Fourth Quarter Report
for the Quarter Ended 31 December 2024
and
Preliminary Annual Results
for the Year Ended 31 December 2024

JINHUI

JINHUI SHIPPING
AND TRANSPORTATION LIMITED

HIGHLIGHTS

For the Fourth Quarter of 2024

- Revenue for the quarter: US$44 million
- EBITDA for the quarter: US$19 million
- Net profit for the quarter: US$5 million included non-cash reversal of impairment loss on Group's fleet of US$6.5 million
- Basic earnings per share: US$0.047

For the Year Ended 31 December 2024

- Revenue for the year: US$159 million
- EBITDA for the year: US$74 million
- Net profit for the year: US$24 million included non-cash reversal of impairment loss on Group's fleet of US$6.5 million
- Basic earnings per share: US$0.220
- Gearing ratio as at 31 December 2024: 15%
- Proposed final dividend: US$0.03 per share

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 year ended 31 December 2024.

FOURTH QUARTER AND ANNUAL RESULTS

In 2024, the global shipping market was experiencing a general recovery, driven by the steady rebound in manufacturing and the resolution of supply chain disruptions caused by geopolitical events. The Baltic Dry Index increased by 27% year-on-year on average over the last year. The Group also expanded the size of its vessel fleet, both owned and chartered-in vessels, which led to the year-on-year increase of the total deadweight carrying capacity of vessel fleet by 61% to 2.3 million metric tonnes from 1.4 million metric tonnes in the last year. As a result of the above, the Group recorded a significant increase in the chartering freight and hire revenue for 2024 as compared to the depressed freight market upon the weak dry bulk shipping market sentiment in 2023. The Group's total revenue increased by 94% on a year-on-year basis to US$158,900,000 from US$81,868,000 of last year.

The Group reported revenue for the fourth quarter of 2024 of US$44,176,000, representing an increase of 80% as compared to US$24,603,000 for the corresponding quarter in 2023. The Company recorded a consolidated net profit of US$5,189,000 for the current quarter, which included a net reversal of impairment loss of US$1,942,000 on owned vessels and a reversal of impairment loss of US$4,591,000 on right-of-use assets. This is compared to a consolidated net loss of US$27,715,000 reported in the fourth quarter of 2023, which included a net impairment loss of US$14,011,000 on owned vessels and an impairment loss of US$5,693,000 on right-of-use assets. Basic earnings per share for the fourth quarter was US$0.047 as compared to basic loss per share of US$0.254 for the same quarter in 2023. The average daily time charter equivalent rates earned by the Group's fleet increased 46% to US$15,567 for the fourth quarter of 2024 as compared to US$10,642 for the corresponding quarter in 2023.

The Group's total revenue increased by 94% on a year-on-year basis to US$158,900,000 from US$81,868,000 of last year. The Company generated a consolidated operating profit before depreciation and amortization amounted to US$74,286,000 for 2024 as compared to consolidated operating loss before depreciation and amortization of US$11,828,000 for 2023. The Company recorded a consolidated net profit of US$24,005,000 for the year 2024 whereas a consolidated net loss of US$55,055,000 was reported in 2023. Basic earnings per share for the year was US$0.220 as compared to basic loss per share of US$0.504 for the year 2023. The average daily time charter equivalent rate for the fleet improved 63% to US$14,741 for the year 2024 as compared to US$9,063 for the year 2023.

Under the prevailing dry bulk shipping market conditions, the Group performed a reversal of impairment review on the Group's fleet at end of 2024 to reflect our change in the expectation of the global economic and the dry bulk shipping industry outlook. The assumptions applied in estimation of the value in use of our owned vessels and right-of-use assets were therefore adjusted accordingly. At 31 December 2024, a net reversal of impairment loss of US$1,942,000 on owned vessels and a reversal of impairment loss of US$4,591,000 on right-of-use assets were recognized.

The dry bulk shipping market is a highly volatile market. Market conditions can change rapidly due to factors like global economic conditions, supply and demand dynamics, and geopolitical events. The Group believes that maintaining a suitable proportion of chartered-in vessels to owned vessels allows the Group to maintain a sizeable fleet of vessels whilst limiting its capital commitments and maximizing flexibility in its business operations. In 2024, the Group engaged a well-established shipyard to construct two Ultramax newbuildings, with expected deliveries in 2026 and 2027. In addition to the newly constructed vessels, the Company also contracted to acquire two Capesizes, one Panamax and one Ultramax during the year. For the year ended 31 December 2024, the Group also entered into certain chartered-in vessel engagements with a total deadweight carrying capacity of approximately 827,000 metric tonnes.

DIVIDENDS

The Board has resolved to recommend the payment of a final dividend of US$0.03 per share for the year ended 31 December 2024 and such dividend, if approved by the shareholders at the forthcoming annual general meeting scheduled on 28 May 2025, will be paid to the beneficial owners of the shares of the Company whose names are registered in the Euronext Securities Oslo, the Norwegian Central Securities Depository, at the close of business on 2 June 2025. The Company's shares listed on the Oslo Stock Exchange will be traded including dividend up until and including 28 May 2025. The ex dividend date is 30 May 2025 and the dividend will be paid on or about 25 June 2025.

As there was no interim dividend payable during the year, the proposed final dividend as mentioned above, if approved, will bring the total dividend for 2024 to US$0.03 per share.

REVIEW OF OPERATIONS

Fourth Quarter of 2024. In the fourth quarter of 2024, the momentum in dry bulk shipping market remained positive as limited newbuilding deliveries and increasing tonnage scrapping activities had kept the fleet growth at a reasonable level. During the quarter, the Baltic Dry Index ("BDI") opened at 2,084 points at the beginning of October. It gradually declined to the lowest of 976 points by mid-December and then closed at 997 points by the end of December 2024. The average of BDI for the fourth quarter of 2024 was 1,465 points, which compares to 2,033 points in the same quarter in 2023.

Fourth Quarter 2024 Statement of Profit or Loss

Revenue for the fourth quarter of 2024 was US$44,176,000, representing an increase of 80% as compared to US$24,603,000 for the fourth quarter in 2023. The Company generated a consolidated operating profit before depreciation and amortization amounted to US$18,848,000 for the current quarter as compared to consolidated operating loss before depreciation and amortization amounted to US$15,899,000 for the last corresponding quarter. Basic earnings per share for the fourth quarter was US$0.047 as compared to basic loss per share of US$0.254 for the same quarter in 2023.

As of 31 December 2024, the Group operated twenty-five owned vessels and eight chartered-in vessels as compared to twenty-three owned vessels and one chartered-in vessel as at 31 December 2023. During the quarter, a Capesize vessel which has been contracted to acquire in July 2024 was delivered to the Group. In addition, the Group entered into an agreement for the acquisition of an Ultramax and was delivered to the Group in January 2025.

In the fourth quarter of 2024, our Capesize fleet achieved an average daily time charter equivalent rate ("TCE") of US$24,500, the average daily TCE for our Panamax fleet was US$13,900, while the Ultramax/Supramax fleet recorded US$15,356. In comparison, during the last quarter of 2023, the Panamax fleet recorded US$19,472 and the Ultramax/Supramax fleet recorded US$10,276.

Average daily TCE of the Group's fleet	**2024 Q4 US$**	2023 Q4 US$	**2024 US$**	2023 US$
Capesize fleet	**24,500**	-	**24,298**	-
Panamax fleet	**13,900**	19,472	**15,528**	13,126
Ultramax / Supramax fleet	**15,356**	10,276	**14,466**	8,892
In average	**15,567**	10,642	**14,741**	9,063

Shipping related expenses rose from US$16,481,000 for the fourth quarter of 2023 to US$25,434,000 for the current quarter mainly attributable to the rise in hire payments upon the increase in number of chartered-in vessels. The Group engaged in certain inward time charters engagements, resulting in approximately US$5 million in hire payments for these short-term leases during the fourth quarter of 2024. The rise can also be attributed to the operation of twenty-five vessels in the fourth quarter of 2024, following the delivery of three vessels throughout the year. The daily vessel running cost of the Group's owned vessels increased to US$6,872 for the fourth quarter of 2024 as compared to US$6,214 for the fourth quarter of 2023 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 increased from US$2,400,000 in the fourth quarter of 2023 to US$4,904,000 in the current quarter. This increase was mainly due to the recognition of a fair value loss on investment properties of US$2,671,000, compared to a fair value loss of US$1,601,000 recognized in the same quarter of 2023. Additionally, a net loss on financial assets at fair value through profit or loss of US$728,000 was recognized during the quarter, while a net gain of US$239,000 was recorded under other operating income in the same quarter of last year.

Depreciation and amortization of the Group increased from US$9,794,000 for the fourth quarter of 2023 to US$12,083,000 for the fourth quarter of 2024. The increase was attributable to the recognition of depreciation of US$4,578,000 on right-of-use assets for long-term chartered-in vessels for the current quarter whereas US$2,079,000 was recorded in last corresponding quarter. The Group's daily vessel depreciation decreased to US$3,263 for the current quarter as compared to US$3,368 for the corresponding quarter in 2023. This reduction is attributed to lower carrying amounts of owned vessels following the recognition of an impairment loss on these vessels at the end of 2023.

Finance costs decreased from US$2,023,000 for the fourth quarter of 2023 to US$1,576,000 in the fourth quarter of 2024. The reduction was due to a decrease in recognition of interest expenses on lease liabilities, which amounted to US$191,000 during the quarter as compared to US$553,000 for last corresponding period.

Year 2024. Dry bulk shipping market remained healthy and performed well during the year supported by demand growth for dry bulk commodities and limited supply of vessels, the combined effect led to a surge of market freight rates. Market freight rates have recovered from the low level as seen from last year despite the simultaneous occurrence of multiple geo-political issues that affected business sentiment. Both BDI and charter rates across all vessel classes had been showing encouraging improvements as compared to year 2023. BDI opened at 2,094 points in January, continued to rise to the highest of the year at 2,419 points in March and then continued to decline and hit to the lowest of the year at 976 points in December and closed at 997 points by the end of 2024. The average BDI for the year 2024 was 1,755 points, which compares to 1,378 points in 2023.

2024 Statement of Profit or Loss

The Group achieved a revenue of US$158,900,000 for the year 2024, marking a significant 94% increase compared to US$81,868,000 for the year 2023. The rise mainly attributable to the increase in number of owned vessels and chartered-in vessels, along with the improved revenue earned from the average daily TCE earned by the Group's fleet, improving 63% to US$14,741 for the year 2024 as compared to US$9,063 for the year 2023. The Company generated a consolidated operating profit before depreciation and amortization amounted to US$74,286,000 for 2024 as compared to consolidated operating loss before depreciation and amortization for 2023 of US$11,828,000.

The Company recorded a consolidated net profit of US$24,005,000 for the year 2024, which included a net reversal of impairment loss of US$1,942,000 on owned vessels and a reversal of impairment loss of US$4,591,000 on right-of-use assets, as compared to the consolidated net loss of US$55,055,000 which included a net impairment loss of US$14,011,000 on owned vessels and an impairment loss of US$5,693,000 on right-of-use assets for the year 2023. Basic earnings per share for the year was US$0.220 as compared to basic loss per share of US$0.504 for the year 2023.

Other operating income increased from US$7,643,000 for the year 2023 to US$16,991,000 for the current year. The increase was mainly due to receipt of a settlement income of US$3,500,000 from a legal dispute over the non-performance of a charterparty and recognition of net gain of US$4,867,000 on financial assets at fair value through profit or loss, comprised of a realized gain of US$2,409,000 upon disposal of certain equity and debt securities and an unrealized fair value gain of US$2,458,000 on financial assets at fair value through profit or loss for the current year. On the contrary, a net loss of US$827,000 on financial assets at fair value through profit or loss was recorded and included in other operating expenses for 2023.

As at 31 December 2024, the Group reviewed the dry bulk shipping market environment, the overall macroenvironment and the market value of dry bulk vessels, the management considered that reversal of impairment indication of the Group's fleet existed at end of 2024 and performed a review of recoverable amount of our owned vessels and right-of-use assets.

With due considerations of factors affecting the long term intrinsic values of owned dry bulk vessels in the reversal of impairment review, certain of the Group's owned vessels' recoverable amounts which were determined based on the higher of the fair value less costs of disposal and value in use and were higher than their respective carrying amounts at end of 2024. Accordingly, a net reversal of impairment loss of US$1,942,000 on owned vessels classified in property, plant and equipment was recognized at 31 December 2024 to reflect the Group's change in the expectation of the global economic and the dry bulk shipping industry outlook which affect the assumptions applied in estimation of the value in use and fair value less cost of disposal of the Group's owned vessels as compared to 2023. The Group also performed a review on the recoverable amounts of the right-of-use assets based on the value-in-use approach using discounted cash flow method by comparing the carrying value and the recoverable amounts of the right-of-use assets. Based on the assessment, the Group concluded that the recoverable amounts of the right-of-use assets are higher than the carrying amounts. Hence, the Group recognized a reversal of impairment loss of US$4,591,000 on right-of-use assets for the year ended 31 December 2024.

Our shipping related expenses increased from US$58,490,000 in 2023 to US$84,404,000 in the current year. This significant rise was primarily attributable to the rise in hire payments upon the increase in the number of short-term chartered-in vessels. Throughout the year, the Group engaged in certain inward time charters engagements, leading to approximately US$21,784,000 in hire payments for these short-term leases during the current year. Notably, there were no corresponding payments recorded in 2023. As a result of the enlarged fleet, expenditure on crew costs, consumables and shipping related expenses were increased accordingly upon the delivery of three vessels during the year. The Group's daily vessel running cost rose to US$5,606 in 2024, up from US$5,569 in 2023 as certain initial running costs and expenses were incurred for the newly delivered vessels. In response to these rising expenses, we are committed to implementing stringent cost-control measures and enhancing operational efficiency. Our goal is to maintain a highly competitive cost structure that aligns with industry standards and positions us favorably against other market participants.

Other operating expenses increased slightly from US$9,748,000 in 2023 to US$9,861,000 in current year. This figure includes a fair value loss of US$4,386,000 on investment properties for the current year, compared to a fair value loss of US$2,334,000 on investment properties and the recognition of an impairment loss on assets held for sale (disposed vessel), amounting to US$1,288,000 recorded in 2023.

Depreciation and amortization increased from US$36,994,000 for the year 2023 to US$44,189,000 for the year 2024. The increase was attributable to the recognition of depreciation of US$15,019,000 on right-of-use assets for long-term chartered-in vessels for the current year whereas US$5,466,000 was recorded in last corresponding year. The Group's daily vessel depreciation decreased to US$3,343 for the year 2024 as compared to US$3,486 for the year 2023. The decrease was mainly attributable to the decrease in depreciation on owned vessels due to the reduction in carrying amounts of owned vessels after the recognition of impairment loss on owned vessels by end of 2023.

Finance costs decreased from US$6,234,000 for the year 2023 to US$6,092,000 for the year 2024. This decrease was primarily due to the reduced recognition of interest expenses on lease liabilities, which amounted to US$1,317,000 in 2024 compared to US$1,424,000 in 2023.

2024 Statement of Cash Flows and Statement of Financial Position as at 31 December 2024

In 2024, upon financing of delivery of three vessels, the Group maintained positive working capital position and had cash and cash equivalents of US$23,005,000 (2023: US$40,250,000). Net cash generated from operating activities after working capital changes was US$75,733,000 (2023: US$15,944,000), of which US$12,303,000 (2023: US$11,494,000) related to changes in working capital.

For the year 2024, net cash used in investing activities was US$85,409,000 (2023: US$5,212,000). This included US$94,698,000 on acquisition of three vessels and dry-docking expenditure and US$2,452,000 on deposit paid for acquisition of an Ultramax which was delivered to the Group in January 2025, partially offset by US$10,414,000 proceeds from completed disposal of one Supramax.

Net cash used in financing activities was US$7,569,000 (2023: US$3,835,000) for 2024. During the year, the Group had drawn new secured bank loans of US$65,338,000 (2023: US$57,696,000) upon delivery of three vessels and repaid US$55,511,000 (2023: US$52,367,000). Further, repayment of US$17,426,000 (2023: US$4,879,000) on lease liabilities was incurred.

The Group's total secured bank loans increased from US$88,167,000 as at 31 December 2023 to US$97,994,000 as at 31 December 2024, of which 8%, 9% and 83% are repayable respectively within one year, in the second year and in the third to fifth year. The bank borrowings represented revolving loans, term loans and property mortgage loans that were denominated in Hong Kong Dollars. All bank borrowings were committed on floating rate basis.

As at 31 December 2024, the total of the Group's equity and debt securities, bank balances and cash decreased to US$40,908,000 (2023: US$62,613,000).

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% (2023: 7%) as at 31 December 2024. 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 31 December 2024, the Group is able to service its debt obligations, including principal and interest payments.

Capital Expenditures and Commitments

Capital Expenditures

During the year, the Group incurred capital expenditure of US$94,698,000 (2023: US$24,220,000) on additions of motor vessels and capitalized drydockings and US$397,000 (2023: US$113,000) on other property, plant and equipment.

Capital Commitments

During the year, 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 the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$68,000,000 (2023: nil).

The Group further entered into a charterparty in respect of leasing of a Capesize of deadweight 207,672 metric tonnes, built in year 2017, for a term of minimum thirty-three months; the vessel was delivered to the Group in January 2025. The right-of-use assets of approximately US$26,640,000 will be recognized on the date of delivery of the vessel. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was approximately US$26,640,000 (2023: nil).

During the year, the Group entered into an agreement for the acquisition of an Ultramax of deadweight 61,441 metric tonnes, built in year 2017, at a purchase price of US$24,520,000. The vessel was delivered to the Group in January 2025. As at the reporting date, a deposit of US$2,452,000 for the vessel was paid, the capital expenditure commitments contracted by the Group but not provided for, net of deposits paid, was approximately US$22,068,000 (2023: nil).

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 (2023: 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 deposits paid, was US$117,080,000 (2023: US$372,000).

Save as disclosed above, there was no other significant capital expenditure commitments 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 31 December 2024, the Group operates twenty-five owned vessels and eight chartered-in vessels, with total deadweight carrying capacity of approximately 2,276,000 metric tonnes. As at 31 December 2024, the carrying amount of the motor vessels and capitalized drydocking costs was US$393,320,000 (2023: US$324,947,000).

	Number of vessels		
	Owned	Chartered-in	Total
Capesize fleet	2	-	2
Panamax fleet	1	3	4
Ultramax / Supramax fleet	22	5	27
Total number of vessels	**25**	**8**	**33**

During the year, the Group entered into agreements to acquire or charter-in vessels with a view to maintaining high financial flexibility and also maximize operational competitiveness at a lower level of capital investment.

<u>Acquisition and Disposal of Vessels</u>

During the year, the Group concluded to acquire four second-hand vessels and committed to acquire two newbuildings with independent third parties.

The Group entered into an agreement for the acquisition of a Capesize of deadweight 181,279 metric tonnes, built in year 2012, at a purchase price of US$30,950,000 which was delivered to the Group in August 2024. In addition, the Group entered into an agreement for the acquisition of a Panamax of deadweight 81,567 metric tonnes, built in year 2019, at a purchase price of US$31,122,000 and the Panamax was delivered to the Group in May 2024. The Group also contracted to acquire a Capesize of deadweight 178,021 metric tonnes, built in year 2008, at a purchase price of US$24,000,000. The vessel was delivered to the Group in November 2024.

Further to the end of the year, the Group entered into an agreement for the acquisition of an Ultramax of deadweight 61,441 metric tonnes, built in year 2017, at a purchase price of US$24,520,000 and the Ultramax was delivered to the Group in January 2025. These mark a significant step for the Group, as it has not acquired vessels for the transportation of dry bulk commodities with larger capacities for many years.

During the year, 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. The acquisition of two newbuildings is consistent with the Group's ongoing strategy to renew the fleet with modern, larger and high-quality vessels, by gradually phasing out its older vessels and replacing them with newer and younger vessels. In addition, the two newbuildings are more fuel-efficient and of higher operational efficiency than the other bulk carriers of the Group currently in operation, which meets the latest environmental regulations and prevailing specification requirements in the shipping industry.

A Supramax of deadweight 52,050 metric tonnes which was contracted for disposal in December 2023 at a consideration of US$10,430,000 was delivered to the purchaser during the year.

Lease of Vessels

To further enhance and improve our fleet profile while limiting the capital expenditure on acquisition of vessels and maximizing flexibility, the Group entered into certain inward time charters engagements during the year with total deadweight carrying capacity of approximately 827,000 metric tonnes. As at the reporting date, the Group operates eight chartered-in vessels, in which, three of them are long-term time charters with remaining lease term 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 31 December 2024, the carrying amounts of the right-of-use assets and the lease liabilities were US$30,022,000 (2023: US$21,095,000) and US$32,385,000 (2023: US$29,139,000) respectively.

During the year, the Group entered into three long-term inward time charters with independent third parties.

A charterparty was entered into for the leasing of an Ultramax with deadweight 61,452 metric tonnes, built in year 2016, for a minimum term of twenty-two months, and the vessel was delivered to the Group in late April 2024.

The Group took delivery of another Ultramax in May 2024 under a long-term inward time charter for a minimum term of twenty months. The vessel was built in year 2016 with deadweight 61,473 metric tonnes.

Besides, the Group entered into a charterparty in respect of leasing of a Capesize of deadweight 207,672 metric tonnes, built in year 2017 for a minimum term of thirty-three months. The vessel was delivered to the Group in January 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.
(For more information with regards to the February 2017 judgment issued by Singapore High Court, please visit https://www.elitigation.sg/gd/s/2017_SGHC_15)

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.
(For more information with regards to the January 2018 judgment issued by Singapore Court of Appeal, please visit https://www.elitigation.sg/gd/s/2018_SGCA_3)

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 receival of the settlement sum of the Singapore January 2018 judgment. Galsworthy received a sum of SGD27.6 million, a total of approximately US$20.3 million in January 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 is expected to be an interesting year, where we expect increase volatility in the freight markets. With trade route disruptions due to military conflicts potentially coming to an end going forward, we have continued to work hard to look at longer-term employments for part of our fleet in order to lock in some revenue visibility.

As of the date of the announcement, we have successfully covered 100% of our Capesize and Panamax vessel days for the first quarter of 2025, with an average rate of US$24,750 and US$13,528 per day respectively. For Ultramax/Supramax, 47% of vessel days was covered at average rate of US$15,488 per day for the first quarter of 2025.

Transportation of commodities will continue to be affected by non-economical and non-industry specific factors, with geopolitical events and whether interest rates will remain elevated, being the main uncertainty going forward. Supply of new vessels remains to be tight, with newbuilding supply at moderate levels. We saw some disconnection between freight rates and vessels values a few months back and second-hand vessel values have been weakening.

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 at reasonable prices should they resurface.

We will remain alert to the increasingly frequent economic, geo-political, or other unforeseen surprises that can trigger volatility to our business performance, as well as the carrying value of our shipping assets and financial assets. 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 and the NewsWeb of the Oslo Stock Exchange at www.newsweb.no.

By Order of the Board

Ng Siu Fai
Chairman

28 February 2025

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME (PRELIMINARY)

	Note	3 months ended 31/12/2024 (Unaudited) US$'000	3 months ended 31/12/2023 (Unaudited) US$'000	Year ended 31/12/2024 (Unaudited) US$'000	Year ended 31/12/2023 (Audited) US$'000
Revenue	2	44,176	24,603	158,900	81,868
Net loss on disposal of owned vessels		-	(880)	-	(880)
Other operating income	3	3,626	3,074	16,991	7,643
Interest income	4	189	212	834	819
Reversal of impairment loss (Impairment loss) on owned vessels and right-of-use assets	5	6,533	(19,704)	6,533	(19,704)
Shipping related expenses		(25,434)	(16,481)	(84,404)	(58,490)
Staff costs		(5,338)	(4,323)	(14,707)	(13,336)
Other operating expenses		(4,904)	(2,400)	(9,861)	(9,748)
Operating profit (loss) before depreciation and amortization		18,848	(15,899)	74,286	(11,828)
Depreciation and amortization		(12,083)	(9,794)	(44,189)	(36,994)
Operating profit (loss)		6,765	(25,693)	30,097	(48,822)
Finance costs		(1,576)	(2,023)	(6,092)	(6,234)
Profit (Loss) before taxation		5,189	(27,716)	24,005	(55,056)
Taxation	7	-	1	-	1
Net profit (loss) for the period / year		5,189	(27,715)	24,005	(55,055)
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)		(1,079)	6,005	(2,311)	(2,137)
Change in fair value arisen from reclassification from leasehold land and buildings to investment properties (non-recycling)		-	-	-	367
Items that may be reclassified subsequently to profit or loss:					
Change in fair value of financial assets at fair value through OCI (recycling)		(14)	(12)	(14)	(12)
Total comprehensive income (loss) for the period / year attributable to shareholders of the Company		4,096	(21,722)	21,680	(56,837)
Earnings (Loss) per share	8				
- Basic and diluted		US$0.047	US$(0.254)	US$0.220	US$(0.504)

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION (PRELIMINARY)

	Note	31/12/2024 (Unaudited) US$'000	31/12/2023 (Audited) US$'000
ASSETS			
Non-current assets			
Property, plant and equipment		401,279	333,413
Right-of-use assets	*10(a)*	30,022	21,095
Investment properties	*11*	20,873	25,259
Financial assets at fair value through OCI	*12*	5,366	7,691
Loan receivables	*13*	1,577	1,577
Deposit paid for the acquisition of owned vessels		2,452	-
		461,569	389,035
Current assets			
Inventories		2,709	1,383
Trade and other receivables		15,985	18,089
Financial assets at fair value through profit or loss	*14*	20,605	24,094
Pledged deposits		329	359
Bank balances and cash		23,005	40,250
		62,633	84,175
Assets held for sale		-	10,423
		62,633	94,598
Total assets		524,202	483,633

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION (PRELIMINARY)

	Note	31/12/2024 (Unaudited) US$'000	31/12/2023 (Audited) US$'000
EQUITY AND LIABILITIES			
Capital and reserves			
Issued capital		5,463	5,463
Reserves		366,147	344,467
Total equity		371,610	349,930
Non-current liabilities			
Secured bank loans	*15*	89,707	55,670
Lease liabilities	*10(b)*	13,693	24,078
		103,400	79,748
Current liabilities			
Trade and other payables		22,030	16,221
Amount due to holding company		183	176
Secured bank loans	*15*	8,287	32,497
Lease liabilities	*10(b)*	18,692	5,061
		49,192	53,955
Total equity and liabilities		524,202	483,633

CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY (PRELIMINARY)

	Issued capital	Share premium	Capital redemption reserve	Contributed surplus	Revaluation reserve	Reserve for financial assets at fair value through OCI	Retained profits	Total equity
	(Audited)	(Audited)	(Audited)	(Audited)	(Audited)	(Audited)	(Audited)	(Audited)
	US$'000	*US$'000*	*US$'000*	*US$'000*	*US$'000*	*US$'000*	*US$'000*	*US$'000*
At 1 January 2023	5,463	95,585	719	16,297	476	(145)	292,742	411,137
Comprehensive loss								
Net loss for the year	-	-	-	-	-	-	(55,055)	(55,055)
Other comprehensive income (loss)								
Change in fair value of financial assets at fair value through OCI	-	-	-	-	-	(2,149)	-	(2,149)
Change in fair value arisen from reclassification from leasehold land and buildings to investment properties	-	-	-	-	367	-	-	367
Total comprehensive loss for the year	-	-	-	-	367	(2,149)	(55,055)	(56,837)
2022 final dividend paid	-	-	-	-	-	-	(4,370)	(4,370)
At 31 December 2023	5,463	95,585	719	16,297	843	(2,294)	233,317	349,930
	(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 2024	5,463	95,585	719	16,297	843	(2,294)	233,317	349,930
Comprehensive income								
Net profit for the year	-	-	-	-	-	-	24,005	24,005
Other comprehensive loss								
Change in fair value of financial assets at fair value through OCI	-	-	-	-	-	(2,325)	-	(2,325)
Total comprehensive income for the year	-	-	-	-	-	(2,325)	24,005	21,680
At 31 December 2024	**5,463**	**95,585**	**719**	**16,297**	**843**	**(4,619)**	**257,322**	**371,610**

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS (PRELIMINARY)

	Year ended 31/12/2024 (Unaudited) *US$'000*	Year ended 31/12/2023 (Audited) *US$'000*
OPERATING ACTIVITIES		
Cash generated from operations before changes in working capital	68,279	9,117
Decrease in working capital	12,303	11,494
Cash generated from operations	80,582	20,611
Interest paid	(4,870)	(4,817)
Hong Kong Profits Tax refunded	21	150
Net cash from operating activities	75,733	15,944
INVESTING ACTIVITIES		
Interest received	536	518
Dividend income received	1,173	1,171
Purchase of property, plant and equipment	(95,095)	(24,333)
Deposit paid for the acquisition of owned vessels	(2,452)	-
Proceeds from disposal of assets held for sale, net	10,414	-
Proceeds from disposal of property, plant and equipment, net	15	17,432
Net cash used in investing activities	(85,409)	(5,212)
FINANCING ACTIVITIES		
New secured bank loans	65,338	57,696
Repayment of secured bank loans	(55,511)	(52,367)
Decrease in pledged deposits	30	85
Payment of lease liabilities	(16,109)	(3,455)
Interest paid on lease liabilities	(1,317)	(1,424)
Dividends paid to shareholders of the Company	-	(4,370)
Net cash used in financing activities	(7,569)	(3,835)
Net increase (decrease) in cash and cash equivalents	(17,245)	6,897
Cash and cash equivalents at 1 January	40,250	33,353
Cash and cash equivalents at 31 December	23,005	40,250

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" 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 2023, except for the Group has adopted the amended International Financial Reporting Standards ("IFRS") and Hong Kong Financial Reporting Standards ("HKFRS"), which are effective for the annual period beginning on 1 January 2024. The adoption of the amended IFRSs and HKFRSs 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 / years are as follows:

	3 months ended 31/12/2024 (Unaudited) *US$'000*	3 months ended 31/12/2023 (Unaudited) *US$'000*	Year ended 31/12/2024 (Unaudited) *US$'000*	Year ended 31/12/2023 (Audited) *US$'000*
Chartering freight and hire income:				
Hire income under time charters[1]	44,176	24,603	158,900	81,868

Note:

1. Hire income under time charter is accounted for as operating lease and is recognized on a straight-line basis over the period of each time charter contract. During the year, hire income included a non-lease component in relation to crewing service of US$27,688,000 (2023: US$30,463,000).

3. Other operating income

	3 months ended 31/12/2024 (Unaudited) US$'000	3 months ended 31/12/2023 (Unaudited) US$'000	Year ended 31/12/2024 (Unaudited) US$'000	Year ended 31/12/2023 (Audited) US$'000
Net gain on financial assets at fair value through profit or loss	**-**	239	**4,867**	-
Other shipping operating income	**1,446**	1,221	**4,746**	4,350
Settlement income	**-**	-	**3,500**	-
Reversal of impairment loss on trade and other receivables, net	**1,678**	1,274	**1,848**	1,274
Dividend income	**271**	114	**1,173**	1,171
Gross rental income from operating leases on investment properties	**137**	142	**556**	569
Sundry income	**94**	84	**301**	279
	3,626	3,074	**16,991**	7,643

4. Interest income

	3 months ended 31/12/2024 (Unaudited) US$'000	3 months ended 31/12/2023 (Unaudited) US$'000	Year ended 31/12/2024 (Unaudited) US$'000	Year ended 31/12/2023 (Audited) US$'000
Interest income in respect of:				
Deposits with banks and other financial institutions	**73**	122	**453**	470
Loan receivables	**81**	81	**321**	310
Financial assets at fair value through profit or loss	**-**	9	**25**	39
Others	**35**	-	**35**	-
	189	212	**834**	819

5. Reversal on impairment loss (Impairment loss) on owned vessels and right-of-use assets

Given the prevailing dry bulk shipping market conditions, management considered that reversal of impairment indication of the Group's fleet and right-of-use assets existed at the end of 2024. A review on the recoverable amount of our owned vessels and right-of-use assets was performed to reflect our change in the expectation of the global economic and the dry bulk shipping industry outlook.

(a) Reversal of impairment loss on owned vessels, net

With due considerations of factors affecting the long term intrinsic values of owned dry bulk vessels in the reversal of impairment loss review, certain of the Group's owned vessels' recoverable amounts which were determined based on the higher of the fair value less costs of disposal and value in use and were higher than their respective carrying amounts at end of 2024. Those vessels with carrying amount of US$109,690,000 is estimated based on the value in use under discounted cash flow method, using estimated future cash flows projections from the continuous use of such vessels. Key assumptions applied in value in use calculation mainly included discount rate and hire rates earned by each vessel as the value in use is most sensitive to the changes in these two factors. Other assumptions applied in the estimated future cash flows projections included the first five-year period from the continuous use of such vessels and cash flows beyond the five-year period are extrapolated using the zero growth rate.

The hire rates applied in the reversal of impairment test on owned vessels were based on management's best estimation, taking into consideration of historical performances, market research data and market expectation. The hire rates would have an average of 1% decline (2023: 1% growth) for the first five-year period and cash flows beyond the five-year period are extrapolated using the zero growth rate. The discount rate applied to the value in use calculation on owned vessels was 10.5% (2023: 10.5%), which was a pre-tax rate that reflected current market assessments of time value of money and the risks specific to the assets. It is based on weighted average cost of capital in which the cost of equity, cost of debt and capital structure are the key parameters. Other assumptions included utilization rate which is assumed to be 98% (2023: 95%) in all subsequent years; and vessels are expected to have useful life of 25 (2023: 25) years from the date of the initial delivery from the shipyards. The net cash flow also reflected the estimated drydocking and special surveys costs and vessels operating expense.

Certain owned vessels with carrying amount of US$143,105,000 are determined based on fair value less cost of disposal. The fair value less cost of disposal is based on valuation performed by independent valuer and the valuation is under market comparison approach and such measurement of these owned vessels was categorized as Level 2 of the three-level fair value hierarchy as defined under IFRS 13 and HKFRS 13. Key assumptions applied in fair value less cost of disposal mainly included quoted recent transactions of similar vessels. Other assumptions included estimated cost of disposal of these vessels which are based on the Group's historical acquisition and disposal transactions of its fleets.

Accordingly, a net reversal of impairment loss of US$1,942,000 (2023: net impairment loss of US$14,011,000) on owned vessels classified in property, plant and equipment was recognized at 31 December 2024 to reflect the Group's change in the expectation of the global economic and the dry bulk shipping industry outlook which affect the assumptions applied in estimation of the value in use and fair value less cost of disposal of the Group's owned vessels.

(b) Reversal of impairment loss on right-of-use assets

The Group carried out a review of the recoverable amounts of the right-of-use assets based on the value-in-use approach using discounted cash flow method by comparing the carrying value and the recoverable amounts of the right-of-use assets. The key assumptions for the discounted cash flow method are those regarding the discount rates, hire rates, growth rate and utilization rate during the lease term of the charterparty.

The hire rates applied in the reversal of impairment test on right-of-use assets were based on management's best estimation, taking into consideration of historical performances, market research data and market expectation. The hire rates would have an average of 1% (2023: 1%) decline during the lease term of the charterparty. The discount rate applied to the value in use calculation on right-of-use assets was 10.5% (2023: 10%), which was a pre-tax rate that reflected current market assessments of time value of money and the risks specific to the assets. It is based on weighted average cost of capital in which the cost of equity, cost of debt and capital structure are the key parameters. Utilization rate of 98% (2023: 95%) is assumed during the lease term of the charterparty.

Based on the reversal of impairment test performed, the recoverable amounts of the right-of-use assets exceed its carrying amount and accordingly, a reversal of impairment loss of US$4,591,000 (2023: impairment loss of US$5,693,000) was recognized for the year ended 31 December 2024.

The reversal of impairment loss on owned vessels and right-of-use assets of US$6,533,000 (2023: net impairment loss of US$19,704,000) for the year ended 31 December 2024 are non-cash in nature and do not have impact on the operating cash flows of the Group.

6. Operating profit (loss) before depreciation and amortization

This is stated after charging / (crediting):

	3 months ended 31/12/2024 (Unaudited) *US$'000*	3 months ended 31/12/2023 (Unaudited) *US$'000*	Year ended 31/12/2024 (Unaudited) *US$'000*	Year ended 31/12/2023 (Audited) *US$'000*
Realized gain on financial assets at fair value through profit or loss	(790)	-	(2,409)	(701)
Unrealized loss (gain) on financial assets at fair value through profit or loss	1,518	(239)	(2,458)	1,528
Net loss (gain) on financial assets at fair value through profit or loss	728	(239)	(4,867)	827
Charter hire payments for time charters [1]	5,289	-	21,784	-
Impairment loss (Reversal of impairment loss) on owned vessels and right-of-use assets	(6,533)	19,704	(6,533)	19,704
Change in fair value of investment properties	2,671	1,601	4,386	2,334
Reversal of impairment loss on trade and other receivables, net	(1,678)	(1,274)	(1,848)	(1,274)
Impairment loss on assets held for sale	-	(609)	-	1,288
Net loss on disposal of owned vessels	-	880	-	880

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 / years.

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.

The amount of taxation charged to the condensed consolidated statement of profit or loss and other comprehensive income represents:

	3 months ended 31/12/2024	3 months ended 31/12/2023	**Year ended 31/12/2024**	Year ended 31/12/2023
	(Unaudited)	(Unaudited)	**(Unaudited)**	(Audited)
	US$'000	*US$'000*	***US$'000***	*US$'000*
Hong Kong Profits Tax				
Over provision in prior year	**-**	(1)	**-**	(1)

8. Earnings (Loss) per share

	3 months ended 31/12/2024	3 months ended 31/12/2023	**Year ended 31/12/2024**	Year ended 31/12/2023
	(Unaudited)	(Unaudited)	**(Unaudited)**	(Audited)
Weighted average number of ordinary shares in issue	**109,258,943**	109,258,943	**109,258,943**	109,258,943
Net profit (loss) attributable to shareholders of the Company (US$'000)	**5,189**	(27,715)	**24,005**	(55,055)
Basic and diluted earnings (loss) per share	**US$0.047**	US$(0.254)	**US$0.220**	US$(0.504)

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

	3 months ended 31/12/2024	3 months ended 31/12/2023	**Year ended 31/12/2024**	Year ended 31/12/2023
	(Unaudited)	(Unaudited)	**(Unaudited)**	(Audited)
	US$'000	*US$'000*	***US$'000***	*US$'000*
2024 final dividend, proposed of US$0.03 per share	**3,278**	-	**3,278**	-

The proposed final dividend for the year 2024 is subject to the approval of the Company's shareholders at the forthcoming annual general meeting scheduled on 28 May 2025.

10. Right-of-use assets and lease liabilities

(a) Right-of-use assets

	31/12/2024	31/12/2023
	(Unaudited)	(Audited)
	US$'000	*US$'000*
At 1 January	**21,095**	28,997
Additions	**27,881**	-
Lease remeasurement	**(8,526)**	3,257
Depreciation	**(15,019)**	(5,466)
Reversal of impairment loss (Impairment loss)	**4,591**	(5,693)
	30,022	21,095

(b) Lease liabilities

	31/12/2024	31/12/2023
	(Unaudited)	(Audited)
	US$'000	*US$'000*
At 1 January	**29,139**	29,337
Additions	**27,881**	-
Lease remeasurement	**(8,526)**	3,257
Interest expense (included in finance costs)	**1,317**	1,424
Repayments of lease liabilities	**(17,426)**	(4,879)
	32,385	29,139

The lease liabilities were repayable as follows:

	31/12/2024	31/12/2023
	(Unaudited)	(Audited)
	US$'000	*US$'000*
Within one year	**18,692**	5,061
After one year but within two years	**5,028**	5,272
After two years but within five years	**8,665**	17,284
After five years	**-**	1,522
	13,693	24,078
	32,385	29,139

During the year, the total cash outflow for the lease was US$39,232,000 (2023: US$4,879,000).

At the reporting date, the Group operates four long-term chartered-in vessels, three of them are 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.

In 2022, the Group entered into a charterparty with a third party in respect of leasing of a Panamax of deadweight 84,484 metric tonnes, built in year 2022 for a term of seven years and the vessel was delivered to the Group in June 2022.

Additions to right-of-use assets during the year 2024 were mainly attributable to three long-time inward time charters where vessels have been delivered to the Group during the year.

(i) A Panamax of deadweight 81,842 metric tonnes, built in 2021 for a term of minimum twenty-two months and the vessel was delivered to the Group in January 2024.

(ii) An Ultramax of deadweight 61,452 metric tonnes, built in year 2016 for a term of minimum twenty-two months and the vessel was delivered to the Group in April 2024.

(iii) An Ultramax of deadweight 61,473 metric tonnes, built in year 2016 for a term of minimum twenty months and the vessel was delivered to the Group in May 2024.

11. Investment properties

	31/12/2024 (Unaudited) *US$'000*	31/12/2023 (Audited) *US$'000*
At 1 January	25,259	27,210
Reclassification from leasehold land and buildings	-	383
Change in fair value	(4,386)	(2,334)
	20,873	25,259

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 on annually basis with reference to comparable transactions available in the relevant locality. In estimating the fair value of 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 year.

12. Financial assets at fair value through OCI

	31/12/2024 (Unaudited) *US$'000*	31/12/2023 (Audited) *US$'000*
Unlisted equity investments		
Co-investment in a property project		
At 1 January	**7,259**	9,396
Change in fair value[1]	**(2,311)**	(2,137)
	4,948	7,259
Unlisted club membership		
At 1 January	**432**	444
Change in fair value[2]	**(14)**	(12)
	418	432
	5,366	7,691

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$2,311,000 on the fair value of equity instruments for the year ended 31 December 2024, 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$4,948,000 (2023: US$7,259,000) whereas the loan receivable arise from Co-investment (note 13), together with the interest accrued thereon was US$2,459,000 (2023: US$2,138,000). 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 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 year.

13. Loan receivables

	31/12/2024 (Unaudited) *US$'000*	31/12/2023 (Audited) *US$'000*
At 1 January	**1,577**	1,342
Gross new loan originated	**-**	235
Provision of individual impairment	**-**	-
Loan receivables, net of provision	**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 (2023: 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

	31/12/2024 (Unaudited) US$'000	31/12/2023 (Audited) US$'000
Held for trading		
Listed equity securities	17,903	21,491
Listed debt securities	-	577
Unlisted debt securities	-	295
	17,903	22,363
Designated as such upon initial recognition		
Investment funds	2,702	1,731
	20,605	24,094

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 unlisted debt securities and 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 year.

15. Secured bank loans

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

	31/12/2024 (Unaudited) US$'000	31/12/2023 (Audited) US$'000
Within one year	8,287	32,497
In the second year	8,844	55,670
In the third to fifth year	80,863	-
Total secured bank loans	97,994	88,167
Less: Amount repayable within one year	(8,287)	(32,497)
Amount repayable after one year	89,707	55,670

During the year, the Group had drawn new secured bank loans of US$65,338,000 (2023: US$57,696,000) and repaid US$55,511,000 (2023: US$52,367,000).

16. Capital expenditures and commitments

Capital expenditures

During the year, the Group incurred capital expenditure of US$94,698,000 (2023: US$24,220,000) on additions of motor vessels and capitalized drydockings and US$397,000 (2023: US$113,000) on other property, plant and equipment.

Capital commitments

During the year, the Group entered into two shipbuilding contracts for the construction of two 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 the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$68,000,000 (2023: nil).

The Group further entered into a charterparty in respect of leasing of a Capesize of deadweight 207,672 metric tonnes, built in year 2017, for a term of minimum thirty-three months; the vessel was delivered to the Group in January 2025. The right-of-use assets of approximately US$26,640,000 will be recognized on the date of delivery of the vessel. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was approximately US$26,640,000 (2023: nil).

During the year, the Group entered into an agreement for the acquisition of an Ultramax of deadweight 61,441 metric tonnes, built in year 2017, at a purchase price of US$24,520,000, was delivered to the Group in January 2025. As at the reporting date, a deposit of US$2,452,000 for the vessel was paid, the capital expenditure commitments contracted by the Group but not provided for, net of deposits paid, was approximately US$22,068,000 (2023: nil).

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 (2023: 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 deposits paid, was US$117,080,000 (2023: US$372,000).

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.

17. 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 31/12/2024	3 months ended 31/12/2023	Year ended 31/12/2024	Year ended 31/12/2023
	(Unaudited)	(Unaudited)	(Unaudited)	(Audited)
	US$'000	*US$'000*	*US$'000*	*US$'000*
Salaries and other benefits	3,405	2,852	9,265	8,692
Contributions to retirement benefits schemes	112	113	446	446
	3,517	2,965	9,711	9,138

18. Events after the reporting date

Regarding the legal proceedings between the subsidiaries of the Company and Parakou Shipping Pte Limited in London and Hong Kong in relation to the non-performance of a charterparty, Galsworthy and Parakou Shipping had reached an agreement to settle the legal action, and the Group received a sum of SGD27.6 million, a total of approximately US$20.3 million in January 2025. For details, please refer to the section SIGNIFICANT LITIGATION UPDATE on page 10.

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