UNI-ASIA GROUP LIMITED
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PRESS RELEASE -- FOR IMMEDIATE RELEASE

Uni-Asia Group's 1H2026 Net Profit Soars to US$5.7 Million Driven by Fleet Renewal and Business Transformation

- **Net profit surged to US$5.7 million, with operating profit almost quadrupling to US$7.9 million.**
- **Charter income rose 60% to US$19.1 million, driven by fleet expansion, higher hire days and stronger charter rates.**
- **Fee income increased 47% to US$3.0 million, reflecting stronger shipping and property transaction activity.**
- **Operating cash flow turned positive at US$4.4 million, supporting lower borrowings and an 11% reduction in total liabilities.**
- **Growth momentum continues across shipping and Japan property, while the Board maintained an interim dividend of 1.0 Singapore cent per share.**

SINGAPORE, 14 August 2026 – Uni-Asia Group Ltd. (SGX: CHJ) ("Uni-Asia Group" or the "**Company**", and together with its subsidiaries, the "**Group**"), an investment management group specialising in alternative assets, including shipping and real estate in Japan, has announced its financial results for the six months ended 30 June 2026 ("**1H2026**").

Financial Highlights

US$'000 (except earnings per share)	1H2026	1H2025	% Change
Total Income	25,121	18,151	38%
Total Operating Expenses	(17,223)	(16,162)	7%
Operating Profit	7,898	1,989	297%
Net Profit After Tax	5,696	619	820%
Net Profit to Owners of the Company	5,187	911	469%
Basic and Diluted Earnings Per Share (US cents)	6.60	1.16	469%

The Group's total income for 1H2026 increased by 38% to US$25.1 million, from US$18.2 million in the year-ago period ("1H2025"). Growth was broad-based across the Group's shipping and fee-based businesses, and with operating expenses rising only modestly, this topline expansion lifted net profit after tax to US$5.7 million, from US$0.6 million in 1H2025. The result underscores the success of the fleet renewal strategy the Group completed in FY2025.

Charter income surged by 60% to US$19.1 million, from US$11.9 million in 1H2025. Total revenue-generating hire days increased by 40% to 1,508.87 days, reflecting full or additional contributions from *MV Kellett Island*, *MV Uni Sunshine*, *MV Uni Horizon* and *MV Trident Star*, all acquired in 2025. *MV Uni Phoenix* joined the fleet from 22 April 2026. The Group's younger and more efficient renewed fleet was also well-positioned to capture the broader strength in the dry bulk shipping market. The average daily charter rate rose 17% to US$12,690, from US$10,881 in 1H2025. Notably, 2Q2026 Supramax and Handysize spot earnings increased by 71% and 45% year-on-year respectively.[1]

Fee income rose 47% to US$3.0 million, from US$2.0 million in 1H2025. The increase was led by arrangement and agency fees, which rose to US$1.9 million from US$0.5 million on fees generated from shipping and property transactions. Investment returns remained healthy at a net gain of US$2.6 million. This comprised mainly a US$1.1 million fair value gain on the Group's 18%-owned ship joint investments, which the Group expects to exit in coming accounting periods. The balance came from a US$0.5 million realised gain and a US$0.7 million fair value gain on its property projects in Japan.

Total operating expenses rose by a modest 7% to US$17.2 million, well below the 38% growth in total income. Higher vessel operating expenses from the expanded fleet were partly cushioned by a 15% decrease in employee benefits expenses. Depreciation increased by only 6% despite the larger fleet, partly reflecting the extension of the estimated useful lives of the Group's vessels from 20 years to 25 years with effect from 1 January 2026. The revision follows the completion of the first phase of the Group's fleet renewal programme in FY2025. It reflects the operational performance and condition of the Group's vessels, improvements in vessel efficiency and environmental performance, and prevailing practices among comparable listed dry bulk shipping companies.

As a result, the Group's operating profit almost quadrupled to US$7.9 million in 1H2026, from US$2.0 million in 1H2025. Net profit attributable to owners of the Company rose to US$5.2 million, from US$0.9 million in 1H2025, translating into earnings per share of 6.60 US cents (1H2025: 1.16 US cents).

The Group's financial position strengthened alongside its earnings. Operating activities generated a net cash inflow of US$4.4 million in 1H2026, reversing a net outflow of US$3.0 million in 1H2025. Total liabilities decreased by 11% to US$87.5 million, as the Group paid down US$4.9 million of borrowings from its enlarged operating cash flows. The Group also placed a deposit for a newbuilding vessel. It reclassified completed property projects as investment properties to build long-term recurring income, ending the period with cash and bank balances of US$28.5 million.

[1] Marsoft.

Reflecting its confidence in the Group's business and its commitment to rewarding shareholders, the Board has declared a tax-exempt (one-tier) interim dividend of 1.0 Singapore cent per ordinary share, payable on 30 September 2026. The interim dividend is in line with the Group's established half-year practice, matching the 1.0 Singapore cent declared in each of 1H2024 and 1H2025. As in prior years, the total distribution for the financial year will be determined together with the full-year results.

Business Outlook

Dry Bulk

The dry bulk shipping market entered 2H2026 on a firm footing, with weighted bulkcarrier earnings in the year to mid-July up by approximately 56% year-on-year.[2] Seaborne dry bulk trade grew 4% during 1H2026 — grain trade rose around 13% and minor bulk around 3% — trends that directly benefit the Handysize and Supramax segments in which the Group operates. For full-year 2026, bulkcarrier fleet growth of approximately 4% is expected to be broadly balanced by tonne-mile demand growth of between 3.5% and 4%, a balance that may support freight rates during the next reporting period.

Conditions over the next 12 months will remain sensitive to geopolitical developments, commodity demand and vessel supply growth, and several of these factors may prove supportive. Disruptions in the Middle East and the Red Sea may lengthen voyage distances; higher gas prices could encourage further gas-to-coal substitution, supporting Asian seaborne coal demand; and El Niño conditions may lift Asian power consumption. Industry forecasts do point to some moderation in 2027, as fleet growth may outpace demand growth. However, the orderbook for the geared Handysize and Supramax segments remains more moderate than that of the larger gearless segments, providing relative supply support for the Group's chosen segments. With its younger, more efficient renewed fleet, the Group is well-placed to continue optimising vessel employment through the cycle.

Japan Property

The Tokyo residential market remained resilient in 1H2026, supported by sustained rental demand, limited vacancy and continued growth in the number of urban households. The Rental Value Index for single-type apartments of 18–30 square metres in Tokyo's 23 wards reached 133.98 in 1Q2026, up 10.07 points year-on-year, with asking rents for many newly listed units rising approximately 5% to 10%.[3] The occupancy rate held high at 97.29% in March 2026.[4] Existing condominium prices also continued to climb, with the Tokyo home-price index up 13.69% year-on-year in April 2026.[5] These conditions support the leasing performance and asset values of the Group's ALERO residential projects.

Rising land and construction costs may constrain development margins for new projects, while higher replacement costs and limited development sites underpin the value of the Group's completed properties. Residential implied capitalisation rates of approximately 4.5% indicate that

[2] Clarksons Research, Dry Bulk Trade Outlook, July 2026.
[3] at home Co., Ltd. and Sumitomo Mitsui Trust Research Institute Co., Ltd.
[4] Daiwa Securities Living Investment Corporation.
[5] Japan Real Estate Institute.

investor demand remains firm despite higher interest rates.[6] The Group will continue to adopt a selective approach to new investments, while progressing its strategy of retaining suitable completed ALERO projects as investment properties to build a growing base of long-term recurring rental income.

Taken together, the Group enters 2H2026 with a larger and younger fleet, a Japan property platform progressively converting completed developments into recurring income, and a balance sheet strengthened by the reduction in borrowings during the period. It will continue to deploy capital selectively across both businesses, with the aim of sustaining the operational momentum achieved in 1H2026.

Mr. Masahiro Iwabuchi, Chief Executive Officer of Uni-Asia Group, said:

> ***"The strong improvement in our 1H2026 results reflects the progress we have made in transforming and strengthening the Group's businesses. Our fleet renewal programme has expanded our earnings capacity and positioned us to benefit from stronger dry bulk market conditions, while our shipping and property platforms are generating higher fee and investment income.***
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> ***In Japan, we are also progressively evolving our property strategy by selectively retaining suitable completed ALERO projects to build a larger base of recurring rental income, alongside the continued expansion of our asset management business.***
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> ***We are encouraged by the momentum achieved in the first half, but remain focused on disciplined capital deployment, strengthening our balance sheet and building sustainable long-term earnings across both shipping and property."***

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[6] Sumitomo Mitsui Trust Research Institute Co., Ltd.

About Uni-Asia Group Limited (Bloomberg Code: UAG SP)

UNI-ASIA GROUP LIMITED and its subsidiaries (the "Group") is an alternative investment group specialising in creating alternative investment opportunities and providing integrated services relating to such investments. The Group's alternative investment targets are mainly handy dry bulk ships and properties. The Group also has extensive know-how and networks relating to such alternative investments and provides services relating to these investments. The two main alternative asset classes the Group focuses on are Shipping and Property.

The business strategy for shipping employed by the Group is to offer one-stop, integrated ship-related service solutions for clients, including ship investments, ship asset management services, ship chartering, ship brokerage and ship finance arrangement solutions. The strategy of offering a wide array of maritime-related services ensures the Group remains resilient regardless of market conditions and allows for growth in the long term.

The Group's property investment business enhances its asset base as well as asset management business. Within Japan, the Group has a Japan-licensed property asset management subsidiary which specialises in property asset management as well as development of trademark small residential properties, the "ALERO" series.

Listed on the Mainboard of Singapore Exchange in August 2007, Uni-Asia's main offices are located in Hong Kong, Singapore, and Tokyo.

For more information, please visit the corporate website at www.uni-asia.com.

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Cautionary Statement on Forward-Looking Statements

This press release may contain forward-looking statements that involve risks and uncertainties. Such forward-looking statements are based on the current beliefs, assumptions, expectations, estimates and projections of the directors and management of Uni-Asia Group Limited (the "Company") regarding the industries and markets in which the Company and its subsidiaries (the "Group") operate.

These statements are not guarantees of future performance and are subject to known and unknown risks, uncertainties and other factors, some of which are beyond the Group's control and are difficult to predict. Actual future performance, outcomes and results may differ materially from those expressed or implied in these statements as a result of, among others, changes in charter rates and vessel values, dry bulk market conditions, property market conditions in Japan and elsewhere, movements in interest rates and foreign exchange rates, regulatory developments, and general economic and geopolitical conditions.

Readers are cautioned not to place undue reliance on these forward-looking statements, which reflect the views of the Company's management only as at the date of this press release. Neither the Company nor any of its directors, officers, employees or advisers assumes any obligation to update or revise any forward-looking statement, whether as a result of new information, future events or otherwise, save as may be required under applicable law or the listing rules of the Singapore Exchange Securities Trading Limited.