TShs 7,768 million will be made in 2025, with a significant portion directed to the refurbishment and upgrading of the Cold Storage Facility (CSF) at KIA and purchase of GSE. This measure will enhance quality of services and generate additional capacity to handle perishable products and pharmaceuticals.

Furthermore, our commitment to enhancing safety, security, and operational performance, as well as demonstrating customer satisfaction through Net Promoter Score (NPS) and monthly operational review meetings, will serve as the foundation for achieving our 2025 targets.

Acknowledgement
I wish to offer my heartfelt acknowledgment to the former Chief Executive Officer, Mr. Mrisho Yassin for his exceptional leadership and years of dedicated service. His strategic direction and commitment to excellence played a key role in positioning the company for the continued success we strive for today. I thank the Chairman and the entire Board of Directors of Swissport Tanzania Plc and the management of Swissport International Ltd for entrusting me to lead the company as Interim Managing Director.

I extend my sincere appreciation to the Airline Customers for choosing Swissport as their preferred handler and acknowledge their invaluable support, Swissport International Ltd., the Board of Directors, the Ministry of Works and Transport, the Tanzania Civil Aviation Authority (TCAA), the Tanzania Airports Authority (TAA) and all other stakeholders. Your support enables us to deliver exceptional services, meet operational, safety, and security standards, and effectively manage the business.

Additionally, I would like to express my gratitude to all my colleagues for their unwavering support, hard work, and dedication to ensuring the success of the business. Together, we achieve remarkable results, and I am grateful for our collective efforts. Let's continue embracing our Core Values – **Show you care, Do the right things** and **Win as a team**.

I am counting on your continued support as we strive for excellence and success in the future.
Thank you.

Shamba Mlanga
Interim Managing Director

TAARIFA YA KAIMU AFISA MTENDAJI MKUU

Utendaji wa kampuni katika mwaka 2024 uliendelea kuimarika kwa viwango vyote vya kifedha na kiutendaji. Mapato yalipanda kwa 26% hadi Shilingi milioni 51,009 kutoka Shilingi milioni 40,521 mwaka 2023. Gharama za uendeshaji ziliongezeka kwa 22% hadi Shilingi milioni 42,888 kutoka Shilingi milioni 35,079 mwaka uliopita. Hii ilisababisha kampuni kupata faida kabla ya kodi ya Shilingi milioni 8,585, ongezeko la 47% kutoka faida ya Shilingi milioni 5,458 mwaka 2023.

Mafanikio haya ya kifedha yalisababishwa na kutunza wateja wetu, kufanya marejeo ya bei zetu, maboresho ya shughuli za ndege , ukuaji wa Shirika la ndege la Tanzania (Air Tanzania), maongezeko ya idadi ya abiria na idadi ya watu wanaohudumiwa na chumba cha kupumzikia abiria (lounge), ongezeko la idadi ya mizigo inayosafirishwa pamoja na maboresho ya mazingira ya biashara na ukuaji wa sekta ya utalii na anga.

Chumba cha kupumzikia abiria cha Twiga – Twiga Lounge by Aspire katika uwanja wa ndege wa Kilimanjaro (KIA) kimechangia kwa kiasi kikubwa ukuaji wa mapato ya Kampuni. Katika mwaka wa 2024, mapato yaliyotokana na chumba cha kupumzikia abiria yaliongezeka kwa 34% hadi kufikia Shilingi milioni 1,994 kutoka milioni 1,488 mwaka 2023. Uendeshaji wa Chumba hiki unafanywa kwa ubia na shirika la ndege Tanzania.

Kuongezeka kwa gharama za uendeshaji kulienda sambamba na ongezeko la mapato, mfumuko wa bei na gharama za ajira. Mikakati kadhaa ya kupunguza gharama za uendeshaji ilitekelezwa ili kupunguza madhara yanayotokana na kuongezeka kwa gharama na kuwezesha kampuni kutengeneza faida.

Huduma kwa wateja zilitolewa kulingana na matarajio yaliyoainishwa katika Makubaliano ya Viwango vya Ubora (SLA). Matukio ya ukiukwaji wa makubaliano hayo yalijadiliwa kwa pamoja na mashirika ya ndege, na hatua za kurekebisha zilichukuliwa ili kukabiliana na kasoro zozote zilizoripotiwa. Mchakato huu uliboresha viwango vya huduma zinazotolewa na mahusiano yetu na wateja.

Vikao vya mapitio ya kila mwezi, ushirikishwaji wa kila siku katika utendaji, na mfumo wa utoaji maoni wa Wateja wa kila wiki yaani Net Promoter Score (NPS) umeendelea kuwa kiungo muhimu cha mawasiliano kwa kuipa menejimenti mrejesho juu ya utendaji wetu. Tunawashukuru wateja wetu wote kwa kushiriki kikamilifu katika vikao vyetu vya mapitio pamoja na kutoa maoni yao kwa kupitia NPS na kwa kuchangia kwa uwazi juu ya kasoro pamoja na mambo mazuri wanayokutana nayo. Wastani wa alama ulikuwa asilimia 92 na watoa majibu walikuwa 53. Alama hizi zinaonyesha kuwa wateja wanaikubali NPS na pia inaonyesha kuwa kuna mazingira ya ushirikishwaji baina ya Swissport na wateja wake yenye lengo la kuboresha ubora wa huduma.

Utendaji wa vituo vya ndege vya Kilimanjaro na Dar es Salaam na mafanikio ya kibiashara ulipimwa kutumia Mwongozo wa Usimamizi wa Kituo (SMM), Kikao cha Marejeo ya Uendeshaji wa Kila Juma(WOR) na Kikao cha kila Wiki cha WIN-ROOM. Vikao hivi vinasimamiwa na Kampuni mama na tuliboresha utendaji kazi na kutengeneza mikakati ya kibiashara na upatikanaji wa faida na kuhakikisha wateja wetu wananufaika kupitia mrejesho wa vikao hivi.

Hatukuwa na ajali yoyote kubwa iliyoripotiwa ikihusisha uvunjaji wa kanuni za usalama, Hakuna ndege zilizoharibika wala mfanyakazi aliepata ajali kazini na kutokuweza kuja kazini. Hili linaashiria uimara wa utamaduni wa usalama mahala pa kazi na ulinzi. Kuanza kutumika kwa mfumo wa Mizani ya kisasa kulipunguza wasi wasi wa kiusalama wa muda mrefu wa uchukuaji taarifa za mizigo usio sahihi katika mfumo wetu wa mizigo na kwa kiasi kikubwa katika uandaaji wa taarifa za mizigo. Kwa kutumia IWS, idadi ya mizigo inatumwa moja kwa moja kutoka katika mizani ya kupimia uzito kwenda kwenye mfumo wa mizigo na moja kwa moja kuelekea katika mfumo wa uorodheshaji idadi ya mizigo, hivyo kuepuka makosa mengi ya kibinadamu. Tulikidhi kwa kiwango kikubwa masharti ya usalama na ulinzi na kufuata masharti ya utendaji, usalama, ulinzi na yaliyowekwa na Mamlaka ya anga Tanzania(TCAA) na Mamlaka ya Viwanja vya ndege Tanzania (TAA).

Jitihada za kuboresha huduma zetu na kufuata vigezo vya usalama na ulinzi katika kukidhi mahitaji ya wateja wetu na ya sekta zilizaa matunda. Hili lilishuhudiwa na kuendelea kutunza wateja wetu wakubwa na kupata biashara mpya katika mazingira ya ushindani. Katika kipindi hiki cha mwaka, tulipata wateja wapya: KLMAF na Zambia Airways.

Tunawashukuru kwa dhati wateja wetu wote; Air Tanzania, Emirates, Qatar Airways, Turkish Airlines, Oman Air, Air Zimbabwe, Kenya Airways, Airlink, Ethiopian Airlines, KLM, Air France , Martin Air Cargo, CONDOR, AB Aviation, Malawian Airlines, EWA Air, Mozambique Airlines, Egypt Air, Eurowings Discover, Assalam Air, Edelweiss Air AG, Uganda Airlines, Saudi Arabian Airlines , Zambia Airways na wasafirishaji mizigo wote, mawakala na kampuni za usafirishaji mizigo ndani na nje ya nchi, kwa kuiamini na kufanya biashara na Swissport.

"Kutoka 2024 Tumeibuka Tukiwa Imara, Jasiri, Tuko Tayari kwa Ukuaji Endelevu"

Tumedhamiria kuendelea kuwapa ninyi nyote huduma za kuridhisha.

Rasilimali watu na mafunzo
Tumefanya kazi na wafanyakazi 788 wenye ari na uwezo wa kufanya kazi vizuri ambao wamefanya kazi kwa kufuata vigezo vya kiutendaji vilivyowekwa na ambavyo vilihakikisha kukidhi masharti ya ulinzi na usalama yaliyoainishwa na kuwezesha utoaji wa huduma za viwango vya juu kwa wateja wetu. Katika kipindi cha mwaka, tumeendelea kutekeleza programu zinazohusu ustawi wa wafanyakazi wetu. Kwa kutumia programu hizi wafanyakazi waliweza kupimwa hali ya afya zao, na walipatiwa vitendea kazi bora zaidi, usafiri wa kuja kazini, vifaa vya kujikinga, ofisi zilizoboreshwa, na upangaji wa zamu uliozingatia mapendekezo yao.

Mishahara ya wafanyakazi inafanyiwa marejeo kila mwaka kwa kuzingatia mafanikio ya kifedha ya kampuni kwa mwaka husika na mazingira ya biashara yaliyopo.

Kwa kupitia vyama vya wafanyakazi na Baraza Kuu la Wafanyakazi, wafanyakazi walipewa maelekezo juu ya usalama, ulinzi, utendaji na mwenendo wa Kifedha wa kampuni na walipewa fursa ya kuchangia mitazamo yao juu ya kuendeleza na kuboresha utendaji wa kampuni.

Katika mwaka huu, Swissport International Ltd (SPI), ilitambulisha maadili ya msingi mapya ambayo yamelenga kuonesha kujitoa kwa kampuni kwa wafanyakazi wetu na kuwaongoza kwa vitendo katika utoaji wa huduma. Maadili yetu mapya ya msingi ni , **"Onesha Unajali"**, **"Fanya mambo sahihi"** na "Ushindi wa Pamoja", yanatumika kama mwongozo wetu wa kazi. Katika kuhakikisha tunafikia utoaji huduma wenye ubora wa hali ya juu, tumejikita katika kuwahamasisha, kuwashirikisha na, kuwatunza wafanyakazi sahihi. Pamoja na hayo, kanuni sita nyekundu zilianzishwa kama nyongeza ya maadili yetu ya msingi. Kanuni hizi zinawakilisha vigezo vya chini kabisa katika kuonesha namna tunavyowajali watu wetu na wateja wetu. Kanuni nyekundu zinajumuisha kulipa mishahara stahiki, kuruhusu wafanyakazi wetu kuwa na muda binafis wa maisha yao, kutengeneza mazingira salama ya kupumzikia, kuwajengea wafanyakazi wetu hali ya kuona fahari, kuhakikisha ufanisi na kujiamini, na kushirikiana katika majukumu ya kazi. Kwa pamoja, ikiwa ni pamoja na maadili mapya ya msingi, sheria hizi zinatumika kama Kipimo cha utendaji wetu.

Kituo chetu cha mafunzo kimeendelea kuwa kiungo muhimu katika kuhakikisha wafanyakazi wetu wanapewa mafunzo na kuhitimu katika maeneo yao ya utendaji. Jitihada za kuthibitisha ujuzi wa wafanyakazi zimefanikiwa kwa kushirikiana na wadhibiti wa mashirika ya ndege na sekta ya anga. Sera zetu za utendaji zinazuia vikali mfanyakazi ambaye hajapitia mafunzo kufanya kazi. Pia, tulishirikiana na wateja katika kuhakikisha wafanyakazi wamepokea mafunzo sahihi juu ya bidhaa za ndege na kuongeza uwezo wao wa kuhudumia jamii ya wasafiri ndege na mizigo kwa kuzingatia matakwa ya shirika husika. Kumbukumbu za mafunzo zinahifadhiwa na mfumo wa INTELEX, ambao kwa ufanisi mkubwa unatujulisha kunapokuwa na hali ya kutofuata miongozo ya kibiashara na mahitaji ya kimafunzo. Hatua zote hizi zinachukuliwa ili kuhakikisha Swissport inatoa mazingira bora ya kufanyia kazi kwa rasilimali yake muhimu – 'watu wake'.

Uwekezaji
Tumeendelea kutumia viashiria kadhaa (KPIs) kwa vifaa vya kazi (GSE) ili kuhakikisha vifaa hivyo vinatunzwa vizuri na vinapatikana kusaidia utendaji. Jambo hili limeongeza ubora wa vifaa vya kazi licha ya kuwepo kwa changamoto kadhaa kama vile kuharibika kusikotarajiwa, gharama kubwa za matengenezo, na muda mrefu wa kusubiria vipuri ambavyo huagizwa kutoka nje ya nchi.

Katika kuendeleza jitihada zetu za kuzidisha usalama na ubora wa huduma zinazokidhi mahitaji ya wateja wetu, tuliwekeza katika vitendea kazi, bohari ya baridi, vifaa vya kushusha na kupakia mizigo, teknolojia, mizani ya kisasa na kupata cheti cha kushughulika na mizigo kinachotolewa na sekta ya anga(CEIV Fresh Certification). Tulitumia kiasi cha Shilingi Milioni 5,640 Kwa Mwaka 2024, kuwekeza katika maeneo mbalimbali.

Sera Endelevu
Sera ya Mazingira, Jamii na Utawala Bora (ESG) imeendelea kuwa agenda ya Kampuni (SPI) na hatua kadhaa zinachukuliwa katika ngazi ya kampuni kuhakikisha tunafuata ajenda hii ya dunia. Swissport inahakikisha mikakati yake ya uwekezaji kwa siku zijazo inafungamana na mipango ya SPI kwa kuwa na uwekezaji utakaojali mazingira, na mitambo inayotumia nishati ya umeme (GSE) ili kupunguza uzalishaji wa hewa ya ukaa (CO_2).

Kampuni imeendelea kuzingatia sheria na kanuni zinazohusiana na Mazingira, Jamii na Utawala Bora (ESG).

Usalama Mahala pa Kazi
Usalama umeendelea kuwa kipaumbele chetu. Tunaendeleza na kuimarisha utamaduni wetu wa usalama, na kuifanya Swissport mahali salama pa kazi. Malengo yetu ni kupunguza ajali zinazotokana na utendaji kazi, uharibifu wa ndege, na kuboresha utamaduni wetu wa usalama. Programu kadhaa za usalama zilizoboreshwa kama vile Kampeni za Usalama, Utoaji wa taarifa wa ajali zilizonusurika kutokea, vikao vya kimkakati juu ya usalama, Jumatano ya matembezi ya usalama kwa viongozi – Leader's Wednesday na maadhimisho ya siku ya usalama - Safety Day zimekuwa ni mwongozo katika utendaji wetu wa kiusalama.

Katika kukuza zaidi utamaduni wetu wa usalama, kampuni inatumia miongozo sita ya usalama ili itumike kama msingi wa utamaduni wa usalama. Katika miongozo hii ipo inayohusisha kuanzia uvaaji wa vifaa vya kujikinga (PPEs) ili kutoa kipaumbele kwenye utendaji salama badala ya kukimbilia kumaliza kazi haraka, ambapo kila mfanyakazi ana jukumu muhimu katika kuzingatia utamaduni wetu wa usalama. Kama sehemu ya kuendelea kujitoa kwetu katika kujenga mawazo ya usalama kwanza, tumeanzisha "Muda wa Usalama" katika vikao vyetu vya ndani na nje. Muda huu unaweka msisitizo kwenye juhudi zetu za pamoja za kuboresha usalama katika kampuni ya Swissport.

Tumepata mafanikio makubwa sana katika suala la usalama, kwa kipindi cha mwaka mzima hatukuwa na rekodi ya uharibifu wa ndege, au majeruhi wa kudumu iliyoripotiwa na uwepo wa idadi kubwa ya matukio salama na yasiyo salama yaliyoripotiwa. Hii inaonesha uimara wa utamaduni wa usalama na utendaji thabiti wa kiusalama.

Mfumo wetu wa kutolea taarifa (SMT) unahifadhi taarifa zote za kiusalama zinazoripotiwa na wafanyakazi. Mfumo huu unawezesha kutambua na kuchambua aina ya tahadhari na mienendo yote hatarishi kwa biashara yetu na kuipa kampuni nafasi ya kuzitatua.

Tunafuata miongozo ya Afya na Usalama kwa mujibu wa matakwa ya kisheria. Tulifuata muongozo uliotolewa na Wizara ya Afya, mdhibiti wa kisekta (TCCA), pamoja na mawakala wengine wa serikali ili kukabiliana na hatari zinazohusiana na majanga pamoja na magonjwa ya mlipuko.

Msisitizo wetu katika kutofautisha huduma zetu kupitia ubora wa hali ya juu wa huduma kwa wateja pamoja na usalama unaendelea kuwa kipaumbele chetu.

Tuzo
Katika mwaka husika, tulipata heshima kupokea Tuzo nyingine ya Ripoti ya Fedha kutoka kwa Bodi ya Taifa ya Wahasibu na Wakaguzi wa Hesabu (NBAA). Tuzo hii ilitambua mafanikio yetu kama mshindi wa pili wa Taarifa Bora ya Fedha Iliyowasilishwa katika kundi la mashirika yanayotoa huduma kwa mwaka wa 2023. Kutambuliwa huku kunadhihirisha dhamira yetu ya kuzingatia ubora katika utoaji wa taarifa za fedha miongoni mwa makampuni yaliyopo nchini Tanzania. Jambo la kujivunia ni kwamba, tumeshinda tuzo hii kwa mwaka wa 12 mfululizo sasa.

Vilevile, tulitambuliwa na Soko la Hisa la Dar es Salaam (DSE) kama washindi wa pili katika kipengele cha "Kampuni Bora Iliyosajiliwa chini ya MIMS – Huduma za Kibiashara," kwa kutambua jitihada zetu za kuzingatia misingi ya ESG (Mazingira, Jamii na Utawala Bora) inayochangia katika uendelevu wa masoko ya mitaji. Kituo chetu cha Dar es Salaam kilitunukiwa tuzo kama "Kituo Bora cha Kati cha Huduma za Uendeshaji wa Ndege" na "Kituo Bora cha Kati cha Ushughulikiaji Mizigo" katika Tuzo za Mwaka za Wasimamizi wa Vituo na Biashara kwa mwaka 2024 zilizoandaliwa na Swissport International.

Kwa pamoja, tuzo hizi ni uthibitisho wa imani kubwa waliyonayo wadau wetu kwetu na zinaimarisha maono yetu thabiti ya kuongoza kwa malengo, kutoa huduma kwa uadilifu, na kufanikisha ukuaji endelevu unaojengwa juu ya ubora na uwajibikaji.

Mtazamo wa Biashara
Biashara imeendelea kukua kwa uthabiti, hivyo mpango wetu ni kuhakikisha uendelevu wa ukuaji huo kwa kutunza wateja wetu wa sasa, kuvutia biashara mpya, kupanua huduma katika viwanja vya ndege vya kanda vyenye manufaa kiuchumi, kuanzisha bidhaa mpya, kuweka bei rafiki kulingana na soko na kuendelea kuitangaza Twiga Lounge kwa kushirikiana na Aspire. Pia tunatarajia kunufaika na mipango ya ukuaji ya Shirika la Ndege la Tanzania (Air Tanzania), uthabiti wa uendeshaji wa mashirika ya ndege, uwekezaji wa serikali hapa nchini pamoja na jitihada zake za kuhamasisha usafirishaji wa bidhaa nje ya nchi, mazingira bora ya biashara, na kupanuka kwa soko la usafirishaji bidhaa nje – yote haya yakitarajiwa kuchochea zaidi ukuaji wa huduma za kushughulikia mizigo na ndege ardhini.

Ili kuimarisha faida ya kampuni, tutaendelea kujielekeza katika kuboresha ufanisi wa kiutendaji, viwango vya usalama na udhibiti wa gharama za uendeshaji.

Malengo yetu ya mwaka 2025 yamewekwa kwa kuzingatia mambo hayo yote yaliyoainishwa hapo juu, huku tukifuatilia kwa makini mwenendo wa biashara duniani, hali ya kisiasa ya kimataifa, mfumuko wa bei na mabadiliko ya bei ya mafuta.

Ufunguaji wa soko la huduma za ardhini kwa mashirika ya ndege umeongeza ushindani kwa kiwango kikubwa, licha ya ukubwa mdogo wa soko na matarajio madogo ya ukuaji. Jambo hili pia limepelekea shinikizo kubwa katika bei kwenye huduma za ardhini. Tunatambua hali hii, na tunachukua hatua stahiki ili kuhakikisha tunatunza wateja wetu wa sasa na kuvutia biashara mpya zenye faida.

Kampuni inawekeza katika maboresho ya mifumo ya utendaji kazi, vitendea kazi vya ardhini (GSE), miundombinu ya maghala ikiwemo bohari za baridi, rasilimali watu, teknolojia na mafunzo kwa lengo la kuleta utofauti wa huduma ikilinganishwa na washindani wetu, na hivyo kuhakikisha tunaendelea kuvutia na kuhifadhi wateja.

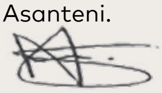
Uwekezaji wa Shilingi milioni 7,768 utafanyika mwaka 2025, ambapo sehemu kubwa ya fedha hizo zitaelekezwa kwenye ukarabati na uboreshaji wa Bohari ya Baridi (Cold Storage Facility – CSF) katika Uwanja wa Ndege wa Kimataifa wa Kilimanjaro (KIA) pamoja na ununuzi wa vifaa vya kazi (GSE). Hatua hii inalenga kuboresha ubora wa huduma na kuongeza uwezo wa kuhudumia bidhaa zinazoharibika haraka pamoja na dawa.
Zaidi ya hayo, kujitolea kwetu kuimarisha usalama, ulinzi na utendaji bora wa shughuli zetu pamoja na kupima kuridhika kwa wateja wetu kwa kutumia mfumo wa NPS na vikao vya tathmini ya utendaji wa kila mwezi, ndio utakaokuwa msingi wa kutufanikisha kufikia malengo yetu ya mwaka 2025.

Shukrani
Ninapenda kutoa heshima na kutambua mchango wa aliyekuwa Mkurugenzi Mtendaji, Bw. Mrisho Yassin, kwa uongozi wake thabiti na huduma ya muda mrefu iliyoambatana dhamira na weledi. Uongozi wake wa kimkakati na msisitizo katika ubora umechangia kwa kiasi kikubwa kuimarisha kampuni na kuiweka katika mwelekeo sahihi wa mafanikio ya muda mrefu. Ninatoa shukrani zangu kwa Mwenyekiti na Bodi nzima ya Wakurugenzi wa Swissport Tanzania Plc, pamoja na uongozi wa Swissport International Ltd, kwa kunipa dhamana ya kuiongoza kampuni kama Kaimu Mkurugenzi Mtendaji.

Ninatoa shukrani za dhati kwa mashirika ya ndege kwa kuchagua kufanya kazi na Swissport na ninatambua mchango wao wa thamani kwetu. Ninashukuru Kampuni ya Kimataifa ya Swissport, Bodi ya Wakurugenzi, Wizara ya Ujenzi na Uchukuzi, Mamlaka ya Anga Tanzania (TCAA), Mamlaka ya Viwanja vya ndege Tanzania (TAA)na wadau wengine wote. Mchango wenu umetuwezesha kutoa huduma za kipekee, kufikia viwango vya utendaji, usalama na ulinzi na kusimamia biashara yetu kwa ufanisi.

Pamoja na hayo, ninapenda kutoa shukrani zangu za dhati kwa wafanyakazi wenzangu wote kwa mchango wao imara, utendaji kazi mzuri na kujituma kwao katika kuhakikisha mafanikio ya biashara yetu. Kwa pamoja tunafikia mafanikio makubwa, na ninashukuru sana kwa jitihada hizi za pamoja. Tuendelee kushikilia maadili yetu makuu-**Onesha unajali, Fanya mambo sahihi na Ushindi wa Pamoja**
Ni matarajio yangu kuwa tutaendelea kufanya kazi pamoja ili kufikia ubora na kuendelea kupata mafanikio kwa siku zijazo.

Asanteni.



Shamba Mlanga
Kaimu Afisa Mtendaji Mkuu

CURRENT DIRECTORS' PROFILE

Dirk Goovaerts
Chairman of the Board
Belgium, Age 62

Dirk Goovaerts has over 25 years of experience in the ground handling and cargo industries and is a results-oriented senior executive with a proven track record in operational excellence, digital acceleration, and turnaround management. Dirk joined Swissport International AG as Head of Middle East & Africa on September 1st 2021, reporting directly to the CEO. In addition, he serves as Global Cargo Chair, focusing on strengthening Swissport's air cargo business. Dirk joined Swissport from dnata, where he was CEO of the Asia Pacific region. Prior to that, he was the COO of Saudi Ground Services Company, Senior Vice President Europe at Menzies Aviation, and Finance Director Global Network of Outstations at Sabena.

Eric Muriithi
Non-Executive Director
MBA. Accounting and Finance
Kenyan, Age 40

Mr. Muriithi has over 12 years of experience in finance, audit, and strategic advisory roles for multinationals. Currently is a Chief Financial Officer Kenya & Head of Finance Sub-Saharan Africa and Israel of Swissport International Ltd. Before joining Swissport, he worked as an Internal Auditor and Assistant Vice President, Finance of Barclays Bank Kenya. He has external audit background, having worked with KPMG as Auditor Senior. He was appointed to the SPT Board of Directors in March 2020, representing SPI.

Dr. Charles Kimei (MP)
Independent Non-Executive Director
Doctor of Philosophy-Phd.
Money and Finance
Tanzanian, Age 71

Dr. Charles Kimei is a Member of Parliament in the United Republic of Tanzania and serves on several boards, including as Chairman of the Trustees of Halo Pesa and a board member of Research on Poverty Alleviation (REPOA). He joined the Board of Directors of SPT in April 2019, representing minority shareholders. He is also a Certified Member of the UK-based Institute of Directors (IoD) and a Fellow of the Tanzania Institute of Bankers (FTIOB).

With over 40 years of experience in banking and finance, Dr. Kimei previously served as Managing Director and CEO of CRDB Bank Plc for 21 years. Earlier in his career, he held senior roles at the Bank of Tanzania, including Director of Banking Supervision, Director of Economic Research, Head of the Domestic Division in the Research Department, and Manager of Economic Research and Policy.

Raymond Mbilinyi
Independent Non-Executive Director
BSc in Engineering; MBA in Marketing
Tanzanian, Age 60

Mr. Mbilinyi is the Chairman & CEO of TanBizLink. Prior to that he held various position with the Government of the United Republic Of Tanzania. His previous roles within the Government include Executive Secretary Tanzania National Business Council, Executive Director, Director of Investment promotion, and Director of Promotion of Tanzania Investment Centre. He serves in various boards, including Equity Bank Tanzania as the chairman and Tanga Cement Plc as a member. He joined the Board of Directors of SPT in April 2016, representing minority shareholders

Christian Zweifel
Non-Executive Director
Bachelor's degree, Geography- Social and Economics
Swis, Age 55

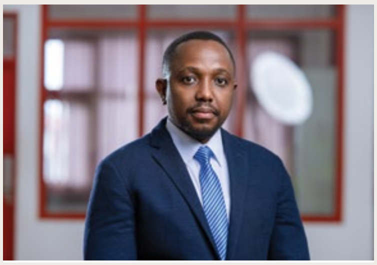
Christian Zweifel has over 25 years of experience in the aviation services industry and is a seasoned senior executive recognized for his expertise in operational management, strategic growth, and regional leadership. Prior to joining Swissport, he held various leadership positions in the aviation sector, including roles at Swissair and other international aviation companies, where he gained extensive experience in ground handling operations and airport services. He has been with Swissport International AG for most of his career and currently serves as Head of Africa. In this role, Christian is responsible for managing Swissport's activities across the African continent, driving operational excellence, strengthening partnerships, and promoting sustainability initiatives. Throughout his career, he has held key leadership positions in Europe, Asia, and Africa, bringing a broad international perspective to his current role.

MANAGEMENT TEAM
FOR THE YEAR ENDED 31 DECEMBER 2024

Mrisho B. Yassin
Chief Executive Officer
(retired January 2025)

Shamba Mlanga
Dar es Salaam Station Manager
(up to 31 December 2024)
Interim Managing Director
(from January 2025)

Joshua Jonas
Chief Financial Officer



Goodluck Walter
Cargo Services Manager

Amina Bilali
Commercial Manager

Deogratius Haule
QHSE Manager

Nyakato Mwesigwa
Human Resources Manager

Fadhil Omary
Training Manager

Joyce Jeremiah
Kilimanjaro Station Manager

Godfrey Rweyemamu
Security Business Lead

ECONOMIC ACCOUNTABILITY

3

REPORT OF THE DIRECTORS
FOR THE YEAR ENDED 31 DECEMBER 2024

The directors submit their report together with the audited financial statements for the year ended 31 December 2024, which discloses the statement of profit or loss and other comprehensive income, statement of financial position, statement of changes in equity, statement of cash flows, and notes to the financial statements of Swissport Tanzania Plc (the "Company").

1 DIRECTORS

The directors of the Company at the date of this report, who served since 1 January 2024, except where otherwise stated, are:

	Name	Nationality	Position	Age	Appointment	Resignation
1	Mr. Dirk Goovaerts [1]	Belgium	Chairman	62	Sept, 2021	-
2	Mr. Eric Muriithi [1]	Kenyan	Director	40	Mar, 2020	-
3	Mr. Raymond P Mbilinyi [2]	Tanzanian	Director	60	Apr, 2016	-
4	Dr. Charles S Kimei [2]	Tanzanian	Director	71	Apr, 2019	-
5	Mr. Mrisho Yassin [1]	Tanzanian	Director	49	Dec, 2021	Jan, 2025
6	Mr. Christian Zweifel [1]	Swiss	Director	55	March, 2025	-

[1] Representing Swissport International Ltd (SPI), [2] Representing minority shareholders

In accordance with the Company's Articles of Association, the Board of Directors will consist of five directors, three representing majority shareholder and two representing minority shareholders. At the Annual General Meeting, the minority shareholders shall have the right to appoint and remove the two independent directors in a competitive manner. These directors are re-elected after every three years.

The Board comprises four non-executives and one executive director who is also the Chief Executive Officer of the Company. Three directors represent SPI - the CEO of the Company and two senior executives at SPI.

Directors' interest in the shares of the Company
Directors representing minority shareholders have interest in the issued and fully paid-up shares of the Company as shown below:

	Name	Shares 2024	Shares 2023
1	Mr. Raymond P Mbilinyi	140	140
2	Dr. Charles S Kimei	1,655	1,655

Directors' remuneration
As stipulated in the Company's Memorandum and Articles of Association, the directors are entitled to the directors' fees paid annually as follows:

	US$
Annual director fees	8,000

The directors are also entitled to a sitting allowance for every meeting of the Board, or its committees as follows:

	US$
Sitting allowance per Director	800

1 DIRECTORS (CONTINUED)

The Company Secretary, as of the date of this report who has served throughout the period was KW Kapinga and Partners and they are paid an annual retainer fee which is reviewed from time to time.

2 COMPANY SHAREHOLDINGS

As of 31 December 2024, the Company had 10,758 shareholders (31 December 2023: 10,726 shareholders). The Pension Funds owns 9% of the Company's shares (2023: 9%). The ten major shareholders of the Company are listed below:

	Name	Nationality	%
1	Swissport International Limited	Swiss	51
2	SCB(T) RE: SSB: Change Global Frontier Markets, LP Fund	Tanzanian	6
3	Umoja Fund Unit Trust Scheme	Tanzanian	6
4	National Social Security Fund	Tanzanian	5
5	Public Service Social Security Fund	Tanzanian	4
6	Gak Patel & Co. Ltd	Tanzanian	1
7	Sayed H. Kadri &/Or Basharat Kadri &/Or Mehboob Kadri &/ Or Khalid &/Or Muzammil Kadri	Tanzanian	1
8	Kalpesh Rajesh Mehta &/or Kavita Kalpesh Mehta	Tanzanian	1
9	Regular Income Unit Trust Scheme	Tanzanian	1
10	Mohsin Gulamabbas Fazel	Tanzanian	1

As of 31 December 2023, the Company had 10,726 shareholders (31 December 2022 –10,759 shareholders). The Pension Funds owned 9% of the Company's shares (2022: 9%). Ten major shareholders of the Company are listed below:

Name		Nationality	%
1	Swissport International Limited	Swiss	51
2	SCB(T) RE: SSB: Change Global Frontier Markets, LP Fund	Tanzanian	6
3	Umoja Unit Trust Scheme	Tanzanian	5
4	National Social Security Fund	Tanzanian	5
5	Public Service Social Security Fund	Tanzanian	4
6	GAK Patel & Co. Ltd	Tanzanian	1
7	Sayeed H. Kadri &/or Basharati Kadri &/or Mehboob Kadri &/or Khalid &/or Muzammil Kadri	Tanzanian	1
8	Kalpesh Rajesh Mehta &/or Kavita Kalpesh Mehta	Tanzanian	1
9	Mohsin Gulamabbas Fazel	Tanzanian	1
10	Allan Gray Africa Ex-Sa Equity Fund Limited	Tanzanian	1

3 ACCOUNTING PERIOD

The Company's accounting cycle is from January to December. The financial information presented in these financial statements is for the year ended 31 December 2024, together with the comparative information for the year ended 31 December 2023.

4 PRINCIPAL ACTIVITIES

The Company's principal activities are the provision of airport ground and cargo handling services and airport lounge services. During the year, the Company operated at Julius Nyerere International Airport (JNIA) and Kilimanjaro International Airport (KIA).

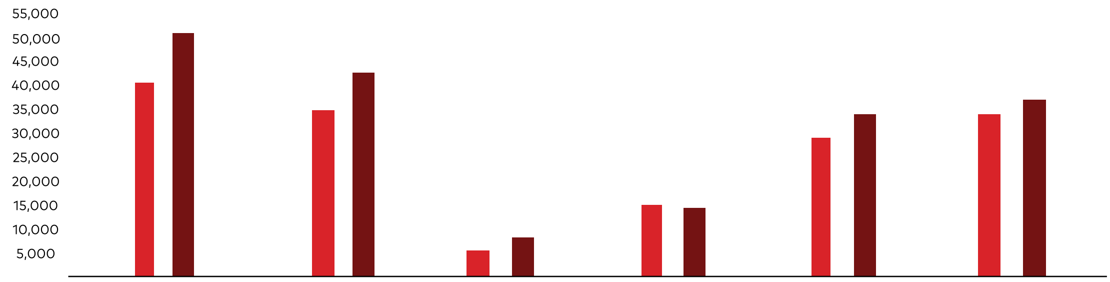
5 OPERATING AND FINANCIAL REVIEW

In 2024, our business demonstrated the strength of our mission, the boldness of our strategic approach, and continuous improvement across key areas of operation. While the total number of flights handled saw a modest 4% decline reflecting broader market fluctuations, our performance in other core segments showcased significant upward momentum.

Tonnage handled rose impressively by 17%, marking a strong rebound and highlighting the resilience and adaptability of our cargo operations. This growth is a clear reflection of our continued focus on operational efficiency, client relationships, and capacity management.

Equally notable was a 9% increase in lounge visitors, underscoring the growing trust in and preference for our premium service offerings at our Lounge at KIA. This uptick not only reinforces our commitment to enhancing customer experience but also reflects the effectiveness of our service upgrades and hospitality investments. Despite industry-wide cost pressures and economic headwinds, we continued to implement effective cost-control strategies and maintain a disciplined approach to financial management. Our ability to grow key revenue streams even in a constrained environment is a testament to the strength of our team, the bold decisions taken, and our commitment to getting better, year after year.

OPERATIONAL AND FINANCIAL OVERVIEW



	REVENUE (TZS, Millions)	COST (TZS, Millions)	EBIT (TZS, Millions)	FLIGHTS (Numbers)	CARGO (Tons)	LOUNGE (visitors)
FY 2023	40,521	35,079	5,855	15,163	29,265	34,085
FY 2024	51,009	42,888	8,585	14,631	34,280	37,214

With revenue increasing by an impressive 26%, 2024 stands out as a year of exceptional top-line growth. This was driven by the sustained increase in cargo volumes particularly in high-demand perishable exports such as meat, fish, avocados, and flowers as well as a continued rise in lounge patronage. Operating costs rose by 22%, largely in line with the expanded scale of operations and rising input costs. However, through proactive cost management and productivity gains, we delivered a strong 47% increase in EBIT an outcome that clearly reflects our improved operational leverage and financial discipline.

Ground handling services

Revenue from ground handling services recorded a 15% increase, rising from TShs 19,447 million in 2023 to TShs 22,447 million in 2024. This growth was underpinned by two key drivers: the operational stability of our airline partners with some scaling up through increased flight frequencies, new route introductions, the deployment of larger aircraft and the successful implementation of a strategic price review in the ground handling segment.

5 OPERATING AND FINANCIAL REVIEW (CONTINUED)

Together, these factors led to a 16% increase in yield from the ground handling business, highlighting our ability to optimize value even in a competitive environment. Notably, this performance was achieved despite offering targeted trade discounts to select customers during contract renewals, reflecting our balanced approach to revenue growth and customer retention.

Cargo handling services

Cargo handling services delivered an outstanding performance in 2024, with revenue increasing by 36% from TShs 19,586 million in 2023 to TShs 26,568 million. This growth was primarily driven by a significant rise in cargo volumes handled during the year, underscoring the strength and capacity of our cargo operations.

The total volume of cargo handled rose by 17%, from 29,265 tons in 2023 to 34,280 tons in 2024. Export cargo grew by 13%, reaching 19,373 tons, up from 17,196 tons in the previous year. This growth was largely supported by the sustained demand for perishable exports such as meat, fish, avocados, and flowers. On the import side, volumes rose by an impressive 23%, from 12,070 tons to 14,906 tons, reflecting improved trade flows and our ability to efficiently manage higher throughput. This robust growth across both export and import segments illustrates not only our operational resilience but also the bold steps we have taken to strengthen infrastructure, streamline processes, and respond proactively to client needs in a dynamic cargo environment.

Lounge Business

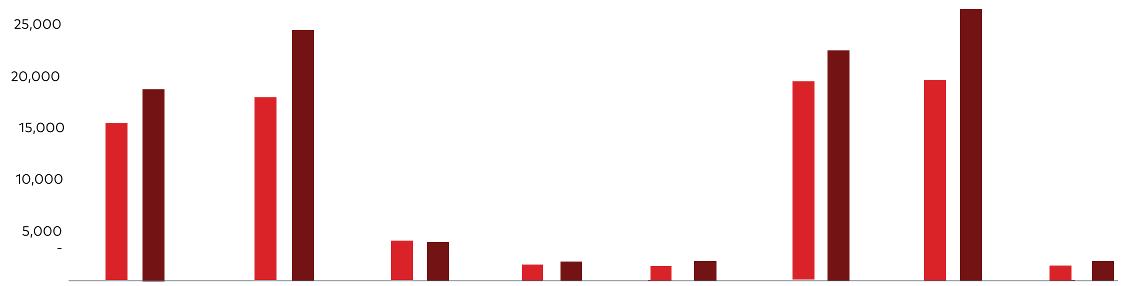
The lounge business continued its positive trajectory in 2024, serving 37,214 passengers an increase of 9% from 34,085 passengers in 2023. This growth translated into a revenue increase of 34%, rising from TShs 1,488 million in 2023 to TShs 1,994 million in 2024. The increase reflects both rising passenger traffic at KIA and the enhanced quality of services offered within the lounge.

Operating profit before tax from the lounge business rose to TShs 80 million, up from TShs 52 million in the prior year, marking a 54% improvement. Management continues to focus on optimizing the lounge's cost structure with the goal of further improving profitability margins, ensuring that growth is matched by operational efficiency and sustained financial returns.

5 OPERATING AND FINANCIAL REVIEW (CONTINUED)

The Company generated its revenue from JNIA and KIA operations. The revenue realized from ground handling (GH), cargo handling services (CH), and lounge business (LO) operations at JNIA and KIA are as follows:

REVENUE BY BUSINESS LINE



	DAR - GH	DAR - CH	JRO - GH	JRO - CH	JRO - LO	Total - GH	Total - CH	Total - LO
FY 2023	15,437	17,923	4.010	1,663	1,488	19,447	19,586	1,488
FY 2024	18,595	24,514	3,852	2,054	1,994	22,447	26,568	1,994

Profitability

In 2024, the Company delivered a strong financial performance, recording an operating profit before tax (PBT) of TShs 8,202 million—an increase of TShs 2,744 million or approximately 50.3% compared to the PBT of TShs 5,458 million in 2023. This remarkable growth in profitability reflects the stability achieved in the ground handling business, coupled with robust performance across the cargo and lounge segments.

The strategic pricing reviews, volume growth in key service lines, and continued discipline in cost management collectively drove this bottom-line improvement. This result not only reinforces the Company's ability to withstand market pressures but also demonstrates the strength of its diversified revenue base and operational resilience.

Cash flows

The Company maintained a strong cash flow position throughout the year, generating TShs 15,059 million from operating activities an 82% increase from TShs 8,278 million in 2023. This growth in cash generation was primarily attributable to the significant rise in profit before tax, coupled with efficient working capital management.

The positive free cash flow position reflects the Company's solid fundamentals and ensures sufficient liquidity to fund ongoing operations, strategic investments, and shareholder value creation. This performance highlights the Company's ability to convert earnings into cash, a key indicator of operational strength and financial stability.

Investments

In 2024, the Company continued to invest strategically in critical infrastructure and capacity-building initiatives, with a total capital expenditure of TShs 5,640 million (2023 – TShs 6,059 million). Key investments included the acquisition of Ground Support Equipment (both motorized and non-motorized), warehouse equipment, ICT upgrades, and the construction of a dedicated cold room facility at KIA to support perishable cargo handling.

These investments are part of the Company's long-term strategy to enhance service delivery, improve operational efficiency, and strengthen safety and compliance standards. Continued focus was also placed on workforce development and training, ensuring that our people remain equipped to meet the demands of a growing and evolving aviation services sector.

5 OPERATING AND FINANCIAL REVIEW (CONTINUED)

The Company remains committed to investing in areas that position it not only to meet current operational needs but to boldly embrace future growth opportunities—delivering value to stakeholders and maintaining our trajectory of becoming stronger, bolder, and better.

Airline performance and retention
In 2024, our airline partners remained at the core of our operational success. With few exceptions, most of our airline customers performed in line with expectations, and we successfully retained nearly all of them through our unwavering focus on delivering superior service quality. This reflects our commitment to meeting and consistently exceeding our clients' evolving requirements.

In a highly competitive environment, we also made notable gains, securing new business from Zambia Airlines, KLM Airlines, and Air France - a strong testament to our growing reputation for reliability, responsiveness, and operational excellence.

Customer satisfaction and performance tracking remained central to our service delivery model. Our airline clients closely monitored our performance through a structured set of Key Performance Indicators (KPIs), embedded within formal Service Level Agreements (SLAs). These KPIs, which reflect operational timeliness, accuracy, and safety, were achieved primarily during the year, underscoring our operational maturity and consistency.

Building on the successful implementation of the Net Promoter Score (NPS) system introduced in 2023, we continued to leverage this tool in 2024 to capture real-time customer feedback. Through weekly NPS submissions, clients shared their experiences and highlighted areas of excellence or concern. All feedback was reviewed, and actionable insights were escalated through appropriate channels including regular reviews at the Group CEO's office ensuring that service gaps were addressed promptly and effectively.

These efforts reflect our strategic focus on strengthening relationships with our airline partners, responding boldly to service challenges, and continuously getting better both in performance delivery and in customer engagement.

Overall Performance
The Company delivered a strong and well-rounded performance in 2024, with improvements across all major business lines. Building on the momentum from the previous year, both revenue and profitability recorded significant growth driven by increased cargo volumes, higher lounge patronage, and the continued operational stability of our airline clients.

Operational performance remained solid, with most airline KPIs being met or exceeded, and ground support equipment (GSE) availability continued to support seamless service delivery. Our commitment to service excellence and proactive customer engagement helped us not only retain existing clients but also win new ones during the year.

We maintained our sharp focus on Quality, Health, Safety, Security, and Environment (QHSSE) throughout the year. Key safety milestones were achieved, with no aircraft damage or lost time injury recorded reinforcing our commitment to high operational standards and compliance with industry best practices. Several QHSSE initiatives were successfully implemented, and ongoing staff training and internal audits ensured continued adherence to regulatory and operational protocols. These efforts not only strengthened internal performance but also enhanced our relationships with customers and partners.

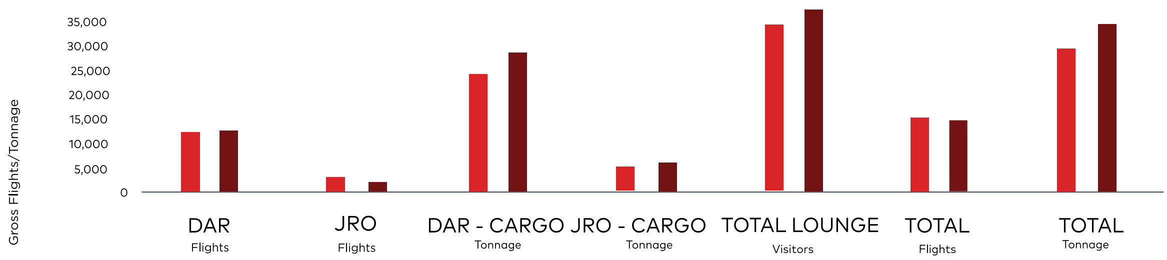
While the Company continues to navigate various operational and commercial challenges, our response has been bold and strategic. We continued to engage closely with key stakeholders to address emerging issues and drive collaborative solutions. Internal initiatives such as business re-organization, continuous training, investment in GSE, and the construction of a cold room facility at KIA were instrumental in maintaining efficiency and service quality.

5 OPERATING AND FINANCIAL REVIEW (CONTINUED)

The business was largely self-financed through strong operating cash flows, with access to additional funding, when necessary, through approved financial channels. Overall, the Company has emerged from the year stronger in its operations, bolder in its strategies, and better positioned for sustainable growth.

The following are key operational indicators for the performance of the Company.

STATISTICS BY STATION



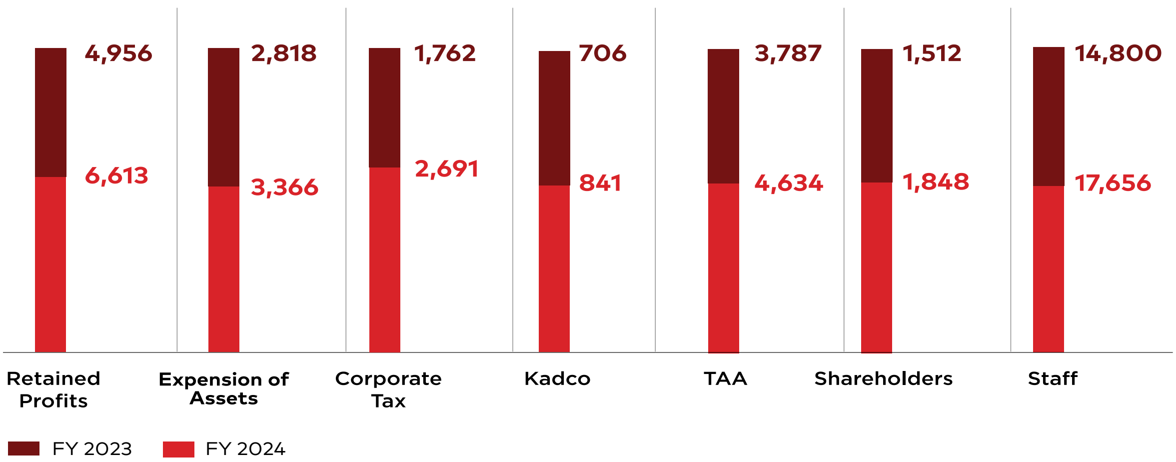
	DAR Flights	JRO Flights	DAR - CARGO Tonnage	JRO - CARGO Tonnage	TOTAL LOUNGE Visitors	TOTAL Flights	TOTAL Tonnage
FY 2023	12,172	2,991	24,037	5,228	34,085	15,163	29,265
FY 2024	12,512	2,119	28,369	5,911	37,214	14,631	34,280

6 VALUE ADDED STATEMENT

The value generated by the Company is distributed as follows:

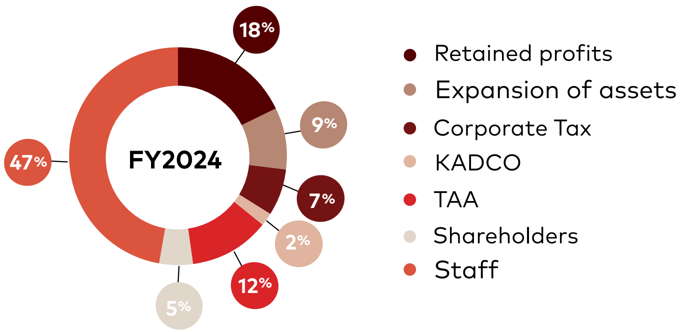
	2024 TShs M	2023 TShs M
Revenue (including other income)	51,473	40,934
Purchase of materials (fuel, maintenance, rent, and others purchase)	(13,824)	(10,593)
Value Added	**37,649**	**30,341**

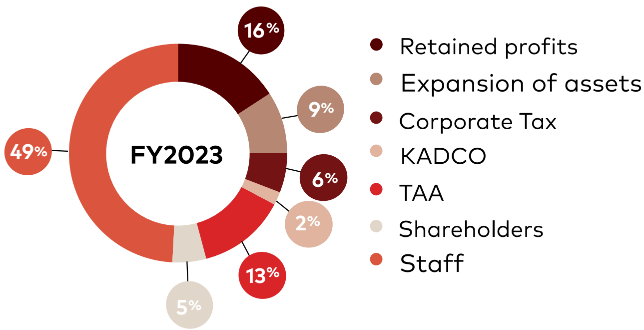
VALUE ADDED STATEMENT



6 VALUE ADDED STATEMENT (CONTINUED)

VALUE ADDED DISTRIBUTION – AMOUNTS IN TSHS M





7 FUTURE DEVELOPMENTS

Short and long-term plans are prepared to provide strategic direction, financial projections, and investment plans for the Company. The directors review and approve the company's annual budget and business plan.

The directors are aware of the factors (risks and opportunities) affecting the aviation industry in Tanzania and at the global level and their related financial impact. Where appropriate, the expected impact is fully recognized in the Company's projections.

The focus going forward is to grow the business through enhancing business relationship with airline customers and cargo forwarders, expansion to other airports, introduction of new product lines and investing in export facilities to continue promoting export of perishable products. Export of perishable products out of Tanzania is growing and we are determined to continue investing in cold storage facilities to foster export of perishable products. Cargo import volumes are increasing, we shall continue providing high quality services to our customers to retain and tap future volumes.

Ground handling segment remained strong in 2024, and more growth is now anticipated in 2025. The business is prepared and ready to handle the expected additional volumes. We are also aware that Air Tanzania network expansion plans will continue fostering growth of the ground handling business.

The Company's growth strategies are limited to other underlying challenges. These challenges among others, include the small size of the market (few airlines are operating in the country), the market being dominated by few big players, decreasing yield, limited business expansion opportunities, and an increased number of ground handlers. To address the challenges and improve the top line, directors always restructure the business and adopt strict cost control measures to improve operating efficiency and reduce costs. In addition, the directors address commercial challenges by retention of customers, negotiation of the ground handling agreements and pursuing new business opportunities.

The directors support steps taken by the Government of Tanzania to promote the development of the aviation and tourism sectors in the country and have formulated plans to pursue new opportunities arising from the Government's initiatives and, where appropriate, make the necessary investments to complement efforts taken the by Government. The Company's five-year business plan considered IATA estimates of aviation industry outlook which projects stable performance going forward.

8 COMPETITION

The ground handling business at JNIA and KIA are fully liberalized. Apart from Swissport Tanzania Plc, there are competitors providing both ground handling and cargo handling services at JNIA and KIA and another competitor offering cargo handling services exclusively at JNIA. In May 2022, TCAA published its Board decision No. 1 of 2022, the decision repealed Board decision No. 1 of 2016 and has fully liberalized the ground handling business in Tanzania.

The directors are aware of the threats from the competition and have formulated several plans and strategies that will provide consistent performance in a competitive environment. Customer retention through offering enhanced quality services, cost control, investments, business re-engineering, pursuing new revenue opportunities, and working capital management are key steps the Company takes to sustain financial performance.

The Company has 87% market share in grounding handling segment and 97% in cargo handling segment.

9 PRINCIPLE RISK AND UNCERTAINTIES

The Company's financial performance largely depends on the operational performance of its airline customers. Consequently, we have limited control over the business, which poses a high risk for the Company. Our top line is influenced by the performance of the airlines, while we maintain control over costs. Therefore, we consistently implement cost control initiatives to sustain the Company's financial performance. Additionally, as the business evolves, the Company is continually working proactively to increase its revenue.

The significant uncertainties to our business are the loss of airline customers and/or variation in production volumes (flights and tonnage). The reduction of either number of flights or the volume of cargo negatively impacts the Company's financial performance. However, we always respond to changes by reviewing our cost structure and implementing strict cost-cutting measures to mitigate the potential financial impact of fluctuations in business volumes.

More detail on the financial risks facing the Company is presented in Note 9 to the financial statements.

10 INPUT AND OUTPUT

Employees, warehouses, cold rooms, and Ground Support Equipment (GSEs) are the most valuable assets and key inputs in our operations, others are Standard Operating Procedures (SOPs), technology, safety management system (SMS) and quality and industry certifications. We utilize these tools to uphold the provision of high-quality services to our esteemed customers. It's our people who truly make the difference. Beyond technical skills necessary to fulfil their roles, it's the mindset of our employees to exceed expectations that sets Swissport apart as the partner of choice for airlines at the airports we operate.

Operational KPIs agreed upon by our customers measure the quality of our services provided to airline customers.

11 RESULTS AND DIVIDENDS

The Company realised a net profit of TShs 5,511 million (2023: TShs 3,696 million). The directors have proposed a dividend of TShs 2,546 million (2023: TShs 1,848 million), equal to TShs 70.72 (2023-Tshs 51.33) per issued and fully paid shares.

No interim dividend was approved in 2024 (2023: Nil), the decision was made by the Board to ease cash flow pressure and allow the Company to effectively finance investments to meet the increased volume of operations.

12 SOLVENCY

The Company's state of affairs as at 31 December 2024 is set out on page 59 of the financial statements. The cash flow forecast demonstrates the ability of the Company to meet both its short-term and long-term liabilities as they fall due.

13 LIQUIDITY

The Company has a positive liquidity position as set out on page 60 of the financial statements. Financial obligations of the Company are mainly met using internally generated cash flows.

14 USES OF FUNDS AVAILABLE

Cash and cash equivalents held by the Company are used to finance operating activities, settle maturing obligations and approved dividends, finance investment projects and, where necessary excess cash is invested into a fixed deposit or call account.

15 SHARE CAPITAL AND STOCK EXCHANGE INFORMATION

The Company's authorized share capital is TShs 500 million divided into 50 million ordinary shares of TShs 10 each. The Company's issued and paid-up share capital is TShs 360 million, divided into 36 million ordinary shares of TShs 10 each. Presently, Swissport International Ltd owns 51% of the Company's share capital, and different companies and individuals through the shared traded at the Dar es Salaam Stock Exchange (DSE) own the remaining 49% of the share capital. Local shareholders own 24% (2023 – 24%) of the Company's share capital.

In the year 2024, the performance of the Company's shares in the secondary market was as follows: Market capitalization as at 31 December 2024 was TShs 39,600 million (2023 – TShs 47,520 million), the total turnover of the Company's shares at DSE was TShs 220 million (2023 – TShs 584 million), the average price of the Company's shares was TShs 1,088 (2023 – TShs 1,447) and the closing share price as at 31 December 2024 was TShs 1,100 per share (2023 – TShs 1,320). The IPO price in 2003 was TShs 225 per share.

16 DISABLED PERSONS

The Company's policy is to accept disabled persons for employment for those vacancies that they can fill. The Company also maintains its policy of continued employment of employees who become disabled while in service. At 31 December 2024, the Company had 1 disabled employees (2023 – 1 employee). Efforts are being made to increase number of disabled employees in the Company.

17 TRAINING

At Swissport we intend to set standards of operational excellence in airport ground services and air cargo handling. We provide a wide range of training to support our employees in realizing their full potential. By continuously investing in staff qualifications, we are able to do an even better job fulfilling the expectations of our key clients, such as reliability, service quality, standardization and consistency. Swissport Tanzania Plc. has its own approved training unit, which is tasked with ensuring that all staff members are thoroughly trained to meet the regulatory standard that governs the industry (ICAO, IATA and TCAA) as well as meeting airline training requirements.

The Swissport Tanzania Training Centre is approved by the International Air Transport Association (IATA ATC) and an Approved Training Organisation (ATO) by Tanzania Civil Aviation Authority (TCAA). In addition to the in-house training program, has a broad syllabus of training that is offered to airline partners and to members of the general public. Amid the pandemic challenges, IATA approved training courses, along with numerous aviation related courses, were offered throughout 2024 for the programmes enrolled for 2024.

17 TRAINING (CONTINUED)

TCAA approved the Company to conduct two aviation security courses out of four for own staff during the year. The approval will reduce the training cost of the Company and fosters compliance.

The Company spent TShs 126 million in external training (2023 – TShs 86 million). Focus remains on building our trainer's capacity. We aim to achieve the intended objective of providing better training and better facilities for employees, reducing training costs, and providing training opportunities to various stakeholders in the aviation industry.

18 STAFF PERFORMANCE MANAGEMENT

Annually, we conduct comprehensive performance assessments across all staff levels, utilizing predetermined objectives and Key Performance Indicators (KPIs). This is currently achieved through an internal designed system for evaluating the performance of all staff members.

19 LICENSE

Swissport Tanzania Plc is licensed by Tanzania Civil Aviation Authority (TCAA) to provide ground handling and cargo handling services in Tanzania. Our current license is valid up to 23 November 2028.

20 CONCESSION AGREEMENTS

The Company has concession agreements with the Tanzania Airports Authority (TAA) to operate at Julius Nyerere (JNIA) and with the Kilimanjaro Airport Development Corporation (KADCO) to operate at Kilimanjaro International Airport (KIA).

The expiry dates of all concession agreements are as follows:

Julius Nyerere International Airport	30 April 2027
Kilimanjaro International Airport	30 June 2024 (Renewal discussions are ongoing)

The directors are confirming compliance with terms and conditions of the existing concession agreements as stipulated by TAA and KADCO.

21 EMPLOYEE WELFARE

(i) **Relationship between management and employees**
A collective agreement entered between the Communication and Transportation Workers Union (COTWU) and the management governs the relationship between the management and the employees.

The existing agreement between COTWU and the management (CBA) outlines employees' benefits, which are paid as stipulated in the agreement. A three-year contract, effective until 31 July 2027, was signed in 2024.

COTWU provides a link between the management and the employees. Matters affecting employees are discussed between COTWU and the management on a monthly basis.

The management also holds departmental and general staff meetings, where issues affecting employees are discussed and appropriate solutions are established.

Further to the existing agreement between COTWU and the management, the Company has a documented human resources manual. The manual clearly stipulates the rights, obligations, and benefits of the employees.

The Company also has a Master Workers Council (MWC), which is made up by members from the management and general employees. MWC meets at least twice a year to discuss the Company's budget and financial results of the Company. Employees, through their representatives who are members of the MWC are involved in the decision-making process regarding the budget, business improvement plans, cost control measures and investments. Employees are also informed about the financial performance of the Company.

(ii) **Industrial safety**
The Company continued to comply with the standards of industrial safety established by Tanzania Civil Aviation Authority (TCAA), International Civil Aviation Organisation (ICAO), International Air Transport Association (IATA) and Occupational Safety and Health Authority (OSHA). The Company is dully registered with OSHA, WCF, and has been issued with a compliance certificate.

(iii) **Medical facilities**
We have an agreement with the National Health Insurance Fund (NHIF) and Strategies Insurance, where all staff, and their families are covered in accordance with the requirements of the Employment and Labour Relations Act 2004.

(iv) **Uniforms and protective gears**
To ensure staff are operating in a safe environment and are protected from operational hazards, staff are properly trained on safety related matters and are provided with uniforms and all relevant protective gear that meets international standard per the aviation industry.

(v) **Employee benefits (Pension obligations – defined contribution plan)**
All employees on permanent and fixed contracts are enrolled with the National Social Security Fund (NSSF) after the changes of the law governing social security schemes, where the government deregistered and merged various pension funds and formed two Funds to cater for public and private sectors and NSSF was earmarked to serve the private sector.

The Company contributes to NSSF at 10% of gross salary for contract staff and 15% of gross salary for permanent and pensionable staff.

The Company has an unfunded non-contributory employee gratuity arrangement for permanent and pensionable employees (the "Arrangement") which provides for lump sum

21 EMPLOYEE WELFARE (CONTINUED)

payments to its employees on their retirement at the age between 55 and 60 years, on early retirement for approved reasons and up to on death. Detailed financial information of the arrangement is provided in Note 26 to the financial statements.

(vi) **Group life insurance policy**
The Company has a group life cover where all employees with employment contracts of over one year are covered and their estates are compensated when they are demise. Funeral benefits are also provided on deaths of dependants and biological parents.

(vii) **Swissport SACCOS**
Swissport employees, with the support of the management, established Swissport SACCOS in 2005, all employees are free to join. SACCOS is intended to help employees build saving culture and supports them to secure short- term and soft loans. Management of SACCOS is under the independent SACCOS management, which is overseen by the SACCOS board.

The Company sponsors Swissport SACCOS and does not interfere the running of SACCOS. Swissport SACCOS is an independent organisation.

22 GENDER PARITY

As at 31 December 2024, the Company had 769 (December 2023: 778) full time employees, out of which 185 (December 2023: 197) were female and 584 (December 2023: 581) were male.

23 INVESTMENTS

The Company has a clear investment policy, where all investment requirements are established by Heads of Sections, reviewed, priced, and included in the Company's budget. The planned investments are subsequently presented to Swissport International for review and approval. Board of Directors is involved during the approval of the budget.

During the implementation of the planned investment plan, investment requests are raised by the Chief Financial Officer (CFO) and approved by either the Chief Executive Officer (CEO) or Swissport International (SPI); the approval levels are determined by the approved limits set by SPI in the Group Directives. Accordingly, in 2024, the Company invested TShs 5,640 million on GSE, computer, warehouse equipment, Workshop facilities and construction of restroom at JNIA (2023 – TShs 6,059 million). Note 21(a) and (b) to the financial statements provide details of the investments.

24 RELATIONSHIP WITH STAKEHOLDERS

The Company has a good and strong relationship with its shareholders, customers, suppliers, bankers, lawyers, employees, tax authority, airports authority, and regulators. Our relationships with stakeholders are built upon mutual understanding and compliance with the agreed and stipulated terms.

25 ACCOUNTING POLICIES

Accounting policies applied are consistent, unless where new standards have been applied. New standards applied in 2024 did not result in a significant change in the financial performance but led to increased disclosures in the Company's financial statements. Future changes are not expected to bring any significant change in the financial performance or disclosures of the Company's financial statements.

26 RELATED PARTY TRANSACTIONS

Other than charges for the use of Cargospot, MAXIMO, D.A.T.E, GS Planning, FindNet, FSC, World tracer, Uniform tool, SPASS+, Infraport systems, IT support recharges, trademark fee, procurement fee and insurance recharges, the Company does not have other transactions with its holding Company. The Company pays directors' fees and sitting allowances to its directors and salaries and bonuses to its key management personnel.

The directors who served the Company during the year are disclosed on page 32. The key management personnel of the Company are:

Name		Title
1	Mr. Shamba Mlanga	Interim Managing Director (Acting from Jan 2025)
2	Mr. Mrisho Yassin	Chief Executive Officer (Retired in Jan 2025)
3	Mr. Joshua Jonas	Chief Financial Officer
4	Mr. Goodluck Walter	Cargo Services Manager
5	Ms. Amina Bilali	Commercial Manager
6	Mr. Shamba Mlanga	Dar es Salaam Station Manager
7	Mr. Deogratius Haule	QHSE Manager
8	Mr. Fadhil Omary	Training Manager
9	Ms. Joyce Jeremiah	Kilimanjaro Station Manager
10	Ms. Nyakato Mwesigwa	Human Resources Manager
11	Mr. Godfrey Rweyemamu	Security Business Lead

Detailed financial information with related parties are provided in Note 29 to the financial statements.

27 PROCESS MANAGEMENT

The Company operates under quality and environmental management systems, both internationally certified. The quality management system adheres to ISO 9001:2015 standards, while the environmental management system complies with ISO 14001:2015 standards. These two standards enable the Company to sustain and enhance the quality of its services and ensure compliance with environmental laws and regulations. The certifications undergo annual audits, reviews, and updates to maintain compliance. Our systems were recertified in December 2023 and January 2024, and the renewed certificates for ISO 9001:2015 and 14001:2015 are valid until 31st December 2026 and 29th January 2027, respectively.

ISO certification requires that we have all our operational and finance processes documented.

28 IATA SAFETY AUDIT FOR GROUND OPERATIONS (ISAGO)

The Company is operating using Swissport International Ltd management system which is approved by ISAGO. This means our operations in organisation and management, load control, passenger and baggage handling, aircraft handling and loading, aircraft ground movement and cargo and mail handling are compliant with IATA safety requirements.

29 SWISSPORT FORMULA

Swissport Formula is a management tool kit, which was introduced by SPI throughout the Swissport Network. At the Dar es Salaam Office, this tool was rolled out in 2008 aiming at changing the Swissport culture from a local understanding of "The Swissport way of doing things" to a more global approach, reinforcing local strengths with the Swissport core values.

29 SWISSPORT FORMULA (CONTINUED)

Since the introduction of the Swissport Formula, we have witnessed service improvements at all levels and this has enabled the top management to concentrate on important tasks of controlling, directing and not on daily operational issues that are now under first level management or middle managers to achieve quality targets in operations. The Swissport Formula consists of two key elements namely: KPI's and Active Supervision.

Key Performance Indicators (KPI's) are performance measurements that play a very important role in our daily operations, helping us to measure our own performance for the purpose of continuous improvement. Active Supervision is a structured management system that empowers middle managers, in a formal and structured way, to control the entire daily operation. This enables the delivery of consistent and robust operational performance, along with the management of operational anomalies, by a strong and well-trained middle management team.

In addition to this, we have implemented Cargo2000 for the management of cargo operations.

30 SAFETY

Delivering a safe and secure operation is the primary objective of the Company. The business operates a robust Safety Management System (SMS) alongside its Quality Management System (QMS). The implementation is governed by the corporate policy whose objectives are achieved through the implementation of the Safety and Health Management Manual.

The SMS is structured in the manner that ensures that everyone participates in ensuring safety within the Company, via a healthy reporting culture. Our aim is to consistently ensure compliance with regulatory, airports, airlines, and corporate safety requirements.

To ensure safety is promoted, safety campaigns are regularly carried out. Safety alerts and posters are issued to enhance staff awareness. Safety inspections and audits are done frequently, as a component of safety assurance. Incidents and safety observations (both good practise and deviations) are regularly captured and analysed to assess the effectiveness of SMS.

In line with our ongoing commitment to safety excellence, Swissport Tanzania continued the full implementation of the **'Six Safety Commitments'** and the **'7 Strategic Safety Initiatives'** introduced by Swissport International in 2023. These initiatives are now deeply embedded in our operational culture and have played a vital role in strengthening our safety performance throughout 2024. Our teams remained fully compliant with key safety behaviors, including the mandatory use of personal protective equipment (PPE), strict adherence to standard procedures, and performing only tasks for which they are properly trained. We continued to promote a proactive safety mindset—encouraging all employees to stop any unsafe activity, report incidents promptly, and never walk past unsafe situations without taking corrective action. We reaffirm that safety always takes precedence over punctuality, and this principle continues to guide our daily operations as we strive to maintain a safer, stronger working environment for all.

31 SECURITY

An internal security department was established in accordance with Security Annex 17 of the International Civil Aviation Organization (ICAO). Employees within the department are required to complete minimum training in aviation security. All employees receive initial, on-the-job, and recurrent training to ensure compliance to the requirements.

Regulatory authorities have licensed Swissport Tanzania Plc to conduct AVSEC activities by following the National Civil Aviation Security Programme (NCASP), the Civil Aviation Regulations (CARs 2018) as amended and the Airport Security Programme. TCAA approved Swissport Security Programme in February 2023, and it is up to date.

31 SECURITY (CONTINUED)

Swissport is RA3 validated for both Julius Nyerere International Airport and Kilimanjaro International Airport for both European Union countries and United Kingdom. With the validation status, any shipment accepted from our stations can now go straight without being screened at transit stations.

Swissport adheres to industry standards as stipulated by ICAO and TCAA. We have a structured framework within the business that supports compliance with ICAO and TCAA security requirements.

32 ENVIRONMENT

We promote environmental responsibility in our services and among our employees, and we encourage the development and application of environmentally conscious technologies across our business.

In our efforts to reduce the negative environmental impact of our operations, we focus on the efficient use of resources, effective planning, lean processes, and invest in eco-friendly equipment and infrastructure.

Environmental care is an integral part of our planning and decision-making processes. We are committed to continuously reducing the environmental impact of our operations - both in the management of our facilities and in the natural resources we rely on. One of our most prominent initiatives is our commitment to increasing the share of our fleet's electrically powered Ground Support Equipment (eGSE).

As part of our commitment, we are refining our environmental management system to ensure compliance with ISO 14001:2015 and expand it to cover all business areas. The new system will enable us to improve our internal and external reporting, and significantly increase our contribution to environmentally responsible operations at the airports we serve.

33 CORPORATE SOCIAL RESPONSIBILITY

We have a corporate social responsibility policy. Our policy is directed towards contributing to the country's economic development and environmental sustainability, while improving the welfare of our employees and their families, shareholders as well as of the community and society at large.

In addition to what we offer to our staff in terms of staff benefits and shareholders in terms of dividends, the Company has engaged in various training, safety, and environmental programs, which benefit society. The Company has been setting aside a budget of TShs 100 million for supporting various community development initiatives.

During 2024, the Company continued with the strategic collaboration with CCBRT hospital to aid in the treatment of children with congenital clubfoot, contributing a sum of TShs. 45 million towards this cause. The total expenditure for Corporate Social Responsibility (CSR) activities in 2024 amounted to TShs 178 million (2023 – TShs 58 million).

34 POLITICAL DONATION

The Company did not make any political donations during the year (2023: Nil).

35 STATION MANAGEMENT

The Company has two operating stations, namely Julius Nyerere International Airport (JNIA), Kilimanjaro International Airport (KIA). All stations have operational autonomy and have independent operational teams. Each is controlled from the Head Office (JNIA).

The two stations have full accounting functions and the Company's CFO is responsible for all accounting functions.

35 STATION MANAGEMENT (CONTINUED)

Swissport International launched our first Station Management Manual (SMM) in 2022. It sets out the global standards we need to follow in delivering services to our customers and their passengers who rely on us at airports around the world every day. Along with the SOPs these standards will ensure that we deliver excellence for our customers consistently wherever they are.

36 CORPORATE GOVERNANCE

The Board is committed to the principle of best practice in corporate governance. To execute the principle of corporate governance the Board observed four principles, namely: Non-executive Directors, Director's remuneration, Relations with shareholders, and Accountability and Audit.

i) **Directors**

The Board of Directors has five directors; four of them are non-executive directors hence not involved in the day to day running of the business. The four directors are considered by the Board to be independent of the management and free from any business or other relationship, which could materially interfere with the exercise of their independent judgment. The Board of Directors possesses a range of experience and is of a sufficiently high calibre to bring independent judgment to bear on issues of strategy, performance, resources, and standards of conduct that is vital to the success of the Company.

A clear separation is maintained between the responsibilities of the Chairman, who is concerned with the running of the Board, and executive management responsible for the running of the Company's business. The Board is responsible to shareholders for the proper management of the Company and is responsible for the Company's objectives and policies and providing effective leadership and control required for a public Company.

Two board meetings were held during year ended 31 December 2024 (2023 – two board meetings), which were attended by the Chief Executive Officer and Chief Financial Officer.
Mr. Dirk Goovaerts chaired the Board, and he was responsible for the assessment of the performance of board members.

ii) **Directors' remuneration**

Directors' remunerations are approved at the Annual General Meeting (AGM). These include director's fees and sitting allowances. The Board of Directors approves key management remunerations. It is the Company's policy to remunerate its directors, and key management personnel, in accordance with their responsibilities and the prevailing market conditions. Directors' and key management remuneration is highlighted in Note 29 to the financial statements.

iii) **Relations with shareholders**

The Board places considerable importance on effective communication with shareholders. All shareholders have access to the annual report and financial statements. Other important information about the Company can be accessed by shareholders through the Company's investors **portal https://swissport.co.tz/**. The Board uses the Annual General Meeting to communicate with institutional and private investors and welcomes their opinions.

iv) **Accountability and Audit**

The Board is mindful of its responsibility to present a balanced and clear assessment of the Company's financial position and prospects. This assessment is primarily provided in the Directors' Report. The internal control systems have been designed to manage, rather than eliminate, the risk of failure to achieve business objectives and provide reasonable assurance against material misstatement or loss. The control environment is strong with a robust organizational structure, risk identification and evaluation process, information and financial reporting systems, investment appraisal process, strong internal audit, and a robust fraud management system. Review of the effectiveness of the system of internal controls is delegated and carried out by the Board Audit Committee.

36 CORPORATE GOVERNANCE (CONTINUED)

During the year the Board Audit Committee comprised of three directors: Mr. Raymond P Mbilinyi, Dr. Charles Stephen Kimei and Mr. Eric Muriithi, a director representing Swissport International. The committee met three times physically during the year 2024 (2023 – three times) where the Chief Executive Officer, the Chief Financial Officer represented the management team for Swissport TanzaniaPlc.

Internal Auditors attended all the three meetings and representatives of the Company's external auditor attended two meetings (2023 – two meetings). The Audit Committee is chaired by Mr. Eric Muriithi.

The Company Secretary attended all meetings conducted during the year.

The Audit Committee is responsible for reviewing the effectiveness of the Company's risk management, internal control systems and operations, which includes the half year and annual financial statements and the Company budgets before their submission to the Board and monitoring the controls which are in force to ensure the integrity of the financial information reported to the shareholders. The Board Audit Committee advises the Board on the appointment of the external auditor approves their remuneration and discusses the nature, scope, and results of the audit with the external auditor.

The Audit Committee is responsible for reviewing the effectiveness of the Company's risk management, internal control systems and operations, which includes the half year and annual financial statements and the Company budgets before their submission to the Board and monitoring the controls which are in force to ensure the integrity of the financial information reported to the shareholders. The Board Audit Committee advises the Board on the appointment of the external auditor approves their remuneration and discusses the nature, scope, and results of the audit with the external auditor.

v) Attendance of the Board and Audit Committee meetings

	Name	99th BOD meeting	100th BOD meeting	56rd BAC meeting	57th BAC meeting	58th BAC meeting
1	Mr. Dirk Goovaerts	✓	✓	*	*	*
2	Mr. Raymond P Mbilinyi	✓	✓	✓	✓	✓
3	Dr. Charles S Kimei	✓	✓	✓	✓	✓
4	Mr. Eric Muriithi	✓	✓	✓	✓	✓
5	Mr. Mrisho Yassin	✓	✓	✓	✓	✓

* not a member ✓ attended the meeting X absent with apology

37 RESPONSIBILITY BY THOSE CHARGED WITH GOVERNANCE

The members charged with governance accept responsibility for preparing these financial statements which show a true and fair view of the Company to the date of approval of the audited financial statements, in accordance with the applicable standards, rules, regulations and legal provisions.

38 STATEMENT OF COMPLIANCE

Directors are of the opinion that the Company complied with all laws and regulations and guidelines affecting the Company and its related operations including the requirements of Tanzania Financial Reporting Standard No. 1 the Report by Those Charged with Governance.

As required by Capital Markets & Securities Authority, the directors do confirm compliance with Guidelines on Corporate Governance Practices by Public Listed Companies in Tanzania.

39 GOING CONCERN

The directors have made an assessment of the ability of the Company to continue as a going concern and have no reason to believe that the business will not be a going concern for at least twelve months from the date of approving these financial statements.

40 INDEPENDENT AUDITORS

Details

The information of the Company's auditor for the year covered by this report is:

Ernst & Young
Certified Public Accountants
EY House
Plot No. 162/1 – Mzinga way
14111 Oysterbay
P.O. Box 2475
Dar es Salaam, Tanzania

Firms' registration Number: 151
TIN number: 100-149-222

The engagement partner who was in charge of the audit of the Company during the year has PF Number: ACPA 3438.

Appointment for 2025
Ernst & Young ("EY") have expressed their willingness to continue in office and are eligible for re-appointment. A resolution proposing the re-appointment of EY as auditors of the Company for the financial year ending 31 December 2025 will be put to the Annual General Meeting.

Approved by the Board of Directors on 22/04/2025 and signed on its behalf by:

Mr. Dirk Goovaerts
Chairman of the Board of Directors

Mr Raymond P Mbilinyi
Director

STATEMENT OF DIRECTORS' RESPONSIBILITIES
FOR THE YEAR ENDED 31 DECEMBER 2024

The Company's directors are responsible for the preparation of financial statements that give a true and fair view of Swissport Tanzania Plc comprising the statement of financial position as at 31 December 2024, and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and the notes to the financial statements, which include a summary of material accounting policies in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board, and in the manner required by the Companies Act, 2002 of Tanzania.

The directors are also responsible for such internal control as the directors determine is necessary to prepare financial statements that are free from material misstatement, whether due to fraud or error, and for maintaining adequate accounting records and an effective system of risk management.

The directors have assessed the ability of the Company to continue as going concern as disclosed in Note 2(b) of these financial statements and have no reason to believe that the business will not be a going concern in the period of at least twelve months from the date of approval of these financial statements.

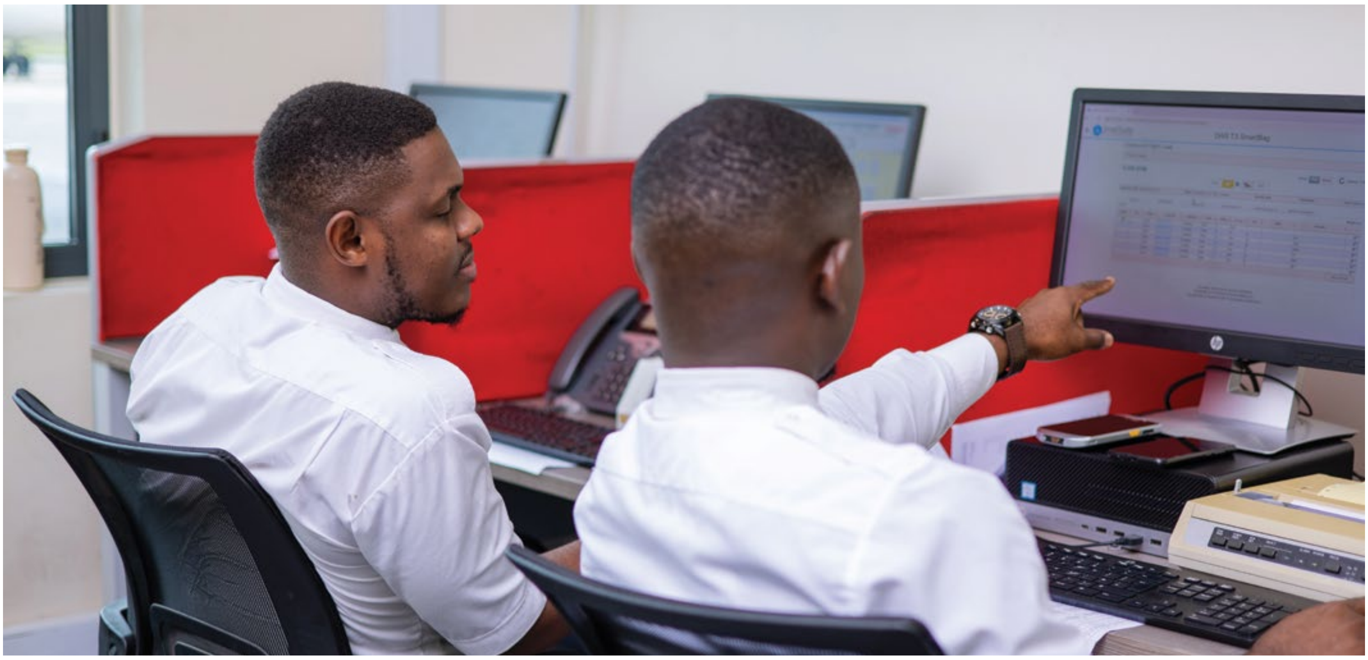
The auditor is responsible for reporting on whether the financial statements present fairly, in all material respects the financial position of the Company as at 31 December 2024, financial performance and cash flows of the Company for the year then ended in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board and in the manner required by the Companies Act, 2002 of Tanzania.

Approval of financial statements

The financial statements of Swissport Tanzania Plc, as identified in the first paragraph, were approved and authorised for issue by the board of directors on 22/04/2025 and signed on its behalf by:

Mr. Dirk Goovaerts
Chairman of the Board of Directors

Mr Raymond P Mbilinyi
Director



DECLARATION OF CHIEF FINANCIAL OFFICER

FOR THE YEAR ENDED 31 DECEMBER 2024

The National Board of Accountants and Auditors (NBAA) according to the power conferred under the Auditors and Accountants (Registration) Act. No. 33 of 1972, as amended by Act No. 2 of 1995, requires financial statements to be accompanied with a Statement of Declaration issued by the Head of Finance responsible for the preparation of financial statements of the entity concerned.

It is the duty of a professional accountant to assist the Board of Directors to discharge the responsibility of preparing financial statements of an entity showing true and fair view position of the entity in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board and statutory reporting requirements. Full legal responsibility for financial statements rests with the Board of Directors as under Directors Responsibilities' statement on the previous page.

I **Joshua Jonas** being the Chief Financial Officer of Swissport Tanzania Plc hereby acknowledge my responsibility of ensuring that financial statements for the year ended 31 December 2024 have been prepared in compliance with applicable accounting standards and statutory requirements.

I thus confirm that the financial statements comply with applicable accounting standards and statutory requirements as on that date and that they have been prepared based on properly maintained financial records.

Signed by: **Joshua Jonas**

Position: Chief Financial Officer

NBAA Membership No: ACPA 3591

Date: 22/04/2025

INDEPENDENT AUDITOR'S REPORT

TO THE SHAREHOLDERS OF SWISSPORT TANZANIA PLC

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Swissport Tanzania Plc ("the Company"), as set out on pages 59-94, which comprise the statement of financial position as at 31 December 2024, and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Company as at 31 December 2024, and its financial performance and the cash flows for the year then ended in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board and the requirements of the Companies Act, 2002 of Tanzania.

Basis for Opinion

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

Key Audit Matters

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

We have fulfilled the responsibilities described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report, including in relation to these matters. Accordingly, our audit included the performance of procedures designed to respond to our assessment of the risks of material misstatement of the financial statements.

The results of our audit procedures, including the procedures performed to address the matters below, provide the basis for our audit opinion on the accompanying financial statements.

Key Audit Matters (continued)

No.	Key audit matter	How our audit addressed the key audit matter
1.	**Provision for retirement benefit obligation**	
	The Company has retirement benefit obligations amounting to TZS 1,261 million as at 31 December 2024 (2023: TZS 1,752 million). As disclosed in Note 26, the valuation of retirement benefit obligations requires significant levels of judgement and technical expertise, including the use of actuarial experts in selecting appropriate assumptions. We considered the computation of the retirement benefit obligation to be a key audit matter due to the significance of the amounts and the estimation uncertainty involved in determining the liability. We also considered that the disclosures in Note 26 are significant to the users' understanding of the Company's retirement benefit obligation policies.	Our audit procedures included, but were not limited to: • Obtaining an understanding of the Company's policies and procedures for the recognition of the retirement benefit obligation. • Assessing the competency, objectivity and capabilities of the independent actuary engaged by the Company to determine the retirement benefit obligation. • For actuarial assumptions and valuation methodologies: ■ Testing, on sample basis, that the employee details used in the computation agreed to the Company's human resource records. ■ Assessing the discount and inflation rates used against benchmarks based on externally derived data. ■ Comparing assumed mortality rates to national and industry averages. ■ Evaluating the reasonableness of the total annual salaries used in the computation by comparing to the historical data. ■ Evaluating the reasonableness of future salary escalations to the historical data. • Assessing the adequacy of the Company's disclosure in the financial statements in accordance with IAS 19 *Employee Benefits*.

Other Matter

The financial statements of the Company for the year ended 31 December 2023, were audited by another auditor who expressed an unmodified opinion on those financial statements on 23 May 2024.

Other information

Other information consists of the information included in the Company Information, Directors' Report, Statement of Directors' Responsibilities and the Declaration by the Head of Finance, which we obtained prior to the date of this report, and the Annual Report, which is expected to be made available to us after that date, other than the financial statements and our auditor's report thereon. The directors are responsible for the other information.

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

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

Responsibilities of the Directors for the financial statements

The directors are responsible for the preparation and fair presentation of the financial statements in accordance with IFRS Accounting Standards as issued by the International Accounting Standards

Responsibilities of the Directors for the financial statements (continued)

Board and the requirements of the Companies Act, 2002 of Tanzania, and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the Company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

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

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

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the directors.

- Conclude on the appropriateness of the directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.

Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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

Auditor's responsibilities for the audit of the financial statements (continued)

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

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

Report on Other Legal and Regulatory Requirements

This report, including the opinion, has been prepared for, and only for, the Company's members as a body corporate in accordance with the Companies Act, 2002 of Tanzania and for no other purposes. As required by the Companies Act, 2002 of Tanzania, we report to you, based on our audit, that:

i. We have obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit.

ii. In our opinion, proper books of account have been kept by the Company, so far as appears from our examination of those books.

iii. The Directors' Report is consistent with the financial statements.

iv. Information specified by law regarding directors' remuneration and transactions with the Company is disclosed; and

v. The Company's statement of financial position and statement of profit or loss and other comprehensive income are in agreement with the books of account.

The partner in charge of the audit resulting in this independent auditor's report is Deokari S. Mkenda.

Signed by:
Deokari S. Mkenda (ACPA 3438)
Partner
For and on behalf of Ernst & Young
Certified Public Accountants
Dar es Salaam, Tanzania

Date: 22/04/2025

FINANCIAL STATEMENTS

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STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

FOR THE YEAR ENDED 31 DECEMBER 2024

	Notes	2024 TShs M	2023 TShs M
Revenue from contracts with customers	10	51,009	40,521
Other operating income	11	464	413
Staff costs	13	(17,656)	(14,800)
Concession fees	12	(5,475)	(4,493)
Fuel and maintenance costs	15	(3,587)	(2,477)
Depreciation of property and equipment	21(a)	(3,366)	(2,818)
Amortization of intangible assets	21(b)	(2,074)	(2,008)
Depreciation of right of use assets	30(b)	(848)	(732)
Rent and other occupancy costs	16	(741)	(716)
Impairment loss on trade receivables	23	(28)	(32)
Other operating expenses	14	(9,113)	(7,003)
Total operating expenses		**(42,888)**	**(35,079)**
Total operating profit		**8,585**	**5,855**
Finance costs	31&28	(383)	(397)
Profit before income tax		**8,202**	**5,458**
Income tax charge	17(a)	(2,691)	(1,762)
Profit for the year, after tax		**5,511**	**3,696**
Other comprehensive income:			
Items that will not be reclassified to profit or loss in subsequent periods:			
(Losses)/gains on remeasurement of defined benefit liability	26	(598)	16
Deferred tax credit/ (charge)	17(b)	179	(5)
Total other comprehensive income for the year, net of tax		**(419)**	**11**
Total comprehensive income for the year, net of tax		**5,092**	**3,707**
Earnings per shares (TShs) – Basic	19	153.1	102.7
– Diluted	19	153.1	102.7

The notes on pages 64 to 94 are an integral part of these financial statements.

STATEMENT OF FINANCIAL POSITION

FOR THE YEAR ENDED 31 DECEMBER 2024

ASSETS	Notes	2024 TShs M	2023 TShs M
Property and equipment	21 (a)	20,093	17,925
Intangible asset	21(b)	7,066	9,034
Right of use asset	30(b)	2,519	2,374
Staff receivable	23	139	169
Non-current assets		**29,817**	**29,502**
Inventories	22	613	486
Trade and other receivables	23	11,917	8,944
Income tax recoverable	17 (d)	1,212	888
Cash and cash equivalents	24	7,298	5,232
Current assets		**21,040**	**15,550**
Total assets		**50,857**	**45,052**
EQUITY			
Share capital	25	360	360
Retained earnings		36,267	33,023
Total equity		**36,627**	**33,383**
LIABILITIES			
Lease liabilities -non-current portion	30(a)	1,208	1,735
Deferred tax liability	18	958	1,181
Retirement benefit obligations	26	1,261	1,752
Non-current liabilities		**3,427**	**4,668**
Related party loan - current portion	28	-	-
Trade and other payables	27	9,587	6,471
Lease liabilities - current portion	30(a)	1,216	530
Current liabilities		**10,803**	**7,001**
Total liabilities		**14,230**	**11,669**
Total equity and liabilities		**50,857**	**45,052**

The financial statements on pages 59 to 62 were approved and authorised for issue by the Board of Directors on 22/04/2025 and signed by:

Mr Dirk Goovaerts
Chairman of the Board of Directors

Mr Raymond P Mbilinyi
Director

The notes on pages 64 to 94 are an integral part of these financial statements.

STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 31 DECEMBER 2024

	Notes	Share capital TShs M	Retained earnings TShs M	Total TShs M
Year ended 31 December 2024				
Balance at 1 January 2024		**360**	**33,023**	**33,383**
Comprehensive income:				
Profit for the year, after tax		-	5,511	5,511
Other comprehensive income:				
Losses on remeasurement of defined benefit liability – net of tax		-	(419)	(419)
Total comprehensive income for the year, net of tax		-	**5,092**	**5,092**
Transactions with owners:				
Dividends paid	20	-	(1,848)	(1,848)
Balance at 31 December 2024		**360**	**36,267**	**36,267**
Year ended 31 December 2023				
Balance at 1 January 2023		**360**	**30,828**	**31,188**
Comprehensive income:				
Profit for the year, after tax		-	3,696	3,696
Other comprehensive income:				
Gains on remeasurement of defined benefit liability – net of tax			11	11
Total comprehensive income for the year, net of tax		**-**	**3,707**	**3,707**
Transactions with owners:				
Dividends paid	20	-	(1,512)	(1,512)
Balance at 31 December 2023		**360**	**33,023**	**33,383**

The notes on pages 64 to 94 are an integral part of these financial statements.

STATEMENT OF CASH FLOWS

FOR THE YEAR ENDED 31 DECEMBER 2024

	Note	2024 TShs M	2023 TShs M
Operating activities			
Profit before income tax		8,202	5,458
Adjustment for:			
Depreciation of property and equipment	21(a)	3,366	2,819
Amortization of intangible assets	21(b)	2,074	2,008
Depreciation of right of use assets	30(b)	848	732
Provision for retirement benefit obligations	26	142	191
Gain on disposal	11	-	(1)
Unrealized exchange loss on lease liability		33	59
Unrealized exchange gain on cash balances		-	(11)
Interest expense on lease liabilities	30(c)	383	393
Interest expense on intercompany loan	28	-	4
Working capital changes:			
(Increase)/decrease in inventories		(127)	200
Increase in trade and other receivables		(2,942)	(2,755)
Increase/(decrease) in trade and other payables		3,116	(819)
Cash generated from operating activities		**15,095**	**8,278**
Retirement benefit obligations paid	26	(1,231)	(337)
Interest paid on lease liabilities	30(c)	(383)	(393)
Interest paid on intercompany loan	28	-	(4)
Income tax paid	17 (d)	(2,723)	(1,227)
Income tax refund	17 (d)	-	1,412
Withholding tax credit	17 (d)	(336)	(243)
Net cash generated from operating activities		**10,422**	**7,486**
Investing activities			
Proceeds from sale of property and equipment		-	1
Acquisition of property and equipment and intangible asset	21(a)(b)	(5,640)	(6,059)
Net cash used in investing activities		**(5,640)**	**(6,058)**
Financing activities			
Repayment of intercompany loan	28	-	(378)
Dividends paid to the Company's shareholders	20	(1,848)	(1,512)
Payment of principal portion of lease liabilities	30(d)	(867)	(1,036)
Net cash used in financing activities		**(2,715)**	**(2,926)**
Net increase/(decrease) in cash and cash equivalents		**2,067**	**(1,498)**
Movement in cash and cash equivalent			
Increase/(decrease) in cash and cash equivalents		2,067	(1,498)
Cash and cash equivalents at 1 January	24	5,232	6,719
Effect of movements in exchange rates on cash held		(1)	11
Cash and cash equivalents at 1 January to 31 December	24	**7,298**	**5,232**

The notes on pages 64 to 94 are an integral part of these financial statements.

NOTES INDEX

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2024

1 REPORTING ENTITY

Swissport Tanzania Plc (the "Company") is a limited liability Company incorporated under the Companies Act, 2002 and is domiciled in the United Republic of Tanzania. The Company's registered office is at 1st Floor – Swissport Freight Terminal, Julius Nyerere International Airport. The Company shares are listed on the Dar es Salaam Stock Exchange. The Company's principal activities are the provision of airport ground handling and cargo handling services.

2 BASIS OF ACCOUNTING

a) Statement of compliance and basis of measurement
These financial statements have been prepared in accordance with IFRS Accounting Standards as issued by the International Accounting Standards Board and in the manner required by the Companies Act, 2002 of Tanzania. They were authorized for issue by the Company's Board of Directors as stated on the statement of financial position.

The financial statements have been prepared on a historical cost basis, except where fair value measurements have been applied.

b) Going concern
The Company has prepared the financial statements on the basis that it will continue to operate as a going concern.

3 FUNCTIONAL AND PRESENTATION CURRENCY

Items included in the financial statements of the Company are measured using the currency of the primary economic environment in which the entity operates (the 'functional currency'). These financial statements are presented in Tanzanian shillings, which is the Company's functional and presentation currency rounded to the nearest million shillings ("TShs M"), except when otherwise indicated.

4 USE OF JUDGEMENTS AND ESTIMATES

In preparing these financial statements, management has made judgements and estimates that affect the application of the Company's accounting policies and the reporting amounts of assets, liabilities, income, and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on ongoing basis. Revisions to estimates are recognized prospectively.

a) Judgements, assumptions, and estimation uncertainties
Information about judgements made in applying accounting policies including estimates and assumptions that have the most significant effects on the amounts recognized in the financial statements and significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year are addressed below:

Post-employment benefit obligations
Significant assumptions are made by the directors in determining the present value of the retirement benefit obligation as at the balance sheet date. The key assumptions are set out in Note 26 to the financial statements.

Taxes
Significant assumptions are required in determining the Company's overall income tax provision. There are many transactions and calculations, for which the ultimate tax determination is uncertain. The Company recognizes liabilities for anticipated tax audit issues, based on estimates of whether additional taxes will be due. When the final outcome of tax matters is different from the amounts that were initially recorded, such differences will have an impact on the current and any deferred income tax provisions in the period in which the determination is made.

Asset useful lives
The useful lives of items of property, plant and equipment as disclosed in Note 6 (j) of these financial statements are estimated annually and are in line with the rate at which they are depreciated.

Impairment of non-financial assets
The Company assesses whether there are any indicators of impairment for all non-financial assets at each reporting date. Other non-financial assets are tested for impairment when there are indicators that the carrying amounts may not be recoverable. When value in use calculations are undertaken, management must estimate the expected future cash flows from the asset or cash generating unit and choose a suitable discount rate in order to calculate the present value of those cash flows.

Measurement of ECL allowance for trade receivable
The Company estimates expected credit loss by assessing the loss that will be incurred given customer default based on past payment experience and by assessing the probability of default considering information specific to the customer as well as pertaining to the country and economic environment in which the customer operates. The estimate also incorporates forward looking data.

Lease term
In determining the lease term at the commencement date for leases that include renewal options exercisable by the Company, the Company evaluates the likelihood of exercising the renewal options taking into account all relevant facts and circumstances that create an economic incentive for the Company to exercise the option.

The lease term is reassessed when there is a significant event or significant change in circumstance that is within the Company's control. Any increase or decrease in the lease term would affect the amount of lease liabilities and right-of-use assets recognised in future years.

4 USE OF JUDGEMENTS AND ESTIMATES (CONTINUED)

b) Determination and measurement of fair values

A number of the Company's accounting policies and disclosures require the determination of fair value, for both financial and non-financial assets and liabilities.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either, in the principal market for the asset or liability or in the absence of a principal market, in the most advantageous market for the asset or liability. The principal or the most advantageous market must be accessible to by the Company.

The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest.

Further information about the assumptions made in determining fair values is disclosed in the notes specific to that asset or liability.

The Company has an established control framework with respect to the measurement of fair value. This includes a management team that monitors need for fair valuation and sources for experts that will perform the valuation.

When measuring the fair value of an asset or liability, the Company uses observable market data as far as possible. Fair values are categorized into different levels in a fair value hierarchy based on the input used in the valuation techniques as follows;

Level 1: quoted prices (unadjusted) in active markets for identical assets and liabilities.

Level 2: inputs other than quoted prices included in Level 1 that are observed for the assets or liabilities, either directly (i.e. as prices) or indirectly (i.e. derived from prices).

Level 3: inputs for the asset or liability that are not based on observable market data (unobserved inputs)

If the input used to measure the fair value of an asset or liability fall into different levels of the fair value hierarchy, then the fair value measurement is categorized in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement. Fair value disclosure is made in Note 33 to the financial statements.

5 CHANGES IN MATERIAL ACCOUNTING POLICIES

A number of other new standards listed below are effective for the year ended 31 December 2024, but they do not have a material effect on the Company's financial statements.

New currently effective standards/amendments

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

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES

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

a) Revenue from contracts with customers

The Company applies IFRS 15 in accounting for revenue from contract with customers. The Company recognizes revenue to depict the transfer of promised services to customers in an amount that reflects the consideration to which the entity expects to be identified in exchange of those services. The Company follows five step model framework in recognition of revenue from contract with customers as follows.

- Identify the contract with a customer.
- Identify the performance obligation in the contract.
- Determine the transaction price.
- Allocate the transaction price to performance obligation in the contract.
- Recognise revenue when (or as) the entity satisfies a performance obligation.

As required by IFRS 15, the Company has disaggregated revenue recognised from contracts with customers into categories that depict how the nature, amount, timing and uncertainty of revenue and cash flows are affected by economic factors.

Ground handling

Contracts with customers on the ground handling service line do not have variable considerations and have only one performance obligation. Billing and revenue recognition is only done after the discharge of the performance obligation that is turnaround for ground handling.

Cargo handling

Documentation, handling and equipment revenue is recognized once the Company handover the shipping documents to the customer to start custom clearance. Storage revenue for all cargo that is in the warehouse is accrued based on the numbers of days the cargo has stayed in the warehouse net of grace period at applicable rates to the extent that the entity will collect the consideration to which it will be entitled in exchange for the storage services that was provided to the customer.

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

a) Revenue from contracts with customers (CONTINUED)

Lounge business
Revenue from provision of lounge services is recognised when the performance obligation is fulfilled, that is at the point when services have been handed over to the customer.

(i) Contract balances
As noted on Note 6(a) above, the Company is in the business of providing ground and cargo handling services. Prices for ground handling services are bundled (but with no variable consideration) whereas prices for cargo handling services are individually identified separately. The whole receivable balance is included under trade and other receivables. The Company does not have obligations to transfer services to a customer for which the entity has received consideration (or an amount of consideration is due) from the customer that is conditional.

(ii) Performance obligation and revenue recognition policy
Revenue is measured based on the consideration specified in a contract with a customer. The Company recognises revenue when it transfers control over a good or service to a customer. Contracts with customers on the ground handling service line do not have variable considerations and have only one performance obligation. Billing and revenue recognition is only done after the discharge of the performance obligation that is turnaround. On the cargo handling service line, since the Company has pricing for each service provided for and billing is only made upon provision of the service and discharge of performance obligation. The services under the cargo business line have been clearly disaggregated. Storage revenue for all cargo that is in the warehouse is accrued based on the numbers of days the cargo has stayed in the warehouse net of grace period at applicable rates to the extent that the entity will collect the consideration to which it will be entitled in exchange for the storage services that was provided to the customer.

b) Other operating income

Interest income
Interest earned on short-term investments is calculated using the effective interest method and recognized in the profit or loss statement over the investment period as finance income.

Rental income
Rental income arising from operating leases is accounted for on a straight-line basis over the lease terms and included in other operating income. Further details have been covered in Note 6 (l)(ii) of these financial statements.

Commissions
When the Company acts in the capacity of an agent rather than as the principal in a transaction, the revenue recognized is the net amount of commission.

Foreign exchange gain and losses
Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at the year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognized in profit and loss within 'other operating income' or 'other operating expenses'.

Gain or loss on disposal of property, plant and equipment
Gain or losses on disposals are determined by comparing the disposal proceeds with the carrying amount and are recognized within other operating (losses)/income in the profit and loss account.

c) Employees benefits

Short-term employee benefits
The cost of short-term employee benefits, (those payable within 12 months after the service is rendered, such as paid vacation leave and sick leave, bonuses, and non-monetary benefits such as medical care), are recognised in the period in which the service is rendered and are not discounted.

The expected cost of compensated absences is recognised as an expense as the employees render services that increase their entitlement or, in the case of non-accumulating absences, when the absence occurs.

The expected cost of bonus payments is recognised as an expense when there is a legal or constructive obligation to make such payments as a result of past performance.

Defined contribution plan
All of the Company's employees are members of the National Social Security Fund ("NSSF"), which is a defined contribution plan. Law prescribes these plans. The Company and employees both contribute 10% or the Company and employees contribute 15% and 5% of the permanent and pensionable employees' basic salaries to the scheme, respectively. The Company also contributes 10% of non-permanent and pensionable employees' gross salary towards NSSF. The contribution is charged to the profit or loss account when incurred.

Defined benefit plan
The Company has an unfunded non-contributory employee gratuity arrangement for its permanent and pensionable employees (the "Arrangement"), which provides for lump sum payments to its employees on their retirement at the age of between 55 and 60 years or those allowed to retire early or who die while in service, based on length of service and salary at retirement and qualifies as a defined benefit plan. Payments to the retired employees are made from the Company's internally generated funds.

The cost of providing benefits under the defined benefit plan is determined separately for each plan using the projected unit credit method. Actuarial gains and losses are recognized in full in the period in which they occur in other comprehensive income, net of deferred tax.

The past service costs are recognized as an expense on a straight-line basis over the average period until the benefits become vested. If the benefits have already vested, immediately following the introduction of, or changes to, a pension plan, past service costs are recognized

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

c) Employees benefits (CONTINUED)

immediately. The Company recognizes all actuarial gains and losses arising from defined benefit plans immediately in other comprehensive income and all expenses related to defined benefit plans in employee benefit expense in profit and loss.

The defined benefit liability comprises the present value of the defined benefit obligation (using a discount rate based on government bonds with similar terms and currency as explained in Note 26), less past service costs.

Terminal benefits
Terminal benefits are payable whenever an employee`s employment is terminated before the normal retirement date or whenever an employee accepts voluntary redundancy in exchange of these benefits. The Company recognizes terminal benefits when it is constructive obliged to either terminate the employment formal plan without possibility of withdrawal or to provide terminal benefits because of an offer made to encourage voluntary redundancy.

d) Concession fees

The Company has concession agreements with Tanzania Airports Authority for provision of ground handling services at Julius Nyerere and with Kilimanjaro Development Corporation for provision of ground handling services at Kilimanjaro International Airport. The concession fees are charged to the profit or loss account on a straight-line basis over the period of the concessions.

e) Finance costs

Finance expense comprises of interest expense on loans, Interest on lease liabilities and charge for loan arrangement fees. Interest expense is recognised using the effective interest method.

f) Taxes

Income tax
Income tax expense comprises current and deferred tax. It is recognized in profit or loss except to the extent that it relates to items recognized directly in equity or OCI.

Current tax
Current tax assets and liabilities for the current and prior periods are measured at the amount expected to be recovered from or paid to the tax authority. The tax rates and tax laws used to compute the amount are those that are enacted or substantively enacted by the balance sheet date. The current rate of corporate tax is 30%.

Current tax relating to items recognized directly in equity is recognized in equity and not in the statement of profit or loss.

Deferred tax
Deferred tax is recognised in respect of temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes. Deferred tax is not recognised for

- temporary differences on the initial recognition of assets or liabilities in a transaction that is not a business combination and that affects neither accounting nor taxable profit or loss;
- temporary differences related to investments in associates and joint arrangements to the extent that the Company is able to control the timing of the reversal of the temporary differences and it is probable that they will not reverse in the foreseeable future; and
- taxable temporary differences arising on the initial recognition of goodwill.

Deferred tax assets are recognised for unused tax losses, unused tax credits and deductible temporary differences to the extent that it is probable that future taxable profits will be available against which they can be used. Future taxable profits are determined based on the reversal of relevant taxable temporary differences. If the amount of taxable temporary differences is insufficient to recognise a deferred tax asset in full, then future taxable profits, adjusted for reversals of existing temporary differences, are considered, based on the business plans for the Company. Deferred tax assets are reviewed at each reporting date and are reduced to the extent that it is no longer probable that the related tax benefit will be realised; such reductions are reversed when the probability of future taxable profits improves.

Unrecognised deferred tax assets are reassessed at each reporting date and recognised to the extent that it has become probable that future taxable profits will be available against which they can be used.

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

The measurement of deferred tax reflects the tax consequences that would follow from the manner in which the Company expects, at the reporting date, to recover or settle the carrying amount of its assets and liabilities.

Deferred tax assets and liabilities are offset only if certain criteria are met.

Value added tax
Revenues, expenses, and assets are recognized at amounts net of value added tax except where the value added tax is incurred on a purchase of an asset or service is not recoverable from the taxation authority in which case the value added tax is recognized as part of the cost of acquisition of the asset or part of the expense item as applicable.

The net amount of value added tax recoverable from, or payable to, the tax authority is included as part of the receivables or payables in the balance sheet.

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

f) Taxes (CONTINUED)

Capital gain taxes
Capital gain taxes arising as result of a change in control at the ultimate Parent Company level are recognized as tax liabilities in Company's books as other payables to revenue Authorities and other receivable from the parent Company

Tax exposures
In determining the amount of current and deferred tax, the Company takes into account the impact of uncertain tax positions and whether additional taxes and interest may be due. This assessment relies on estimates and assumptions and may involve a series of judgments about future events. New information may become available that causes the Company to change its judgment regarding the adequacy of existing tax liabilities; such changes to tax liabilities will impact tax expense in the period that such a determination is made.

g) Operating profit

Operating profit is a result generated from the continuing principal revenue-producing activities of the Company as well as other income and expenses related to operating activities. Operating profit excludes net finance costs and income taxes.

h) Segment reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the chief operating decision-maker. The chief operating decision-maker, who is responsible for allocating resources and assessing performance of the operating segments, has been identified as the Board of Directors that makes strategic decisions.

The Company has three strategic divisions (Ground Handling division, Cargo Services division, and Lounge division), which are its reportable segments. These divisions offer different products and services and are managed separately because they require self-assessment of its performance. Financial information of the reportable divisions is provided under Note 8 to the financial statements.

The Company presents assets and liabilities in the statement of financial position based on current/non-current classification. An asset is current if it is expected to be realized or intended to be sold or consumed in normal operating cycle, held primarily for the purpose of trading, expected to be realized within twelve months after the reporting period, or cash or cash equivalent unless restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period. All other assets are classified as non-current.

A liability is current when it is expected to be settled in normal operating cycle, it is held primarily for the purpose of trading, it is due to be settled within twelve months after the reporting period, or there is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period. The Company classifies all other liabilities as non-current. Deferred tax assets and liabilities are classified as non-current assets and liabilities respectively.

i) Intangible asset

The Company has a 15-year land lease agreement with Tanzania Airport Authority (TAA) for the land measuring 15,000 sqm. The agreement is effective from 25 April 2013 and will expire on 24 March 2028. The agreement requires the Company to build, own and transfer the warehouse to TAA after the expiration of the lease term. The Company completed the construction of the warehouse in June 2016.

The Company reviewed the terms of the agreement and concluded that the arrangement is falling within the scope of IFRIC 12 and therefore accounting the arrangement as intangible asset. The warehouse is measured at cost and amortized over the remaining lease period.

j) Property and equipment

Property, plant, and equipment are tangible assets which the Company holds for its own use or for rental to others and which are expected to be used for more than one year.

Recognition and measurement
Items of equipment are stated at cost less accumulated depreciation and accumulated impairment losses.

An item of property, plant and equipment is recognised as an asset when it is probable that future economic benefits associated with the item will flow to the Company, and the cost of the item can be measured reliably.

Cost includes expenditure that is directly attributable to the acquisition of the asset. The cost of self-constructed assets includes the cost of materials and direct labour, any other costs directly attributable to bringing the asset to the working condition for its intended use and the costs of dismantling and removing the items and restoring the site on which they are located. Borrowing costs related to the acquisition or construction of qualifying assets are capitalised as incurred.

Subsequent cost
Expenditure incurred subsequently for major services, additions to, major renovations or replacements of parts of property, plant and equipment are recognised in the carrying amount of the item if it is probable that future economic benefits associated with the expenditure will flow to the Company and the cost can be measured reliably and are depreciated over the remaining useful life of the related asset or to the date of the next major renovation, whichever is sooner. All other repairs and maintenance expenditure and day to day servicing costs are included in profit or loss in the year in which they are incurred.

Depreciation
Depreciation of an asset commences when the asset is available for use as intended by management. Depreciation is recognised in the statement of profit or loss and other comprehensive income on a straight-line basis over the estimated useful life of each part of an item of equipment. When parts of an item of equipment have different useful lives, they are accounted for as separate items (major components) of equipment.

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

j) Property and equipment (CONTINUED)

Depreciation is calculated using the straight-line method to allocate the cost of each asset to its residual value over its estimated useful life, as follows:

Description	Years
Leasehold improvements	8
EDP Equipment and software	4
Motorized ground support equipment	10 – 15
Non-motorized ground support equipment	7
Furniture and equipment*	8
Motor vehicles*	4
Fuel and water tank*	8
Internet installation	4

* These items have been combined as "other assets" in Note 21(a).

The residual value, useful life and depreciation method of each asset are reviewed at the end of each reporting year. If the expectations differ from previous estimates, the change is accounted for prospectively as a change in accounting estimate. The depreciation charge for each year is recognised in profit or loss unless it is included in the carrying amount of another asset.

Derecognition
An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its continued use or disposal. Any gain or loss arising from the derecognition of an item of property, plant and equipment, determined as the difference between the net disposal proceeds, if any, and the carrying amount of the item, is included in profit or loss when the asset is derecognised.

k) Impairment of non-financial assets

The Company assesses at each reporting date whether there is an indication that an asset may be impaired. If any indication exists, or when annual impairment testing for an asset is required, the Company estimates the asset's recoverable amount. An asset's recoverable amount is the higher of an assets or cash-generating unit's (CGU) fair value less costs to sell and its value in use and is determined for an individual asset, unless the asset does not generate cash inflows that are largely independent of those from other assets or groups of assets.

Where the carrying amount of an asset or CGU exceeds its recoverable amount, the asset is considered impaired and is written down to its recoverable amount.

In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. In determining fair value less costs to sell, recent market transactions are considered, if available. If no such transactions can be identified, an appropriate valuation model is used. The Company bases its impairment calculation on detailed budgets and forecast calculations, which are prepared separately for each of the Company's cash-generating units to which the individual assets are allocated. These budgets and forecast calculations are generally covering a period of five years.

Impairment losses of continuing operations, including impairment on inventories, are recognized in the profit and loss account in those expense categories consistent with the function of the impaired asset.

For assets excluding goodwill, an assessment is made at each reporting date as to whether there is any indication that previously recognized impairment losses may no longer exist or may have decreased. If such indication exists, the Company estimates the asset's or cash-generating unit's recoverable amount. A previously recognized impairment loss is reversed only if there has been a change in the assumptions used to determine the asset's recoverable amount since the last impairment loss was recognized. The reversal is limited so that the carrying amount of the asset does not exceed its recoverable amount, nor exceed the carrying amount that would have been determined, net of depreciation, had no impairment loss been recognized for the asset in prior years. Such reversal is recognized in the profit and loss account.

l) Leases

At inception of a contract, the Company assess whether a contract is, or contains, a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration. To assess whether a contract conveys the right to control the use of an identified asset, the Company uses the definition of a lease in IFRS 16.

i. Leases in which the Company is a lessee

At commencement or on modification of a contract that contains a lease component, the Company allocates the consideration in the contract to each lease component on the basis of its relative stand-alone prices. However, for the leases of property the Company has elected not to separate non-lease components and account for the lease and non-lease components as a single lease component.

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

The right of use asset is subsequently depreciated using the straight-line method from the commencement date to the end of the lease term, unless the lease transfers ownership of the underlying asset to the Company by the end of the lease term or the cost of the right of use asset reflects that the Company will exercise a purchase option. In that case the right of use asset will be depreciated

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

l) Leases (CONTINUED)

over the useful life of the underlying asset, which is determined on the same basis as those of the property and equipment. In addition, the right of use asset is periodically reduced by impairment losses, if any and adjusted for certain remeasurements of the lease liability.

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

The Company determined its incremental borrowing rate by obtaining interest rates from various external financing sources

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

- fixed payments, including in-substance fixed payments.
- Variable lease payments that depend on an index or rate, initially measured using the index or rate as at the commencement date.
- Amounts expected to be payable under a residual value guarantee; and
- The exercise price under a purchase option that the Company is reasonably certain to exercise, lease payments in an optional renewal period of the Company is reasonably certain to exercise an extension option, and penalties for early termination of lease unless the Company is reasonably certain not to terminate early.

The lease liability is measured at amortized cost using the effective interest method. It is remeasured when there is a change in future lease payments arising from a change in an index or rate, if there is a change in the Company's estimate of the amount expected to be payable, under a residual guarantee, if the Company changes its assessment of whether it will exercise a purchase, extension, or termination option or if there is a revised in-substance fixed lease payment.

When the lease liability is remeasured in this way, a corresponding adjustment is made to the carrying amount of the right of use asset or is recorded in profit or loss if the carrying amount of the right of use asset has been reduced to zero. The Company presents right of use assets that do not meet the definition of investment property in 'property, plant and equipment' and lease liabilities separately in the statement of financial position.

Short-term leases and leases of low-value assets
The Company has elected not to recognize right of use assets and lease liabilities for leases of low value assets and short-term leases, including IT equipment. The Company recognises the lease payments associated with these leases as an expense on a straight-line basis over the lease term.

ii. Leases in which the Company is a lessor
At inception or on modification of a contract that contains a lease component, the Company allocates the consideration in the contract to each lease component on the basis of their relative stand-alone prices.

When the Company acts as a lessor, it determines at lease inception whether each lease is a finance lease or an operating lease.

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

When the Company is an intermediate lessor, it accounts for its interests in the head lease and sub-lease separately. It assesses the lease classification of a sub-lease with reference to the right of use asset arising from the head lease, not with reference to the underlying asset. If a head lease is a short-term lease to which the Company applies the exemption described above, then it classifies the sub-lease as an operating lease.

If an arrangement contains lease and non-lease components, then the Company applies IFRS 15 to allocate the consideration in the contract.

The Company applies the derecognition and impairment requirements in the IFRS 9 to the new investment in the lease. The Company regularly revises estimated unguaranteed residual values (if any) used in calculating the gross investment in the lease.

The Company recognises lease payments received under operating leases as income on a straight-line basis over the lease term as part of 'other income'

m) Inventories

Inventories are carried at the lower of cost and net realizable value. Cost is determined using the weighted average cost method and includes expenditure incurred in acquiring the inventories and bringing them to their existing location and condition.

Net realizable value is the estimated selling price in the open market less applicable selling expenses. Stores and consumables are stated at cost less any provision for obsolescence.

n) Trade and other receivables

Receivables are measured at initial recognition at fair value and subsequently at amortised cost. Appropriate allowances for estimated irrecoverable amounts are recognised in profit or loss when there is objective evidence that the asset is impaired. The Company has established a provision matrix that is based on its historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment.

o) Cash and cash equivalents

Cash and cash equivalents in the statement of financial position comprise cash at banks and cash on hand. Bank overdrafts are presented separately in the statement of financial position.

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

p) Share capital and equity

Ordinary shares are classified as 'share capital' in equity. Any premium received over and above the par value of the shares is classified as 'share premium' in equity. Incremental costs directly attributable to the issue of new ordinary shares are shown in equity as deduction from the proceeds.

q) Trade and other payables

Trade and payables are initially measured at fair value and subsequently at amortized cost.

r) Bank overdraft and borrowings

Bank overdrafts (if any) and borrowings are initially measured at fair value, and are subsequently measured at amortised cost, using the effective interest rate method. Any difference between the proceeds (net of transaction costs) and the settlement or redemption of borrowings is recognised over the term of the borrowings in accordance with the Company's accounting policy for borrowing costs.

The Company has received an intercompany loan from Swissport International Limited. The loan is denominated in united states dollar (US$) and is unsecured. Interest expense is recognised using the effective interest method.

s) Provisions

Provisions are recognized when: The Company has a present legal or constructive obligation as a result of past events; it is probable that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Restructuring provisions comprise lease termination penalties and employee termination payments. Provisions are not recognized for future operating losses.

Provisions are measured at the present value of the expenditures expected to be required to settle the obligation using a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the obligation. The increase in the provision due to passage of time is recognized as interest expense.

t) Foreign currencies

Transactions and balances

Foreign currency transactions are translated into functional currency using the exchange rates prevailing at the dates of the transactions. Monetary assets and liabilities denominated in foreign currencies at the reporting date are translated into Tanzanian Shillings at rates ruling at that date. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at the year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognized in profit and loss within 'other operating income' or 'other operating expenses'.

u) Financial instruments

i. Recognition and measurement

Trade receivables and debt securities issued are initially recognised when they are originated. All other financial assets and financial liabilities are initially recognised when the Company becomes a party to the contractual provisions of the instrument.

A financial asset (unless it is a trade receivable without a significant financing component) or financial liability is initially measured at fair value plus or minus, for an item not at fair value through profit or loss (FVTPL), transaction costs that are directly attributable to its acquisition or issue. A trade receivable without a significant financing component is initially measured at the transaction price.

ii. Classification and subsequent measurement

Financial assets

On initial recognition, a financial asset is classified as measured at: amortised cost; Fair value through other comprehensive income (FVOCI - debt investment; FVOCI - equity investment); or fair value through profit or loss (FVTPL).

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

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

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

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

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

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

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

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

u) Financial instruments (CONTINUED)

Financial assets - Business model assessment
The Company makes an assessment of the objective of the business model in which a financial asset is held at a portfolio level because this best reflects the way the business is managed, and information is provided to management. The information considered includes:

- the stated policies and objectives for the portfolio and the operation of those policies in practice. These include whether management's strategy focuses on earning contractual interest income, maintaining a particular interest rate profile, matching the duration of the financial assets to the duration of any related liabilities or expected cash outflows or realising cash flows through the sale of the assets;
- how the performance of the portfolio is evaluated and reported to the Company's management;
- the risks that affect the performance of the business model (and the financial assets held within that business model) and how those risks are managed;
- how managers of the business are compensated - e.g. whether compensation is based on the fair value of the assets managed or the contractual cash flows collected; and
- the frequency, volume and timing of sales of financial assets in prior periods, the reasons for such sales and expectations about future sales activity.

Transfers of financial assets to third parties in transactions that do not qualify for derecognition are not considered sales for this purpose, consistent with the Company's continuing recognition of the assets.

Financial assets that are held for trading or are managed and whose performance is evaluated on a fair value basis are measured at FVTPL.

Financial assets - Assessment whether contractual cash flows are solely payments of principal and interest.

For the purposes of this assessment, 'principal' is defined as the fair value of the financial asset on initial recognition. 'Interest' is defined as consideration for the time value of money and for the credit risk associated with the principal amount outstanding during a particular period of time and for other basic lending risks and costs (e.g. liquidity risk and administrative costs), as well as a profit margin.
In assessing whether the contractual cash flows are solely payments of principal and interest, the Company considers the contractual terms of the instrument. This includes assessing whether the financial asset contains a contractual term that could change the timing or amount of contractual cash flows such that it would not meet this condition. In making this assessment, the Company considers:

- contingent events that would change the amount or timing of cash flows;
- terms that may adjust the contractual coupon rate, including variable-rate features;
- prepayment and extension features; and
- terms that limit the Company's claim to cash flows from specified assets (e.g. non-recourse features).

A prepayment feature is consistent with the solely payments of principal and interest criterion if the prepayment amount substantially represents unpaid amounts of principal and interest on the principal amount outstanding, which may include reasonable compensation for early termination of the contract. Additionally, for a financial asset acquired at a discount or premium to its contractual paramount, a feature that permits or requires prepayment at an amount that substantially represents the contractual par amount plus accrued (but unpaid) contractual interest (which may also include reasonable compensation for early termination) is treated as consistent with this criterion if the fair value of the prepayment feature is insignificant at initial recognition.

Financial assets - Subsequent measurement and gains and losses

Financial assets at FVTPL	These assets are subsequently measured at fair value. Net gains and losses, including any interest or dividend income. are recognised in profit or loss.
Financial assets at amortised cost	These assets are subsequently measured at amortised cost using the effective interest method. The amortised cost is reduced by impairment losses. Interest income, foreign exchange gains and losses and impairment are recognised in profit or loss. Any gain or loss on derecognition is recognised in profit or loss.
Debt investments at FVOCI	These assets are subsequently measured at fair value. Interest income calculated using the effective interest method. foreign exchange gains and losses and impairment are recognised in profit or loss. Other net gains and losses are recognised in OCI. On derecognition, gains and losses accumulated in OCI are reclassified to profit or loss.
Equity investments at FVOCI	These assets are subsequently measured at fair value. Dividends are recognised as income in profit or loss unless the dividend clearly represents a recovery of part of the cost of the investment. Other net gains and losses are recognised in OCI and are never reclassified to profit or loss.

Financial liabilities - Classification, subsequent measurement and gains and losses

Financial liabilities are classified as measured at amortised cost or FVTPL. A financial liability is classified as at FVTPL if it is classified as held-for-trading, it is a derivative or it is designated as such on initial recognition. Financial liabilities at FVTPL are measured at fair value and net gains and losses, including any interest expense, are recognised in profit or loss. Other financial liabilities are subsequently measured at amortised cost using the effective interest method. Interest expense and foreign exchange gains and losses are recognised in profit or loss. Any gain or loss on derecognition is also recognised in profit or loss.

6 SUMMARY OF MATERIAL ACCOUNTING POLICIES (CONTINUED)

u) Financial instruments (CONTINUED)

iii. Impairment of financial assets and contract assets

An 'expected credit loss' (ECL) model applies to financial assets measured at amortised cost, contract assets and debt investments at FVOCI, but not to investments in equity instruments.

ECLs are a probability-weighted estimate of credit losses. Credit losses are measured as the difference between the cash flows due to the entity in accordance with the contract and the cash flows that the Company expects to receive.

Loss allowances for trade receivables is measured at an amount equal to lifetime ECLs (simplified approach). Lifetime ECLs are the ECLs that result from all possible default events over the expected life of a financial instrument.

The Company limits its exposure to credit risk from trade receivables by establishing a maximum payment period of 30 days for credit customers. The Company considers reasonable and supportable forward-looking information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis based on the Company's historical experience and informed credit assessment. Example of micro economic factors considered include changes in inflation rate, GDP rate and interest rates. In calculation of ECL, the Company uses historical loss rate adjusted with forward-looking information where relevant.

The Company recognises in profit or loss, as an impairment gain or loss, the amount of expected credit losses (or reversal) that is required to adjust the loss allowance at the reporting date to the amount that is required to be recognised accordance with the requirement of IFRS 9.

iv. Derecognition

Financial assets

The Company derecognises a financial asset when:

- the contractual rights to the cash flows from the financial asset expire; or
- it transfers the rights to receive the contractual cash flows in a transaction in which either:
- substantially all of the risks and rewards of ownership of the financial asset are transferred; or
- the Company neither transfers nor retains substantially all of the risks and rewards of ownership and it does not retain control of the financial asset.

The Company enters into transactions whereby it transfers assets recognised in its statement of financial position but retains either all or substantially all of the risks and rewards of the transferred assets. In these cases, the transferred assets are not derecognised.

Financial liabilities

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

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

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

v) Write-off

The gross carrying amount of a financial asset is written off when the Company has no reasonable expectations of recovering a financial asset in its entirety or a portion thereof. It is the Company's policy to write off financial assets from Bankruptcy customers subject to Board of Directors' approval. However, financial assets that are written off could still be subject to enforcement activities to comply with the Company's procedures for recovery of amounts due.

w) Dividend distribution

It is the Company's policy to pay dividends to its shareholders out of profits for the year subject to declaration by the directors and approval by the shareholders. Final dividends distribution to the Company's shareholders is recognized as a liability in the Company's balance sheet in the period in which the dividends are approved by the Company's Board of Directors. Directors may from time to time pay interim dividend to members as appear to the directors to be justified by the profit of the Company. Dividends are subject to a withholding tax of 5%.

x) Basic and Diluted earnings per share

Basic earnings per share are calculated by dividing net profit for the year attributable to ordinary equity holders of the Company by the weighted average number of ordinary shares outstanding during the year.

Diluted earnings per share amounts are calculated by dividing the net profit attributable to ordinary equity holders of the Company (after deducting interest on the convertible non-cumulative redeemable preferences shares) by the weighted average number of ordinary shares outstanding during the year plus the weighted average number of ordinary shares that would be issued on the conversion of all the dilutive potential ordinary shares into ordinary shares.

7 STANDARDS ISSUED BUT NOT YET EFFECTIVE

Relevant new standards, amendments and interpretations issued but not yet effective and not early adopted

A number of new standards, amendments to standards and interpretations are not yet effective for the year ended 31 December 2024 and have not been applied in preparing these financial statements. Those which may be relevant to the Company are set out below. The Company does not plan to adopt these standards early. These will be adopted in the period that they become mandatory. The following amended standards and interpretations are not expected to have a significant impact on the Company's finance statements.

Forth Coming standards/amendments	Effective date
• Amendments to the Classification and Measurement of Financial Instruments—Amendments to IFRS 9 and IFRS 7.	1 January 2026
• Lack of Exchangeability – Amendments to IAS 21	1 January 2025
• IFRS 18 Presentation and Disclosure in Financial Statements	1 January 2027
• Annual Improvements to IFRS Accounting Standards— Volume 11	1 January 2026
• Sale or Contribution of Assets between an Investor and its Associate or Joint Venture (Amendments to IFRS 10 and IAS 28)	Deferred indefinitely

8 SEGMENT INFORMATION

a) **Basis for segmentation**

For chief operating decision maker purposes, the Company is organised into business units based on their products and services and has three reportable segments as follows:

- Ground handling services;
- Cargo handling services; and
- Lounge business.

Management reviews the internal management reports of each division at least monthly.

No operating segments have been aggregated to form the reportable operating segments. The chief operating decision maker monitors the operating results of its business units separately for the purpose of making decisions about resource allocation and performance assessment. Segment performance is evaluated based on operating profit or loss and is measured consistently with operating profit or loss in the financial statements. However, Company financing (including finance costs and finance income) and income taxes are managed on a Company basis and are not allocated to operating segments.

Information related to each reportable segment is set out below. Segment profit(loss) before tax is used to measure performance because management believes that this information is the most relevant in evaluating the results of the respective segments relative to other entities that operate in the same industries.

Other than the allocation of costs there are no transactions between the three units. Segment information about the Company's operations is presented below:

Information about reportable segments and reconciliation to the amounts reported in the balance sheet and profit and loss accounts

2024 **Income and expenses**	Ground handling TShs M	Cargo handling TShs M	Lounge Business TShs M	Total TShs M
Revenue	22,447	26,568	1,994	**51,009**
Other operating income	202	262	–	**464**
Staff costs	(11,663)	(5,965)	(28)	**(17,656)**
Concession fees	(2,507)	(2,760)	(208)	**(5,475)**
Fuel and maintenance costs	(1,957)	(1,630)	–	**(3,587)**
Depreciation and amortisation	(2,528)	(3,284)	(476)	**(6,288)**
Rent and other occupancy costs	(135)	(544)	(62)	**(741)**
Other operating expenses	3,243)	(4,824)	(1,074)	**(9,141)**
Finance costs	(129)	(188)	(66)	**(383)**
Profit before income tax	**487**	**7,635**	**80**	**8,202**

8 SEGMENT INFORMATION (CONTINUED)

a) Basis for segmentation (continued)

Information about reportable segments and reconciliation to the amounts reported in the balance sheet and profit and loss accounts

2024 **Assets and liabilities**	Ground handling TShs M	Cargo handling TShs M	Lounge Business TShs M	Unallocated TShs M	Total TShs M
Total assets	21,883	26,219	916	1,839	**50,857**
Total liabilities	5,689	5,569	45	2,927	**14,230**
Capital expenditure	1,929	3,429	–	282	**5,640**

2023 **Income and expenses**	Ground handling TShs M	Cargo handling TShs M	Lounge Business TShs M	Total TShs M
Revenue	19,447	19,586	1,488	40,521
Other operating income	154	259	-	413
Staff costs	(10,303)	(4,470)	(27)	(14,800)
Concession fees	(2,137)	(2,209)	(147)	(4,493)
Fuel and maintenance costs	(1,387)	(1,094)	(2)	(2,483)
Depreciation and amortisation	(2,097)	(3,376)	(86)	(5,559)
Rent and other occupancy costs	(233)	(437)	(45)	(715)
Other operating expenses	(2,796)	(3,142)	(1,091)	(7,029)
Finance costs	(185)	(174)	(38)	(397)
Profit before income tax	**463**	**4,943**	**52**	**5,458**

2023 **Assets and liabilities**	Ground handling TShs M	Cargo handling TShs M	Lounge Business TShs M	Unallocated TShs M	Total TShs M
Total assets	18,836	23,560	1,088	1,568	45,052
Total liabilities	4,389	4,955	35	2,290	11,669
Capital expenditure	4,826	1,126	–	107	6,059

Unallocated assets relate to items which are used by both ground handling and cargo handling and cannot be specifically allocated to any of the two segments. These items include motor vehicles, computer hardware and SAP B1 software. Unallocated capital expenditure mainly includes motor vehicle.

b) Geographic information

The Company operates in two main regions in Tanzania being Kilimanjaro International Airport and Julius Nyerere International airport during the year.

The geographic information analyses the Company's revenue, operating costs, and total assets by the Company's area of operation. In presenting the geographic information, segment revenue has been based on customers operations and revenue generated from those customers on the specific geographical location during the year. Total operating costs have been based on costs incurred by the Company in provision of ground handling and cargo handling in those specific geographical locations, and segment assets were based on the geographic location of the assets.

GEOGRAPHICAL SEGMENT – 2024

	DAR TShs M	**KIA** TShs M	**TOTAL** TShs M
Revenue	43,109	7,900	**51,009**
Total operating costs (*)	34,716	7,708	**42,424**
Total assets	44,112	6,745	**50,857**

8 SEGMENT INFORMATION (CONTINUED)

b) Geographic information (continued)

GEOGRAPHICAL SEGMENT – 2023

	DAR TShs M	KIA TShs M	TOTAL TShs M
Revenue	33,360	7,161	**40,521**
Total operating costs (*)	28,342	6,324	**34,666**
Total assets	41,094	3,958	**45,052**

(*) Total operating cost is presented net of other operating income.

9 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES

The Company's principal financial liabilities comprise of trade payables and borrowings. The Company does not enter into derivative transactions for trading purposes. The main purpose of these financial liabilities is to raise finance for the Company's operations. The Company has various financial assets such as trade receivables and cash and cash equivalents, which arise directly from its operations.

The main risks arising from the Company's financial instruments are liquidity risk, market risk and credit risk. Market risk comprises of interest rate risk, foreign exchange risk and price risk. The Company's overall risk management programme seeks to minimize potential adverse effects on the Company's financial performance.

Risk management is carried out by the management on behalf of the Board of Directors. The Board of Directors reviews and agrees policies for managing each of these risks which are summarized below.

Market risks

i. Price risk
The Company does not have significant exposure to price risk since no price sensitive financial instruments are held.

ii. Foreign currency risk
Foreign currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates. The Company's exposure to the risk of changes in foreign exchange rates relates primarily to the Company's operating activities (when revenue or expense is denominated in a different currency from the Company's functional currency mostly US dollars, British Pounds and EURO). The Company manages its foreign exchange risk by forecasting the amount of foreign currencies they require for each financial quarter and hold an equivalent amount in foreign currencies (US dollar and EURO). As at 31 December 2024, the balances denominated in foreign currencies were as shown on the table below:

	2024		2023	
Balances denominated in foreign currencies	TShs M **USD**	TShs M **EUR**	TShs M **USD**	TShs M **EUR**
Cash and bank balances	3,529	2,264	2,976	354
Trade and other receivables	5,212	576	3,507	278
Trade and other payables	(64)	(10)	(670)	(57)
Lease liabilities	(2,227)	-	(613)	–
Net exposure	**6,450**	**2,830**	**5,200**	**575**

Foreign currency sensitivity
The following table demonstrates the sensitivity to a reasonably possible change in the US dollar and Euro exchange rates, with all other variables held constant, of the Company's profit before tax and equity (due to changes in the fair value of monetary assets and monetary liabilities). The Company's exposure to foreign currency changes for all other currencies is not material.

	Effect on profit before tax		**Effect on equity, net of tax**	
	Strengthening TShs M	Weakening TShs M	Strengthening TShs M	Weakening TShs M
2024				
USD (5% movement)	323	(323)	226	(226)
EUR (5% movement)	142	(142)	99	(99)
2023				
USD (5% movement)	260	(260)	182	(182)
EUR (5% movement)	29	(29)	20	(20)

9 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (CONTINUED)

Market risks (continued)

ii. ***Foreign currency risk*** (continued)

The Company has considered the annual official rates published by the Bank of Tanzania for the last five years including up to November 2024 which ranged between 2.5% to 8.5% with an average of 6.5%. The Company has therefore considered to use 5% appreciation/depreciation in deriving the sensitivity analysis to foreign exchange rate changes. The same rate has used in the sensitivity analysis of the prior year.

iii. Interest rate risk

In broad terms the interest rate risk is the risk that concerns the sensitivity of the Company's financial performance to changes in the interest rates.

The Company's operations are subject to the risk of interest rate fluctuations to the extent that interest earning assets and interest-bearing liabilities mature or re-price at different times or in differing amounts. Risk management activities are aimed at optimizing net interest income, given market interest rates levels consistent with the Company' s business strategies to minimise interest risk. The Company had no exposure to interest rate risks as at 31 December 2024.

Liquidity risk

Prudent liquidity risk management includes maintaining sufficient cash and the availability of funding. The Company aims at maintaining flexibility in funding and aggressive collection efforts in respect of trade debtor's balances. Management monitors rolling forecasts of the Company's liquidity i.e., cash at bank and in hand (Note 24) on the basis of expected cash flows.

Forecasted liquidity reserves as extracted from short and medium-term future budget of Company as at 31 December 2025 is as follows:

	2025 TShs M
At 1 January	7,298
Operating activities	11,412
Investing activities	(7,768)
Financing activities	(2,546)
Total	**8,396**

The table below analyses the Company's non-derivative financial liabilities into relevant maturity groupings based on the remaining period at the balance sheet to the contractual maturity date. The amounts disclosed in the table are the contractual undiscounted cash flows. Balances due within 12 months approximate their fair values as the impact of discounting is not significant.

	Carrying amount TShs M	**Un-discounted contractual cash flows** TShs M	**Less than 1 year** TShs M	**1 - 2 years** TShs M	**2- 5 years** TShs M
At 31 December 2024					
Lease liabilities	2,424	3,630	1,155	1,653	822
Trade and other payables (*)	8,823	8,823	8,823	-	-
	11,247	**12,453**	**9,978**	**1,653**	**822**
At 31 December 2023					
Lease liabilities	2,265	4,613	530	986	3,097
Trade and other payables (*)	5,720	5,720	5,720	-	-
	7,985	**10,333**	**6,250**	**986**	**3,097**

(*) Excludes other tax payable.

Credit risk

Credit risk is the risk of financial loss to the Company if a customer or counterparty to a financial instrument fails to meet its contractual obligations and arises principally from the Company extension of credit to its customers. For risk management reporting purposes, the Company considers all elements of credit risk exposure such as individual obligator default risk, nature of customer and sector risk.

The carrying amount of financial assets represents the maximum credit exposure. The table below summaries the maximum credit exposure as at the reporting date.

9 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (CONTINUED)

Market risks (continued)

iii. Interest rate risk (continued)

	2024 TShs M	2023 TShs M
Trade and other receivables including staff loan (Note 23)	**11,759**	**8,343**
Cash and cash equivalents (Note 24)	**7,146**	**5,221**
At 31 December	**18,905**	**13,564**

The Company's exposure to credit risk is influenced mainly by the individual characteristics of each customer. However, management also considers the factors that may influence the credit risk of its customer base, including the default risk associated with the industry and country in which customers operate. Details of concentration of revenue are included in Note 10.

The Company limits its exposure to credit risk from trade receivables by establishing a maximum payment period of 30 days for credit customers.

The maximum exposure to credit risk at the reporting date is the fair value of each class of receivable mentioned above. The Company does not hold any collateral as security.

The movement in the allowance for impairment in respect of trade receivables and contract assets during the year was as follows:

	2024 TShs M	2023 TShs M
Opening balance	527	495
Charge for the year	28	32
Closing balance	555	527

The individually impaired receivables resulting in the expected credit loss for the year of TShs 28 million (2023: TShs 32 million) mainly relate to customers who are in unexpectedly difficult economic situations.

The allowance for credit impairment has been calculated in line with the Company's provisioning policy as described under Note 6 (u)(iii).

The following table provides information about the exposure to credit risk and Expected Credit Losses (ECLs) based on the aging analysis of trade receivables:

2024	Gross TShs M	Impairment TShs M	Net TShs M
Current (not past due)	4,435	-	4,435
31 to 60 days	1,825	(19)	1,806
61 to 90 days	1,155	(15)	1,140
91 to 122 days	1,156	(10)	1,146
Over 181 days	1,423	(207)	1,216
Specifically provided	304	(304)	–
Closing balance (note 23)	**10,298**	**(555)**	**9,743**

2023	Gross TShs M	Impairment TShs M	Net TShs M
Current (not past due)	4,590	-	4,590
31 to 60 days	767	(10)	757
61 to 90 days	608	(9)	599
91 to 122 days	191	(3)	188
Over 181 days	373	(201)	172
Specifically provided	304	(304)	-
Closing balance (Note 23)	**6,833**	**(527)**	**6,306**

9 FINANCIAL RISK MANAGEMENT OBJECTIVES AND POLICIES (CONTINUED)

Strategic, Commercial, operational and financial risks
Through its risk management system, the Company identified strategic, commercial, operational and financial risks that faces the Company and implement strategies to mitigate the impact of the identified risks. These risks are mitigated by either establishing controls, meeting and discussing issues with customers, improving service delivery, investing and training of staff. These risks are well mitigated and have no significant impact to the financial performance of the Company.

Capital risk management
The primary objective of the Company's capital management is to ensure that it maintains a strong credit rating and healthy capital ratios to support its business and maximise shareholder value.

The Company manages its capital structure and adjusts it, considering changes in economic conditions. To maintain or adjust the capital structure, the Company may adjust the dividend payment to shareholders, return capital to shareholders or issue new shares.

No changes were made in the objectives policies or processes during the years ended 31 December 2024 and 31 December 2023. The Company monitors capital using a gearing ratio, which is net debt divided by total capital plus net debt (*). As of 31 December 2024, the Company had a gearing ratio of 0% (2023: 0%).

(*) Net Debt includes the outstanding loan balance from Swissport International

10 REVENUE FROM CONTRACTS WITH CUSTOMERS

a) Revenue streams
The Company's generates revenue primarily from ground handling and cargo handling as shown below

Revenue from contract with customers	2024 TShs M	2023 TShs M
Ground handling	22,447	19,447
Cargo handling	26,568	19,586
Lounge Business	1,994	1,488
Total revenue	**51,009**	**40,521**

10 REVENUE FROM CONTRACTS WITH CUSTOMERS (CONTINUED)

b) Disaggregation of revenue from contracts with customers

In the following table, revenue from contracts with customers is disaggregated by primary geographical market and major service lines. The table also includes a reconciliation of the disaggregated revenue with the Company's reportable segments. For more details, see segment reporting on Note 8 of these financial statements. Revenue recognition criteria for each stream has been detailed on section 6 (a) of significant accounting policies within these financial statements.

	Major Service Line					
	Ground Handling		Cargo handling		Lounge Business	
Primary geographical markets	2024 TShs M	2023 TShs M	2024 TShs M	2023 TShs M	2024 TShs M	2023 TShs M
Kilimanjaro International Airport	3,852	4,010	2,054	1,663	1,994	1,488
Julius Nyerere International Airport	18,595	15,437	24,514	17,923	-	-
Total revenue	**22,447**	**19,447**	**26,568**	**19,586**	**1,994**	**1,488**

c) Contract balances

The following table provides information about receivables, contract assets and contract liabilities from contracts with customers.

	2024 TShs M	**2023** TShs M
Receivables (included in trade and other receivables – note 23)	10,298	6,833
Contract assets (included in deposits and other receivables – note 23)	257	264
Contract liabilities (included in other payables – note 27)	-	-

The contract liabilities primarily relate to the advance consideration received from the customers from uncleared cargo consignment and rental initial deposits upon commencement of the contract. This will be recognized as revenue wen the consignments are cleared by the customers.

The contract assets primarily relate to the Company's rights to consideration for cargo received but not billed as at reporting date. The contract assets were not impacted by impairment charges during the period. The contract assets are transferred to receivables when the rights become unconditional. This usually occurs when the Company issues an invoice to the customer.

11 OTHER OPERATING INCOME

	2024 TShs M	**2023** TShs M
Rental income	237	236
Commission on freight charges	56	31
Income from Training Centre	189	142
Gain on sale of property, plant, and equipment	-	1
Foreign exchange (losses)/gains	(18)	3
	464	413

12 CONCESSION FEES

Concession fees – Tanzania Airports Authority	4,634	3,787
Concession fees – Kilimanjaro Airport Development Company	841	706
	5,475	**4,493**

Concession fees are paid to Tanzania Airports Authority (TAA) and Kilimanjaro Airport Development Company (KADCO). Concession fee at JNIA is charged at TShs 400,000,000 + 10% of the ground and cargo handling revenue earned per year at while for KIA is 10% of the total revenue earned.

13 STAFF COSTS

	2024 TShs M	2023 TShs M
Salaries and wages	9,583	9,405
Pension cost – defined contribution plans	1,184	1,078
Pension cost – defined benefit plan	142	209
Other staff costs*	6,747	4,108
	17,656	**14,800**

*** Included in other staff costs are:**

Bonus expenses	1,026	692
Severance costs	1,897	177
Uniform costs	567	525
Transport costs	554	572
Skills and Development Levy	385	414
Healthcare insurance	372	365
Staff welfare	300	223
Medical Expenses	67	69
Terminal Benefits	120	37
Other staff costs	1,459	1,034
	6,747	**4,108**

14 OTHER OPERATING EXPENSES

	2024 TShs M	2023 TShs M
Telecommunication and internet charges	280	293
IT and other information processing services	1,827	1,638
Trademark fee	706	718
Purchase of ground services	1,284	1,027
Insurance	903	624
Travel and transportation	373	181
Office supplies and printing costs	765	554
Legal and consultancy fees	552	349
Advertising and publicity	232	103
Cleaning material costs	581	385
Auditor's remuneration[1]	299	150
Director's emoluments	142	83
Bank charges	202	76
Other taxes	154	313
Other administration expenses*	813	509
	9,113	**7,003**

*** Included in other administrative expenses are:**

Membership, subscriptions, and licensing fees	131	165
Donation and CSR activities	178	58
Training center costs	126	86
General listing expenses	112	71
Other expenses	266	129
	813	**509**

[1] This includes the independent auditors' remuneration of TZS 99 million.

15 FUEL AND MAINTENANCE COSTS

	2024 TShs M	2023 TShs M
Fuel – Ground support equipment	1,020	974
Maintenance – Ground support equipment	1,499	869
Maintenance – Motor vehicles	82	86
Maintenance – Others	986	548
	3,587	**2,477**

16 RENT AND OTHER OCCUPANCY COSTS

	2024 TShs M	2023 TShs M
Lease of low value – JNIA (Note 30(c))	296	286
Lease of low value – KIA (Note 30(c))	160	160
Utility charges	285	270
	741	**716**

17 INCOME TAX EXPENSE

a) Amount recognized in profit or loss

Current tax expense	2024 TShs M	2023 TShs M
Current year	2,732	1,201
Current year tax charge/(credit) related to prior years	3	(48)
	2,735	**1,153**

Deferred tax expense	2024 TShs M	2023 TShs M
Origination and reversal of temporary differences	(44)	(1)
Recognition of tax losses	-	610
Deferred tax (credit)/charge	**(44)**	**609**
Tax charge for the year	**2,691**	**1,762**

b) Amount recognized in OCI
Items that will not be reclassified to Profit or loss in subsequent periods:

	2024 - TShs M			2023 - TShs M		
	Before tax	Tax credit	Net of tax	Before tax	Tax charge	Net of tax
Remeasurements of defined benefit liability (Note 26)	(598)	179	(419)	16	(5)	11
	(598)	**179**	**(419)**	**16**	**(5)**	**11**

17 INCOME TAX EXPENSE (CONTINUED)

c) Reconciliation of effective tax rate

The tax on the Company's profit before income tax differs from the theoretical amount that would arise using the basic tax rates as follows:

	2024 TShs M	2023 TShs M
Profit before tax	8,202	5,458
Tax charge	2,691	1,762
Effective tax rate	**32.8%**	**32.3%**

	2024		2023	
	Tax amount	**Rate**	**Tax amount**	**Rate**
Standard tax on current year profit	2,461	30%	1,637	30%
Tax effect on:				
Depreciation on non-qualifying assets	4	0.01%	1	0.02%
Expenditure permanently disallowed	229	2.8%	172	3.15%
Other adjustments	-	0.0%	-	-
PPE adjustment on capital gain tax	1	0.0%	-	-
Profit on sale of non-qualifying assets	-	0.0%	-	-
(Over) / under provision of tax for earlier years:				
Corporation tax	-	0.0%	(48)	(0.88%)
Deferred tax	(4)	0.0%	(1)	(0.02%)
Effective tax amount and rate reconciled	**2,691**	**32.8%**	**1,762**	**32.28%**

d) Income tax recoverable

	2024 TShs M	2023 TShs M
At 01 January	888	1,983
Tax expense	(2,735)	(1,153)
Tax paid	2,723	1,227
Tax refund*	-	(1,412)
Withholding tax credit	336	243
At 31 December	**1,212**	**888**

* Relates to prior year overpaid corporate tax.

18 DEFERRED TAX LIABILITY

Movement in the deferred tax balances

The analysis of deferred tax assets and deferred tax liabilities is as follows:

	2024 TShs M	2023 TShs M
Accelerated capital allowance	(1,430)	(1,678)
Other provisions charged to reserve	219	39
Provisions	253	458
Net deferred income tax liability	**(958)**	**(1,181)**

18 DEFERRED TAX LIABILITY (CONTINUED)

Movement in the deferred tax balances (continued)

	2024 TShs M	2023 TShs M
The gross movement on the deferred income tax accounts is as follows:		
At 1 January	(1,181)	(567)
Credit / (charge) to the profit or loss statement - Note 17(a)	44	(609)
Credit / (charge) to the other comprehensive income (OCI)	179	(5)
At 31 December	**(958)**	**(1,181)**

19 EARNINGS PER SHARE

Basic earnings per share

Basic earnings per share amounts are calculated by dividing net profit for the year attributable to ordinary equity holders of the Company by the weighted average number of ordinary shares outstanding during the year. The calculation is based on:

	2024	2023
Attributable profit to ordinary shareholders – TShs	5,511,000,000	3,696,000,000
	Number	**Number**
Weighted average number of ordinary shares	36,000,000	36,000,000
Basic earnings per share - TShs	153.1	102.7

Diluted earnings per share

Diluted earnings per share amounts are calculated by dividing the net profit attributable to ordinary equity holders of the Company (after deducting interest on the convertible non-cumulative redeemable preferences shares) by the weighted average number of ordinary shares outstanding during the year plus the weighted average number of ordinary shares that would be issued on the conversion of all the dilutive potential ordinary shares into ordinary shares.

There are no instruments that could dilute the earnings per share as at 31 December 2024 (2023: None).

	2024	2023
Attributable profit to ordinary shareholders – TShs	5,511,000,000	3,696,000,00
	Number	**Number**
Weighted average number of ordinary shares	36,000,000	36,000,000
Diluted earnings per share – TShs	153.1	102.7

There have been no other transactions involving ordinary shares or potential ordinary shares between the reporting date and the date of authorisation of these financial statements.

20 DIVIDENDS

	2024 TShs M	2023 TShs M
Proposed dividends on ordinary shares*	**2,546**	**1,848**

* The directors propose a payment of dividend of TShs 70.7 per share (2023 – TShs 51.3 per share), amounting to TShs 2,546 million out of the profit for the year ended 31 December 2024 (2023 – TShs 1,848 million). The proposed dividend has not been recognised as a distribution during the year as dividends are not recognised as a liability as it is subject to approval at the Annual General Meeting.

The dividend payment is as follows:

	2024 TShs M	2023 TShs M
Dividend paid**	**1,848**	**1,512**

** The dividend paid during the year was TShs 1,848 million (2023 – TShs 1,512 million) to both Swissport International Ltd and local shareholders which was approved in the annual general meeting held in 2024. Dividends are subjected to a withholding tax of 5%.

20 DIVIDENDS (CONTINUED)

Movement in the deferred tax balances (continued)

The movement in dividends (excluding unclaimed dividend) during the year is as follows:

	2024 TShs M	2023 TShs M
Dividend payable 1 January	-	-
Dividend declared	1,848	1,512
Paid during the year	(1,848)	(1,512)
Dividend payable on 31 December (excluding unclaimed dividend) – Note 27	-	-

21 (A) PROPERTY AND EQUIPMENT

2023	Capital work in progress TShs M	Leasehold property improvements TShs M	EDP hardware & equipment TShs M	Motorized equipment TShs M	Non-motorized equipment TShs M	Other assets TShs M	Total TShs M
Cost							
At 1 January 2023	-	6,132	632	22,362	5,527	2,674	37,327
Additions	519	908	288	2,860	1,200	142	5,917
At 31 December 2023	**519**	**7,040**	**920**	**25,222**	**6,727**	**2,816**	**43,244**
Depreciation							
At 1 January 2023	-	2,696	41	12,722	4,472	2,457	22,500
Charge for the year	-	601	166	1,500	470	82	2,819
At 31 December 2023	**-**	**3,297**	**207**	**14,222**	**5,054**	**2,539**	**25,319**
Net book value							
At 31 December 2023	**519**	**3,743**	**713**	**11,000**	**1,673**	**277**	**17,925**

There is no impairment loss relating to property and equipment recognised in the financial statements. Additionally, no assets have been pledged as security to lenders.

2024	Capital work in progress TShs M	Leasehold property improvements TShs M	EDP hardware & equipment TShs M	Motorized equipment TShs M	Non-motorized equipment TShs M	Other assets TShs M	Total TShs M
Cost							
At 1 January 2024	519	7,040	920	25,222	6,727	2,816	43,244
Additions	2,953	-	78	1,783	306	414	5,534
Transfer in/(out)*	(519)	-	-	-	-	519	-
At 31 December 2024	**2,953**	**7,040**	**998**	**27,005**	**7,033**	**3,750**	**48,778**
Depreciation							
At 1 January 2024	-	3,297	207	14,222	5,054	2,539	25,319
Charge for the year		710	186	1,738	461	271	3,366
At 31 December 2024	**-**	**4,007**	**393**	**15,960**	**5,515**	**2,810**	**28,685**
	-						
Net book value							
At 31 December 2024	**2,953**	**3,033**	**605**	**11,046**	**1,517**	**939**	**20,093**

There is no impairment loss relating to property and equipment recognised in the financial statements.

21 (B) INTANGIBLE ASSET

	2024 TShs M	2023 TShs M
Cost		
At January	25,935	25,793
Additions	106	142
At December	26,041	25,935
Accumulated amortisation:		
At January	16,901	14,893
Charge for the year	2,074	2,008
At December		
	18,975	16,901
Net book value as at the end of the year	**7,066**	**9,034**

On 25 April 2013, the Company entered into a land lease agreement with Tanzania Airports Authority. The agreement is for the lease of land measuring 15,000 square meters for the period of 15 years from the date of the last signing of the agreement, which was 25 April 2013. The Company is paying annual land lease of US$ 118,500 (US$ 7.9/sqm).

As per the lease agreement the Company was required to construct an import warehouse under the Built Own and Transfer terms (BOT). Meaning that after the expiration of 15 years period from 25 April 2013 the constructed warehouse will be transferred and be legally owned by the Tanzania Airports Authority.

The construction of the asset was completed in June 2016 and commenced amortization soon after the construction was completed and handed over to the Company ready for use.

The asset is accounted for as intangible assets as it meets criteria stipulated under IFRIC 12 Service Concession Arrangements, which are:

- The grantor controls or regulates services offered by the Company, to whom it has to provide the service (general public) and the prices at which the services are charged; and
- The grantor will control through ownership a significant residual interest in the building at the expiry of the remaining lease period.

The Company does not have the right to receive any consideration for construction services of the warehouse from the Tanzania Airports Authority.

22 INVENTORIES

	2024 TShs M	2023 TShs M
Spare parts	330	243
Stationery	79	99
Cleaning materials	38	19
Fuel	78	75
Uniforms	88	50
	613	**486**

Inventories are not pledged as security.

There was no write-down of inventories during the year (2023: None).

23 TRADE AND OTHER RECEIVABLES

	2024 TShs M	2023 TShs M
Trade receivables	10,298	6,833
Less: Credit impairment	(555)	(527)
Trade receivables – net	**9,743**	**6,306**
Prepayments	297	770
Deposits and other receivables	1,073	1,148
Staff receivables - short term	584	552
Staff car loans [(1)]	220	168
	11,917	**8,944**

Trade receivables are non-interest bearing and are generally on 30-day terms.

(1) The staff car loans exclude TShs 139 million (2023: TShs 169 million) receivable after 1 year presented under non-current assets in the Statement of Financial Position.

The expected credit loss on the other receivables was immaterial as at 31 December 2024 (2023: immaterial).

A significant portion of the Company's trade receivables are classified as current. The movement on the expected credit loss of trade receivables is as follows:

	2024 TShs M	2023 TShs M
At 1 January	527	495
Charge for the year	28	32
At 31 December	**555**	**527**

The carrying amounts of the Company's trade and other receivables are denominated in the following currencies:

	2024 TShs M	2023 TShs M
US dollars	5,212	3,507
Tanzanian shillings	4,510	3,048
Euro	576	278
	10,298	**6,833**

Information about the Company's exposure to credit and market risks, and impairment losses for the trade receivables is disclosed in Note 9 to these financial statements.

24 CASH AND CASH EQUIVALENTS

For the purpose of the cash flow statement, the year-end cash and cash equivalents comprise:	2024 TShs M	2023 TShs M
Cash at bank	7,285	5,221
Cash on hand	13	11
	7,298	**5,232**

25 SHARE CAPITAL

Authorised:	TShs M	TShs M
50,000,000 Ordinary shares of TShs 10 each	**500**	**500**
Issued and fully paid:		
36,000,000 Ordinary shares of TShs 10 each		
	360	**360**
The issued shares were held as follows: -		
Swissport International Ltd. (a foreign shareholder) – 51%		
Other shareholders – 49%	184	184
	176	176
	360	**360**

All shares rank equally with regard to the Company's residual assets. The holders of ordinary shares are entitled to receive dividends as declared from time to time and are entitled to one vote per share at general meetings of the Company.

26 RETIREMENT BENEFIT OBLIGATIONS

	2024	**2023**
	TShs M	TShs M
As at 1 January	1,752	1,914
Current service cost	27	56
Interest cost (discount unwinding)	115	135
Actuarial loss/(gain) (1)	598	(16)
Benefits paid during the year	(1,231)	(337)
As at 31 December	**1,261**	**1,752**

The Company has an unfunded non-contributory employee gratuity arrangement for permanent and pensionable employees (the "Arrangement") which provides for lump sum payments to its employees on their retirement at the age of between 55 and 60 years or those allowed to retire early or those who die while in employment, based on length of service and salary at retirement and qualifies as a defined benefit plan. A firm of professional actuaries, Muhanna & Co Actuaries and Consultants, carried out the actuarial valuation of the Arrangement as of 31 December 2024 using the Projected Unit Credit Method.

As at 31 December 2024 the present value of the accrued (past service) liability in respect of retirement gratuity benefits was TShs 1,261 million (2023: TShs 1,752 million). The principal assumptions used in the actuarial valuation are:

(i) Discount rate of 12.3% (2023 – 10%) (2)
(ii) Rate of salary escalation of 4.5% (2023 – 4.5%)
(iii) Retirement age 60 years (2023 – 60 years)
(iv) Mortality rates (based on 2009 - 2010 mortality rates)

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26 RETIREMENT BENEFIT OBLIGATIONS (CONTINUED)

The 'notional' Company contribution rate to meet the cost of future accrual of gratuity benefits is estimated at 4% of salaries per annum (2023: 4%). The next valuation is due on 31 December 2025. The 3-year trend of this non-contributory employee gratuity arrangement is as follows:

	2024 TShs M	2023 TShs M	2022 TShs M
Present value of the defined benefit obligation	**1,261**	**1,752**	**1,914**

(1) Re-measurements of the net defined benefit liability (asset) are recognised in OCI and are not reclassified to profit or loss in a subsequent period. However, the Company may transfer cumulative amounts recognised through OCI to another component of equity.

(2) The discount rates are derived from the yields to maturity on the Central Bank of Tanzania's treasury bonds with similar terms and in the same currency.

The amounts recognised in the statement of profit or loss are as follows:

	2024 TShs M	2023 TShs M
Current service cost	27	56
Interest cost (discount unwinding)	115	135
Total, included in staff costs (Note 13)	**142**	**191**

The arrangement provides benefits of a defined nature (i.e., salary and service related). One of the main risks relating to the benefits under the arrangement is the rate of salary growth. As the benefits are based on the final salary, any changes in salary that differ from the salary escalation rate assumed will have a direct bearing on the benefits paid under the arrangement. In addition, the benefits are not payable on voluntary termination or resignation. The Company's experience with respect of these withdrawals will also impact the benefits payable under the arrangement, when compared to the assumption made regarding withdrawals.

Sensitivity of the results

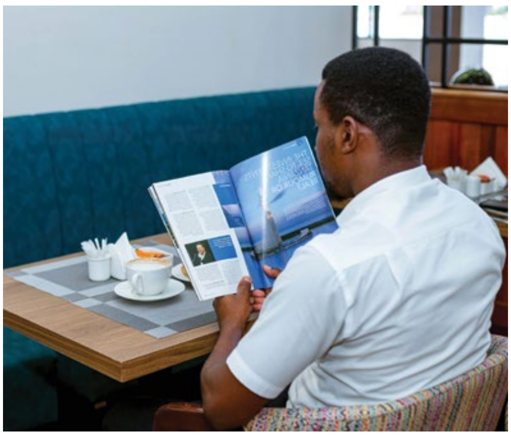
Changing parameter	Baseline	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Discount rate	12.3%	12.8%	11.8%	12.3%	12.3%
Inflation rate	4%	4%	4%	4.5%	3.5%

	Baseline Tshs M	Scenario 1 Tshs M	Scenario 2 Tshs M	Scenario 3 Tshs M	Scenario 4 Tshs M
Actuarial liability	1,261	1,243	1,279	1,282	1,240
Service cost	10.8%	10.7%	11.0%	11.0%	10.6%

The arrangement is unfunded, and the Company pays benefits from general revenues as and when they arise. The timing of the benefit payments from the arrangement will be influenced by the age at which employees retire from the Company.

The weighted average duration of the liability as at 31 December 2024 is 4.15 years (2023 – 6.45 years).





26 RETIREMENT BENEFIT OBLIGATIONS (CONTINUED)

Retirement contributions plan

	2024 TShs M	**2023** TShs M
Contributions to NSSF	1,158	1,078
Total	**1,158**	**1,078**

27 TRADE AND OTHER PAYABLES

	2024 TShs M	**2023** TShs M
Airport Authorities – Concession fees	2,495	515
Trade payable	748	1,006
Payable to a related party – other payable (Note 29)	903	476
Bonus payables	1,029	713
Dividend payable – unclaimed dividend*	2,241	2,312
Other tax payable	763	751
Other payables	1,408	698
	9,587	**6,471**

* Unclaimed dividends consist of dividend paid by the Company but not collected by the shareholders and therefore the cash was returned to the Company.

Trade payables are non-interest bearing and are normally settled between 15 to 45 days after date of invoice. All trade and other payables are current. Other payables are non-interest bearing and have an average credit term of 30 days; and

For terms and conditions relating to related party transactions, refer to Note 29.

For the purpose of cash flows, the movement on dividend payable is excluded.

28 LOAN AND BORROWING

	2024	**2023**
	TShs M	TShs M
Loan movement		
As at 1 January	-	378
Repayment of loan - principal	-	(378)
Interest expense (1)	-	4
Interest paid	-	(4)
	-	-

(1) As disclosed in Note 31, interest expense is disclosed as finance cost (a separate item in the statement of profit or loss and other comprehensive income).

Loan classification

	2024 TShs M	**2023** TShs M
Current portion	-	1

In November 2020, Swissport Tanzania Plc received a loan from Swissport International for 2 years and 3 months with an interest rate margin of 7.5%, with principal repayments commencing on 1 February 2021. The loan is denominated in US$ and it is unsecured against cession of books debts. The loan was fully repaid during the financial year ended 31 December 2023.

29 RELATED PARTY DISCLOSURES

Balances and transactions with the related companies

The Company's parent Company is Swissport International Ltd. ("SPI") a major shareholder of the Company. Other than recharges for the use of Cargospot, FindNet, FSC, World tracer, Uniform tool, SPASS+, and Infraport systems, travel and IT support recharges and insurance recharges, the Company did not enter into significant transactions with Swissport International Ltd.

The following are the transactions between the Company and its related party, Swissport International Ltd.

		2024 TShs M	2023 TShs M
(a)	BIC and IT systems charges	1,499	1,311
(b)	Trademark fees	706	718
(c)	Insurance recharge	61	123
(d)	Procurement services recharges	90	100
(e)	Interest on Intercompany loan	-	4
		2,356	**2,256**

Transactions with key management personnel

Key management personnel are described as those persons having authority and responsibility for planning, directing, and controlling the activities of the Company, comprising senior management.

Compensation to key management personnel:

	2024 TShs M	2023 TShs M
Salaries and short-term benefits	2,522	2,273
Post-employment retirement benefits	883	768
	3,405	**3,041**

The details of the performance guarantee issued in favour of the Company through Swissport International Ltd are disclosed in Note 32 of the financial statements.

	2024 TShs M	2023 TShs M
Receivable from a related party (*)		
Swissport International Ltd.		
Receivable	1,033	-
	1,033	-
Payable to a related party (*)		
Swissport International Ltd.		
Trade payable	903	476
Dividend payable to SPI	-	-
Total dividend and other payable	**903**	**476**
Intercompany Loan and Interest	-	-
	903	**476**

(*) Swissport International has confirmed its intention not to demand payment in satisfaction of the liability at least for the next 12 months from date of approval of these financial statements.

29 RELATED PARTY DISCLOSURES (CONTINUED)

The company has not made any provision for impairment losses on the balances at period end (2023: Nil).

The total remuneration paid to individual directors, which comprised directors' fees and sitting allowances were as follows:

	2024 TShs M	2023 TShs M
Current Directors (*)		
Mr Raymond P Mbilinyi	36	33
Mr Charles Kimei	34	33
	70	**66**

(*) Director's representing Swissport International Ltd are not entitled to any director allowances and remunerations.

30 LEASES

i. Company as a lessee
Information about leases for which the Company is a lessee is presented below

a) Lease liabilities

Lease liability classification	2024 TShs M	2023 TShs M
Current portion	**1,216**	**530**
Non-current portion	**1,208**	**1,735**
	2,424	**2,265**

Set out below are the carrying amounts of lease liabilities and the movements during the period:

As at 01 January	2,265	3,164
Lease modification	993	77
Interest expense	383	393
Lease payments – principal and interest	(1,250)	(1,429)
Foreign exchange losses	33	59
As at 31 December	**2,424**	**2,265**

b) Right-of-use assets

	Buildings	
	2024 TShs M	2023 TShs M
Cost		
Balance at 1 January	**2,374**	**3,029**
Additions for the year	-	-
Lease modification	993	77
Depreciation charge	(848)	(732)
Balance as at 31 December	**2,519**	**2,374**

c) Amounts recognised in the statement of profit or loss:

Leases under IFRS 16	2024 TShs M	2023 TShs M
Interest on lease liabilities	383	393
Expenses relating to short-term leases*	554	572
Leases of low value – JNIA and KIA (note 16)	456	446

* During the year, the Company leased staff buses under a short-term transportation arrangement, which was assessed to qualify as a short-term lease.

30 LEASES (CONTINUED)

i. Company as a lessee (continued)

d) Amounts recognised in statement of cash flows

	2024 TShs M	2023 TShs M
Within operating cash flows (interest on lease liabilities)	383	393
Within financing cash flows (payment of principal lease liabilities)	867	1,036

e) Extension options

As stated in Note 4 (a), the Company reassesses whether it is reasonably certain to exercise the options if there is a significant event or significant changes in circumstances within its control. The Company has considered extension options in the available contracts to arrive at present lease liability of TShs 2.4 billion (2023: TShs 2.2 billion).

ii) Company as a lessor

Operating leases

The Company leases out its buildings to other parties, consisting of offices in new cargo warehouse facility. The leases are classified as operating leases from a lessor perspective.

The Company has classified these leases as operating leases because they do not transfer substantially all of the risks and rewards incidental to the ownership of the assets. Note 6 (l) sets out information about the operating leases of building properties.

Rental income recognised by the Company during 2024 was TShs 237 million (2023: TShs 236 million).

The following table sets out a maturity analysis of lease payments, showing the undiscounted lease payments to be received after the reporting date.

2024 – Operating leases	TShs M
Less than one year	237
More than one year but less than two years	127
More than two years but less than five years	-
More than five years	-
Total	**364**

2023 – Operating leases	TShs M
Less than one year	236
More than one year but less than two years	99
More than two years but less than five years	-
More than five years	-
Total	**335**

31 FINANCE COSTS

Finance costs comprise of interest on lease liability and interest on borrowings

	2024	2023
	TShs M	TShs M
Interest on lease liabilities - Note 30(c)	383	393
Interest on loan (Note 28)	-	4
	383	**397**

32 COMMITMENTS AND CONTINGENCIES

Capital commitments

At 31 December, the Company had the following capital commitments:

	2024 TShs M	2023 TShs M
Approved and contracted for	3,565	906
Approved but not contracted	2,251	1,260

Legal claims contingency
As at 31 December 2024, the Company was a defendant in several lawsuits. The plaintiffs are claiming damages and interest thereon for the loss caused by the Company due to breach of contracts, unlawful termination of employment and staff retrenchment exercise. The Company has filed counterclaims against the plaintiffs. The total principal amount claimed in the various lawsuits approximates TShs 576 million (2023: TShs 366 million). In the opinion of the Directors and Company's Legal Counsel, no material liabilities are expected to crystallize from these lawsuits.

Guarantee
The Company entered into a five years concession agreement with Tanzania Airports Authority (TAA) on 1 May 2020 for the provision of ground handling services at Julius Nyerere International Airport (JNIA). TAA required the Company to provide on demand a performance guarantee for US$ 50,000 to secure the due and punctual performance of, and full compliance with, its obligation under the concession agreement.

The performance guarantee of US$ 50,000 was issued on 27 October 2020 by Barclays Bank Plc, Trade Operations, One Snow Hill Queensway, Birmingham, B4 6GN.UK. through Swissport International Ltd. The guarantee expired on 31 October 2022. However, in the event that the term of the concession is extended the validity of this guarantee was automatically extended without the necessity of notifying the issuing authority.

33 FAIR VALUES

Set out below, is a comparison by class of the carrying amounts and approximate fair value of the Company's financial instruments not measured at fair value:

	Carrying amount		Approximate Fair value	
	2024 TShs M	2023 TShs M	2024 TShs M	2023 TShs M
Applicable assets				
Trade and other receivables (1)	11,759	8,343	11,759	8,343
Cash and cash equivalents	7,298	5,232	7,298	5,232
Applicable liabilities				
Trade and other payables (2)	8,823	5,720	378	5,720

(1) Financial assets included are trade receivables, staff receivables, revolving fund and staff car loans as depicted in Note 23.

(2) Financial liabilities included are concession fees payable, sundry payable and due to related party as depicted in Note 27.

The management assessed those fair values of cash and cash equivalents, trade and other receivables, trade and other payables approximate their carrying amounts largely due to short-term maturities of these instruments. Borrowing have interest rate approximating to the market rate.

34 ULTIMATE HOLDING COMPANY

51% of the Company's ordinary shares are owned by Swissport International Ltd. while the remaining 49% of Company's ordinary shares are owned by the general public through the Dar es Salaam Stock Exchange. The ultimate shareholders of Swissport International Ltd are investors individually holding each less than 25% of its shares.

35 SUBSEQUENT EVENTS

At the date of signing the financial statements, the Directors are not aware of any other matter or circumstance arising since the date of the end of the reporting period, not otherwise dealt in these financial statements, which significantly affected the financial position of the Company and results of its operations.

Swissport Core values

Win as a team

Do the right things

Show you care

Registered Office
1st Floor – Swissport Freight Terminal
Julius Nyerere International Airport
PO Box 18043
Dar es Salaam

Tel: +255-22-2844610
Fax: +255-22-2844343
SITA: DARHD7X
E-mail: dar.info@swissport.com

WWW.SWISSPORT.COM

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swissport_tanzania-plc