



UNI-ASIA GROUP LIMITED

Company Registration No: 201701284Z
Incorporated in the Republic of Singapore

PRESS RELEASE -- FOR IMMEDIATE RELEASE

Uni-Asia Group Returned to a Profitability Amidst a Year of Dynamic Conditions

- The Group posts a net profit of US\$0.6 million for 1H2025, reversing a net loss of US\$11.7 million in 1H2024
- Declares interim dividend of 1.0 Singapore cent per share

SINGAPORE, 26 September 2025 – 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 2025 (“1H2025”).

Financial Highlights

US\$'000 (except earnings per share)	1H2025	1H2024	% Change
Total Income	18,151	11,164	63%
Total Operating Expenses	(16,162)	(20,955)	(23%)
Operating Profit/(Loss)	1,989	(9,791)	N/M
Net Profit/(Loss) After Tax	619	(11,723)	N/M
Net Profit/(Loss) to Owners of the Parent	911	(11,763)	N/M
Basic and Diluted Earnings/(Loss) Per Share (US cents)	1.16	(14.97)	N/M

The Group’s total income for 1H2025 increased by a 63% to US\$18.2 million. This was primarily driven by positive investment returns in 1H2025, which swung from an investment returns loss of US\$12.3 million in 1H2024 (due to a non-cash fair valuation loss on its property investments in Hong Kong) to a net gain of US\$2.6 million in the current period. This positive shift included a US\$2.2 million valuation gain on its ship joint-investments.



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Charter income saw a 25% decrease to US\$11.9 million as a result of the disposal of older vessels and an increase in off-hire days due to scheduled dry dockings and the unexpected collision of the M/V Glengyle on 25 April 2025 (off-hire since then). However, this was partially offset by a marginal improvement in the average daily charter rate, which rose to US\$10,840/day (1H2024: US\$10,699/day). Meanwhile, fee income rose by 8% to US\$2.0 million, bolstered by higher arrangement and agency fees from new property deals in Japan and a one-off ship brokerage commission.

Total operating expenses decreased by 23% to US\$16.2 million. This was mainly due to lower depreciation and vessel operating expenses following the disposal of older vessels. The decline in operating expenses was offset by a 10% increase in employee benefits expenses as the Group continued to invest in its human capital with promotions and new hires for succession planning and expansion, as well as exit compensation for Wealth Ocean Ship Management Shanghai Co., Ltd ("WOSMS") staff in accordance with China's regulatory requirements.

Overall, Uni-Asia Group reported US\$2.0 million in operating profit and a net profit attributable to owners of US\$0.9 million in 1H2025, a turnaround from the loss incurred in the prior period.

The Group maintains a healthy financial position, with its balance sheet underpinned by strategic asset acquisitions. While cash and bank balances saw a decrease to US\$38.4 million due to significant capital outlays on a new vessel (M/V Kellett Island) and deposits for another vessel (M/V Uni Sunshine), these investments were supported by new borrowings and contributions from non-controlling interests, which have strengthened the Group's asset base for future growth.

Reflecting its confidence in the Group's ongoing business and financial health, the Board has declared a tax-exempt interim dividend of 1.0 Singapore cent per ordinary share.



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Business Outlook

Dry Bulk

The global dry bulk shipping market continues to face mixed dynamics. Charter rates in the Handysize and Supramax segments have remained relatively firm in 3Q2025, supported by strong demand for agricultural commodities from Southeast America to Asia in addition to stable coal and minor bulk trades. However, volatility persists due to geopolitical tensions affecting trade flows, as well as supply chain disruptions from port congestion in Southeast Asia.

On the supply side, net fleet growth remains modest, with limited newbuilding deliveries due to constrained shipyard capacity and higher construction costs. At the same time, environmental regulations under IMO's Carbon Intensity Indicator ("CII"), Energy Efficiency Existing Ship Index ("EEXI") frameworks, European Union's EU-ETS, as well as FuelEU Maritime regulations are pressuring owners to invest in fleet upgrades and slow steaming, effectively tightening effective vessel supply.

For Uni-Asia, the disposal of older 29k DWT vessels and the acquisition of the larger M/V Kellett Island reflect an ongoing fleet renewal strategy to maintain competitiveness. Nonetheless, elevated off-hire days in 1H2025 highlight operational risks from drydockings and unexpected incidents such as M/V Glengyle's collision. Insurance recoveries will partially offset losses, but in the next 12 months, operational efficiency and minimising off-hire will remain critical to profitability.

Looking ahead, while charter rates are expected to remain broadly resilient into FY2026, volatility cannot be ruled out given global economic uncertainties, energy market transitions, and potential shifts in commodity trade flows.



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Japan Property

The Japanese property market continues to demonstrate resilience, underpinned by sustained demand for residential and compact urban properties in major metropolitan areas such as Tokyo, Osaka, and Fukuoka. Although the Bank of Japan (“BOJ”) has signalled gradual steps away from its ultra-loose monetary policy, interest rates remain relatively low by international standards, supporting property investment demand.

In 2025, a key trend has been growing foreign investor participation, drawn by Japan’s stable legal framework and favourable currency environment, especially following yen depreciation in earlier years. The strengthening of the JPY in 1H2025 increased the USD value of the Group’s Japan property portfolio, highlighting both opportunity and FX exposure.

Competitive conditions in Tokyo’s property segment remain intense, with rising construction costs and tighter labour markets placing pressure on developers’ margins. However, urbanisation trends and demographic shifts—particularly demand from younger professionals and smaller households—continue to provide a supportive demand backdrop.

For Uni-Asia, pipeline projects under development are expected to complete progressively in coming reporting periods. The Group’s co-investment model continues to provide capital flexibility, though higher funding requirements and competition for land acquisition may impact margins.

--- The End ---



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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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