

CIRCULAR DATED 7 NOVEMBER 2025

THIS CIRCULAR IS IMPORTANT AND REQUIRES YOUR IMMEDIATE ATTENTION.

If you are in any doubt as to the course of action you should take, you should consult your stockbroker, bank manager, solicitor, accountant or other professional adviser immediately.

This Circular, together with the Notice of Extraordinary General Meeting (the “**Notice of EGM**”) and the accompanying proxy form (“**Proxy Form**”), has been made available on the Singapore Exchange Securities Trading Limited’s (the “**SGX-ST**”) website at the URL <https://www.sgx.com/securities/company-announcements> and the website of Uni-Asia Group Limited (the “**Company**”) at the URL <https://uniasia.listedcompany.com/home.html>. **A hard copy of this Circular will not be sent to Shareholders (as defined herein).** However, the Notice of EGM and the accompanying Proxy Form will be mailed to all Shareholders.

If you have sold or transferred all your shares of the Company (“**Shares**”), please forward this Circular with the Notice of EGM and the attached Proxy Form immediately to the purchaser or the transferee or to the bank, stockbroker or agent through whom the sale or transfer was effected for onward transmission to the purchaser or transferee.

The SGX-ST assumes no responsibility for the correctness or accuracy of any of the statements made, reports contained or opinions expressed in this Circular.

This Circular does not constitute or form a part of any offer to purchase, a solicitation of an offer to purchase, an offer to sell or invitation or solicitation of an offer to sell, issue or subscribe for, securities in Singapore or any other jurisdiction. Nothing in this Circular constitutes, or shall be construed as legal, business, financial or tax advice. You should consult your stockbroker, bank manager, solicitor, accountant or other professional adviser immediately if you are in any doubt as to the contents of this Circular or the course of action you should take.



UNI-ASIA GROUP LIMITED

(Incorporated in the Republic of Singapore)
(Company Registration No. 201701284Z)

CIRCULAR TO SHAREHOLDERS IN RELATION TO

THE PROPOSED ACQUISITION OF THE VESSEL M/V TRIDENT STAR FROM POLARIS BULKSHIP S.A. FOR A PURCHASE CONSIDERATION OF US\$18.40 MILLION AS AN INTERESTED PERSON TRANSACTION.

*Independent Financial Adviser in relation to the
Trident Star Proposed Acquisition as an Interested Person Transaction*



SAC CAPITAL PRIVATE LIMITED

(Incorporated in the Republic of Singapore)
(Company Registration No. 200401542N)

IMPORTANT DATES AND TIMES

Last date and time for lodgement of Proxy Form	: Monday, 24 November 2025 at 2.30 p.m. (Singapore time)
Date and time of EGM	: Thursday, 27 November 2025 at 2.30 p.m. (Singapore time)
Place of EGM	: Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709

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CORPORATE INFORMATION

Directors of the Company	: Mr Philip Chan Kam Loon (<i>Non-Executive Chairman and Independent Director</i>) Mr Masahiro Iwabuchi (<i>Executive Director and Chief Executive Officer</i>) Mr Lim Kai Ching (<i>Executive Director</i>) Mr Shinichiro Ishizaki (<i>Executive Director</i>) Mr Takeshi Iritono (<i>Executive Director</i>) Ms Juliana Lee Kim Lian (<i>Independent Director</i>) Mr Steven Chong Teck Sin (<i>Independent Director</i>) Mr Khalid Moinuddin Hashim (<i>Non-Executive Non-Independent Director</i>)
Registered Office of the Company	: 30 Cecil Street #10-06/07 Prudential Tower Singapore 049712
Legal Adviser to the Company	: Allen & Gledhill LLP One Marina Boulevard #28-00 Singapore 018989
Independent Financial Adviser to the Company in relation to the Trident Star Proposed Acquisition as an Interested Person Transaction	: SAC Capital Private Limited 1 Robinson Road #21-01 AIA Tower Singapore 048542
Independent Valuer	: Exeno Yamamizu Corporation 6F Onest Kanda Square 17 Kanda Konyacho, Chiyoda-Ku Tokyo 101-0035, Japan
Share Registrar and Transfer Agent	: Tricor Barbinder Share Registration Services 9 Raffles Place #26-01 Republic Plaza Tower 1 Singapore 048619

INDICATIVE TIMETABLE

Key Event	Date and Time ⁽¹⁾
Last date and time for CPF and SRS investors who wish to appoint the Chairman of the EGM as proxy to approach their respective CPF Agent Banks or SRS Operators to submit their votes	: Tuesday, 18 November 2025 at 5.00 p.m. (Singapore time)
Last date and time for submission of questions in advance of the EGM	: Tuesday, 18 November 2025 at 5.00 p.m. (Singapore time)
Last date and time for lodgement of Proxy Forms for attendance at the EGM	: Monday, 24 November 2025 at 2.30 p.m. (Singapore time)
Date and time of the EGM	: Thursday, 27 November 2025 at 2.30 p.m. (Singapore time)
Place of the EGM	: Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709

Note:

(1) All dates and times referred to above are Singapore dates and times.

DEFINITIONS

For the purpose of this Circular, the following definitions apply throughout unless the context otherwise requires or unless otherwise stated:

“2015 Trident Star BBC”	: The bareboat charter arrangement where the Trident Star Vessel was sold to and chartered back from the 2015 Trident Star Owner on 8 October 2015
“2015 Trident Star Owner”	: A related company of the Company’s controlling shareholder, Yamasa Co., Ltd.
“Audit Committee”	: The audit committee of the Company, comprising Philip Chan Kam Loon, Juliana Lee Kim Lian and Steven Chong Teck Sin
“Banking Day”	: A day (other than a Saturday or Sunday) on which commercial banks and foreign exchange markets are open for business in Hong Kong, Japan, United States of America and Singapore
“CDP”	: The Central Depository (Pte) Limited
“Circular”	: This circular dated 7 November 2025
“Companies Act”	: The Companies Act 1967 of Singapore, as amended or modified from time to time
“Company”	: Uni-Asia Group Limited, a company incorporated in Singapore
“CPF”	: Central Provident Fund
“Directors”	: The Board of Directors of the Company (and each of them, a “Director”)
“DWT”	: Dead weight ton
“EGM”	: The extraordinary general meeting of Shareholders to be held on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time), notice of which is set out at Appendix C of this Circular
“EPS”	: Earnings per Share
“FY2020”	: The financial year ended 31 December 2020
“FY2021”	: The financial year ended 31 December 2021
“FY2022”	: The financial year ended 31 December 2022
“FY2023”	: The financial year ended 31 December 2023
“FY2024”	: The financial year ended 31 December 2024

“FY2025”	: The financial year ending 31 December 2025
“Group”	: The Company and its subsidiaries
“Horizon Circular”	: The circular dated 1 July 2025 issued by the Company relating to, <i>inter alia</i> , the acquisition of the vessel M/V Uni Horizon
“IFA”	: SAC Capital Private Limited
“IMO Number”	: A unique ship identification number issued by the International Maritime Organisation
“Latest Practicable Date”	: 31 October 2025, being the latest practicable date prior to the date of this Circular
“Listing Manual”	: The listing manual of the SGX-ST
“LPS”	: Loss per Share
“NAV”	: Net asset value
“Notice of EGM”	: The notice of EGM, which is set out at Appendix C of this Circular
“NTA”	: Net tangible assets
“Securities Account”	: A securities account maintained by a Depositor with CDP (but not including a securities sub-account maintained with a depository agent)
“SFA”	: The Securities and Futures Act 2001 of Singapore, as amended or modified from time to time
“SGX-ST”	: Singapore Exchange Securities Trading Limited
“Shareholders”	: Registered holders of Shares in the Register of Members of the Company, except that where the registered holder is CDP, the term “Shareholders” shall, where the context admits, mean the persons named as Depositors in the Depository Register maintained by CDP and into whose Securities Accounts those Shares are credited
“Share(s)”	: Ordinary share(s) of the Company
“SRS”	: Supplementary Retirement Scheme
“Substantial Shareholder”	: A person who has an interest or interests in one or more voting shares (excluding treasury shares) in a corporation; and the total votes attached to that share, or those shares, is not less than 5% of the total votes attached to all the voting shares (excluding treasury shares) in the corporation

“Supramax”	: A class of dry bulk carrier vessels typically ranging from about 50,000 to 60,000 DWT
“S\$”	: The Singapore Dollar
“Trident Star Bill of Sale”	: The bill of sale to be delivered by the Trident Star Seller to the Trident Star Purchaser in accordance with Clause 3(a)(i) of the Trident Star MOA
“Trident Star Co-Investor 1”	: Sea Trade and Transport Ltd., an unrelated third-party co-investor
“Trident Star Co-Investor 2”	: Junkou Tsushou Co., Ltd., an unrelated third-party co-investor
“Trident Star Co-Investor 3”	: IRIS Corporation, an unrelated third-party co-investor
“Trident Star Co-Investor 4”	: Kuribayashi Logistics System Co., Ltd., an unrelated third-party co-investor
“Trident Star Co-Investors”	: Trident Star Co-Investor 1, Trident Star Co-Investor 2, Trident Star Co-Investor 3 and Trident Star Co-Investor 4 (each, a “Trident Star Co-Investor”)
“Trident Star Completion”	: The completion of the Trident Star Proposed Acquisition
“Trident Star Completion Date”	: The date of completion of the Trident Star Proposed Acquisition
“Trident Star JVCo” or “Trident Star Purchaser”	: Diamond Bulkship S.A., the special purpose vehicle incorporated in the Republic of Panama on 22 October 2025, and 65.1% owned by Uni-Asia Shipping Limited, 10.0% owned by Trident Star Co-Investor 1, 9.9% owned by Trident Star Co-Investor 2, 10.0% owned by Trident Star Co-Investor 3 and 5.0% owned by Trident Star Co-Investor 4
“Trident Star MOA”	: The conditional memorandum of agreement dated 7 November 2025 in respect of the sale and purchase of the Trident Star Vessel, entered into by the Trident Star Purchaser as the purchaser, and the Trident Star Seller as the seller
“Trident Star Proposed Acquisition”	: The proposed acquisition of the Trident Star Vessel by the Trident Star Purchaser from the Trident Star Seller pursuant to the Trident Star MOA
“Trident Star Protocol of Delivery and Acceptance”	: The protocol of delivery and acceptance of the Trident Star Vessel to be executed and exchanged by both the Trident Star Purchaser and the Trident Star Seller in accordance with Clause 3(b) of the Trident Star MOA

“Trident Star Purchase Consideration”	: The total consideration for the purchase of the Trident Star Vessel by Trident Star JVCo from Polaris, being US\$18.40 million
“Trident Star Purchase Option Completion”	: The completion of the purchase of the Trident Star Vessel by Polaris from the 2015 Trident Star Owner pursuant to the purchase option held by Polaris under the terms of the 2015 Trident Star BBC
“Trident Star Scheduled Delivery Date”	: The date for the delivery of the Trident Star Vessel from the Trident Star Seller to the Trident Star Purchaser, as stated in the Trident Star MOA
“Trident Star Seller” or “Polaris”	: Polaris Bulkship S.A., incorporated on 21 May 2013 in Panama, which is 18.0% owned by the Group and 82.0% owned by Yamasa
“Trident Star Vessel”	: M/V Trident Star
“Uni-Asia Holdings”	: Uni-Asia Holdings Limited, a wholly-owned subsidiary of the Company
“Uni-Asia Shipping”	: Uni-Asia Shipping Limited, an indirect wholly-owned subsidiary of the Company
“Uni-Asia Trident Star JVCo Directors”	: The employees of the Group who have been appointed as Directors of the Trident Star JVCo
“US\$”	: The United States Dollar
“Yamasa”	: Yamasa Co., Ltd, the Company’s controlling shareholder holding 30.0% of the Company’s Shares
“%” or “per cent.”	: Per centum

The terms **“Depositor”**, **“depository agent”** and **“Depository Register”** shall have the meanings ascribed to them respectively in Section 81SF of the SFA.

Words importing the singular shall, where applicable, include the plural and vice versa and words importing the masculine gender shall, where applicable, include the feminine and neuter gender and vice versa. References to persons shall, where applicable, include corporations.

Any reference in this Circular to any statute or enactment is a reference to that statute or enactment for the time being amended or re-enacted. Any term defined under the Companies Act, the SFA or the Listing Manual or any statutory modification thereof and used in this Circular shall, where applicable, have the meaning assigned to it under the Companies Act, the SFA or the Listing Manual or any statutory modification thereof, as the case may be, unless otherwise provided.

Any reference to a time of day in this Circular shall be a reference to Singapore time unless otherwise stated.

All statements other than statements of historical facts included in this Circular are or may be forward-looking statements. Forward-looking statements include but are not limited to those using words such

as “seek”, “expect”, “anticipate”, “estimate”, “believe”, “intend”, “strategy”, and similar expressions or future or conditional verbs such as “will”, “would”, “should”, and “may”. These statements reflect the Company’s current expectations, beliefs, hopes, intentions or strategies regarding the future and assumptions in light of currently available information. Such forward-looking statements are not guarantees of future performance or events and involve known and unknown risks and uncertainties. Accordingly, actual results may differ materially from those described in such forward-looking statements. Shareholders should not place undue reliance on such forward-looking statements, and the Company does not undertake any obligation to update publicly or revise any forward-looking statements.

LETTER TO SHAREHOLDERS

UNI-ASIA GROUP LIMITED

(Incorporated in the Republic of Singapore)

(Company Registration No. 201701284Z)

Directors:

Mr Philip Chan Kam Loon (*Non-Executive Chairman and Independent Director*)

Mr Masahiro Iwabuchi (*Executive Director and Chief Executive Officer*)

Mr Lim Kai Ching (*Executive Director*)

Mr Shinichiro Ishizaki (*Executive Director*)

Mr Takeshi Iritono (*Executive Director*)

Ms Juliana Lee Kim Lian (*Independent Director*)

Mr Steven Chong Teck Sin (*Independent Director*)

Mr Khalid Moinuddin Hashim (*Non-Executive Non-Independent Director*)

Registered Office:

30 Cecil Street #10-06/07

Prudential Tower

Singapore 049712

7 November 2025

To: The Shareholders of Uni-Asia Group Limited (the “**Company**”)

Dear Sir/Madam

THE PROPOSED ACQUISITION OF THE VESSEL M/V TRIDENT STAR FROM POLARIS BULKSHIP S.A. FOR A PURCHASE CONSIDERATION OF US\$18.40 MILLION AS AN INTERESTED PERSON TRANSACTION.

1. INTRODUCTION

- 1.1 **Trident Star Proposed Acquisition.** The Company is convening the EGM to seek Shareholders’ approval for the Trident Star Proposed Acquisition.
- 1.2 **Circular.** The purpose of this Circular is to provide Shareholders with the relevant information pertaining to the Trident Star Proposed Acquisition, and to seek Shareholders’ approval for the ordinary resolution to be tabled at the EGM in connection with the Trident Star Proposed Acquisition (the “**Ordinary Resolution**”). The Ordinary Resolution is set out in the Notice of EGM at Appendix C of this Circular.
- 1.3 **SGX-ST.** The SGX-ST assumes no responsibility for the accuracy of any of the statements made, reports contained, or opinions expressed in this Circular.
- 1.4 **Legal Adviser.** Allen & Gledhill LLP is the legal adviser to the Company in relation to the Trident Star Proposed Acquisition.

2. THE PROPOSED ACQUISITION OF THE VESSEL M/V TRIDENT STAR FROM POLARIS BULKSHIP S.A. FOR A PURCHASE CONSIDERATION OF US\$18.40 MILLION AS AN INTERESTED PERSON TRANSACTION

2.1 Background

The Group announced that it had entered into a shareholders' agreement (the "**Trident Star Shareholders' Agreement**") with Yamasa on 25 June 2013 for the acquisition of shares of Polaris Bulkship S.A. ("**Polaris**"), incorporated on 21 May 2013 in Panama for the purpose of acquiring M/V Trident Star (the "**Trident Star Vessel**"). Yamasa, which holds 30.0% of the Company's shares, is a "controlling shareholder"¹ of the Company and is therefore an "interested person" of the Company pursuant to Chapter 9 of the Listing Manual. Pursuant to the Trident Star Shareholders' Agreement, shares of Polaris were acquired by both the Group and Yamasa. Polaris has an issued and paid-up share capital of US\$10,000 comprising 100 ordinary shares of US\$100 each, of which the Group had acquired 18 shares for a total consideration of US\$1,800, while Yamasa had acquired 82 shares of Polaris for a total consideration of US\$8,200. As at the Latest Practicable Date, the Group and Yamasa own shareholding interests of 18.0% and 82.0% respectively in Polaris.

As at the date of this Circular, Polaris holds the Trident Star Vessel. On 8 October 2015, the Trident Star Vessel was sold to and chartered back from a related company of Yamasa² (the "**2015 Trident Star Owner**"), through a bareboat charter arrangement (the "**2015 Trident Star BBC**"). Under the terms of the 2015 Trident Star BBC, Polaris holds a purchase option in respect of the Trident Star Vessel. Polaris intends to exercise the purchase option on or after 8 October 2025, with completion of the purchase to take place thereafter (the "**Trident Star Purchase Option Completion**"). The date of completion of the Trident Star Proposed Acquisition (as defined in paragraph 2.2 of this Circular) ("**Trident Star Completion**", and such date the "**Trident Star Completion Date**") is currently envisaged to be on or around the date of the Trident Star Purchase Option Completion. Polaris will no longer have a contractual relationship with the 2015 Trident Star Owner after the date of the Trident Star Purchase Option Completion.

In view of the favourable market situation in the bulk shipping sector, the Company intends to keep the Trident Star Vessel in its fleet for the foreseeable future and hence proposes to proceed with the Trident Star Proposed Acquisition as described in paragraph 2.2 of this Circular. Please refer to paragraph 2.5 of this Circular for more information on the rationale for the Trident Star Proposed Acquisition.

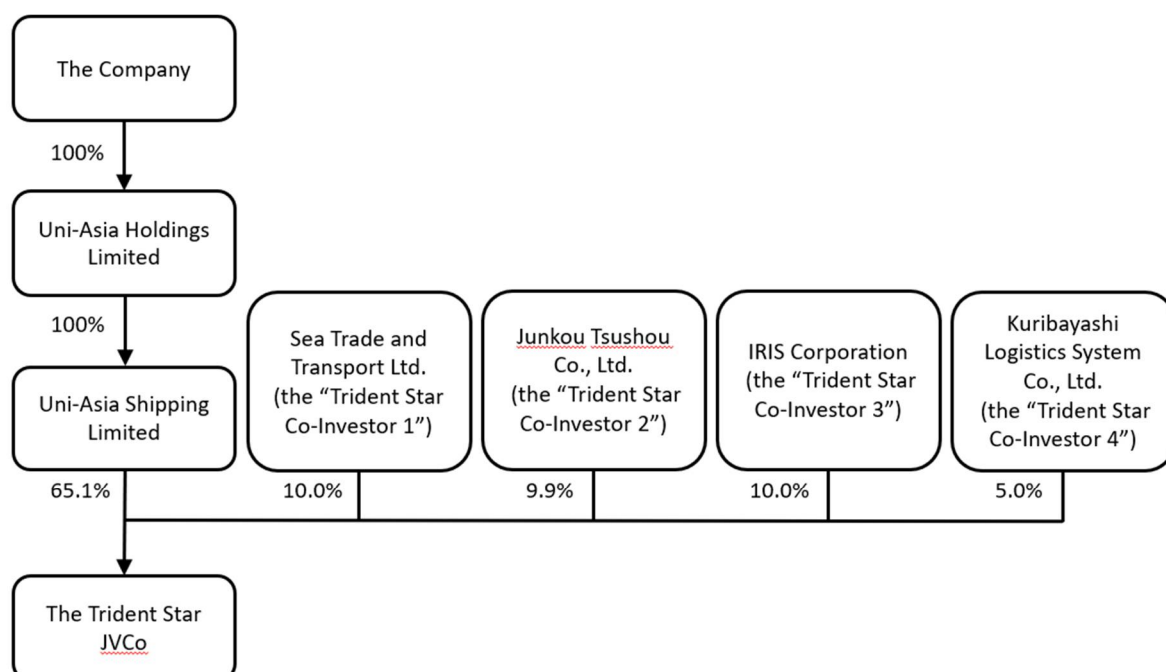
2.2 The Trident Star Proposed Acquisition

On 22 October 2025, the Company, through its indirect wholly-owned subsidiary Uni-Asia Shipping Limited ("**Uni-Asia Shipping**"), which is 100% owned by Uni-Asia Holdings Limited ("**Uni-Asia Holdings**"), a wholly-owned subsidiary of the Company, formed a special purpose vehicle with Sea Trade and Transport Ltd. (the "**Trident Star Co-Investor 1**"), Junkou Tsushou Co., Ltd. (the "**Trident Star Co-Investor 2**"), IRIS Corporation (the "**Trident Star Co-Investor**

¹ A person who holds directly or indirectly 15% or more of the total voting rights in an SGX-ST-listed company, as defined in the Listing Manual.

² None of the 2015 Trident Star Owner's employees and/or directors are directors and/or key executives of the Company.

3”) and Kuribayashi Logistics System Co., Ltd. (the “**Trident Star Co-Investor 4**”, together with the Trident Star Co-Investor 1, the Trident Star Co-Investor 2 and Trident Star Co-Investor 3, the “**Trident Star Co-Investors**” and each, a “**Trident Star Co-Investor**”). Each of the Trident Star Co-Investors is an unrelated third-party co-investor. The Company, through Uni-Asia Shipping, holds a shareholding interest of 65.1%, and the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 hold shareholding interests of 10.0%, 9.9%, 10.0% and 5.0%, respectively, in the special purpose vehicle, Diamond Bulkship S.A. (the “**Trident Star JVCo**”). As at the Latest Practicable Date, the Trident Star JVCo has an issued but unpaid share capital of US\$8.16 million. Post-EGM and at the Trident Star Completion, the Trident Star JVCo will have an issued and paid-up share capital of US\$8.16 million, with US\$5.31 million to be contributed by the Company, US\$0.82 million to be contributed by the Trident Star Co-Investor 1, US\$0.81 million to be contributed by the Trident Star Co-Investor 2, US\$0.82 million to be contributed by the Trident Star Co-Investor 3 and US\$0.41 million to be contributed by the Trident Star Co-Investor 4.³ Please refer to the chart below for the shareholding structure of Trident Star JVCo.



On 7 November 2025, the Trident Star JVCo entered into a conditional memorandum of agreement for the sale and purchase of the Trident Star Vessel (the “**Trident Star MOA**”) with Polaris, with the Trident Star JVCo as the purchaser (the “**Trident Star Purchaser**”), and Polaris as the seller (the “**Trident Star Seller**”), for a total consideration of US\$18.40 million (the “**Trident Star Purchase Consideration**”), which will be payable in accordance with the terms of the Trident Star MOA (the “**Trident Star Proposed Acquisition**”) and funded in accordance with the method of financing stated in paragraph 2.7(b) of this Circular. 40% of the Trident Star Purchase Consideration will be funded by an initial equity contribution by the Company and the Trident Star Co-Investors, apportioned in line with their respective shareholdings in the Trident Star JVCo. The remaining 60% of the Trident Star Purchase

³ The numerical figures have been subject to rounding adjustments, and, as a result, the totals of such figures may vary slightly from the actual arithmetic totals of such figures.

Consideration will be funded via the Trident Star Proposed Financing Arrangement (as defined in paragraph 2.7(b) of this Circular). The Trident Star Completion Date, as agreed upon between the relevant parties, is currently envisaged to be on or around the date of the Trident Star Purchase Option Completion. Please refer to paragraphs 2.6 and 2.7 of this Circular for further information on the terms of the Trident Star MOA, the Trident Star Purchase Consideration and the method of financing the Trident Star Proposed Acquisition (including the Trident Star Proposed Financing Arrangement).

2.3 The Trident Star Vessel

The Trident Star Vessel is a 57,836 DWT bulk carrier (based on the capacity plan by the shipyard) with IMO Number 9707637, sailing under the flag of Hong Kong. It was built in October 2015 by Tsuneishi Heavy Industries (Cebu), Inc. and was operational and chartered out upon being built. The Trident Star Vessel is equipped with an electronically controlled eco-type engine and features a low friction hull coating, which are designed to enhance fuel efficiency. These environmentally friendly features generally result in lower fuel consumption relative to comparable Supramax vessels of a similar size and age. The Trident Star Vessel's specifications are in line with the Group's strategy to purchase vessels with more environmentally friendly specifications.

In the ordinary course of business, the Trident Star Vessel is chartered out to unrelated third parties. Following the Trident Star Completion, it is intended for the Trident Star Vessel to be chartered to different third-party charterers. The Trident Star Vessel had been operating profitably since the start of its operations in 2015, save for FY2020 and FY2023 due to the global market downturn. The loss in FY2020 was mainly due to a decline in revenue, driven by the drop of the BSI 58 index, which is an index published by the Baltic Exchange, a leading global maritime market information provider, based on an average time charter rate of 7 trade routes for the standard 58,000 DWT vessel. The same factors, together with a temporary rise in Covid-related costs, such as crew change costs, ship stores and other operational items, also resulted in the loss in FY2023. As at 8 July 2025, the Trident Star Vessel has an open market value between US\$18.25 million and US\$20.25 million. Please see the certificate of valuation in respect of the Trident Star Vessel issued by Exeno Yamamizu Corporation (the "Valuer") at Appendix B of this Circular (the "Trident Star Valuation Report") for further information.

2.4 The Trident Star Co-Investors

(a) The Trident Star Co-Investor 1

The Trident Star Co-Investor 1, Sea Trade and Transport Ltd., was incorporated in Bermuda in November 1980. The Trident Star Co-Investor 1 is a wholly owned investment company owned by the Fairmont Magsaysay group.

The Fairmont Magsaysay group operates as a shipowner as well as a maritime services provider. The Fairmont Magsaysay group's scope of business includes third-party ship management, human resource recruitment, development & training, and deployment. The Fairmont Magsaysay group was established in 1948. Its main offices are located in the Philippines, Hong Kong, Canada, Indonesia, and Japan.

The Trident Star Co-Investor 1 is also one of the co-investors in respect of the Company's acquisition of M/V Uni Sunshine, as further described in the circular dated 8 April 2025 issued

by the Company, and the Company's acquisition of M/V Uni Horizon, as further described in the circular dated 1 July 2025 issued by the Company (the "**Horizon Circular**").

(b) The Trident Star Co-Investor 2

The Trident Star Co-Investor 2, Junkou Tsushou Co., Ltd., is a ship owner in Kobe, Japan.

The Trident Star Co-Investor 2 was established in 1997 and is wholly owned by private individuals of a family member based in Kobe. These private individuals are unrelated third parties to the Company. Its scope of business includes ship owning and leasing, real estate owning and leasing, general properties investment, and solar power generation.

The Trident Star Co-Investor 2 is also one of the co-investors in respect of the Company's acquisition of M/V Uni Horizon, as further described in the Horizon Circular.

(c) The Trident Star Co-Investor 3

The Trident Star Co-Investor 3, IRIS Corporation, was founded in 1910 in Tokyo as a family-run construction company named Masuda Gumi and was renamed IRIS Corporation in 1957. IRIS Corporation is currently wholly owned by the chairman of the company. Its scope of business includes ship owning and leasing, urban development and real estate consulting business, and elderly care, disability and medical facilities consulting business. The company also runs various business in Asia, especially in Philippines, such as a vocational training school and agricultural business.

(d) The Trident Star Co-Investor 4

The Trident Star Co-Investor 4, Kuribayashi Logistics System Co., Ltd., is an Inter-Asia tramping operator of general cargo ships in Tokyo, Japan. It was established in 1966 as a 100% subsidiary of Kuribayashi Steamship Co., Ltd, a long-established company with roots in Hokkaido that has been in business for over 130 years and a listed company on the Tokyo Stock Exchange. Its scope of business includes Japanese domestic coastal ship owning and operating of roll-on/roll-off as a leading company in this sector and related port transportation, warehousing, as well as hotels and real estate.

2.5 **Rationale for and benefits of the Trident Star Proposed Acquisition**

The Company is in the business of shipping and property, which includes maritime asset management as well as ship owning and chartering. As part of the ship owning and chartering portion of the Company's shipping business, the Company has a diversified portfolio of ships which provides the Group with stable recurring income and operating cash flows from the charter income. The Trident Star Vessel currently falls under the maritime asset management segment of the Company's shipping business.

The Trident Star Vessel generated profits of approximately US\$4.16 million, US\$3.83 million and US\$0.81 million for FY2021, FY2022 and FY2024, respectively. It suffered a loss of approximately US\$0.36 million in FY2023 due to the global market downturn and a temporary rise in Covid-related costs. The Company is of the view that the availability of the Trident Star Vessel for acquisition presents a strategic opportunity for the Company to bolster its portfolio of ships and properties for the following reasons.

The Trident Star Proposed Acquisition entails the Company entering into a new relationship with the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4. As mentioned at paragraph 2.4(a) and 2.4(b) above, the Trident Star Co-Investor 1 was one of the co-investors in respect of the Company's acquisition of M/V Uni Sunshine and M/V Uni Horizon, and the Trident Star Co-Investor 2 was one of the co-investors in respect of the Company's acquisition of M/V Uni Horizon. The Company holds a 65.1% shareholding interest in Trident Star JVCo, and the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 hold shareholding interests of 10.0%, 9.9%, 10.0% and 5.0%, respectively, in the Trident Star JVCo. The Company will be increasing its effective interest in the Trident Star Vessel from an 18.0% interest as a minority shareholder in Polaris to a 65.1% interest as a majority shareholder in the Trident Star JVCo. The Trident Star Proposed Acquisition involves the Company acquiring an interest of more than 50% but less than 100% in the Trident Star Vessel, which enables the Company to optimise its capital deployment by reducing the required cash investment while retaining significant control over the Trident Star Vessel. This approach preserves liquidity, enabling the Company to explore additional investment opportunities. This would provide the Company with greater flexibility over the Trident Star Vessel's potential resale decision, and eliminate the constraints associated with previously being a minority stakeholder in Polaris, giving the Company greater control over the management of the Trident Star Vessel and future decisions related to the Trident Star Vessel. This affords the Company the opportunity to make the Trident Star Vessel a bigger part of its business, under its ship owning and chartering portfolio, and capitalise on the Trident Star Vessel's profit-making potential.

Further, the joint venture structure allows the Company to generate a stable fee income by charging the Trident Star JVCo a management fee for providing operational and maintenance services to the Trident Star Vessel, which in turn supports the Group's cash flow. This structure enhances cash flow efficiency for the Group, as the Group's reduced upfront capital commitment, combined with the benefits of full consolidation and significant control, allows it to achieve optimal financial leverage and maintain liquidity for other strategic opportunities. The Trident Star Proposed Acquisition would also be advantageous for the Company given that the Company has been operating and managing the Trident Star Vessel since its delivery and is therefore familiar with the operational capabilities of the Trident Star Vessel. This eliminates the need for pre-purchase inspections typically required during a ship acquisition, resulting in cost savings associated with inspection procedures and related expenses. Further, pursuant to the terms of the Trident Star MOA, the Trident Star Vessel will be delivered with everything belonging to the Trident Star Vessel including all spare parts, stores and equipment, on board or on shore, used or unused. This is inclusive of the unused lubricating oils which will be taken over by the Trident Star JVCo at no additional cost on top of the Trident Star Purchase Consideration.

The Trident Star Proposed Acquisition may coincide with favourable market conditions due to the limited supply of ships in the dry bulk segment of the shipping industry currently, arising from less available building capacity in shipyards which are occupied with orders for other vessel types such as containerships, tankers, gas carriers etc., uncertainty in fuel choice and the limited availability of technology in the near future, making it advantageous for the Company to secure the Trident Star Vessel at a competitive price. In addition, the price of the Trident Star MOA was negotiated before the recent favourable trend on the market which makes the Trident Star Proposed Acquisition more attractive from the acquisition value's point of view. The Company does not anticipate any issues in retaining the current third-party charters or securing

new charter party contracts for the Trident Star Vessel following the Trident Star Proposed Acquisition. Additionally, the Trident Star Proposed Acquisition would also bolster the Company's shipping capacity, allowing it to share a larger portion of revenue and any profit of the Trident Star Vessel going forward. In line with the Company's ordinary course of business, the Trident Star Proposed Acquisition is part of the Company's regular rebalancing of its diversified asset portfolio to ensure the best possible returns.

Rule 1014 of the Listing Manual is not applicable as the Trident Star Proposed Acquisition forms part of the Company's ordinary course of business of buying and selling assets, including ships and properties. Please refer to paragraph 2.8 of this Circular for further information on the relative figures pursuant to the bases set out in Rule 1006 of the Listing Manual.

2.6 Terms of the Trident Star MOA

(a) Structure of the Trident Star Proposed Acquisition

On 22 October 2025, the Company, through Uni-Asia Shipping, formed the Trident Star JVCo with the Trident Star Co-Investors. The Company holds 65.1% of the shareholding interest in the Trident Star JVCo, while the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 hold the remaining 10.0%, 9.9%, 10.0% and 5.0% of the shareholding interest in the Trident Star JVCo, respectively. On 7 November 2025, the Trident Star JVCo entered into the Trident Star MOA with Trident Star Seller to acquire the Trident Star Vessel. Following the signing of the Trident Star MOA, and subject to Shareholders' approval, the Trident Star Completion and transfer of ownership of the Trident Star Vessel will take place on or around the Trident Star Completion Date.

(b) Total Consideration

The total consideration to be paid for the Trident Star Vessel is US\$18.40 million, derived from the current market value of the Trident Star Vessel. The Trident Star Purchase Consideration will be payable in cash by the Trident Star JVCo to Polaris. An initial deposit of 10% of the Trident Star Purchase Consideration is to be paid to the Trident Star Seller within seven Banking Days of the date of receipt of Shareholders' approval for the Trident Star Proposed Acquisition, and the remaining 90% of the Trident Star Purchase Consideration is to be paid on or before the Trident Star Scheduled Delivery Date. Please refer to paragraph 2.7 of this Circular for further information on the method of financing of the Trident Star Proposed Acquisition.

(c) Valuation

The Company has commissioned an independent ship valuer, Exeno Yamamizu Corporation, to value the Trident Star Vessel.

The Valuer provides ship and marine transportation related services, including valuations through its sale and purchase department. The sale and purchase department was set up since 2003 and acts as ship valuers for shipowners, banks, leasing companies and legal professionals. Notably, a separate but affiliated group company of the Valuer, Yamamizu Shipping Co., Ltd., is the sole Japanese firm contributing maritime market information as a panellist to the Baltic Exchange, which is a leading global maritime market information provider.

The Valuer has used the market approach basis, and on the basis of cash on delivery with the Trident Star Vessel being free from charter commitments, to appraise the Trident Star Vessel. On this basis, the Valuer has determined that the Trident Star Vessel is valued between US\$18.25 million and US\$20.25 million, as stated in the Trident Star Valuation Report. Please refer to Appendix B of this Circular for further information on the open market value of the Trident Star Vessel.

The Trident Star Purchase Consideration of US\$18.40 million was arrived at after negotiations on an arm's length and willing buyer-willing seller basis and is based on the valuation carried out by the Valuer.

(d) **Key Terms of the Trident Star MOA**

The Trident Star MOA contains customary provisions relating to the Trident Star Proposed Acquisition, including representations and warranties, covenants which are customary of transactions of a similar nature, including limitations of the Trident Star Purchaser's and the Trident Star Seller's liabilities and other commercial terms, including the following:

- (i) the Company having obtained the approval of Shareholders for the Trident Star Proposed Acquisition;
- (ii) the Trident Star Seller providing the Trident Star Purchaser with the following documents at the time of delivery of the Trident Star Vessel:
 - (1) the Trident Star Bill of Sale, specifying that the Trident Star Vessel is free from all debts, encumbrances, mortgages and maritime liens; and
 - (2) such other documents as may be mutually agreed;
- (iii) the Trident Star Purchaser and the Trident Star Seller executing and exchanging a Trident Star Protocol of Delivery and Acceptance, thereby confirming the date and time of delivery of the Trident Star Vessel; and
- (iv) the Trident Star Purchase Consideration to be payable in cash by the Trident Star JVCo to Polaris. An initial deposit of 10% of the Trident Star Purchase Consideration is to be paid to the Trident Star Seller within seven Banking Days of the date of receipt of Shareholders' approval for the Trident Star Proposed Acquisition and the remaining 90% of the Trident Star Purchase Consideration is to be paid on or before the Trident Star Scheduled Delivery Date.

2.7 Source of Funds

(a) **Total Trident Star Proposed Acquisition Cost**

The Trident Star Purchase Consideration is US\$18.40 million, which consists of the purchase price of the Trident Star Vessel.

(b) **Method of Financing**

The Trident Star Purchase Consideration will be funded by equity and debt, with the initial equity being contributed by the Company, the Trident Star Co-Investor 1, the

Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 in proportion of their respective shareholding interests of 65.1%, 10.0%, 9.9%, 10.0% and 5.0% in the Trident Star JVCo. As at the Latest Practicable Date, the Trident Star JVCo has an issued but unpaid share capital of US\$8.16 million. Post-EGM and at the Trident Star Completion, the Trident Star JVCo will have an issued and paid-up share capital of US\$8.16 million, with US\$5.31 million to be contributed by the Company, US\$0.82 million to be contributed by the Trident Star Co-Investor 1, US\$0.81 million to be contributed by the Trident Star Co-Investor 2, US\$0.82 million to be contributed by the Trident Star Co-Investor 3 and US\$0.41 million to be contributed by the Trident Star Co-Investor 4.⁴

The initial equity contribution by the Company, the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 will be used to fund 40% (US\$7.36 million) of the Trident Star Purchase Consideration on a pro-rata basis, in proportion to their respective shareholding interests in Trident Star JVCo of 65.1%, 10.0%, 9.9%, 10.0% and 5.0%, respectively. US\$0.80 million will be used for the operating expenses of the Trident Star JVCo, which has been determined based on the operating expenses budget and data obtained from the Group's operational experience with similar entities. This US\$0.80 million will be funded by each of the Company and the Trident Star Co-Investors as the initial working capital in proportion to their equity share.

The remaining 60% (US\$11.04 million) of the Trident Star Purchase Consideration will be financed through a sale and leaseback arrangement (the “**Trident Star Proposed Financing Arrangement**” with Trident Star Co-Investor 3 and a wholly-owned subsidiary of the Trident Star Co-Investor 3, namely Pacific Iris Panama S.A. (together, the “**Trident Star Financiers**”). The Trident Star Financiers solely engage in vessel owning and leasing (chartering) business and are unrelated to the Company and Yamasa. Title to the Trident Star Vessel will be held by the Trident Star Financiers for the duration of the Trident Star Proposed Financing Arrangement, and returned to the Trident Star JVCo upon the exercise of a purchase option by the Trident Star JVCo at the end of the lease period. The maximum duration of the Trident Star Proposed Financing Arrangement will be seven years from the Trident Star Completion Date.

If required by the Trident Star Financiers, the Company will be a payment guarantor to the Trident Star Proposed Financing Arrangement, with a counter-indemnity to be provided by the Trident Star Co-Investor 1, Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 to the Company for 10.0%, 9.9%, 10.0% and 5.0%, respectively, of any payments made by the Company under the guarantee.

The Trident Star Proposed Financing Arrangement is the result of commercial negotiations between the Company and the Trident Star Co-Investors, and is intended to maintain sufficient liquidity and optimise the returns for the Group. While the Trident Star JVCo secures reasonable leasing terms, the Trident Star Co-Investor 3 benefits

⁴ The numerical figures have been subject to rounding adjustments, and, as a result, the totals of such figures may vary slightly from the actual arithmetic totals of such figures.

from receiving regular lease payments while also having a potential upside gain as an equity investor.

2.8 Listing Manual Computations

(a) Relative figures computed on the bases set out in Rule 1006

The Company is of the view that the Trident Star Proposed Acquisition is in the ordinary course of the Company's business as the Trident Star Proposed Acquisition is within the investment policy of the Company and does not change the risk profile⁵ of the Group as disclosed in paragraph 2.5 of this Circular. The Trident Star Proposed Acquisition is of a vessel, of which the Company already has an 18.0% interest. Upon the Trident Star Completion, it will be reported under the Company's ship owning and chartering business, which contributed approximately 78.0% of the Group's total assets for FY2024. Accordingly, the Trident Star Proposed Acquisition is not a "transaction" to which Chapter 10 of the Listing Manual applies.

Notwithstanding this, the relative figures of the Trident Star Proposed Acquisition computed on the bases set out in Rule 1006 of the Listing Manual are set out below for Shareholders' information.

Rule 1006	Bases	Relative Figure
(a)	The net asset value of the assets to be disposed of, compared with the Group's net asset value	Not applicable ⁽¹⁾
(b)	Net profits attributable to the assets acquired, compared with the Group's net profits	(47.5) % ⁽²⁾
(c)	Aggregate value of the consideration given or received, compared with the Company's market capitalisation based on the total number of issued Shares excluding treasury shares	35.0% ⁽³⁾
(d)	The number of equity securities issued by the Company as consideration for an acquisition, compared with the number of equity securities previously in issue	Not applicable ⁽⁴⁾
(e)	The aggregate volume or amount of proved and probable reserves to be disposed of, compared with the aggregate of the Group's proved and probable Reserves	Not applicable ⁽⁵⁾

⁵ Although the Trident Star Vessel generated a net loss of approximately US\$0.45 million for the six months ended 30 June 2025 ("1H2025"), the Company is of the view that this does not change the risk profile of the Group. The shipping industry is cyclical and the net loss for 1H2025 was largely due to a decline in global shipping rates, which has since reversed. The Trident Star Vessel generated a net profit of approximately US\$0.81 million for FY2024. Upon the Trident Star Completion, the Trident Star JVCo will seek to either retain the current third-party charters or secure new charter party contracts for the Trident Star Vessel, depending on (amongst others) the prevailing market conditions. Additionally, the Company already has an 18.0% interest in the Trident Star Vessel, and the increase in the Company's interest in the Trident Star Vessel is in the ordinary course of the Company's business.

Notes:

- (1) Not applicable as the Company is not undertaking a disposal of assets.
- (2) The relative figure in Rule 1006(b) of the Listing Manual is negative as the Group generated a net profit of approximately US\$0.62 million for 1H2025, while the Trident Star Vessel generated a net loss of approximately US\$0.45 million for 1H2025 and 65.1% of approximately US\$0.45 million is approximately US\$0.29 million.
- (3) Notwithstanding that the Group is only acquiring a 65.1% interest in the Trident Star Vessel, the Trident Star Purchase Consideration of US\$18.40 million (approximately SGD24.10 million, based on the exchange rate of USD 1: SGD 1.31 as of 6 November 2025), is deemed as the aggregate value of the consideration given. The market capitalisation of the Company as at 6 November 2025 is approximately SGD68.77 million. While the relative figures in Rule 1006(c) of the Listing Manual exceed 20%, the Trident Star Proposed Acquisition would not constitute a “Major Transaction” as defined under Chapter 10 of the Listing Manual as the Trident Star Proposed Acquisition is in the ordinary course of the Company’s business and would not be a “transaction” to which Chapter 10 of the Listing Manual applies. Please refer to paragraph 2.5 of this Circular for more information. Notwithstanding this, the Trident Star Proposed Acquisition would be subject to Shareholders’ approval as an “interested person transaction” as defined under Chapter 9 of the Listing Manual.
- (4) The Trident Star Proposed Acquisition does not involve any issue of equity securities by the Company as consideration.
- (5) Not applicable as the Company is not a mineral, oil and gas company.

For the avoidance of doubt, the Trident Star Proposed Acquisition constitutes an “interested person transaction” under Chapter 9 of the Listing Manual and will still be subject to the specific approval of Shareholders.

(b) Relevant Figures for Rules 917(2) and 1010(5) of the Listing Manual

In accordance with Rules 917(2) and 1010(5) of the Listing Manual, the Company sets out below the following relevant figures of the Trident Star Vessel.

Book value and NTA of the Trident Star Vessel as at 31 December 2024	US\$7.88 million
Open market value ⁶ of the Trident Star Vessel as at 8 July 2025	US\$18.25 million to US\$20.25 million
Net profits attributable to the Trident Star Vessel for FY2024	US\$0.81 million

Please refer to the Trident Star Valuation Report appended as Appendix B of this Circular for details of the valuation.

⁶ The Trident Star Vessel is not traded on the open market. The Trident Star Valuation Report is used as an approximation.

2.9 Financial Effects of the Trident Star Proposed Acquisition

(a) Bases and Assumptions

The *pro forma* financial effects of the Trident Star Proposed Acquisition have been computed based on the audited consolidated financial statements of the Group for FY2024, on the following bases and assumptions:

- (i) the audited consolidated financial statements of the Group for FY2024, prepared in accordance with SFRS(I);
- (ii) in the calculation of the NAV and NAV per share, for illustrative purposes, it is assumed that the Trident Star Proposed Acquisition was completed on 31 December 2024;
- (iii) in the calculation of the NTA and NTA per share, for illustrative purposes, it is assumed that the Trident Star Proposed Acquisition was completed on 31 December 2024;
- (iv) in the calculation of EPS/(LPS), for illustrative purposes, it is assumed that the Trident Star Proposed Acquisition was completed on 1 January 2024; and
- (v) that the Trident Star Proposed Acquisition will be funded by the shareholders of the Trident Star JVCo with a combination of equity contribution in proportion to their respective shareholdings and from the Trident Star Proposed Financing Arrangement. Please refer to paragraph 2.7(b) of this Circular for further information.

(b) Pro Forma Financial Effects

The *pro forma* financial effects of the Trident Star Proposed Acquisition as set out below are strictly for illustrative purposes and do not necessarily reflect the actual financial position and performance of the Company or the Group.

NAV/NTA⁽¹⁾

	As at 31 December 2024	Adjusted for the Trident Star Proposed Acquisition
NAV/NTA (US\$ million)	116.86	116.86
Number of issued Shares, excluding treasury shares (million)	78.60	78.60
NAV/NTA per Share (US\$)	1.49	1.49

Note:

- (1) The NAV and NTA of the Company are the same as the Company does not hold any intangible assets.

EPS/(LPS)

	FY2024	Adjusted for the Trident Star Proposed Acquisition
Profit/(loss) attributable to the Owners of the Company (US\$ million)	(28.30)	(27.77) ⁽¹⁾
Weighted average number of issued Shares, excluding treasury shares (million)	78.60	78.60
Basic EPS/(LPS) (US\$ cents)	(36.01)	(35.34)

Note:

- (1) Based on Polaris' FY2024 profit of approximately US\$0.81 million, of which a 65.1% interest is approximately US\$0.53 million.

2.10 The Proposed Interested Person Transaction**2.10.1 Interested Person Transaction**

As at the Latest Practicable Date, Yamasa holds 30.0% of the total Shares of the Company and is accordingly a “controlling shareholder” of the Company within the meaning of Chapter 9 of the Listing Manual. As Yamasa holds an 82.0% direct interest in Polaris, Polaris is therefore an associate⁷ of Yamasa and is accordingly an “interested person” of the Company within the meaning of the Listing Manual.

The Trident Star JVCo is a subsidiary of the Company. The Company, through its indirect wholly-owned subsidiary Uni-Asia Shipping, which is 100% owned by Uni-Asia Holdings, a wholly-owned subsidiary of the Company, holds 65.1% of the shares of the Trident Star JVCo. Accordingly, the Trident Star JVCo is an “entity at risk” within the meaning of Chapter 9 of the Listing Manual.

The Trident Star Proposed Acquisition is therefore an “interested person transaction” within the meaning of Chapter 9 of the Listing Manual.

2.10.2 Value of Trident Star Proposed Acquisition

Under Chapter 9 of the Listing Manual, where the issuer and/or its entity at risk proposes to enter into a transaction with an interested person and the value of the transaction is equal to or exceeds 5.0% of the Group's latest audited NTA, Shareholders' approval is required in respect of the transaction. Based on the Group's audited financial statements for FY2024, the NTA of the Group was US\$116.9 million as at 31 December 2024. Accordingly, if the value of a transaction which is proposed to be entered into in the current financial year by the issuer and/or

⁷ An associate is defined in the Listing Manual to mean, in relation to a substantial shareholder or a controlling shareholder (being a company) means any other company which is its subsidiary or holding company or is a subsidiary of such holding company or one in the equity of which it and/or such other company or companies taken together (directly or indirectly) have an interest of 30% or more.

its entity at risk with an interested person is, either in itself or in aggregation with all other earlier transactions (each of a value equal to or greater than S\$100,000) entered into with the same interested person during the current financial year, equal to or in excess of approximately US\$5.8 million, such a transaction would be subject to Shareholders' approval.

There have been no other interested person transactions entered into with Yamasa in the current financial year ending 31 December 2025 ("FY2025"), other than (i) transactions of less than S\$100,000 in value, (ii) mandated transactions entered into pursuant to the general mandate for interested person transactions pursuant to Chapter 9 of the Listing Manual which was adopted at the Company's extraordinary general meeting on 30 April 2025, (iii) the interested person transaction involving the acquisition of the vessel M/V Kellett Island from Olive Bulkship S.A. which was approved at the Company's extraordinary general meeting on 9 January 2025 and completed on 25 February 2025, (iv) the interested person transaction involving the acquisition of the vessel M/V Uni Sunshine from Unicorn Bulkship S.A. which was approved at the Company's extraordinary general meeting on 30 April 2025 and completed on 24 July 2025, and (v) the interested person transaction involving the acquisition of the vessel M/V Uni Horizon from Victoria Bulkship S.A. which was approved at the Company's extraordinary general meeting on 18 July 2025 and completed on 13 August 2025. The Company does not have any other transaction with other interested persons besides Yamasa and its associates for FY2025.

Rule 909(1) of the Listing Manual provides that in the case of a partly-owned subsidiary or associate company, the value of the transaction to the issuer is the issuer's effective interest in that transaction.

Although the Company holds a 65.1% shareholding interest in Trident Star JVCo, the Company has calculated the value of the transaction to be US\$16.35 million. This comprises US\$5.31 million representing the Company's initial equity contribution to Trident Star JVCo and, if required by the Trident Star Financiers, a payment guarantee of up to US\$11.04 million to be provided by the Company under the Trident Star Proposed Financing Arrangement. This represents approximately 14.0% of the Group's latest audited NTA.

The Trident Star Proposed Acquisition is accordingly an "interested person transaction" within the meaning of the Listing Manual that is subject to Shareholders' approval at the EGM.

2.11 **IFA Letter**

2.11.1 **Summary of IFA Letter**

The Company has appointed SAC Capital Private Limited as an independent financial adviser (the "IFA") pursuant to Rule 921(4)(a) of the Listing Manual as well as to advise the Board and the Audit Committee of the Company in relation to the Trident Star Proposed Acquisition as an interested person transaction.

Having considered the factors and assumptions set out in the advice from the IFA (the "IFA Letter"), the IFA is of the opinion that the terms of the Trident Star Proposed Acquisition as an interested person transaction:

- (i) are on normal commercial terms; and
- (ii) are not prejudicial to the interests of the Company and the minority Shareholders.

The IFA Letter is set out at Appendix A of this Circular. Set forth below are extracts of the IFA Letter from Appendix A. Capitalised terms used but not defined in the below extracts shall have the same meaning given in the IFA Letter set out in Appendix A.

“In arriving at our opinion in respect of the Trident Star Proposed Acquisition as an interested person transaction, we have considered, inter alia, the following factors summarised below which we considered to be pertinent in our assessment:

- (a) valuation of the Trident Star Vessel, as set out in paragraph 4.1 of this letter;*
- (b) comparable vessel acquisition or disposal transactions, as set out in paragraph 4.2 of this letter;*
- (c) initial purchase prices of comparable newbuild, as set out in paragraph 4.3 of this letter;*
- (d) financial effects of the Trident Star Proposed Acquisition, as set out in paragraph 4.4 of this letter;*
- (e) rationale for and benefits of the Trident Star Proposed Acquisition, as set out in paragraph 4.5 of this letter;*
- (f) basis of the Trident Star MOA, as set out in paragraph 4.6 of this letter; and*
- (g) other relevant considerations as follows:*
 - (i) payment terms of the Trident Star Vessel, as set out in paragraph 4.7.1 of this letter;*
 - (ii) charter revenue from the Trident Star Vessel, as set out in paragraph 4.7.2 of this letter;*
 - (iii) outlook of dry bulk segment of the Group, as set out in paragraph 4.7.3 of this letter;*
 - (iv) prospects of the dry bulk market, as set out in paragraph 4.7.4 of this letter; and*
 - (v) abstention from voting, as set out in paragraph 4.7.5 of this letter.*

Having carefully considered the information above and subject to the assumptions and qualifications set out in this letter, we are of the opinion that, on balance, the Trident Star Proposed Acquisition is on normal commercial terms and is not prejudicial to the interests of the Company and its minority Shareholders. Accordingly, we advise the Directors to recommend the Shareholders to vote in favour of the Trident Star Proposed Acquisition.”

Please read and consider the IFA Letter in its entirety as set out in Appendix A of this Circular.

2.11.2 Audit Committee’s Opinion

The Audit Committee currently comprises Philip Chan Kam Loon, Juliana Lee Kim Lian and Steven Chong Teck Sin. Each member of the Audit Committee is a non-executive independent

Director and shares the same view as the IFA, namely that the terms of the Trident Star Proposed Acquisition:

- (i) are on normal commercial terms; and
- (ii) are not prejudicial to the interests of the Company and the minority Shareholders.

2.12 IFA and Valuer Consent

Each of the IFA (being SAC Capital Private Limited) and the Valuer (being Exeno Yamamizu Corporation) have given and have not withdrawn their consent to the issue of this Circular with the inclusion of (i) its respective names and all references thereto, (ii) in the case of the IFA, the IFA Letter as set out in Appendix A of this Circular and as summarised in paragraph 2.11.1 in the form and context in which it appears in this Circular, and (iii) in the case of the Valuer, the Trident Star Valuation Report as set out in Appendix B of this Circular in the form and context in which it appears in this Circular.

2.13 Directors' service contracts

No person is proposed to be appointed as a director of the Company in connection with the Trident Star Proposed Acquisition. Accordingly, no service contract is proposed to be entered into between the Company and any such person in connection with the Trident Star Proposed Acquisition.

The Company has appointed three employees of the Group as directors of the Trident Star JVCo (the “**Uni-Asia Trident Star JVCo Directors**”) in connection with the Trident Star Proposed Acquisition. No new service contracts are entered into in connection with the Trident Star Proposed Acquisition between the Trident Star JVCo and the Uni-Asia Trident Star JVCo Directors, as they are already employees of the Group independent of the Trident Star Proposed Acquisition.

3. DIRECTORS' RECOMMENDATIONS

The Trident Star Proposed Acquisition as an Interested Person Transaction. The Directors have considered the relevant factors, including the rationale and benefits of the Trident Star Proposed Acquisition as disclosed in paragraph 2.5 of this Circular, the basis of the Trident Star Purchase Consideration as disclosed in paragraph 2.6 of this Circular, the IFA Letter at Appendix A of this Circular, and the Trident Star Valuation Report at Appendix B of this Circular, and are of the opinion that the Trident Star Proposed Acquisition is in the best interests of the Company. Accordingly, the Directors also recommend that Shareholders (save for the abstaining Shareholders at paragraph 5 below) vote in favour of the Ordinary Resolution of the Notice of EGM, being the Ordinary Resolution relating to the Trident Star Proposed Acquisition as an interested person transaction.

4. DIRECTORS' AND SUBSTANTIAL SHAREHOLDERS' INTERESTS

As at the Latest Practicable Date, the interests of the Directors and the Substantial Shareholders in the issued Shares are as follows:

	Direct Interest		Deemed Interest		Total Interest	
	No. of Shares	% ⁽¹⁾	No. of Shares	% ⁽¹⁾	No. of Shares	% ⁽¹⁾
<u>Directors</u>						
Masahiro Iwabuchi	1,100,000	1.40	—	—	1,100,000	1.40
Lim Kai Ching	100,000	0.12	4,500 ⁽²⁾	0.01 ⁽²⁾	104,500	0.13
<u>Substantial Shareholders</u>						
Yamasa Co., Ltd.	—	—	23,582,116 ⁽³⁾	30.00 ⁽³⁾	23,582,116 ⁽³⁾	30.00 ⁽³⁾
Evergreen International S.A.	7,031,250	8.95	—	—	7,031,250	8.95
Precious Shipping Public Company Limited	—	—	4,686,900 ⁽⁴⁾	5.96 ⁽⁴⁾	4,686,900 ⁽⁴⁾	5.96 ⁽⁴⁾
Precious Shipping (Singapore) Pte Limited	—	—	4,686,900 ⁽⁴⁾	5.96 ⁽⁴⁾	4,686,900 ⁽⁴⁾	5.96 ⁽⁴⁾

Notes:

- (1) Based on 78,599,987 issued Shares as at the Latest Practicable Date.
- (2) Shares owned by spouse.
- (3) Shares registered in the name of DBS Vickers Securities (Singapore) Pte Ltd.
- (4) Precious Shipping (Singapore) Pte Limited and Unity Ventures Pte. Ltd. hold 1,249,700 Shares and 3,437,200 Shares, respectively, through their nominee, DB Nominees (Singapore) Pte Ltd. Precious Shipping (Singapore) Pte Limited directly holds 100% of the share capital of Unity Ventures Pte. Ltd, and accordingly, has an interest in 4,686,900 Shares. Precious Shipping Public Company Limited directly holds 100% of the share capital of Precious Shipping (Singapore) Pte Limited, and accordingly, has an interest in 4,686,900 Shares.

5. ABSTENTION FROM VOTING

The Trident Star Proposed Acquisition as a Proposed Interested Person Transaction. As at the Latest Practicable Date, Yamasa has a 30.0% shareholding interest in the Company and an 82.0% shareholding interest in Polaris. Yamasa will abstain and have undertaken to ensure that their respective associates (as defined in the Listing Manual) will abstain from voting on the Ordinary Resolution of the Notice of EGM relating to the Trident Star Proposed Acquisition. Yamasa will also decline to accept appointment as proxy for any Shareholder to vote on the Ordinary Resolution at the EGM, unless that appointor Shareholder has given specific instructions in his proxy form as to the manner in which his votes are to be cast in respect of the Ordinary Resolution at the EGM. Save for the foregoing, the Company will disregard any votes cast at the EGM on the Ordinary Resolution by Yamasa and their respective associates.

6. EXTRAORDINARY GENERAL MEETING

The EGM will be held at Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709 on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time) for the purpose of considering and, if thought fit, passing with or without any modifications, the Ordinary Resolution as set out in the Notice of EGM at Appendix C of this Circular.

7. ACTIONS TO BE TAKEN BY SHAREHOLDERS

7.1 Circular, Notice of EGM and Proxy Form

This Circular, the Notice of EGM and the instrument appointing a proxy(ies) ("**Proxy Form**") will be available through electronic means via publication on the Company's website at the URL <https://uniasia.listedcompany.com/home.html> and on the SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements>.

Printed copies of the Notice of EGM, the Proxy Form and the request form for a printed copy of the Circular ("**Request Form**") will be sent to Shareholders.

However, printed copies of the Circular will not be sent to Shareholders. Any Shareholder who wishes to receive a printed copy of the Circular should submit his completed Request Form to the Company no later than 20 November 2025.

7.2 Appointment of Proxies

Shareholders who are unable to attend the EGM and wish to appoint a proxy to attend and vote at the EGM on their behalf will find attached to this Circular a Proxy Form which they are requested to complete, sign and return in accordance with the instructions printed thereon as soon as possible and in any event (a) if sent personally or by post, be lodged at the office of the Share Registrar, Tricor Barbinder Share Registration Services, at 9 Raffles Place, #26-01 Republic Plaza Tower 1, Singapore 048619 or (b) if submitted by email, be received by the Share Registrar at sg.is.proxy@vistra.com, in either case, not less than seventy-two (72) hours before the time fixed for the EGM. The sending of a Proxy Form by a Shareholder does not preclude him from attending and voting in person at the EGM if he finds that he is able to do so. In such event, the relevant Proxy Form will be deemed to be revoked.

7.3 **When Depositor regarded as Shareholder.** A Depositor shall not be regarded as a Shareholder entitled to attend the EGM and to speak and vote thereat unless his name appears on the Depository Register at least seventy-two (72) hours before the time fixed for the EGM, as certified by CDP to the Company.

7.4 Please refer to the Company's website at the URL <https://uniasia.listedcompany.com/home.html> or the SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements> for the latest updates on the status of the EGM.

8. DIRECTORS' RESPONSIBILITY STATEMENT

The Directors collectively and individually accept full responsibility for the accuracy of the information given in this Circular and confirm, after making all reasonable enquiries, that to the best of their knowledge and belief, this Circular constitutes full and true disclosure of all material facts about the Trident Star Proposed Acquisition, the Company and its subsidiaries which are relevant to the Trident Star Proposed Acquisition, and the Directors are not aware of any facts the omission of which would make any statement in this Circular misleading. Where information in this Circular has been extracted from published or otherwise publicly available sources or obtained from a named source, the sole responsibility of the Directors has been to ensure that such information has been accurately and correctly extracted from those sources and/or reproduced in this Circular in its proper form and context.

9. DOCUMENTS AVAILABLE FOR INSPECTION

Copies of the following documents will be available for inspection at the registered office of the Company at 30 Cecil Street #10-06/07, Prudential Tower, Singapore 049712, during normal business hours for three (3) months from the date of the announcement of the Trident Star Proposed Acquisition:

- (a) the Trident Star MOA;
- (b) the IFA Letter;
- (c) the letter of consent by the IFA;
- (d) the Trident Star Valuation Report; and
- (e) the letter of consent by the Valuer.

Yours faithfully
for and on behalf of the Board of Directors of
Uni-Asia Group Limited

Mr Masahiro Iwabuchi
Executive Director and Chief Executive Officer

Appendix A

SAC CAPITAL PRIVATE LIMITED
(Incorporated in the Republic of Singapore)
(Company Registration Number 200401542N)

1 Robinson Road
#21-01 AIA Tower
Singapore 048542

7 November 2025

To: The Directors of Uni-Asia Group Limited

Mr Philip Chan Kam Loon	(Non-Executive Chairman and Independent Director)
Mr Masahiro Iwabuchi	(Executive Director and Chief Executive Officer)
Mr Lim Kai Ching	(Executive Director)
Mr Shinichiro Ishizaki	(Executive Director)
Mr Takeshi Iritono	(Executive Director)
Ms Juliana Lee Kim Lian	(Independent Director)
Mr Steven Chong Teck Sin	(Independent Director)
Mr Khalid Moinuddin Hashim	(Non-Executive Non-Independent Director)

Dear Sirs/Madam,

THE PROPOSED ACQUISITION OF THE VESSEL M/V TRIDENT STAR FROM POLARIS BULKSHIP S.A. FOR A PURCHASE CONSIDERATION OF US\$18.40 MILLION AS AN INTERESTED PERSON TRANSACTION

Unless otherwise defined or the context otherwise requires, all terms defined in the circular dated 7 November 2025 (the “Circular”) shall have the same meanings herein.

1. INTRODUCTION

1.1 Information and Background

Uni-Asia Group Limited (the “**Company**”) and together with its subsidiaries (the “**Group**”) announced that it had, on 25 June 2013, entered into a shareholders’ agreement (the “**Trident Star Shareholders’ Agreement**”) with Yamasa Co., Ltd. (“**Yamasa**”) for the acquisition of shares of Polaris Bulkship S.A. (“**Polaris**”), incorporated on 21 May 2013 in the Republic of Panama for the purpose of acquiring the newbuild Supramax¹ vessel, M/V Trident Star (the “**Trident Star Vessel**”). Yamasa, which holds 30.0% of the Company’s shares, is a “controlling shareholder”² of the Company and is therefore an “interested person” of the Company pursuant to Chapter 9 of the Listing Manual. Pursuant to the Trident Star Shareholders’ Agreement, shares of Polaris were acquired by both the Group and Yamasa. Polaris has an issued and paid-up share capital of US\$10,000 comprising 100 ordinary shares of US\$100 each, of which the Group had acquired 18 shares of Polaris for a total consideration of US\$1,800, while Yamasa had acquired 82 shares of Polaris for a total consideration of US\$8,200. As of 31 October 2025 (the “**Latest Practicable Date**”), the Group and Yamasa own shareholding interests of 18.0% and 82.0% respectively in Polaris.

As at the date of the Circular, Polaris holds the Trident Star Vessel. On 8 October 2015, the Trident Star Vessel was sold to and chartered back from a related company of Yamasa (the “**2015 Trident Star Owner**”)³, through a bareboat charter arrangement (the “**2015 Trident Star**

¹ Supramax refers to a class of dry bulk carrier vessels typically ranging from about 50,000 DWT to 60,000 DWT.

² A person who holds directly or indirectly 15% or more of the total voting rights in an SGX-ST-listed company, as defined in the Listing Manual.

³ None of the 2015 Trident Star Owner’s employees and/or directors are directors and/or key executives of the Company.

BBC"). Under the terms of the 2015 Trident Star BBC, Polaris holds a purchase option in respect of the Trident Star Vessel. Polaris intends to exercise the purchase option on or after 8 October 2025, with completion of the purchase to take place thereafter (the **"Trident Star Purchase Option Completion"**). The date of completion of the Trident Star Proposed Acquisition (as defined below) (**"Trident Star Completion"**) is currently envisaged to be on or around the date of the Trident Star Purchase Option Completion (the **"Trident Star Completion Date"**). Polaris will no longer have a contractual relationship with the 2015 Trident Star Owner after the date of the Trident Star Purchase Option Completion.

In view of the favourable market situation in the bulk shipping sector, the Company intends to keep the Trident Star Vessel in its fleet for the foreseeable future. Therefore, it proposes to acquire the Trident Star Vessel from Polaris (the **"Trident Star Proposed Acquisition"**) at the purchase consideration of US\$18.40 million (the **"Trident Star Purchase Consideration"**). The acquisition will be through Diamond Bulkship S.A., the special purpose vehicle (the **"Trident Star JVCo"**) incorporated on 22 October 2025, and owned by an indirect wholly-owned subsidiary of the Company, Uni-Asia Shipping Limited (**"Uni-Asia Shipping"**), Sea Trade and Transport Ltd. (the **"Trident Star Co-Investor 1"**), Junkou Tsushou Co., Ltd. (the **"Trident Star Co-Investor 2"**), IRIS Corporation (the **"Trident Star Co-Investor 3"**) and Kuribayashi Logistics System Co., Ltd. (the **"Trident Star Co-Investor 4"**) (collectively, the **"Trident Star Co-Investors"**) with shareholdings of 65.1%, 10.0%, 9.9%, 10.0% and 5.0% respectively. Each of the Trident Star Co-Investors is an unrelated third-party co-investor.

1.2 The Interested Person Transaction

As at the Latest Practicable Date, Yamasa holds 30.0% of the total Shares of the Company and is accordingly a "controlling shareholder" of the Company within the meaning of Chapter 9 of the Listing Manual. As Yamasa holds an 82.0% direct interest in Polaris, Polaris is therefore an associate⁴ of Yamasa and is accordingly an "interested person" of the Company within the meaning of the Listing Manual.

The Trident Star JVCo is a subsidiary of the Company. The Company, through its indirect wholly-owned subsidiary Uni-Asia Shipping, which is 100% owned by Uni-Asia Holdings Limited, a wholly-owned subsidiary of the Company, holds 60.1% of the shares of the Trident Star JVCo. Accordingly, the Trident Star JVCo is an "entity at risk" within the meaning of Chapter 9 of the Listing Manual.

The Trident Star Proposed Acquisition is therefore an interested person transaction (**"IPT"**) within the meaning of Chapter 9 of the Listing Manual.

1.3 Value of the Interested Person Transaction

Under Chapter 9 of the Listing Manual, where the issuer and/or its entity at risk proposes to enter into a transaction with an interested person and the value of the transaction is equal to or exceeds 5.0% of the Group's latest audited net tangible assets (**"NTA"**), shareholders' approval is required in respect of the transaction. Based on the audited financial statements of the Group for financial year ending 31 December 2024 (**"FY2024"**), the NTA of the Group was US\$116.9 million as at 31 December 2024. Accordingly, if the value of a transaction which is proposed to be entered into in the current financial year by the issuer and/or its entity(ies) at risk with an interested person is, either in itself or in aggregation with all other earlier transactions (each of a value equal to or greater than S\$100,000) entered into with the same interested person during the current financial year, is equal to or in excess of approximately US\$5.8 million, such a transaction would be subject to approval by shareholders of the Company (the **"Shareholders"**).

There have been no other interested person transactions entered into with Yamasa in the current financial year ending 31 December 2025 (**"FY2025"**), other than (i) transactions of less

⁴ An associate is defined in the Listing Manual to mean, in relation to a substantial shareholder or a controlling shareholder (being a company) means any other company which is its subsidiary or holding company or is a subsidiary of such holding company or one in the equity of which it and/or such other company or companies taken together (directly or indirectly) have an interest of 30% or more.

than S\$100,000 in value, (ii) mandated transactions entered into pursuant to the general mandate for interested person transactions pursuant to Chapter 9 of the Listing Manual which was adopted at the Company's extraordinary general meeting ("**EGM**") on 30 April 2025, (iii) the interested person transaction involving the acquisition of the vessel M/V Kellett Island from Olive Bulkship S.A. which was approved at the Company's EGM on 9 January 2025 and completed on 25 February 2025, (iv) the interested person transaction involving the acquisition of the vessel M/V Uni Sunshine from Unicorn Bulkship S.A. which was approved at the Company's EGM on 30 April 2025 and completed on 24 July 2025, and (v) the interested person transaction involving the acquisition of the vessel M/V Uni Horizon from Victoria Bulkship S.A. which was approved at the Company's extraordinary general meeting on 18 July 2025 and completed on 13 August 2025. The Company does not have any other transaction with other interested persons besides Yamasa and its associates for FY2025.

Rule 909(1) of the Listing Manual provides that in the case of a partly-owned subsidiary or associate company, the value of the transaction to the issuer is the issuer's effective interest in that transaction.

Although the Company holds a 65.1% shareholding interest in Trident Star JVCo, the Company has calculated the value of the transaction to be US\$16.35 million. This comprises US\$5.31 million representing the Company's initial equity contribution to Trident Star JVCo and, if required by the Trident Star Financier (as defined below), a payment guarantee of up to US\$11.04 million to be provided by the Company under the Trident Star Proposed Financing Arrangement (as defined below). This represents approximately 14.0% of the Group's latest audited NTA.

The Trident Star Proposed Acquisition is accordingly an "interested person transaction" within the meaning of the Listing Manual and is subject to Shareholders' approval at the EGM.

1.4 Independent Financial Adviser

In connection with the above, the Company has appointed SAC Capital Private Limited ("**SAC Capital**") as the independent financial adviser ("**IFA**") pursuant to Rule 921(4)(a) of the Listing Manual, as well as to advise the Directors of the Company (the "**Directors**") and the audit committee of the Company (the "**Audit Committee**") on whether the terms of the Trident Star Proposed Acquisition are on normal commercial terms and are not prejudicial to the interests of the Company and its minority Shareholders.

This letter, which sets out our opinion and advice in respect of the Trident Star Proposed Acquisition as an IPT, has been prepared to comply with Rule 921(4)(a) of the Listing Manual for inclusion in the Circular and also for the use of the Directors in connection with their consideration of the Trident Star Proposed Acquisition and their recommendation to the minority Shareholders arising thereof.

2. TERMS OF REFERENCE

We have been appointed as the IFA pursuant to Rule 921(4)(a) of the Listing Manual, as well as to advise the Directors on whether the terms of the Trident Star Proposed Acquisition are on normal commercial terms and not prejudicial to the interests of the Company and its minority Shareholders.

We are not and were not involved in any aspect of the negotiations entered into by the Company in connection with the Trident Star Proposed Acquisition or in the deliberations leading up to the decision of the Company to undertake the Trident Star Proposed Acquisition. Accordingly, we do not, by this letter, warrant the merits of the Trident Star Proposed Acquisition, other than to express an opinion on whether the terms of the Trident Star Proposed Acquisition are on normal commercial terms and are not prejudicial to the Company and its minority Shareholders.

We have not conducted a comprehensive review of the business, operations or financial conditions of the Group. We have not evaluated the strategic, legal or commercial merits or

risks of the Trident Star Proposed Acquisition or the future growth prospects or earnings potential of the Company after the completion of the Trident Star Proposed Acquisition. It is also not within our terms of reference to compare the merits of the Trident Star Proposed Acquisition to any alternative transactions that were made or may have been available to the Group. Such comparison and consideration remain the sole responsibility of the Directors and the management of the Company (the “**Management**”) and their advisors, although we may draw upon their views or make comments in respect thereof (to the extent deemed necessary or appropriate by us) in arriving at our opinion as set out in this letter. Accordingly, we do not express any view as to the prices at which the Shares may trade upon completion of the Trident Star Proposed Acquisition or on the future growth prospects, financial position and earnings potential of the Company.

In the course of our evaluation, we have held discussions with the Directors and the Management and have relied on the information and representations, whether written or verbal, provided to us by the Directors and the Management, including the information contained in the Circular. The Directors (including those who may have delegated detailed supervision of the Circular) have confirmed, after making all reasonable enquiries that, to the best of their knowledge and belief, the Circular constitutes full and true disclosure of all material facts in relation to the Trident Star Proposed Acquisition and the Company, and the Directors are not aware of any facts the omission of which would make any statement in the Circular misleading. Whilst care has been exercised in reviewing the information which we have relied on, we have not independently verified the information or representations. Accordingly, no representation or warranty, expressed or implied, is made and no responsibility is accepted by us concerning the accuracy, completeness or adequacy of such information or representations. We have, however, made reasonable enquiries and exercised our judgement (as deemed necessary) in assessing the reasonable use of such information and representations, and have found no reason to doubt the accuracy or reliability of such information or representations. We are not, and do not hold ourselves to be legal, regulatory or tax experts. We are the IFA only and have relied on, without independent verification, the assessment made by legal advisers to the Company with respect to such issues, where relevant.

Save as disclosed in this letter, all information relating to the Group and the Trident Star Proposed Acquisition that we have relied upon in arriving at our opinion and advice has been obtained from the Circular, publicly available information, and the Directors and/or the Management. We have not independently assessed and do not warrant or accept any responsibility as to whether the aforesaid information adequately represents a true and fair position of the financial, operational and business affairs of the Group at any time or as at the Latest Practicable Date. We have not made an independent evaluation or appraisal of the assets (including property, plant and equipment) and liabilities of the Group and we not been furnished with any such evaluation or appraisal, except for the valuation report (the “**Valuation Report**”) dated 8 July 2025 prepared by Exeno Yamamizu Corporation (the “**Valuer**”) who was appointed by the Company to perform a valuation of the Trident Star Vessel to seek Shareholders’ approval for the purpose of the Trident Star Proposed Acquisition. The Valuation Report is set out in Appendix B of the Circular. As we are not experts in the evaluation or appraisal of the Trident Star Vessel, we have placed sole reliance on the independent valuation in relation to the Trident Star Vessel and have not made any independent verification of the contents thereof. In addition, we do not assume any responsibility to enquire about the basis of the valuation in the Valuation Report. We have, however, made reasonable enquiries and exercised our judgement (as deemed necessary) in assessing the reasonable use of such information and representations, and have found no reason to doubt the accuracy or reliability of such information or representations.

The scope of our appointment does not require us to express, and we do not express, any view on the future growth prospects, financial position and earnings potential of the Company. We have not been provided with, nor do we have access to, any business plan or financial projections of the future performance of the Company and we did not conduct any discussions with the Directors and the Management on any such business plan or financial projections of the Company.

Our opinion and advice, as set out in this letter, are based on the market, economic, industry, monetary and other applicable conditions prevailing on, and the information made available to us as of the Latest Practicable Date. Such conditions may change significantly over a relatively short period of time and we assume no responsibility to update, revise or reaffirm our opinion and advice in the light of any subsequent development after the Latest Practicable Date that may affect our opinion and advice contained herein.

In arriving at our opinion and advice, we have not had regard to the specific investment objectives, financial situation, tax position and/or unique needs and constraints of any individual Shareholder or any specific group of Shareholders. As each Shareholder would have different investment objectives and profiles, we recommend that any individual Shareholder or group of Shareholders who may require specific advice in relation to his, her or their Shares should consult his, her or their stockbroker, bank manager, solicitor, accountant or other professional advisers. Shareholders should further note of any announcements which may be released by the Company after the Latest Practicable Date which are relevant to the Trident Star Proposed Acquisition and other related corporate actions.

Our opinion and advice in relation to the Trident Star Proposed Acquisition should be considered in the context of the entirety of this letter and the Circular.

The Company has been separately advised by its own advisers in the preparation of the Circular (other than this letter or the relevant disclosures in the Circular which relate to us or this letter). We have had no role or involvement and have not provided any advice, financial or otherwise, in the preparation, review and verification of the Circular (other than this letter). Accordingly, we take no responsibility for and express no views, expressed or implied, on the contents of the Circular (other than this letter or the relevant disclosures in the Circular which relate to us or this letter).

3. OVERVIEW OF THE TRIDENT STAR PROPOSED ACQUISITION

3.1 Information on the Trident Star Proposed Acquisition

On 7 November 2025, the Trident Star JVCo entered into a conditional memorandum of agreement for the sale and purchase of the Trident Star Vessel (the “**Trident Star MOA**”) with Polaris, with the Trident Star JVCo as the purchaser (the “**Trident Star Purchaser**”) and Polaris as the seller (the “**Trident Star Seller**”) at the Trident Star Purchase Consideration. Following the signing of the Trident Star MOA and subject to Shareholders’ approval, the Trident Star Completion and transfer of ownership of the Trident Star Vessel will take place on or around the Trident Star Completion Date.

The Trident Star Purchase Consideration was arrived at after negotiations on an arm’s-length and willing buyer-willing seller basis. It is based on the open market value of the Trident Star Vessel, ranging from US\$18.25 million to US\$20.25 million, as assessed by the Valuer as at 8 July 2025 in the Valuation Report.

The Trident Star Purchase Consideration will be payable in cash by the Trident Star JVCo to the Trident Star Seller. An initial deposit of 10% of the Trident Star Purchase Consideration is to be paid to the Trident Star Seller within seven (7) days (other than a Saturday or Sunday) on which commercial banks and foreign exchange markets are open for business in Hong Kong, Japan, United States of America and Singapore (the “**Banking Day**”) of the date of receipt of Shareholders’ approval for the Trident Star Proposed Acquisition and the remaining 90% of the Trident Star Purchase Consideration is to be paid on or before the date for the delivery of the Trident Star Vessel from the Trident Star Seller to the Trident Star Purchaser, as stated in the Trident Star MOA (the “**Trident Star Scheduled Delivery Date**”).

The Trident Star Purchase Consideration will be funded by equity and debt, with the initial equity being contributed by the Company, the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 in proportion of their respective shareholding interest of 65.1%, 10.0%, 9.9%, 10.0% and 5.0% in the Trident Star

JVCo. As at the Latest Practicable Date, the Trident Star JVCo has an issued but unpaid share capital of US\$8.16 million. Post-EGM and at the Trident Star Completion, the Trident Star JVCo will have an issued and paid-up share capital of US\$8.16 million, with approximately US\$5.31 million to be contributed by the Company, approximately US\$0.82 million to be contributed by the Trident Star Co-Investor 1, approximately US\$0.81 million to be contributed by the Trident Star Co-Investor 2, approximately US\$0.82 million to be contributed by the Trident Star Co-Investor 3 and approximately S\$0.41 million to be contributed by Trident Star Co-Investor 4.

The initial equity contribution by the Company, the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 will be used to fund 40% (US\$7.36 million) of the Trident Star Purchase Consideration on a pro-rata basis, in proportion to their respective shareholding interests in Trident Star JVCo of 65.1%, 10.0%, 9.9%, 10.0% and 5.0% respectively. US\$0.80 million will be used for the operating expenses of the Trident Star JVCo, which has been determined based on the operating expenses budget and data obtained from the Group's operational experience with similar entities. This US\$0.80 million will be used by each of the Company and the Trident Star Co-Investors as the initial working capital in proportion to their equity share.

The remaining 60% (US\$11.04 million) of the Trident Star Purchase Consideration will be financed through a sale and leaseback arrangement with Trident Star Co-Investor 3 and a wholly-owned subsidiary of the Trident Star Co-Investor 3, namely Pacific Iris Panama S.A. (the **"Trident Star Financiers"**), and such financing the **"Trident Star Proposed Financing Arrangement"**). The Trident Star Financiers solely engage in vessel owning and leasing (chartering) business and are unrelated to the Company and Yamasa. Title to the Trident Star Vessel will be jointly held by the Trident Star Financiers for the duration of the Trident Star Proposed Financing Arrangement, and returned to the Trident Star JVCo upon the exercise of a purchase option by the Trident Star JVCo at the end of the lease period. The maximum duration of the Trident Star Proposed Financing Arrangement will be seven (7) years from the Trident Star Completion Date.

If required by the Trident Star Financiers, the Company will be a payment guarantor to the Trident Star Proposed Financing Arrangement, with a counter-indemnity to be provided by the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investors 3 and the Trident Star Co-Investor 4 to the Company for 10.0%, 9.9%, 10% and 5%, respectively, of any payments made by the Company under the guarantee. The Trident Star Proposed Financing Arrangement is the result of commercial negotiations between the Company and the Trident Star Co-investors, and is intended to maintain sufficient liquidity and optimise the returns for the Group. While the Trident Star JVCo secures reasonable leasing terms, the Trident Star Co-investor 3 benefits from receiving regular lease payments while also having a potential upside gain as an equity investor.

Further details of the Trident Star Proposed Acquisition and the Trident Star Valuation Report are set out in paragraph 2 of the section titled "The Proposed Acquisition of the Vessel M/V Trident Star from Polaris Bulkship S.A. for a Purchase Consideration of US\$18.40 million as an Interested Person Transaction" and Appendix B of the Circular respectively.

3.2 Information about the Trident Star Vessel

The Trident Star Vessel is a 57,836 dead weight ton (**"DWT"**) bulk carrier (based on the capacity plan by the shipyard) with IMO Number 9707637, sailing under the flag of Hong Kong. It was built in October 2015 by Tsuneishi Heavy Industries (Cebu), Inc. (**"Tsuneishi Cebu"**) and was operational and chartered out upon being built. The Trident Star Vessel is equipped with an electronically controlled eco-type engine and features a low friction hull coating, which are designed to enhance fuel efficiency. These environmentally friendly features generally result in lower fuel consumption relative to the comparable Supramax vessels of a similar size and age. The Trident Star Vessel's specifications are in line with the Group's strategy to purchase vessels with more environmentally friendly specifications.

In the ordinary course of business, the Trident Star Vessel is chartered out to unrelated third parties. Following the Trident Star Completion, it is intended for the Trident Star Vessel to be

chartered to different third-party charterers. The Trident Star Vessel had been operating profitably since the start of its operations in 2015, save for the financial year ending 31 December 2020 (“**FY2020**”) and the financial year ending 31 December 2023 (“**FY2023**”) due to the global market downturn. The loss in FY2020 was mainly due to a decline in revenue, driven by the drop of the BSI 58 index, which is an index published by the Baltic Exchange, a leading global maritime market information provider, based on an average time charter rate of seven (7) trade routes for the standard 58,000 DWT vessel. The same factors, together with a temporary rise in Covid-related costs, such as crew change costs, ship stores and other operational items, also resulted in the loss in FY2023.

3.3 Information about the Trident Star Co-Investors

The Trident Star Co-Investor 1, Sea Trade and Transport Ltd., was incorporated in Bermuda in November 1980. The Trident Star Co-Investor 1 is a wholly owned investment company owned by the Fairmont Magsaysay group. The Fairmont Magsaysay group operates as a shipowner as well as a maritime services provider. The Fairmont Magsaysay group’s scope of business includes third-party ship management, human resource recruitment, development & training, and deployment. The Fairmont Magsaysay group was established in 1948. Its main offices are located in the Philippines, Hong Kong, Canada, Indonesia, and Japan. The Trident Star Co-Investor 1 is also one of the co-investors in respect of the Company’s acquisition of M/V Uni Sunshine, as further described in the circular dated 8 April 2025 issued by the Company, and the Company’s acquisition of M/V Uni Horizon, as further described in the circular dated 1 July 2025 issued by the Company (the “**Horizon Circular**”).

The Trident Star Co-Investor 2, Junkou Tsushou Co., Ltd., is a ship owner in Kobe, Japan. The Trident Star Co-Investor 2 was established in 1997 and is wholly owned by private individuals of a family member based in Kobe. These private individuals are unrelated third parties to the Company. Its scope of business includes ship owning and leasing, real estate owning and leasing, general properties investment, and solar power generation. The Trident Star Co-Investor 2 is also one of the co-investors in respect of the Company’s acquisition of M/V Uni Horizon, as further described in the Horizon Circular.

The Trident Star Co-Investor 3, IRIS Corporation, was founded in 1910 in Tokyo as a family-run construction company named Masuda Gumi and was renamed IRS Corporation in 1957. IRIS Corporation is currently wholly owned by the chairman of the company. Its scope of business includes ship owning and leasing, urban development and real estate consulting business, and elderly care, disability and medical facilities consulting business. The company also runs various business in Asia, especially in Philippines, such as a vocational training school and agricultural business.

The Trident Star Co-Investor 4, Kuribayashi Logistics System Co., Ltd., is an inter-Asia tramping operator of general cargo ships in Tokyo, Japan. It was established in 1966 as a 100% subsidiary of Kuribayashi Steamship Co., Ltd., a long-established company with roots in Hokkaido that has been in business for over 130 years and a listed company on the Tokyo Stock Exchange. Its scope of business includes Japanese domestic coastal ship owning and operating of roll-on/roll-off as a leading company in this sector and related port transportation, warehousing, as well as hotels and real estate.

3.4 Key Terms of the Trident Star MOA

The Trident Star MOA contains customary provisions relating to the Trident Star Proposed Acquisition, including representations and warranties, covenants which are customary of transactions of a similar nature, including limitations of the Trident Star Purchaser’s and the Trident Star Seller’s liabilities and other commercial terms, including the following:

- (i) the Company having obtained the approval of Shareholders for the Trident Star Proposed Acquisition;

- (ii) the Trident Star Seller providing the Trident Star Purchaser with the following documents at the time of delivery of the Trident Star Vessel:
 - (a) the Trident Star Bill of Sale, specifying that the Trident Star Vessel is free from all debts, encumbrances, mortgages and maritime liens; and
 - (b) such other documents as may be mutually agreed;
- (iii) the Trident Star Purchaser and the Trident Star Seller executing and exchanging a Trident Star Protocol of Delivery and Acceptance, thereby confirming the date and time of delivery of the Trident Star Vessel; and
- (iv) the Trident Star Purchase Consideration to be payable in cash by the Trident Star JVCo to Polaris. An initial deposit of 10% of the Trident Star Purchase Consideration is to be paid to Polaris within seven (7) Banking Days of the date of receipt of Shareholders' approval for the Trident Star Proposed Acquisition and the remaining 90% of the Trident Star Purchase Consideration is to be paid on or before the Trident Star Scheduled Delivery Date.

4. EVALUATION OF THE TRIDENT STAR PROPOSED ACQUISITION

In the course of our evaluation for the Trident Star Proposed Acquisition, we have given due consideration to, *inter alia*, the following factors:

- (a) valuation of the Trident Star Vessel;
- (b) comparable vessel acquisition or disposal transactions;
- (c) initial purchase price of comparable newbuild;
- (d) financial effects of the Trident Star Proposed Acquisition;
- (e) rationale for and benefits of the Trident Star Proposed Acquisition;
- (f) basis of the Trident Star MOA; and
- (g) other relevant considerations.

The factors above are discussed in further detail in the following sections.

4.1 Valuation of the Trident Star Vessel

For the purpose of seeking Shareholders' approval for the Trident Star Proposed Acquisition, the Company had commissioned an independent ship valuer, Exeno Yamamizu Corporation, to value the Trident Star Vessel. The Valuer provides ship and marine transportation related services, including valuations through its sale and purchase department. The sale and purchase department was set up since 2003 and acts as ship valuers for shipowners, banks, leasing companies and legal professionals. Notably, a separate but affiliated group company of the Valuer, Yamamizu Shipping Co., Ltd., is the sole Japanese firm contributing maritime market information as a panellist to the Baltic Exchange, which is a leading global maritime market information provider.

The Valuer's evaluation is based on the description of certain specifications of the Trident Star Vessel, such as vessel type, flag, classification, year of built, builder, gross ton, deadweight, main engine and gear, without physically sighting the Trident Star Vessel or its classification records. The valuation was conducted using the market approach basis, assuming cash on delivery with the Trident Star Vessel being free from charter commitments. The valuation also assumes that the Trident Star vessel is in good condition for its age, size and type, based on "as is"/ "where is" delivery scenario, and a willing seller and willing buyer scenario.

In preparing the valuation, the Valuer utilised the Baltic Exchange Sale and Purchase Assessment (“**BSPA**”) of 10-year old Supramax vessels as a key premise. The BSPA is a service provided by the Baltic Exchange that publishes weekly market values for a range of second-hand vessels based on contributions of input data from recent sales transactions, and considering factors such as vessel type, size, age, shipyards and market conditions. As reported on 4 July 2025, the BSPA market value of a 10-year-old Supramax size vessel with the specifications stated below is USD19.059 million:

*“Tess 58” type 58,328 mt dwt on 12.80m draft SSW.
 Built in a Japanese yard – European standard B&W main engine.
 LOA 189.99m, beam 32.26m.
 72,360 cbm grain, 5 holds/hatches.
 4 x 30mt cranes with 4 x 12cbm grabs.
 Not ice-classed.
 10 years old.
 Special survey passed.
 Marine Fuel Oil compliant with MARPOL specifications at any time when not burning Gas Oil. Not scrubber fitted.
 Delivery prompt (2-3 months), charter free.
 2% total commission.”*

Source: The Baltic Exchange

The Valuer also prepared the valuation by collating market sale data for vessels of similar specifications, taking into account the current second-hand market conditions and comparing the Trident Star Vessel’s specifications against their database. The valuation premise includes comparison with the following vessel acquisition which is of similar type, size and age:

Vessel	Approximate DWT	Year Built	Shipyard	Transaction Price (US\$ million)	Reported Date
Hakata Queen	60,000	2016	Mitsui	23.0	4 July 2025
IVS Swinley Forest	60,000	2017	Sanoyas	23.2	4 July 2025

Based on the above, the Valuer provided a valuation range of US\$18.25 million to US\$20.25 million. We note that the Trident Star Purchase Consideration falls within the lower end of the valuation range provided by the Valuer.

4.2 Comparable Vessel Acquisition or Disposal Transactions

In considering what may be regarded as a reasonable range of valuation for the purpose of assessing the Trident Star Purchase Consideration, we have referred to the weekly vessel valuations reports from an online news source covering the global shipping industry⁵. Based on the weekly reports and news articles on second-hand transaction prices of vessels from 1 January 2024 to the Latest Practicable Date, we have, in consultation with the Management, selected vessels which we deemed to be broadly comparable to the Trident Star Vessel (the “**Comparable Vessels**”) to give an indication of the current second-hand market prices.

In our comparison, we selected supramax and ultramax vessels within the 55,000 DWT to 61,000 DWT range, which we considered to be of similar size to the Trident Star Vessel, which

⁵ Hellenic Shipping News Worldwide (Online). Weekly Vessel Valuations Report. Available from: <https://www.hellenicshippingnews.com/category/report-analysis/weekly-vessel-valuations-report/> (Accessed on 31 October 2025).

has a deadweight tonnage of approximately 57,836 DWT. Additionally, since the Trident Star Vessel was built by Tsuneishi Cebu, a reputable Japanese shipyard, we concentrated on vessels built by Japanese shipyards or Japan-backed shipyards. This focus is based on the understanding from the Management that vessels constructed in different countries often command varying prices due to differences in construction quality, technology, and market demand. In selecting built year in our comparison, we selected vessels built three (3) years before and after the construction year of the Trident Star Vessel. The focused range helps to streamline our comparison to vessels built within 2012 to 2018, as the age of the vessel can significantly affect the sale prices due to age deterioration, differing technological advancements, design features and market conditions.

We wish to highlight that the Comparable Vessels are not exhaustive and there is no vessel which may be considered identical to the Trident Star Vessel in terms of, *inter alia*, type, flag, classification, year of built, shipyard, gross ton, deadweight, main engine, gear and condition. As such, any comparison made herein is strictly limited in scope and merely serves as an illustrative guide for Shareholders.

The following table sets out the specifications and second-hand transaction prices of the Comparable Vessels *vis-à-vis* the Trident Star Vessel:

Comparable Vessels	Approximate DWT	Year Built	Shipyard	Transaction Price (US\$ million)	Reported Date ⁽¹⁾
Oakgate	60,400	2018	Oshima	30.7 ⁽²⁾	22 April 2025
IVS Gleneagles	58,000	2016	Shin Kurushima Toyohashi	23.0	25 March 2025
Sagar Shakti	58,100	2012	Tsuneishi Zhoushan	14.9	26 February 2025
Kellett Island ⁽³⁾	57,836	2015	Tsuneishi Cebu	22.7	9 January 2025
Dalian Star	55,800	2017	Oshima	27.5	29 October 2024
Louisiana Mama	58,100	2012	Tsuneishi Zhoushan	19.0	8 October 2024
High	60,400	2018		30.7	
Mean	58,039	2015		23.0	
Median	58,050	2016		22.9	
Low	55,800	2012		14.9	
Trident Star Vessel	57,836	2015	Tsuneishi Cebu	18.4⁽⁵⁾	

Sources:

Hellenic Shipping News Worldwide, weekly reports by shipbrokers and Company's announcement

Notes:

- (1) Based on the date of Hellenic Shipping News Worldwide's weekly vessel valuations reports, weekly reports by shipbrokers and news articles.
- (2) Oakgate and Maplegate were acquired by Indonesian buyers for a combined transaction price of US\$63.0 million. Maplegate was built in 2019 by Oshima and has a deadweight tonnage of approximately 63,500 DWT. We noted that both vessels are of comparable age, built by Oshima shipyard, with Oakgate being slightly smaller in terms of deadweight tonnage. In the comparison above, we have estimated the sale price of Oakgate at US\$30.7 million, based on the pro-rata allocation of the combined transaction price, using the vessels' deadweight tonnage as a basis of comparison.
- (3) Based on the circular of the Company dated 17 December 2024 for the proposed interested person transaction involving the proposed acquisition of the vessel M/V Kellett Island from Olive Bulkship S.A. for a purchase consideration of US\$22.70 million, that was approved at the Company's extraordinary general meeting on 9 January 2025.
- (4) Based on Trident Star Purchase Consideration.

We noted the following:

- (a) the deadweight ton of the Trident Star Vessel of 57,836 DWT is within the range of deadweight tons of Comparable Vessels of between approximately 55,800 DWT and 60,400 DWT, and comparable to the corresponding mean and median of approximately 58,039 DWT and 58,050 DWT of Comparable Vessels;
- (b) the built year of the Trident Star Vessel of 2015 is comparable to the corresponding mean and median built year of Comparable Vessels of between approximately 2015 and 2016; and
- (c) the Trident Star Purchase Consideration of US\$18.40 million is within the range of transaction prices of the Comparable Vessels of between approximately US\$14.9 million and US\$30.7 million, and lower than the corresponding mean and median transaction prices of Comparable Vessels of approximately US\$23.0 million and US\$22.9 million respectively.

4.3 Initial Purchase Price of Comparable Newbuild

In considering what may be regarded as a reasonable range of valuation for the purpose of assessing the Trident Star Purchase Consideration, of which the Trident Star Vessel is a second-hand vessel, we have also considered the initial purchase prices of newbuild vessels by the Group. We noted from the Company's FY2024 annual report and announcements on the SGX-ST that the Group's maritime asset management fleet comprises of 13 bulk carriers (including the Trident Star Vessel), all being purchased by the Group as newbuild vessels, ranging from 29,118 DWT to 57,836 DWT, and built between 2012 and 2020 by Japanese shipyards or Japan-backed shipyards.

Among these vessels, we noted that M/V Kellett Island ("**Comparable Newbuild**") is the most comparable to the Trident Star Vessel in terms of type, size and age. We have enquired and understand from the Management that both the Comparable Newbuild and the Trident Star Vessel had an initial purchase price of US\$25.9 million each. The initial purchase prices were set by Tsuneishi Cebu, an independent shipyard located in the Philippines. Tsuneishi Cebu is a subsidiary of Tsuneishi Shipbuilding, a renowned global shipbuilding company with a strong track record of delivering high-quality vessels. In assessing the initial purchase prices, the Group had considered the factors, including *inter alia*, Tsuneishi Cebu's reputation, market conditions and pricing, and the vessel specifications and quality. We noted that the Trident Star Purchase Consideration is 29.0% lower than the Comparable Newbuild and the Trident Star Vessel's initial purchase price of US\$25.9 million.

4.4 Financial Effects of the Trident Star Proposed Acquisition

As set out in paragraph 2.9 titled “Financial Effects of the Trident Star Proposed Acquisition” of the Circular, the unaudited pro forma financial effects of the Trident Star Proposed Acquisition have been prepared strictly for illustrative purposes based on the audited consolidated financial statements of the Group for FY2024 and rely on certain key bases and assumptions set out in the aforementioned section of the Circular. Shareholders are advised to read this information carefully.

We noted that there is no change in the net asset value (“NAV”) and NTA of the Group. The Group will recognise assets of US\$18.40 million (representing the Trident Star Vessel based on the Trident Star Purchase Consideration), a reduction in cash of US\$7.36 million (reflecting the portion of Trident Star Purchase Consideration payable in cash by the Company and the Trident Star Co-Investors), and an increase in liability of US\$11.04 million (corresponding to the portion of Trident Star Purchase Consideration financed by the Trident Star Financiers through the Trident Star Proposed Financing Arrangement).

Following the Trident Star Proposed Acquisition and based on Polaris’s FY2024 profit of approximately US\$0.81 million, of which a 65.1% interest is approximately US\$0.53 million, we noted that the FY2024 loss attributable to owners of the Company will decrease from US\$28.30 million to US\$27.77 million. Consequently, the Group’s basic loss per share will decrease from 36.01 US cents to 35.34 US cents.

4.5 Rationale For and Benefits of the Trident Star Proposed Acquisition

It is not within our terms of reference to comment or express an opinion on the Trident Star Proposed Acquisition or the future prospect of the Group after the Trident Star Proposed Acquisition. Nonetheless, we have reviewed the background and rationale for the Trident Star Proposed Acquisition as set out in paragraph 2.5 titled “Rationale for and benefits of the Trident Star Proposed Acquisition” of the Circular, which is reproduced in italics below:

“2.5 Rationale for and benefits of the Trident Star Proposed Acquisition

The Company is in the business of shipping and property, which includes maritime asset management as well as ship owning and chartering. As part of the ship owning and chartering portion of the Company’s shipping business, the Company has a diversified portfolio of ships which provides the Group with stable recurring income and operating cash flows from the charter income. The Trident Star Vessel currently falls under the maritime asset management segment of the Company’s shipping business.

The Trident Star Vessel generated profits of approximately US\$4.2 million, US\$3.8 million and US\$0.8 million for FY2021, FY2022 and FY2024, respectively. It suffered a loss of approximately US\$0.4 million in FY2023 due to the global market downturn and a temporary rise in Covid-related costs. The Company is of the view that the availability of the Trident Star Vessel for acquisition presents a strategic opportunity for the Company to bolster its portfolio of ships and properties for the following reasons.

The Trident Star Proposed Acquisition entails the Company entering into a new relationship with the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4. As mentioned at paragraph 2.4(a) and 2.4(b) above, the Trident Star Co-Investor 1 was one of the co-investors in respect of the Company’s acquisition of M/V Uni Sunshine and M/V Uni Horizon, and the Trident Star Co-Investor 2 was one of the co-investors in respect of the Company’s acquisition of M/V Uni Horizon. The Company holds a 65.1% shareholding interest in Trident Star JVCo, and the Trident Star Co-Investor 1, the Trident Star Co-Investor 2, the Trident Star Co-Investor 3 and the Trident Star Co-Investor 4 hold shareholding interests of 10.0%, 9.9%, 10.0% and 5.0%, respectively, in the Trident Star JVCo. The Company will be increasing its effective interest in the Trident Star Vessel from an 18.0% interest as a minority shareholder in Polaris to a 65.1% interest as a majority shareholder in the Trident Star JVCo. The Trident Star Proposed Acquisition involves the Company acquiring an interest of more than 50% but less than 100% in the Trident Star Vessel, which enables the Company to

optimise its capital deployment by reducing the required cash investment while retaining significant control over the Trident Star Vessel. This approach preserves liquidity, enabling the Company to explore additional investment opportunities. This would provide the Company with greater flexibility over the Trident Star Vessel's potential resale decision, and eliminate the constraints associated with previously being a minority stakeholder in Polaris, giving the Company greater control over the management of the Trident Star Vessel and future decisions related to the Trident Star Vessel. This affords the Company the opportunity to make the Trident Star Vessel a bigger part of its business, under its ship owning and chartering portfolio, and capitalise on the Trident Star Vessel's profit-making potential.

Further, the joint venture structure allows the Company to generate a stable fee income by charging the Trident Star JVCo a management fee for providing operational and maintenance services to the Trident Star Vessel, which in turn supports the Group's cash flow. This structure enhances cash flow efficiency for the Group, as the Group's reduced upfront capital commitment, combined with the benefits of full consolidation and significant control, allows it to achieve optimal financial leverage and maintain liquidity for other strategic opportunities. The Trident Star Proposed Acquisition would also be advantageous for the Company given that the Company has been operating and managing the Trident Star Vessel since its delivery and is therefore familiar with the operational capabilities of the Trident Star Vessel. This eliminates the need for pre-purchase inspections typically required during a ship acquisition, resulting in cost savings associated with inspection procedures and related expenses. Further, pursuant to the terms of the Trident Star MOA, the Trident Star Vessel will be delivered with everything belonging to the Trident Star Vessel including all spare parts, stores and equipment, on board or on shore, used or unused. This is inclusive of the unused lubricating oils which will be taken over by the Trident Star JVCo at no additional cost on top of the Trident Star Purchase Consideration.

The Trident Star Proposed Acquisition may coincide with favourable market conditions due to the limited supply of ships in the dry bulk segment of the shipping industry currently, arising from less available building capacity in shipyards which are occupied with orders for other vessel types such as containerships, tankers, gas carriers etc., uncertainty in fuel choice and the limited availability of technology in the near future, making it advantageous for the Company to secure the Trident Star Vessel at a competitive price. In addition, the price of the Trident Star MOA was negotiated before the recent favourable trend on the market which makes the Trident Star Proposed Acquisition more attractive from the acquisition value's point of view. The Company does not anticipate any issues in retaining the current third-party charters or securing new charter party contracts for the Trident Star Vessel following the Trident Star Proposed Acquisition. Additionally, the Trident Star Proposed Acquisition would also bolster the Company's shipping capacity, allowing it to share a larger portion of revenue and any profit of the Trident Star Vessel going forward. In line with the Company's ordinary course of business, the Trident Star Proposed Acquisition is part of the Company's regular rebalancing of its diversified asset portfolio to ensure the best possible returns."

Further, we note that the Trident Star Proposed Acquisition is also in line with the Group's strategy to purchase newer vessels, as stated in FY2024 annual report and the financial period ended 30 June 2025 ("1H2025") results presentation, and reproduced in italics below:

FY2024 Annual Report

"Shipping-wise, as mentioned by our Executive Chairman, Mr. Tanamoto in his FY2023's message, the Group had been looking for opportunities to dispose of the Group's older 29k DWT ships so as to prepare our financial capital to purchase newer younger vessels. Indeed in FY2024, we disposed of two of our older 29k DWT ships – M/V Polaris Harbour and M/V Uni-Challenge. As a result, total charter income reduced by 14% to US\$32.5 million and profit contribution from ship owning and chartering business was US\$5.1 million. However, this is a transition phase as the Group will be using the proceeds from the disposals to acquire the ships from the 18% joint investment vehicles. As these 18% owned ships are newer than our wholly-owned fleet, and we had been managing these ships since delivery, we know the reliability of these ships. Accordingly on 25 February 2025, the Group completed the purchase of 58k DWT M/V Kellett Island from 18% owned Olive Bulkship S.A. after

obtaining shareholders' approval on 9 January 2025. The Group now owns 75% of M/V Kellett Island. The Group recognised a fair valuation gain of US\$1.5 million from investment in Olive Bulkship S.A. in FY2024. Including the profits from all shipping sub-segments, shipping business had a net profit of US\$5.8 million for FY2024."

1H2025 Results Presentation

"In the shipping segment, the Group is actively renewing its fleet by disposing of older 29,000 dwt vessels and progressively replacing them with younger, more efficient ships. To achieve scale with prudent use of resources, the Group has adopted a co-investment model. This approach enables fleet expansion while broadening the network of co-investors, thereby enhancing the Group's asset management business. The Group continues to apply an "asset-play" investment strategy—deriving recurring charter income while remaining ready to realise capital gains when market opportunities arise."

4.6 Basis of the Trident Star MOA

We note that the Trident Star MOA is based on the Nipponsale Memorandum of Agreement of the Documentary Committee of the Japan Shipping Exchange Inc. 1965, currently in its 1999 revision ("**Nipponsale 1999**"). Nipponsale 1999 is one of the commonly used standard forms, that is widely used for ship transactions involving Japanese sellers and specifies Tokyo as the standard arbitration venue.

We note the following terms of the Trident Star MOA which differ from the terms set out in Nipponsale 1999, and noted that these terms are similar or more favourable to the Group as compared to the terms set out in Nipponsale 1999:

	Nipponsale 1999	Trident Star MOA
Timing of deposit payment	A deposit of 10% of the purchase price within three (3) Banking Days upon signing of the agreement.	A deposit of 10% of the purchase price within seven (7) Banking Days from the date of Shareholders' approval in relation to the Trident Star Proposed Acquisition.
Unused lubricating oils	Purchase price does not include the unused lubricating oils which shall be paid at the last purchased prices evidenced by supporting vouchers.	The Trident Star Purchase Consideration includes the unused lubricating oils.

Further, we also understand from the Management that recent acquisitions or disposals of vessels by the Group or its joint venture entities have also utilised Nipponsale 1999:

- (i) Acquisition of M/V Uni Horizon, a 36,861 DWT bulk carrier built in 2018 by Oshima;
- (ii) Acquisition of M/V Uni Sunshine, a 36,880 DWT bulk carrier built in 2018 by Oshima;
- (iii) Acquisition of M/V Kellett Island, a 57,836 DWT bulk carrier built in 2015 by Tsuneishi Heavy Industries (Cebu) Inc.;
- (iv) Disposal of M/V Uni Wealth, a 29,256 DWT bulk carrier built in 2009 by Y-Nakanishi that is held through a wholly-owned subsidiary of the Group in 2024;
- (v) Disposal of M/V Uni Auc One, a 28,709 DWT bulk carrier built in 2007 by Shin-Kurushima that is held through a wholly-owned subsidiary of the Group in 2023; and
- (vi) Disposal of a ship under Matin Shipping Limited, a joint investment in which the Group holds 49% shareholding interest.

4.7 Other Relevant Considerations

In determining whether the Trident Proposed Acquisition is on normal commercial terms and is not prejudicial to the interests of the Company and its minority Shareholders, we have also considered the following:

4.7.1 Payment Terms of the Trident Star Vessel

As set out in paragraphs 2.2 and 2.7 of the Circular and summarised in paragraph 3.1 of this letter, the Company's initial cash layout for the Trident Star Proposed Acquisition is an aggregate amount of approximately US\$5.31 million via an initial equity contribution to Trident Star JVCo's issued share capital of approximately US\$8.16 million in proportion to the Company's shareholding interests of 65.1% in the Trident Star JVCo.

The Trident Star Co-Investors contributed an aggregate amount of approximately US\$2.85 million, via an initial equity contribution to Trident Star JVCo's issued share in proportion to the Trident Star Co-Investors' aggregated shareholding interest of 34.9% in the Trident Star JVCo.

The initial equity contribution by the Company and the Trident Star Co-Investors amounts to approximately US\$8.16 million, which will be utilised to fund 40% of the Trident Star Purchase Consideration of approximately US\$7.36 million and the remaining US\$0.8 million will be used for the operating expenses of the Trident Star JVCo. The balance 60% of the Trident Star Purchase Consideration of approximately US\$11.04 million will be financed through the Trident Star Proposed Financing Arrangement from the Trident Star Financiers.

4.7.2 Charter Revenue from the Trident Star Vessel

The Trident Star Completion and transfer of ownership of the Trident Star Vessel on the Trident Star Completion Date, subject to the receipt of Shareholders' approval for the Trident Star Proposed Acquisition, also allows the Group to recognise 100% of the charter revenue to be generated by the Trident Star Vessel from the Trident Star Completion Date. The Company does not anticipate any issues in retaining the current third-party charters or securing new charter party contracts for the Trident Star Vessel following the Trident Star Proposed Acquisition. Further, we note that the Trident Star Vessel has been operating profitably since the start of its operations in 2015, except for FY2020 and FY2023 in which the Trident Star Vessel was loss-making due, *inter alia*, to the global market downturn. For FY2024, the Trident Star Vessel generated a net profit of approximately US\$0.81 million. We noted that the Trident Star Vessel generated a net loss of approximately S\$0.45 million for 1H2025, and the Company's view that this does not change the risk profile of the Group as the shipping industry is cyclical and the net loss for 1H2025 was largely due to a decline in global shipping rates which has since reversed.

4.7.3 Outlook of the Dry Bulk Segment of the Group

We noted that the Company had, in the 1H2025 results announcement, included a commentary on the significant trends and competitive conditions of the industry in which the Group operates and any known factors or events that may affect the Group for the next reporting period and the next 12 months. We have extracted the section relating to the shipping segment of the Group, reproduced in italics below:

"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,

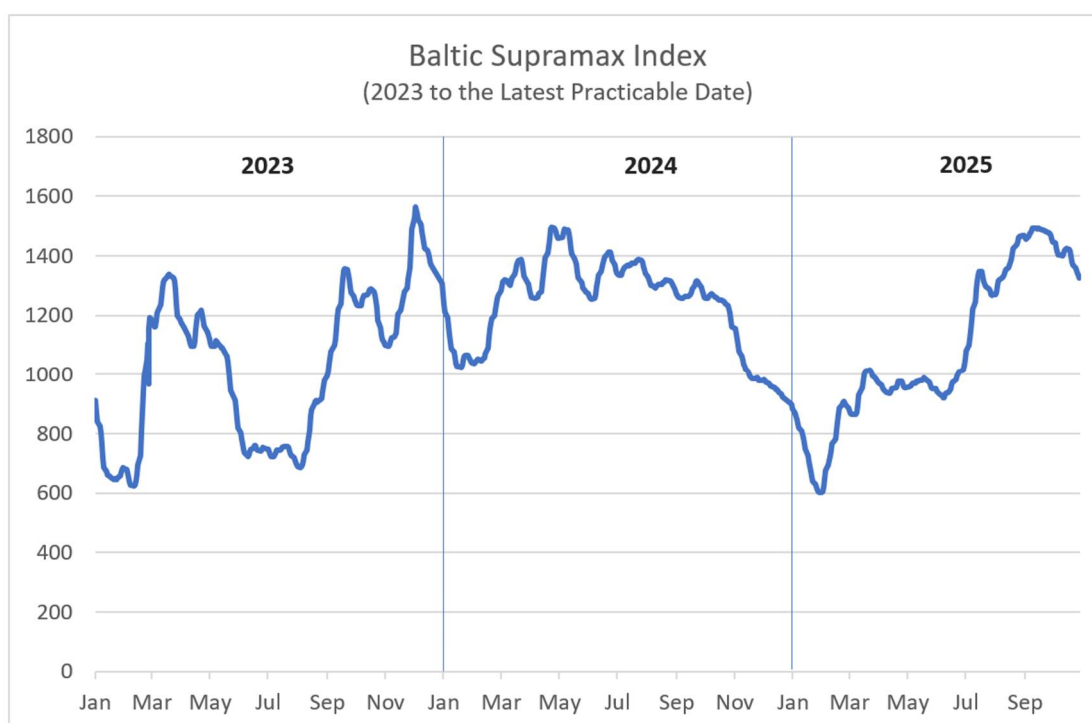
environmental regulations under IMO's Carbon Intensity Indicator ("CII"), Energy Efficiency Existing Ship Index ("EEXI") frameworks, European Union's EU-ETS, as well as FuelEU Maritime regulations are pressuring owners to invest in fleet upgrades and slow steaming, effectively tightening effective vessel 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."

4.7.4 Prospects of the Dry Bulk Market

We noted that the Baltic Supramax Index (BSI)⁶ had performed better in 2024 compared to 2023, with the average rate increasing from approximately 1,022 points in 2023 to an average of 1,241 points in 2024. The BSI then experienced a notable drop towards the end of 2024 and into the early months of 2025 due to post-holiday seasonal lull resulting in a decrease in cargo loadings and continued concerns about global economic growth. After this initial weakness, the BSI began to rebound to a high of 1,493 points in mid-September 2025, followed by a slight softening up to the Latest Practicable Date.



Source: Bloomberg

According to a report on dry bulk shipping market overview and outlook by the Baltic and International Maritime Council (BIMCO) in October 2025, the dry bulk supply/ demand balance

⁶ The Baltic Supramax Index (BSI) is a measure of the strength of spot freight earnings for Supramax dry bulk vessels. It is based on a standard 58,000 dwt bulk carrier and tracks average spot market time charter equivalent earnings across several representative routes.

will strengthen slightly in 2025 and gradually weaken in 2026 and 2027. Ship demand is forecasted to grow at 1.5-2.5% in 2026 and 1-2% in 2027 due to slowing cargo demand growth, falling coal shipments and stagnating iron ore shipments. On the other hand, ship supply is estimated to grow by 2.8% in 2026 and 2.7% in 2027, driven largely by stronger deliveries in the Panamax and Supramax segments. Consequently, BIMCO expects that freight rates may weaken. The outlook is also sensitive to geopolitical factors. BIMCO had assumed that ships will not fully return to the Red Sea through 2026 and 2026. A full return is estimated to be equivalent to a 2% decrease in ship demand. BIMCO expects that a weakening in market conditions could lead to lower second-hand prices which varies depending on the segment. In particular, the Panamax and Supramax segment may face higher pressure from higher deliveries amid limited cargo demand growth.

On the other hand, the Management highlights that the existing and upcoming environmental regulations, combined with the continuing geopolitical tensions in the Red Sea, will effectively mitigate actual 'ton-mile' ship supply. Consequently, the Management expects that hire rates will be sustained at healthy levels.

4.7.5 Abstention from Voting

As set out in paragraph 6 of the Circular, as at the Latest Practicable Date, Yamasa has a 30.0% shareholding interest in the Company and an 82.0% shareholding interest in Polaris. Polaris is therefore an associate of Yamasa and is accordingly an "interested person" of the Company within the meaning of the Listing Manual.

Yamasa will abstain and have undertaken to ensure that their respective associates (as defined in the Listing Manual) will abstain from voting on the resolution approving the Trident Star Proposed Acquisition (the "**Ordinary Resolution**"). Yamasa will also decline to accept appointment as proxy for any Shareholder to vote on the Ordinary Resolution at the EGM, unless that appointor Shareholder concerned has given specific instructions in his proxy form as to the manner in which his votes are to be cast in respect of the Ordinary Resolution. Save for the foregoing, the Company will disregard any votes cast at the EGM on the Ordinary Resolution by Yamasa and their respective associates.

Accordingly, the Trident Star Proposed Acquisition would proceed only if a majority of the independent Shareholders were to vote in favour of the Trident Star Proposed Acquisition.

5. OUR OPINION

In arriving at our opinion in respect of the Trident Star Proposed Acquisition as an interested person transaction, we have considered, *inter alia*, the following factors summarised below which we considered to be pertinent in our assessment:

- (a) valuation of the Trident Star Vessel, as set out in paragraph 4.1 of this letter;
- (b) comparable vessel acquisition or disposal transactions, as set out in paragraph 4.2 of this letter;
- (c) Initial purchase prices of comparable newbuild, as set out in paragraph 4.3 of this letter;
- (d) financial effects of the Trident Star Proposed Acquisition, as set out in paragraph 4.4 of this letter;
- (e) rationale for and benefits of the Trident Star Proposed Acquisition, as set out in paragraph 4.5 of this letter;
- (f) basis of the Trident Star MOA, as set out in paragraph 4.6 of this letter; and
- (g) other relevant considerations as follows:

- (i) payment terms of the Trident Star Vessel, as set out in paragraph 4.7.1 of this letter;
- (ii) charter revenue from the Trident Star Vessel, as set out in paragraph 4.7.2 of this letter;
- (iii) outlook of dry bulk segment of the Group, as set out in paragraph 4.7.3 of this letter;
- (iv) prospects of the dry bulk market, as set out in paragraph 4.7.4 of this letter; and
- (v) abstention from voting, as set out in paragraph 4.7.5 of this letter.

Having carefully considered the information above and subject to the assumptions and qualifications set out in this letter, we are of the opinion that, on balance, the Trident Star Proposed Acquisition is on normal commercial terms and is not prejudicial to the interests of the Company and its minority Shareholders. Accordingly, we advise the Directors to recommend the Shareholders to vote in favour of the Trident Star Proposed Acquisition.

Our opinion as disclosed in this letter is based on the market, economic, industry, monetary and other applicable conditions prevailing on, and the information made available to us as at the Latest Practicable Date.

This letter has been prepared pursuant to Rule 921(4)(a) of Chapter 9 of the Listing Manual of the SGX-ST for inclusion in the Circular as well as for the use of the Directors in connection with and for the purposes of their consideration of the Trident Star Proposed Acquisition. The recommendation to be made by the Directors to the independent Shareholders shall remain their responsibility.

Whilst a copy of this letter may be reproduced in the Circular, neither the Company nor the Directors may reproduce, disseminate or quote this letter (or any part thereof) for any other purposes at any time and in any manner without the prior written consent of SAC Capital in each specific case, except for the forthcoming EGM and for the purposes of any matter relating to the Trident Star Proposed Acquisition.

Our opinion is governed by, and construed in accordance with, the laws of Singapore. Our opinion is strictly limited to the matters stated herein and do not apply by implication to any other matter.

Yours faithfully
For and on behalf of
SAC CAPITAL PRIVATE LIMITED

Bernard Lim
Executive Director

Gan Feei Wen
Manager

Appendix B

**EXENO YAMAMIZU CORPORATION**

6F ONEST KANDA SQUARE

17 KANDA KONYACHO, CHIYODA-KU

TOKYO 101-0035, JAPAN

PHONE: +81 (0)3 6369 8027 FAX: +81 (0)3 6369 8044

8th July, 2025Messrs. Uni-Asia Group Limited

Certificate of Valuation
of M.V. "TRIDENT STAR"
("the Vessel")

After careful consideration we are of the opinion that the Vessel's value as of 8th July, 2025 on the basis of prompt charter free "AS IS"/"WHERE IS" delivery to a willing buyer from a willing seller is :

USD 18,250,000. - ~ USD 20,250,000. -

(USD Eighteen Million Two Hundred Fifty Thousand ~

USD Twenty Million Two Hundred Fifty Thousand)

Specification of the Vessel

The evaluation is based on the description found below :

Name	: "TRIDENT STAR"
IMO No.	: 9707637
Type	: Bulk Carrier
Flag	: Hong Kong, China
Classification	: NK
Year of built	: October 2015
Builder	: TSUNEISHI HEAVY INDUSTRIES (CEBU), INC.
Gross Ton	: 32,370 tons
Deadweight	: about 57,836 tons (summer)
Main Engine	: MAN-B&W 6S50ME-C MCR 8,200 KW (11,149 hp) x 108 RPM
Gear	: 4 Cranes of 30 tons

Premise

Fixtures of similar type/size/age of the Vessels are as follows :

"Hakata Queen" Blt 2016 60k dwt Mitsui USD 23.0 million with scrubber fitted (reported 4th July)

"IVS Swinley Forest" Blt 2017 60k dwt Sanoyas USD 23.2 million (reported 4th July)

Baltic Sale and Purchase Assessment

Supramax size (58,328 dwt), 10 years old USD 19.059 million (reported 4th July)

End of valuation

Ryo Takahashi
Deputy General Manager
Sale and Purchase Dept.

== Disclaimer notice ==

The evaluation is based on the description found as per above.

On the assumption that the vessels are in good order and in a condition in hull and machinery which is to be expected of vessels of their ages, sizes and types, we are of the opinion – based on the available information and without sighting the vessels or their classification records – that the present market value of these vessels, as equipped, are approximately as stated above, cash on delivery with the vessels free from charter commitments. Our price assessment is furthermore based on a "willing seller and willing buyer" scenario. The vessels have been valued on an individual basis. If all or some of the vessels were placed in the market at the same time, the total achieved may not amount to the sum of the individual values. The figures mentioned above reflect our opinion of the market value of the above vessel on the date of this evaluation. No assurance can be given that such valuations can be sustained or are realizable in actual transactions. We believe that the above valuation and particulars are reasonably accurate, but all statements made above are statements of opinion and are not to be taken as representations of fact. Anybody contemplating entering a transaction should satisfy himself by inspection or otherwise as to the correctness of the statements and assumptions made in this valuation. This valuation has been provided to seek shareholders' approval by Uni-Asia Group Limited for the purpose of proposed acquisition of M/V TRIDENT STAR.

Appendix C



UNI-ASIA GROUP LIMITED

(Company Registration No. 201701284Z)
(Incorporated in the Republic of Singapore)

NOTICE OF EXTRAORDINARY GENERAL MEETING

NOTICE IS HEREBY GIVEN that an extraordinary general meeting (“EGM”) of Uni-Asia Group Limited (the “Company”) will be held at Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709 on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time) for the purpose of considering, and if thought fit, passing, with or without modification, the following Ordinary Resolution:

ORDINARY RESOLUTION – THE PROPOSED ACQUISITION OF M/V TRIDENT STAR FROM POLARIS BULKSHIP S.A.

That authority be and is hereby given:

- (A) for Diamond Bulkship S.A., a special purpose vehicle in which the Company holds a 65.1 per centum (65.1%) shareholding interest, to acquire the vessel M/V Trident Star from Polaris Bulkship S.A. for a total consideration of US\$18.40 million (the “**Trident Star Proposed Acquisition**”), pursuant to the conditional memorandum of agreement entered into between Diamond Bulkship S.A. as the purchaser and Polaris Bulkship S.A. as the seller, on 7 November 2025 (the “**Trident Star MOA**”);
- (B) that the Directors or any one of them be and is authorised to complete and do all such acts and things as they or he may consider necessary, desirable or expedient or in the interests of the Company (including executing any document or procuring third-party consents as may be required under or pursuant to the Trident Star Proposed Acquisition or the Trident Star MOA) to give effect to this Ordinary Resolution as the Directors or any one of them may deem fit; and
- (C) that to the extent that any action in connection with the Trident Star Proposed Acquisition has been performed or otherwise undertaken (whether partially or otherwise), they be and are hereby approved, ratified and confirmed.

BY ORDER OF THE BOARD

Joanna Lim Lan Sim
Company Secretary
7 November 2025

Explanatory Notes:

The Ordinary Resolution is to approve the interested person transaction involving the acquisition of the vessel M/V Trident Star from Polaris Bulkship S.A. for a total consideration of US\$18.40 million. Please refer to the Circular dated 7 November 2025 for more details.

Notes:

Format of Meeting

1. The EGM will be held, in a wholly physical format, at Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709 on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time). Shareholders, including Central Provident Fund ("CPF") and Supplementary Retirement Scheme ("SRS") investors, and (where applicable) duly appointed proxies and representatives will be able to ask questions and vote at the EGM by attending the EGM in person. **There will be no option for Shareholders to participate virtually. Please note that the Company will not be serving food or snacks and there will be no distribution of vouchers or door gifts at the upcoming EGM.**

Printed copies of this Notice of EGM and the accompanying Proxy Form and the Request Form will be sent by post to Shareholders at their registered address appearing in the Company's Register of Members or (as the case may be) the Depository Register. These documents will also be made available on the Company's website at the URL <https://uniasia.listedcompany.com/home.html> and on the SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements>.

2. The resolution to be put to the vote of members at the EGM (and at any adjournment thereof) will be voted on by way of a poll.
3. Please bring along your NRIC/passport so as to enable the Company to verify your identity. Shareholders are requested to arrive early to facilitate the registration process and are advised not to attend the EGM if they are feeling unwell.

Appointment and Voting by Proxy(ies)

4. A member of the Company entitled to attend and vote at the EGM is entitled to appoint a proxy to attend and vote on his/her/its behalf.
5.
 - (a) A member who is not a relevant intermediary is entitled to appoint not more than two proxies to attend, speak and vote on his/her/its behalf at the EGM if such member wishes to exercise his/her/its voting rights at the EGM. Where such member's instrument appointing a proxy appoints more than one proxy, the proportion of the shareholding concerned to be represented by each proxy shall be specified in the instrument.
 - (b) A member who is a relevant intermediary is entitled to appoint more than two proxies to attend, speak and vote on his/her/its behalf at the EGM, but each proxy must be appointed to exercise the rights attached to a different share or shares held by such member. Where such member's instrument appointing a proxy or proxies appoints more than two proxies, the number of shares in relation to which each proxy has been appointed shall be specified in the instrument.

"Relevant intermediary" has the meaning ascribed to it in Section 181(6) of the Companies Act 1967 of Singapore ("Companies Act").

6. A proxy need not be a member of the Company. A member may choose to appoint the Chairman of the EGM as his/her/its proxy, but this is not mandatory. The Chairman will not exercise his casting vote.
7. The proxy must bring along his/her NRIC/passport so as to enable the Company to verify his/her identity.
8. In relation to the appointment of proxy(ies) to attend, speak and vote on his/her/its behalf at the EGM, a member (whether individual or corporate) appointing his/her/its proxy(ies) should give specific instructions as to his/her/its manner of voting, or abstentions from voting, in respect of a resolution in the instrument of proxy. If no specific instructions as to voting are given, or in the event of any other matter arising at the EGM and at any adjournment thereof, the proxy(ies) will vote or abstain from voting at his/her/their discretion.
9. A corporation which is a member may authorise by resolution of its directors or other governing body such person as it thinks fit to act as its representative at the meeting, in accordance with Section 179 of the Companies Act.
10. The instrument appointing a proxy or proxies must be signed by the appointor or of his/her/its attorney. Where the instrument appointing a proxy or proxies is executed by a corporation, it must be executed under its common seal or signed on its behalf by an attorney or a duly authorised officer.
11. Where an instrument appointing a proxy or proxies is signed on behalf of the appointor by an attorney, the letter or power of attorney (or other authority) or a duly certified copy thereof must (failing previous registration with the Company) be lodged with the instrument of proxy, failing which the instrument may be treated as invalid.
12. Completion and return of the instrument appointing a proxy(ies) by a member will not prevent him/her/it from attending, speaking and voting at the EGM if he/she/it so wishes. The appointment of the proxy(ies) for the EGM will be deemed to be revoked if such member attends the EGM in person and in such event, the Company reserves the right to refuse to admit any person(s) appointed under the relevant instrument appointing the proxy(ies) to the EGM.
13. The instrument appointing a proxy or proxies, together with the power of attorney (or other authority) under which it is signed or a duly certified copy thereof (if applicable), must be:
 - (a) if sent personally or by post, be lodged at the office of the Share Registrar, Tricor Barbinder Share Registration Services, at 9 Raffles Place, #26-01 Republic Plaza Tower 1, Singapore 048619; or
 - (b) if submitted by email, be received by the Share Registrar at sg.is.proxy@vistra.com.

in either case, by 2.30 p.m. (Singapore time) on 24 November 2025 being not less than seventy-two (72) hours before the time appointed for holding the EGM and in default the instrument of proxy shall not be treated as valid. Members of the Company are strongly encouraged to submit completed Proxy Forms electronically via email.

14. Investors who buy shares using CPF monies and/or SRS monies (such investors, "**CPF and SRS investors**") (as may be applicable):
 - (a) may vote at the EGM if they are appointed as proxies by their respective CPF Agent Banks or SRS Operators, and should contact their respective CPF Agent Banks or SRS Operators if they have any queries regarding their appointment as proxies; or
 - (b) may appoint the Chairman of the EGM as proxy to vote on their behalf at the EGM, in which case they should contact their respective CPF Agent Banks or SRS Operators to submit their votes by 5.00 p.m. on 18 November 2025.
15. Investors who hold shares through relevant intermediaries (other than CPF and SRS investors) who wish to attend, speak and vote at the EGM should approach their relevant intermediaries as soon as possible to specify their voting instructions or make necessary arrangement to be appointed as proxy.
16. The Company shall be entitled to reject the instrument appointing a proxy or proxies if it is incomplete, improperly completed or illegible or where the true intentions of the appointor are not ascertainable from the instructions of the appointor specified in the instrument appointing a proxy or proxies. In addition, in the case of a member whose shares are entered against his/her/its name in the Depository Register, the Company may reject any instrument appointing a proxy or proxies lodged if such member, being the appointor, is not shown to have shares entered against his/her/its name in the Depository Register as at seventy-two (72) hours before the time appointed for holding of the EGM, as certified by The Central Depository (Pte) Limited to the Company.

Access to Documents or Information relating to the EGM

17. The Circular has been published and may be assessed at the Company's website at the URL <https://uniasia.listedcompany.com/home.html> and on the SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements>.

Members may request for a printed copy of the Circular by completing and returning the Request Form to the Company by 20 November 2025 through any of the following means:

- (a) by email to uni-asiaEGM@septusasia.com; or
- (b) in hard copy by depositing the same at the office of the Company, Uni-Asia Group Limited, at 30 Cecil Street #10-06/07, Prudential Tower, Singapore 049712.

Submission of Questions in advance of EGM

18. Shareholders who wish to ask questions in advance of the EGM related to the resolution to be tabled for approval at the EGM, must submit their questions by 5.00 p.m. (Singapore time) on 18 November 2025 via email to the website: <https://septusasia.com/uni-asia-egmqns/>. When sending in your questions, provide your full name, address, contact details and the manner in which you hold shares in the Company (e.g. via CDP, CPF or SRS) for verification purposes, failing which the submission will be treated as invalid.

The Company shall only address substantial and relevant questions (as may be determined by the Company in its sole discretion) received in advance of the EGM by publishing the responses to such questions on the Company's website and on SGX-ST's website on 22 November 2025.

The Company endeavours to address (i) subsequent clarifications sought (ii) follow-up questions or (iii) subsequent substantial and relevant questions which are received after its responses referred to the above, at the EGM itself. Where substantial similar questions are received, the Company will consolidate such questions and consequently not all questions may be individually addressed.

The Company will publish the minutes of the EGM on the SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements> and the Company's website at the URL <https://uniasia.listedcompany.com/home.html> within one (1) month after the date of the EGM.

Personal data privacy:

By submitting an instrument appointing a proxy(ies) and/or representative(s) to attend, speak and vote at the EGM and/or any adjournment thereof and/or submitting any question to the Company in advance of the EGM in accordance with this notice, a member of the Company (a) consents to the collection, use and disclosure of the member's personal data by the Company (or its agents or service providers) for the purpose of the processing, administration and analysis by the Company (or its agents or service providers) of proxies and representatives appointed for the EGM (including any adjournment thereof) and the preparation and compilation of the attendance lists, proxy lists, minutes and other documents relating to the EGM (including any adjournment thereof), and in order for the Company (or its agents or service providers) to comply with any applicable laws, listing rules, take-over rules, regulations and/or guidelines (collectively, the "**Purposes**"), (b) warrants that where the member discloses the personal data of the member's proxy(ies) and/or representative(s) to the Company (or its agents or service providers), the member has obtained the prior consent of such proxy(ies) and/or representative(s) for the collection, use and disclosure by the Company (or its agents or service providers) of the personal data of such proxy(ies) and/or representative(s) for the Purposes, and (c) agrees that the member will indemnify the Company in respect of any penalties, liabilities, claims, demands, losses and damages as a result of the member's breach of warranty.



UNI-ASIA GROUP LIMITED

(Company Registration No. 201701284Z)
(Incorporated in the Republic of Singapore)

EXTRAORDINARY GENERAL MEETING PROXY FORM

(Please see notes overleaf before completing this Proxy Form)

IMPORTANT:

- The EGM will be held, in a wholly physical format, at Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709 on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time). **There will be no option for Shareholders to participate virtually.** In addition to printed copies of the Notice of EGM and this Proxy Form that will be sent by post to shareholders of the Company ("Shareholders"), Shareholder can also access the Notice of EGM and this Proxy Form on the Company's website at the URL <http://uniasia.listedcompany.com/home.html> and SGX-ST's website at the URL <https://www.sgx.com/securities/company-announcements>.
- Arrangements relating to attendance at the EGM by Shareholders (including CPF and SRS investors), submission of questions to the Company in advance of the EGM, addressing of substantial and relevant questions in advance of the EGM, and voting at the EGM by Shareholders (including CPF and SRS investors) or, where applicable, their duly appointed proxies and representatives, are set out in the Notice of EGM.
- This Proxy Form is not valid for use by investors holding Shares through relevant intermediaries ("Investors") (including CPF and SRS investors) and shall be ineffective for all intents and purposes if used or purposed to be used by them. Such Investors (including CPF and SRS investors) should refer instead to the instructions set out in the Notice of EGM. An Investor (other than a CPF or SRS investor) who wishes to vote should instead approach his relevant intermediary as soon as possible, and by no later than 5.00 p.m. on 18 November 2025 to make the necessary arrangements. CPF and SRS investors who wish to appoint the Chairman of the EGM as proxy should approach their respective CPF Agent Banks or SRS Operators to submit their votes by 5.00 p.m. on 18 November 2025.
- By submitting an instrument appointing proxy(ies) and/or representative(s), the member accepts and agrees to the personal data privacy terms set out in the Notice of EGM dated 7 November 2025.
- Please read the notes overleaf which contain instructions on, inter alia, the appointment of a proxy(ies).

*I/We _____ (Name) _____ (*NRIC/Passport/Company Registration No.)

of _____ (Address)

being *a member/members of Uni-Asia Group Limited (the "**Company**"), hereby appoint:

Name	Address	NRIC/Passport No.	Proportion of Shareholding (%)

*and/or (delete as appropriate)

--	--	--

or failing him/her or both of them, the Chairman of the extraordinary general meeting (the "**EGM**" or the "**Meeting**"), as *my/our *proxy/proxies, to attend, speak and vote for *me/us on *my/our behalf, at the EGM to be held at Level 4, Training Room 4-3, 60 Cecil Street, ISCA House, Singapore 049709 on Thursday, 27 November 2025 at 2.30 p.m. (Singapore time) and at any adjournment thereof.

*I/We direct *my/our *proxy/proxies to vote for or against or to abstain from voting on the resolution to be proposed at the EGM as indicated hereunder. If no specific directions as to voting or abstention is given or in the event of any other matters arising at the EGM and at any adjournment thereof, the *proxy/proxies may vote or abstain from voting at *his/her/their discretion.

Ordinary Resolution	For	Against	Abstain
To approve the proposed acquisition of M/V Trident Star from Polaris Bulkship S.A.			

Voting will be conducted by poll. If you wish your proxy/proxies to vote all your shares "For" or "Against" the resolution, to be proposed at the EGM, please indicate with an "X" or a "✓" in the "For" or "Against" box provided in respect of that resolution. Alternatively, please insert the relevant number of shares "For" or "Against" in the "For" or "Against" box provided in respect of that resolution. If you wish your proxy/proxies to abstain from voting on that resolution, please indicate with an "X" or a "✓" in the "Abstain" box provided in respect of that resolution. Alternatively, please insert the relevant number of shares in the "Abstain" box provided in respect of that resolution. In any other case, the proxy/proxies may vote or abstain as the proxy/proxies deem(s) fit on that resolution if no voting instruction is specified, and on any other matter arising at the EGM and at any adjournment thereof.

Dated this _____ day of _____ 2025

Total Number of Shares Held

Signature(s) of Member(s)/Common Seal of Corporate Shareholder

* Delete as appropriate

IMPORTANT: Please read notes overleaf



Notes:

1. Please insert total number of shares held by you. If you have shares entered against your name in the Depository Register (maintained by The Central Depository (Pte) Limited), you should insert that number of shares. If you have shares registered in your name in the Register of Members (maintained by or on behalf of the Company), you should insert that number of shares. If you have shares entered against your name in the Depository Register and shares registered in your name in the Register of Members, you should insert the aggregate number of shares. If no number is inserted, this instrument appointing a proxy or proxies will be deemed to relate to all the shares held by you.
2. In relation to the appointment of proxy(ies) to attend, speak and vote on his/her/its behalf at the EGM, a member (whether individual or corporate) appointing his/her/its proxy(ies) should give specific instructions as to his/her/its manner of voting, or abstentions from voting, in respect of a resolution in the instrument of proxy. If no specific instructions as to voting are given, or in the event of any other matter arising at the EGM and at any adjournment thereof, the proxy(ies) will vote or abstain from voting at his/her/their discretion.
3. A member of the Company entitled to attend and vote at the EGM is entitled to appoint a proxy to attend and vote on his/her/its behalf.
4. (a) A member who is not a relevant intermediary is entitled to appoint not more than two proxies to attend, speak and vote on his/her/its behalf at the EGM if such member wishes to exercise his/her/its voting rights at the EGM. Where such member's instrument appointing a proxy appoints more than one proxy, the proportion of the shareholding concerned to be represented by each proxy shall be specified in the instrument.
(b) A member who is a relevant intermediary is entitled to appoint more than two proxies to attend, speak and vote on his/her/its behalf at the EGM, but each proxy must be appointed to exercise the rights attached to a different share or shares held by such member. Where such member's instrument appointing a proxy or proxies appoints more than two proxies, the number of shares in relation to which each proxy has been appointed shall be specified in the instrument.
"Relevant intermediary" has the meaning ascribed to it in Section 181(6) of the Companies Act 1967 of Singapore (the "**Companies Act**").
5. A proxy need not be a member of the Company. A member may choose to appoint the Chairman of the EGM as his/her/its proxy, but this is not mandatory. The Chairman will not exercise his casting vote.
6. The proxy must bring along his/her NRIC/passport so as to enable the Company to verify his/her identity.
7. A corporation which is a member may authorise by resolution of its directors or other governing body such person as it thinks fit to act as its representative at the meeting, in accordance with Section 179 of the Companies Act.
8. The instrument appointing a proxy or proxies must be signed by the appointor or of his/her/its attorney. Where the instrument appointing a proxy or proxies is executed by a corporation, it must be executed under its common seal or signed on its behalf by its attorney or a duly authorised officer.
9. Where an instrument appointing a proxy or proxies is signed on behalf of the appointor by an attorney, the letter or power of attorney (or other authority) or a duly certified copy thereof must (failing previous registration with the Company) be lodged with the instrument of proxy, failing which the instrument may be treated as invalid.

Fold along this line

Affix
Postage
Stamp

UNI-ASIA GROUP LIMITED

c/o Tricor Barbinder Share Registration Services
9 Raffles Place, #26-01,
Republic Plaza Tower 1,
Singapore 048619

Fold along this line

10. Completion and return of the instrument appointing a proxy(ies) by a member will not prevent him/her/it from attending, speaking and voting at the EGM if he/she/it so wishes. The appointment of the proxy(ies) for the EGM will be deemed to be revoked if such member attends the EGM in person and in such event, the Company reserves the right to refuse to admit any person(s) appointed under the relevant instrument appointing the proxy(ies) to the EGM.
11. The instrument appointing a proxy or proxies, together with the power of attorney (or other authority) under which it is signed or a duly certified copy thereof (if applicable), must be:
(a) if sent personally or by post, be lodged at the office of the Share Registrar, Tricor Barbinder Share Registration Services, at 9 Raffles Place, #26-01 Republic Plaza Tower 1, Singapore 048619; or
(b) if submitted by email, be received by the Share Registrar at sg.is.proxy@vistra.com.
in either case, by 2.30 p.m. (Singapore time) on 24 November 2025 being not less than seventy-two (72) hours before the time appointed for holding the EGM and in default the instrument of proxy shall not be treated as valid. A member who wishes to submit an instrument of proxy must complete and sign the proxy form, before scanning and sending it by email to the email address provided above, or submitting it by post to the address provided above. **Members of the Company are strongly encouraged to submit completed Proxy Forms electronically via email.**
12. Investors who buy shares using CPF monies and/or SRS monies (such investors, "**CPF and SRS investors**") (as may be applicable):
(a) may vote at the EGM if they are appointed as proxies by their respective CPF Agent Banks or SRS Operators, and should contact their respective CPF Agent Banks or SRS Operators if they have any queries regarding their appointment as proxies; or
(b) may appoint the Chairman of the EGM as proxy to vote on their behalf at the EGM, in which case they should contact their respective CPF Agent Banks or SRS Operators to submit their votes by 5.00 p.m. on 18 November 2025.
13. Investors who hold shares through relevant intermediaries (other than CPF and SRS investors) who wish to attend, speak and vote at the EGM should approach their relevant intermediaries as soon as possible to specify their voting instructions or make necessary arrangement to be appointed as proxy.
14. The Company shall be entitled to reject the instrument appointing a proxy or proxies if it is incomplete, improperly completed or illegible or where the true intentions of the appointor are not ascertainable from the instructions of the appointor specified in the instrument appointing a proxy or proxies. In addition, in the case of a member whose shares are entered against his/her/its name in the Depository Register, the Company may reject any instrument appointing a proxy or proxies lodged if such member, being the appointor, is not shown to have shares entered against his/her/its name in the Depository Register as at seventy-two (72) hours before the time appointed for holding of the EGM, as certified by The Central Depository (Pte) Limited to the Company.

Personal Data Privacy: By submitting a proxy form appointing proxy(ies) and/or representative(s), the member accepts and agrees to the personal data privacy terms set out in the Notice of EGM dated 7 November 2025.