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# JINHUI HOLDINGS COMPANY LIMITED

# 金輝集團有限公司

*(Incorporated in Hong Kong with limited liability)*

Stock Code : 137

## OVERSEAS REGULATORY ANNOUNCEMENT

## THIRD QUARTER AND NINE MONTHS REPORT FOR THE QUARTER AND NINE MONTHS ENDED 30 SEPTEMBER 2026 OF JINHUI SHIPPING AND TRANSPORTATION LIMITED

This overseas regulatory announcement is made by Jinhui Holdings Company Limited (the "Company") in compliance with Rule 13.09 and 13.10(B) of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited and Part XIVA of the Securities and Futures Ordinance (Chapter 571 of the Laws of Hong Kong).

Please refer to the attached announcement released on 26 November 2026 through the Oslo Stock Exchange by Jinhui Shipping and Transportation Limited ("Jinhui Shipping"), an approximately 55.69% owned subsidiary of the Company, in accordance with the regulations of the Oslo Stock Exchange.

The principal accounting policies and methods of computation used in the preparation of the attached unaudited consolidated results of Jinhui Shipping and its subsidiaries are in accordance with International Financial Reporting Standards issued by the International Accounting Standards Board, and Hong Kong Financial Reporting Standards issued by the Hong Kong Institute of Certified Public Accountants.

**Shareholders of the Company and potential investors are advised to exercise caution when dealing in the shares of the Company.**

By Order of the Board
**Jinhui Holdings Company Limited**
**Ng Siu Fai**
*Chairman*

Hong Kong, 26 November 2026

*As at date of this announcement, the Executive Directors of Jinhui Holdings Company Limited are Ng Siu Fai, Ng Kam Wah Thomas, Ng Ki Hung Frankie and Ho Suk Lin; and the Independent Non-executive Directors of Jinhui Holdings Company Limited are Cui Jianhua, Tsui Che Yin Frank and William Yau.*

JINHUI

# JINHUI SHIPPING AND TRANSPORTATION LIMITED

# Third Quarter and Nine Months Report 2026
# 30 September 2026

# Highlight

## For the Third Quarter of 2026

- Revenue for the quarter: US$37 million
- EBITDA for the quarter: US$36 million
- Net profit for the quarter: US$24 million
- Basic earnings per share: US$0.224

## For the Nine Months Ended 30 September of 2026

- Revenue for the period: US$106 million
- EBITDA for the period: US$70 million
- Net profit for the period: US$34 million
- Basic earnings per share: US$0.312

The Board of **Jinhui Shipping and Transportation Limited** (the "Company") is pleased to announce the unaudited condensed consolidated results of the Company and its subsidiaries (the "Group") for the quarter and nine months ended 30 September 2026.

## THIRD QUARTER AND NINE-MONTH 2026 RESULTS

The Group delivered a substantial profitability turnaround in the third quarter of 2026, recording a consolidated net profit of US$24,463,000, up from US$82,000 for the corresponding quarter in 2025, and bringing its nine-month consolidated net profit to US$34,056,000, representing a 124% increase compared to US$15,231,000 in the prior-year period. This strong bottom-line performance was driven by enhanced fleet efficiency and strategic asset management. Notably, profitability was significantly driven by the completion and deliveries of two vessels, MV JIN PING and MV JIN RUI, during the current quarter, where a total recognized net gain on disposal of US$8.4 million was recorded. These factors lifted basic earnings per share to US$0.224 for the current quarter and US$0.312 for the first nine-month period, up from US$0.001 and US$0.139 respectively for the corresponding periods in 2025.

Our fleet renewal program continued during the period, and overall revenue declined primarily due to fewer vessels were in operation, following the disposal of eight Supramaxes last year and two Supramaxes in the current year. Consequently, the Group reported revenue for the third quarter of 2026 of US$36,952,000, a reduction of 9% compared with US$40,425,000 for the corresponding quarter in 2025, while revenue for the first nine months of 2026 decreased 11% to US$106,204,000, compared to US$119,971,000 for the same period in 2025.

As at 30 September 2026, the Group operated a leaner fleet of nineteen vessels as compared to twenty-nine vessels in the last corresponding period. Despite the smaller fleet size, operational performance remained robust. Dry bulk market conditions strengthened further during the third quarter of 2026, supported by higher freight rates and resilient tonne-mile demand. The Group capitalized on these market dynamics, drove up its average daily time charter equivalent rate ("TCE") from US$14,629 in the third quarter of 2025 to US$20,414 in the current quarter, representing a 40% increment on a year-to-year comparison. Similarly, the average daily TCE for the first nine months of 2026 rose 31% to US$18,196, as compared to US$13,878 for the same period in 2025, effectively cushioned the revenue impact of a reduced fleet capacity.

The prior period's net profit included a substantial, non-recurring settlement income of approximately US$20.2 million arising from the non-performance of a charterparty. Excluding this one-off item, the Group's underlying financial performance for the nine months of 2026 demonstrated robust improvement driven by stronger market conditions, higher freight rates, and disciplined cost control measures, apart from the effect of reduced number of operating vessels deployed during the current period.

During the quarter, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings at an approximate consideration of US$35.7 million each. Together with these two newbuildings contracts, the Group contracted for a total of eight Ultramax newbuildings during the first nine months of 2026.

Following the delivery of one newbuilding to the Group in mid-November 2026, our current orderbook consists of thirteen Ultramax newbuildings, with expected deliveries between 2027 and 2030.

The Group remains committed to its fleet renewal strategy, contributes to lowering the overall age of our fleet profile, hence strengthening our market competitiveness and long-term sustainability.

To drive value, we remain focused on expanding and renewing our fleet by pursuing well-priced and capital efficient opportunities including selective second-hand acquisitions and disposals, newbuilding orders or vessels charters.

## INTERIM DIVIDEND

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 September 2026.

## REVIEW OF OPERATIONS

***Third Quarter of 2026.*** Dry bulk demand during the third quarter of 2026 continued to be shaped by the geopolitical conflict in the Arabian Gulf and transit restrictions through the Strait of Hormuz. These disruptions shifted trading patterns, extended voyage lengths, and tightened overall market conditions. Collectively, these pressures continued to provide strong support for global freight rates. Baltic Dry Index ("BDI") commenced at 2,501 points at the beginning of July, climbed to a peak of 3,628 points in early September, before easing to a closing level of 3,113 points at the end of September. The average BDI for the third quarter of 2026 reached 3,041 points, representing a notable increase compared to 1,978 points for the same quarter in 2025.

Third Quarter 2026 Statement of Profit or Loss

Revenue for the third quarter of 2026 was US$36,952,000, reflecting a 9% decrease from US$40,425,000 in the same quarter of 2025. Such revenue decline was principally attributable to a reduced in the number of operating vessels deployed during the current period as compared to last corresponding period, partially offset by the higher charter rates. Specifically, the average daily TCE of the Group's fleet increased by 40% year-on-year, rising from US$14,629 in the third quarter of 2025 to US$20,414 in the current quarter.

The Group reported a net gain of US$8.4 million on disposal of two vessels and generated consolidated operating profit before depreciation and amortization of US$35,837,000 for the current quarter, increased from US$16,597,000 for the corresponding quarter of 2025. In additional, the rise also contributed by the decrease of shipping related expenses resulted from the reduced number of owned vessels in operation and the effectiveness of ongoing cost control. Consequently, the Group's consolidated net profit for the third quarter of 2026 jumped to US$24,463,000 from US$82,000 in third quarter of 2025, while basic earnings per share rose to US$0.224 compared to US$0.001 in the corresponding quarter last year.

As of 30 September 2026, the Group operated nineteen vessels, including sixteen owned vessels and three chartered-in vessels. As of 30 September 2025, the Group operated twenty-nine vessels, of which twenty-one owned vessels and eight chartered-in vessels. Included in the owned vessels were two arranged under sale and leaseback agreements entered into in 2025.

Building on the strong performance in the second quarter, the Group reported higher charter rates in the third quarter of 2026. Average daily TCE of our Capesize fleet and Panamax fleet was US$33,860 and US$20,546 respectively, while the Ultramax / Supramax fleet recorded US$17,957. In comparison, during the corresponding quarter of 2025, the Capesize fleet and Panamax fleet recorded US$22,018 and US$15,032 respectively, and the Ultramax / Supramax fleet recorded US$13,618. The average fleet utilization rate of the Group's fleet is 99% for the current quarter.

| Average daily TCE of the Group's fleet | **2026 Q3** ***US$*** | 2025 Q3 *US$* | **2026 1st nine months** ***US$*** | 2025 1st nine months *US$* | 2025 *US$* |
|---|---|---|---|---|---|
| Capesize fleet | **33,860** | 22,018 | **31,942** | 21,491 | 21,025 |
| Panamax fleet | **20,546** | 15,032 | **19,406** | 14,139 | 14,910 |
| Ultramax / Supramax fleet | **17,957** | 13,618 | **15,619** | 12,968 | 13,246 |
| In average | **20,414** | 14,629 | **18,196** | 13,878 | 14,182 |

Other operating income increased from US$4,845,000 for the third quarter of 2025 to US$7,379,000 for the current quarter. The rise was mainly driven by the increase in net gain on financial assets / financial liabilities at fair value through profit or loss of US$4,982,000 compared to that of US$2,111,000 for the corresponding period in 2025.

Shipping related expenses mainly comprised of crew expenses, insurance, consumable stores, spare parts, repairs and maintenance and other vessels' expenses. Shipping related expenses dropped by US$7.4 million year-over-year to US$13,250,000 this quarter. This reduction was driven primarily by a decrease in the number of vessels owned by the Group following last year's disposal of eight vessels, which lowered overall shipping operating costs. As of 30 September 2026, the Group operated sixteen vessels, down from twenty-one vessels during the same period of last year. The reduction in shipping related expenses was further supported by lower hire payments, following the expiry of certain chartered-in engagements last year. The Group incurred US$1.3 million in hire payments for these short-term leases during the third quarter of 2026, compared with US$2.6 million for the same quarter in 2025. In addition, the third quarter of 2025 included higher bunker-related expenses resulting from increased fuel consumption during vessel repositioning between time charter contracts and bunker usage for voyage charter operations.

Daily vessel running costs were sustained compared with the corresponding period last year, US$5,792 was reported in the third quarter of 2026 for owned vessels, while US$5,750 was reported in the corresponding quarter of 2025. This reflected the effectiveness of the strategy on cost controlling, gave rise of a positive impact of significant maintenance and vessel improvement works undertaken in the previous year, resulting in lower maintenance requirements during the current period. The Group remains disciplined and committed to maintaining a highly competitive cost structure that aligns with industry standards and positions us favorably against other market participants.

Other operating expenses decreased from US$1,862,000 for the third quarter of 2025 to US$1,639,000 for the current quarter.

Depreciation and amortization of the Group decreased from US$14,181,000 for the third quarter of 2025 to US$9,948,000 for the third quarter of 2026. The decrease was mainly attributable to the lower depreciation on right-of-use assets for long-term chartered-in vessels, amounting to US$3,783,000 for the current quarter, compared with US$7,432,000 in the last corresponding quarter. The Group's daily vessel depreciation for owned vessels increased to US$3,798 for the current quarter as compared to US$3,048 for the third quarter in 2025, primarily due to the higher depreciation charge resulting from drydocking costs capitalized in 2025.

Finance costs decreased from US$2,334,000 for the third quarter of 2025 to US$1,426,000 for the current quarter. The reduction was mainly attributable to lower market interest rates, as well as lower level of bank and other borrowings.

First Nine Months of 2026 Statement of Cash Flows and Statement of Financial Position as at 30 September 2026

Liquidity, financial resources and capital structure

As at 30 September 2026, the Group maintained healthy working capital position, holding cash and cash equivalents of US$31,328,000 (31/12/2025: US$53,508,000) and total liquid assets, comprising equity and debt securities, bank balances and cash, of US$110,687,000 (31/12/2025: US$110,924,000).

During the first nine months of 2026, net cash generated from operating activities after working capital changes was US$28,261,000 (30/9/2025: US$63,603,000), of which US$26,877,000 (30/9/2025: US$5,144,000) was attributable to changes in working capital.

For the first nine months of 2026, the Group reported a net cash used in investing activities amounted to US$2,818,000, compared to US$35,437,000 in the corresponding period of 2025. This outflow primarily consisted of US$38,393,000 (30/9/2025: US$6,800,000) in payments for vessels under construction scheduled for deliveries between 2026 and 2030, along with US$3,267,000 for capitalized drydocking costs. However, these outflows were largely offset by $46,886,000 in net proceeds from the disposal of the two vessels, MV JIN PING and MV JIN RUI, during the quarter.

Net cash used in financing activities amounted to US$47,623,000 (30/9/2025: US$190,000) in the first nine months of 2026. During this period, the Group repaid secured borrowings amounting to US$30,251,000 (30/9/2025: US$15,862,000). Furthermore, a repayment of US$13,114,000 (30/9/2025: US$23,664,000) on lease liabilities was incurred.

The Group's total secured borrowings decreased from US$114,913,000 as at 31 December 2025 to US$86,955,000 as at 30 September 2026, of which 8%, 67%, 11% and 14% are repayable respectively within one year, in the second year, in the third to fifth year and after the fifth year. All secured borrowings were denominated in Hong Kong Dollars and offshore Renminbi, and were committed on floating rate basis.

As at 30 September 2026, the gearing ratio, as calculated on the basis of net debts (total interest-bearing debts net of equity and debt securities, bank balances and cash) over total equity fell below zero (31/12/2025: 1%), reflecting a net cash position. With cash on hand, marketable equity and debt securities as well as available credit facilities, the Group has sufficient financial resources to satisfy its commitments and working capital requirements. As at 30 September 2026, the Group is able to service its debt obligations, including principal and interest payments.

Financial assets at fair value through profit or loss

As at 30 September 2026, the Group's portfolio of investment in financial assets at fair value through profit or loss was US$52,707,000 (31/12/2025: US$24,850,000) which US$34,610,000 (31/12/2025: US$24,850,000) was investment in equity securities and investment funds while US$18,097,000 (31/12/2025: nil) was investment in derivative financial instruments, mainly fixed coupon notes.

Unlisted equity investment on Co-investment

As at 30 September 2026, the Investment Manager of the Co-investment, Phoenix Property Investors Limited, reported an estimated US$4,321,000 (30/9/2025: US$627,000) fair value loss on equity instruments. This adjustment primarily reflects the prevailing headwinds within the Shanghai commercial real estate capital market, which forcing a downward valuation adjustment of the project in Tower A of One Financial Street Center to align with recent comparable market transactions.

The Group recognized this loss as a change in fair value of financial assets at fair value through OCI, presented within other comprehensive loss in the condensed consolidated statement of profit or loss and other comprehensive income. Consequent to these challenging market conditions, the estimated carrying amount of the unlisted equity investments on the Co-investment in property project was reduced to nil (31/12/2025: US$4,321,000). The Co-investment loan receivable together with the interest accrued thereon was US$3,285,000 (31/12/2025: US$3,141,000). To mitigate market risk and optimize asset recovery, the Investment Manager, Phoenix Property Investors Limited, is actively pursuing an exit from the investment. The Group will continue monitor the performance of the Co-investment closely and the progress of the Investment Manager's disposal process. Management will assess and implement impairment allowances as and when appropriate.

Capital Expenditures and Commitments

Capital Expenditures

During the first nine months of 2026, the Group reported capital expenditure of US$3,267,000 for the capitalized drydocking costs. Additionally, US$38,393,000 was paid for vessels under construction, and US$331,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of US$32,471,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, US$6,800,000 was paid as installments for vessels under construction, and US$150,000 was spent on other property, plant and equipment.

Capital Commitments

During the current quarter, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes. The consideration for each vessel is approximately US$35.7 million and are scheduled for deliveries in 2029. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$71,400,000 (31/12/2025: nil).

During the first half of 2026, the Group entered into six shipbuilding contracts for the construction of six Ultramax newbuildings, each with a deadweight of approximately 64,000 metric tonnes. The consideration for each vessel is approximately US$34 million, two vessels are scheduled for deliveries in 2029 while four vessels will be delivered in 2030. As at the reporting date, installments amounting to US$22,317,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$180,503,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US$33 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. As at the reporting date, installments amounting to US$23,959,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$106,080,000 (31/12/2025: US$111,830,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US$34 million of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at the reporting date, installments of US$17,000,000 for the vessels under construction was paid and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$51,000,000 (31/12/2025: US$61,200,000).

In 2018, the Group entered into the co-investment documents to co-invest in a property project in Tower A of One Financial Street Center, Jing'an Central Business District, Shanghai, the PRC, pursuant to which the Group is committed to acquire non-voting participating class A shares of Dual Bliss Limited of US$10,000,000. Dual Bliss Limited is one of the investors of the Co-investment. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$372,000 (31/12/2025: US$372,000).

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$409,355,000 (31/12/2025: US$173,402,000).

Save as disclosed above, there was no other significant capital expenditure commitment contracted by the Group but not provided for as at the reporting date.

## FLEET OVERVIEW

The Group operates a balanced and diversified fleet of dry bulk carriers, comprising Capesize, Panamax, Ultramax and Supramax bulk carriers. To stay competitive in the market, the Group focused on enhancing the quality of our fleet and adjusting our fleet profile, particularly in terms of seeking to lower the overall age profile of our fleet. As at 30 September 2026, the Group operated a fleet of nineteen vessels, of which sixteen are owned vessels and three chartered-in vessels, with total deadweight carrying capacity of approximately 1,555,000 metric tonnes. Among the owned vessels were two that have been arranged under sale and leaseback agreements. As at 30 September 2026, the carrying amount of the motor vessels and capitalized drydocking costs was US$258,348,000 (31/12/2025: US$298,367,000).

| | Number of vessels | | |
|---|---|---|---|
| | Owned * | Chartered-in | Total |
| Capesize fleet | 2 | 1 | 3 |
| Panamax fleet | 1 | 1 | 2 |
| Ultramax / Supramax fleet | 13 | 1 | 14 |
| **Total number of vessels** | **16** | **3** | **19** |

* *Included two vessels which have been arranged under sale and leaseback agreement.*

During the first nine months of 2026, the Group was optimizing its fleet through strategic acquisitions, disposals and chartering activities with a view to maintaining high financial flexibility and maximizing operational competitiveness at a lower level of capital investment. The Group entered into two agreements for the disposal of two vessels as well as eight shipbuilding contracts for eight Ultramaxes.

Disposal of vessels

- An agreement entered into in December 2025 to sell a 2012-built Supramax for US$14.4 million was cancelled in January 2026 due to unfulfilled contract terms.

- On 6 March 2026, a vessel built in 2014 with a deadweight of 63,485 metric tonnes was sold for US$23,455,000. The vessel was delivered to the purchaser in July 2026.

- On 20 March 2026, a vessel built in 2014 with a deadweight of 63,435 metric tonnes was sold for US$24,000,000. The vessel was delivered to the purchaser in August 2026.

- Subsequent to the reporting date, the Group entered into two agreements for the disposal of two Supramaxes. On 14 October 2026, the Group agreed to dispose of a 2007-built Supramax with a deadweight 55,496 metric tonnes for a consideration of US$14,600,000, which was subsequently delivered to the purchaser at end of October. On 23 November 2026, the Group entered into an agreement to dispose of a 2012-built Supramax with a deadweight 56,361 metric tonnes for a consideration of US$17,800,000, with delivery scheduled on or before 30 December 2026.

Shipbuilding contracts

- In February 2026, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of approximately 64,100 metric tonnes, at a consideration of US$34 million per vessel, scheduled for deliveries in 2029.

- In June 2026, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes, at a consideration of approximately US$34 million per vessel, scheduled for deliveries in 2030.

- In September 2026, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes, at a consideration of approximately US$35.7 million per vessel, scheduled for deliveries in 2029.

As at the reporting date, the Group's orderbook comprised of fourteen newbuildings, one to be delivered in 2026, one in 2027, four to be delivered in 2028, four to be delivered in 2029 and four to be delivered in 2030. Subsequent to the reporting date, the newbuilding scheduled for 2026 was successfully delivered to the Group in November 2026.

The newbuildings are more fuel-efficient and of higher operational efficiency than the other bulk carriers of the Group currently in operation, which meet the latest environmental regulations and prevailing requirements in the shipping industry.

Lease of vessels

The Group endeavoured further enhance and improve our fleet profile while limiting the capital expenditure on acquisition of vessels and maximizing flexibility. As at the reporting date, the Group maintained certain number of time charter engagements. The right-of-use assets which are calculated with the present value of total minimum hire payment at the inception of the lease terms of the charterparties and corresponding lease liabilities were recognized in the consolidated statement of financial position upon their deliveries of the vessels in accordance with IFRS 16 and HKFRS 16 Leases. As at 30 September 2026, the carrying amounts of the right-of-use assets and the lease liabilities were US$22,647,000 (31/12/2025: US$32,773,000) and US$26,780,000 (31/12/2025: US$36,062,000) respectively.

Sale and leaseback arrangements

During the third quarter of 2026, the Group entered into four memoranda and charter agreements for the sale and leaseback arrangements of four Ultramax newbuildings as follows:

2026 and 2027 Deliveries: The Group entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$17 million each, and the leasing companies agreed to charter the vessels to the Group. Subsequent to the reporting date, the newbuilding scheduled for 2026 was successfully delivered in November 2026.

2028 Deliveries: The Group also entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$18 million each, and the leasing companies agreed to charter the vessels to the Group.

These sale and leaseback arrangements are accounted for as financing arrangements.

We will continue to monitor the market as well as our operations going forward and look out for opportunities to maintain a reasonably modern and competitive fleet. This may include disposal of older vessels and replace them with modern second-hand vessels, newbuildings with larger carrying capacity and longer asset lives or charter-in of vessels. We will make such decisions on an ad hoc basis to maintain high financial flexibility and operational competitiveness.

## RISK FACTORS

This report may contain forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including the Company's management's examination of historical operating trends. Although the Company believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties which are difficult or impossible to predict and are beyond its control, the Company cannot give assurance that it will achieve or accomplish these expectations, beliefs or targets.

Key risk factors that could cause actual results to differ materially from those discussed in this report will include but not limited to the way world economies, currencies and interest rate environment may evolve going forward, general market conditions including fluctuations in charter rates and vessel values, financial market conditions including fluctuations in marketable securities value, counterparty risk, changes in demand in the dry bulk market, changes in operating expenses including bunker prices, crewing costs, drydocking and insurance costs, availability of financing and refinancing, inability to obtain restructuring or rescheduling of indebtedness from lenders in liquidity trough, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents, piracy or political events, and other important factors described from time to time in the reports filed by the Company.

## OUTLOOK

The freight market has continued to be favourable for our business despite the complex geopolitical environment which has resulted in high energy prices, changes to global trade routes, resulting in longer voyage distances and higher utilization. The net effect of tight supply of vessels amid growing supply of vessel continues to provide a strong support for the freight market.

We continue to see such geopolitical disruptions and trade inefficiencies are expected to continue for the rest of 2026. With the ongoing restructuring of global supply chain, rising demand for alternative energy, robust demand for dry bulk services is expected. Influx of newbuilding deliveries continued to be absorbed by the market with little downside pressure to freight rates given the current operating environment.

Many vessels will enter their third special survey cycle during 2026, with longer dry-docking periods which will limit short-term market supply. We continue to monitor potential interest for prompt delivery second hand tonnages to secure carrying capacity, where we have been taking the opportunity to dispose of our older vessels and redeploy capital by ordering newer, and more modern vessels from reputable shipyards. We will continue our strategy to maintain a young fleet going forward should opportunities arise.

As at the reporting date, we have successfully covered 87% of our Capesize and 100% of Panamax vessel days for the first half of 2027, with an average rate of US$32,000 and US$21,000 per day respectively. For Ultramax / Supramax, 64% of vessel days was covered at average rate of US$16,000 per day for the first half of 2027.

Looking ahead, while we expect further volatility in our markets, we are confident that with a competitive cost structure, a strong existing fleet, a carefully designed program of incoming newbuildings, along with our prudent financial approach, we are well positioned to face future challenges and capture opportunities in this ever-evolving complex operating environment.

On behalf of the Board of Directors of the Company, I would like to first express our heartfelt appreciation to all our seafarers, as well as all customers and stakeholders for their ongoing support.

## PUBLICATION OF FINANCIAL INFORMATION

This report is available on the website of the Company at www.jinhuiship.com and the NewsWeb of the Oslo Stock Exchange (Euronext Oslo Børs) at www.newsweb.no.

By Order of the Board



**Ng Siu Fai**
*Chairman*

26 November 2026

## CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

| | Note | 3 months ended 30/9/2026 (Unaudited) US$'000 | 3 months ended 30/9/2025 (Unaudited) US$'000 | 9 months ended 30/9/2026 (Unaudited) US$'000 | 9 months ended 30/9/2025 (Unaudited) US$'000 | Year ended 31/12/2025 (Audited) US$'000 |
|---|---|---|---|---|---|---|
| **Revenue** | 2 | **36,952** | 40,425 | **106,204** | 119,971 | 157,489 |
| Net gain (loss) on disposal of owned vessels | 3 | **8,352** | (3,730) | **8,352** | (6,166) | (9,209) |
| Other operating income | 4 | **7,379** | 4,845 | **9,321** | 32,980 | 34,703 |
| Interest income | 5 | **1,398** | 863 | **3,167** | 1,672 | 2,683 |
| Shipping related expenses | | **(13,250)** | (20,676) | **(42,078)** | (65,225) | (84,158) |
| Staff costs | | **(3,355)** | (3,268) | **(10,086)** | (9,697) | (14,999) |
| Other operating expenses | | **(1,639)** | (1,862) | **(5,312)** | (7,028) | (7,414) |
| **Operating profit before depreciation and amortization** | | **35,837** | 16,597 | **69,568** | 66,507 | 79,095 |
| Depreciation and amortization | | **(9,948)** | (14,181) | **(30,359)** | (44,215) | (57,557) |
| **Operating profit** | | **25,889** | 2,416 | **39,209** | 22,292 | 21,538 |
| Finance costs | | **(1,426)** | (2,334) | **(5,153)** | (7,061) | (8,994) |
| **Profit before taxation** | | **24,463** | 82 | **34,056** | 15,231 | 12,544 |
| Taxation | 7 | **-** | - | **-** | - | - |
| **Net profit for the period / year** | | **24,463** | 82 | **34,056** | 15,231 | 12,544 |
| **Other comprehensive income (loss)** | | | | | | |
| **Items that will not be reclassified to profit or loss:** | | | | | | |
| Change in fair value of financial assets at fair value through OCI (non-recycling) | | **-** | - | **(4,321)** | (627) | (627) |
| **Items that may be reclassified subsequently to profit or loss:** | | | | | | |
| Change in fair value of financial assets at fair value through OCI (recycling) | | **-** | - | **38** | - | 20 |
| **Total comprehensive income for the period / year attributable to shareholders of the Company** | | **24,463** | 82 | **29,773** | 14,604 | 11,937 |
| **Earnings per share** | 8 | | | | | |
| - Basic and diluted | | **US$0.224** | US$0.001 | **US$0.312** | US$0.139 | US$0.115 |

## CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

| | Note | 30/9/2026 (Unaudited) US$'000 | 30/9/2025 (Unaudited) US$'000 | 31/12/2025 (Audited) US$'000 |
|---|---|---|---|---|
| **ASSETS** | | | | |
| **Non-current assets** | | | | |
| Property, plant and equipment | | **337,527** | 350,164 | 339,688 |
| Right-of-use assets | *10(a)* | **22,647** | 40,713 | 32,773 |
| Investment properties | *11* | **19,406** | 20,045 | 19,535 |
| Financial assets at fair value through OCI | *12* | **476** | 4,739 | 4,759 |
| Loan receivables | *13* | **5,707** | 5,577 | 8,437 |
| Deposit paid for the acquisition of other property, plant and equipment | | **-** | 432 | - |
| | | **385,763** | 421,670 | 405,192 |
| **Current assets** | | | | |
| Inventories | | **1,849** | 3,365 | 3,039 |
| Loan receivables | *13* | **3,640** | 2,000 | 3,640 |
| Trade and other receivables | | **10,234** | 11,725 | 10,437 |
| Financial assets at fair value through profit or loss | *14(a)* | **52,707** | 26,746 | 24,850 |
| Pledged deposits | | **3,285** | 1,043 | 71 |
| Bank balances and cash | *15* | **79,700** | 94,312 | 89,398 |
| | | **151,415** | 139,191 | 131,435 |
| Assets held for sale | | **-** | 10,490 | 13,107 |
| | | **151,415** | 149,681 | 144,542 |
| **Total assets** | | **537,178** | 571,351 | 549,734 |

## CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

| | Note | 30/9/2026 (Unaudited) US$'000 | 30/9/2025 (Unaudited) US$'000 | 31/12/2025 (Audited) US$'000 |
|---|---|---|---|---|
| **EQUITY AND LIABILITIES** | | | | |
| **Capital and reserves** | | | | |
| Issued capital | | **5,463** | 5,463 | 5,463 |
| Reserves | | **402,612** | 377,473 | 374,806 |
| **Total equity** | | **408,075** | 382,936 | 380,269 |
| **Non-current liabilities** | | | | |
| Borrowings, secured | *16* | **79,612** | 114,614 | 104,456 |
| Lease liabilities | *10(b)* | **9,848** | 24,467 | 19,598 |
| | | **89,460** | 139,081 | 124,054 |
| **Current liabilities** | | | | |
| Trade and other payables | | **15,018** | 18,285 | 17,985 |
| Amount due to holding company | | **170** | 172 | 211 |
| Financial liabilities at fair value through profit or loss | *14(b)* | **180** | 98 | 294 |
| Borrowings, secured | *16* | **7,343** | 10,928 | 10,457 |
| Lease liabilities | *10(b)* | **16,932** | 19,851 | 16,464 |
| | | **39,643** | 49,334 | 45,411 |
| **Total equity and liabilities** | | **537,178** | 571,351 | 549,734 |

## CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

| | Issued capital | Share premium | Capital redemption reserve | Contributed surplus | Revaluation reserve | Reserve for financial assets at fair value through OCI | Retained profits | Total equity |
|---|---|---|---|---|---|---|---|---|
| | (Unaudited) | (Unaudited) | (Unaudited) | (Unaudited) | (Unaudited) | (Unaudited) | (Unaudited) | (Unaudited) |
| | *US$'000* | *US$'000* | *US$'000* | *US$'000* | *US$'000* | *US$'000* | *US$'000* | *US$'000* |
| At 1 January 2025 | 5,463 | 95,585 | 719 | 16,297 | 843 | (4,619) | 257,322 | 371,610 |
| **Comprehensive income** | | | | | | | | |
| Net profit for the period | - | - | - | - | - | - | 15,231 | 15,231 |
| **Other comprehensive loss** | | | | | | | | |
| Change in fair value of financial assets at fair value through OCI | - | - | - | - | - | (627) | - | (627) |
| **Total comprehensive income for the period** | - | - | - | - | - | (627) | 15,231 | 14,604 |
| 2024 final dividend paid | - | - | - | - | - | - | (3,278) | (3,278) |
| At 30 September 2025 | 5,463 | 95,585 | 719 | 16,297 | 843 | (5,246) | 269,275 | 382,936 |
| At 1 January 2026 | 5,463 | 95,585 | 719 | 16,297 | 843 | (5,226) | 266,588 | 380,269 |
| **Comprehensive income** | | | | | | | | |
| Net profit for the period | - | - | - | - | - | - | 34,056 | 34,056 |
| **Other comprehensive loss** | | | | | | | | |
| Change in fair value of financial assets at fair value through OCI | - | - | - | - | - | (4,283) | - | (4,283) |
| **Total comprehensive income for the period** | - | - | - | - | - | (4,283) | 34,056 | 29,773 |
| 2025 final dividend paid | - | - | - | - | - | - | (1,967) | (1,967) |
| **At 30 September 2026** | **5,463** | **95,585** | **719** | **16,297** | **843** | **(9,509)** | **298,677** | **408,075** |

## CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

| | Note | 9 months ended 30/9/2026 (Unaudited) US$'000 | 9 months ended 30/9/2025 (Unaudited) US$'000 | Year ended 31/12/2025 (Audited) US$'000 |
|---|---|---|---|---|
| **OPERATING ACTIVITIES** | | | | |
| Cash generated from operations before changes in working capital | | **58,633** | 72,915 | 86,848 |
| Increase in working capital | | **(26,877)** | (5,144) | (1,535) |
| Cash generated from operations | | **31,756** | 67,771 | 85,313 |
| Interest paid | | **(3,495)** | (4,168) | (5,717) |
| **Net cash from operating activities** | | **28,261** | 63,603 | 79,596 |
| **INVESTING ACTIVITIES** | | | | |
| Proceeds from disposal of owned vessels and other property, plant and equipment, net | | **46,886** | 45,993 | 74,596 |
| Purchase of owned vessels and other property, plant and equipment | | **(3,598)** | (32,621) | (47,602) |
| Installments paid for vessels under construction | | **(38,393)** | (6,800) | (25,009) |
| Deposit paid for the acquisition of other property, plant and equipment | | **-** | (432) | - |
| Increase in bank deposits with more than three months to maturity when placed | | **(12,115)** | (43,331) | (35,890) |
| Interest received | | **3,224** | 610 | 1,416 |
| Dividend income received | | **1,178** | 1,144 | 1,250 |
| **Net cash used in investing activities** | | **(2,818)** | (35,437) | (31,239) |
| **FINANCING ACTIVITIES** | | | | |
| New bank loans | | **923** | 15,000 | 15,000 |
| New other borrowings | | **-** | 28,328 | 28,328 |
| Repayment of bank loans | | **(28,010)** | (15,154) | (25,590) |
| Repayment of other borrowings | | **(2,241)** | (708) | (1,416) |
| Decrease (Increase) in pledged deposits | | **(3,214)** | (714) | 258 |
| Payment of lease liabilities | | **(11,443)** | (20,782) | (27,891) |
| Interest paid on lease liabilities | | **(1,671)** | (2,882) | (3,265) |
| Dividend paid to shareholders of the Company | | **(1,967)** | (3,278) | (3,278) |
| **Net cash used in financing activities** | | **(47,623)** | (190) | (17,854) |
| **Net increase (decrease) in cash and cash equivalents** | | **(22,180)** | 27,976 | 30,503 |
| **Cash and cash equivalents at beginning of the period / year** | | **53,508** | 23,005 | 23,005 |
| **Cash and cash equivalents at end of the period / year** | *15* | **31,328** | 50,981 | 53,508 |

**NOTES:**

**1. Basis of preparation and accounting policies**

The unaudited condensed consolidated interim financial statements have been prepared in accordance with International Accounting Standard 34 "Interim Financial Reporting" issued by the International Accounting Standards Board and Hong Kong Accounting Standard 34 "Interim Financial Reporting" as issued by the Hong Kong Institute of Certified Public Accountants and have not been reviewed by our auditor, Grant Thornton Hong Kong Limited. The accounting policies and basis of preparation adopted in these interim financial statements are consistent with those adopted in the annual financial statements for the year ended 31 December 2025, except for the Group has adopted the amended IFRS Accounting Standards and HKFRS Accounting Standards, which are effective for the annual period beginning on 1 January 2026. The adoption of the amended IFRS Accounting Standards and HKFRS Accounting Standards does not have material impact on the Group's financial performance and financial position for the current and prior periods have been prepared and presented.

**2. Revenue**

The Group is principally engaged in the businesses of ship chartering and ship owning which are carried out internationally. Revenue represents chartering freight and hire income arising from the Group's owned and chartered-in vessels. Revenue recognized during the periods / year are as follows:

| | **3 months ended 30/9/2026** | 3 months ended 30/9/2025 | **9 months ended 30/9/2026** | 9 months ended 30/9/2025 | Year ended 31/12/2025 |
|---|---|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | ***US$'000*** | *US$'000* | *US$'000* |
| Chartering freight and hire income: | | | | | |
| Hire income under time charters [1] | **35,181** | 36,569 | **92,441** | 114,476 | 149,695 |
| Freight income under voyage charters [2] | **1,771** | 3,856 | **13,763** | 5,495 | 7,794 |
| | **36,952** | 40,425 | **106,204** | 119,971 | 157,489 |

Notes:

1. Hire income under time charters is accounted for as operating lease and is recognized on a straight-line basis over the period of each time charter contract. During the first nine months of 2026, hire income included a non-lease component in relation to crewing service of US$16,192,000 (30/9/2025: US$23,302,000).

2. Freight income under voyage charters is accrued over the period from the date of loading of charterer's cargo to the date of discharging the cargo and is recognized on percentage of completion basis measured by time proportion of each voyage charter contract.

## 3. Net gain (loss) on disposal of owned vessels

During the first nine months of 2026, the Group entered into two agreements to dispose of two Supramaxes for a total consideration of US$47,455,000 with aggregated gain of US$8,352,000 which was recognized on completion of the disposal of these vessels in the period.

In the corresponding period of 2025, five Supramaxes were disposed for a total consideration of US$52,215,000; and net loss of US$6,166,000 was recognized upon completion.

## 4. Other operating income

| | **3 months ended 30/9/2026** | 3 months ended 30/9/2025 | **9 months ended 30/9/2026** | 9 months ended 30/9/2025 | Year ended 31/12/2025 |
|---|---|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | ***US$'000*** | *US$'000* | *US$'000* |
| Net gain on bunker arising from shipping operations | **6** | - | **2,183** | - | - |
| Other shipping operating income | **1,577** | 2,198 | **3,310** | 6,358 | 8,732 |
| Dividend income | **557** | 387 | **1,178** | 1,144 | 1,250 |
| Settlement income | **-** | - | **349** | 20,223 | 20,223 |
| Gross rental income from operating leases on investment properties | **77** | 90 | **242** | 305 | 391 |
| Reversal of impairment loss on trade and other receivables, net | **-** | - | **23** | - | - |
| Net gain on financial assets / financial liabilities at fair value through profit or loss | **4,982** | 2,111 | **1,446** | 4,566 | 3,832 |
| Sundry income | **180** | 59 | **590** | 384 | 275 |
| | **7,379** | 4,845 | **9,321** | 32,980 | 34,703 |

## 5. Interest income

| | **3 months ended 30/9/2026** | 3 months ended 30/9/2025 | **9 months ended 30/9/2026** | 9 months ended 30/9/2025 | Year ended 31/12/2025 |
|---|---|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | ***US$'000*** | *US$'000* | *US$'000* |
| Interest income in respect of: | | | | | |
| Financial assets at fair value through profit or loss | **801** | 6 | **1,247** | 6 | 48 |
| Deposits with banks and other financial institutions | **434** | 717 | **1,242** | 1,120 | 1,823 |
| Loan receivables | **163** | 134 | **678** | 540 | 812 |
| Others | **-** | 6 | **-** | 6 | - |
| | **1,398** | 863 | **3,167** | 1,672 | 2,683 |

## 6. Operating profit before depreciation and amortization

This is stated after charging (crediting):

| | **3 months ended 30/9/2026** | 3 months ended 30/9/2025 | **9 months ended 30/9/2026** | 9 months ended 30/9/2025 | Year ended 31/12/2025 |
|---|---|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | ***US$'000*** | *US$'000* | *US$'000* |
| Net gain on financial assets / financial liabilities at fair value through profit or loss | **(4,982)** | (2,111) | **(1,446)** | (4,566) | (3,832) |
| Charter hire payments for time charters [1] | **1,280** | 2,587 | **3,236** | 9,250 | 11,656 |
| Net loss (gain) on disposal of owned vessels | **(8,352)** | 3,730 | **(8,352)** | 6,166 | 9,209 |
| Change in fair value of investment properties | **-** | - | **129** | 828 | 1,338 |
| Impairment loss (Reversal of impairment loss) on trade and other receivables, net | **-** | - | **(23)** | - | 539 |
| Impairment loss on assets held for sale | **-** | 316 | **-** | 2,147 | - |

Note:

1. Represents short-term leases with a term of twelve months or less.

## 7. Taxation

Taxation has not been provided as the Group has no assessable profit for all relevant periods / year.

There was no Bermuda income, corporation or profits tax, withholding tax, capital gains tax, capital transfer tax, estate duty or inheritance tax payable by the Company for the periods / year.

The Company has received from the Minister of Finance of Bermuda under The Exempted Undertakings Tax Protection Act 1966, as amended, an assurance that, in the event of there being enacted in Bermuda any legislation imposing tax computed on profits or income, or computed on any capital asset gain or appreciation or any tax in the nature of estate duty or inheritance tax, the imposition of such tax shall not until 31 March 2035 be applicable to the Company or to any of its operations, or to the shares, debentures or other obligations of the Company.

## 8. Earnings per share

| | 3 months ended 30/9/2026 (Unaudited) | 3 months ended 30/9/2025 (Unaudited) | 9 months ended 30/9/2026 (Unaudited) | 9 months ended 30/9/2025 (Unaudited) | Year ended 31/12/2025 (Audited) |
|---|---|---|---|---|---|
| Weighted average number of ordinary shares in issue | **109,258,943** | 109,258,943 | **109,258,943** | 109,258,943 | 109,258,943 |
| Net profit attributable to shareholders of the Company (US$'000) | **24,463** | 82 | **34,056** | 15,231 | 12,544 |
| Basic and diluted earnings per share | **US$0.224** | US$0.001 | **US$0.312** | US$0.139 | US$0.115 |

Diluted earnings per share were the same as basic earnings per share as there was no potentially dilutive ordinary shares in existence for the relevant periods / year presented.

## 9. Dividends

| | 3 months ended 30/9/2026 (Unaudited) *US$'000* | 3 months ended 30/9/2025 (Unaudited) *US$'000* | 9 months ended 30/9/2026 (Unaudited) *US$'000* | 9 months ended 30/9/2025 (Unaudited) *US$'000* | Year ended 31/12/2025 (Audited) *US$'000* |
|---|---|---|---|---|---|
| 2025 final dividend of US$0.018 per share | **-** | - | **-** | - | 1,967 |

The final dividend for the year 2025 was approved by the Company's shareholders at the annual general meeting held on 27 May 2026. Such dividend was paid to the shareholders of the Company on 23 June 2026.

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 September 2026.

## 10. Right-of-use assets and lease liabilities

### (a) Right-of-use assets

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| At 1 January | **32,773** | 30,022 | 30,022 |
| Additions | **-** | 27,711 | 27,711 |
| Lease remeasurement / Early termination | **1,489** | 5,004 | 3,857 |
| Depreciation | **(11,615)** | (22,024) | (28,817) |
| | **22,647** | 40,713 | 32,773 |

### (b) Lease liabilities

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| At 1 January | **36,062** | 32,385 | 32,385 |
| Additions | **-** | 27,711 | 27,711 |
| Lease remeasurement / Early termination | **2,161** | 5,004 | 3,857 |
| Interest expense (included in finance costs) | **1,671** | 2,882 | 3,265 |
| Repayments of lease liabilities | **(13,114)** | (23,664) | (31,156) |
| | **26,780** | 44,318 | 36,062 |

The lease liabilities were repayable as follows:

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| Within one year | **16,932** | 19,851 | 16,464 |
| After one year but within two years | **6,506** | 16,038 | 13,064 |
| After two years but within five years | **3,342** | 8,429 | 6,534 |
| | **9,848** | 24,467 | 19,598 |
| | **26,780** | 44,318 | 36,062 |

During the first nine months of 2026, the total cash outflow for the lease was US$16,368,000 (30/9/2025: US$32,931,000). At the reporting date, the Group operated a long-term chartered-in vessel with remaining lease term of more than twelve months.

In accordance with IFRS 16 and HKFRS 16 Leases, the Group recognized the right-of-use assets which is calculated with the present value of total minimum hire payment at the inception of the lease terms of the charterparties and corresponding lease liabilities was also recognized in the consolidated statement of financial position upon their deliveries of the vessels.

## 11. Investment properties

| | **30/9/2026** | 30/9/2025 | 31/12/2025 |
|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | *US$'000* |
| At 1 January | **19,535** | 20,873 | 20,873 |
| Change in fair value | **(129)** | (828) | (1,338) |
| | **19,406** | 20,045 | 19,535 |

The Group's investment properties were stated at fair value and comprised of premises and car parks held under operating leases to earn rentals or held for capital appreciation, or both. These premises and car parks are held under long term leases.

As at 30 June 2026, the fair values of the Group's investment properties were determined by Centaline Surveyors Limited, an independent qualified professional valuer, on direct comparison approach with reference to comparable transactions available in the relevant locality and change in fair value of the investment properties of US$129,000 had been recognized as at 30 June 2026.

The investment properties of the Group were not revalued at 30 September 2026 by independent valuers. The management was aware of the possible change in the conditions of the property market and considered that the carrying amount of the Group's investment properties did not differ significantly from that which had been determined using fair values at 30 June 2026. Consequently, no change in fair value of investment properties has been recognized in the third quarter of 2026.

The fair value measurement of these investment properties was categorized as Level 3 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13 and there was no transfer among the three levels of the fair value hierarchy during the periods / year.

## 12. Financial assets at fair value through OCI

| | 30/9/2026 (Unaudited) *US$'000* | 30/9/2025 (Unaudited) *US$'000* | 31/12/2025 (Audited) *US$'000* |
|---|---|---|---|
| Unlisted equity investments | | | |
| Co-investment in a property project | | | |
| At 1 January | **4,321** | 4,948 | 4,948 |
| Change in fair value [1] | **(4,321)** | (627) | (627) |
| | **-** | 4,321 | 4,321 |
| Unlisted club membership | | | |
| At 1 January | **438** | 418 | 418 |
| Change in fair value [2] | **38** | - | 20 |
| | **476** | 418 | 438 |
| | **476** | 4,739 | 4,759 |

Notes:

1. Items that will not be reclassified to profit or loss.

2. Items that may be reclassified subsequently to profit or loss.

Unlisted equity investments

In 2018, the Group entered into the co-investment documents to co-invest in a property project in Tower A of One Financial Street Center, Jing'an Central Business District, Shanghai, the PRC (the "Co-investment"), pursuant to which the Group is committed to acquire non-voting participating class A shares of Dual Bliss Limited of US$10,000,000. Dual Bliss Limited is one of the investors of the Co-investment.

For the first nine months of 2026, the Investment Manager of the Co-investment, Phoenix Property Investors Limited, reported an estimated US$4,321,000 fair value loss on equity instruments. This adjustment primarily reflects the prevailing headwinds within the Shanghai commercial real estate capital market, which forcing a downward valuation adjustment of the project in Tower A of One Financial Street Center to align with recent comparable market transactions.

The Group recognized this loss as a change in fair value of financial assets at fair value through OCI, presented within other comprehensive loss in the condensed consolidated statement of profit or loss and other comprehensive income. Consequent to these challenging market conditions, the estimated carrying amount of the unlisted equity investments was reduced to nil (31/12/2025: US$4,321,000). The Co-investment loan receivable (note 13), together with the interest accrued thereon was US$3,285,000 (31/12/2025: US$3,141,000). To mitigate market risk and optimize asset recovery, the Investment Manager, Phoenix Property Investors Limited, is actively pursuing an exit from the investment. The Group will continue monitor the performance of the Co-investment closely and the progress of the Investment Manager's disposal process. Management will assess and implement impairment allowances as and when appropriate.

There is no quoted market price in active market for unlisted equity investments. Transactions in such investments do not occur on a regular basis. The Group uses its net asset value (representing the fair value of the equity instruments reported by Phoenix Property Investors Limited, the Investment Manager) to determine its fair value as the Group determined that this is the fair price at which shareholders subscribe and redeem the investments or determined its fair value with generally accepted pricing models.

The fair value measurement of unlisted equity investments was categorized as Level 3 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13 and there was no transfer among the three levels of the fair value hierarchy during the periods / year.

Unlisted club membership

The investment in club membership is stated at fair values which is determined directly by reference to published price quotations in active markets and were categorized as Level 1 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13 and there was no transfer among the three levels of the fair value hierarchy during the periods / year.

## 13. Loan receivables

| | **30/9/2026** | 30/9/2025 | 31/12/2025 |
|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | *US$'000* |
| At 1 January | **12,077** | 1,577 | 1,577 |
| Gross new loan originated | **-** | 6,000 | 11,000 |
| Repayment | **(2,730)** | - | (500) |
| Provision of individual impairment | **-** | - | - |
| Loan receivables, net of provision | **9,347** | 7,577 | 12,077 |
| Less: Amount receivable within one year | **(3,640)** | (2,000) | (3,640) |
| Amount receivable after one year | **5,707** | 5,577 | 8,437 |

In 2025, the Group entered into two agreements to dispose of two vessels, with the outstanding consideration of US$6 million and US$5 million respectively, each to be settled over a three-year period. To secure the purchasers' performance and observance of and compliance with the covenants, the purchasers provided first priority ship mortgage on each vessel in favour of the Group.

A wholly owned subsidiary of the Company (the "Co-Investor") together with other co-investors signed an unsecured subordinated shareholder loan agreement with Triple Smart Limited, a special purpose vehicle invested by Dual Bliss Limited, for the purposes of funding the operating expenditure of the Co-investment in 2021. A maximum amount of US$1,577,000 (31/12/2025: US$1,577,000) was agreed and provided as at the reporting date. The loan receivables are unsecured and denominated in United States Dollars and has no repayment terms.

At the reporting date, the loan receivables have been reviewed by management to assess impairment allowances which are based on the evaluation of current creditworthiness, collection statistics, reference to market value of vessels and the net asset value of the Co-investment, and considered as not impaired. The carrying amount of the loan receivables is considered to be a reasonable approximation of its fair value.

## 14. Financial assets / Financial liabilities at fair value through profit or loss

### (a) Financial assets at fair value through profit or loss

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| Listed equity securities | **30,987** | 22,102 | 21,526 |
| Investment funds | **3,623** | 3,246 | 3,324 |
| Derivative financial instruments | **18,097** | 1,398 | - |
| | **52,707** | 26,746 | 24,850 |

### (b) Financial liabilities at fair value through profit or loss

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| Derivative financial instruments | **180** | 98 | 294 |

At the reporting date, the fair value measurements of listed equity securities were determined by reference to their quoted bid prices in active markets and were categorized as Level 1. The fair value of investment funds and derivative financial instruments were quoted by financial institutions at the reporting date and were categorized as Level 2 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13.

As at the reporting date, the Group's outstanding derivative financial instruments categorized under Level 2 comprised mainly of fixed-coupon notes with an aggregate fair value of approximately US$16 million, interest rate swaps, money market fund and forward freight agreements.

There was no transfer among the three levels of the fair value hierarchy during the periods / year.

## 15. Bank balances and cash

| | 30/9/2026 (Unaudited) | 30/9/2025 (Unaudited) | 31/12/2025 (Audited) |
|---|---|---|---|
| | *US$'000* | *US$'000* | *US$'000* |
| Cash and cash equivalents as stated in the condensed consolidated statement of cash flows | **31,328** | 50,981 | 53,508 |
| Bank deposits with more than three months to maturity when placed | **48,372** | 43,331 | 35,890 |
| | **79,700** | 94,312 | 89,398 |

## 16. Borrowings, secured

| | 30/9/2026 (Unaudited) US$'000 | 30/9/2025 (Unaudited) US$'000 | 31/12/2025 (Audited) US$'000 |
|---|---|---|---|
| **Non-current** | | | |
| Bank loans | **55,257** | 89,043 | 79,119 |
| Other borrowings | **24,355** | 25,571 | 25,337 |
| | **79,612** | 114,614 | 104,456 |
| **Current** | | | |
| Bank loans | **5,060** | 8,797 | 8,285 |
| Other borrowings | **2,283** | 2,131 | 2,172 |
| | **7,343** | 10,928 | 10,457 |
| **Total borrowings** | **86,955** | 125,542 | 114,913 |

At the reporting date, the Group's secured borrowings are repayable as follows:

| | 30/9/2026 (Unaudited) US$'000 | 30/9/2025 (Unaudited) US$'000 | 31/12/2025 (Audited) US$'000 |
|---|---|---|---|
| **Bank loans** | | | |
| Within one year | **5,060** | 8,797 | 8,285 |
| In the second year | **55,257** | 17,787 | 67,779 |
| In the third to fifth year | **-** | 71,256 | 11,340 |
| Total bank loans | **60,317** | 97,840 | 87,404 |
| Less: Amount repayable within one year | **(5,060)** | (8,797) | (8,285) |
| Bank loans repayable after one year | **55,257** | 89,043 | 79,119 |
| **Other borrowings** | | | |
| Within one year | **2,283** | 2,131 | 2,172 |
| In the second year | **3,045** | 2,841 | 2,896 |
| In the third to fifth year | **9,133** | 8,524 | 8,687 |
| After the fifth year | **12,177** | 14,206 | 13,754 |
| Total other borrowings | **26,638** | 27,702 | 27,509 |
| Less: Amount repayable within one year | **(2,283)** | (2,131) | (2,172) |
| Other borrowings repayable after one year | **24,355** | 25,571 | 25,337 |

During the nine months ended 30 September 2026, the Group had drawn new bank loans US$923,000 (30/9/2025: US$15,000,000) and repaid US$28,010,000 (30/9/2025: US$15,154,000).

Other borrowings represented the term loans on the sale and leaseback agreements on two owned vessels which the Group entered into during 2025. These other borrowings were denominated in Renminbi (offshore) and were committed on floating rate basis. During the period ended 30 September 2026, amount of CNH15.2 million (30/9/2025: CNH5.1 million) was repaid.

## 17. Capital expenditures and commitments

Capital Expenditures

During the first nine months of 2026, the Group reported capital expenditure of US$3,267,000 for the capitalized drydocking costs. Additionally, US$38,393,000 was paid for vessels under construction, and US$331,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of US$32,471,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, US$6,800,000 was paid as installments for vessels under construction, and US$150,000 was spent on other property, plant and equipment.

Capital Commitments

During the current quarter, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes. The consideration for each vessel is approximately US$35.7 million and are scheduled for deliveries in 2029. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$71,400,000 (31/12/2025: nil).

During the first half of 2026, the Group entered into six shipbuilding contracts for the construction of six Ultramax newbuildings, each with a deadweight of approximately 64,000 metric tonnes. The consideration for each vessel is approximately US$34 million, two vessels are scheduled for deliveries in 2029 while four vessels will be delivered in 2030. As at the reporting date, installments amounting to US$22,317,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$180,503,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US$33 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. As at the reporting date, installments amounting to US$23,959,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$106,080,000 (31/12/2025: US$111,830,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US$34 million of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at the reporting date, installments of US$17,000,000 for the vessels under construction was paid and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$51,000,000 (31/12/2025: US$61,200,000).

In 2018, the Group entered into the co-investment documents to co-invest in a property project in Tower A of One Financial Street Center, Jing'an Central Business District, Shanghai, the PRC, pursuant to which the Group is committed to acquire non-voting participating class A shares of Dual Bliss Limited of US$10,000,000. Dual Bliss Limited is one of the investors of the Co-investment. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$372,000 (31/12/2025: US$372,000).

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$409,355,000 (31/12/2025: US$173,402,000).

Save as disclosed above, there was no other significant capital expenditure commitment contracted by the Group but not provided for as at the reporting date.

## 18. Related party transactions

During the periods / year, the Group had related party transactions in relation to compensation of key management personnel as follows:

| | **3 months ended 30/9/2026** | 3 months ended 30/9/2025 | **9 months ended 30/9/2026** | 9 months ended 30/9/2025 | Year ended 31/12/2025 |
|---|---|---|---|---|---|
| | **(Unaudited)** | (Unaudited) | **(Unaudited)** | (Unaudited) | (Audited) |
| | ***US$'000*** | *US$'000* | ***US$'000*** | *US$'000* | *US$'000* |
| Salaries and other benefits | **2,143** | 1,951 | **6,440** | 5,863 | 9,324 |
| Contributions to retirement benefits schemes | **123** | 111 | **369** | 334 | 446 |
| | **2,266** | 2,062 | **6,809** | 6,197 | 9,770 |

## 19. Events after the reporting date

Subsequent to the reporting date, the Group entered into two agreements for the disposal of two Supramaxes.

On 14 October 2026, the Group agreed to dispose of a 2007-built Supramax with a deadweight 55,496 metric tonnes for a consideration of US$14,600,000, which was subsequently delivered to the purchaser at end of October.

On 23 November 2026, the Group entered into an agreement to dispose of a 2012-built Supramax with a deadweight 56,361 metric tonnes for a consideration of US$17,800,000, with delivery scheduled on or before 30 December 2026.

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