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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**

### **SECOND QUARTER AND HALF YEARLY REPORT FOR THE QUARTER AND SIX MONTHS ENDED 30 JUNE 2025 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 August 2025 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 August 2025

*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 SHIPPING AND TRANSPORTATION LIMITED**

## **Q2 & Half Yearly Report 2025**

**30 June 2025**



# HIGHLIGHTS

## **For the Second Quarter of 2025**

- Revenue for the quarter: US\$40 million
- EBITDA for the quarter: US\$15 million
- Net loss for the quarter: US\$1.9 million
- Basic loss per share: US\$0.018

## **For the First Half of 2025**

- Revenue for the period: US\$80 million
- EBITDA for the period: US\$50 million
- Net profit for the period: US\$15 million
- Basic earnings per share: US\$0.139
- Gearing ratio as at 30 June 2025: 15%

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 six months ended 30 June 2025.

## **SECOND QUARTER AND HALF YEARLY 2025 RESULTS**

Revenue for the second quarter of 2025 reached US\$40,242,000, representing a slight 2% decrease comparing to US\$41,245,000 for the corresponding quarter in 2024. The Group recorded a consolidated net loss of US\$1,925,000 for the current quarter as compared to a consolidated net profit of US\$8,816,000 for the corresponding quarter in 2024. Basic loss per share for the second quarter was US\$0.018 as compared to basic earnings per share of US\$0.081 for the same quarter in 2024. The second quarter results include a non-recurring net loss of US\$2,436,000 on disposal of a vessel upon its delivery. The average daily time charter equivalent rate earned by the Group’s fleet decreased from US\$15,407 of second quarter of 2024 to US\$13,860 of current quarter.

Revenue for the first half of 2025 increased 15% to US\$79,546,000, compared to US\$69,139,000 for the same period in 2024. The Group recorded a consolidated net profit of US\$15,149,000 for the first half of 2025 whereas a consolidated net profit of US\$11,221,000 was reported in the first half of 2024. Basic earnings per share for the period was US\$0.139 as compared to basic earnings per share of US\$0.103 for the first half of 2024. During the first half of 2025, the Group received a settlement income of US\$20,223,000 arising from a legal dispute on the non-performance of a charterparty. The average daily time charter equivalent rate for the Group’s fleet declined 3% to US\$13,538 for the first half of 2025 as compared to US\$13,939 for the same period in 2024.

The dry bulk shipping market is a highly volatile market. Market conditions change rapidly due to factors like global economic conditions, supply and demand dynamics, and geopolitical events. During the first half of 2025, the Group entered into agreements to dispose of two aging Supramaxes as part of its ongoing fleet renewal strategy. One vessel was delivered to the purchaser within the reporting period, resulting in a loss on disposal of US\$2,436,000. The second vessel, delivered in early July 2025, was reclassified as assets held for sale as of the reporting date, with an impairment loss of US\$1,831,000 on assets held for sale (disposed vessel) recognized during the period. Additionally, an Ultramax acquired at the end of 2024 was delivered to the Group in January 2025. These fleet renewal initiatives contribute to lowering the overall age of our fleet profile, hence strengthening our market competitiveness and long-term sustainability.

## **INTERIM DIVIDEND**

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 June 2025.

## REVIEW OF OPERATIONS

**Second Quarter of 2025.** Dry bulk freight rates showed steady improvement throughout the second quarter of 2025 yet remained under pressure as weak market confidence persisted amid global economic and financial instability. Baltic Dry Index (“BDI”) started at 1,598 points at the beginning of April, dropped to a low of 1,241 points by mid-April, then surged to a high of 1,975 by mid-June, ultimately closing at 1,489 points by the end of June 2025. The average BDI for the second quarter of 2025 was 1,467 points, compared to 1,848 points in the same quarter in 2024.

### Second Quarter 2025 Statement of Profit or Loss

Revenue for the second quarter of 2025 reached US\$40,242,000, representing a slight 2% decrease comparing to US\$41,245,000 for the corresponding quarter in 2024. The Group generated consolidated operating profit before depreciation and amortization amounted to US\$14,961,000 for the current quarter as compared to consolidated operating profit before depreciation and amortization amounted to US\$20,850,000 for the last corresponding quarter. The Group recorded a consolidated net loss of US\$1,925,000 for the current quarter while a consolidated net profit of US\$8,816,000 was reported for the same period in 2024. Basic loss per share for the second quarter of 2025 was US\$0.018 as compared to basic earnings per share of US\$0.081 for the same quarter in 2024.

As of 30 June 2025, the Group operated a fleet of thirty-two vessels, of which twenty-five owned vessels (including the one which has been disposed of and reclassified under assets held for sale) and seven chartered-in vessels. Among the owned vessels were two that have been arranged under sale and leaseback agreements, both of which became effective in early July 2025. As at 30 June 2024, the Group operated a total of thirty-three vessels, consisting of twenty-three owned vessels and ten chartered-in vessels.

During the current quarter, the Group recognized a loss of US\$2,436,000 on the disposal of a vessel upon its delivery in May 2025, pursuant to an agreement entered into in the first quarter of 2025 for a consideration of US\$8,260,000.

In the second quarter of 2025, the average daily time charter equivalent rate (“TCE”) of our Capesize fleet and Panamax fleet were US\$19,300 and US\$15,046, while the Ultramax/Supramax fleet recorded US\$13,158. In comparison, during the corresponding quarter of 2024, the Panamax fleet recorded US\$17,702 and the Ultramax/Supramax fleet recorded US\$15,110. The average fleet utilization rate of the Group’s fleet is 98% for the current quarter.

	2025 Q2	2024 Q2	2025 1st half	2024 1st half	2024
Average daily TCE of the Group’s fleet	US\$	US\$	US\$	US\$	US\$
Capesize fleet	19,300	-	21,203	-	24,298
Panamax fleet	15,046	17,702	13,795	17,478	15,528
Ultramax / Supramax fleet	13,158	15,110	12,674	13,560	14,466
In average	13,860	15,407	13,538	13,939	14,741

During the quarter, a chartered-in vessel was employed on voyage charters to maximize potential business opportunity, generating freight income of US\$1,639,000.

Other operating income for the second quarter of 2025 amounted to US\$4,348,000, representing a decrease from US\$6,928,000 recorded in the same period of 2024. The decline was primarily due to the absence of a US\$3,500,000 settlement income received in the second quarter of 2024, which arose from a legal dispute related to the non-performance of a charterparty. Other operating income also included a recognition of net gain of US\$829,000 on financial assets at fair value through profit or loss for the second quarter of 2025 while a net gain of US\$1,739,000 on financial assets at fair value through profit or loss was recorded for the same quarter of 2024.

Shipping related expenses up from US\$21,332,000 for the second quarter of 2024 to US\$22,902,000 for the current quarter. The rise was primarily driven by the expansion of the Group's fleet, which reached twenty-five vessels as of 30 June 2025, compared to twenty-three vessels in the same period of last year. The fleet expansion led to higher shipping operational costs, contributing to the overall increase in shipping related expenses for the quarter. Additionally, bunker-related expenses rose due to increased fuel consumption associated with repositioning of vessels between time charter contracts and bunker usage for voyage charter operations. The rise in shipping related expenses was partially offset by the reduction in hire payments, following a decrease in number of chartered-in vessels during the quarter. The Group engaged in certain inward time charters engagements, incurring approximately US\$2.2 million in hire payments for these short-term leases during the second quarter of 2025, as compared to approximately US\$6.9 million for the last corresponding quarter.

The daily vessel running cost of the Group's owned vessels increased to US\$6,719 for the second quarter of 2025 as compared to US\$5,396 for the second quarter of 2024 as certain initial running costs and expenses, especially spare parts and consumables stores, were incurred for newly delivered vessels. We will continue with our cost reduction effort, striving to maintain a highly competitive cost structure when stacked against other market participants.

Other operating expenses decreased from US\$3,114,000 in the second quarter of 2024 to US\$1,451,000 for the current quarter. In May 2025, the Group entered into a memorandum of agreement for the disposal of a Supramax vessel at a consideration of US\$10,225,000. The vessel was subsequently delivered to the purchaser in July 2025. For financial reporting purposes, this vessel was reclassified to "Assets held for sale" in accordance with IFRS 5 and HKFRS 5 "Non-current Assets Held for Sale and Discontinued Operations" at the reporting date, with an impairment loss on assets held for sale (disposed vessel) of US\$1,831,000 recognized and was included in other operating expenses for the period.

Other operating expenses also included a fair value loss of investment properties of US\$828,000 as compared to US\$1,715,000 for the last corresponding quarter.

Depreciation and amortization of the Group increased from US\$10,587,000 for the second quarter of 2024 to US\$14,751,000 for the second quarter of 2025. The increase was attributable to the recognition of US\$7,318,000 in depreciation on right-of-use assets for long-term chartered-in vessels for the current quarter, compared to US\$3,503,000 recorded in the corresponding period of the prior year. The Group's daily vessel depreciation declined to US\$3,120 for the current quarter as compared to US\$3,346 for the second quarter in 2024.

Finance costs increased from US\$1,447,000 in the second quarter of 2024 to US\$2,135,000 in the second quarter of 2025. The rise was mainly attributable to the loan drawdown for financing of vessels upon their deliveries from the second half of 2024 through the first half of 2025, as well as the increase in recognition of interest expenses on lease liabilities, which amounted to US\$852,000 during the quarter as compared to US\$432,000 for last corresponding quarter.

**First Half of 2025.** In the first half of 2025, the dry bulk shipping market faced challenges from seasonal slowdown and macroeconomic uncertainty. Freight rates softened amid reduced tonne-mile demand, particularly in key commodities such as coal, iron ore, and grains, followed by the intensive drydocking schedule of our fleet. BDI commenced at the beginning of the year at 997 points, declining to a period low of 715 points in January. It then rebounded and reached 1,975 points in mid of June, before closing at 1,489 points at the end of June 2025. The average of BDI for the first half of 2025 was 1,290 points, which compares to 1,836 points in the same period in 2024.

#### First Half of 2025 Statement of Profit or Loss

The Group recorded a 15% increase in revenue for the first half of 2025, reaching US\$79,546,000, compared to US\$69,139,000 in the same period of 2024. Reported average daily TCE for Capesize fleet, Panamax fleet and Ultramax/Supramax fleet of US\$21,203, US\$13,795 and US\$12,674 respectively, and US\$13,538 for the entire fleet in the first half of 2025.

In the first half of 2025, the consolidated operating profit before depreciation and amortization amounted to US\$49,910,000, compared with US\$33,796,000 recorded in the corresponding period of last year. The Group recorded a consolidated net profit of US\$15,149,000 for the period, while a consolidated net profit of US\$11,221,000 was reported in first half of 2024. Basic earnings per share for the period was US\$0.139 as compared to US\$0.103 for the first half of 2024.

Other operating income increased from US\$9,649,000 for the first half of 2024 to US\$28,200,000 for the first half of 2025 mainly due to receipt of settlement income from a legal dispute over the non-performance of a charterparty. Settlement income in amount of US\$20,223,000 was received in the first half of 2025 while US\$3,500,000 was received during the first half of 2024. In the first half of 2025, a net gain of US\$2,455,000 on financial assets at fair value through profit or loss was recognized, which comprised of a realized gain of US\$508,000 upon disposal of certain equity and debt securities and an unrealized fair value gain of US\$1,947,000 on financial assets at fair value through profit or loss. In contrast, the same period in 2024 recorded a higher net gain of US\$3,455,000 on financial assets at fair value through profit or loss, comprised of a realized gain of US\$1,013,000 upon disposal of certain equity and debt securities and an unrealized fair value gain of US\$2,442,000 on financial assets at fair value through profit or loss. Dividend income derived from financial assets was US\$757,000 for the first half of 2025.

Shipping related expenses increased from US\$34,823,000 for the first half of 2024 to US\$44,549,000 for the first half of 2025 primarily driven by bunker-related expenses, arising from fuel consumption during the repositioning of vessels between time charter contracts and bunker usage for voyage charter operations. The expansion of fleet size also resulted in higher shipping operational costs, contributing to the overall increase in shipping related expenses for the current period, particularly in crew costs, spare parts and consumables. The increase in shipping related expenses was partially offset by the reduction in hire payments of chartered-in vessels under short term leases, which fell from US\$8.5 million in the first half of 2024 to US\$6.7 million in the first half of 2025, due to the expiry of inward time charter agreements during the current period.

The daily vessel running cost of the Group's owned vessels increased to US\$6,044 for the first half of 2025 as compared to US\$5,115 for the first half of 2024 as certain initial running costs and expenses, especially spare parts and consumables stores, were incurred for newly delivered vessels. We will continue with our cost reduction effort, striving to maintain a highly competitive cost structure when stacked against other market participants.

Other operating expenses for the first half of 2025 included a fair value loss of US\$828,000 on investment properties. This follows a fair value loss of US\$1,715,000 recognized in the first half of 2024.

Depreciation and amortization for the first half of 2025 was US\$30,034,000 as compared to US\$19,633,000 for first half of 2024. The increase was mainly due to the recognition of US\$14,592,000 in depreciation on right-of-use assets for long-term chartered-in vessels for the current period whereas US\$5,688,000 was recorded in last corresponding period. The Group's daily vessel depreciation decreased to US\$3,231 for the first half of 2025 as compared to US\$3,321 for the corresponding period in 2024.

Finance costs increased from US\$2,942,000 for the first half of 2024 to US\$4,727,000 for the current period. The increase was primarily driven by the loan drawdown for financing of vessels upon their deliveries from the second half of 2024 through the first half of 2025, as well as interest expenses on lease liabilities, which rose to US\$1,764,000 compared to US\$827,000 for the corresponding period of last year.

#### First Half of 2025 Statement of Cash Flows and Statement of Financial Position as at 30 June 2025

As at 30 June 2025, the Group maintained positive working capital position and had cash and cash equivalents of US\$23,426,000 (31/12/2024: US\$23,005,000). During the first half of 2025, net cash generated from operating activities after working capital changes was US\$44,167,000 (30/6/2024: US\$31,259,000), of which US\$6,296,000 (30/6/2024: US\$987,000) related to changes in working capital.

For the first half of 2025, the Group reported net cash used in investing activities amounted to US\$27,060,000, compared to US\$24,506,000 in the corresponding period of 2024. This included a balance payment of US\$29,264,000 for vessel deliveries and capitalized drydocking expenditures, net cash proceed in amount of US\$8,084,000 received from the completed disposal of a Supramax, as well as US\$6,800,000 in installments payment for vessels under construction, which are scheduled for deliveries to the Group in 2026 and 2027 respectively.

Net cash used in financing activities amounted to US\$16,686,000 in the first half of 2025, compared to net cash used in financing activities of US\$30,064,000 in the corresponding period of 2024. During the first half of 2025, the Group had drawn new secured bank loans of US\$15,000,000 (30/6/2024: US\$22,991,000) upon delivery of vessels and repaid US\$12,856,000 (30/6/2024: US\$46,440,000) of bank borrowings. Furthermore, a repayment of US\$15,718,000 (30/6/2024: US\$6,775,000) on lease liabilities was incurred.

The Group's total secured bank loans increased from US\$97,994,000 as at 31 December 2024 to US\$100,138,000 as at 30 June 2025, of which 10%, 10% and 80% are repayable respectively within one year, in the second year and in the third to fifth year. The bank borrowings represented term loans that were denominated in Hong Kong Dollars. All bank borrowings were committed on floating rate basis.

As at 30 June 2025, the total of the Group's equity and debt securities, bank balances and cash increased to US\$42,998,000 (31/12/2024: US\$40,908,000).



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, was 15% (31/12/2024: 15%) as at 30 June 2025. With cash, marketable equity and debt securities in hand as well as available credit facilities, the Group has sufficient financial resources to satisfy its commitments and working capital requirements. As at 30 June 2025, the Group is able to service its debt obligations, including principal and interest payments.

### Capital Expenditures and Commitments

#### Capital Expenditures

During the first half of 2025, the Group reported capital expenditure of US\$29,264,000, 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\$145,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of US\$32,694,000 was incurred, including US\$32,548,000 on additions of motor vessels and capitalized drydocking costs and US\$146,000 on other property, plant and equipment.

#### Capital Commitments

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US\$34,000,000 of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at 30 June 2025, installments of US\$6,800,000 for the vessels under construction were paid, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US\$61,200,000 (31/12/2024: US\$68,000,000).

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 (31/12/2024: US\$372,000).

As at 30 June 2025, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US\$61,572,000.

As of 31 December 2024, the total amount of capital expenditure commitments contracted by the Group but not provided for was US\$117,080,000. In addition to the aforementioned commitments, the amount also included right-of-use assets of approximately US\$26,640,000 for the long term charter of a Capesize, which was delivered in January 2025, as well as a capital expenditure commitment of US\$22,068,000 for the acquisition of an Ultramax, which was acquired at the end of 2024 and delivered to the Group in January 2025.

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, in particularly in terms of seeking to lower the overall age profile of our fleet. As at 30 June 2025, the Group operated a fleet of thirty-two vessels, of which twenty-five are owned vessels (including the one which has been disposed of and reclassified under assets held for sale) and seven chartered-in vessels, with total deadweight carrying capacity of approximately 2,347,000 metric tonnes. Among the owned vessels were two that have been arranged under sale and leaseback agreements, both of which became effective in early July 2025. As at 30 June 2025, the carrying amount of the motor vessels and capitalized drydocking costs was US\$387,438,000 (31/12/2024: US\$393,320,000).

	Number of vessels		Total
	Owned*	Chartered-in	
Capesize fleet	2	1	3
Panamax fleet	1	2	3
Ultramax / Supramax fleet	22	4	26
<b>Total number of vessels</b>	<b>25</b>	<b>7</b>	<b>32</b>

\* Included two vessels which have been arranged under sale and leaseback agreements, as well as one reclassified as assets held for sale.

During the first half of 2025, the Group was optimizing its fleet through strategic acquisitions, disposals and chartering activities with a view to maintaining high financial flexibility and maximize operational competitiveness at a lower level of capital investment.

### Acquisition and Disposal of Vessels

During the first half of 2025, the Group entered into two agreements for the disposal of two Supramaxes.

On 19 March 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 53,350 metric tonnes, built in year 2007, at a consideration of US\$8,260,000. The vessel was delivered to the purchaser in May 2025.

On 16 May 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,952 metric tonnes, built in year 2008, at a consideration of US\$10,225,000. The vessel was delivered to the purchaser in July 2025. For financial reporting purposes, the vessel was reclassified to "Assets held for sale" in accordance with IFRS 5 and HKFRS 5 "Non-current Assets Held for Sale and Discontinued Operations" at the reporting date, and an impairment loss on assets held for sale (disposed vessel) of US\$1,831,000 was recognized and included in other operating expenses for the current quarter.

An Ultramax of deadweight 61,441 metric tonnes, built in year 2017, was acquired at the end of 2024 and delivered to the Group in January 2025.

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

On 4 July 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,927 metric tonnes, built in year 2009, at a consideration of US\$10,800,000. The vessel was delivered to the purchaser in July 2025.

On 23 July 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,913 metric tonnes, built in year 2009, at a consideration of US\$11,000,000. The vessel was delivered to the purchaser in July 2025.

On 6 August 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,887 metric tonnes, built in year 2009, at a consideration of US\$10,500,000. The vessel will be delivered to the purchaser during the fourth quarter of 2025.

#### 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, with total deadweight carrying capacity of approximately 619,000 metric tonnes. As at the reporting date, the Group operated five long-term chartered-in vessels, two of them were long-term time charters with remaining lease terms for more than twelve months. 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 was 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 June 2025, the carrying amounts of the right-of-use assets and the lease liabilities were US\$44,599,000 (31/12/2024: US\$30,022,000) and US\$47,600,000 (31/12/2024: US\$32,385,000) respectively.

In the first half of 2025, the Group took delivery of a long term chartered-in Capesize, with deadweight 207,672 metric tonnes, built in year 2017, for a minimum term of thirty-three months.

#### Sale and Leaseback Arrangements

On 30 June 2025, the Group entered into a memorandum and charter agreement with the purchaser for the sale and leaseback arrangement of a vessel, under which the Group agreed to sell the vessel to the purchaser with consideration of CNH79,750,000 (equivalent to approximately US\$11,132,000), and the purchaser agreed to charter the vessel to the Group. The sale and leaseback arrangement became effective in early July 2025.

On 30 June 2025, the Group entered into a memorandum and charter agreement with the purchaser for the sale and leaseback arrangement of a vessel, under which the Group agreed to sell the vessel to the purchaser with consideration of CNH123,250,000 (equivalent to approximately US\$17,204,000), and the purchaser agreed to charter the vessel to the Group. The sale and leaseback arrangement became effective in early July 2025.

We will continuously monitor the market as well as our operations going forward and look out for opportunities to maintain a reasonably modern and competitive fleet, not ruling out any future disposal of smaller and older vessels and replace with newer vessels 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.

## **SIGNIFICANT LITIGATION UPDATE**

Galsworthy Limited (“Galsworthy”), a wholly owned subsidiary of the Company, was the disponent owners of the vessel “CANTON TRADER” which was later renamed “JIN KANG”. On 17 June 2008, Galsworthy entered into a time charter with Parakou Shipping Pte Limited (“Parakou Shipping”) for a period of approximately five years, with delivery not due until March 2009. On or about 13 March 2009, Parakou Shipping wrongfully refused to take delivery of the vessel and Galsworthy accepted their conduct as a repudiation of the charter, bringing it to an end.

The dispute was the subject of various proceedings, but principally in London arbitration. By Arbitration Awards dated 31 August 2010 and 13 May 2011, the London arbitrators upheld Galsworthy’s claims and awarded damages of approximately US\$41.25 million plus interest and costs.

Parakou Shipping went into liquidation in 2011. Galsworthy has submitted a proof of debt in the liquidation in respect of its claim under the arbitration awards. Galsworthy has also been trying inter alia to enforce the arbitration awards against Parakou Shipping and its former directors and obtain compensation for its substantial losses. The outstanding amount is in excess of US\$60 million.

In one action Galsworthy has been funding Singapore proceedings commenced by the liquidator of Parakou Shipping against four of Parakou Shipping’s former directors and related corporate entities (the “Defendants”), seeking to claw back assets into Parakou Shipping for distribution amongst the creditors. Judgment was obtained in February 2017 in a sum of SGD17 million against the Defendants, but the Defendants have now appealed the same. The Liquidator cross appealed to increase the judgment amount.

On 17 January 2018, the Singapore Court of Appeal substantially dismissed the Defendants’ appeal and found in the Liquidator’s favour. Amongst other things, the Singapore Court of Appeal upheld the Liquidator’s argument that the London arbitration, and a litigation subsequently filed in the Hong Kong courts seeking indemnity against any liability in the arbitration, were commenced and pursued by the directors in breach of their fiduciary duties. The Court considered that evidence had been disregarded which showed that the directors’ key concern was to avoid a statutory clawback period. The Court also agreed that certain asset sales that had taken place in late 2008 were done while Parakou Shipping was insolvent and were not part of a restructuring, as claimed by the former directors of Parakou Shipping. The Court found that a company resolution advanced as evidence of a restructuring plan by the Defendants was in fact an “an afterthought” produced later than its date under “suspicious circumstances”. The Liquidator is entitled to seek either damages or an account of profits arising from the relevant breaches.

Legal actions also took place in South Africa over the arrest of the vessel “PRETTY SCENE”, as well as in Hong Kong against three of the former directors of Parakou Shipping for unlawful means conspiracy. An injunction order, freezing assets belonging to the directors of Parakou Shipping, was obtained.

This multi jurisdiction legal saga dragged on for an extensive period of time. In April 2024, Galsworthy and Parakou Shipping had reached agreement to settle the Hong Kong legal action for a settlement income of US\$3.5 million, paving the way to bring the global actions to an end.

The termination of the Hong Kong legal action allowed Galsworthy to formally bring the ongoing legal dispute to an end and effect the application to the Singapore High Court for the receipt of the settlement sum of the Singapore January 2018 judgment. In January 2025, Galsworthy received a sum of SGD27.6 million, a total of approximately US\$20.2 million, which was recorded as other operating income during the first half of 2025.

## **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

2025 has been characterised by volatility due to uncertainties from all fronts, from financial markets, geopolitics, sanctions, to disruption in trade routes. We expect little change in the months ahead when uncertainties remain and market participants tend to have low risks appetite, in particular appetite for long term commitments.

Supply of new vessels has been increasing due to rise in orders albeit in relatively good balance. It is worth noting that newbuilding deliveries are slowly seeping into the market. We continue to see disconnections between freight rates and vessels values. As part of our strategy to maintain a young fleet, we have further reduced some older vessels to third parties given there is interest in older tonnages in the prevailing market.

As of the date of the announcement, we have successfully covered 67% of our Capesize and Panamax vessel days for the second half of 2025, with an average rate of US\$22,000 and US\$18,000 per day respectively. For Ultramax/Supramax, 45% of vessel days was covered at average rate of US\$14,000 per day for the second half of 2025.

Looking ahead, should global economic activity regain confidence with less uncertainty, our fleet will be well positioned to benefit from these supportive industry specific fundamentals. We also continue to look for fleet renewal opportunities.

We will remain alert to the increasingly frequent economic, geo-political, or other unforeseen surprises that will disrupt our business operations. We will continue to focus on taking sensible and decisive actions to achieve growth without sacrificing the maintenance of a strong financial position.

On behalf of the Board of Directors of the Company, I would like to first express our heartfelt appreciation to all our colleagues, 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](http://www.jinhuiship.com) and the NewsWeb of the Oslo Stock Exchange at [www.newsweb.no](http://www.newsweb.no).

By Order of the Board



**Ng Siu Fai**  
*Chairman*

26 August 2025

## RESPONSIBILITY STATEMENT

We confirm, to the best of our knowledge, that the half yearly report for the period from 1 January to 30 June 2025 has been prepared in accordance with applicable accounting standards and gives a true and fair view of the assets, liabilities, financial position and results of operations of the Group and that the half yearly report includes a fair review of the development and performance of the business and the position of the Group together with a description of the key principal risks and uncertainty factors that the Group faces.

26 August 2025



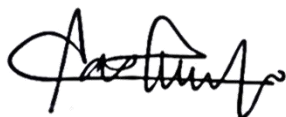
**Ng Siu Fai**  
*Chairman*



**Ng Kam Wah Thomas**  
*Managing Director and  
Deputy Chairman*



**Ng Ki Hung Frankie**  
*Executive Director*



**Ho Suk Lin Cathy**  
*Executive Director*



**Tsui Che Yin Frank**  
*Non-executive Director*



**William Yau**  
*Non-executive Director*

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

		3 months ended 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
	Note					
<b>Revenue</b>	2	40,242	41,245	79,546	69,139	158,900
Net loss on disposal of owned vessels	3	(2,436)	-	(2,436)	-	-
Other operating income	4	4,348	6,928	28,200	9,649	16,991
Interest income	5	363	239	809	498	834
Reversal of impairment loss on owned vessels and right-of-use assets		-	-	-	-	6,533
Shipping related expenses		(22,902)	(21,332)	(44,549)	(34,823)	(84,404)
Staff costs		(3,203)	(3,116)	(6,429)	(6,191)	(14,707)
Other operating expenses		(1,451)	(3,114)	(5,231)	(4,476)	(9,861)
<b>Operating profit before depreciation and amortization</b>		14,961	20,850	49,910	33,796	74,286
Depreciation and amortization		(14,751)	(10,587)	(30,034)	(19,633)	(44,189)
<b>Operating profit</b>		210	10,263	19,876	14,163	30,097
Finance costs		(2,135)	(1,447)	(4,727)	(2,942)	(6,092)
<b>Profit (Loss) before taxation</b>		(1,925)	8,816	15,149	11,221	24,005
Taxation	7	-	-	-	-	-
<b>Net profit (loss) for the period / year</b>		(1,925)	8,816	15,149	11,221	24,005
<b>Other comprehensive loss</b>						
<b>Items that will not be reclassified to profit or loss:</b>						
Change in fair value of financial assets at fair value through OCI (non-recycling)		(627)	(496)	(627)	(1,232)	(2,311)
<b>Items that may be reclassified subsequently to profit or loss:</b>						
Change in fair value of financial assets at fair value through OCI (recycling)		-	-	-	-	(14)
<b>Total comprehensive income (loss) for the period / year attributable to shareholders of the Company</b>		(2,552)	8,320	14,522	9,989	21,680
<b>Earnings (Loss) per share</b>	8					
- Basic and diluted		(US\$0.018)	US\$0.081	US\$0.139	US\$0.103	US\$0.220



## CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

		30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
	Note			
<b>ASSETS</b>				
<b>Non-current assets</b>				
Property, plant and equipment		401,931	352,161	401,279
Right-of-use assets	10(a)	44,599	40,864	30,022
Investment properties	11	20,045	23,544	20,873
Financial assets at fair value through OCI	12	4,739	6,459	5,366
Loan receivables	13	1,577	1,577	1,577
Deposit paid for the acquisition of owned vessels		-	3,095	2,452
		472,891	427,700	461,569
<b>Current assets</b>				
Inventories		2,852	2,106	2,709
Trade and other receivables		17,088	16,286	15,985
Financial assets at fair value through profit or loss	14	22,442	25,117	20,605
Pledged deposits		163	199	329
Bank balances and cash		23,426	16,939	23,005
		65,971	60,647	62,633
Assets held for sale	15	10,215	-	-
		76,186	60,647	62,633
<b>Total assets</b>		<b>549,077</b>	<b>488,347</b>	<b>524,202</b>

## CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

		30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
	Note			
<b>EQUITY AND LIABILITIES</b>				
<b>Capital and reserves</b>				
Issued capital		5,463	5,463	5,463
Reserves		377,391	354,456	366,147
<b>Total equity</b>		<b>382,854</b>	<b>359,919</b>	<b>371,610</b>
<b>Non-current liabilities</b>				
Secured bank loans	16	90,406	49,501	89,707
Lease liabilities	10(b)	25,005	28,464	13,693
		<b>115,411</b>	<b>77,965</b>	<b>103,400</b>
<b>Current liabilities</b>				
Trade and other payables		18,320	14,932	22,030
Amount due to holding company		165	130	183
Secured bank loans	16	9,732	15,217	8,287
Lease liabilities	10(b)	22,595	20,184	18,692
		<b>50,812</b>	<b>50,463</b>	<b>49,192</b>
<b>Total equity and liabilities</b>		<b>549,077</b>	<b>488,347</b>	<b>524,202</b>

## CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Issued capital (Unaudited) US\$'000	Share premium (Unaudited) US\$'000	Capital redemption reserve (Unaudited) US\$'000	Contributed surplus (Unaudited) US\$'000	Revaluation reserve (Unaudited) US\$'000	Reserve for financial assets at fair value through OCI (Unaudited) US\$'000	Retained profits (Unaudited) US\$'000	Total equity (Unaudited) US\$'000
At 1 January 2024	5,463	95,585	719	16,297	843	(2,294)	233,317	349,930
<b>Comprehensive income</b>								
Net profit for the period	-	-	-	-	-	-	11,221	11,221
<b>Other comprehensive loss</b>								
Change in fair value of financial assets at fair value through OCI	-	-	-	-	-	(1,232)	-	(1,232)
<b>Total comprehensive income for the period</b>	-	-	-	-	-	(1,232)	11,221	9,989
At 30 June 2024	5,463	95,585	719	16,297	843	(3,526)	244,538	359,919
At 1 January 2025	5,463	95,585	719	16,297	843	(4,619)	257,322	371,610
<b>Comprehensive income</b>								
Net profit for the period	-	-	-	-	-	-	15,149	15,149
<b>Other comprehensive loss</b>								
Change in fair value of financial assets at fair value through OCI	-	-	-	-	-	(627)	-	(627)
<b>Total comprehensive income for the period</b>	-	-	-	-	-	(627)	15,149	14,522
2024 final dividend paid	-	-	-	-	-	-	(3,278)	(3,278)
At 30 June 2025	5,463	95,585	719	16,297	843	(5,246)	269,193	382,854

## CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
<b>OPERATING ACTIVITIES</b>			
Cash generated from operations before changes in working capital	53,440	34,462	68,279
Decrease (Increase) in working capital	(6,296)	(987)	12,303
Cash generated from operations	47,144	33,475	80,582
Interest paid	(2,977)	(2,216)	(4,870)
Hong Kong Profits Tax refunded	-	-	21
<b>Net cash from operating activities</b>	<b>44,167</b>	<b>31,259</b>	<b>75,733</b>
<b>INVESTING ACTIVITIES</b>			
Interest received	308	308	536
Dividend income received	757	547	1,173
Purchase of property, plant and equipment	(29,409)	(32,694)	(95,095)
Installments paid for vessels under construction	(6,800)	-	-
Deposit paid for the acquisition of owned vessels	-	(3,095)	(2,452)
Proceeds from disposal of assets held for sale, net	-	10,414	10,414
Proceeds from disposal of property, plant and equipment, net	8,084	14	15
<b>Net cash used in investing activities</b>	<b>(27,060)</b>	<b>(24,506)</b>	<b>(85,409)</b>
<b>FINANCING ACTIVITIES</b>			
New secured bank loans	15,000	22,991	65,338
Repayment of secured bank loans	(12,856)	(46,440)	(55,511)
Decrease in pledged deposits	166	160	30
Payment of lease liabilities	(13,954)	(5,948)	(16,109)
Interest paid on lease liabilities	(1,764)	(827)	(1,317)
Dividend paid to shareholders of the Company	(3,278)	-	-
<b>Net cash used in financing activities</b>	<b>(16,686)</b>	<b>(30,064)</b>	<b>(7,569)</b>
<b>Net increase (decrease) in cash and cash equivalents</b>	<b>421</b>	<b>(23,311)</b>	<b>(17,245)</b>
<b>Cash and cash equivalents at beginning of the period / year</b>	<b>23,005</b>	<b>40,250</b>	<b>40,250</b>
<b>Cash and cash equivalents at end of the period / year</b>	<b>23,426</b>	<b>16,939</b>	<b>23,005</b>

## 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” as 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 2024, 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 2025. 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 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
Chartering freight and hire income:					
Hire income under time charters <sup>1</sup>	38,603	41,245	77,907	69,139	158,900
Freight income under voyage charters <sup>2</sup>	1,639	-	1,639	-	-
	40,242	41,245	79,546	69,139	158,900

#### Notes:

- 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 period, hire income included a non-lease component in relation to crewing service of US\$16,088,000 (30/6/2024: US\$13,342,000).
- 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 loss on disposal of owned vessels

During the first half of 2025, the Group entered into an agreement to dispose of a Supramax of deadweight 53,350 metric tonnes at a consideration of US\$8,260,000 with a net loss of US\$2,436,000 which was recognized on completion of the disposal vessel in the period.

### 4. Other operating income

	3 months ended 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
Net gain on financial assets at fair value through profit or loss	829	1,739	2,455	3,455	4,867
Other shipping operating income	2,630	982	4,160	1,727	4,746
Settlement income <sup>1</sup>	-	3,500	20,223	3,500	3,500
Reversal of impairment loss on trade and other receivables, net	-	-	-	-	1,848
Dividend income	713	491	757	547	1,173
Gross rental income from operating leases on investment properties	102	140	215	281	556
Sundry income	74	76	390	139	301
	<b>4,348</b>	<b>6,928</b>	<b>28,200</b>	<b>9,649</b>	<b>16,991</b>

Note:

- The settlement income represents amounts received from legal proceedings involving the subsidiaries of the Company and Parakou Shipping Pte Limited in London and Hong Kong in relation to the non-performance of a charterparty. In 2024, Galsworthy Limited, a wholly owned subsidiary of the Company, and Parakou Shipping Pte Limited reached a settlement agreement to resolve the legal action. As a result, the Group received settlement income of US\$3.5 million in April 2024 and US\$20.2 million in January 2025, which have been recognized.

## 5. Interest income

	3 months ended 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
Interest income in respect of:					
Deposits with banks and other financial institutions	235	151	403	321	453
Loan receivables	128	79	406	159	321
Financial assets at fair value through profit or loss	-	9	-	18	25
Others	-	-	-	-	35
	363	239	809	498	834

## 6. Operating profit before depreciation and amortization

This is stated after charging / (crediting):

	3 months ended 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
Realized gain on financial assets at fair value through profit or loss	(492)	(518)	(508)	(1,013)	(2,409)
Unrealized gain on financial assets at fair value through profit or loss	(337)	(1,221)	(1,947)	(2,442)	(2,458)
Net gain on financial assets at fair value through profit or loss	(829)	(1,739)	(2,455)	(3,455)	(4,867)
Charter hire payments for time charters <sup>1</sup>	2,200	6,907	6,663	8,471	21,784
Net loss on disposal of owned vessel	2,436	-	2,436	-	-
Impairment loss (Reversal of impairment loss) on assets held for sale	(601)	-	1,831	-	-
Change in fair value of investment properties	828	1,715	828	1,715	4,386
Reversal of impairment loss on owned vessels and right-of-use assets	-	-	-	-	(6,533)
Reversal of impairment loss on trade and other receivables, net	-	-	-	-	(1,848)

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 (Loss) per share

	<b>3 months ended 30/6/2025 (Unaudited)</b>	3 months ended 30/6/2024 (Unaudited)	<b>6 months ended 30/6/2025 (Unaudited)</b>	6 months ended 30/6/2024 (Unaudited)	Year ended 31/12/2024 (Audited)
Weighted average number of ordinary shares in issue	<b>109,258,943</b>	109,258,943	<b>109,258,943</b>	109,258,943	109,258,943
Net profit (loss) attributable to shareholders of the Company (US\$'000)	<b>(1,925)</b>	8,816	<b>15,149</b>	11,221	24,005
Basic and diluted earnings (loss) per share	<b>(US\$0.018)</b>	US\$0.081	<b>US\$0.139</b>	US\$0.103	US\$0.220

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

## 9. Dividend

	<b>3 months ended 30/6/2025 (Unaudited) US\$'000</b>	3 months ended 30/6/2024 (Unaudited) US\$'000	<b>6 months ended 30/6/2025 (Unaudited) US\$'000</b>	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
2024 final dividend of US\$0.03 per share	<b>-</b>	-	<b>-</b>	-	3,278

The final dividend for the year 2024 was approved by the Company's shareholders on the annual general meeting held on 28 May 2025. Such dividend was paid to the shareholders of the Company on 25 June 2025.

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 30 June 2025.



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

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

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
At 1 January	30,022	21,095	21,095
Additions	27,711	27,821	27,881
Lease remeasurement	1,458	(2,364)	(8,526)
Depreciation	(14,592)	(5,688)	(15,019)
Reversal of impairment loss	-	-	4,591
	<b>44,599</b>	<b>40,864</b>	<b>30,022</b>

### (b) Lease liabilities

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
At 1 January	32,385	29,139	29,139
Additions	27,711	27,821	27,881
Lease remeasurement	1,458	(2,364)	(8,526)
Interest expense (included in finance costs)	1,764	827	1,317
Repayments of lease liabilities	(15,718)	(6,775)	(17,426)
	<b>47,600</b>	<b>48,648</b>	<b>32,385</b>

The lease liabilities were repayable as follows:

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
Within one year	22,595	20,184	18,692
After one year but within two years	14,632	13,729	5,028
After two years but within five years	10,373	14,735	8,665
	<b>25,005</b>	<b>28,464</b>	<b>13,693</b>
	<b>47,600</b>	<b>48,648</b>	<b>32,385</b>

During the first half of 2025, the total cash outflow for the lease was US\$22,392,000 (30/6/2024: US\$6,775,000).

At the reporting date, the Group operated five long-term chartered-in vessels, two of them were with remaining lease terms of more than twelve months. In the first half of 2025, the Group took delivery of a long term chartered-in Capesize, with deadweight 207,672 metric tonnes, built in year 2017, for a minimum term of thirty-three 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

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
At 1 January	20,873	25,259	25,259
Change in fair value	(828)	(1,715)	(4,386)
	20,045	23,544	20,873

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.

At the reporting date, 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. In estimating the fair value of the investment properties, the highest and best use of the properties is their current use. 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

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
Unlisted equity investments			
Co-investment in a property project			
At 1 January	4,948	7,259	7,259
Change in fair value <sup>1</sup>	(627)	(1,232)	(2,311)
	4,321	6,027	4,948
Unlisted club membership			
At 1 January	418	432	432
Change in fair value <sup>2</sup>	-	-	(14)
	418	432	418
	4,739	6,459	5,366

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.

The Investment Manager of the Co-investment, Phoenix Property Investors Limited, reported an estimated loss of US\$627,000 on the fair value of equity instruments for the first half of 2025, mainly arising from the financing costs incurred for the shareholder loans. The reported loss on the Co-investment was recognized by the Group as a change in fair value of financial assets at fair value through OCI and was included in other comprehensive loss in the condensed consolidated statement of profit or loss and other comprehensive income. As at the reporting date, the estimated carrying amount of the unlisted equity investments was US\$4,321,000 (31/12/2024: US\$4,948,000). whereas the loan receivable arise from the Co-investment (note 13), together with the interest accrued thereon was US\$2,865,000 (31/12/2024: US\$2,459,000). The Group will closely monitor the performance of the Co-investment and will assess impairment allowances where 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

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
At 1 January	1,577	1,577	1,577
Provision of individual impairment	-	-	-
Loan receivables, net of provision	1,577	1,577	1,577

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 (31/12/2024: 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 and the net asset value of the Co-investment, and are not considered as impaired. The carrying amount of the loan receivables is considered to be a reasonable approximation of its fair value.

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

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
<i>Held for trading</i>			
Listed equity securities	19,572	22,421	17,903
Listed debt securities	-	599	-
	19,572	23,020	17,903
<i>Designated as such upon initial recognition</i>			
Investment funds	2,870	2,097	2,702
	22,442	25,117	20,605

At the reporting date, the fair value measurements of listed equity securities and listed debt securities were determined by reference to their quoted bid prices in active markets and were categorized as Level 1 and the fair value measurements of investment funds represented the quoted market prices on the underlying investments provided by financial institutions and were categorized as Level 2 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13. There was no transfer among the three levels of the fair value hierarchy during the periods / year.

#### 15. Assets held for sale

On 16 May 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,952 metric tonnes, built in year 2008, at a consideration of US\$10,225,000. The vessel was delivered to the purchaser in July 2025. For financial reporting purposes, the vessel was reclassified to "Assets held for sale" in accordance with IFRS 5 and HKFRS 5 "Non-current Assets Held for Sale and Discontinued Operations" at the reporting date, with an impairment loss on assets held for sale (disposed vessel) of US\$1,831,000 was recognized in the first half of 2025 and was included in other operating expenses for the period.

#### 16. Secured bank loans

The maturity of secured bank loans at the reporting date is as follows:

	30/6/2025 (Unaudited) US\$'000	30/6/2024 (Unaudited) US\$'000	31/12/2024 (Audited) US\$'000
Within one year	9,732	15,217	8,287
In the second year	10,009	49,501	8,844
In the third to fifth year	80,397	-	80,863
Total secured bank loans	100,138	64,718	97,994
Less: Amount repayable within one year	(9,732)	(15,217)	(8,287)
Amount repayable after one year	90,406	49,501	89,707

During the six months ended 30 June 2025, the Group had drawn new secured bank loans of US\$15,000,000 (30/6/2024: US\$22,991,000) and repaid US\$12,856,000 (30/6/2024: US\$46,440,000).

## 17. Capital expenditures and commitments

### Capital Expenditures

During the first half of 2025, the Group reported capital expenditure of US\$29,264,000, 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\$145,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of US\$32,694,000 was incurred, including US\$32,548,000 on additions of motor vessels and capitalized drydocking costs and US\$146,000 on other property, plant and equipment.

### Capital Commitments

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US\$34,000,000 of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at 30 June 2025, installments of US\$6,800,000 for the vessels under construction were paid, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US\$61,200,000 (31/12/2024: US\$68,000,000).

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 (31/12/2024: US\$372,000).

As at 30 June 2025, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installment paid, was US\$61,572,000.

As of 31 December 2024, the total amount of capital expenditure commitments contracted by the Group but not provided for was US\$117,080,000. In addition to the aforementioned commitments, the amount also included right-of-use assets of approximately US\$26,640,000 for the long term charter of a Capesize, which was delivered in January 2025, as well as a capital expenditure commitment of US\$22,068,000 for the acquisition of an Ultramax, which was acquired at the end of 2024 and delivered to the Group in January 2025.

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 30/6/2025 (Unaudited) US\$'000	3 months ended 30/6/2024 (Unaudited) US\$'000	6 months ended 30/6/2025 (Unaudited) US\$'000	6 months ended 30/6/2024 (Unaudited) US\$'000	Year ended 31/12/2024 (Audited) US\$'000
Salaries and other benefits	1,952	1,951	3,912	3,909	9,265
Contributions to retirement benefits schemes	112	112	223	223	446
	2,064	2,063	4,135	4,132	9,711

## 19. Events after the reporting date

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

On 4 July 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,927 metric tonnes, built in year 2009, at a consideration of US\$10,800,000. The vessel was delivered to the purchaser in July 2025.

On 23 July 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,913 metric tonnes, built in year 2009, at a consideration of US\$11,000,000. The vessel was delivered to the purchaser in July 2025.

On 6 August 2025, the Group entered into an agreement for the disposal of a Supramax of deadweight 56,887 metric tonnes, built in year 2009, at a consideration of US\$10,500,000. The vessel will be delivered to the purchaser during the fourth quarter of 2025.



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