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MEDIA RELEASE

Yangzijiang Shipbuilding's net profit up 37% to a record of RMB4.2 billion with shipbuilding margin reaching a new high of 35% for 1H2025

- **While 1H2025 revenue stayed relatively flat at RMB12.9 billion, gross profit jumped 27.6% to RMB4.4 billion, supported by lower steel costs, favourable contract pricing, and smooth delivery of large dual-fuel containerships.**
- **The Group has started to unlock value from its investment in Tsuneishi Zhoushan, contributing RMB160 million in share of results for 1H2025, which accounted for 33.2% of total share of profits from associated companies and joint ventures.**
- **Despite macro uncertainties continuing to weigh on market sentiment in the near term, the Group remains resilient, steadily executing its robust orderbook of US$23.2 billion scheduled for delivery through 2029 and beyond.**
- **Meanwhile, the Group remains confident in securing newbuild contracts to fill the remaining delivery slots for 2028 and 2029, which largely comprise of small to mid-sized vessels.**

SINGAPORE – 6 August 2025 – Yangzijiang Shipbuilding (Holdings) Ltd. ("**Yangzijiang Shipbuilding**", "**Company**", or together with its subsidiaries, the "**Group**"), a leading shipbuilder based in China and a Straits Times Index component company, reported its financial results for the six months ended 30 June 2025 ("**1H2025**").

Financial Highlights	**1H2025**	**1H2024**	**Change**
	RMB mil	**RMB mil**	**%**
Revenue	12,877.5	13,048.6	-1.3
Gross Profit	4,446.7	3,484.1	27.6
Gross Profit Margin	*34.5%*	*26.7%*	*7.8 ppts*
Profit attributable to equity holders ("Net Profit")	4,181.4	3,058.4	36.7
Net Profit Margin	*32.5%*	*23.4%*	*9.0 ppts*

Ppts = percentage points

In 1H2025, the Group continues to execute its robust orderbook with high quality standards and timely delivery. A total of 23 vessels has been delivered according to schedule during the period of review, including four (4) by the joint venture company, Yangzi-Mitsui Shipbuilding Co., Ltd. ("**YAMIC**").

The Group recorded total revenue of RMB12.9 billion, representing a marginal decline of 1.3% year-on-year ("**yoy**") from RMB13.0 billion for the six months ended 30 June 2024 ("**1H2024**"). The decrease was mainly attributable to slightly lower contributions from the Group's core Shipbuilding segment due to a change in product mix. Specifically, revenue was impacted by the commencement of construction for oil tankers which carry a lower average unit price compared to containerships. On a positive note, the decline was largely offset by revenue contribution from construction of large dual-fuel containerships which are more technically sophisticated and command more favourable pricing.

The Shipping segment posted a 15.4% yoy decline in revenue to RMB511.4 million in 1H2025, mainly due to weaker charter rates. Revenue from other businesses, which includes trading, ship design services, and investment property, increased by 153.2% to RMB117.1 million for 1H2025. The strong growth was mainly driven by increased trading activity associated with the sale of raw materials to Tsuneishi Group (Zhoushan) Shipbuilding Co., Ltd ("**Tsuneishi Zhoushan**"), a 34%-owned associated company of the Group.

In contrast, gross profit increased by 27.6% from RMB3.5 billion for 1H2024 to RMB4.4 billion in 1H2025, with gross profit margin growing by 7.8 percentage points to 34.5%. The margin expansion was primarily due to lower steel costs, successful execution of secured contracts with improved pricing, and the smooth delivery of large dual-fuel containerships.

The Group has begun unlocking value in its investment in Tsuneishi Zhoushan which was completed in 1Q2025. As a result, share of results of associated companies and joint ventures jumped by 79.0% yoy to RMB481.4 million for 1H2025, mainly driven by profit contribution of RMB320 million from YAMIC and RMB160 million from Tsuneishi Zhoushan.

Correspondingly, the Group recorded a 36.7% increase in net profit attributable to equity holders to RMB4.2 billion in 1H2025, compared to RMB3.1 billion in 1H2024.

The Group's balance sheet remained healthy, with a net cash position of RMB18.3 billion as of 30 June 2025.

During the period under review, the Group clinched new order-wins amounting to US$537.2 million for 14 vessels, with approximately 85% attributed to containerships. These new orders brought the Group's total outstanding orderbook to US$23.2 billion, extending revenue visibility through to 2028 and beyond.

Outlook and Future Plans

The shipbuilding industry faces a complex landscape shaped by macroeconomic uncertainties and geopolitical tensions in the near term. Global shipbuilding contracting fell by 54% yoy in 1H2025, primarily due to growing concerns over the impact of the U.S. tariffs on global trade volumes. In addition, the proposed U.S. port fees have also prompted shipowners to seek alternatives, though limited capacity outside China remains a constraint.[1]

Nonetheless, long-term shipbuilding demand remains supported by the industry's structural transition toward decarbonisation, with the International Maritime Organisation ("**IMO**") advancing its net-zero framework by putting forward industry-wide mandatory emission limits and greenhouse gas ("**GHG**") pricing schemes[2].

With an outstanding orderbook of US$23.2 billion scheduled for progressive delivery through 2029 and beyond, the Group remains cautiously optimistic. With greater clarity in tariff progressions and improvement in market sentiment when moving into 2H2025 and our industry leadership position, the Group is confident in

[1] https://www.rivieramm.com/news-content-hub/news-content-hub/chinas-shipbuilding-dominance-unlikely-to-shift-soon-despite-market-share-drop-85494

[2] https://www.imo.org/en/mediacentre/pressbriefings/pages/imo-approves-netzero-regulations.aspx

securing new opportunities and endeavours to fill the remaining delivery slots for 2028 and 2029, which largely comprise of small to mid-sized vessels.

Amid ongoing macroeconomic uncertainties, the shipping industry remained volatile. The Baltic Exchange Dry Index reached a twelve-month low at 715 points on 31 January 2025 while rebounded to a twelve-month high of 2,120 points in July 2025[1]. This surge, driven by the increase in the capsize index, could signal a potential recovery in 2H2025. Supported by a fleet of 33 vessels, the Group continues to adopt a flexible deployment strategy, seizing opportunities to lock in attractive time charters when appropriate, while maintaining spot exposure to optimise earnings and fleet agility.

Executive Chairman and CEO of Yangzijiang Shipbuilding, Mr. Ren Letian (任乐天) said, ***"We remain focused on executing our robust orderbook with high-quality and timely delivery amidst macro headwinds in 1H2025. The record high gross margin of 35% attained during the period is a testament not only to our industry-leading capabilities in building sophisticated vessels, but also to our efficient on-site execution.***

Construction of the Hongyuan yard remains on track, with completion targeted by end-2026 and the first vessel delivery expected in 2027. The Group is proactively securing new orders for the Hongyuan yard, which is expected to further strengthen our already strong orderbook position.

While macro headwinds continue to weigh on market sentiment, we remain resilient and will continue to focus on the timely and smooth delivery of our orders. With sound business fundamentals and a healthy balance sheet, the Group is well-positioned to capitalise on emerging growth opportunities and deliver long-term value to our shareholders."

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About Yangzijiang Shipbuilding

Established in 1956, Yangzijiang Shipbuilding (Holdings) Ltd. is one of the largest non-state-owned shipbuilding companies in China. The Group is listed on SGX Mainboard since April 2007 and is currently one of the Straits Times Index ("STI") constituent stocks. With four shipyards in Jiangsu Province, China along the Yangtze River, the Group produces a broad range of commercial vessels including containerships, bulk carriers, oil tankers and gas carriers, serving the orders from a well-established customer network covering Northern America, Europe, Asia and other parts of the world. Since listing on SGX, it has delivered consistent growth for over a decade. Find out more at www.yzjship.com.

Issued for and on behalf of Yangzijiang Shipbuilding (Holdings) Ltd.

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[1] Bloomberg, BDIY Index