UNI-ASIA GROUP LIMITED
Company Registration No: 201701284Z
Incorporated in the Republic of Singapore

PRESS RELEASE -- FOR IMMEDIATE RELEASE

Net Profit After Tax of US$0.8 Million Achieved Amid Fleet Renewal and Operational Challenges

- **Investment returns supported profitability despite lower charter income during fleet renewal**
- **Final dividend of 1.0 Singapore cent per share proposed**

SINGAPORE, 26 February 2026 – Uni-Asia Group Ltd. (SGX: CHJ) ("Uni-Asia Group" or the "**Company**", and together with its subsidiaries, the "**Group**"), an investment management group specialising in alternative assets, including shipping and real estate in Japan, has announced its financial results for the full year ended 31 December 2025 ("**FY2025**").

Financial Performance Review

US$'000 (except earnings per share)	FY2025	FY2024	% Change
Total Income	49,875	23,959	108%
Total Operating Expenses	(44,323)	(47,975)	(8%)
Operating Profit/(Loss)	5,552	(24,016)	N/M
Net Profit/(Loss) After Tax	768	(28,246)	N/M
Net Profit/(Loss) to Owners of the Parent	920	(28,301)	N/M
Basic and Diluted Earnings/(Loss) Per Share (US cents)	1.17	(36.01)	N/M

For FY2025, the Group recorded a net profit after tax of US$0.8 million, compared to a net loss of US$28.2 million in FY2024 despite the *MV Glengyle* being off-hire since April 2025. The improvement in performance was primarily driven by the absence of significant non-cash fair value losses recognised in the prior year and positive investment returns during FY2025.

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Total income increased year-on-year to US$49.9 million from US$24.0 million, supported mainly by investment returns of US$5.9 million, comprising realised gains from ship joint investment projects and the sale of investment properties and small residential property investments. Property rental income and fee-based income from asset management and administration fee continued to provide recurring contributions to total income.

Charter income declined year-on-year, reflecting the Group's fleet renewal programme, dry dockings off-hire, and extended off-hire following the collision involving *MV Glengyle* in April 2025. During FY2025, the Group acquired four vessels and disposed of all its remaining 29k DWT vessels, completing its exit from the smaller Handysize segment. This transition resulted in fewer operating days during the year but represents a strategic shift towards a younger and larger-tonnage fleet profile.

Total operating expenses decreased 8% to US$44.3 million compared to US$48.0 million in FY2024, mainly due to lower costs of properties under development sold as two smaller projects were sold in FY2025 compared to three larger projects in FY2024. As a result, the Group recorded an operating profit of US$5.6 million in FY2025, compared to an operating loss in the prior year.

Financial Position and Capital Management

As at 31 December 2025, the Group maintained a prudent financial position, underpinned by tangible asset holdings in shipping and Japan property. Total assets increased year-on-year, driven mainly by vessel acquisitions under the fleet renewal strategy and capital deployed into Japan property projects.

Cash and bank balances decreased during FY2025, primarily due to capital expenditure on vessel acquisitions and investments in Japan property projects. These investments were funded through a combination of the Group's own cash, new borrowings and equity contributions from non-controlling co-investment partners, reflecting the Group's asset-backed financing approach and capital-efficient co-investment model.

Total borrowings increased in line with investment activity, resulting in a higher gearing level compared to FY2024. However, gearing remains at a manageable level, supported by the Group's underlying asset base and cash flow profile. The Group continues to monitor liquidity, funding maturity profiles and interest rate exposure closely.

Dividend

The Board has proposed a final dividend of 1.0 Singapore cent per ordinary share for FY2025, subject to shareholders' approval at the forthcoming Annual General Meeting. Including the interim dividend paid in FY2025, total dividend for FY2025 amounts to 2.0 Singapore cents per ordinary share.

Business Outlook

Dry Bulk

The dry bulk market remained characterised by mixed conditions during FY2025. Demand for Handysize and Supramax vessels was supported by agricultural commodities, minor bulks and regional trades, while volatility persisted amid macroeconomic uncertainty and geopolitical developments. Net fleet growth remained moderate due to constrained shipyard capacity, elevated newbuilding prices and regulatory-driven operational adjustments.

The Group continued to execute its fleet renewal strategy through the disposal of older vessels and selective acquisition of younger, more efficient tonnage. *MV Glengyle* is expected to return to service by around April 2026, following completion of repairs, and to resume contributing to charter income and fleet utilisation. Over the next 12 months, the Group will continue to focus on operational execution, dry docking management and regulatory compliance.

Japan Property

The Japanese property market remained relatively resilient during FY2025, supported by structural demand for residential and specialised assets in major metropolitan areas. Competitive conditions remained challenging due to higher construction costs and labour constraints, while funding conditions continued to be monitored amid evolving monetary policy expectations.

The Group continued to develop its Japan property platform, encompassing ALERO residential projects and the expansion of Private Finance Initiative ("PFI") investments, which provide longer-dated, recurring income under government-backed concession structures. Over the next reporting period, the Group will continue to manage its Japan property activities on a disciplined and selective basis, with a focus on execution, capital efficiency and risk management.

Cyber Security

During FY2025, the Group experienced a cyber security incident which did not have a material impact on its financial position or operations. The Group has since engaged external advisers to review its systems and provide recommendations on enhancements to its cyber security framework, and is in the process of evaluating and implementing appropriate measures to strengthen IT governance and operational resilience.

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

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

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

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

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

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

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