JINHUI SHIPPING AND TRANSPORTATION LIMITED

JIN - DISPOSAL OF A VESSEL

The Board of Jinhui Shipping and Transportation Limited announces that a wholly-owned subsidiary of the Company entered into a memorandum of agreement on 23 November 2026 for the disposal of a vessel at consideration of US$17,800,000.

THE DISPOSAL OF THE VESSEL

The Vendor entered into the Agreement with the Purchaser on 23 November 2026 for the disposal of the Vessel at a consideration of US$17,800,000. The Vessel will be delivered by the Vendor to the Purchaser between 25 November 2026 and 30 December 2026.

Information on the parties

The Company and the Group
The principal activity of the Company is investment holding and the principal activities of its subsidiaries are international ship chartering and ship owning.

Vendor
The Vendor is a ship owning company and a wholly-owned subsidiary of the Company as at date of this announcement. The principal activities of the Vendor are ship chartering and ship owning. The Vendor is a special purpose company solely for holding the Vessel.

Purchaser
The Purchaser is Global Pacific Shipping Pte. Ltd., a company incorporated in Singapore, principally engaged in the chartering of ships and boats with crew.

To the best of the Board's knowledge, information and belief having made all reasonable enquiry, the Purchaser is an independent third party not connected with the directors, chief executive or substantial shareholders of the Company or its subsidiaries or any of their respective associates.

Vessel
A vessel of deadweight 56,361 metric tonnes, built in 2012 and registered in Hong Kong. The Vendor warrants that the Vessel, at the time of delivery, is free from all charters, encumbrances, mortgages and maritime liens or any other debts. The Vessel will be delivered to the Purchaser on a free from charter basis.

The Vessel has been owned by the Group since 2022, and its unaudited net book value as at 30 September 2026 was approximately US$12,607,000. The net profit both before and after taxation and extraordinary items attributable to the Vendor for the financial year ended 31 December 2025

was approximately US$693,000 whereas the net profit both before and after taxation and extraordinary items attributable to the Vendor for the financial year ended 31 December 2024 was approximately US$1,721,000.

Consideration

Under the Agreement, the Vendor agrees to dispose of the Vessel for a consideration of US$17,800,000 payable by the Purchaser as follows :

(1) an initial deposit of US$1,780,000 will be payable by the Purchaser within three banking days after the date that (i) signing of the Agreement; (ii) signing of the escrow agreement; and (iii) the confirmation from the escrow agent confirming the account is ready to receive the initial deposit; and

(2) the balance of US$16,020,000 will be payable by the Purchaser within three banking days prior to the delivery of the Vessel which will take place between 25 November 2026 and 30 December 2026.

The consideration of the Vessel was determined by reference to market intelligence. The Company has gathered such information from shipbrokers and its own analysis of recently concluded sale and purchase transactions of vessels of comparable size and year of built in the market, valuation from independent valuer and on the basis of arm's length negotiations with the Purchaser.

In the course of negotiating the consideration of the Vessel, the Group obtained indicative valuation of the Vessel from Arrow Valuations, an independent valuer and an affiliate of Arrow Asia Shipbrokers Ltd., an independent shipbroking group. Arrow Valuations appraised the Vessel at US$17.5 million as of 23 November 2026. The market approach has been adopted in the valuation of the Vessel. In the process of gathering market intelligence from shipbrokers, we receive market information on the sale and purchase market of second-hand vessels on a daily basis from international shipbrokers. Discussions with international shipbrokers are held frequently to gather market intelligence on which vessels are being put on the market for sale and purchase, and which parties are looking to buy or sell their vessels on a worldwide basis. As each vessel is never identical, management has based on experiences and market knowledge to consider and come up with the acceptance of the offer.

Possible financial effects of the Disposal of the Vessel

The unaudited net book value of the Vessel as at 30 September 2026 as described above, the Group would realize a book gain of approximately US$5.2 million on Disposal of the Vessel. The actual book gain which the Group would realize upon completion of the Disposal of the Vessel will depend on the actual net book value of the Vessel in accordance with the Group's impairment and depreciation policy for the vessel as shown in the Company's annual report and the actual costs of disposal incurred for the Vessel at date of delivery.

Use of proceeds

The net sale proceeds from the Disposal of the Vessel will be applied toward general working capital purposes. Specifically, the Company will utilize the funds to repay short-term borrowings, thereby reducing interest expenses and improving its capital structure. A portion of the proceeds will be used to settle outstanding creditors and payables. To enhance financial flexibility, part of the proceeds will be retained as a liquidity buffer and reserve for any unforeseen expenditure or market fluctuations.

REASONS FOR THE DISPOSAL OF THE VESSEL

The Group's principal activities are international ship chartering and ship owning, and the Directors continuously review prevailing market conditions of the shipping industry and monitor and adjust the Group's fleet profile as appropriate. The Disposal of the Vessel aligns with the Group's ongoing strategy to optimize its fleet profile, maintain a well-balanced portfolio, and reduce operational risk exposure amid current volatile shipping markets. The transaction will significantly enhance the Group's working capital position while further strengthening its liquidity and overall financial standing.

During negotiation regarding the consideration of the Vessel, a market-based approach was adopted, as it provides a fair and reliable current situation of valuation, for both the Vendor and the Purchaser. The Directors consider that the terms and conditions of the Agreement, which were determined after arm's length negotiation between parties on normal commercial terms, are fair and reasonable, and believe that the Disposal of the Vessel is in the interests of the Company and its shareholders as a whole.

Prior to the transaction, the Group operated nineteen vessels, comprising sixteen owned vessels (including the Vessel) and three chartered-in vessels. Following the Disposal of the Vessel, the Group continues to operate a balanced and diversified fleet of dry bulk carriers, currently comprising Capesize, Panamax, Ultramax, and Supramax bulk carriers. The Directors believe that the Disposal of the Vessel will not have any material adverse effect on the operations of the Group.

Moving forward, the Group will focus on upgrading its fleet quality, refining its composition, and reducing the average age of its vessels to maintain market competitiveness. The Group will continuously monitor market conditions and operations on an ad hoc basis to preserve high financial flexibility. This strategy includes looking out for future opportunities to redeploy capital into more suitable assets, which may involve the disposal of smaller, older vessels and replacing them with newer vessels or charter-in options.

DEFINITIONS

In this announcement, unless the context requires otherwise, the following expressions of the following meanings were used:

"Agreement"	the memorandum of agreement dated 23 November 2026 entered into between the Vendor and the Purchaser in respect of the disposal of the Vessel;

"Board"	the board of Directors;
"Company"	Jinhui Shipping and Transportation Limited;
"Director(s)"	the director(s) of the Company;
"Disposal of the Vessel"	the disposal of the Vessel under the Agreement;
"Group"	the Company and its subsidiaries;
"Hong Kong"	the Hong Kong Special Administrative Region of the People's Republic of China;
"Purchaser"	Global Pacific Shipping Pte. Ltd., a company incorporated in Singapore;
"Vendor"	Jinbi Marine Inc., a company incorporated under the laws of the Republic of Panama and a wholly-owned subsidiary of the Company; and
"Vessel"	a deadweight 56,361 metric tonnes bulk carrier "JIN BI" registered in Hong Kong.

By Order of the Board

Ng Kam Wah Thomas

Managing Director

23 November 2026