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MEDIA RELEASE

Yangzijiang Shipbuilding's FY2024 net profit up 61.7% to a new high of RMB6.6 billion

- **Revenue rose 10.1% yoy to RMB26.5 billion in FY2024, driven by record shipbuilding revenue from higher newbuild prices, along with stronger shipping revenue supported by improved charter rates and fleet expansion.**
- **Gross profit jumped 40.6% yoy to RMB7.6 billion in FY2024, with gross profit margin up 6.3 ppts to 28.7%, due to increased newbuild prices, a favourable foreign exchange rate, and lower raw material costs.**
- **Proposes a final dividend of 12 Singapore cents per ordinary share for FY2024, up 84.6% yoy. This translates to a dividend payout ratio of 38.6% and a dividend yield of 4.0%.**

SINGAPORE – 26 February 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 ("**2H2024**") and twelve months ("**FY2024**") ended 31 December 2024.

Financial Highlights	FY2024 RMB mil	FY2023 RMB mil	Change %	2H2024 RMB mil	2H2023 RMB mil	Change %
Revenue	26,541.7	24,112.3	10.1	13,493.1	12,791.3	5.5
Gross Profit	7,608.1	5,410.3	40.6	4,124.0	3,300.5	25.0
Gross Profit Margin	*28.7%*	*22.4%*	*6.3 ppts**	*30.6%*	*25.8%*	*4.8 ppts*
Profit attributable to equity holders ("Net Profit")	6,633.6	4,101.5	61.7	3,575.2	2,375.6	50.5
Net Profit Margin	*25.0%*	*17.0%*	*8.0 ppts*	*26.5%*	*18.6%*	*7.9 ppts*

**ppt: percentage point*

Riding on the industry tailwinds, Yangzijiang Shipbuilding delivered another excellent set of results in FY2024, achieving a record performance in both revenue and profitability. The Group's revenue increased by 10.1% year-on-year ("**yoy**") to RMB26.5 billion during the reporting period, driven by notable growth in both shipbuilding and shipping segments.

The core shipbuilding business contributed approximately 95% of total revenue in FY2024, closing at RMB25.2 billion, up 10.7% yoy. The increase was mainly driven by steady progress in vessel construction and higher newbuild prices. In FY2024, the Group delivered a total of 64 vessels, including three added to its own fleet, exceeding its FY2024 delivery target of 63 vessels.

Revenue from the shipping business grew 21.6% yoy to RMB1.2 billion in FY2024, buoyed by improved charter rates and fleet expansion. The Group managed to secure 6-36 months charter contracts for about 60% of its fleet during the shipping upcycle in 1H2024, enhancing revenue visibility and stability during this period.

In line with revenue growth, gross profit increased by 40.6% yoy to RMB7.6 billion in FY2024, with gross profit margin rising 6.3 ppts to 28.7%. Notably, the gross profit margin for the shipbuilding segment expanded by 6.0 ppts to 27.9%, driven by a favourable exchange rate of USD against RMB and lower raw material costs. Meanwhile, the gross profit margin for the shipping segment climbed 8.9 ppts to 43.3%, benefitting from improved charter rates for bulk carriers.

Shares of results of associated companies and joint ventures more than doubled to RMB559.0 million in FY2024, driven by higher contributions from the joint venture company, Yangzi-Mitsui Shipbuilding Co. Ltd ("**YAMIC**"). This growth was underpinned by the successful repositioning of YAMIC toward building higher-end gas carriers that yield better profitability. In FY2024, the YAMIC yard delivered a total of 14 vessels compared to 11 vessels delivered in the preceding year.

Consequently, profit attributable to equity holders increased by 61.7% yoy to a new high of RMB6.6 billion in FY2024.

As of 31 December 2024, the Group's total outstanding orderbook closed at US$24.4 billion for 245 vessels, with deliveries spanning from 2025 to 2030. Eco-friendly vessels accounted for approximately 74% of the total value, up from 54% in FY2023.

The Board is pleased to recommend a final dividend of 12 Singapore cents in appreciation of the unwavering support from shareholders. This represents an 84.6% increase from the preceding year and translates to a dividend payout ratio of 38.6%[1] and a dividend yield of 4.0%[2].

Outlook and Future Plans

Over the past two years, multiple factors, such as fleet renewal demand, maritime decarbonisation, and rising trade volumes, have driven shipbuilding newbuild orders to record highs. In 2024, the industry registered a total order intake of US$204 billion in contract value and 66 million in terms of compensated gross tonnage ("**CGT**"), reaching the highest in 17 years[3]. However, the United States Trade Representative ("**USTR**") has proposed additional levying service fees on ships with China exposure on 21 February 2025, heightening the Section 301 investigation on China's maritime, logistics, and shipbuilding sector. Combined with a growing backlog of newbuild orders and extended delivery lead times, these downside risks may impact shipowners' willingness to place new orders in the near term.

Despite these, the long-term prospect remains optimistic, driven by the industry's commitment to maritime decarbonisation. The International Maritime Organisation has outlined a legal framework for mid-term greenhouse gas ("**GHG**") reduction measures, advancing its efforts to achieve the phased GHG reduction targets set previously. The framework is scheduled for adoption in 2025.[4]

[1] Calculated based on CNY/SGD of 5.3959 as of 21 February 2025.
[2] Calculated based on share price of 2.99 as of 31 December 2024.
[3] Ship Management International: Clarksons 2024 Global Shipbuilding Review reveals largest order intake for 17 years, January 2025
[4] IMO: IMO makes progress on net-zero framework for shipping, December 2024

In view of long-term sustainable growth, the Group had previously announced its expansion plan, Project Hongyuan, to acquire land adjacent to the Xinfu Yard. The project remains on track for construction. The total capital expenditure ("CAPEX") required for this project is about RMB3 billion.

Executive Chairman and CEO of Yangzijiang Shipbuilding, Mr. Ren Letian (任乐天) said, ***"Capturing growth opportunities when they come has always been central to our business strategy. Over the past years, our forward-thinking investments into advanced green shipbuilding have proven successful, reflected in our record-high outstanding orderbook and steadily improving profitability.***

We are now excited to launch Project Hongyuan as part of our strategy of investing in future. The new production base will be equipped with state-of-the-art shipbuilding facilities designed for constructing sophisticated vessels, including dual-fuel ships and high-end gas carriers, aligning with our commitment to enabling maritime decarbonisation.

As we move into 2025, the Group will stay resilient and agile, focusing on timely contract fulfilment while actively securing high-quality newbuild orders to further enhance our revenue visibility."

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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 large containerships, bulk carriers, oil tankers and gas carriers, serving the orders from a well-established customer network covering Northern America, Europe 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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