Pacific Basin

DELIVERING MORE FROM EVERY VOYAGE

INTERIM REPORT 2026

STOCK CODE: 2343

#WithYouForTheLongHaul

Our Business

Who We Are

We own and operate dry bulk cargo vessels, and our business is customer and cargo focused, annually providing over 600 industrial buyers, traders and producers of dry bulk commodities with a safe, reliable and competitive freight service under spot and long-term cargo contracts. We are listed in Hong Kong and operate globally, with local offices in key locations around the world and a large fleet of ships trading worldwide to serve our international cargo customers

p.4 Our Business

About Our Fleet

We operate one of the world's largest fleets of modern Handysize and Supramax vessels. Our geared (craned) bulk carriers are highly versatile self-loading and self-discharging vessels, and are laden over 90% of the time with cargoes comprising mainly non-fossil fuel commodities. This minor bulk segment offers benefits of diversification in terms of geography, customers and cargoes, enabling triangular trading for enhanced utilisation, TCE earnings and carbon efficiency

Thank you to our several Pacific Basin colleagues from across our owned fleet and office network who produced most of the photos in this report

This photo is a view of m/v Indigo Lake manoeuvring in the port of Rio de Janeiro, Brazil

Front cover photos show our colleagues at work, m/v Seal Island sailing towards the Golden Gate Bridge in San Francisco, USA, and a vessel loading DDGS (Distillers Dried Grains) in the port of Imbituba, Brazil

Back cover photo shows m/v Penguin Island and m/v Soko Island discharging and loading cargoes in the port of Antofagasta, Chile

416 Shore staff | **13** Offices worldwide

4,100+ Crew | **254** Vessels

1H 2026
~1,000 Voyages | **~450** Cargo customers

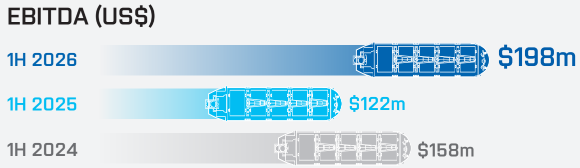
Contents

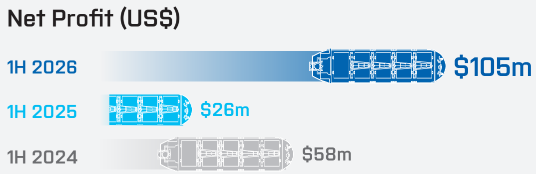
Key to navigation symbols

- Linkage to related details within the Interim Report
- Linkage to related details on our website www.pacificbasin.com
- ESG Reference to related details in our Sustainability Report 2025
- KPI High-level KPIs (Key Performance Indicators)

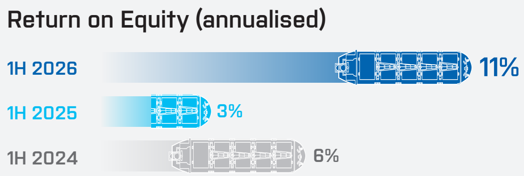
Business Highlights

US$105 million
Net Profit

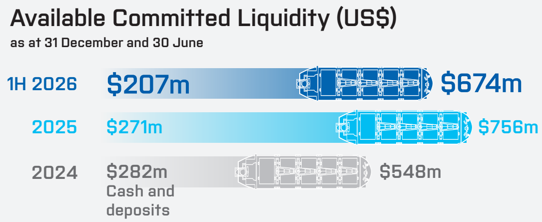




US$157 million
Net Cash Position



15.5 HK Cents
Interim Dividend
Declared Per Share



Outperforming in Stronger Market Conditions

- Pacific Basin delivered a robust financial performance amid heightened geopolitical disruption, with earnings strengthening progressively through the first half of 2026 and our vessels significantly outperforming their respective market indices
- In the first half of 2026, we generated an underlying profit of US$94.9 million, a net profit of US$105.0 million and EBITDA of US$197.8 million, equating to an annualised return on equity of 11% with basic EPS of HK16.1 cents
- We maintain a strong cash position with net cash of US$157.2 million and available committed liquidity of US$673.6 million
- We repurchased about 9.5 million shares in the first half of 2026 for approximately US$3.5 million under our share buyback programme of up to US$40 million for 2026, and will continue to assess further buyback opportunities
- The Board has declared an interim dividend of HK15.5 cents per share, which represents approximately 100% of our net profit for the period, excluding vessel disposal gains

Business Performance

- In the first half of 2026, our core business generated Handysize and Supramax daily time-charter equivalent (TCE) earnings of US$14,150 and US$16,550 respectively, and a total contribution of US$123.7 million before overheads
- We outperformed the Handysize (BHSI 38k dwt tonnage adjusted) and Supramax (BSI 58k dwt) indices by US$1,950 per day and US$2,370 per day respectively, demonstrating the value of our integrated platform and extending our long record of outperforming freight market benchmarks
- Our operating activity achieved a daily margin of US$1,060 over 12,650 operating days, generating a contribution of US$13.4 million before overheads
- Our cash break-even remained below US$6,800 per day – over 40% below average market index rates in the first half – and our costs remain well controlled and competitive in our sector
- As at 30 June 2026, the estimated market value of our owned fleet was about US$2,070.6 million, which was significantly above its net book value of US$1,557.0 million

Our Fleet

- As at 30 June 2026, we owned 106 Handysize, Supramax and Ultramax vessels and we had around 254 owned and chartered vessels on the water overall
- In the year to date, we completed the sale of one 22-year old Supramax vessel and committed to sell another with completion in August 2026
- We continued to expand and modernise our core fleet with the delivery of a previously chartered Ultramax vessel, the exercise of purchase options on two Handysize vessels, and the addition of a long-term chartered Ultramax newbuilding with charter-extension and purchase options
- We adjusted and expanded our newbuilding programme by replacing four dual-fuel Ultramax orders with four fuel-efficient conventional-fuel Ultramax and securing an option for two dual-fuel vessels, reducing near-term capital expenditure while preserving fleet efficiency and fuel flexibility; and we ordered two additional Handysize newbuildings

Market Outlook and Emerging Dynamics

- Clarksons Research forecast data points to dry bulk supply growth outpacing demand for the full year, although ongoing geopolitical disruptions and trade inefficiencies are expected to support tonne-miles, vessel utilisation and freight rates
- We expect volatility to persist, with geopolitical, macroeconomic, regulatory and weather-related developments creating both risks and opportunities
- We remain confident in the long-term outlook for geared minor bulk segments, supported by urbanisation, infrastructure development, the energy transition and growing food demand
- Minor bulk fundamentals are expected to become more balanced over time, as the ageing global fleet and constrained newbuilding supply support disciplined fleet growth and attractive opportunities for well-capitalised owners

Financial Highlights

	30 June 2026 US$ Million	30 June 2025 US$ Million	31 December 2025 US$ Million
Results			
Revenue	**1,105.5**	1,018.7	2,081.0
Time-Charter Equivalent ("TCE") Earnings	**665.7**	556.5	1,188.4
EBITDA[1]	**197.8**	121.5	263.1
EBIT	**102.7**	27.0	72.3
Underlying profit KPI	**94.9**	21.9	59.2
Profit attributable to shareholders	**105.0**	25.6	58.2
Balance Sheet			
Total assets	**2,281.5**	2,330.9	2,278.4
Total cash and deposits	**206.5**	295.5	270.6
Available committed liquidity	**673.6**	549.9	756.1
Net cash	**157.2**	66.4	134.0
Shareholders' equity	**1,882.1**	1,796.6	1,825.0
Capital commitments	**297.7**	182.0	284.9
Cash Flows			
Operating	**143.5**	124.6	270.9
Investing	**(23.4)**	17.1	(43.3)
Financing	**(163.7)**	(119.9)	(248.0)
Net change in cash and cash equivalents	**(43.6)**	21.8	(20.4)
Per Share Data	**HK cents**	HK cents	HK cents
Basic EPS	**16.1**	3.9	8.9
Dividends KPI	**15.5**	1.6	7.6
Operating cash flows	**22.0**	19.1	41.4
Shareholders' equity	**285.7**	277.4	274.8
Share price at period end	**HK$2.70**	HK$2.02	HK$2.33
Market capitalisation at period end	**HK$13.9bn**	HK$10.3bn	HK$12.0bn
Ratios			
Net profit margin	**10%**	3%	3%
Return on average equity (annualised)	**11%**	3%	3%
Total shareholders' return	**18%**	26%	46%
Net cash to net book value of owned vessels KPI	**10%**	4%	8%
Net cash to shareholders' equity	**8%**	4%	7%
Interest coverage[2] KPI	**31.8x**	14.8x	16.0x

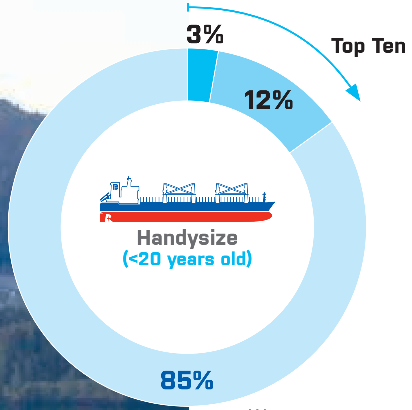
1 EBITDA (earnings before interest, tax, depreciation and amortisation) is gross profit less indirect general and administrative overheads, excluding: depreciation and amortisation; exchange differences; share-based compensation and unrealised derivative income and expenses

2 Interest coverage is calculated by dividing EBITDA by finance cost excluding interest on lease liabilities

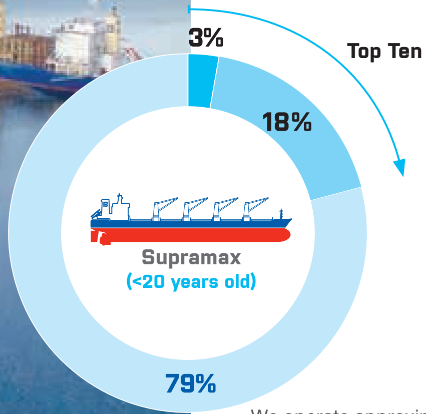
OUR BUSINESS

Team spirit aboard our m/v Baker River

OUR FLEET



We operate approximately 3% of the global 10,000-44,999 dwt Handysize fleet of less than 20 years old



We operate approximately 3% of the global 45,000-69,999 dwt Supramax fleet of less than 20 years old

Pacific Basin | Other Top Ten | Others

Source: Pacific Basin, Clarksons Research, Peer companies' websites

Our Handysize m/v Imabari Logger loading logs in Prince Rupert

Our geared bulk carriers are highly versatile self-loading and self-discharging vessels.

They transport mainly minor bulks including agricultural products, raw materials, construction materials and other essential bulk commodities

About 70% of our owned fleet is under 15 years old. Regardless of age, we maintain all our owned vessels to high standards of safety, efficiency and performance.

p.7 Our Cargo Volumes

As at 30 June 2026	Vessels in Operation Owned	Long-term Chartered	Short-term Chartered[1]	Total	Total Capacity (Million dwt) Owned	Average Age Owned
Handysize	58	9	48	115	2.0	13
Supramax/ Ultramax[2]	48	4	86	138	2.9	13
Capesize[3]	1	–	–	1	0.1	15
Total	107[4]	13[5]	134	254	5.0	13

As at 30 June 2026	Number of Vessels	Estimated Market Value[6] (US$ Million)	Total Net Book Value (US$ Million)
Handysize	58	952.6	747.4
Supramax/Ultramax[2]	48	1,100.0	795.7
Capesize[3]	1	18.0	13.9
Total	107	2,070.6	1,557.0

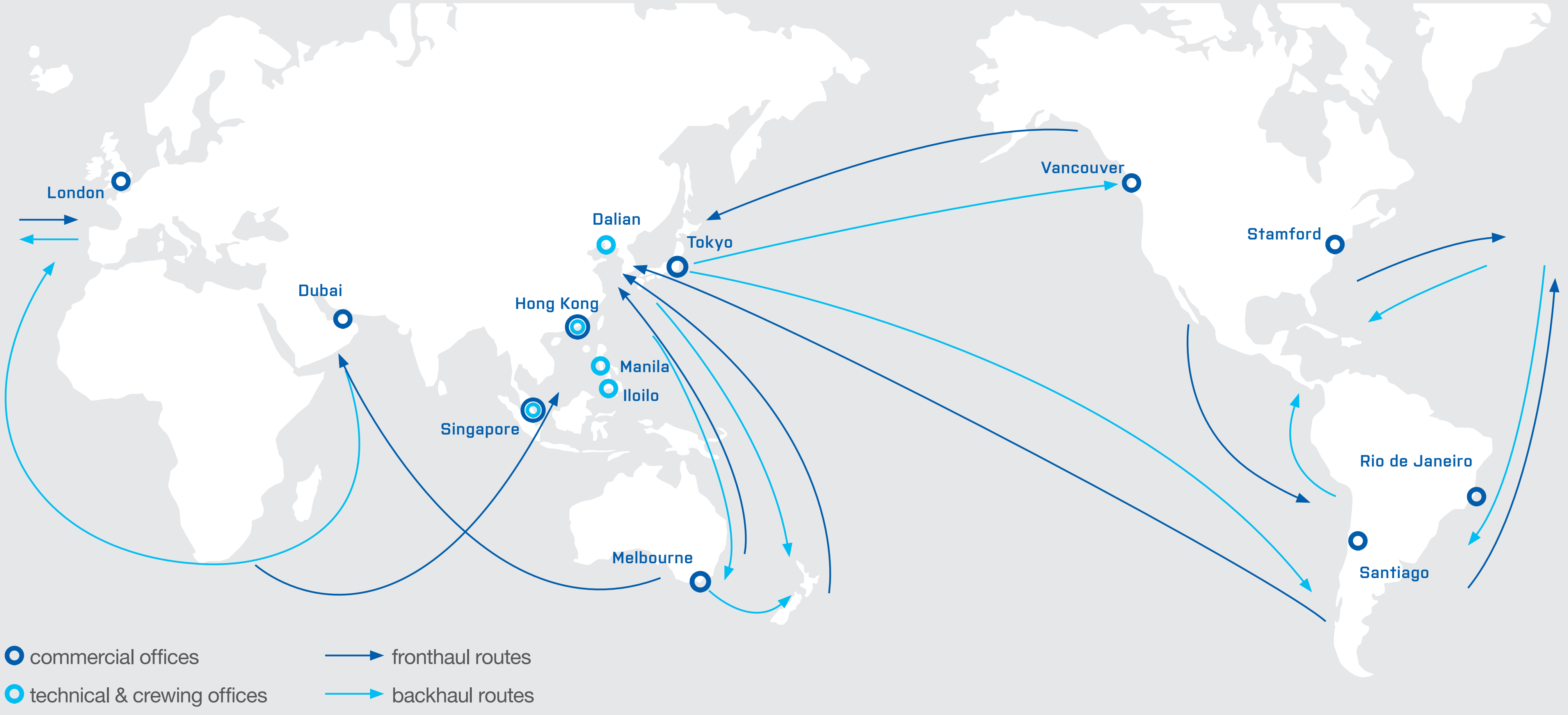
[1] Average number of short-term and index-linked vessels operated in June 2026
[2] Supramax vessels in excess of 60,000 dwt are generally referred to as Ultramax
[3] The Company owns one Capesize vessel which is chartered out on a bareboat charter
[4] Table excludes 6 Handysize and 4 Ultramax newbuildings on order, and excludes purchase options we hold on 12 existing and 3 coming long-term chartered vessels
[5] Excludes 2 Handysize and 1 Supramax to be delivered into our long-term chartered fleet
[6] Estimated market value of our owned fleet is based on latest composite broker valuation estimates

TRIANGULATED TRADING

13
Office Locations Worldwide

10
Commercial Offices

5
Technical & Crewing Offices



A Platform and Model for Enhanced Utilisation and Earnings

The strong relationships we build with cargo customers around the world give us access to rare backhaul cargoes that are not widely available to most other operators. By combining these backhaul cargoes with more widely available fronthaul cargoes, we develop a global cargo system and triangulated trading patterns that reduce ballast legs, increase laden days, and enhance our vessels' utilisation and TCE earnings for outperformance throughout market cycles.

Global Reach

The excellent relationships we have with cargo customers are made possible by locating our experienced commercial colleagues in our offices close to customers around the world.

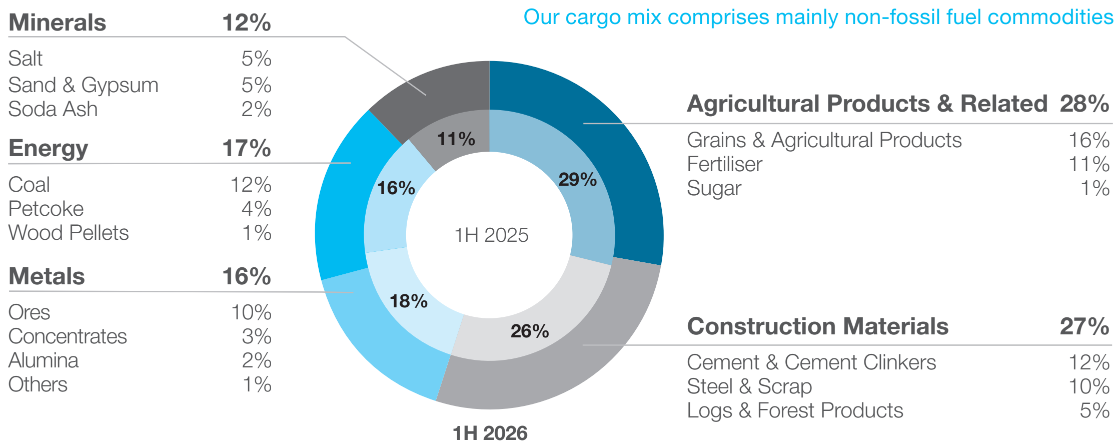
Examples of Key Minor Bulk Trade Routes

"Fronthaul" refers to shipping routes where there is high demand for vessels to transport commodities to areas where those commodities are needed. Conversely, "backhaul" refers to shipping routes where vessels transport commodities from areas with low demand for shipping services back to areas with higher demand.

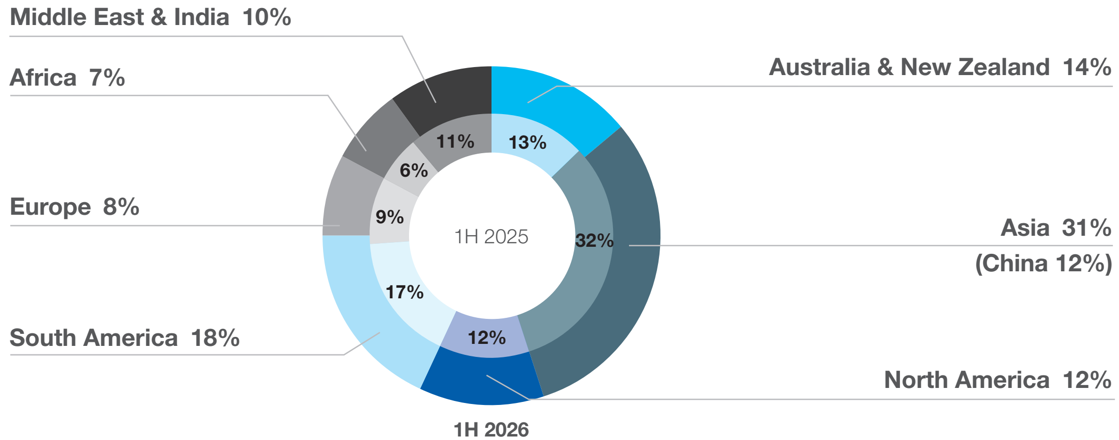
OUR CARGO VOLUMES

We Transported 36.5 Million Tonnes in 1H 2026 (1H 2025)

Cargo volumes were lower year on year due to disrupted trade flows, although the resulting longer voyage distances supported increased tonne-mile demand



Our Cargo Loading & Discharging Activity (by Volume) in 1H 2026 (1H 2025)



OUR PLATFORM FOR OUTPERFORMANCE

Our integrated platform combines a range of core strengths, competitive advantages and value drivers – including commercial excellence, operational excellence and disciplined capital allocation – to outperform the market and create long-term shareholder value.

Commercial Excellence – Securing more and better employment for our fleet

Cargo Access & Employment

- Global reach and customer relationships secure attractive cargo opportunities
- Diversified exposure to geographies, customers and commodities
- Optimal matching of ships, cargoes and routes maximises utilisation and voyage economics
- Triangulated trading reduces ballast legs and enhances TCE earnings
- Operating Activity enhances service and earnings when core vessels are unavailable

Global Network & Market Insight

- Global office network provides close customer engagement
- Strong local presence generates cargo intelligence and market knowledge
- Deep market insight supports agile commercial decisions through changing market conditions
- Local expertise and global coordination enhance fleet deployment
- Long-term customer relationships support repeat business and differentiated service

Operational Excellence – Capturing the full value of every voyage

Cargo & Voyage Execution Expertise

- Experienced in-house teams support safe, reliable and efficient operations
- Specialist expertise in dry bulk and breakbulk cargo-handling, shipping and ports
- Expertise in niche breakbulk trades such as logs, parcelling and deck cargoes generates additional earnings opportunities
- Comprehensive operational capabilities capture the full value of every voyage
- Award-winning, comprehensive in-house fleet management capability, supported by robust systems, processes and controls
- High standards of safety, regulatory compliance, governance and risk management support industry-leading fleet performance
- Service reliability and uptime are priorities, and safety is non-negotiable

Optimisation through Digitalisation & AI

- Digital pilot programmes scaled into fleet-wide capabilities
- Data-driven decision making across commercial and operational activities
- Technology-enabled optimisation improves voyage efficiency and fuel performance
- Digital tools enhance fleet scheduling and execution
- Continuous innovation improves efficiency, voyage economics and sustainability

Capital Allocation – Managing capital for growth, resilience and shareholder returns

Fleet Investment, Scale & Optionality

- Large, modern fleet of substitutable ships maximises utilisation and earnings opportunities
- Disciplined, counter-cyclical approach to fleet investment, renewal and disposal
- Long-standing relationships provide access to attractive fleet investment opportunities
- Flexible ownership and chartering enables us to adapt fleet scale and composition as market conditions evolve, preserving optionality and supporting future growth

Capital Allocation & Financial Strength

- Disciplined approach to cash, debt and capital allocation supports resilience and flexibility through shipping cycles
- Disciplined cost management and competitive cash break-even levels enhance earnings resilience in weaker markets
- Financial strength enables counter-cyclical fleet renewal, growth opportunities and capital returns to shareholders
- Prudent capital allocation balances fleet investment, financial strength and returns to shareholders
- Strong financial discipline supports long-term shareholder value creation

Converting Advantage into Value

- Consistent TCE earnings outperformance
- Competitive cash break-even levels and earnings resilience
- Positive Operating Activity contribution
- Financial strength and capital flexibility
- Growth and optionality through the market cycle
- Long-term shareholder returns

Creating value through outperformance, resilience, optionality and disciplined growth

THE HALF YEAR IN REVIEW

Our m/v Jules Point discharging steel pipes at Fraser Surrey Docks in Vancouver, BC

CHIEF EXECUTIVE'S REVIEW

Martin Fruergaard

Chief Executive Officer

Amid heightened geopolitical disruption, we continued to outperform the market and delivered strong financial results. Our integrated platform, disciplined operations and financial strength enabled us to navigate volatility, capture opportunities and create sustainable shareholder value through the dry bulk cycle.

Geopolitical Disruption Tightened Market Conditions

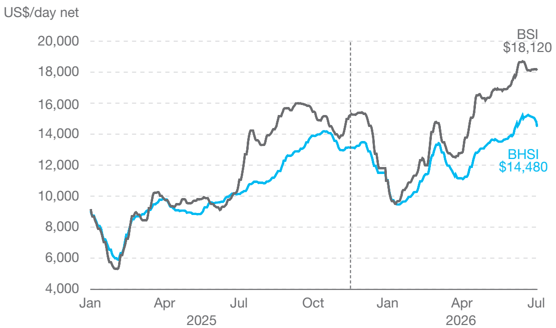
Dry bulk freight markets strengthened in the year to date, with geopolitical disruption and trade inefficiencies – particularly relating to the conflict in the Arabian Gulf – tightening market conditions and lifting freight rates to their highest levels since the second half of 2022.

Navigation through the Strait of Hormuz was severely restricted for much of the period, driving up global bunker fuel prices and trapping up to 2% of the sub-Capesize fleet inside the region. The resulting disruption to Arabian Gulf exports of fertilisers, cement, clinker and aggregates has led to these commodities being sourced from alternative and typically more distant origins, increasing tonne-mile demand.

The safety and wellbeing of our people is our top priority. Fortunately, none of our owned vessels or seafarers have been directly affected by developments in the Gulf, and our Dubai-based office colleagues are safe. We had only one chartered vessel in the region and worked closely with its owner to support appropriate safety measures. Following the US-Iran ceasefire agreement in mid-June and the subsequent intermittent resumption of commercial vessel traffic through the Strait of Hormuz, that vessel has now safely departed the Arabian Gulf.

We have not experienced any material adverse impact on our cost base because of these developments. Our bunker procurement and risk management framework mitigates fuel price volatility, and our predominantly spot-exposed model enables higher fuel and insurance costs to be absorbed through market freight rates.

Significant Rate Increase Since Early 2025



p.16 Market Review

Outperforming in Stronger Market Conditions

Against this backdrop, Pacific Basin delivered a robust financial performance, with earnings strengthening progressively through the first half of 2026 and our vessels significantly outperforming their respective market indices.

We generated an underlying profit of US$94.9 million, a net profit of US$105.0 million and EBITDA of US$197.8 million in the period. This equates to an annualised return on equity of 11% and basic EPS of HK16.1 cents, representing a significant improvement year on year.

Our **Core Business** generated US$123.7 million before overheads in the first half of 2026, up 144% compared to the first half of 2025. Our Handysize and Supramax time-charter equivalent ("TCE") earnings of US$14,150 and US$16,550 per day exceeded the market indices by US$1,950 and US$2,370 per day respectively. This outperformance demonstrates the value of our integrated platform and extends our long record of outperforming freight market benchmarks. By combining scarce backhaul cargoes with more available fronthaul cargoes, we optimise trading patterns, minimise ballast legs and maximise utilisation, while leveraging higher-value parcelling, deck cargo and other breakbulk activity to further improve utilisation, TCE earnings and returns.

Complementing our core business, our **Operating Activity** contributed US$13.4 million before overheads, which is up 33% compared to the first half of 2025 and corresponds to a margin of US$1,060 per day. This activity consistently provides a meaningful additional contribution to group earnings by enabling us to serve our customers even when our core vessels are unavailable.

p.21 Our Performance

Our vessel earnings outperformance is complemented by strong cost discipline. Our vessel operating expenses of US$4,790 per day, overheads of US$970 per day and financing costs of US$110 per day remain well controlled, supporting resilient margins across the cycle. Cost competitiveness is a key advantage at Pacific Basin, underpinned by our scale, cost discipline and a continuous focus on efficiency.

p.24 Core Business Vessel Costs

Strong Balance Sheet and Shareholder Returns

We manage capital to balance shareholder returns, fleet renewal, growth opportunities and financial flexibility through the market cycle.

The Company's financial position remains robust with net cash of US$157.2 million and available committed liquidity of US$673.6 million as at 30 June 2026.

Strong operating cash flow of US$143.5 million in the period more than covered capital expenditure of US$57.3 million, supporting both reinvestment and shareholder distributions.

p.26 Cash and Borrowings

In view of our strong cash generation and balance sheet, the Board has declared an interim dividend of HK15.5 cents per share, representing approximately 100% of net profit for the period, excluding vessel disposal gains, and a dividend yield of approximately 5%. This reflects our confidence in the strength of the business while retaining flexibility to respond to changing market conditions and opportunities. Under our revised dividend policy announced in March 2026, the Company intends to pay dividends of 50% of annual net profit, excluding vessel disposal gains, increasing to up to 100% of net profit (also excluding vessel disposal gains) when the Company is in a net cash position at year end.

In addition, we repurchased about 9.5 million shares in the first half of 2026 for approximately US$3.5 million under our share buyback programme of up to US$40 million for 2026. Share buybacks can represent an attractive use of capital when our shares trade at a discount to the fair market value of our assets. We will continue to assess further buyback opportunities.

p.34 Purchase, Sale or Redemption of Securities

Growth for Long-term Returns

Our approach to growth remains focused on flexibility, optionality, disciplined capital allocation and long-term shareholder returns, particularly in the current high asset price environment and evolving regulatory landscape.

Our long-standing relationships with shipbuilders, vessel owners and other key suppliers, together with our focus on optionality, are important strategic strengths. They provide access to growth opportunities and enhance our ability to adapt to changing market conditions. These options provide significant flexibility to grow and renew our fleet selectively through the cycle without committing substantial capital today.

We continued to execute this approach in the year to date through selective fleet renewal and growth transactions.

As announced with our First Quarter Trading Update on 16 April 2026, we took delivery of a previously long-term chartered Japanese-built Ultramax in January after exercising a purchase option in December 2025. We subsequently declared purchase options on two chartered Handysize vessels expected to join our fleet by the year end. We also added one 64,000 dwt long-term chartered Ultramax newbuilding to our core fleet with delivery in 2027, which comes with both charter-extension and purchase options at fixed rates and prices.

We reshaped and expanded our newbuilding programme by replacing four dual-fuel Ultramax orders with four fuel-efficient conventionally fuelled Ultramax newbuildings, while also securing a new option to acquire two dual-fuel vessels. These adjustments reduce near-term capital expenditure while preserving exposure to modern, efficient vessels and future fuel flexibility amid uncertainty around global decarbonisation regulation. We also increased our orders for open-hatch, logs-fitted 40,000 dwt Handysize newbuildings to be built by JNS from four to six vessels delivering in 2028, strengthening our pipeline of modern, efficient tonnage.

How We Outperform and Create Value

Our outperformance is enabled by our integrated platform built over many years, combining commercial and operational excellence with effective capital allocation.

Commercial Excellence – Securing more and better employment for our fleet

- Our global network and close customer relationships provide access to cargo opportunities and deep market insight
- Our ability to read freight and asset cycles helps us optimise fleet deployment and make informed commercial decisions as markets evolve
- A large, homogeneous and interchangeable fleet enables efficient matching of ships and cargoes in triangulated trading patterns, driving utilisation, voyage economics and TCE earnings
- Our established expertise in higher-value, operationally intensive niche geared breakbulk trades such as logs, parcelling and deck cargoes enhances our service offering and generates additional earnings opportunities beyond traditional dry bulk transportation
- Our Operating Activity enhances service and earnings by supporting customers even when our core vessels are unavailable

Operational Excellence – Capturing the full value of every voyage

- Comprehensive in-house capabilities, digitalisation and AI-enabled optimisation support efficient voyage execution, fuel efficiency and operational performance
- Our class-leading in-house fleet management function underpins operational excellence through high standards of safety, regulatory compliance, service reliability and fleet performance
- Our cost discipline and strong in-house capabilities help maintain competitive vessel operating costs and overheads, while supporting safe, reliable and efficient operations

Capital Allocation – Managing capital for growth, resilience and shareholder returns

- We maintain a disciplined approach to cash, debt and capital allocation, balancing fleet investment, financial strength and returns to shareholders while preserving resilience and flexibility through shipping cycles
- We take a long-term, counter-cyclical approach to fleet investment, renewal and disposal, supported by strong relationships with shipbuilders, vessel owners and other strategic counterparties
- Our flexible approach to fleet ownership and chartering enables us to shift between owned vessels, long-term charters and short-term charters as market conditions evolve, preserving optionality and supporting future growth opportunities
- The fleet we operate today has been assembled through many years of disciplined investment, creating substantial earnings capacity and underlying asset value

Our disciplined cost structure, flexible commercial strategy and long-term investment approach enable us to capture upside in stronger markets, limit downside in weaker conditions and sustain our outperformance over time, while continuing to invest and grow through the cycle.

While dry bulk shipping remains a largely commoditised service, our integrated platform differentiates us and enables us to consistently generate a TCE earnings premium and strong returns over time.

p.8 Our Platform for Outperformance

Overall, our orderbook of ten newbuilding vessels comprises six Handysize and four Ultramax vessels with expected delivery between 2028 and the first half of 2029. We hold an option on two dual-fuel Ultramax newbuildings. We also hold purchase options, declarable between 2026 and 2031, on 12 of our 13 long-term chartered vessels (of which we have declared two options so far this year) and on all three long-term chartered vessels still to deliver into our fleet.

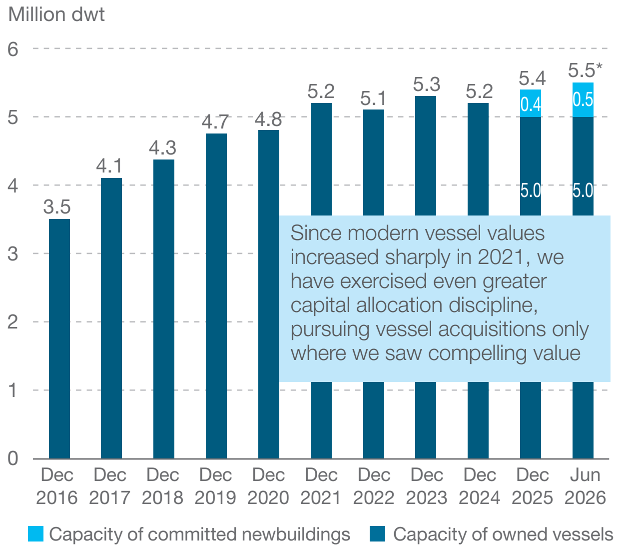
In the year to date, we have completed the sale of one 22-year old Supramax vessel and we have committed to sell another with completion in August 2026.

As at 30 June 2026, our fleet on the water comprises 120 core vessels, with 254 vessels overall including short-term chartered vessels.

p.5 Our Fleet

We will continue to pursue value-accretive opportunities to renew and expand our fleet and business, including selective modern second-hand acquisitions, newbuilding orders, long-term charters, and M&A where pricing and fit are compelling.

Owned Fleet Capacity Growth



* Including 10 committed newbuildings scheduled to deliver by mid-2029

Board Developments

As announced on 16 February 2026, we strengthened our Board with the appointment of two new Non-executive Directors, Dr. Harindarpal S. Banga and Mr. Angad Banga, further enhancing its depth of relevant industry experience, diversity of perspectives and strategic oversight.

In March, we revised the composition of certain Board committees to ensure an appropriate balance of skills and effective governance aligned with the Company's priorities.

The Board continues to provide robust oversight of our strategy, capital allocation and risk management, supporting disciplined execution and long-term value creation.

p.34 Corporate Governance

Leadership in Safety and Sustainability

We continued to make progress across our key ESG priorities in the first half of 2026.

The safety, security and wellbeing of our people remain our top priority. Our lost-time injury frequency (LTIF) improved to 0.32 in the period, which is low by segment standards and among our best LTIF results ever. While encouraged by this progress, our objective remains to eliminate injuries entirely. A serious near-miss involving a crew member on one of our vessels highlights the importance of maintaining constant vigilance on board. In response, we are reinforcing our "Stop Work Authority" programme across the fleet.

We also continued to improve our environmental performance. Our owned fleet's carbon intensity (EEOI) improved by 5% compared with full-year 2025 and is now 45% below our 2008 baseline, and we remain on track to halve our carbon intensity by 2030. Compliance with progressively more demanding EEOI requirements is expected to be achieved through continuous fleet renewal, biofuel use, and ongoing investments in energy saving through technical and operational measures. However, the deeper decarbonisation that our industry has targeted for around 2050 will likely depend on the successful delivery by IMO of a global framework that incentivises the transition to green fuels and vessels at scale.

p.29 Sustainability Highlights

Navigating Decarbonisation and Regulatory Uncertainty

The maritime industry continues to face uncertainty over the timing and structure of a global decarbonisation framework. In October 2025, the IMO failed to adopt the previously agreed Net-Zero Framework, and at MEPC 84 in May 2026, member states remained divided on the economic element of the proposed framework, which many consider essential to adequately incentivise the transition to expensive green fuels and ships.

In this environment, we are maintaining a pragmatic and flexible approach – focusing on energy efficiency and preserving flexibility across future fuel pathways. This will enable us to adapt to evolving regulation while avoiding premature capital commitments in an uncertain landscape.

Regional and global regulations will continue to evolve, reinforcing the importance of efficiency and operational discipline. Our ongoing investments in digitalisation and fuel optimisation not only reduce costs but also strengthen our compliance readiness.

While we pared back our dual-fuel newbuilding programme in response to last October's regulatory postponement and renewed uncertainty, our commitment to sustainability and efficiency remains unchanged. Combined with our retained optionality on dual-fuel newbuildings, we remain well positioned to respond to future developments in maritime decarbonisation.

p.30 Environmental Responsibility

Market Outlook and Emerging Dynamics

In the near term, Clarksons Research forecast data points to dry bulk supply growth outpacing demand for the full year. However, even if the conflict in the Arabian Gulf subsides and markets in the region gradually reopen, ongoing geopolitical disruption and trade inefficiencies are expected to continue constraining vessel availability and increasing tonne-miles, supporting dry bulk freight rates. While elevated interest rates and inflationary pressures may still weigh on global growth, current dry bulk market conditions remain supportive.

We expect market volatility to remain a defining feature of the sector, with geopolitical, macroeconomic, regulatory and weather-related developments remaining difficult to predict and creating both risks and opportunities.

Looking further ahead, we remain confident in the outlook for the geared minor bulk segments. Demand for minor bulks and grains is expected to be supported by long-term trends such as urbanisation, infrastructure development, the energy transition and growing food demand, particularly in emerging economies.

On the supply side, minor bulk fundamentals are expected to become more balanced over time. The ageing global fleet profile and increasing environmental requirements are likely to drive higher scrapping over time, while high asset prices, limited near-term available shipyard capacity and regulatory uncertainty temper newbuild ordering, supporting more disciplined fleet growth in the segment. The combination of an ageing fleet and constrained fleet growth could create attractive opportunities for well-capitalised owners as market conditions evolve.

p.20 Market Balance

Taken together, these dynamics support our constructive long-term outlook for the geared minor bulk segments. We will continue to monitor developments closely and adapt as conditions evolve.

We are Well Positioned

Within this context, we continue to balance exposure to favourable market conditions with prudent risk management.

We have covered 54% and 60% of our Handysize and Supramax committed vessel days for the second half of 2026 at US$14,850 and US$17,470 per day respectively, providing some earnings visibility while retaining exposure to stronger markets.

Our strong balance sheet, competitive cost structure and integrated operating platform provide a solid foundation for performance through the cycle. In the current volatile environment, we are managing our operations and contract cover dynamically, leveraging our triangulated trading model and operating activity to optimise performance.

These strengths position us well to navigate uncertainty and capture opportunities as they arise.

Our strategic priorities for 2026 remain focused on growth, efficiency and long-term returns, including:

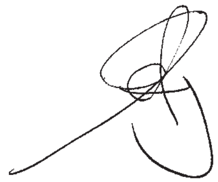
- Growing and renewing our fleet through selective second-hand acquisitions, newbuildings and long-term charters, prioritising opportunities that enhance our future growth optionality
- Transforming our fuel strategy, improving access to conventional and alternative fuels while capturing value from fuel optimisation, efficiency and carbon markets
- Advancing voyage optimisation, leveraging digital and AI capabilities as well as our expertise in both bulk and breakbulk activity to drive performance and capture additional value
- Refining our cost structure and operational efficiency, and strengthening our cost competitiveness through productivity initiatives and strong in-house capabilities
- Enhancing performance and shareholder returns through the cycle, supported by disciplined performance management and capital allocation

We continue to monitor developments in trade policy and remain agile in responding to changes in trade flows, regulation and macroeconomic conditions to ensure our fleet continues to operate efficiently and competitively around the world.

Overall, Pacific Basin is well positioned to serve our global cargo customers reliably, safely and competitively, while navigating market volatility and continuing to outperform.

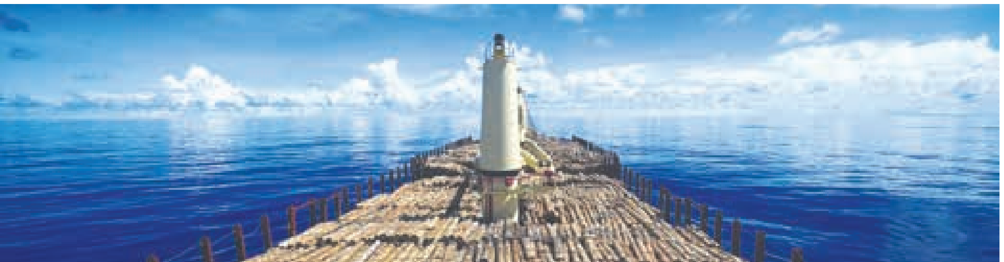
Acknowledging the Contribution of Our People and Partners

Our performance reflects the strength of our partnerships and the professionalism and dedication of our colleagues at sea and ashore. I sincerely thank my colleagues as well as our cargo customers, suppliers, shareholders and other stakeholders for their continued support.



Martin Fruergaard
Chief Executive Officer
Hong Kong, 6 August 2026

Our Pacific Basin seafarers and shore-based colleagues work as one integrated global team, combining operational excellence, commercial expertise and teamwork to deliver exceptional service for customers worldwide



MARKET REVIEW

Freight Markets Strengthened with Arabian Gulf Conflict Adding to Disruption and Inefficiencies

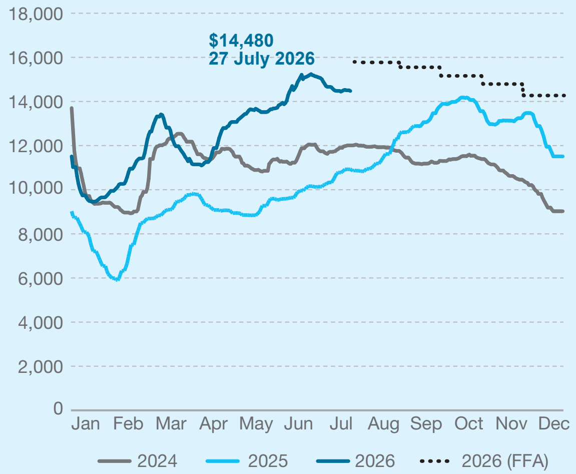
US$12,200 net ⬆ 40% YOY

BHSI 38K (tonnage adjusted) Handysize 1H2026 avg. market spot rate

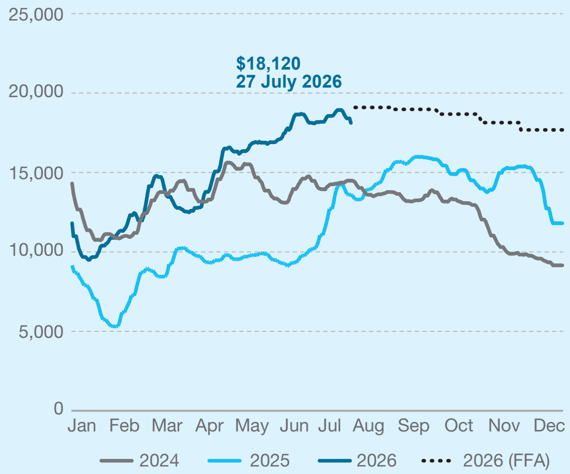
US$14,180 net ⬆ 62% YOY

BSI 58K Supramax 1H2026 avg. market spot rate

Handysize Market Spot Rates in 2024-2026
US$/day net*



Supramax Market Spot Rates in 2024-2026
US$/day net*



* Excludes 5% commission
Source: Baltic Exchange (BHSI 38k dwt (tonnage adjusted) and BSI 58k dwt), data as at 27 July 2026

The defining market development of the first half of 2026 was undoubtedly the conflict in the Arabian Gulf. Before the conflict broke out, however, dry bulk demand had been accelerating, supported by the steady appreciation of the Chinese Renminbi since April 2025's "Liberation Day", the continued expansion and upgrading of China's vast manufacturing industry, and renewed stockpiling by Chinese importers. The outbreak of conflict temporarily disrupted this momentum as sharply higher and highly volatile bunker prices prompted a period of market caution from late-February to mid-April.

In our Handysize and Supramax segments, the added purchasing power from the strengthening Renminbi helped drive growth in China's grain imports. In the larger vessel segments, it also supported increased imports of iron ore and bauxite by Chinese steel and aluminium producers.

Dry bulk shipping was not as disrupted by the Arabian Gulf Conflict as tankers or containers, but the conflict nevertheless created meaningful new inefficiencies. The closure of the Strait of Hormuz trapped about 2% of the sub-Capesize fleet in the Inner Arabian Gulf for much of the first half of 2026, while high bunker prices reduced sailing speeds across the available fleet. Intermittent bunker shortages led to long queues and suboptimal diversions.

Vessel values increased through first half of 2026

US$38.5m ⬆ 24%

Benchmark five-year old second-hand Ultramax values YOY

Source: Clarksons Research, data as at July 2026

Second-hand asset vessel values rose sharply in the first half of 2026, supported by both a rising earnings environment and a rising newbuilding market. Clarksons Research currently values a benchmark five-year-old Ultramax vessel at US$38.5 million, up by 24% compared to December 2025.

p.20 Market Balance

DEMAND

Dry Bulk Shipping Demand Accelerates

According to Oceanbolt data, global seaborne dry bulk trade volumes were broadly unchanged year on year in the first half of 2026. However, longer voyage distances drove an approximately 5% increase in tonne-mile demand. Growth was underpinned by strong grain, iron ore and bauxite shipments from the Atlantic basin to consumers in Asia. At the same time, transits through the Suez Canal remained high-risk and costly to insure, while the closure of the Strait of Hormuz increased Asia's reliance on US oil and gas imports via the Panama Canal, crowding out some dry bulk vessel transits. As a result, much of this cross-basin trade was rerouted around either the Cape of Good Hope or Cape Horn, further extending voyage distances.

Minor bulk volumes (excluding bauxite, which we now classify as a major bulk commodity) declined by approximately 6% during the first half, reflecting the severe disruption of trade to and from the Arabian Gulf caused by the conflict However, the impact on tonne-mile demand was more limited, with a decline of around 1%.

Major bulk tonne-mile demand (including bauxite) was increased mainly driven by:

- bauxite tonne-miles growing 17%, as expanding output from Guinea benefited from newly developed transport infrastructure originally built to support planned iron ore projects that have yet to reach full production;
- grain tonne-miles rising 16%, as favourable harvests in most major exporting regions – apart from Russia and Ukraine – supported increased exports, while Chinese importers continued to build stockpiles;
- iron ore tonne-miles increasing 6%, as Brazilian and Australian mining majors recovered strongly from the weather-related disruptions that affected production and exports during the same period last year; and
- coal tonne-miles returning to growth, up 1%, as the closure of the Strait of Hormuz constrained LNG supplies to Asia, drove up gas prices and encouraged dual-fuel power generators to switch to lower-cost coal.

1H 2026 Global Cargo Loading Volumes#

YOY Change

Selected Minor Bulks*	↓	-6%
Grain	↑	14%
Iron Ore	↑	3%
Coal	↓	-2%

* Minerals, non-coal energy, metals and minor ores, fertiliser, sugar and non-grain agricultural products, cement and clinker, logs and forest products, steel and scrap

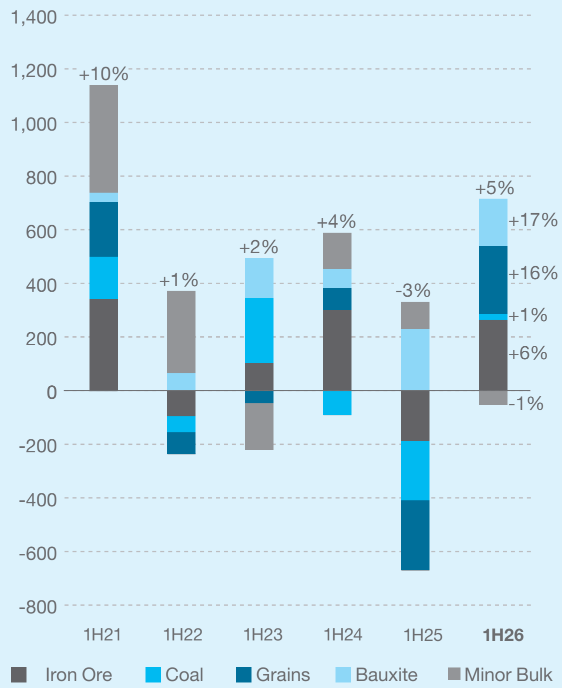
Source: Oceanbolt, data as at July 2026, subject to revision

Minor bulk demand is broad based and diverse both geographically and in terms of commodities and customers, and normally tracks growth in GDP

Cargo volume is different to tonne-mile demand. Tonne-miles is the primary measure of transport demand. A tonne-mile is defined as one tonne of freight shipped one mile, and therefore reflects both the volume shipped (tonnes) and distance shipped (miles)

Changes in Global Dry Bulk Demand

YOY change in billion tonne-miles



Source: Oceanbolt, data as at July 2026, subject to revision

SUPPLY

Net Fleet Growth is Slightly Up while Newbuilding Activity Shifts Towards Larger Vessels

Global dry bulk net fleet growth increased to 3.9% in the first half of 2026. In the Handysize and Supramax segments in which we specialise, combined net fleet growth remained steady at 4.0%.

Total dry bulk newbuilding deliveries increased by 20% year on year, although growth was heavily concentrated in the larger vessel classes. Capesize and Panamax deliveries rose by 41%, while Handysize and Supramax deliveries increased by just 1% despite higher deliveries than scheduled for the period.

Total dry bulk scrapping declined by 15% year on year. In contrast to newbuilding deliveries, however, demolition activity was concentrated in the geared fleet. Handysize and Supramax scrapping increased by 43%, while Capesize and Panamax scrapping declined by a similar proportion.

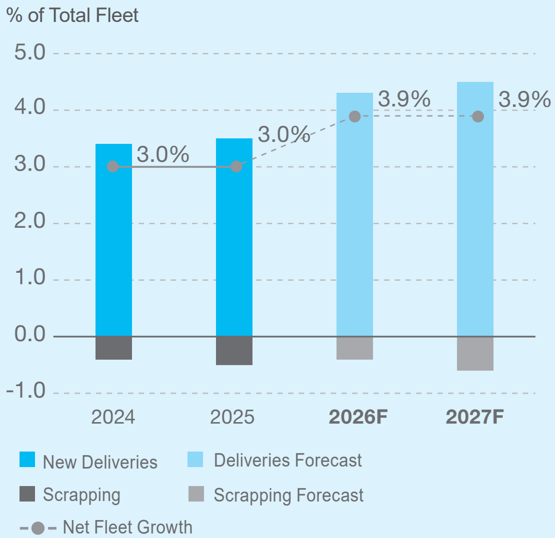
Clarksons Research forecasts total dry bulk net fleet growth of 3.9% in 2026. The combined Handysize and Supramax fleet is expected to expand by 4.2%, reflecting deliveries from orders placed during the strong market conditions of late 2023 and early 2024.

Looking further ahead, the ageing global dry bulk fleet – particularly in the Handysize segment – together with increasingly stringent environmental regulations and widening fuel efficiency differentials, should support higher levels of scrapping. This is especially true for older, less fuel-efficient vessels facing growing economic and regulatory pressures.

Overall Dry Bulk Supply Development

3.9%

Overall dry bulk capacity in 1H2026

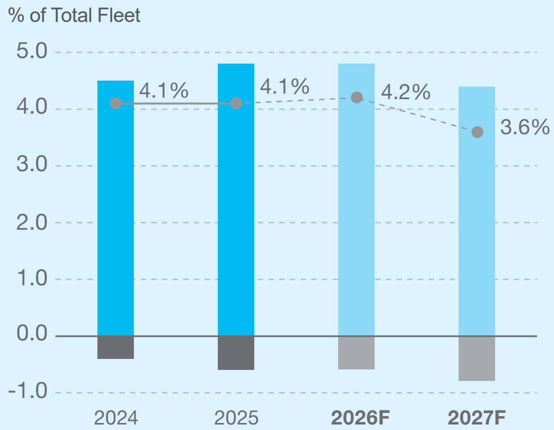


Source: Clarksons Research, data as at July 2026

Handysize/Supramax Supply Development

4.0%

Global Handysize/Supramax capacity in 1H2026



Net fleet growth is expected to ease over the coming years, supported by restrained new vessel ordering and potentially increased scrapping as the fleet ages and decarbonisation regulations tighten. In time, decarbonisation regulations from IMO and EU will likely drive slower vessel speeds which would also reduce effective supply.

ORDERBOOK

Increased Ordering as Regulations are Postponed

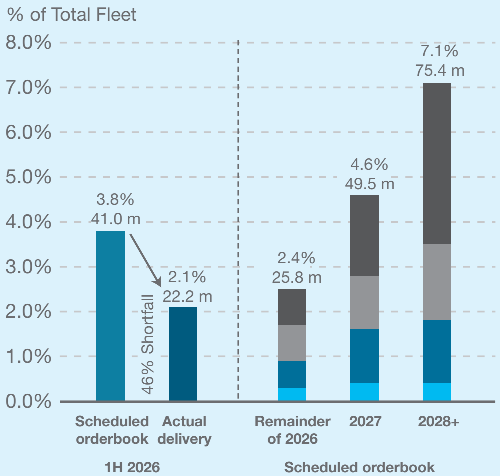
The total dry bulk orderbook currently stands at 14% of the existing fleet, up from 12% a year ago. In contrast, the combined Handysize and Supramax orderbook stands at just under 12%, slightly below the level recorded at the same time in 2025. Both remain moderate by historical standards and are significantly lower than orderbook levels in the tanker and containership sectors.

Dry bulk newbuilding contracting accelerated sharply during the first half of 2026, rising 83% year on year to 27.9 million dwt. However, activity remained concentrated in the larger vessel segments. Handysize contracting declined by 13%, while Supramax ordering increased by 112%. Capesize and Panamax ordering rose by 136% and 34%, respectively.

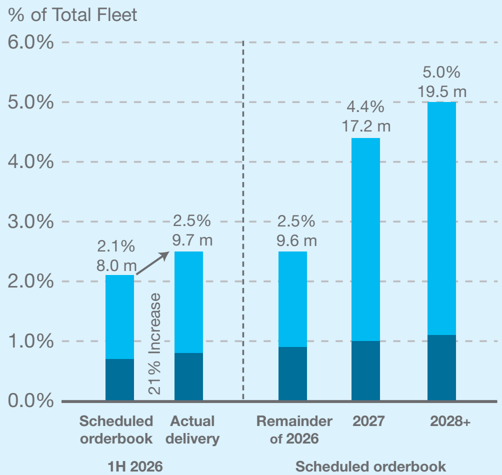
The recovery in ordering activity was supported by several factors, including:

- the postponement of the IMO's global decarbonisation framework, which has supported increased confidence in the longevity of conventional single-fuel vessels;
- additional shipyard capacity becoming available, although much of this capacity continues to be absorbed by strong demand from other shipping sectors;
- the slower-than-expected progress of the SHIPS for America Act through the US Congress, reducing near-term concerns over measures designed to support US shipbuilding and potentially disadvantage foreign-built vessels calling at US ports; and
- the suspension in late 2025 of US special port fees imposed on China-linked vessels – which account for the majority of dry bulk ships – and reciprocal Chinese port fees on US-linked vessels.

Overall Dry Bulk Orderbook



Handysize & Supramax Combined Orderbook



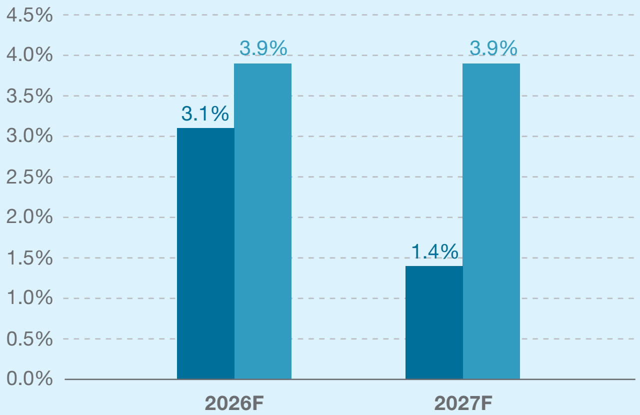
Source: Clarksons Research, data as at July 2026

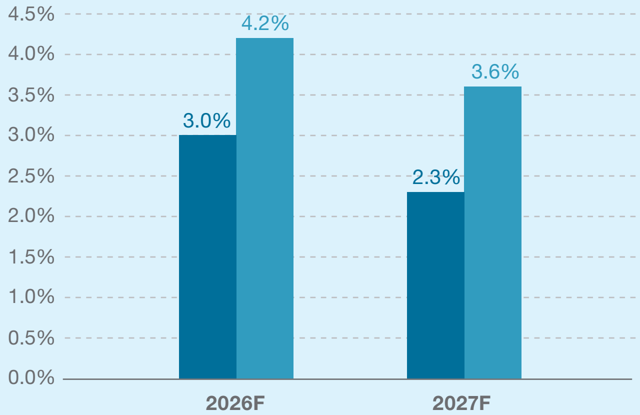
	Orderbook as % of Existing Fleet	Average Age	Over 20 Years Old	1H 2026 Scrapping as % of 1 January 2026 Existing Fleet
Handysize (10,000–44,999 dwt)	8.7%	13.9	14.6%	0.4%
Supramax & Ultramax (45,000–69,999 dwt)	13.2%	12.8	13.1%	0.2%
Panamax & Post-Panamax (70,000–99,999 dwt)	14.0%	12.6	15.9%	0.1%
Capesize (100,000+ dwt)	15.9%	12.3	7.2%	0.1%
Total	13.9%	13.0	11.8%	0.2%

Source: Clarksons Research, data as at July 2026

MARKET BALANCE

Supply Outpacing Demand, with Inefficiencies Continuing to Support Market Conditions





■ Tonne-Mile Demand ■ Net Fleet Growth

Source: Clarksons Research, data as at July 2026

According to Clarksons Research forecast data, dry bulk fleet growth is expected to exceed dry bulk demand growth in 2026. So far this year, however, demand growth has been supported by China's strengthening Renminbi, continued manufacturing expansion, commodity stockpiling and longer trade routes.

Freight market conditions have also been supported by a range of inefficiencies, many of which stem from the conflict in the Arabian Gulf, including higher bunker prices, fuel supply disruptions, longer voyage distances and vessel availability constraints resulting from restrictions on transits through the Strait of Hormuz.

These disruption-related inefficiencies have reduced effective vessel supply and tightened market conditions despite forecast supply growth exceeding demand growth over the full year.

While the eventual unwinding of these inefficiencies could ease market conditions, recent years have demonstrated how difficult such developments are to predict.

POSSIBLE MARKET DRIVERS IN THE MEDIUM TERM

OPPORTUNITIES

- Importers of dry bulk commodities from the US shifting to longer haul sources, (e.g. China buying soya beans from Brazil) in reaction to US trade policy
- Monetary and/or fiscal stimulus in China, focused on investment in infrastructure and urban renewal, driving demand for dry bulk commodities
- Increasing cooperation, investment and trade between China and other developing economies, in reaction to US trade policy, supporting Chinese steel exports and global commodity demand
- Slower vessel operating speeds due to emissions regulations and increased fuel costs
- Limited new vessel ordering due to uncertainty over fuel technologies and US protectionism, leading to tighter supply
- Increased scrapping of older and less fuel-efficient tonnage facing increasingly onerous environmental regulations and expensive maintenance and upgrade

THREATS

- High oil prices negatively impacting global economic growth which reduces demand for dry bulk commodities
- A rapid recovery in Suez Canal transits would improve fleet productivity and raises effective supply growth
- Surging long-term bond yields driving higher interest rates and negatively impacting global economic activity and demand in dry bulk commodities
- Chinese economic growth slower than expected despite stimulus
- Limited scrapping of vessels due to IMO pushing out decarbonisation targets

OUR PERFORMANCE

The Group generated an underlying profit of US$94.9 million in the first half of 2026, representing an increase of 333% compared to the same period last year. This improvement was driven mainly by substantially higher contributions from our core Handysize and Supramax businesses, which more than doubled to US$61.0 million and US$62.7 million respectively, reflecting stronger freight market conditions and effective commercial execution. Our operating activity contribution increased by 33% to US$13.4 million, continuing to enhance our earnings by supporting customers even when our core vessels are unavailable.

Operating Performance

	Six months ended 30 June		
US$ Million	**2026**	**2025**	**Change**
Core business Handysize contribution	**61.0**	24.2	>+100%
Core business Supramax contribution	**62.7**	26.5	>+100%
Operating activity contribution	**13.4**	10.1	+33%
Capesize contribution	**0.8**	0.8	–
Operating performance before overheads	**137.9**	61.6	>+100%
Adjusted total G&A overhead	**(42.8)**	(39.4)	-9%
Taxation and others	**(0.2)**	(0.3)	+33%
Underlying profit	**94.9**	21.9	>+100%
Vessel net book value (incl. assets held for sale)	**1,557.0**	1,623.1	-4%

+/- Note: In our tabulated figures, positive changes represent an improving result and negative changes represent a worsening result

Our Commercial Activities

Core Business

Our core business is to optimally combine our owned and long-term chartered vessels with multi-shipment contract cargoes and spot cargoes to achieve the highest daily TCE earnings. Our core business also uses short-term chartered vessels to carry contract cargoes to maximise the utilisation and TCE of our owned and long-term chartered vessels.

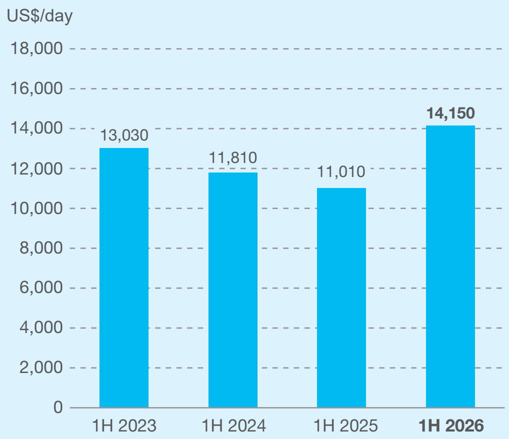
Operating Activity

Our operating activity complements our core business by matching our customers' spot cargoes with short-term chartered vessels, making a margin and contributing to our Group results regardless of whether the market is weak or strong. Through our operating activity, we provide a service to our customers even if our core vessels are unavailable.

CORE BUSINESS

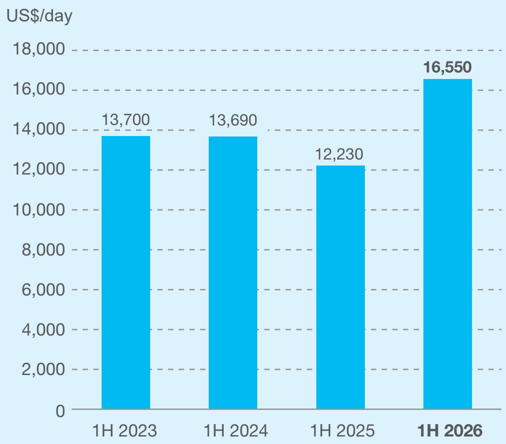
Handysize

TCE EARNINGS KPI



Supramax

TCE EARNINGS KPI



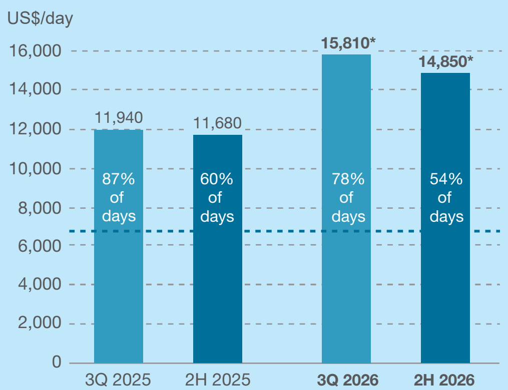
TCE EARNINGS KPI

In the period, our core business generated:

- Handysize daily earnings of US$14,150 on 11,870 revenue days
- Our Handysize vessels outperformed the index (BHSI 38k dwt tonnage-adjusted) by US$1,950 or 16% per day
- Supramax daily earnings of US$16,550 on 9,420 revenue days
- Our Supramax vessels significantly outperformed the index (BSI 58k dwt) by US$2,370 or 17% per day; scrubbers fitted to our 32 core Supramax vessels contributed US$240 per day to our outperformance

Handysize

FORWARD CARGO COVER

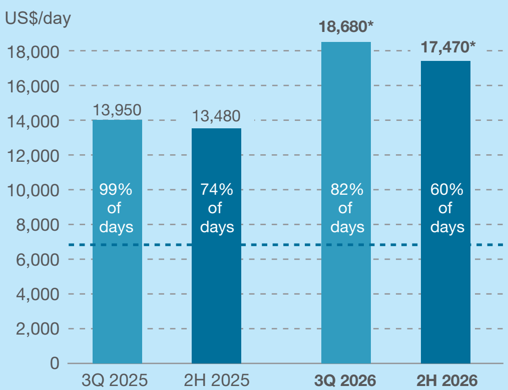


- - - Indicative core fleet cash break-even level incl. G&A for 1H2026 = US$6,790

* As of late July 2026, indicative TCE rates only as voyages are still in progress

Supramax

FORWARD CARGO COVER



- - - Indicative core fleet cash break-even level incl. G&A for 1H2026 = US$6,760

* As of late July 2026, indicative TCE rates only as voyages are still in progress

FORWARD CARGO COVER

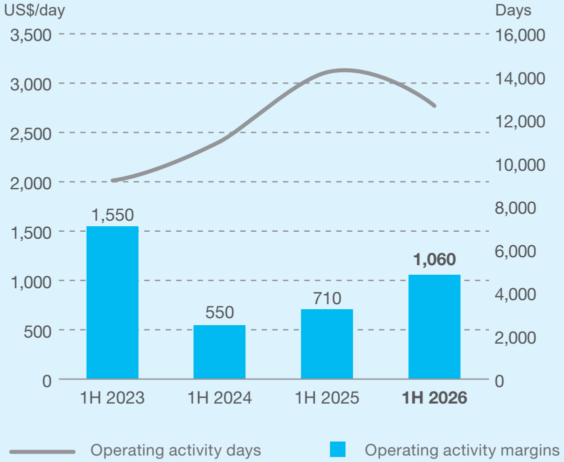
- We are strategically managing our forward cargo coverage alongside our spot market exposure, anticipating seasonally stronger activity that is expected to bolster freight rates in the third quarter
- We have covered 78% and 82% of our Handysize and Supramax committed vessel days currently contracted for the third quarter of 2026 at US$15,810 and US$18,680 per day respectively
- We have covered 54% and 60% of our Handysize and Supramax committed vessel days currently contracted for the second half of 2026 at US$14,850 and US$17,470 per day respectively
- Our cash break-even remained below US$6,800 per day – over 40% below average market index rates in the first half of 2026 and our costs remain well controlled and competitive in our sector

p.24 Blended Cash Break-even Costs

OPERATING ACTIVITY

MARGIN KPI

US$1,060 per day



- In the first half of 2026, our operating activity contributed US$13.4 million or 10% of our Group's performance before overheads, generated a margin of US$1,060 per day over 12,650 operating activity days
- Our operating activity margin increased by 49% while our operating activity days reduced by 11% compared to the first half of last year
- Our operating activity complements our core business by matching our customers' spot cargoes with short-term chartered vessels (when our core vessels are unavailable), thereby making a margin and contributing to our Group's results regardless of whether the market is weak or strong, as evidenced by the graph above

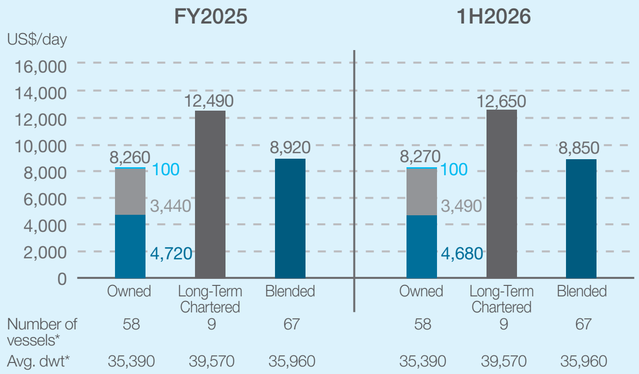
Top left: Vigilance and professionalism on the bridge of m/v Cramond Island
Top right: Our seafarers at the heart of Pacific Basin's operations aboard m/v Incheon Bay
Bottom: m/v Badger Island discharging fertiliser (Monoammonium Phosphate) into a local barge in Mongla Port in Bangladesh

CORE BUSINESS VESSEL COSTS

Daily Vessel Costs

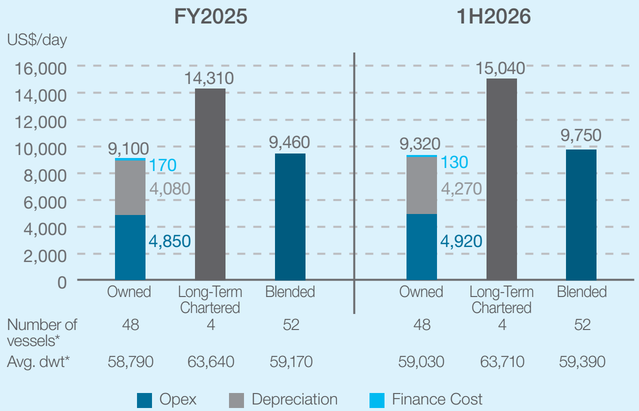
Handysize

Blended US$8,850



Supramax

Blended US$9,750



* Fleet as at 31 December 2025 and 30 June 2026

Owned Vessel Costs

- **Operating expenses**

  Our average blended Handysize and Supramax daily operating expenses ("Opex") remained largely stable at US$4,790 (FY2025: US$4,780). Our Opex continued to be maintained at competitive industry levels, reflecting effective cost management, scale benefits and procurement efficiencies.

  During the period, our owned fleet recorded an average of 0.3 days (FY2025: 1.6 days) of unplanned technical off-hire per vessel, reflecting effective technical management and fleet performance.

- **Depreciation**

  Our average Handysize and Supramax daily depreciation costs increased by 1% and 5% respectively, primarily attributable to higher drydocking costs.

- **Finance costs**

  The 15% decrease in our average blended Handysize and Supramax daily finance costs to US$110 (FY2025: US$130) was mainly due to a decrease in average borrowings.

Long-term Chartered Vessel Costs

Long-term chartered vessel costs mainly comprise depreciation of right-of-use assets, interest expenses of lease liabilities and technical management service costs for leases over 12 months. Our Handysize long-term chartered vessel daily costs were substantially unchanged. Our Supramax long-term chartered vessel daily costs increased by 5% to US$15,040, reflecting the combined impact of the exercise of purchase option on a lower-cost chartered vessel and the delivery of a higher-cost chartered vessel during the period.

Blended Costs

Our daily blended costs for owned and long-term chartered vessels decreased to US$8,850 for Handysize vessels (FY2025: US$8,920) and increased to US$9,750 for Supramax vessels (FY2025: US$9,460).

Blended Cash Break-even Costs

Our daily blended cash break-even costs represent the blended costs for owned and long-term chartered vessels, excluding depreciation and including G&A overheads. Our Handysize daily cash break-even costs were broadly unchanged at US$6,790 (FY2025: US$6,880). Our Supramax daily blended cash break-even costs increased by 4% to US$6,760 (FY2025: US$6,540), primarily reflecting higher costs associated with long-term chartered vessels.

General and Administrative ("G&A") Overheads

Our adjusted total G&A overheads increased to US$42.8 million (1H2025: US$39.4 million and FY2025: US$82.0 million). The year-on-year increase was largely due to the absence of foreign exchange gains on Japanese yen deposits held for vessel purchases, which benefited the prior period. Nevertheless, our daily G&A overheads remained competitive at US$970 (FY2025: US$870), comprising US$1,260 and US$750 (FY2025: US$1,180 and US$650) for owned and chartered vessels, respectively.

Vessel Days

The following table shows an analysis of our vessel days in 1H2026 and FY2025:

	Handysize		Supramax	
Days	FY2025	**1H2026**	FY2025	**1H2026**
Core business revenue days	24,660	**11,870**	18,940	**9,420**
– Owned revenue days	20,730	**10,270**	17,590	**8,710**
– Long-term chartered days	3,930	**1,600**	1,350	**710**
Short-term core days[1]	8,890	**4,120**	12,940	**5,520**
Operating activity days	9,840	**4,060**	18,010	**8,590**
Owned off-hire days	650	**220**	470	**130**
Total vessel days	44,040	**20,270**	50,360	**23,660**

[1] Short-term chartered vessels used to support our core business

Future Long-term Chartered Vessel Costs

The following table shows the average daily charter costs for our long-term chartered vessels during their remaining charter period by year:

	Handysize		Supramax	
Year	Vessel days	Average cost (US$)	Vessel days	Average cost (US$)
2H2026	1,380	13,070	740	14,890
2027	2,650	13,220	1,670	14,660
2028	2,510	12,870	1,830	14,320
2029	1,660	12,720	1,780	13,960
2030+	1,680	12,890	1,980	13,830
Total	**9,880**		**8,000**	

Left: Carefully handling hog wire during log-lashing operations aboard our m/v Ince Point
Top right: Our engineers carrying out an overhaul of a main engine piston on m/v Seal Island
Bottom right: m/v Irvine Bay transiting the Panama Canal, connecting customers to global markets

CASH AND BORROWINGS

Operating Cash Inflow

US$143m

Available Committed Liquidity

US$674m

Net Cash to Net Book Value of Owned Vessels

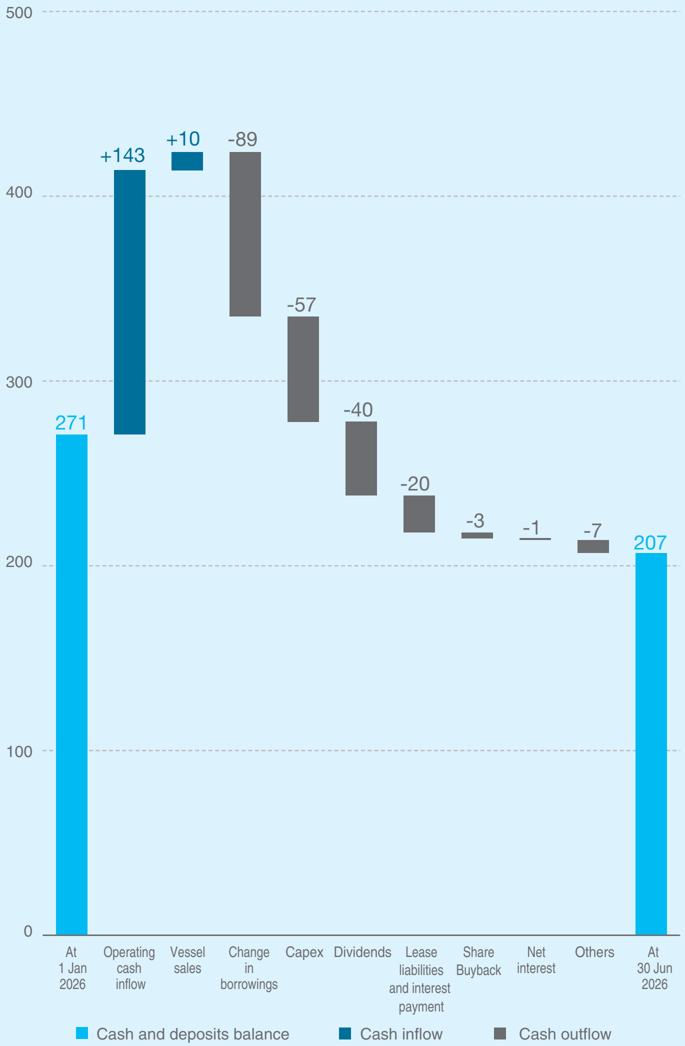
10%

Average Interest Rate (P/L)

6.2%

Cash Flow

US$ Million



Key Developments in 1H 2026

- During the period we realised US$9.5 million from the sale of one Supramax vessel
- Due to the strong operating cash flow, we prepaid certain loans during the period, which increased our net cash outflow from borrowings to US$88.9 million
- We spent US$3.5 million to repurchase shares under our announced share buyback programme
- We incurred capital expenditure of US$57.3 million, including:
  - (a) US$19.3 million for one Ultramax vessel which delivered into our fleet in January 2026
  - (b) US$20.1 million for dry dockings and other additions
  - (c) In January and April, we paid an initial US$17.9 million out of a total consideration of US$178.8 million for six contracted conventional-fuel Handysize newbuilding vessels
- As at 30 June 2026, we had 46 unmortgaged vessels

Liquidity and Borrowings

US$ Million	30 Jun 2026	31 Dec 2025	Change
Cash and deposits (a)	**206.5**	270.6	-24%
Available undrawn committed facilities	**467.1**	485.5	-4%
Available committed liquidity	**673.6**	756.1	-11%
Current portion of borrowings	**(18.9)**	(66.6)	
Non-current portion of borrowings	**(30.4)**	(69.9)	
Total borrowings (b)	**(49.3)**	(136.5)	+64%
Net cash (a) + (b)	**157.2**	134.0	+17%
Net cash to shareholders' equity	**8%**	7%	
Net cash to net book value of owned vessels KPI	**10%**	8%	

p.52 Financial Statements Note 16 Cash and deposits

Borrowings and Undrawn Committed Facilities

Aggregate Borrowings and Undrawn Committed Facilities – US$516.4 million (31 December 2025: US$622.0 million)

Borrowings and undrawn committed facilities decreased during the period mainly due to maturity of a revolving credit facility, loan repayments and prepayment, and scheduled loan amortisation.

No new financing was arranged during the period.

A decrease in interest to US$4.7 million (1H 2025: US$6.5 million) was mainly due to a decrease in average borrowings to US$124.8 million.

The Group monitors the loan-to-asset value requirements on its bank borrowings. If the market values of the Group's mortgaged assets fall below the level prescribed by our lenders, the Group may pledge additional cash or offer other additional collateral unless the banks offer waivers for technical breaches.

As at 30 June 2026:

- The Group's secured borrowings and undrawn secured facilities were secured by 61 vessels with a total net book value of US$973.5 million and by an assignment of earnings and insurances in respect of these vessels
- The Group was in compliance with all its loan-to-asset value requirements

p.49 Financial Statements Note 7
Finance income and finance costs

Schedule of Reduction in Borrowings and Undrawn Committed Facilities

Finance Costs

US$ Million	Total borrowings at 30 June 2026	Finance costs 1H 2026	Finance costs 1H 2025	Change
Borrowings (including realised interest rate swap contracts)	49.3	4.7	6.5	+28%
Convertible bonds	–	–	0.6	+100%
	49.3	4.7	7.1	+35%
Other finance charges		1.5	1.1	
Finance costs excluding interest on lease liabilities		6.2	8.2	+24%
Interest coverage[1]		KPI 31.8x	14.8x	
Average interest rate[2]				
– P/L		6.2%	5.5%	
– Cash		KPI 6.2%	5.4%	

We arrange financing by leveraging the Group's balance sheet to optimise the availability of cash resources of the Group.

The KPIs on which management focuses to assess the cost of borrowings are:

- average interest rates for different types of borrowings; and
- the Group's interest coverage.

The Group aims to achieve a balance between floating and fixed interest rates on its borrowings. As at 30 June 2026, 50% (31 December 2025: 59%) of the Group's borrowings were on fixed interest rates.

1 Interest cost is calculated as EBITDA divided by finance costs excluding interest on lease liabilities

2 Average interest rate is calculated as finance costs excluding non-financing related charges divided by the weighted average balance of total borrowings

SUSTAINABILITY & GOVERNANCE

Teamwork in action on deck of m/v Fortune Island

SUSTAINABILITY HIGHLIGHTS

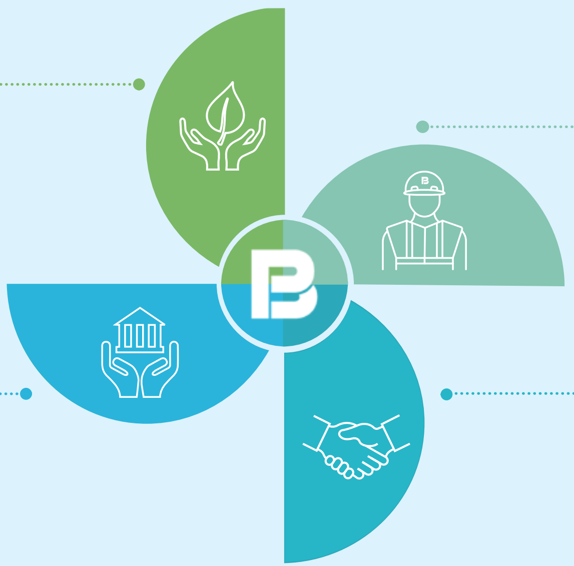
Our industry is facing an evolving and increasingly complex business landscape which poses both risks and opportunities for our Company. To navigate the challenges of today and tomorrow, and to further define our role as industry leaders, we are harnessing our culture of “doing the right thing” and putting it to work in a pragmatic sustainability framework comprising four pillars of responsibility

ENVIRONMENTAL RESPONSIBILITY

Decarbonising our fleet, managing our waste and use of resources, and minimising our impact on biodiversity as we continue to grow our business

RESPONSIBILITY TO OUR PEOPLE

Safeguarding a decent, healthy and safe work environment and nurturing an empowered and inclusive organisation, while developing a diverse, well-supported and high-performing workforce



RESPONSIBLE BUSINESS FUNDAMENTALS

Embedding strong governance, ethical conduct and integrity, and robust risk management across our operations to ensure long-term resilience, accountability and trust with all stakeholders

RESPONSIBLE VALUE CREATION

Serving, helping and collaborating with customers, suppliers, the seafarer community and other stakeholders to support a responsible and resilient supply chain and PB community

Our Sustainability Priorities

We prioritise our ESG issues based on our assessments of what is currently most important to our stakeholders, our business, society and the environment, as well as what is most urgent and where we choose to be more ambitious. We currently see these five ESG issues as our Company’s most important sustainability focus areas:

- Safety, Security, Health & Wellbeing
- GHG Emissions Reduction
- Diversity, Equity & Inclusion
- Good Governance & Management
- Ethical Business Practices

In 2026, we continue to refine our ambitions, goals and targets for priority ESG issues to ensure they remain aligned with stakeholder expectations, business priorities and emerging sustainability trends.

These collaborative exercises provide a valuable opportunity for deeper engagement with our colleagues on these topics and provide a forum for refining and updating our ESG strategies, while empowering our colleagues to tailor initiatives to achieve our goals and targets, further embedding sustainability in our culture.

ESG

Please see our standalone Sustainability Report 2025 for a full review of our sustainability approach and performance

ENVIRONMENTAL RESPONSIBILITY

Ambition: As a leading dry bulk ship owner and operator, Pacific Basin seeks to further improve our fleet scale, optimise our performance and offer flexible and reliable service while striving to decouple this from environmental impact. We operate in a heavily regulated industry and take responsibility for decarbonising our fleet, managing our waste, marine discharges and resources consumption, ensuring our ships are primed for proper recycling and minimising our biodiversity impacts as we continue to grow our business.

The most challenging priority of our environmental programme is the gradual decarbonisation of our fleet for compliance and to achieve our IMO-aligned net zero by 2050 target.

Continued Uncertainty about Maritime Decarbonisation

The maritime industry continues to face uncertainty over the timing and structure of a global decarbonisation framework. In October 2025, the IMO failed to adopt the previously agreed Net-Zero Framework, and at MEPC 84 in May 2026, member states remained divided on the economic element of the proposed framework, which most consider essential to adequately incentivise the transition to expensive green fuels and ships. We foresee protracted renegotiations, with the details and timing of an eventual global measure still very unclear.

In the meantime, IMO's Carbon Intensity Indicator (CII) and the European Union's FuelEU and EU ETS continue to incentivise early, gradual emission reduction steps, and further regional GHG regulations are likely to emerge in the absence of an effective IMO global measure.

Against this backdrop, Pacific Basin continues to invest in energy efficiency and fuel savings, while positioning ourselves for priority access to alternative fuels in readiness for tightening and new GHG reduction regulations to come. Our proactive approach positions us to navigate regulatory uncertainty and capture opportunities in the transition to green shipping.

Our Decarbonisation Strategy

We take a multi-pronged approach to reducing our carbon intensity to comply with IMO's global energy-efficiency and carbon-intensity rules as well as EU and other regional regulations.

1. Energy-efficient technology adoption
2. Carbon-efficient operational measures
3. Fleet renewal for energy efficiency
4. Invest in Low-Emission Vessels (LEVs)
5. Developing access to green fuels
6. Assessing carbon capture solutions

ESG Sustainability Report 2025 **p.18**
Our Decarbonisation Strategy

In March 2026, we published findings of our updated climate risk assessment and scenario analysis which consider the potential financial impacts of global warming pathways of +1.5°C, +2.7°C and +4.0°C across short (2030), medium (2040) and long-term (2050) time horizons. These analyses enable us to develop a deeper understanding of both the physical and transition risks associated with climate change. They also strengthen our assessment of climate-related vulnerabilities, evolving market and technological dynamics, and the opportunities that inform and support our long-term decarbonisation strategy.

ESG Sustainability Report 2025 **p.58**
Climate Risk Assessment

Transforming Our Fuel Strategy

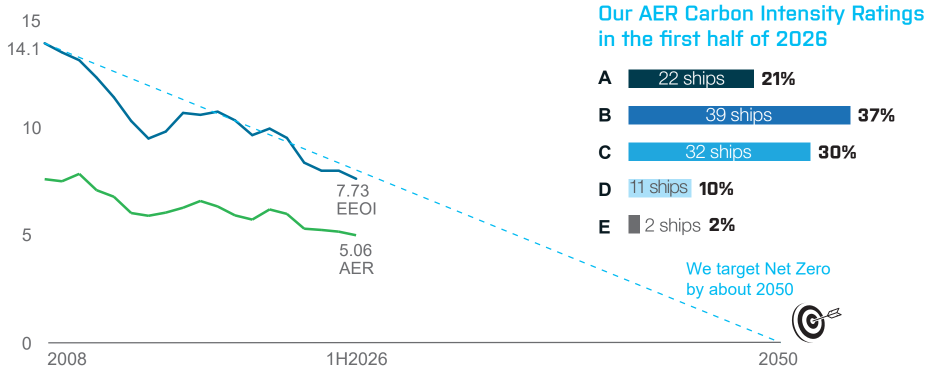
As maritime decarbonisation regulations drive the industry's gradual transition to green fuels, we are transforming our Bunker team into a new Sustainable Energy Solutions (SES) team. This evolution reflects a fundamental shift in how we view fuel – not merely as a cost, but as a strategic enabler of competitiveness and long-term value creation. Leveraging Pacific Basin's scale and expertise, the SES team will strengthen our access to both conventional and green fuels, optimise fuel efficiency and emissions performance across our fleet, and capture fuel-related cost-saving and monetisation opportunities. The team will also support the development of new commercial opportunities in alternative fuels, energy management and regulatory-driven solutions, reinforcing our leadership position in maritime decarbonisation and compliance.

TARGET

Carbon Intensity (EEOI)

0 by about 2050 (6.7 by 2030*)

Grams CO_2 per tonne-mile



* We remain on track to achieve our 2030 EEOI target. Compliance with progressively more demanding EEOI requirements is expected to be achieved through continuous fleet renewal, biofuel use, and ongoing investments in energy saving through technical and operational measures. However, the deeper decarbonisation that our industry has targeted for around 2050 will likely depend on the successful delivery by IMO of a global framework that incentivises the transition to green fuels and vessels at scale.

RESPONSIBILITY TO OUR PEOPLE

Ambition: Pacific Basin strives to develop a diverse, effective and motivated team. At sea and on shore, we continue to uphold the highest health and safety standards and train our colleagues to enable them to tackle evolving business challenges while looking after their, and each other's, overall wellbeing. We want to encourage and support each individual's unique efforts to contribute to our business and to remove barriers to inclusion and opportunity.

Enhancing Safety

Safety remains our top priority. Through proactive risk management and fleet-wide initiatives, we continue to strengthen our safety culture and help prevent injury and loss of life at sea. Key measures introduced during the period include:

- Launching a Stop Work Authority Card across the fleet, reinforcing every seafarer's right and responsibility to stop unsafe work
- Standardising toolbox talks to promote a consistent approach to safety across all vessels
- Introducing random CCTV reviews to support behaviour-based safety programmes and targeted safety coaching
- Enhancing our Safety Incentive Programme, with more frequent recognition of positive safety contributions through vessel-level Safety Winners and fleet-wide Safety Stars, encouraging greater participation in safety awareness, hazard reporting and continuous improvement

Enhancing Security

Drug smuggling, piracy and geopolitical instability continue to present risks for ships and seafarers. Our in-house Global Security Operations Centre (GSOC) provides around-the-clock monitoring, intelligence and response capabilities to support safe operations worldwide.

In 2026, GSOC has focused on strengthening counter-narcotics measures, enhancing piracy monitoring and geopolitical risk analysis, expanding security technology deployment, including AI-enabled CCTV systems, and further building security awareness and capability across the organisation.

Enhancing Wellbeing

Supporting the wellbeing of our seafarers remains a key priority. During the period, we:

- Completed the rollout of Starlink and Inmarsat NexusWave connectivity across our owned fleet, providing high-speed internet access with unlimited data
- Enhanced our Wellness at Sea resources and training, strengthening awareness and support for mental wellbeing
- Introduced additional psychometric screening assessments before vessel joining to further support wellbeing and risk prevention

To promote social connection and morale, we also provided onboard access to the FIFA World Cup 2026, enabling crews across the fleet to share in one of the world's most watched sporting events while at sea.

Lost Time Injury Frequency (LTIF)

0.32 ↓44%

injuries per million work hours

In the first half of 2026, our crews registered 3 lost-time injuries in over 9 million working hours – one of our best LTIF results ever – arising from relatively minor burn and finger injuries. We recorded zero fatalities.

Harassment and Bullying Cases

2

In the first half of 2026, two cases of harassment and bullying were reported in our fleet. Following investigations, disciplinary action was taken, including dismissal, and we enhanced fleet-wide training to help prevent future incidents.

Seafarer Overall Engagement

86%

Results from our 2025 seafarer and shore staff engagement surveys highlighted strong employee engagement while identifying opportunities for continuous improvement.

Shore Staff Overall Engagement

79%

Turning Staff Feedback into Action

Our 2025 seafarer and shore-based staff engagement surveys identified opportunities to further strengthen communication, career development, recognition, wellbeing and workplace flexibility. For seafarers, we are enhancing communication and operational processes in procurement and cargo handling to improve collaboration and efficiency. For shore-based staff, we are expanding learning and development opportunities, promoting flexible work arrangements, strengthening employee recognition, and increasing team-building activities. These actions support our commitment to fostering an inclusive, engaged and high-performing workplace for both our seafarers and shore-based employees.

ESG Please see our standalone Sustainability Report 2025 for a review of how we invest in our people's security, safety, wellbeing and engagement

RESPONSIBLE VALUE CREATION

Ambition: Pacific Basin is in it for the long haul, valuing long-term relationships over short-term gains with our customers, suppliers, investors, finance providers, regulators, local communities and other networks. Leveraging our scale and influence in the dry bulk industry, we seek to promote a responsible, ethical, inclusive and resilient global marketplace by working together with our stakeholders.

Serving our Customers → Serving our People → Serving our Shareholders → Serving Society → Serving Sustainable Trade → Serving the Environment

Examples of collaborations with community stakeholders in first half 2026

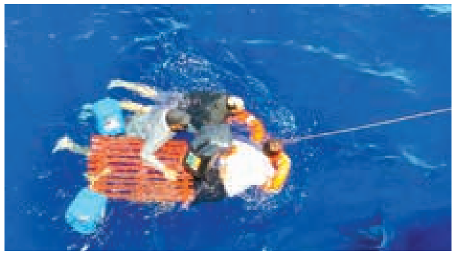
ESG Please see our Sustainability Report 2025 for a review of how we create value responsibly

In April, Pacific Basin partnered with the Singapore Maritime Foundation and NTU Maritime Business Society for a campus engagement session, sharing insights into the dry bulk shipping industry and career opportunities in maritime through our Commercial Graduate Trainee Programme.

To mark the International Day of the Seafarer, we sponsored free admission to the Hong Kong Maritime Museum in June. Over 2,300 visitors enjoyed many interactive educational offerings, as well as career experience sharing, knot-tying, navigation and child-friendly educational workshops led by Pacific Basin ship officers, cadets, shore-based managers and former ship captains.

In June, Pacific Basin participated in a sustainability sharing session organised by the Hong Kong Maritime Museum for students from the Hong Kong Sea School. The session highlighted sustainable shipping, maritime careers and our Company's sustainability journey, helping to raise awareness of sustainability issues and encourage the next generation to explore careers in the maritime sector.

In March, we participated in the Green Shipping Forum 2026 in Dalian, joining a panel discussion on sustainable shipping strategies, green marine fuel deployment and maritime decarbonisation. The forum brought together participants from over 200 organisations across the maritime value chain to discuss pathways to a low-carbon shipping future.



In February, the crew of m/v Jamaica Bay rescued three fishermen following the sinking of their vessel off the coast of Brazil, demonstrating exceptional vigilance, professionalism and seamanship.

We welcomed 14 interns in our Pacific Basin offices – mainly in Hong Kong through our PolyU scholarship programme, our commitment to the Racial Diversity Charter, and our partnership with the Zubin Foundation's Emerging Talent Internship Programme for ethnic minorities.

RESPONSIBLE BUSINESS FUNDAMENTALS

Ambition: We aim to evolve and enhance management and governance practices for best-in-class risk management, reporting, transparency, stakeholder confidence and corporate stewardship. We adopt responsible observance of stakeholder interests as an integral part of our commitment to sustainability and good corporate governance.

With an eye on resilience and business continuity, we futureproof the business by assessing and managing disruptions such as those stemming from geopolitics, climate risk and cyber security.

Our Risk Management Committee ("RMC") reports to the Audit and Risk Committee to ensure strong governance, effective risk management and internal control.

Our Sustainability Management Committee ("SMC") reports to the Sustainability Committee to ensure effective implementation of our sustainability strategy.

We believe that our ambition through our enhanced sustainability governance structure has further improved the effectiveness of our approach to sustainable development, the resilience and reputation of our business, and the confidence our stakeholders place in us.

Our governance and overall ESG ratings have consistently ranked among the strongest in our sector, based on ESG ratings information available from MSCI, ISS, Sustainalytics, Refinitiv, S&P Global, Bloomberg and FTSE Russell and IntegrityNext.

In May, we received the Silver Award in the ESG Leader Award category at the ESG Shipping Awards International 2026 for outstanding demonstration of best practices in ESG

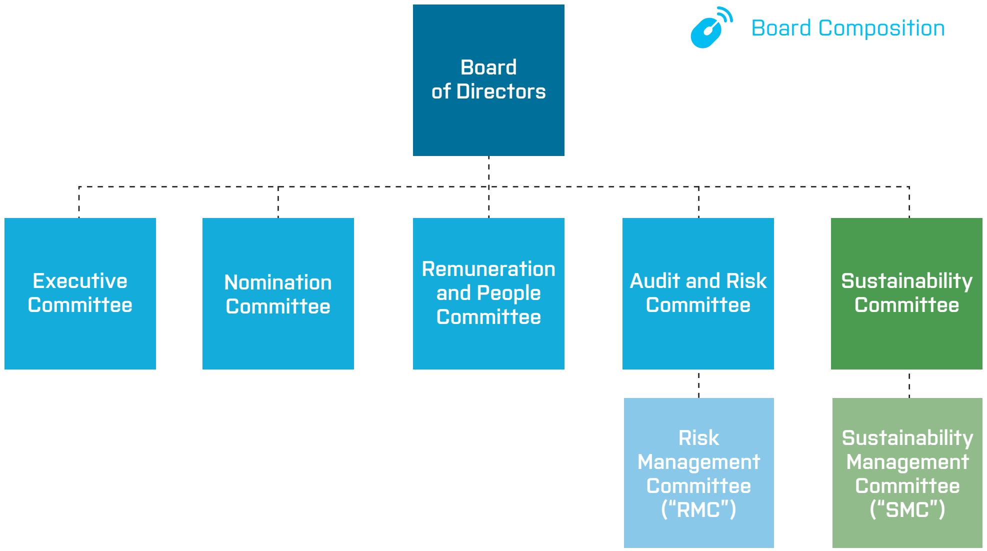
In the first half of 2026, we achieved an MSCI ESG rating of BBB, ranking among the highest rated dry bulk shipping companies

We are rated as "Low Risk" in the Sustainalytics ESG Risk Ratings

Board Changes in 2026

On 16 February 2026, we appointed Dr. Harindarpal S. Banga and Mr. Angad Banga, founder and executive chairman and group chief executive officer, respectively, of the Caravel Group, as Non-executive Directors. Their appointments followed constructive engagement with the Caravel Group, adding two accomplished shipping and commodity industry leaders and representatives of our largest shareholder to the Board.

Board Composition



Update on Maritime Decarbonisation Regulatory Developments

In May, members of our Board-level Sustainability Committee participated in a discussion on maritime decarbonisation and emerging regulatory developments. The session covered the IMO Net Zero Framework, evolving global GHG regulations affecting the shipping industry, and key strategic considerations for the sector's transition to a low-carbon future. Members also received updates on our decarbonisation initiatives, including energy-efficiency technologies, fuel optimisation initiatives, energy trading and fleet renewal strategy.

CORPORATE GOVERNANCE

Accountability

We conduct our business with high standards of corporate governance to ensure responsible direction and management of the Group and to achieve long-term sustainable value for our shareholders and other stakeholders

The Board is responsible for, among other things, the development of the Group's long-term corporate strategies and board policies. In setting its standards, the Board considers the needs and requirements of the business, its stakeholders and the Corporate Governance Code (the "Code") as well as the Environmental, Social and Governance ("ESG") Reporting Code (the "ESG Code") of The Stock Exchange of Hong Kong Limited (the "Stock Exchange").

Throughout the six months ended 30 June 2026, the Group has complied with all code provisions of the Code as set out in Part 2 of Appendix C1 to the Rules Governing the Listing of Securities on the Stock Exchange (the "Listing Rules").

Purchase, Sale or Redemption of Securities

During the six months ended 30 June 2026, the Company repurchased a total of 9,479,000 shares on the Stock Exchange under the Company's share buyback programme as announced on 3 March 2026. The financial position of the Company was solid and healthy. The share buyback programme reflected the Company's confidence in its long-term business prospects and potential growth. In addition, the Company believed that actively optimising the capital structure through implementing the share buyback programme would enhance its earnings per share, net asset value per share and shareholder return. The aggregate consideration paid (before expenses) for the share repurchases amounted to approximately HK$27.1 million (equivalent to approximately US$3.5 million). All shares bought back have been cancelled – 1,478,000 shares were cancelled during the period and 8,001,000 shares were cancelled on 13 July 2026. As at 30 June 2026 and the date of this report, the total number of shares in issue were 5,165,247,803 shares and 5,157,246,803 shares respectively and there were no treasury shares held by the Company. Particulars of the shares bought back are as follows:

Month	Number of shares bought back	Purchase price paid per share (HK$)			Aggregate consideration paid before expenses (HK$)
		Average	Highest	Lowest	
June 2026	9,479,000	2.86	2.90	2.80	27,065,401.60

In May 2026, the trustee of the share award scheme of the Company purchased a total of 16,245,000 shares on the Stock Exchange in relation to awards granted to certain awardees under the Company's 2025 Share Award Scheme. The aggregate consideration paid (before expenses) amounted to approximately HK$55.6 million (equivalent to approximately US$7.1 million).

This share purchase by the trustee constituted a transaction in the securities of the Company for the purpose of the Listing Rules.

Save as disclosed above, during the six months ended 30 June 2026, neither the Company nor any of its subsidiaries purchased, sold or redeemed any of the share capital of the Company.

Directors' Securities Transactions

The Board has adopted the Model Code for Securities Transactions by Directors of Listed Issuers (the "Model Code"), as set out in Appendix C3 to the Listing Rules.

The Board confirms that, having made specific enquiry of all Directors, the Directors have fully complied with the required standards as set out in the Model Code and its code of conduct regarding Directors' securities transactions during the six months ended 30 June 2026.

Interim Report and Disclosure of Information on Stock Exchange's Website

The announcement of interim results containing all the information required in paragraphs 46(1) to 46(10) of Appendix D2 to the Listing Rules has been published on the Stock Exchange's website at www.hkexnews.hk and on the Company's website at www.pacificbasin.com.

This Interim Report is printed in English and Chinese languages, and will be available on our website on or around 21 August 2026.

The interim results and this Interim Report have been reviewed by the external auditor and the Audit and Risk Committee of the Company.

Interim Dividend and Closure of Register of Members

The Board has declared an interim dividend of HK15.5 cents per share for the six months ended 30 June 2026 which will be paid on 3 September 2026 to those shareholders whose names appear on the Company's register of members on 24 August 2026.

The register of members will be closed on 24 August 2026 during which no transfer of shares will be effected. In order to qualify for the interim dividend, all transfers, accompanied by the relevant share certificates, must be lodged with the Company's Hong Kong share registrar, Computershare Hong Kong Investor Services Limited, at Shops 1712-1716, 17th Floor Hopewell Centre, 183 Queen's Road East, Wanchai, Hong Kong not later than 4:30 p.m. on 21 August 2026. The ex-dividend date for the interim dividend will be on 20 August 2026.

Shareholders' Rights

Shareholders are encouraged to maintain direct communication with the Company and if they have any questions for the Board, they may send an e-mail to companysecretary@pacificbasin.com or a letter to:

Company Secretary
Pacific Basin Shipping Limited
31/F One Island South, 2 Heung Yip Road,
Wong Chuk Hang, Hong Kong

Board members

The Directors who held offices as at the date of this Interim Report are set out below:

	Board						
	Date of Appointment	Terms of Appointment	Audit and Risk Committee	Remuneration and People Committee	Nomination Committee	Sustainability Committee	Executive Committee
Executive Directors							
Martin Fruergaard, CEO	2-Jul-21	3 years until 2029 AGM[3]	–	–	–	–	Chairman
Kristian Helt	13-Oct-25	1 year, renewable annually[3]	–	–	–	–	Member
Independent Non-executive Directors							
Irene Waage Basili	1-May-14	3 years until 2028 AGM	–	Member[2]	Member	–	–
Stanley H. Ryan, Chairman	5-Jul-16	3 years until 2029 AGM[3]	–	Member	Chairman	–	–
Kirsi K. Tikka	2-Sep-19	3 years until 2028 AGM	Member	–	–	Chairman	–
John M.M. Williamson	2-Nov-20	3 years until 2029 AGM[3]	Chairman	–	Member	–	–
Mats H. Berglund	2-Jan-24	3 years until 2027 AGM	–	Member	–	Member	–
Kalpana Desai	1-Feb-25	3 years until 2028 AGM	Member	–	–	Member	–
Wang Xiaojun Heather	1-Feb-25	3 years until 2028 AGM	–	Chairman[2]	Member	–	–
Non-executive Directors							
Harindarpal S. Banga[1]	16-Feb-26	3 years until 2029 AGM[3]	Member[2]	–	–	–	–
Angad Banga[1]	16-Feb-26	3 years until 2029 AGM[3]	–	–	–	Member[2]	–

Notes:

(1) Appointed as Non-executive Director on 16 February 2026.

(2) Appointed as Chairman or member of a Board Committee, as the case may be, on 3 March 2026.

(3) Re-elected as Director at the Company's annual general meeting held on 22 April 2026.

There has been no change in the annual Directors' fees for the Independent Non-executive Directors and Non-executive Directors except that the annual fee for Mrs. Irene Waage Basili and Ms. Wang Xiaojun Heather have been adjusted from HK$850,000 to HK$800,000 and from HK$800,000 to HK$850,000 respectively with effect from 3 March 2026, reflecting the transfer of the chairmanship of the Remuneration and People Committee from Mrs. Basili to Ms. Wang. Mrs. Basili remains a member of the Remuneration and People Committee. The adjustment represents the additional fee payable to the Chairman of the Remuneration and People Committee. In addition, Ms. Kalpana Desai and Mr. Mats Berglund were delegated with additional responsibilities and duties by the Board in relation to the strategic development of the Group. Upon the recommendation of the Remuneration and People Committee and with the approval of the Board, an additional monthly fee of US$18,750 and US$11,250 were paid to Ms. Desai and Mr. Berglund, respectively, for the period from 1 January 2026 to 28 February 2026. These additional fees were determined based on their individual work experience, duties and responsibilities within the Group, and were not covered by the respective letters of appointment entered into between the Company and each of Ms. Desai and Mr. Berglund.

Ms. Desai was appointed as an independent non-executive director of The Hongkong and Shanghai Hotels, Limited (Hong Kong-listed) with effect from 13 May 2026 and ceased to be an independent non-executive director of Janus Henderson Group plc on 30 June 2026.

OTHER INFORMATION

Directors' and Chief Executive's Interests and Short Positions in the Shares, Underlying Shares and Debentures of the Company or any Associated Corporation

At 30 June 2026, the interests and short positions of each Director and the Chief Executive in shares, underlying shares and debentures of the Company and its associated corporations within the meaning of Part XV of the Securities and Futures Ordinance ("SFO"), which: (a) were required to be notified to the Company and the Stock Exchange pursuant to Divisions 7 and 8 of Part XV of the SFO, or (b) were required to be entered in the register maintained by the Company under Section 352 of the SFO, or (c) were required pursuant to the Model Code for Securities Transactions by Directors of Listed Issuers were as follows:

Name of Director	Personal interest	Corporate or Family interests/Trust & similar interests	Long/Short position	Total Share interests	Approximate percentage holding of issued share capital	
					30 Jun 2026	31 Dec 2025
Martin Fruergaard[1]	18,863,768	–	Long	18,863,768	0.37%	0.27%
Kristian Helt	13,183,000	–	Long	13,183,000	0.26%	0.23%
John M.M. Williamson	110,000	–	Long	110,000	less than 0.01%	less than 0.01%
Harindarpal S. Banga	–	1,036,388,401	Long	1,036,388,401	20.06%	N/A

Note:

(1) Restricted share awards granted under the Company's share award schemes are disclosed on page 39 of this Report

All the interests stated above represent long positions. No short positions and shares under equity derivatives held by Directors were recorded in the register maintained by the Company under Section 352 of the SFO as at 30 June 2026.

Save as disclosed, at no time during the six months ended 30 June 2026 was the Company, its subsidiaries, or its associated companies a party to any arrangement to enable the Directors and Chief Executive of the Company to hold any interests or short positions in the shares or underlying shares in, or debentures of, the Company or its associated corporations.

2023 Share Award Scheme ("2023 SAS")

This section should be read in conjunction with the disclosure on pages 77 to 78 of the 2025 Annual Report.

The Company's 2023 SAS was adopted on 31 July 2023 and was a single share award scheme under which no share options can be granted. The grant of Awards under the 2023 SAS can be satisfied only by the purchase of existing shares of the Company through the trustee of the scheme on the secondary market at the market trading price. No new shares could be issued under the 2023 SAS. No Awards were granted under the 2023 SAS during the period and it had been superseded by the adoption of a new share award scheme, namely the 2025 Share Award Scheme, on 25 April 2025, as described overleaf. As such, the 2023 SAS was terminated on 25 April 2025, no shares were available for grant or further grant under the 2023 SAS thereafter, while remaining Awards granted prior to the termination date and not vested at the time shall remain valid. These Awards will vest through to 2027 as per the vesting schedule.

The number of Shares available for grant under the scheme mandate (i.e. by way of issuance of new shares) for the 2023 SAS at the beginning and the end of the six months ended 30 June 2026 was nil.

2025 Share Award Scheme ("2025 SAS")

This section should be read in conjunction with the disclosure on pages 77 to 78 of the 2025 Annual Report.

The 2025 SAS was approved and adopted by the shareholders of the Company at the annual general meeting held on 25 April 2025. It is a single share award scheme under which no share options can be granted. Awards under the 2025 SAS are categorised into Restricted Share ("RS") awards, Restricted Unit ("RU") awards and Performance Share Unit ("PSU") awards. For the RS awards and RU awards granted, there is no performance target for the vesting of such awards. In view that (i) the Grantees will be Executive Directors and employees and the primary purpose of the 2025 SAS is to serve as retention incentives and rewards for their contribution and dedication to the Group and to align the interests of the Grantees generally with those of the shareholders; and (ii) the awards granted will be subject to certain vesting conditions in accordance with the scheme rules of the 2025 SAS, which already cover situations where the awards will lapse, the Remuneration and People Committee considers that this is appropriate and aligns with the purpose of the 2025 SAS. For the PSU awards, such awards will be granted to Executive Directors and certain employees as the Remuneration and People Committee deems fit and only vest upon the achievement of certain performance targets approved by the Board. If the performance targets associated with the PSU awards are not satisfied, the relevant Awarded Shares will not be vested in full or in part.

The awards granted or to be granted under the 2025 SAS are subject to clawback mechanism which includes but not limited to the following:

The unvested portion of any award shall lapse on the date on which a Grantee ceases to be an Eligible Participant by reason of the termination of employment on grounds entitling the employer to effect such termination without notice. Similarly, upon vesting of the awards and within the period where the Awarded Shares are subject to restrictions on dealings after vesting, the Grantee is liable to return the vested Shares (or their cash equivalent as at the time the Shares vested) to the trustee of the scheme if his employment is terminated in similar circumstances, or if he breaches the relevant post-vesting restrictions on dealings. In the case of PSU awards, if the Company discovers a material misstatement or omission in the financial statements of the Company or the Group within three years after the vesting date of such awards, the Company is entitled to and may require the Grantee to return the vested Shares (or their cash equivalent as at the time the Shares vested) together with any dividend equivalent paid and any dividends paid or other distributions made with respect to any Shares upon the vesting of any such awards, provided that such vested Shares would not otherwise have been vested had there been no material misstatement or omission in the financial statements.

The number of Shares available for grant under the scheme mandate of the 2025 SAS (i.e. by way of issuance of new shares) at the beginning and end of the six months ended 30 June 2026 were 256,849,507 Shares and 256,849,507 Shares respectively.

Both the 2023 SAS, and the 2025 SAS enable the Company to grant share awards to eligible participants, being principally Executive Directors and employees, as an incentive and recognition for their contribution to the Group. There is no exercise period for any awards. Grantees are not required to make payment upon acceptance of the awards, and are not required to pay any purchase price for the Awarded Shares on vesting of the awards.

Awards Granted

Details of the movements of awards under the 2023 SAS and 2025 SAS (on an aggregate basis) during the six months ended 30 June 2026 are as follows:

					During the Period			Vesting period [4]			
'000 shares	**Date of Grant**	**Type of Awards**	**Unvested at 30 June 2026**	**Unvested at 1 Jan 2026**	**Granted [1]**	**Vested [2]**	**Lapsed [3]**	**2H2026**	**2027**	**2028**	**2029**
Directors											
Martin Fruergaard	02-Aug-23	RS	1,637	1,637	–	–	–	1,637	–	–	–
	05-Mar-24	RS	1,816	1,816	–	–	–	–	1,816	–	–
	20-Jun-25	RS	1,768	1,768	–	–	–	–	–	1,768	–
	20-Jun-25	PSU	2,552	2,552	–	–	–	–	–	2,552	–
	11-May-26	RS	2,388	–	2,388	–	–	–	–	–	2,388
	11-May-26	PSU	2,384	–	2,384	–	–	–	–	–	2,384
			12,545	7,773	4,772	–	–	1,637	1,816	4,320	4,772
Kristian Helt	02-Aug-23	RS	667	667	–	–	–	667	–	–	–
	05-Mar-24	RS	771	771	–	–	–	–	771	–	–
	20-Jun-25	RS	753	753	–	–	–	–	–	753	–
	20-Jun-25	PSU	752	752	–	–	–	–	–	752	–
	11-May-26	RS	854	–	854	–	–	–	–	–	854
	11-May-26	PSU	860	–	860	–	–	–	–	–	860
			4,657	2,943	1,714	–	–	667	771	1,505	1,714
			17,202	10,716	6,486	–	–	2,304	2,587	5,825	6,486
Senior Management											
Ng Chi Kit, Jimmy	20-Jun-25	RS	2,018	2,018	–	–	–	672	673	673	–
	20-Jun-25	PSU	672	672	–	–	–	–	–	672	–
	11-May-26	RS	746	–	746	–	–	–	–	–	746
	11-May-26	PSU	752	–	752	–	–	–	–	–	752
			4,188	2,690	1,498	–	–	672	673	1,345	1,498
Other Employees	02-Aug-23	RS & RU	9,924	10,558	–	(561)	(73)	9,924	–	–	–
	05-Mar-24	RS & RU	10,859	11,318	–	(374)	(85)	–	10,859	–	–
	30-May-24	RS & RU	165	165	–	–	–	165	–	–	–
	20-Jun-25	RS & RU	16,338	17,014	–	–	(676)	–	–	16,338	–
	20-Jun-25	PSU	1,800	1,800	–	–	–	–	–	1,800	–
	11-May-26	RS & RU	10,641	–	10,641	–	–	–	–	–	10,641
	11-May-26	PSU	2,392	–	2,392	–	–	–	–	–	2,392
			52,119	40,855	13,033	(935)	(834)	10,089	10,859	18,138	13,033
			73,509	54,261	21,017	(935)	(834)	13,065	14,119	25,308	21,017

Notes:

(1) 21,017,000 share awards were granted on 11 May 2026 under the 2025 SAS, representing approximately 0.41% of the weighted average number of shares in issue (excluding treasury shares) for the period. The closing price of the shares of the Company immediately before the grant date of 11 May 2026 was HK$3.35 per share. The fair value (the accounting standard and policy adopted are consistent with the interim condensed consolidated financial statements) of the share awards as at the date of grant was HK$3.25 per share. These shares were all purchased in the market except for 4,772,000 shares utilising the forfeited shares held by the trustee of the scheme. Out of 21,017,000 Shares, a total of 6,388,000 Shares are PSU awards, the vesting of which will be subject to the achievement of certain performance targets approved by the Board.

(2) A total of 935,000 shares vested during the period which were advanced vesting due to the retirement of two employees. The weighted average closing price of the shares immediately before the dates on which the awards were vested was HK$2.69.

(3) A total of 834,000 Shares lapsed during the period due to the resignation of two employees. No awards were cancelled during the period.

(4) The vesting date in each of these years is 14 July.

Substantial Shareholders' Interests and Short Positions in the Shares and Underlying Shares of the Company

The register of substantial shareholders maintained under Section 336 of the SFO shows that as at 30 June 2026, the Company had been notified of the following substantial shareholders' interests and short positions, being 5% or more of the Company's issued share capital.

Name	Capacity/ Nature of interest	Long/Short Position	Number of Shares	Approximate percentage of the issued share capital of the Company 30 June 2026	31 Dec 2025
Caravel Maritime Ventures Inc.[1]	Beneficial owner	Long	1,036,388,401	20.06%	18.12%
Harindarpal S. Banga[1]	Interest of corporation controlled	Long	1,036,388,401	20.06%	18.12%
Indra Banga[1]	Interest of corporation controlled	Long	1,036,388,401	20.06%	18.12%
The Caravel Group Ltd.[1]	Interest of corporation controlled	Long	1,036,388,401	20.06%	18.12%
M&G Plc	Interest of corporation controlled	Long	620,261,000	12.00%	12.37%
Pzena Investment Management, LLC[2]	Investment manager/ Beneficial owner	Long	514,492,443	9.96%	10.98%
Citigroup Inc.[3]	Interest of corporation controlled/Approved lending agent	Long Short	310,553,655 13,998,673	6.01% 0.27%	7.04% 0.58%

Notes:

(1) The entire issued share capital of The Caravel Group Ltd. is owned as to 50% by each of Harindarpal S. Banga and Indra Banga, respectively. The Caravel Group Ltd., through various corporations controlled by it owns 100% of Caravel Maritime Ventures Inc., which held 1,036,388,401 shares in the capacity of beneficial owner.

(2) The long position in shares held by Pzena Investment Management, LLC is held in the capacities as Investment manager as to 514,285,443 shares and Beneficial owner as to 207,000 shares.

(3) The long position in shares held by Citigroup Inc. is held in the capacities of Interest of corporation controlled as to 14,763,317 shares and Approved lending agent as to 295,790,338 shares. The short position is held in the capacity of Interest of corporation controlled.

Human Resources

At 30 June 2026, the Company and its subsidiaries employed a total of 416 shore-based staff and over 4,100 seafarers (30 June 2025: 406 and 4,300 respectively). The employee costs for the six months ended 30 June 2026 including crew wages and Directors' fees, totalled US$93.4 million (1H2025: US$93.8 million).

All of the Group's subsidiaries are equal opportunity employers. We seek to attract and retain diverse personnel of different ages, genders, cultures, and backgrounds, with the skills, experience and qualifications needed to manage and grow the business successfully. We achieve this by providing remuneration packages, including discretionary bonuses, which are competitive, consistent with market practice, and reward performance and align employees and shareholders' interests.

The Company operates a share award programme for its employees under which share awards or unit awards can be granted on a discretionary basis to eligible participants, being principally Executive Directors and employees, as retention incentive and rewards for their contribution and dedication to the Group and to align the interests of the grantees generally with those of the Company and its shareholders.

In addition, training and development and leadership programmes, as well as social, team-building and recreational activities are provided throughout the Group.

A Pacific Basin logs-fitted Handysize bulk carrier sailing in fine conditions

FINANCIAL RESULTS

GROUP PERFORMANCE REVIEW

This Group Performance Review comprises a presentation of our income statement adjusted to provide readers with a better understanding of the key dynamics of a shipping business, more consistent with the way we review our performance in our internal management reporting.

		Six months ended 30 June		
US$ Million	Note	2026	2025	Change*
Revenue		**1,105.5**	1,018.7	+9%
Bunker, port disbursement & other voyage costs		**(439.8)**	(462.2)	+5%
Time-charter equivalent ("TCE") earnings	1	**665.7**	556.5	+20%
Owned vessel costs				
Operating expenses	2	**(92.6)**	(92.6)	0%
Depreciation	3	**(76.8)**	(75.6)	-2%
Net finance costs	4	**(2.3)**	(2.4)	+4%
Chartered vessel costs				
Non-capitalised charter costs	5	**(336.6)**	(304.4)	-11%
Capitalised charter costs	5	**(19.5)**	(19.9)	+2%
Operating performance before overheads		**137.9**	61.6	>+100%
Adjusted total G&A overheads	6	**(42.8)**	(39.4)	-9%
Taxation and others		**(0.2)**	(0.3)	+33%
Underlying profit		**94.9**	21.9	>+100%
Unrealised derivative income/(expenses)	7	**8.5**	(1.3)	
Disposal gains of vessels	8	**2.8**	5.0	
Project expenses	9	**(1.2)**	–	
Profit attributable to shareholders		**105.0**	25.6	>+100%
EBITDA#		**197.8**	121.5	+63%
Net profit margin		**10%**	3%	+7%
Return on average equity (annualised)		**11%**	3%	+8%

* In our tabulated figures, positive changes represent an improving result and negative changes represent a worsening result.

\# EBITDA (earnings before interest, tax, depreciation and amortisation) is gross profit less indirect general and administrative overheads, excluding: depreciation and amortisation; exchange differences; share-based compensation and unrealised derivative income and expenses.

Notes:

1. Total time-charter equivalent ("TCE") earnings increased due to stronger freight market conditions during the first half of the year.
2. Total operating expenses of our owned vessels remained stable, reflecting a relatively consistent fleet size in operation.
3. Depreciation of our owned vessels increased by 2%, mainly due to the higher docking costs.
4. The 4% decrease in net finance costs was mainly due to a decrease in average borrowings.
5. Non-capitalised charter costs comprise the cost of short-term charters with a term of 12 months or less and the non-lease portion of long-term charters with a term of over 12 months. Capitalised charter costs comprise depreciation of right-of-use assets and interest expenses on lease liabilities relating to the lease portion of long-term charters with a term of over 12 months. The increase in overall charter costs is in line with the strengthened freight markets during the period.
6. Adjusted total G&A overheads comprise the total G&A overheads and the interest on lease liabilities of other PP&E. The year-on-year increase was largely due to the absence of foreign exchange gains on Japanese yen deposits held for vessel purchases, which benefited the prior period.
7. Unrealised derivative income mainly represent the positive mark-to-market on our bunker swap contracts.
8. The disposal gain relates to the disposal of one older vessel.
9. Project expenses mainly relate to the professional advice on the Group's structural change and other strategic corporate initiatives.

FINANCIAL STATEMENTS

Unaudited Condensed Consolidated Income Statement

	Note	Six months ended 30 June 2026 US$'000	Six months ended 30 June 2025 US$'000
Revenue	4	**1,105,480**	1,018,680
Cost of services	5	**(991,723)**	(989,498)
Gross profit		**113,757**	29,182
Indirect general and administrative overheads	5	**(3,580)**	(3,818)
Other income and gains	6	**2,865**	5,391
Other expenses	5	**(2,725)**	–
Finance income	7	**3,964**	5,811
Finance costs	7	**(8,931)**	(10,648)
Profit before taxation		**105,350**	25,918
Tax charges	8	**(300)**	(318)
Profit attributable to shareholders		**105,050**	25,600
Earnings per share for profit attributable to shareholders (in US cents)			
Basic earnings per share	10(a)	**2.06**	0.50
Diluted earnings per share	10(b)	**2.04**	0.50

Unaudited Condensed Consolidated Statement of Comprehensive Income

	Six months ended 30 June 2026 US$'000	Six months ended 30 June 2025 US$'000
Profit attributable to shareholders	**105,050**	25,600
Other comprehensive income		
Items that are and may be reclassified subsequently to income statement		
Cash flow hedges		
– fair value gains	**13**	54
– fair value gains transferred to income statement	**(433)**	(957)
Currency translation differences	**9**	938
Total comprehensive income attributable to shareholders	**104,639**	25,635

Unaudited Condensed Consolidated Balance Sheet

	Note	30 June 2026 US$'000	31 December 2025 US$'000
ASSETS			
Non-current assets			
Property, plant and equipment	11	**1,610,410**	1,642,124
Right-of-use assets	12	**90,545**	91,028
Goodwill		**25,256**	25,256
Derivative assets	13	**307**	–
Trade and other receivables	14	**2,273**	3,206
		1,728,791	1,761,614
Current assets			
Inventories		**148,814**	96,527
Derivative assets	13	**7,162**	1,550
Trade and other receivables	14	**183,957**	148,103
Assets held for sale	15	**6,033**	–
Cash and deposits	16	**206,530**	270,559
Tax recoverable		**214**	74
		552,710	516,813
Total assets		**2,281,501**	2,278,427

	Note	30 June 2026 US$'000	31 December 2025 US$'000
EQUITY			
Capital and reserves attributable to shareholders			
Share capital	17	**51,572**	50,546
Retained profits		**741,773**	676,703
Other reserves		**1,088,774**	1,097,733
Total equity		**1,882,119**	1,824,982
LIABILITIES			
Non-current liabilities			
Borrowings	18	**30,393**	69,938
Lease liabilities		**66,001**	64,963
Derivative liabilities	13	**2**	775
		96,396	135,676
Current liabilities			
Borrowings	18	**18,916**	66,583
Lease liabilities		**27,956**	28,937
Derivative liabilities	13	**4,129**	5,533
Trade payables and other liabilities	19	**251,985**	216,716
		302,986	317,769
Total liabilities		**399,382**	453,445

Unaudited Condensed Consolidated Statement of Changes in Equity

Capital and reserves attributable to shareholders

2026

US$'000	Share capital	Share premium	Merger reserve	Staff benefits reserve	Hedging reserve	Exchange reserve	Contributed surplus	Convertible bonds reserve	Retained profits	Total
At 1 January	50,546	384,372	(56,606)	(8,707)	420	(1,684)	779,938	–	676,703	1,824,982
Comprehensive income										
Profit attributable to shareholders	–	–	–	–	–	–	–	–	105,050	105,050
Other comprehensive income										
Cash flow hedges										
– fair value gains	–	–	–	–	13	–	–	–	–	13
– fair value gains transferred to income statement	–	–	–	–	(433)	–	–	–	–	(433)
Currency translation differences	–	–	–	–	–	9	–	–	–	9
Total comprehensive income	–	–	–	–	(420)	9	–	–	105,050	104,639
Transactions with owners in their capacity as owners										
Dividends paid (Note 9)	–	–	–	–	–	–	–	–	(39,518)	(39,518)
Share-based compensation	–	–	–	2,604	–	–	–	–	–	2,604
Shares bought back and cancelled (Note 17(a))	(15)	(519)	–	–	–	–	–	–	–	(534)
Shares bought back and to be cancelled (Note 17(a))	(80)	(2,848)	–	–	–	–	–	–	–	(2,928)
Share awards granted (Note 17(b))	8,469	–	–	(8,007)	–	–	–	–	(462)	–
Shares purchased by trustee of the SASs	(7,126)	–	–	–	–	–	–	–	–	(7,126)
Share awards lapsed (Note 17(b))	(222)	–	–	222	–	–	–	–	–	–
Shares issued upon conversion of convertible bonds	–	–	–	–	–	–	–	–	–	–
At 30 June	51,572	381,005	(56,606)	(13,888)	–	(1,675)	779,938	–	741,773	1,882,119

2025

US$'000	Share capital	Share premium	Merger reserve	Staff benefits reserve	Hedging reserve	Exchange reserve	Contributed surplus	Convertible bonds reserve	Retained profits	Total
At 1 January	50,710	394,790	(56,606)	(6,704)	2,035	(2,613)	779,938	2,108	662,986	1,826,644
Comprehensive income										
Profit attributable to shareholders	–	–	–	–	–	–	–	–	25,600	25,600
Other comprehensive income										
Cash flow hedges										
– fair value gains	–	–	–	–	54	–	–	–	–	54
– fair value gains transferred to income statement	–	–	–	–	(957)	–	–	–	–	(957)
Currency translation differences	–	–	–	–	–	938	–	–	–	938
Total comprehensive income	–	–	–	–	(903)	938	–	–	25,600	25,635
Transactions with owners in their capacity as owners										
Dividends paid (Note 9)	–	–	–	–	–	–	–	–	(33,424)	(33,424)
Share-based compensation	–	–	–	2,200	–	–	–	–	–	2,200
Shares bought back and cancelled (Note 17(a))	(931)	(20,082)	–	–	–	–	–	–	–	(21,013)
Shares bought back and to be cancelled (Note 17(a))	–	–	–	–	–	–	–	–	–	–
Share awards granted (Note 17(b))	7,749	–	–	(7,413)	–	–	–	–	(336)	–
Shares purchased by trustee of the SASs	(6,899)	–	–	–	–	–	–	–	–	(6,899)
Share awards lapsed (Note 17(b))	–	–	–	–	–	–	–	–	–	–
Shares issued upon conversion of convertible bonds	203	3,532	–	–	–	–	–	(263)	–	3,472
At 30 June	50,832	378,240	(56,606)	(11,917)	1,132	(1,675)	779,938	1,845	654,826	1,796,615

Unaudited Condensed Consolidated Cash Flow Statement

	Note	Six months ended 30 June 2026 US$'000	Six months ended 30 June 2025 US$'000
Operating activities			
Cash generated from operations	20	**143,920**	124,969
Taxation paid		**(441)**	(374)
Net cash generated from operating activities		**143,479**	124,595
Investing activities			
Purchase of property, plant and equipment		**(57,294)**	(41,127)
Disposal of property, plant and equipment		**9,513**	41,668
Decrease in term deposits with original maturities over 3 months		**20,410**	10,768
Interest received	7	**3,964**	5,811
Net cash (used in)/generated from investing activities		**(23,407)**	17,120

	Note	Six months ended 30 June 2026 US$'000	Six months ended 30 June 2025 US$'000
Financing activities			
Repayment of borrowings		**(88,948)**	(31,430)
Interest on borrowings and other finance charges paid		**(4,494)**	(6,525)
Repayment of lease liabilities – principal element		**(17,410)**	(18,163)
Interest on lease liabilities paid	7	**(2,701)**	(2,451)
Dividends paid	9	**(39,518)**	(33,424)
Payment for buyback and cancellation of shares		**(3,462)**	(21,013)
Payment for shares purchased by trustee of the SASs	17	**(7,126)**	(6,899)
Net cash used in financing activities		**(163,659)**	(119,905)
Net (decrease)/increase in cash and cash equivalents		**(43,587)**	21,810
Cash and cash equivalents			
At 1 January		**249,355**	265,646
Net (decrease)/increase in cash and cash equivalents		**(43,587)**	21,810
Exchange (losses)/gains		**(32)**	2,423
At 30 June	16	**205,736**	289,879
Term deposits with original maturities over 3 months			
At 1 January		**21,204**	16,391
Decrease in term deposits with original maturities over 3 months		**(20,410)**	(10,768)
At 30 June	16	**794**	5,623
Cash and deposits at 30 June	16	**206,530**	295,502

NOTES TO THE FINANCIAL STATEMENTS

1 General information

Pacific Basin Shipping Limited (the "Company") and its subsidiaries (together the "Group") are principally engaged in the provision of dry bulk shipping services internationally.

The Company was incorporated in Bermuda on 10 March 2004 as an exempted company with limited liability under the Companies Act 1981 of Bermuda.

The Company is listed on The Stock Exchange of Hong Kong Limited (the "Stock Exchange").

These interim condensed consolidated financial statements are unaudited but have been reviewed by PricewaterhouseCoopers in accordance with Hong Kong Standard on Review Engagements 2410, "Review of Interim Financial Information Performed by the Independent Auditor of the Entity", issued by the Hong Kong Institute of Certified Public Accountants. PricewaterhouseCoopers's independent review report to the Board of Directors is set out on page 56.

These financial statements have been approved for issue by the Board of Directors on 6 August 2026.

2 Basis of preparation

(a) Accounting standards

These financial statements have been prepared in accordance with Hong Kong Accounting Standard 34 "Interim Financial Reporting" issued by the Hong Kong Institute of Certified Public Accountants. These financial statements should be read in conjunction with the annual financial statements for the year ended 31 December 2025, which have been prepared in accordance with the HKFRS Accounting Standards ("HKFRS").

(b) Accounting policies

The accounting policies adopted are consistent with those of the annual financial statements for the year ended 31 December 2025.

The new or revised standards and amendments that became effective in this accounting period do not have any significant impact on the Group's accounting policies and do not require any adjustments.

The new or revised standards and amendments that have been issued but are not yet effective will have no significant impact on the consolidated financial statements in the foreseeable future, except for:

HKFRS 18 Presentation and Disclosure in Financial Statements

HKFRS 18 will be effective on 1 January 2027 and retrospective application is required. It will replace HKAS 1 Presentation of Financial Statements, introducing new requirements that will help to achieve comparability of the financial performance of similar entities and provide more relevant information and transparency to users. Even though HKFRS 18 will not impact the recognition or measurement of items in the financial statements, its impacts on presentation and disclosure are expected to be pervasive, in particular those related to the consolidated statements of profit or loss and providing management-defined performance measures within the financial statements.

Management is currently assessing the detailed implications on the Group's financial statements.

3 Estimates

The preparation of these financial statements requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets and liabilities, income and expenses. Actual results may differ from these estimates.

In preparing these financial statements, the significant judgements made by management in applying the Group's accounting policies and the key sources of estimation uncertainty were the same as those that applied to the annual financial statements for the year ended 31 December 2025.

4 Revenue and segment information

	Six months ended 30 June	
US$'000	**2026**	2025
Freight	**955,342**	886,598
Charter-hire		
– lease component	**72,734**	79,064
– non-lease component	**77,404**	53,018
	1,105,480	1,018,680

The Group's revenue is substantially derived from the provision of dry bulk shipping services internationally and, accordingly, information is not presented by business segment.

Geographical segment information is not presented as the management considers our shipping services are international in nature, precluding a meaningful allocation of operating profit to specific geographical segments.

5 Expenses by nature

US$'000	Six months ended 30 June 2026	2025
Vessel-related expenses		
Vessel charter costs (a)	**336,566**	304,395
Bunkers consumed	**227,293**	242,573
Port disbursements and other voyage costs	**223,724**	218,611
Vessel depreciation	**93,661**	93,139
Employee benefit expenses – crew wages and other related costs	**61,528**	61,068
Vessel operating expenses	**25,579**	26,275
Lubricating oil consumed	**5,534**	5,286
Net (gains)/losses on bunker swap contracts	**(21,242)**	3,398
	952,643	954,745
General and administrative overheads (b)		
Employee benefit expenses including Directors' emoluments	**31,887**	32,776
Other PP&E depreciation	**1,442**	1,378
Office lease expenses	**569**	582
Net foreign exchange gains	**(32)**	(2,969)
Other general and administrative expenses	**8,794**	6,804
	42,660	38,571
Other expenses		
Net losses on forward freight agreements	**1,498**	–
Project expenses	**1,227**	–
	2,725	–
The sum of the above reconciles to the following items in the income statement: (i) Cost of services, (ii) Indirect general and administrative overheads and (iii) Other expenses	**998,028**	993,316

(a) Vessel charter costs

Vessel charter costs comprise the cost of short-term charters with a term of 12 months or less and the non-lease portion of long-term charters with a term of over 12 months.

Vessel charter costs include variable lease payments on an index-linked basis amounting to US$5.6 million (2025: US$17.3 million).

(b) Total general and administrative ("G&A") overheads

US$'000	Six months ended 30 June 2026	2025
Direct G&A overheads included in cost of services	**39,080**	34,753
Indirect G&A overheads	**3,580**	3,818
Total G&A overheads	**42,660**	38,571

6 Other income and gains

US$'000	Six months ended 30 June 2026	2025
Gains on disposal of PP&E	**2,814**	5,030
Government subsidies	**51**	–
Net gains on forward freight agreements	**–**	361
	2,865	5,391

7 Finance income and finance costs

US$'000	Six months ended 30 June 2026	2025
Finance income		
Bank interest income	**(3,964)**	(5,810)
Other interest income	**–**	(1)
	(3,964)	(5,811)
Finance costs		
Interest on borrowings		
– borrowings	**5,089**	7,469
– convertible bonds	**–**	632
Interest on lease liabilities	**2,701**	2,451
Net gains on interest rate swap contracts	**(433)**	(957)
Other finance charges	**1,574**	1,053
	8,931	10,648
Finance costs, net	**4,967**	4,837

8 Taxation

Shipping income from international trade is either not subject to or exempt from income tax according to the tax regulations prevailing in the jurisdictions in which the Group operates. Income from non-shipping activities is subject to tax at prevailing rates in the jurisdictions in which these businesses operate.

The amount of taxation charged to the income statement represents:

US$'000	Six months ended 30 June 2026	2025
Overseas tax, provided at the rates of taxation prevailing in the jurisdictions	**309**	276
Adjustments in respect of prior year	**(9)**	42
Tax charges	**300**	318

The Group is within the scope of the Pillar Two Global Anti-Base Erosion Model Rules (the "Rules") published by the Organisation for Economic Co-operation and Development ("OECD") with income arising in low-tax jurisdictions being to a minimum effective tax rate of 15%. The Group's international shipping income is excluded under the Rules. The effect of income from non-shipping activities subject to the minimum tax rate requirement is considered not significant.

9 Dividends

	Six months ended 30 June 2026			2025		
	HK cents per share	**US cents per share**	**US$'000**	HK cents per share	US cents per share	US$'000
Interim dividend (a)	**15.5**	**2.0**	**102,199**	1.6	0.2	10,717
Dividends paid during the period (b)	**6.0**	**0.8**	**39,518**	5.1	0.7	33,424

(a) The interim dividend is declared on 6 August 2026 and therefore not reflected in the financial statements.

(b) Dividends paid during the period represent final dividend of the prior year.

10 Earnings per share ("EPS")

(a) Basic earnings per share

Basic earnings per share are calculated by dividing the profit attributable to shareholders by the weighted average number of shares in issue during the period, excluding the shares held by the trustee of the Company's, 2023 Share Award Scheme and 2025 Share Award Scheme (collectively "SASs") and unvested restricted shares (Note 17(b)).

		Six months ended 30 June	
		2026	2025
Profit attributable to shareholders	(US$'000)	**105,050**	25,600
Weighted average number of shares in issue	('000)	**5,104,241**	5,074,070
Basic earnings per share	(US cents)	**2.06**	0.50
Equivalent to	(HK cents)	**16.09**	3.93

(b) Diluted earnings per share

Diluted earnings per share are calculated by dividing the basic earnings by the weighted average number of shares in issue during the period, excluding the shares held by the trustee of the Company's SASs and after adjusting for the dilutive effect of unvested restricted shares (Note 17(b)).

		Six months ended 30 June	
		2026	2025
Profit attributable to shareholders	(US$'000)	**105,050**	25,600
Effect of interest on convertible bonds	(US$'000)	**–**	632
Adjusted profit attributable to shareholders	(US$'000)	**105,050**	26,232
Weighted average number of shares in issue	('000)	**5,104,241**	5,074,070
Effect of unvested restricted shares	('000)	**36,324**	22,530
Effect of convertible bonds	('000)	**–**	158,429
Diluted weighted average number of shares	('000)	**5,140,565**	5,255,029
Diluted earnings per share	(US cents)	**2.04**	0.50
Equivalent to	(HK cents)	**15.98**	3.89

11 Property, plant and equipment ("PP&E")

US$'000	Vessels	Vessels under construction	Other PP&E	Total
Net book value				
At 1 January 2026	**1,600,536**	**39,600**	**1,988**	**1,642,124**
Additions	**39,978**	**17,880**	**369**	**58,227**
Depreciation	**(76,771)**	**–**	**(424)**	**(77,195)**
Transfer to assets held for sale (Note 15)	**(6,033)**	**–**	**–**	**(6,033)**
Disposals	**(6,697)**	**–**	**(2)**	**(6,699)**
Exchange differences	**–**	**–**	**(14)**	**(14)**
At 30 June 2026	**1,551,013**	**57,480**	**1,917**	**1,610,410**

12 Right-of-use assets

US$'000	Vessels	Other PP&E	Total
Net book value			
At 1 January 2026	**87,009**	**4,019**	**91,028**
Additions	**15,026**	**–**	**15,026**
Lease modification	**2,214**	**237**	**2,451**
Depreciation	**(16,890)**	**(1,018)**	**(17,908)**
Exchange differences	**–**	**(52)**	**(52)**
At 30 June 2026	**87,359**	**3,186**	**90,545**

13 Derivative assets and liabilities

The Group is exposed to fluctuations in bunker prices, freight rates and interest rates. The Group manages these exposures using the derivatives summarised below together with their respective fair value levels.

Derivatives	Fair value levels
Bunker swap contracts	Level 2
Forward freight agreements	Level 1
Interest rate swap contracts	Level 2

Fair value levels

- Level 1: Quoted prices (unadjusted) in active markets for identical assets or liabilities.
- Level 2: Inputs other than quoted prices included within level 1 that are observable for the asset or liability, either directly (that is, as prices) or indirectly (that is, derived from prices).
- Level 3: Inputs for the asset or liability that are not based on observable market data (that is, unobservable inputs).

The fair values of bunker swap contracts and interest rate swap contracts are quoted by dealers at the balance sheet date. The forward freight agreements are traded through a clearing house and its fair value is determined using forward freight rates at the balance sheet date.

There were no transfers between the Level 1 and Level 2 during the period.

	30 June 2026		31 December 2025	
US$'000	Assets	Liabilities	Assets	Liabilities
Non-current				
Derivatives that do not qualify for hedge accounting				
Bunker swap contracts	**307**	**(2)**	–	(775)
	307	**(2)**	–	(775)
Current				
Derivatives that do not qualify for hedge accounting				
Bunker swap contracts	**6,147**	**(2,322)**	678	(5,088)
Forward freight agreements	**1,015**	**(1,807)**	451	(445)
Cash flow hedges				
Interest rate swap contracts	**–**	**–**	421	–
	7,162	**(4,129)**	1,550	(5,533)
Total	**7,469**	**(4,131)**	1,550	(6,308)

14 Trade and other receivables

US$'000	30 June 2026	31 December 2025
Non-current		
Prepayments on vessels	**2,273**	3,206
Current		
Trade receivables	**114,344**	93,998
Other receivables	**32,749**	27,471
Prepayments	**36,864**	26,634
	183,957	148,103

The carrying values of trade and other receivables approximate to their fair values due to their short-term maturities.

The ageing of trade receivables based on invoice date is as follows:

US$'000	30 June 2026	31 December 2025
≤ 30 days	**90,711**	72,843
31-60 days	**3,885**	5,630
61-90 days	**4,936**	3,446
> 90 days	**14,812**	12,079
	114,344	93,998

15 Assets held for sale

US$'000	2026
At 1 January	**–**
Transfer from PP&E (Note 11)	**6,033**
At 30 June	**6,033**

The disposal of the assets held for sale was completed subsequently in early August 2026.

16 Cash and deposits

US$'000	30 June 2026	31 December 2025
Term deposits with original maturities of 3 months or less	**156,137**	153,917
Cash at bank and other financial institution and on hand	**49,599**	95,438
Cash and cash equivalents	**205,736**	249,355
Term deposits with original maturities over 3 months	**794**	21,204
Total cash and deposits	**206,530**	270,559

Cash and deposits are mainly denominated in United States Dollars and the carrying values approximate to their fair values due to their short-term maturities.

p.26 Cash and Borrowings

17 Share capital

	Number of shares	US$'000
Authorised	**36,000,000,000**	**360,000**
Issued and fully paid		
At 1 January 2026	**5,162,787,803**	**50,546**
Share bought back and cancelled (a)	**(1,478,000)**	**(15)**
Share bought back and to be cancelled (a)	**(8,001,000)**	**(80)**
Shares granted to employees in the form of restricted share awards (b)	**21,017,000**	**8,469**
Shares purchased by trustee of the SASs	**(16,245,000)**	**(7,126)**
Shares transferred back to trustee upon lapse of restricted shares award (b)	**(834,000)**	**(222)**
At 30 June 2026	**5,157,246,803**	**51,572**

The issued share capital of the Company as at 30 June 2026 was 5,165,247,803 shares. The difference of 8,001,000 shares compared to the number of shares shown in the table above represents the shares bought back and to be cancelled, amounting to US$80,000 which are recognised as a debit to share capital.

The issued share capital of the Company as at 31 December 2025 was 5,166,725,803 shares. The difference of 3,938,000 shares compared to the number of shares shown in the table above represented the shares held by the trustee of the Company's SASs, amounting to US$1,121,000 which were recognised as a debit to share capital.

(a) Shares bought back

During the period, 9,479,000 shares were bought back on the Stock Exchange at an aggregate consideration of approximately US$3,462,000. Of these 9,479,000 shares, 1,478,000 shares were cancelled during the period and the remaining 8,001,000 shares were cancelled subsequently in July 2026.

(b) Restricted share awards

Restricted share awards under the Company's SASs were granted to Executive Directors and certain employees. The SASs under HKFRS are regarded as a special purpose entity of the Company.

On the grant of the restricted share awards, the relevant number of shares is legally transferred to the trustee who holds the shares for the benefit of the awardees. An awardee shall not be entitled to vote, to receive dividends (except where the Board grants dividend equivalents to the awardee at its discretion) or to have any other rights of a shareholder in respect of the shares until vesting. If the shares are lapsed or forfeited, they will be held by the trustee and can be utilised for future awards.

Movements of the number of unvested restricted share awards during the period are as follows:

'000 shares	2026
At 1 January	**54,261**
Granted	**21,017**
Vested	**(935)**
Lapsed	**(834)**
At 30 June	**73,509**

p.37-39 Other information – Share Award Schemes

18 Borrowings

The borrowings are repayable as follows:

US$'000	30 June 2026	31 December 2025
Within one year	**18,916**	66,583
In the second year	**19,926**	43,721
In the third to fifth year	**10,467**	26,217
	49,309	136,521

The carrying values of borrowings approximate to their fair values.

19 Trade payables and other liabilities

US$'000	30 June 2026	31 December 2025
Trade payables	**106,424**	82,182
Accruals and other payables	**91,956**	82,700
Receipts in advance	**53,605**	51,834
	251,985	216,716

The carrying values of trade payables and other liabilities approximate to their fair values due to their short-term maturities.

The ageing of trade payables based on due date is as follows:

US$'000	30 June 2026	31 December 2025
≤ 30 days	**99,376**	74,755
31-60 days	**16**	254
61-90 days	**226**	130
> 90 days	**6,806**	7,043
	106,424	82,182

20 Notes to the unaudited condensed consolidated cash flow statement

Cash generated from operations

	Six months ended 30 June	
US$'000	**2026**	2025
Profit before taxation	**105,350**	25,918
Assets and liabilities adjustments		
Depreciation on vessels and other PP&E	**77,195**	75,963
Depreciation on right-of-use assets	**17,908**	18,554
Gains on disposal of PP&E	**(2,814)**	(5,030)
Net unrealised (gains)/losses on derivative instruments not qualified as hedges	**(8,517)**	1,330
Capital and funding adjustments		
Share-based compensation	**2,604**	2,200
Results adjustments		
Finance costs, net	**4,967**	4,837
Net foreign exchange gains	**(32)**	(2,969)
Profit before taxation before working capital changes	**196,661**	120,803
(Increase)/decrease in inventories	**(52,287)**	11,425
(Increase)/decrease in trade and other receivables	**(35,744)**	13,166
Increase/(decrease) in trade payables and other liabilities	**35,290**	(20,425)
Cash generated from operations	**143,920**	124,969

21 Commitments

(a) Capital commitments

US$'000	**30 June 2026**	31 December 2025
Contracted for but not recognised as liabilities – contracts for newbuildings, vessel acquisition and vessel equipment contracts	**297,706**	284,926

(b) Commitments under operating leases

(i) The Group as the lessee – payments

The non-cancellable lease commitment included leases of low-value assets, short-term leases with a term of 12 months or less and long-term leases with a term of over 12 months not yet commenced at 30 June 2026.

The future aggregate minimum lease payments of these leases are as follows:

US$'000	Vessels	Office equipment	Total
At 30 June 2026			
Within one year	**114,683**	**62**	**114,745**
In the second to fifth year	**60,047**	**14**	**60,061**
After the fifth year	**11,673**	**1**	**11,674**
	186,403	**77**	**186,480**
At 31 December 2025			
Within one year	88,487	62	88,549
In the second to fifth year	59,946	14	59,960
After the fifth year	15,314	1	15,315
	163,747	77	163,824

(ii) The Group as the lessor – receipts

The Group had future aggregate minimum lease receipts under non-cancellable operating leases for vessels as follows:

US$'000	**30 June 2026**	31 December 2025
Within one year	**68,685**	44,698

AUDITOR'S REVIEW REPORT

Report On Review of Interim Financial Information

To the Board of Directors of Pacific Basin Shipping Limited

(incorporated in Bermuda with limited liability)

Introduction

We have reviewed the interim financial information set out on pages 43 to 55, which comprises the interim condensed consolidated balance sheet of Pacific Basin Shipping Limited (the "Company") and its subsidiaries (together, the "Group") as at 30 June 2026 and the interim condensed consolidated income statement, the interim condensed consolidated statement of comprehensive income, the interim condensed consolidated statement of changes in equity and the interim condensed consolidated cash flow statement for the six-month period then ended, and selected explanatory notes. The Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited require the preparation of a report on interim financial information to be in compliance with the relevant provisions thereof and Hong Kong Accounting Standard 34 "Interim Financial Reporting" as issued by the Hong Kong Institute of Certified Public Accountants (the "HKICPA"). The directors of the Company are responsible for the preparation and presentation of this interim financial information in accordance with Hong Kong Accounting Standard 34 "Interim Financial Reporting" as issued by the HKICPA. Our responsibility is to express a conclusion on this interim financial information based on our review and to report our conclusion solely to you, as a body, in accordance with our agreed terms of engagement, and for no other purpose. We do not assume responsibility towards or accept liability to any other person for the contents of this report.

Scope of Review

We conducted our review in accordance with Hong Kong Standard on Review Engagements 2410, "Review of Interim Financial Information Performed by the Independent Auditor of the Entity" as issued by the HKICPA. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Hong Kong Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the interim financial information of the Group is not prepared, in all material respects, in accordance with Hong Kong Accounting Standard 34 "Interim Financial Reporting" as issued by the HKICPA.

PricewaterhouseCoopers

PricewaterhouseCoopers

Certified Public Accountants

Hong Kong, 6 August 2026

PricewaterhouseCoopers, 22/F Prince's Building, Central, Hong Kong SAR, China

T: +852 2289 8888, F: +852 2810 9888, www.pwchk.com

CORPORATE INFORMATION

Offices Worldwide
Dalian, Dubai, Hong Kong, Iloilo, London, Manila, Melbourne, Rio de Janeiro, Santiago, Singapore, Stamford, Tokyo and Vancouver

Share Registrar
Computershare Hong Kong Investor Services Limited
17M Floor, Hopewell Centre
183 Queen's Road East, Wanchai, Hong Kong
tel: +852 2862 8555 fax: +852 2865 0990
e-mail: hkinfo@computershare.com.hk

Company Secretary
Ms. Mok Kit Ting, Kitty, CPA
e-mail: companysecretary@pacificbasin.com

Public and Investor Relations
e-mail: ir@pacificbasin.com
tel: +852 2233 7000
fax: +852 2110 0171

Website
www.pacificbasin.com

Auditor
PricewaterhouseCoopers
Certified Public Accountants
Registered Public Interest Entity Auditor

Solicitors
Holman Fenwick Willan

Listing Venue & Listing Date
The Stock Exchange of Hong Kong Limited
14 July 2004

Stock Code
Stock Exchange: 2343.HK
Bloomberg: 2343 HK
Reuters: 2343.HK

Principal Office
31/F, One Island South
2 Heung Yip Road
Wong Chuk Hang
Hong Kong
tel: +852 2233 7000 fax: +852 2865 2810

Registered Office
Clarendon House
2 Church Street
Hamilton HM11
Bermuda

Pacific Basin Shipping Limited

(incorporated in Bermuda with limited liability)

(Stock Code: 2343)

Scan here for our Company website

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