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JINHUI

JINHUI HOLDINGS COMPANY LIMITED

金輝集團有限公司

(Incorporated in Hong Kong with limited liability)

Stock Code : 137

INTERIM RESULTS
FOR THE SIX MONTHS ENDED 30 JUNE 2026

Highlights
For the first half of 2026

- Revenue for the period: HK$540 million
- EBITDA for the period: HK$256 million
- Net profit for the period: HK$64 million
- Net profit attributable to shareholders of the Company: HK$31 million
- Basic earnings per share: HK$0.058
- Gearing ratio as at 30 June 2026: 10%

MANAGEMENT DISCUSSION AND ANALYSIS

The Board is pleased to present the interim results of **Jinhui Holdings Company Limited** (the "Company") and its subsidiaries (the "Group") for the six months ended 30 June 2026.

INTERIM RESULTS

Revenue for the first half of 2026 decreased 13% to HK$540,165,000, compared to HK$620,460,000 for the same period in 2025. The drop in revenue during the period was primarily due to a reduction in number of vessels in operation, following the disposal of eight Supramaxes last year. As at 30 June 2026, the Group operated a fleet of twenty-one vessels as compared to thirty-two vessels in last corresponding period.

During the period under review, dry bulk freight rates rose compared to the same period of last year, as market conditions tightened due to geopolitical disruptions, trade inefficiencies, and the Arabian Gulf conflict. Our average daily time charter equivalent rate for the first half of 2026 improved by about 30% as compared to last corresponding period. The Group capitalized on these market dynamics, driving its average daily time charter equivalent rate up to US$17,150 (approximately HK$134,000) for the first half of 2026 from US$13,538 (approximately HK$106,000) for the same period in 2025. This improvement of about 30% effectively cushioned the revenue impact of a reduced fleet capacity.

Consolidated operating profit before depreciation and amortization of HK$255,743,000 was reported for the first half of 2026, compared with HK$381,175,000 was reported for the corresponding half year in 2025. The Group recorded a consolidated net profit of HK$63,918,000 for the first half of 2026 whereas a consolidated net profit of HK$106,192,000 was reported in the first half of 2025. Basic earnings per share for the period was HK$0.058 as compared to basic earnings per share of HK$0.102 for the first half of 2025. The net profit attributable to shareholders of the Company for the six months ended 30 June 2026 was HK$30,764,000 as compared to a net profit of HK$53,835,000 was reported for the corresponding period in 2025.

The prior period's net profit included a substantial, non-recurring settlement income of approximately HK$157.7 million arising from the non-performance of a charterparty, whereas only HK$2.7 million was received from this settlement during the current period. Excluding this one-off item, the Group's underlying financial performance for the first half of 2026 demonstrated steady improvement, driven by stronger market conditions, higher freight rates, and disciplined cost control measures, apart from the effect of reduced number of operating vessels deployed during the current period.

During the first half of 2026, the Group entered into six shipbuilding contracts for the construction of six Ultramax newbuildings, at approximately US$34 million (approximately HK$265.2 million) each. Overall, our orderbook consists of twelve Ultramax newbuildings with expected deliveries between 2026 and 2030. The Group also entered into agreements to dispose of two Supramaxes. Both disposals were subsequently completed in July and August 2026.

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

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

MANAGEMENT DISCUSSION AND ANALYSIS

INTERIM DIVIDEND

The Board has resolved not to recommend the payment of any interim dividend for the six months ended 30 June 2026 (30/6/2025: nil).

BUSINESS REVIEW

The Group operates its worldwide shipping activities through Jinhui Shipping and Transportation Limited, an approximately 55.69% direct subsidiary of the Company, whose shares are listed on the Oslo Stock Exchange (Euronext Oslo Børs), Norway. The Group's revenue represents chartering freight and hire income arising from the Group's owned and chartered-in vessels.

In the first half of 2026, geopolitical conflict in the Arabian Gulf introduced significant operational inefficiencies into the shipping sector. Restrictions on transits through the Strait of Hormuz have triggered vessel supply constraints and extended voyage lengths, while accompanying fuel supply disruptions have driven up bunker prices. Collectively, these pressures continue to provide strong structural support for global freight rates. Baltic Dry Index ("BDI") commenced at the beginning of the year at 1,877 points, declining to a low of 1,532 points in mid-January, then climbed to a high of 3,226 points at the end of May, before eventually setting at 2,501 points by the end of June. The average BDI for the first half of 2026 was 2,347 points, which compares to 1,290 points in the same period in 2025.

Average daily time charter equivalent rates ("TCE")	**2026 1st half**	2025 1st half	2025
	US$	*US$*	*US$*
Capesize fleet	**31,010**	21,203	21,025
Panamax fleet	**18,833**	13,795	14,910
Ultramax / Supramax fleet	**14,531**	12,674	13,246
In average	**17,150**	13,538	14,182

For the six months ended 30 June 2026, the Group recorded revenue of HK$540,165,000, a decrease of 13% compared with HK$620,460,000 in the corresponding period of 2025. Such revenue decline was principally attributable to a reduced number of operating vessels deployed during the current period under review as compared to last corresponding period. Reported average daily TCE for Capesize fleet, Panamax fleet and Ultramax / Supramax fleet of US$31,010, US$18,833 and US$14,531 (approximately HK$242,000, HK$147,000 and HK$113,000) respectively, and US$17,150 (approximately HK$134,000) for the entire fleet in the first half of 2026.

During the period, a chartered-in vessel was employed on voyage charters to maximize potential business opportunity, generating freight income of HK$93,539,000.

In the first half of 2026, the consolidated operating profit before depreciation and amortization amounted to HK$255,743,000, compared with HK$381,175,000 recorded in the corresponding period of last year. The net profit attributable to shareholders of the Company for the first half of 2026 was HK$30,764,000, while a net profit of HK$53,835,000 was reported in first half of 2025. Basic earnings per share for the period was HK$0.058 as compared to HK$0.102 for the first half of 2025. The prior period results included a non-recurring and one-off settlement income of approximately HK$157.7 million arising from non-performance of a charterparty.

Key Performance Indicators for Shipping Business	**2026 1st half**	2025 1st half	2025
	HK$'000	*HK$'000*	*HK$'000*
Average daily TCE	**134**	106	111
Daily vessel running cost	**43**	47	45
Daily vessel depreciation	**29**	25	25
	72	72	70
Average utilization rate	**99%**	98%	98%

Daily vessel running cost of the Group's owned vessels decreased from US$6,044 (approximately HK$47,000) for the first half of 2025 to US$5,509 (approximately HK$43,000) for the first half of 2026. The decrease was primarily attributable to lower crew costs, reduced expenditure on spare parts and vessel maintenance. Daily vessel depreciation for owned vessels slightly increased to US$3,691 (approximately HK$29,000) for the first half of 2026 as compared to US$3,231 (approximately HK$25,000) for the corresponding period in 2025, primarily due to the higher depreciation charge resulting from drydocking costs capitalized in 2025. Our vessel running costs remain well controlled and we will continue to maintain a highly competitive cost structure when stacked against other market participants. The average fleet utilization rate of the Group's fleet is 99% for the current period.

FLEET OVERVIEW

The Group operates a balanced and diversified fleet of dry bulk carriers, comprising Capesize, Panamax, Ultramax and Supramax bulk carriers. To stay competitive in the market, the Group focused on enhancing the quality of our fleet and adjusting our fleet profile, particularly in terms of seeking to lower the overall age profile of our fleet. As at 30 June 2026, the Group operated a fleet of twenty-one vessels, of which eighteen are owned vessels (including the two which have been disposed of and reclassified under assets held for sale) and three chartered-in vessels, with total deadweight carrying capacity of approximately 1,682,000 metric tonnes. Among the owned vessels were two that have been arranged under sale and leaseback agreements. As at 30 June 2026, the carrying amount of the motor vessels and capitalized drydocking costs was HK$2,052,650,000 (31/12/2025: HK$2,327,259,000).

	Number of vessels		
	Owned*	**Chartered-in**	**Total**
Capesize fleet	2	1	3
Panamax fleet	1	1	2
Ultramax / Supramax fleet	15	1	16
Total number of vessels	**18**	**3**	**21**

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

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

Disposal of vessels

- An agreement entered into in December 2025 to sell a 2012-built Supramax for US$14.4 million, approximately HK$112 million, was cancelled in January 2026 due to unfulfilled contract terms. The vessel remains in the fleet.

- On 6 March 2026, a vessel built in 2014 with a deadweight of 63,485 metric tonnes was sold for US$23,455,000, approximately HK$182,949,000. The vessel was delivered to the purchaser in July 2026.

- On 20 March 2026, a vessel built in 2014 with a deadweight of 63,435 metric tonnes was sold for US$24,000,000, approximately HK$187,200,000. The vessel was delivered to the purchaser in August 2026.

Shipbuilding contracts

- In February 2026, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of approximately 64,100 metric tonnes, at a consideration of approximately US$34 million, approximately HK$259 million per vessel, both scheduled for deliveries in 2029.

- In June 2026, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes, at a consideration of approximately US$34 million, approximately HK$266 million per vessel, scheduled for deliveries in 2030.

As at the reporting date, the Group's orderbook comprised of twelve newbuildings, one to be delivered in 2026, one in 2027, four to be delivered in 2028, two to be delivered in 2029 and four to be delivered in 2030. The newbuildings are more fuel-efficient and of higher operational efficiency than the other bulk carriers of the Group currently in operation, which meet the latest environmental regulations and prevailing requirements in the shipping industry.

Lease of vessels

The Group endeavoured further enhance and improve our fleet profile while limiting the capital expenditure on acquisition of vessels and maximizing flexibility. As at the reporting date, the Group maintained certain number of time charter engagements, two of them were 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 were recognized in the consolidated statement of financial position upon their deliveries of the vessels in accordance with HKFRS 16 Leases. As at 30 June 2026, the carrying amounts of the right-of-use assets and the lease liabilities were HK$206,543,000 (31/12/2025: HK$255,630,000) and HK$234,144,000 (31/12/2025: HK$281,287,000) respectively.

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.

FINANCIAL REVIEW

Revenue and operating profit. For the six months ended 30 June 2026, the Group recorded revenue of HK$540,165,000, a decrease of 13% compared with HK$620,460,000 in the corresponding period of 2025. Such revenue decline was principally attributable to a reduced number of operating vessels deployed during the current period under review as compared to last corresponding period. Reported average daily TCE for Capesize fleet, Panamax fleet and Ultramax / Supramax fleet of US$31,010, US$18,833 and US$14,531 (approximately HK$242,000, HK$147,000 and HK$113,000) respectively, and US$17,150 (approximately HK$134,000) for the entire fleet in the first half of 2026.

Concurrently, the Group recorded a consolidated operating profit before depreciation and amortization of HK$255,743,000, compared to HK$381,175,000 in the corresponding period of 2025. Consolidated net profit for the period was HK$63,918,000, compared to HK$106,192,000 recorded in the prior period. The prior period's net profit included a substantial, non-recurring settlement income of approximately HK$157.7 million arising from the non-performance of a charterparty. Excluding this one-off item, the Group’s underlying financial performance for the first half of 2026 demonstrated steady improvement, driven by stronger market conditions, higher freight rates, and disciplined cost control measures, apart from the effect of reduced number of operating vessels deployed during the current period. Net profit attributable to shareholders of the Company for the first half of 2026 was HK$30,764,000, while a net profit of HK$53,835,000 was reported in first half of 2025. Basic earnings per share for the period was HK$0.058 as compared to HK$0.102 for the first half of 2025.

Other operating income. Other operating income decreased to HK$42,248,000 for the first half of 2026 from HK$221,058,000 for the corresponding period in 2025. The amount in the prior period reflected a one-off charterparty dispute settlement of HK$157.7 million, compared to HK$2.7 million received during the current period. The decline was further attributable to the absence of net gain on financial assets / financial liabilities at fair value through profit or loss in the first half of 2026, whereas a net gain of HK$20,206,000 was recognized in the corresponding period of 2025. Dividend income derived from financial assets was HK$4,932,000 for the first half of 2026 as compared to HK$6,146,000 for the first half of 2025.

Shipping related expenses. Shipping related expenses mainly comprise crew expenses, insurance, consumable stores, spare parts, repairs and maintenance and other vessels' expenses. Shipping related expenses decreased from HK$347,483,000 for the first half of 2025 to HK$224,855,000 for the first half of 2026 primarily driven by the reduction in hire payments of chartered-in vessels under short-term leases, which fell from HK$52 million in the first half of 2025 to HK$15 million in the first half of 2026, due to the expiry of inward time charter agreements during the current period. In relation to the fleet renewal strategy, the reduction on number of owned vessels resulted in lower shipping operational costs, contributing to the overall decrease in shipping related expenses for the current period, particularly in crew costs, spare parts and consumables.

The daily vessel running cost of the Group's owned vessels decreased to US$5,509 (approximately HK$43,000) for the first half of 2026 as compared to US$6,044 (approximately HK$47,000) for the first half of 2025, reflecting the Group's continued focus on cost control initiatives, lower crew costs, and reduced maintenance-related expenditure following significant vessel maintenance and improvement works completed in previous periods. 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. Other operating expenses increased to HK$61,806,000 for the first half of 2026 from HK$48,724,000 in the corresponding period of 2025. The increase was primarily attributable to a net loss of HK$27,303,000 on financial assets / financial liabilities at fair value through profit or loss recognized during the first half of 2026, compared with a net gain of HK$20,206,000 recognized in other operating income in the first half of 2025. Other operating expenses for the first half of 2026 also included a fair value loss of HK$3,780,000 on investment properties, compared with a fair value loss of HK$11,860,000 recognized in the corresponding period of 2025.

Depreciation and amortization. Depreciation and amortization for the first half of 2026 was HK$160,330,000 as compared to HK$235,383,000 for first half of 2025. The decrease was mainly due to the recognition of HK$61,093,000 in depreciation on right-of-use assets for long-term chartered-in vessels for the current period whereas HK$113,814,000 was recorded in last corresponding period. The Group's daily vessel depreciation for owned vessels slightly increased to US$3,691 (approximately HK$29,000) for the first half of 2026 as compared to US$3,231 (approximately HK$25,000) for the corresponding period in 2025.

Finance costs. Finance costs decreased from HK$39,600,000 for the first half of 2025 to HK$31,495,000 for the first half of 2026. The decrease was primarily attributable to the lower interest expense on lease liabilities, which amounted to HK$10 million in current period compared with HK$14 million in the corresponding period of 2025, reflecting a reduction in the number of chartered-in vessels. Additionally, the decline was supported by a lower level of bank and other borrowings.

Investment properties. As at 30 June 2026, the Group's investment properties were stated at fair value of HK$247,910,000 (31/12/2025: HK$251,690,000) 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 and located in Hong Kong.

As at 30 June 2026, the fair value of each of these investment properties represented less than 5% of the total assets of the Group.

During the first half of 2026, the Group recognized gross rental income from operating leases on all investment properties of HK$1,739,000 and recognized loss on fair value of investment properties amounting to HK$3,780,000 as at 30 June 2026. The Group's investment properties continue to generate steady and recurring stream of income for the Group and majority of these are office asset located in one of the most sought after central business district of Hong Kong.

Right-of-use assets and lease liabilities. As at the reporting date, the Group operated two long-term chartered-in vessels with remaining lease term for more than twelve months. In accordance with 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.

As at 30 June 2026, the carrying amounts of the right-of-use assets and the lease liabilities were HK$206,543,000 (31/12/2025: HK$255,630,000) and HK$234,144,000 (31/12/2025: HK$281,287,000) respectively.

During the first half of 2026, the total cash outflow for the lease was HK$89,840,000 (30/6/2025: HK$174,593,000).

Unlisted equity investment on Co-investment. For the first half of 2026, the Investment Manager of the Co-investment, Phoenix Property Investors Limited, reported an estimated US$4,321,000, approximately HK$33,703,000 (30/6/2025: US$627,000, approximately HK$4,890,000) fair value loss on equity instruments. This adjustment primarily reflects the prevailing headwinds within the Shanghai commercial real estate capital market, which forcing a downward valuation adjustment of the project in Tower A of One Financial Street Center to align with recent comparable market transactions.

The Group recognized this loss as a change in fair value of financial assets at fair value through OCI, presented within other comprehensive loss in the condensed consolidated statement of profit or loss and other comprehensive income. Consequent to these challenging market conditions, the estimated carrying amount of the unlisted equity investments on the Co-investment in property project was reduced to nil (31/12/2025: US$4,321,000, approximately HK$33,703,000). The Co-investment loan receivable together with the interest accrued thereon was HK$25,629,000 (31/12/2025: HK$24,502,000). To mitigate market risk and optimize asset recovery, the Investment Manager, Phoenix Property Investors Limited, is actively pursuing an exit from the investment. The Group will continue monitor the performance of the Co-investment closely and the progress of the Investment Manager's disposal process. Management will assess and implement impairment allowances as and when appropriate.

Loan receivables. As at 30 June 2026, the Group's loan receivables amounted to HK$80,008,000 (31/12/2025: HK$94,204,000), comprising HK$67,704,000 (31/12/2025: HK$81,900,000) arising from receivables in respect of the disposal of two vessels and HK$12,304,000 (31/12/2025: HK$12,304,000) arising from Co-investment.

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

Financial assets at fair value through profit or loss. As at 30 June 2026, the Group's portfolio of investment in financial assets at fair value through profit or loss was HK$348,275,000 (31/12/2025: HK$197,464,000), in which HK$242,649,000 (31/12/2025: HK$197,464,000) was investment in equity securities and investment funds and HK$105,626,000 (31/12/2025: nil) was investment in derivative financial instruments, mainly Fixed Coupon Notes (FCNs).

As part of our treasury management strategy to enhance yield on surplus liquidity, available funds were allocated to FCNs during the period, which offer premium yields compared to traditional bank deposits. In addition, the flexibility of FCNs regarding underlying equities, strike prices, and tenors further enables the treasury function to align these instruments with the Company's liquidity requirements while optimizing returns on temporary cash surpluses. As at the reporting date, the Group held outstanding FCNs with an aggregate fair value of approximately HK$105 million.

As at 30 June 2026, the fair value of each of these equity securities, investment funds and derivative financial instruments represented less than 5% of the total assets of the Group.

During the first half of 2026, the Group's net loss on financial assets / financial liabilities at fair value through profit or loss was HK$27,303,000 (30/6/2025: net gain on financial assets / financial liabilities at fair value through profit or loss of HK$20,206,000), comprised of a realized gain of HK$3,666,000 (30/6/2025: HK$3,972,000) upon disposal of certain financial assets and an unrealized fair value loss of HK$30,969,000 (30/6/2025: an unrealized fair value gain of HK$16,234,000) on financial assets / financial liabilities at fair value through profit or loss for the period. The aggregate interest income and dividend income from financial assets was HK$18,729,000 (30/6/2025: HK$12,462,000).

Trade and other payables. As at 30 June 2026, the Group's trade and other payables was HK$132,422,000 (31/12/2025: HK$141,799,000), including trade payables of HK$7,532,000 (31/12/2025: HK$2,576,000), accrued charges of HK$24,410,000 (31/12/2025: HK$24,198,000) and other payables of HK$100,480,000 (31/12/2025: HK$115,025,000). Other payables mainly included payables related to vessel running cost and ship operating expenses of HK$48,344,000 (31/12/2025: HK$84,632,000), hire receipt in advance of HK$33,903,000 (31/12/2025: HK$10,451,000) from charterers, loan interest payables of HK$2,566,000 (31/12/2025: HK$1,085,000) and accrued employee benefits payables of HK$1,798,000 (31/12/2025: HK$16,978,000).

Liquidity, financial resources and capital structure. As at 30 June 2026, the Group maintained positive working capital position of HK$782,451,000 (31/12/2025: HK$699,057,000) and had cash and cash equivalents of HK$121,579,000 (31/12/2025: HK$430,453,000). Net cash generated from operating activities after working capital changes was HK$43,192,000 (30/06/2025: HK$338,065,000), of which HK$190,347,000 (30/6/2025: HK$49,798,000) related to changes in working capital.

For the first half of 2026, the Group reported net cash used in investing activities amounted to HK$105,000,000, compared to HK$210,819,000 in the corresponding period of 2025. This outflow primarily included HK$150,429,000 (30/6/2025: HK$53,040,000) in payments made during the current six-month period for vessels under construction, which are scheduled for deliveries between 2026 and 2029.

Net cash used in financing activities amounted to HK$247,066,000 (30/6/2025: HK$116,908,000) in the first half of 2026. During the first half of 2026, the Group repaid secured borrowings amounting to HK$145,152,000 (30/6/2025: HK$101,272,000). Furthermore, a repayment of HK$74,560,000 (30/6/2025: HK$122,602,000) on lease liabilities was incurred.

The Group's total secured borrowings decreased from HK$1,012,729,000 as at 31 December 2025 to HK$882,460,000 as at 30 June 2026, of which 19%, 60%, 10% and 11% are repayable respectively within one year, in the second year, in the third to fifth year and after the fifth year. The secured borrowings were denominated in Hong Kong Dollars and Renminbi (offshore). All secured borrowings were committed on floating rate basis.

As at 30 June 2026, the total of the Group's equity and debt securities, bank balances and cash decreased to HK$568,420,000 (31/12/2025: HK$881,935,000).

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 10% (31/12/2025: 4%) as at 30 June 2026. 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 2026, the Group is able to service its debt obligations, including principal and interest payments.

Pledge of assets. As at 30 June 2026, the Group's property, plant and equipment with an aggregate net book value of HK$1,555,228,000 (31/12/2025: HK$1,930,382,000), investment properties with an aggregate carrying amount of HK$223,710,000 (31/12/2025: HK$226,690,000), financial assets at fair value through profit or loss of HK$169,523,000 (31/12/2025: HK$51,687,000) and deposits of HK$28,309,000 (31/12/2025: HK$556,000) placed with banks were pledged together with the assignment of twelve (31/12/2025: fourteen) subsidiaries' income to secure credit facilities utilized by the Group.

Capital expenditures and commitments.

Capital expenditures

During the first half of 2026, the Group reported capital expenditure of HK$17,165,000 for the capitalized drydocking costs. Additionally, HK$150,429,000 was paid for vessels under construction, and HK$812,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of HK$228,256,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, HK$53,040,000 was paid as installments for vessels under construction, and HK$1,132,000 was spent on other property, plant and equipment.

Capital commitments

In June 2026, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes. The consideration for each vessel is approximately US$34 million, approximately HK$266 million, and all four vessels are scheduled for deliveries in 2030. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$136,300,000, approximately HK$1,063,140,000 (31/12/2025: nil).

In February 2026, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of 64,100 metric tonnes, at a consideration of US$34 million, approximately HK$259 million per vessel, scheduled for deliveries in 2029. As at the reporting date, installments amounting to US$6,652,000, approximately HK$51,886,000, had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$59,868,000, approximately HK$466,970,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US$33 million, approximately HK$254 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. As at the reporting date, installments amounting to US$23,959,000, approximately HK$186,882,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$106,080,000, approximately HK$827,424,000 (31/12/2025: US$111,830,000, approximately HK$872,273,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US$34 million, approximately HK$265 million, of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at the reporting date, installment of US$13,600,000, approximately HK$106,080,000 for the vessels under construction was paid and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$54,400,000, approximately HK$424,320,000 (31/12/2025: US$61,200,000, approximately HK$477,360,000).

In 2018, a subsidiary of the Company 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, approximately HK$78,000,000. 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, approximately HK$2,905,000 (31/12/2025: US$372,000, approximately HK$2,905,000).

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$357,020,000, approximately HK$2,784,759,000 (31/12/2025: US$173,402,000, approximately HK$1,352,538,000).

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.

EVENTS AFTER THE REPORTING DATE

Subsequent to the reporting date, the Group entered into four memoranda and charter agreements for the sale and leaseback arrangements of four Ultramax newbuildings as follows:

2026 and 2027 Deliveries: The Group entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$17 million (approximately HK$132.6 million) each, and the leasing companies agreed to charter the vessels to the Group.

2028 Deliveries: The Group also entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$18 million (approximately HK$140.4 million) each, and the leasing companies agreed to charter the vessels to the Group.

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

Save as disclosed above, there was no other significant event occurred after the reporting date.

EMPLOYEES AND REMUNERATION POLICY

The Group pursues a policy of gender equality. As at 30 June 2026, the Group had 69 (31/12/2025: 68) full-time office employees, of whom 34 (31/12/2025: 34) were male and 35 (31/12/2025: 34) were female. The Group remunerates its employees in accordance with their performances, experiences and prevailing market practices and provides them with usual fringe benefits including medical insurance and contributions to provident funds. Bonuses are also offered to employees of the Group at the discretion of the Directors and depending upon the financial performance of the Group.

RISK FACTORS

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

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

OUTLOOK

The freight market has remained robust during the first half of 2026, and making further positive strides recently. A complex geopolitical environment created much disruptions and inefficiencies to global trade, resulting in longer voyage distances and higher utilization. At the same time, high energy prices means slow steaming to save power and reduce emissions. The net effect translates to tight supply of vessels amid growing supply of vessel.

These geopolitical disruptions and trade inefficiencies are expected to continue for the rest of 2026. With the ongoing restructuring of global supply chain, rising demand for alternative energy, robust demand for dry bulk services is expected. Influx of newbuilding deliveries continued to be absorbed by the market with little downside pressure to freight rates given the current operating environment. Many vessels will enter their third special survey cycle during 2026, with longer dry-docking periods which will limit short-term market supply. With a resilient chartering market, well maintained older vessels continue to be well received in the second hand market. There remains strong interest for prompt delivery second hand tonnages to secure carrying capacity, where we have been taking the opportunity to dispose of our older vessels and redeploy capital by ordering newer, and more modern vessels from reputable shipyards. We will continue our strategy to maintain a young fleet going forward should opportunities arise.

As at the reporting date, we have successfully covered 86% of our Capesize and 100% of Panamax vessel days for the rest of 2026, with an average rate of US$33,000 and US$20,000 per day respectively. For Ultramax / Supramax, 58% of vessel days was covered at average rate of US$15,000 per day for the rest of 2026.

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

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

By Order of the Board

Ng Siu Fai
Chairman

Hong Kong, 31 August 2026

COMPLIANCE OF THE CODE PROVISIONS

The Company has complied with the Corporate Governance Code (the "CG Code") as set out in Appendix C1 of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited (the "Listing Rules") throughout the six months ended 30 June 2026, with deviations as explained in following sections.

CG Code provision B.2.2

Under code provision B.2.2 of the CG Code, every director, including those appointed for a specific term, should be subject to retirement by rotation at least once every three years.

According to the Articles of Association of the Company, all directors of the Company (the "Directors") other than the Chairman and the Managing Director shall be subject to retirement by rotation at least once every three years and any new directors appointed to fill casual vacancies or as an addition to the Board shall be subject to election by shareholders at the annual general meeting after their appointments.

As the Chairman and the Managing Director are not subject to retirement by rotation in accordance with the Articles of Association of the Company, this constitutes deviation from code provision B.2.2 of the CG Code. The Board is of the view that the leadership of the Chairman and the Managing Director is vital to the Group's business continuity and stability, and there should be planned and orderly succession for these offices. Since continuation is a key factor to the successful implementation of the Company's business plans and strategies, any Director holding the office as the Chairman or the Managing Director should therefore be exempted from the retirement by rotation and re-election at the Company's annual general meeting and the Board believes this arrangement is most beneficial to the Company and its shareholders.

CG Code provision B.2.4

Under code provision B.2.4 of the CG Code, where all the independent non-executive directors of an issuer have served more than nine years on the board, the issuer should appoint a new independent non-executive director on the board at the forthcoming annual general meeting.

As at 30 June 2026, the Board comprised of three independent non-executive directors, Mr. Cui Jianhua, Mr. Tsui Che Yin Frank and Mr. William Yau, who have served the Company for more than nine years, and their length of tenure are respectively more than thirty-two years, thirty-one years and twenty-one years. Under this CG code, the Company should appoint a new independent non-executive director on the Board. The Company is still in the process of identifying suitable candidate to be appointed as a new independent non-executive director of the Company. The Company will use its best endeavours to ensure that suitable candidate is appointed as soon as practicable in order to ensure compliance with this CG Code. Further announcement will be made by the Company as and when appropriate.

CORPORATE GOVERNANCE

CG Code provision B.3.5

Under code provision B.3.5 of the CG Code, where at least one director should be appointed of a different gender to the nomination committee.

The Company acknowledges the significance of the gender diversity recommendation under code provision B.3.5 of the CG Code. At present, our Nomination Committee has not yet achieved the suggested level of gender representation. We are continuing to consider and identify potential candidates who can bring diverse perspectives to the committee. Strengthening gender diversity remains an area we value and will continue to address as part of our ongoing board succession planning.

CG Code provision C.2.1

Under code provision C.2.1 of the CG Code, the roles of chairman and chief executive should be separate and should not be performed by the same individual. The division of responsibilities between the chairman and chief executive should be clearly established and set out in writing.

Mr. Ng Siu Fai and Mr. Ng Kam Wah Thomas are brothers who act as the Chairman and the Managing Director of the Company respectively. Mr. Ng Siu Fai, in addition to his duties as the Chairman, is also responsible for the strategic planning and overseeing all aspects of the Group's operations. This constitutes deviation from code provision C.2.1 of the CG Code as part of his duties overlap with those of the Managing Director, who is in practice the chief executive.

As one of the founders of the Group, Mr. Ng Siu Fai has extensive experience and knowledge in the core businesses of the Group and his duty for overseeing all aspects of the Group's operations is clearly beneficial to the Group. The Board also considers that this will not impair the balance of power and authority between the Board and the management of the Company as one-third of the Board members are represented by the independent non-executive directors and the Board will meet regularly to consider major matters affecting the operations of the Group and all Directors are properly briefed on the matters arising at the Board meetings with adequate, complete and reliable information received in a timely manner. The current structure also allows flexibility and enhances the efficiency of decision making process in response to the constantly changing competitive environment.

As the Chairman's major responsibility is to manage the Board whereas the Managing Director's major responsibility is to manage the Group's businesses, the Board considers that the responsibilities of the Chairman and the Managing Director are clear and distinctive and hence written terms thereof are not necessary. Although the respective responsibilities of the Chairman and the Managing Director are not set out in writing, power and authority are not concentrated in any one individual and all major decisions are made in consultation with members of the Board and appropriate board committees, as well as senior management.

Going forward, the Board will periodically review the effectiveness of this arrangement, the board composition as well as division of responsibilities to enhance best interests of the Company and its shareholders as a whole.

CORPORATE GOVERNANCE

CG Code provision D.2.2

Under code provision D.2.2 of the CG Code, the Group should have an internal audit function. Based on the size and simple operating structure of the Group as well as the existing internal control processes, the Board has decided not to set up an internal audit department for the time being. When necessary, the Audit Committee under the Board would carry out the internal audit function for reviewing the adequacy and effectiveness of the risk management and internal control systems of the Group.

MODEL CODE FOR SECURITIES TRANSACTIONS BY DIRECTORS

The Company has adopted the Model Code for Securities Transactions by Directors of Listed Issuers as set out in Appendix C3 of the Listing Rules as its own code of conduct regarding securities transactions by Directors. All Directors have confirmed, following specific enquiry by the Company, that they have complied with the required standard as set out therein throughout the six months ended 30 June 2026.

AUDIT COMMITTEE

The Audit Committee comprises of three independent non-executive directors. The Audit Committee has reviewed with the management, the accounting principles and practices adopted by the Group and discussed auditing, risk management, internal control and financial reporting matters including the review of the unaudited condensed consolidated interim financial statement for the six months ended 30 June 2026.

SUPPLEMENTARY INFORMATION

PURCHASE, SALE OR REDEMPTION OF THE COMPANY'S LISTED SECURITIES

There was no purchase, sale or redemption of the Company's listed securities by the Company or any of its subsidiaries during the six months ended 30 June 2026.

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

For the six months ended 30 June 2026

	Note	**Six months ended 30 June 2026 (Unaudited)** *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Revenue	*2*	**540,165**	620,460
Net loss on disposal of owned vessels		**-**	(19,001)
Other operating income	*3*	**42,248**	221,058
Interest income	*4*	**13,797**	6,316
Shipping related expenses		**(224,855)**	(347,483)
Staff costs		**(53,806)**	(51,451)
Other operating expenses	*5*	**(61,806)**	(48,724)
Operating profit before depreciation and amortization	*6*	**255,743**	381,175
Depreciation and amortization		**(160,330)**	(235,383)
Operating profit		**95,413**	145,792
Finance costs		**(31,495)**	(39,600)
Profit before taxation		**63,918**	106,192
Taxation	*7*	**-**	-
Net profit for the period		**63,918**	106,192
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)		**(33,703)**	(4,890)
Items that may be reclassified subsequently to profit or loss:			
Change in fair value of financial assets at fair value through OCI (recycling)		**697**	(2,100)
Total comprehensive income for the period		**30,912**	99,202

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

For the six months ended 30 June 2026

	Note	**Six months ended 30 June 2026 (Unaudited)** *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Net profit for the period attributable to:			
Shareholders of the Company		**30,764**	53,835
Non-controlling interests		**33,154**	52,357
		63,918	106,192
Total comprehensive income for the period attributable to:			
Shareholders of the Company		**12,560**	49,012
Non-controlling interests		**18,352**	50,190
		30,912	99,202
Earnings per share	*8*		
Basic and diluted		**HK$0.058**	HK$0.102

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 30 June 2026

	Note	30 June 2026 (Unaudited) HK$'000	31 December 2025 (Audited) HK$'000
ASSETS AND LIABILITIES			
Non-current assets			
Property, plant and equipment		**2,529,265**	2,658,231
Right-of-use assets	*10 (a)*	**206,543**	255,630
Investment properties	*11*	**247,910**	251,690
Financial assets at fair value through OCI	*12*	**24,713**	57,719
Loan receivables	*13*	**51,616**	65,812
Intangible assets		**689**	711
		3,060,736	3,289,793
Current assets			
Inventories		**23,569**	23,696
Loan receivables	*13*	**28,392**	28,392
Trade and other receivables	*14*	**126,623**	82,355
Financial assets at fair value through profit or loss	*15(a)*	**348,275**	197,464
Pledged deposits		**28,309**	556
Bank balances and cash	*16*	**353,879**	710,399
		909,047	1,042,862
Assets held for sale	*17*	**300,223**	102,236
		1,209,270	1,145,098
Current liabilities			
Trade and other payables	*18*	**132,422**	141,799
Financial liabilities at fair value through profit or loss	*15(b)*	**85**	2,295
Borrowings, secured	*19*	**166,517**	173,525
Lease liabilities	*10 (b)*	**127,795**	128,422
		426,819	446,041
Net current assets		**782,451**	699,057
Total assets less current liabilities		**3,843,187**	3,988,850
Non-current liabilities			
Borrowings, secured	*19*	**715,943**	839,204
Lease liabilities	*10 (b)*	**106,349**	152,865
		822,292	992,069
Net assets		**3,020,895**	2,996,781

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at 30 June 2026

	30 June 2026 (Unaudited)	31 December 2025 (Audited)
	HK$'000	*HK$'000*
EQUITY		
Equity attributable to shareholders of the Company		
Issued capital	**381,639**	381,639
Reserves	**1,300,054**	1,287,494
	1,681,693	1,669,133
Non-controlling interests	**1,339,202**	1,327,648
Total equity	**3,020,895**	2,996,781

CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

For the six months ended 30 June 2026

	Attributable to shareholders of the Company						
	Issued capital	Other asset revaluation reserve	Reserve for financial assets at fair value through OCI	Retained profits	Subtotal	Non-controlling interests	Total equity
	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)
	HK$'000	*HK$'000*	*HK$'000*	*HK$'000*	*HK$'000*	*HK$'000*	*HK$'000*
At 1 January 2025	381,639	5,400	(5,077)	1,262,467	1,644,429	1,297,723	2,942,152
Comprehensive income							
Net profit for the period	-	-	-	53,835	53,835	52,357	106,192
Other comprehensive loss							
Change in fair value of financial assets at fair value through OCI	-	-	(4,823)	-	(4,823)	(2,167)	(6,990)
Total comprehensive income for the period	-	-	(4,823)	53,835	49,012	50,190	99,202
Final dividend paid to non-controlling interests by subsidiaries	-	-	-	-	-	(11,330)	(11,330)
At 30 June 2025	381,639	5,400	(9,900)	1,316,302	1,693,441	1,336,583	3,030,024
At 1 January 2026	381,639	5,400	(9,512)	1,291,606	1,669,133	1,327,648	2,996,781
Comprehensive income							
Net profit for the period	-	-	-	30,764	30,764	33,154	63,918
Other comprehensive loss							
Change in fair value of financial assets at fair value through OCI	-	-	(18,204)	-	(18,204)	(14,802)	(33,006)
Total comprehensive income for the period	-	-	(18,204)	30,764	12,560	18,352	30,912
Final dividend paid to non-controlling interests by subsidiaries	-	-	-	-	-	(6,798)	(6,798)
At 30 June 2026	**381,639**	**5,400**	**(27,716)**	**1,322,370**	**1,681,693**	**1,339,202**	**3,020,895**

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

For the six months ended 30 June 2026

	Note	**Six months ended 30 June 2026 (Unaudited)** ***HK$'000***	Six months ended 30 June 2025 (Unaudited) *HK$'000*
OPERATING ACTIVITIES			
Cash generated from operations before changes in working capital		**253,380**	413,862
Increase in working capital		**(190,347)**	(49,798)
Cash generated from operations		**63,033**	364,064
Interest paid		**(19,841)**	(25,999)
Net cash from operating activities		**43,192**	338,065
INVESTING ACTIVITIES			
Proceeds from disposal of owned vessels and other property, plant and equipment, net		**330**	63,055
Purchase of owned vessels and other property, plant and equipment		**(17,977)**	(229,388)
Installments paid for vessels under construction		**(150,429)**	(53,040)
Decrease in bank deposits with more than three months to maturity when placed		**47,646**	-
Interest received		**10,498**	2,408
Dividend income received		**4,932**	6,146
Net cash used in investing activities		**(105,000)**	(210,819)
FINANCING ACTIVITIES			
New bank loans		**7,197**	117,000
Repayment of bank loans		**(139,405)**	(101,272)
Repayment of other borrowings		**(5,747)**	-
Decrease (Increase) in pledged deposits		**(27,753)**	1,296
Payment of lease liabilities		**(64,387)**	(108,841)
Interest paid on lease liabilities		**(10,173)**	(13,761)
Dividend paid to non-controlling interests by subsidiaries		**(6,798)**	(11,330)
Net cash used in financing activities		**(247,066)**	(116,908)
Net increase (decrease) in cash and cash equivalents		**(308,874)**	10,338
Cash and cash equivalents at 1 January		**430,453**	189,908
Cash and cash equivalents at 30 June	*16*	**121,579**	200,246

NOTES TO THE INTERIM FINANCIAL STATEMENTS

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

The condensed consolidated interim financial statements of the Group for the six months ended 30 June 2026 have been prepared in accordance with Hong Kong Accounting Standard 34 "Interim Financial Reporting" as issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA") and the applicable disclosure provisions of Appendix 16 of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited.

The financial information relating to the year ended 31 December 2025 that is included in these condensed consolidated interim financial statements for the six months ended 30 June 2026 as comparative information does not constitute the Company's statutory annual consolidated financial statements for that year but is derived from those financial statements. Further information relating to these statutory financial statements required to be disclosed in accordance with section 436 of the Companies Ordinance (Cap. 622) is as follows:

- The Company has delivered the financial statements for the year ended 31 December 2025 to the Registrar of Companies as required by section 662(3) of, and Part 3 of Schedule 6 to, the Companies Ordinance (Cap. 622).

- The Company's auditor has reported on the financial statements of the Group for the year ended 31 December 2025. The independent auditor's report was unqualified; did not include a reference to any matters to which the auditor drew attention by way of emphasis without qualifying its report; and did not contain a statement under sections 406(2), 407(2) or (3) of the Companies Ordinance (Cap. 622).

The accounting policies and basis of preparation adopted in these interim financial statements are consistent with those adopted in the annual financial statements for the year ended 31 December 2025, except for the Group has adopted the amended HKFRS Accounting Standards, which are effective for the annual period beginning on 1 January 2026.

The adoption of the amended 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**

Revenue represents chartering freight and hire income arising from the Group's owned and chartered-in vessels. Revenue recognized during the periods are as follows:

	Six months ended 30 June 2026 (Unaudited) *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Chartering freight and hire income:		
Hire income under time charters [1]	**446,626**	607,674
Freight income under voyage charters [2]	**93,539**	12,786
	540,165	620,460

Notes:

1. Hire income under time charters is accounted for as operating lease and is recognized on a straight-line basis over the period of each time charter contract. During the period, hire income included a non-lease component in relation to crewing service of HK$86,182,000 (30/6/2025: HK$125,489,000).

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

3. Other operating income

	Six months ended 30 June 2026 (Unaudited) *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Net gain on bunker arising from shipping operations	**16,984**	-
Other shipping operating income	**13,514**	32,445
Dividend income	**4,932**	6,146
Settlement income	**2,721**	157,738
Gross rental income from operating leases on investment properties	**1,739**	2,373
Reversal of impairment loss on trade and other receivables, net	**178**	-
Net gain on financial assets / financial liabilities at fair value through profit or loss	**-**	20,206
Sundry income	**2,180**	2,150
	42,248	221,058

4. Interest income

	Six months ended 30 June 2026 (Unaudited) *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Interest income in respect of:		
Deposits with banks and other financial institutions	**6,304**	3,151
Loan receivables	**4,017**	3,165
Financial assets at fair value through profit or loss	**3,476**	-
	13,797	6,316

5. Other operating expenses

Other operating expenses for the first half of 2026 mainly included net loss of HK$27.3 million on financial assets / financial liabilities at fair value through profit or loss, change in fair value of investment properties of approximately HK$3.8 million, professional fee of approximately HK$1.6 million, directors' fee of approximately HK$3.3 million, auditor's remuneration related to audit services of approximately HK$1.1 million and remaining are various office administrative expenses.

Other operating expenses for the first half of 2025 mainly included impairment loss on assets held for sale of approximately HK$14.3 million, change in fair value of investment properties of approximately HK$11.9 million, professional fee of approximately HK$1.3 million, directors' fee of approximately HK$3.3 million, auditor's remuneration related to audit services of approximately HK$1.1 million and remaining are various office administrative expenses.

6. Operating profit before depreciation and amortization

This is stated after charging (crediting):

	Six months ended 30 June 2026 (Unaudited)	Six months ended 30 June 2025 (Unaudited)
	HK$'000	*HK$'000*
Net loss (gain) on financial assets / financial liabilities at fair value through profit or loss	**27,303**	(20,206)
Charter hire payments for time charters [1]	**15,259**	51,970
Change in fair value of investment properties	**3,780**	11,860
Reversal of impairment loss on trade and other receivables, net	**(178)**	-
Dividend income	**(4,932)**	(6,146)
Settlement income	**(2,721)**	(157,738)
Impairment loss on assets held for sale	**-**	14,281

Note:

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

7. Taxation

Hong Kong Profits Tax has not been provided as the Group has no assessable profits for all relevant periods. In the opinion of the Directors, a substantial portion of the Group's income neither arose in nor was derived from Hong Kong and therefore was not subject to Hong Kong Profits Tax. The Group is not subject to taxation in any other jurisdictions in which the Group operates.

8. Earnings per share

Basic and diluted earnings per share were calculated on the net profit attributable to shareholders of the Company of HK$30,764,000 for the six months ended 30 June 2026 (30/6/2025: HK$53,835,000) and the weighted average number of 530,289,480 (30/6/2025: 530,289,480) ordinary shares in issue during the period.

Diluted earnings per share for the six months ended 30 June 2026 and 2025 were the same as basic earnings per share as there were no potentially dilutive ordinary shares in existence for the six months ended 30 June 2026 and 2025.

9. Interim dividend

The Board has resolved not to recommend the payment of any interim dividend for the six months ended 30 June 2026 (30/6/2025: nil).

10. Right-of-use assets and lease liabilities

(a) Right-of-use assets

	30 June 2026 (Unaudited) *HK$'000*	31 December 2025 (Audited) *HK$'000*
At 1 January	255,630	234,168
Additions	-	216,147
Lease remeasurement / Early termination	12,006	30,083
Depreciation	(61,093)	(224,768)
	206,543	255,630

(b) Lease liabilities

	30 June 2026 (Unaudited) *HK$'000*	31 December 2025 (Audited) *HK$'000*
At 1 January	281,287	252,598
Additions	-	216,147
Lease remeasurement / Early termination	17,244	30,083
Interest expense (included in finance costs)	10,173	25,465
Repayments of lease liabilities	(74,560)	(243,006)
	234,144	281,287

The lease liabilities were repayable as follows:

	30 June 2026 (Unaudited) *HK$'000*	31 December 2025 (Audited) *HK$'000*
Within one year	127,795	128,422
After one year but within two years	69,274	101,900
After two years but within five years	37,075	50,965
	106,349	152,865
	234,144	281,287

During the first half of 2026, the total cash outflow for the lease was HK$89,840,000 (30/6/2025: HK$174,593,000). At the reporting date, the Group operated two long-term chartered-in vessels with remaining lease term of more than twelve months.

In accordance with 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 June 2026 (Unaudited)	31 December 2025 (Audited)
	HK$'000	*HK$'000*
At 1 January	**251,690**	273,530
Change in fair value	**(3,780)**	(21,840)
	247,910	251,690

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 and located in Hong Kong.

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 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 HKFRS 13 and there was no transfer among the three levels of the fair value hierarchy during the period / year.

12. Financial assets at fair value through OCI

	30 June 2026 (Unaudited)	31 December 2025 (Audited)
	HK$'000	*HK$'000*
Unlisted equity investments		
Co-investment in a property project		
At 1 January	**33,703**	38,593
Change in fair value [1]	**(33,703)**	(4,890)
	-	33,703
Unlisted club debentures		
At 1 January	**20,600**	22,400
Change in fair value [2]	**400**	(1,800)
	21,000	20,600
Unlisted club membership		
At 1 January	**3,416**	3,258
Change in fair value [2]	**297**	158
	3,713	3,416
	24,713	57,719

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, a subsidiary of the Company 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 (approximately HK$78,000,000). Dual Bliss Limited is one of the investors of the Co-investment.

For the first half of 2026, the Investment Manager of the Co-investment, Phoenix Property Investors Limited, reported an estimated US$4,321,000 (approximately HK$33,703,000) fair value loss on equity instruments. This adjustment primarily reflects the prevailing headwinds within the Shanghai commercial real estate capital market, which forcing a downward valuation adjustment of the project in Tower A of One Financial Street Center to align with recent comparable market transactions.

The Group recognized this loss as a change in fair value of financial assets at fair value through OCI, presented within other comprehensive loss in the condensed consolidated statement of profit or loss and other comprehensive income. Consequent to these challenging market conditions, the estimated carrying amount of the unlisted equity investments was reduced to nil (31/12/2025: US$4,321,000, approximately HK$33,703,000). The Co-investment loan receivable (Note 13), together with the interest accrued thereon was HK$25,629,000 (31/12/2025: HK$24,502,000). To mitigate market risk and optimize asset recovery, the Investment Manager, Phoenix Property Investors Limited, is actively pursuing an exit from the investment. The Group will continue monitor the performance of the Co-investment closely and the progress of the Investment Manager's disposal process. Management will assess and implement impairment allowances as and when appropriate.

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

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

Unlisted club debentures and Unlisted club membership

The investment in club debentures and club membership are stated at fair values which are 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 HKFRS 13 and there was no transfer among the three levels of the fair value hierarchy during the period / year.

13. Loan receivables

	30 June 2026 (Unaudited)	31 December 2025 (Audited)
	HK$'000	*HK$'000*
At 1 January	**94,204**	12,304
Gross new loan originated	**-**	85,800
Repayment	**(14,196)**	(3,900)
Provision of individual impairment	**-**	-
Loan receivables, net of provision	**80,008**	94,204
Less: Amount receivable within one year	**(28,392)**	(28,392)
Amount receivable after one year	**51,616**	65,812

In 2025, the Group entered into two agreements to dispose of two vessels, with the outstanding consideration of US$6 million and US$5 million, approximately HK$42.9 million and HK$39 million respectively, each to be settled over a three-year period. To secure the purchasers' performance and observance of and compliance with the covenants, the purchasers provided first priority ship mortgage on each vessel in favour of the Group.

A 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 HK$12,304,000 (31/12/2025: HK$12,304,000) was agreed and provided as at the reporting date. The loan receivables are unsecured and denominated in United States Dollars and has no repayment terms.

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

14. Trade and other receivables

	30 June 2026 (Unaudited) *HK$'000*	31 December 2025 (Audited) *HK$'000*
Trade receivables	**7,227**	13,664
Prepayments	**35,950**	24,791
Rental and other deposits	**800**	881
Other receivables	**82,646**	43,019
	119,396	68,691
	126,623	82,355

The aging analysis of trade receivables (net of impairment loss) based on payment due dates is as follows:

	30 June 2026 (Unaudited) *HK$'000*	31 December 2025 (Audited) *HK$'000*
Within three months	**2,316**	7,681
Over three months but within six months	**2,994**	4,474
Over six months but within twelve months	**1,547**	1,509
Over twelve months	**370**	-
	7,227	13,664

Management has a credit policy in place for approving the credit limits to charterers and the exposures to credit risk are monitored such that any outstanding trade receivables are reviewed and followed up on an ongoing basis. Credit evaluations including assessing the customer's creditworthiness and financial standing are performed on customers requiring a credit over certain amount.

The credit terms given to charterers vary from 15 to 60 days according to the types of vessels' employment.

The carrying amounts of trade and other receivables are considered to be a reasonable approximation of their fair values due to their short term maturities.

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

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

	30 June 2026	31 December 2025
	(Unaudited)	(Audited)
	HK$'000	*HK$'000*
Equity securities		
Listed in Hong Kong	**150,882**	114,341
Listed outside Hong Kong	**63,659**	57,195
	214,541	171,536
Investment funds	**28,108**	25,928
Derivative financial instruments	**105,626**	-
	348,275	197,464

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

	30 June 2026	31 December 2025
	(Unaudited)	(Audited)
	HK$'000	*HK$'000*
Derivative financial instruments	**85**	2,295

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

As at the reporting date, the Group's outstanding derivative financial instruments categorized under Level 2 comprised mainly of fixed-coupon notes with an aggregate fair value of approximately HK$105 million, interest rate swaps and freight forward agreements.

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

16. Bank balances and cash

	30 June 2026	31 December 2025
	(Unaudited)	(Audited)
	HK$'000	*HK$'000*
Cash and cash equivalents as stated in the condensed consolidated statement of cash flows	**121,579**	430,453
Bank deposits with more than three months to maturity when placed	**232,300**	279,946
	353,879	710,399

17. Assets held for sale

In March 2026, the Group entered into two agreements for the disposal of two vessels at consideration of US$23,455,000 and US$24,000,000 (approximately HK$182,949,000 and HK$187,200,000), with completion taking place in July and August 2026, respectively. For financial reporting purposes, the vessels are reclassified to “Assets held for sale” in accordance with HKFRS 5 “Non-current Assets Held for Sale and Discontinued Operations”. The Group would realize total book gain of US$7.8 million (approximately HK$60.5 million). The actual book gain which the Group would realize upon completion of the disposal of the vessels will depend on the actual net book values of the vessels in accordance with the Group’s impairment and depreciation policy for the vessels as shown in the Company’s annual report and the actual costs of disposal incurred for the vessels at date of deliveries.

The Group previously entered into an agreement in December 2025 to dispose of a 2012-built Supramax for US$14,400,000 (approximately HK$112,320,000), which led to its reclassification to "Assets held for sale" under HKFRS 5. However due to the non-fulfillment of a specific contractual clause, the agreement was subsequently cancelled in January 2026. The vessel remains within the Group's fleet.

18. Trade and other payables

	30 June 2026	31 December 2025
	(Unaudited)	(Audited)
	HK$’000	*HK$’000*
Trade payables	**7,532**	2,576
Accrued charges	**24,410**	24,198
Other payables		
Payables related to vessel running cost and ship operating expenses	**48,344**	84,632
Hire receipt in advance	**33,903**	10,451
Loan interest payables	**2,566**	1,085
Accrued employee benefits	**1,798**	16,978
Others	**13,869**	1,879
	100,480	115,025
	132,422	141,799

The aging analysis of trade payables based on payment due dates is as follows:

	30 June 2026	31 December 2025
	(Unaudited)	(Audited)
	HK$’000	*HK$’000*
Within three months	**6,552**	1,828
Over three months but within six months	**232**	-
Over twelve months	**748**	748
	7,532	2,576

19. Borrowings, secured

	30 June 2026 (Unaudited) HK$'000	31 December 2025 (Audited) HK$'000
Non-current		
Bank loans	**522,845**	641,578
Other borrowings	**193,098**	197,626
	715,943	839,204
Current		
Bank loans	**143,111**	156,586
Other borrowings	**23,406**	16,939
	166,517	173,525
Total borrowings	**882,460**	1,012,729

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

	30 June 2026 (Unaudited) HK$'000	31 December 2025 (Audited) HK$'000
Bank loans		
Within one year	**143,111**	156,586
In the second year	**501,587**	553,125
In the third to fifth year	**21,258**	88,453
Total bank loans	**665,956**	798,164
Less: Amount repayable within one year	**(143,111)**	(156,586)
Bank loans repayable after one year	**522,845**	641,578
Other borrowings		
Within one year	**23,406**	16,939
In the second year	**23,406**	22,586
In the third to fifth year	**70,217**	67,757
After the fifth year	**99,475**	107,283
Total other borrowings	**216,504**	214,565
Less: Amount repayable within one year	**(23,406)**	(16,939)
Other borrowings repayable after one year	**193,098**	197,626

Bank loans which included revolving loans, term loans and property mortgage loans that were denominated in Hong Kong Dollars. During the six months ended 30 June 2026, the Group had drawn new bank loans of HK$7,197,000 (30/6/2025: HK$117,000,000) and repaid HK$139,405,000 (30/6/2025: HK$101,272,000).

Other borrowings represented the term loans on the sale and leaseback agreements on two owned vessels which the Group entered into during 2025 for the amount of HK$220,960,000 (30/6/2025: nil). These other borrowings were denominated in Renminbi (offshore) and were committed on floating rate basis. During the period ended 30 June 2026, amount of HK$5,747,000 (30/6/2025: nil) was repaid.

20. Capital expenditures and commitments

Capital expenditures

During the first half of 2026, the Group reported capital expenditure of HK$17,165,000 for the capitalized drydocking costs. Additionally, HK$150,429,000 was paid for vessels under construction, and HK$812,000 was spent on other property, plant, and equipment.

For the last corresponding period, capital expenditure of HK$228,256,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, HK$53,040,000 was paid as installments for vessels under construction, and HK$1,132,000 was spent on other property, plant and equipment.

Capital commitments

In June 2026, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each with a deadweight of approximately 64,500 metric tonnes. The consideration for each vessel is approximately US$34 million, approximately HK$266 million, and all four vessels are scheduled for deliveries in 2030. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US$136,300,000, approximately HK$1,063,140,000 (31/12/2025: nil).

In February 2026, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each with a deadweight of 64,100 metric tonnes, at a consideration of US$34 million, approximately HK$259 million per vessel, scheduled for deliveries in 2029. As at the reporting date, installments amounting to US$6,652,000, approximately HK$51,886,000, had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$59,868,000, approximately HK$466,970,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US$33 million, approximately HK$254 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. As at the reporting date, installments amounting to US$23,959,000, approximately HK$186,882,000 had been paid in respect of the vessels under construction, and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$106,080,000, approximately HK$827,424,000 (31/12/2025: US$111,830,000, approximately HK$872,273,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US$34 million, approximately HK$265 million, of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. As at the reporting date, installment of US$13,600,000, approximately HK$106,080,000 for the vessels under construction was paid and the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US$54,400,000, approximately HK$424,320,000 (31/12/2025: US$61,200,000, approximately HK$477,360,000).

In 2018, a subsidiary of the Company 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, approximately HK$78,000,000. 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, approximately HK$2,905,000 (31/12/2025: US$372,000, approximately HK$2,905,000).

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US$357,020,000, approximately HK$2,784,759,000 (31/12/2025: US$173,402,000, approximately HK$1,352,538,000).

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.

21. Related party transactions

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

	Six months ended 30 June 2026 (Unaudited) *HK$'000*	Six months ended 30 June 2025 (Unaudited) *HK$'000*
Salaries and other benefits	**36,318**	33,405
Contributions to retirement benefits schemes	**1,961**	1,781
	38,279	35,186

Other payables included accrued employee benefits payables to directors and senior management of HK$213,000 (31/12/2025: HK$12,002,000). There is no other balance or transaction related to connected party or any director and senior management and substantial shareholder of the Group that had not been disclosed under the requirement of Chapter 14 and 14A of the Listing Rules and HKAS 24 (Revised) "Related Party Disclosures".

22. Events after the reporting date

Subsequent to the reporting date, the Group entered into four memoranda and charter agreements for the sale and leaseback arrangements of four Ultramax newbuildings as follows:

2026 and 2027 Deliveries: The Group entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$17 million (approximately HK$132.6 million) each, and the leasing companies agreed to charter the vessels to the Group.

2028 Deliveries: The Group also entered into two memoranda and charter agreements with the leasing companies for the sale and leaseback arrangements of two Ultramax newbuildings, under which the Group agreed to sell the vessels to the leasing companies with consideration of not more than US$18 million (approximately HK$140.4 million) each, and the leasing companies agreed to charter the vessels to the Group.

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

PUBLICATION OF FINANCIAL INFORMATION

The interim report of the Company for the six months ended 30 June 2026 containing all the detailed information will be despatched to shareholders of the Company and available on the websites of Hong Kong Exchanges and Clearing Limited at www.hkexnews.hk and the Company at www.jinhuiship.com in due course.

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