



JINHUI SHIPPING AND TRANSPORTATION LIMITED

**Q1 2026 Report
31 March 2026**

Highlight

For the First Quarter of 2026

- Revenue for the quarter: US\$33 million
- EBITDA for the quarter: US\$17 million
- Net profit for the quarter: US\$4 million
- Basic earnings per share: US\$0.040
- Gearing ratio as at 31 March 2026: 5%

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 ended 31 March 2026.

FIRST QUARTER 2026 RESULTS

Driven by the outbreak of war during the first quarter of 2026, shipping markets experienced volatility and caused disruptions to global trade. Revenue for the first quarter of 2026 decreased by 17% to US\$32,792,000 from US\$39,304,000 for the corresponding quarter in 2025 primarily due to a reduced number of vessels in operation. In light of these developments, the Group is actively securing alternative employment for its vessels and optimizing fleet deployment. Meanwhile, the average daily time charter equivalent rate for the Group’s fleet improved 23% during the current quarter as compared to the last corresponding quarter.

The Group recorded a consolidated net profit of US\$4,324,000 for the current quarter compared to US\$17,074,000 in the same period of last year. Basic earnings per share for the first quarter was US\$0.040, down from US\$0.156 in the first quarter of 2025. The decline was primarily due to the absence of a substantial one-off settlement income from non-performance of a charterparty of approximately US\$20.2 million recognized in the first quarter of 2025. Excluding this non-recurring item, the Group’s underlying performance in the current quarter showed an encouraging improvement, supported by stronger operating conditions, improved freight rates and disciplined cost control measures.

During the quarter, 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 per vessel, both scheduled for deliveries in 2029.

INTERIM DIVIDEND

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 31 March 2026.

REVIEW OF OPERATIONS

First Quarter of 2026. The upward movement in the shipping market during the first quarter of 2026 was primarily driven by a rebound in cargo demand following the Lunar New Year, increased iron ore and coal shipments supporting Capesize and Panamax segments, and relatively disciplined fleet supply, which together tightened vessel availability and lifted freight rates. The Baltic Dry Index (“BDI”) fluctuated significantly during the quarter. It opened at 1,877 points at the beginning of the year, declined to a low of 1,532 points in mid-January, then climbed to a high of 2,242 points at the beginning of March, before eventually settling at 1,995 points by the end of March. The average BDI for the first quarter of 2026 was 1,955 points, compared to 1,118 points in the same quarter in 2025.

First Quarter 2026 Statement of Profit or Loss

Revenue for the first quarter of 2026 was US\$32,792,000, reflecting a 17% decrease from US\$39,304,000 in the same quarter in 2025. The Group reported consolidated operating profit before depreciation and amortization of US\$16,914,000 for the current quarter, down from US\$34,949,000, including the settlement income from non-performance of a charterparty of approximately US\$20.2 million, for the corresponding quarter of last year. The consolidated net profit for the current quarter was US\$4,324,000, compared to US\$17,074,000 reported for the same period in 2025. Basic earnings per share for the first quarter of 2026 was US\$0.040, compared to US\$0.156 for the same quarter in 2025.

As of 31 March 2026, the Group operated twenty-one vessels, including eighteen owned vessels and three chartered-in vessels. Among the owned vessels were two that have been arranged under sale and leaseback agreements and two which has been disposed of and reclassified under assets held for sale. As of 31 March 2025, the Group operated twenty-six owned vessels and eight chartered-in vessels.

The Group declared stronger charter rates in the first quarter of 2026, the average daily time charter equivalent rate ("TCE") of our Capesize fleet and Panamax fleet were US\$30,408 and US\$17,705 respectively, while the Ultramax / Supramax fleet recorded US\$13,710. In comparison, during the corresponding quarter of 2025, the Capesize fleet and Panamax fleet recorded US\$22,920 and US\$12,822 respectively, and the Ultramax / Supramax fleet recorded US\$12,192. The average fleet utilization rate of the Group's fleet is 98% for the current quarter.

	Q1 2026	Q1 2025	2025
Average daily TCE of the Group's fleet	US\$	US\$	US\$
Capesize fleet	30,408	22,920	21,025
Panamax fleet	17,705	12,822	14,910
Ultramax / Supramax fleet	13,710	12,192	13,246
In average	16,290	13,229	14,182

During the quarter, a chartered-in vessel was employed on voyage charters to maximize potential business opportunity, generating freight income of US\$5,744,000.

Other operating income decreased significantly from US\$23,852,000 for the first quarter of 2025 to US\$2,603,000 for the current quarter mainly due to the absence of a one-off settlement income of approximately US\$20.2 million arising from the non-performance of a charterparty which was recognized in the first quarter of 2025. Other operating income also included a recognition of net gain of US\$9,000 on financial assets / financial liabilities at fair value through profit or loss for the first quarter of 2026 while a net gain of US\$1,626,000 on financial assets at fair value through profit or loss was recorded for the same quarter of 2025.

Shipping related expenses declined from US\$21,647,000 for the first quarter of 2025 to US\$13,883,000 for the current quarter. The reduction was primarily attributable to a further decrease in the number of vessels owned by the Group as part of the fleet renewal strategy, resulting in lower shipping operational costs in total compared with same quarter of last year. As of 31 March 2026, the Group operated eighteen vessels, down from twenty-six vessels during the same period of last year. The reduction in shipping related expenses was further supported by lower hire payments, following by the expiry of certain chartered-in engagements last year. The Group incurred approximately US\$0.7 million in hire payments for these short-term leases during the first quarter of 2026, compared with US\$4.5 million for the same quarter in 2025.

Accordingly, the Group recorded an approximately 4% increase in daily vessel running costs compared with corresponding period of last year, despite the overall decrease in total shipping related expenses. The Group's daily vessel running costs for owned vessels increased to US\$5,612 in the first quarter of 2026, compared to US\$5,375 in the corresponding quarter of 2025. The increase was primarily due to higher crew cost and the expenditure on spare parts for vessels, driven by an increase in operational demands and the need for maintenance to ensure optimal performance. 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 decreased from US\$3,780,000 for the first quarter of 2025 to US\$2,185,000 for the current quarter. This decrease was primarily driven by the absence of an impairment loss on assets held for sale amounting to US\$2,432,000, which had been recognized in the first quarter of 2025.

Depreciation and amortization of the Group decreased from US\$15,283,000 for the first quarter of 2025 to US\$10,674,000 for the first quarter of 2026. The decrease was mainly attributable to the lower depreciation on right-of-use assets for long-term chartered-in vessels, amounting to US\$4,095,000 for the current quarter, compared with US\$7,274,000 in the last corresponding quarter. The Group's daily vessel depreciation for owned vessels increased to US\$3,891 for the current quarter as compared to US\$3,340 for the first quarter in 2025.

Finance costs decreased from US\$2,592,000 for the first quarter of 2025 to US\$1,916,000 for the current quarter. The reduction was mainly attributable to lower market interest rates, as well as loan repayments of approximately US\$8.5 million during the current quarter, compared to US\$2.3 million in the corresponding quarter of 2025.

First Quarter 2026 Statement of Cash Flows and Statement of Financial Position as at 31 March 2026

As at 31 March 2026, the Group maintained positive working capital position and had cash and cash equivalents of US\$22,774,000 (31/12/2025: US\$53,508,000). During the first quarter of 2026, net cash used in operating activities after working capital changes was US\$2,734,000 (31/3/2025: net cash generated from operating activities after working capital changes US\$29,718,000), of which US\$18,483,000 (31/3/2025: US\$5,552,000) related to changes in working capital.

For the first quarter of 2026, the Group reported a net cash used in investing activities amounted to US\$11,961,000, compared to US\$29,147,000 in the corresponding period of 2025, which primarily included payments of US\$9,192,000 for vessels under construction, scheduled for deliveries between 2026 and 2028.

Net cash used in financing activities amounted to US\$16,039,000 in the first quarter of 2026, compared to net cash from financing activities of US\$4,512,000 in the corresponding quarter of 2025. During the quarter, the Group repaid bank loans amounting to US\$8,505,000 (31/3/2025: US\$2,270,000). Furthermore, a repayment of US\$5,307,000 (31/3/2025: US\$7,732,000) on lease liabilities was incurred.

The Group's total secured borrowings decreased from US\$114,913,000 as at 31 December 2025 to US\$106,899,000 as at 31 March 2026, of which 11%, 68%, 8% and 13% 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 31 March 2026, the total of the Group's equity and debt securities, bank balances and cash decreased to US\$87,760,000 (31/12/2025: US\$110,924,000).

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 5% (31/12/2025: 1%) as at 31 March 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 31 March 2026, the Group is able to service its debt obligations, including principal and interest payments.

Capital Expenditures and Commitments

Capital Expenditures

In the first quarter of 2026, the Group reported capital expenditure of US\$502,000 for the capitalized drydocking costs. Additionally, US\$9,192,000 was paid for vessels under construction, and US\$100,000 was spent on other property, plant, and equipment.

For the same quarter of 2025, capital expenditure of US\$25,856,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, US\$3,400,000 was paid as installment for vessels under construction, and US\$55,000 was spent on other property, plant and equipment.

Capital Commitments

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 per vessel, scheduled for delivery in 2029. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US\$68,000,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US\$33 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. During the quarter ended 31 March 2026, installments amounting to US\$5,750,000 had been paid in respect of vessels under construction. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided, net of installments paid, was approximately US\$106,080,000 (31/12/2025: US\$111,830,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US\$34 million of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. During the quarter ended 31 March 2026, installment of US\$3,400,000 for the vessels under construction was paid. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US\$57,800,000 (31/12/2025: US\$61,200,000).

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

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US\$232,252,000 (31/12/2025: US\$173,402,000).

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

FLEET OVERVIEW

The Group operates a balanced and diversified fleet of dry bulk carriers, comprising Capesize, Panamax, Ultramax and Supramax bulk carriers. To stay competitive in the market, the Group focused on enhancing the quality of our fleet and adjusting our fleet profile, particularly in terms of seeking to lower the overall age profile of our fleet. As at 31 March 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 31 March 2026, the carrying amount of the motor vessels and capitalized drydocking costs was US\$267,183,000 (31/12/2025: US\$298,367,000).

	Number of vessels		Total
	Owned *	Chartered-in	
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 quarter, 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 two shipbuilding contracts for the acquisition of two Ultramax.

Disposal of vessels

- The Group previously entered into an agreement in December 2025 to dispose of a 2012-built Supramax for US\$14,400,000, which led to its reclassification to "Assets held for sale" under IFRS 5 / 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.
- On 6 March 2026, a vessel built in 2014 with a deadweight of 63,485 metric tonnes was sold for US\$23,455,000. The vessel will be delivered to the purchaser in the third quarter of 2026.
- On 20 March 2026, a vessel built in 2014 with a deadweight of 63,435 metric tonnes was sold for US\$24,000,000. The vessel will be delivered to the purchaser in the third quarter of 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 64,100 metric tonnes, at a consideration of US\$34 million per vessel, both scheduled for deliveries in 2029.

As at the reporting date, the Group's orderbook comprised of eight newbuildings, one to be delivered in 2026, one in 2027, four to be delivered in 2028 and two to be delivered in 2029. 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 IFRS 16 and HKFRS 16 Leases. As at 31 March 2026, the carrying amounts of the right-of-use assets and the lease liabilities were US\$28,842,000 (31/12/2025: US\$32,773,000) and US\$32,228,000 (31/12/2025: US\$36,062,000) respectively.

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

RISK FACTORS

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

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

OUTLOOK

The bulk market has demonstrated strong resilience in 2026 so far, with freight rates stronger than the usual weaker seasonal trend, with Capesize vessels in particular leading the market recovery. Overall, longer voyage distances, slow steaming and geopolitical developments has resulted in a tighter supply of vessels, translating into continued improvement in market fundamentals. Iron ore projects and growing bauxite exports in West Africa has been and is expected to continue to drive long-haul transportation demand, increasing tonne-mile demand and becoming a key growth driver for especially for larger dry bulk vessels. The restructuring of global supply chain, and rising demand for alternative energy continue to support demand.

Influx of newbuilding deliveries continued to be absorbed by the market with little downside pressure to freight rates. 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 33% of our Capesize and 100% of Panamax vessel days for the rest of 2026, with an average rate of US\$23,000 and US\$19,000 per day respectively. For Ultramax / Supramax, 51% of vessel days was covered at average rate of US\$14,000 per day for the rest of 2026.

Looking ahead, should global economic activity regain further confidence, our fleet will be well positioned to benefit from these supportive industry specific fundamentals.

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

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

PUBLICATION OF FINANCIAL INFORMATION

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

By Order of the Board

A handwritten signature in black ink, consisting of several loops and a horizontal line at the end, representing the signature of Ng Siu Fai.

Ng Siu Fai
Chairman

27 May 2026

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

		3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
	<i>Note</i>			
Revenue	2	32,792	39,304	157,489
Net loss on disposal of owned vessels		-	-	(9,209)
Other operating income	3	2,603	23,852	34,703
Interest income	4	956	446	2,683
Shipping related expenses		(13,883)	(21,647)	(84,158)
Staff costs		(3,369)	(3,226)	(14,999)
Other operating expenses		(2,185)	(3,780)	(7,414)
Operating profit before depreciation and amortization		16,914	34,949	79,095
Depreciation and amortization		(10,674)	(15,283)	(57,557)
Operating profit		6,240	19,666	21,538
Finance costs		(1,916)	(2,592)	(8,994)
Profit before taxation		4,324	17,074	12,544
Taxation	6	-	-	-
Net profit for the period / year		4,324	17,074	12,544
Other comprehensive income (loss)				
Items that will not be reclassified to profit or loss:				
Change in fair value of financial assets at fair value through OCI (non-recycling)		(716)	-	(627)
Items that may be reclassified subsequently to profit or loss:				
Change in fair value of financial assets at fair value through OCI (recycling)		-	-	20
Total comprehensive income for the period / year attributable to shareholders of the Company		3,608	17,074	11,937
Earnings per share	7			
- Basic and diluted		US\$0.040	US\$0.156	US\$0.115

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

		31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
	Note			
ASSETS				
Non-current assets				
Property, plant and equipment		317,498	414,513	339,688
Right-of-use assets	9(a)	28,842	51,146	32,773
Investment properties	10	19,535	20,873	19,535
Financial assets at fair value through OCI	11	4,043	5,366	4,759
Loan receivables	12	7,527	1,577	8,437
		377,445	493,475	405,192
Current assets				
Inventories		3,698	2,830	3,039
Loan receivables	12	3,640	-	3,640
Trade and other receivables		12,158	16,124	10,437
Financial assets at fair value through profit or loss	13(a)	39,397	23,281	24,850
Pledged deposits		2,298	815	71
Bank balances and cash	15	61,918	28,088	89,398
		123,109	71,138	131,435
Assets held for sale	14	38,490	8,088	13,107
		161,599	79,226	144,542
Total assets		539,044	572,701	549,734

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

		31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
	<i>Note</i>			
EQUITY AND LIABILITIES				
Capital and reserves				
Issued capital		5,463	5,463	5,463
Reserves		378,414	383,221	374,806
Total equity		383,877	388,684	380,269
Non-current liabilities				
Borrowings, secured	16	95,026	100,872	104,456
Lease liabilities	9(b)	16,626	27,812	19,598
		111,652	128,684	124,054
Current liabilities				
Trade and other payables		15,665	19,154	17,985
Amount due to holding company		202	176	211
Financial liabilities at fair value through profit or loss	13(b)	173	-	294
Borrowings, secured	16	11,873	9,852	10,457
Lease liabilities	9(b)	15,602	26,151	16,464
		43,515	55,333	45,411
Total equity and liabilities		539,044	572,701	549,734

CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Issued capital (Unaudited) US\$'000	Share premium (Unaudited) US\$'000	Capital redemption reserve (Unaudited) US\$'000	Contributed surplus (Unaudited) US\$'000	Revaluation reserve (Unaudited) US\$'000	Reserve for financial assets at fair value through OCI (Unaudited) US\$'000	Retained profits (Unaudited) US\$'000	Total equity (Unaudited) US\$'000
At 1 January 2025	5,463	95,585	719	16,297	843	(4,619)	257,322	371,610
Comprehensive income								
Net profit for the period	-	-	-	-	-	-	17,074	17,074
Total comprehensive income for the period	-	-	-	-	-	-	17,074	17,074
At 31 March 2025	5,463	95,585	719	16,297	843	(4,619)	274,396	388,684
At 1 January 2026	5,463	95,585	719	16,297	843	(5,226)	266,588	380,269
Comprehensive income								
Net profit for the period	-	-	-	-	-	-	4,324	4,324
Other comprehensive loss								
Change in fair value of financial assets at fair value through OCI	-	-	-	-	-	(716)	-	(716)
Total comprehensive income for the period	-	-	-	-	-	(716)	4,324	3,608
At 31 March 2026	5,463	95,585	719	16,297	843	(5,942)	270,912	383,877

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Note			
OPERATING ACTIVITIES			
Cash generated from operations before changes in working capital	16,773	36,891	86,848
Increase in working capital	(18,483)	(5,552)	(1,535)
Cash generated from (used in) operations	(1,710)	31,339	85,313
Interest paid	(1,024)	(1,621)	(5,717)
Net cash from (used in) operating activities	(2,734)	29,718	79,596
INVESTING ACTIVITIES			
Interest received	718	120	1,416
Increase in bank deposits with more than three months to maturity when placed	(3,254)	-	(35,890)
Dividend income received	327	44	1,250
Purchase of owned vessels and other property, plant and equipment	(602)	(25,911)	(47,602)
Installments paid for vessels under construction	(9,192)	(3,400)	(25,009)
Proceeds from disposal of owned vessels and other property, plant and equipment, net	42	-	74,596
Net cash used in investing activities	(11,961)	(29,147)	(31,239)
FINANCING ACTIVITIES			
New bank loans	-	15,000	15,000
New other borrowings	-	-	28,328
Repayment of bank loans	(8,505)	(2,270)	(25,590)
Repayment of other borrowings	-	-	(1,416)
Decrease (Increase) in pledged deposits	(2,227)	(486)	258
Payment of lease liabilities	(4,669)	(6,820)	(27,891)
Interest paid on lease liabilities	(638)	(912)	(3,265)
Dividend paid to shareholders of the Company	-	-	(3,278)
Net cash from (used in) financing activities	(16,039)	4,512	(17,854)
Net increase (decrease) in cash and cash equivalents	(30,734)	5,083	30,503
Cash and cash equivalents at beginning of the period / year	53,508	23,005	23,005
Cash and cash equivalents at end of the period / year	22,774	28,088	53,508
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NOTES:

1. Basis of preparation and accounting policies

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

2. Revenue

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

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Chartering freight and hire income:			
Hire income under time charters ¹	27,048	39,304	149,695
Freight income under voyage charters ²	5,744	-	7,794
	32,792	39,304	157,489

Notes:

- Hire income under time charters is accounted for as operating lease and is recognized on a straight-line basis over the period of each time charter contract. During the period, hire income included a non-lease component in relation to crewing service of US\$5,600,000 (31/3/2025: US\$7,875,000).
- Freight income under voyage charters is accrued over the period from the date of loading of charterer’s cargo to the date of discharging the cargo and is recognized on percentage of completion basis measured by time proportion of each voyage charter contract.

3. Other operating income

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Net gain on bunker arising from shipping operations	1,169	-	-
Other shipping operating income	797	1,530	8,732
Dividend income	327	44	1,250
Gross rental income from operating leases on investment properties	84	113	391
Net gain on financial assets / financial liabilities at fair value through profit or loss	9	1,626	3,832
Sundry income	217	316	275
Settlement income	-	20,223	20,223
	2,603	23,852	34,703

4. Interest income

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Interest income in respect of:			
Deposits with banks and other financial institutions	456	168	1,823
Loan receivables	337	278	812
Financial assets at fair value through profit or loss	163	-	48
	956	446	2,683

5. Operating profit before depreciation and amortization

This is stated after charging / (crediting):

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Realized gain on financial assets / financial liabilities at fair value through profit or loss	(697)	(16)	(1,144)
Unrealized loss (gain) on financial assets / financial liabilities at fair value through profit or loss	688	(1,610)	(2,688)
Net gain on financial assets / financial liabilities at fair value through profit or loss	(9)	(1,626)	(3,832)
Charter hire payments for time charters ¹	693	4,463	11,656
Impairment loss on assets held for sale	-	2,432	-
Net loss on disposal of owned vessels	-	-	9,209
Change in fair value of investment properties	-	-	1,338
Impairment loss on trade and other receivables, net	-	-	539

Note:

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

6. Taxation

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

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

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

7. Earnings per share

	3 months ended 31/3/2026 (Unaudited)	3 months ended 31/3/2025 (Unaudited)	Year ended 31/12/2025 (Audited)
Weighted average number of ordinary shares in issue	109,258,943	109,258,943	109,258,943
Net profit attributable to shareholders of the Company (US\$'000)	4,324	17,074	12,544
Basic and diluted earnings per share	US\$0.040	US\$0.156	US\$0.115

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

8. Dividend

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

The final dividend for the year 2025 was approved by the Company's shareholders at the annual general meeting held on 27 May 2026. Such dividend 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 29 May 2026. The Company's shares listed on the Oslo Stock Exchange will be traded including dividend up until and including 27 May 2026. The ex dividend date is 28 May 2026 and the dividend will be paid on or about 23 June 2026.

The Board has resolved not to recommend the payment of any interim dividend for the quarter ended 31 March 2026.

9. Right-of-use assets and lease liabilities

(a) Right-of-use assets

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
At 1 January	32,773	30,022	30,022
Additions	-	27,711	27,711
Lease remeasurement / Early termination	164	687	3,857
Depreciation	(4,095)	(7,274)	(28,817)
	28,842	51,146	32,773

(b) Lease liabilities

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
At 1 January	36,062	32,385	32,385
Additions	-	27,711	27,711
Lease remeasurement / Early termination	835	687	3,857
Interest expense (included in finance costs)	638	912	3,265
Repayments of lease liabilities	(5,307)	(7,732)	(31,156)
	32,228	53,963	36,062

The lease liabilities were repayable as follows:

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
Within one year	15,602	26,151	16,464
After one year but within two years	10,931	14,195	13,064
After two years but within five years	5,695	13,617	6,534
	16,626	27,812	19,598
	32,228	53,963	36,062

During the quarter, the total cash outflow for the lease was US\$6,006,000 (31/3/2025: US\$12,200,000). 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 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.

10. Investment properties

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
At 1 January	19,535	20,873	20,873
Change in fair value	-	-	(1,338)
	19,535	20,873	19,535

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

The investment properties of the Group were not revalued at 31 March 2026 by independent valuers. The management was aware of the possible change in the conditions of the property market and considered that the carrying amount of the Group's investment properties did not differ significantly from that which had been determined using fair values at 31 December 2025. Consequently, no change in fair value of investment properties has been recognized in the current period.

11. Financial assets at fair value through OCI

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
Unlisted equity investments			
Co-investment in a property project			
At 1 January	4,321	4,948	4,948
Change in fair value ¹	(716)	-	(627)
	3,605	4,948	4,321
Unlisted club membership			
At 1 January	438	418	418
Change in fair value ²	-	-	20
	438	418	438
	4,043	5,366	4,759

Notes:

- Items that will not be reclassified to profit or loss.
- 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 a loss of US\$716,000 (31/3/2025: nil) on the fair value of equity instruments for first quarter of 2026, 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 carrying amount of the unlisted equity investments was US\$3,605,000 (31/12/2025: US\$4,321,000) whereas the loan receivable arose from the Co-investment (note 12), together with the interest accrued thereon was US\$3,285,000 (31/12/2025: US\$3,141,000). The Group will closely monitor the performance of the Co-investment and will assess impairment allowances where appropriate.

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

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

Unlisted club membership

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

12. Loan receivables

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
At 1 January	12,077	1,577	1,577
Gross new loan originated	-	-	11,000
Repayment	(910)	-	(500)
Provision of individual impairment	-	-	-
Loan receivables, net of provision	11,167	1,577	12,077
Less: Amount receivable within one year	(3,640)	-	(3,640)
Amount receivable after one year	7,527	1,577	8,437

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

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

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

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

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

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
<i>Held for trading</i>			
Listed equity securities	25,842	20,535	21,526
<i>Designated as such upon initial recognition</i>			
Investment funds	3,428	2,746	3,324
Fixed coupon notes	10,127	-	-
	13,555	2,746	3,324
	39,397	23,281	24,850

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

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
<i>Derivative financial instruments</i>			
Interest rate swap	167	-	294
Forward freight agreements	6	-	-
	173	-	294

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

14. 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 respectively. Both vessels will be delivered to the purchasers in the third quarter of 2026. For financial reporting purposes, the vessels are reclassified to "Assets held for sale" in accordance with IFRS 5 and HKFRS 5 "Non-current Assets Held for Sale and Discontinued Operations". The Group would realize total book gain of US\$7.8 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, which led to its reclassification to "Assets held for sale" under IFRS 5 / 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.

15. Bank balances and cash

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
Cash and cash equivalents as stated in the condensed consolidated statement of cash flows	22,774	28,088	53,508
Bank deposits with more than three months to maturity when placed	39,144	-	35,890
	61,918	28,088	89,398

16. Borrowings, secured

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
Non-current			
Bank loans	69,973	100,872	79,119
Other borrowings	25,053	-	25,337
	95,026	100,872	104,456
Current			
Bank loans	8,926	9,852	8,285
Other borrowings	2,947	-	2,172
	11,873	9,852	10,457
Total borrowings	106,899	110,724	114,913

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

	31/3/2026 (Unaudited) US\$'000	31/3/2025 (Unaudited) US\$'000	31/12/2025 (Audited) US\$'000
Bank loans			
Within one year	8,926	9,852	8,285
In the second year	69,973	10,430	67,779
In the third to fifth year	-	90,442	11,340
Total bank loans	78,899	110,724	87,404
Less: Amount repayable within one year	(8,926)	(9,852)	(8,285)
Bank loans repayable after one year	69,973	100,872	79,119
Other borrowings			
Within one year	2,947	-	2,172
In the second year	2,947	-	2,896
In the third to fifth year	8,843	-	8,687
After the fifth year	13,263	-	13,754
Total other borrowings	28,000	-	27,509
Less: Amount repayable within one year	(2,947)	-	(2,172)
Other borrowings repayable after one year	25,053	-	25,337

During the quarter, the Group had not drawn any new bank loans (31/3/2025: US\$15,000,000) and had repaid US\$8,505,000 (31/3/2025: US\$2,270,000).

Other borrowings represented the term loans on the sale and leaseback agreements on two owned vessels which the Group entered into during 2025. These other borrowings were denominated in Renminbi (offshore) and were committed on floating rate basis.

17. Capital expenditures and commitments

Capital Expenditures

In the first quarter of 2026, the Group reported capital expenditure of US\$502,000 for the capitalized drydocking costs. Additionally, US\$9,192,000 was paid for vessels under construction, and US\$100,000 was spent on other property, plant, and equipment.

For the same quarter of 2025, capital expenditure of US\$25,856,000 was incurred, primarily for the balance payment on vessel deliveries and capitalized drydocking costs. Additionally, US\$3,400,000 was paid as installment for vessels under construction, and US\$55,000 was spent on other property, plant and equipment.

Capital Commitments

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 per vessel, scheduled for delivery in 2029. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for was US\$68,000,000 (31/12/2025: nil).

In 2025, the Group entered into four shipbuilding contracts for the construction of four Ultramax newbuildings, each at a consideration of US\$33 million of deadweight of 64,500 metric tonnes. The vessels are scheduled for deliveries in 2028. During the quarter ended 31 March 2026, installments amounting to US\$5,750,000 had been paid in respect of vessels under construction. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided, net of installments paid, was approximately US\$106,080,000 (31/12/2025: US\$111,830,000).

In 2024, the Group entered into two shipbuilding contracts for the construction of two Ultramax newbuildings, each at a consideration of US\$34 million of deadweight 63,500 metric tonnes, to be delivered in 2026 and 2027 respectively. During the quarter ended 31 March 2026, installment of US\$3,400,000 for the vessels under construction was paid. As at the reporting date, the capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was approximately US\$57,800,000 (31/12/2025: US\$61,200,000).

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

As at the reporting date, the total amount of capital expenditure commitments contracted by the Group but not provided for, net of installments paid, was US\$232,252,000 (31/12/2025: US\$173,402,000).

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

18. Related party transactions

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

	3 months ended 31/3/2026 (Unaudited) US\$'000	3 months ended 31/3/2025 (Unaudited) US\$'000	Year ended 31/12/2025 (Audited) US\$'000
Salaries and other benefits	2,154	1,960	9,324
Contributions to retirement benefits schemes	123	111	446
	2,277	2,071	9,770



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