



NAVIGATING WITH AGILITY AND RESILIENCE



OUR BUSINESS

Who We Are

We own and operate dry bulk cargo vessels, and our business is customer and cargo focused, 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 service 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, high laden utilisation and greater carbon efficiency

This photo is a view from the Bridge of m/v Paqueta Island in Chile

Front cover photos show our colleagues at work, m/v Barrow Island in port in Spain, and a PB vessel loading logs in New Zealand

Back cover photos show our seafarers conducting lifeboat checks and our m/v Cook Strait team

406 shore staff in
14 offices around the world



4,300 crew supporting the needs
of our **600+** industrial customers



260+ vessels completed
1,100 voyages in 1H 2025



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

Key to navigation symbols



Linkage to related details within the Interim Report



Linkage to related details in our Sustainability Report 2024



Linkage to related details on our website www.pacificbasin.com

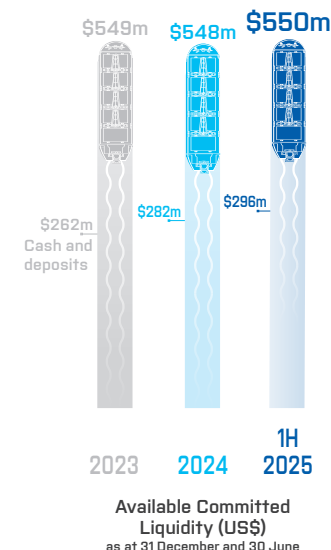
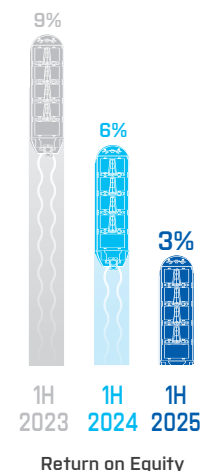
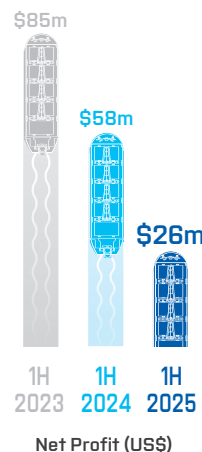
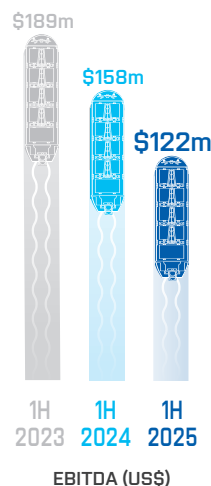


High-level KPIs (Key Performance Indicators)

BUSINESS HIGHLIGHTS

Financial Resilience in Weaker Market Conditions

- In the first half of 2025, we generated an underlying profit of US\$21.9 million, a net profit of US\$25.6 million and EBITDA of US\$121.5 million, yielding a return on equity of 3% (annualised) with basic EPS of HK3.9 cents
- We maintain a strong cash position with net cash of US\$66.4 million and available committed liquidity of US\$549.9 million
- In July 2025, we successfully concluded a new US\$250 million syndicated sustainability-linked 7-year secured reducing revolving credit facility, which strengthens our financial capacity and supports our growth strategy
- The Board has declared an interim dividend of HK1.6 cents per share, which represents 50% of our net profit for the period, excluding vessel disposal gains



Business Performance

- In the first half of 2025, our core business achieved Handysize and Supramax daily time-charter equivalent ("TCE") earnings of US\$11,010 and US\$12,230 respectively, generating a total contribution of US\$50.7 million before overheads
- We significantly outperformed the average Handysize (BHSI 38k dwt tonnage adjusted) and Supramax (BSI 58k dwt) indices by US\$2,320 per day and US\$3,480 per day respectively
- Our operating activity achieved a daily margin of US\$710 over 14,200 operating days, generating a contribution of US\$10.1 million before overheads
- Our P&L break-even was US\$10,060 per day for core Handysize vessels and US\$10,330 per day for core Supramax vessels in the period
- Our overheads and operating expenses remain well controlled and sector leading

Our Fleet

- As at 30 June 2025, we owned 107 Handysize and Supramax/Ultramax vessels and have around 266 owned and chartered vessels on the water overall
- The estimated market value of our Handysize and Supramax fleet was US\$1,802.0 million, significantly above our net book value of US\$1,604.5 million
- We continued our fleet renewal initiatives to support our growth strategy and our transition towards a low-carbon future. During the first half of 2025, we sold and delivered three smaller and older Handysize vessels and two older Supramax vessels with an average age of 21 years, and we exercised purchase options on three Japanese-built Handysize vessels with an average age of six years

Optimistic Outlook Despite Weaker Markets in Early 2025

- Dry bulk shipping markets were weaker in the first half of 2025 than in the same period in the last four years, due to an unusual confluence of commodity-specific factors affecting the three major dry bulk commodities in the first quarter, before recovering in the second quarter
- Despite weaker markets in the early part of the year, we remain optimistic about the future of the dry bulk sector; in the near term, the market is firming and, while downside risk remains, we do not foresee any significant market decline
- Longer term, we stand to benefit from faster growing minor bulk and grain demand, with the global green energy infrastructure buildout as well as continuing rapid urbanisation in developing economies boosting trade in steels, cement and construction materials
- The supply-side outlook is encouraging, with the recent flurry of newbuilding deliveries absorbed by the market without significant distress, while dry bulk newbuild ordering activity is now limited by tight availability of shipyard capacity that has been largely taken up by other shipping sectors

FINANCIAL HIGHLIGHTS

	30 June 2025 US\$ Million	30 June 2024 US\$ Million	31 December 2024 US\$ Million
Results			
Revenue	1,018.7	1,281.5	2,581.6
Time-Charter Equivalent ("TCE") Earnings	556.5	717.2	1,482.0
EBITDA ¹	121.5	157.9	333.4
EBIT	27.0	52.7	132.7
Underlying profit KPI	21.9	43.9	114.1
Profit attributable to shareholders	25.6	57.6	131.7
Balance Sheet			
Total assets	2,330.9	2,410.3	2,414.0
Total cash and deposits	295.5	260.7	282.0
Available committed liquidity	549.9	537.4	547.6
Net cash/(borrowings)	66.4	(32.2)	19.7
Shareholders' equity	1,796.6	1,804.8	1,826.6
Capital commitments	182.0	18.2	146.6
Cash Flows			
Operating	124.6	133.6	309.3
Investing	17.1	(42.4)	(87.4)
Financing	(119.9)	(100.7)	(214.4)
Net change in cash and cash equivalents	21.8	(9.6)	7.5
Per Share Data			
	HK cents	HK cents	HK cents
Basic EPS	3.9	8.7	19.9
Dividends KPI	1.6	4.1	9.2
Operating cash flows	19.1	20.1	46.6
Shareholders' equity	277.4	268.3	276.5
Share price at period end	HK\$2.02	HK\$2.46	HK\$1.64
Market capitalisation at period end	HK\$10.3bn	HK\$12.9bn	HK\$8.5bn
Ratios			
Net profit margin	3%	4%	5%
Return on average equity (annualised)	3%	6%	7%
Total shareholders' return	26%	(2)%	(35)%
Net cash/(borrowings) to net book value of owned vessels KPI	4%	(2)%	1%
Net cash/(borrowings) to shareholders' equity	4%	(2)%	1%
Interest cover KPI	14.8x	14.9x	16.8x

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

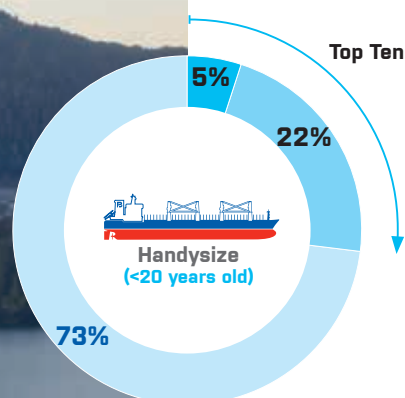


OUR BUSINESS

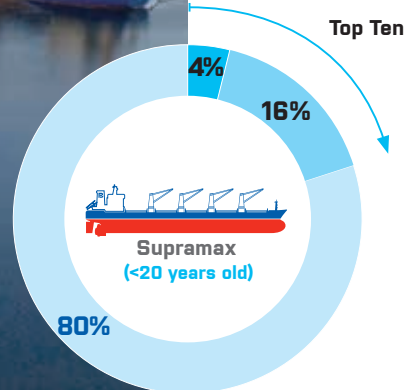
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Our Supramax m/v Barracuda Island discharging cement clinker in Douala, Cameroon

OUR FLEET



We operate approximately 5% of the global 25,000-40,000 dwt Handysize fleet of less than 20 years old



We operate approximately 4% of the global 40,000-70,000 dwt Supramax fleet of less than 20 years old

■ Pacific Basin ■ Other Top Ten ■ Others

Source: Pacific Basin, Clarksons Research

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

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

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

Our cargo mix comprises mainly non-fossil fuel commodities

↔ p.7 Our Cargo Volumes

As at 30 June 2025		Vessels in Operation			Total	Total Capacity (Million dwt) Owned	Average Age Owned
		Owned	Long-term Chartered	Short-term Chartered ¹			
	Handysize	58	12	51	121	2.0	13.0
	Supramax/ Ultramax ²	49	3	92	144	2.9	12.4
	Capesize ³	1	–	–	1	0.1	14.0
	Total	108	15	143	266	5.0	12.7

As at 30 June 2025		Number of Vessels	Estimated Market Value ⁴ (US\$ Million)	Total Net Book Value (US\$ Million)
	Handysize	58	835.5	761.4
	Supramax/Ultramax ²	49	966.5	843.1
	Capesize ³	1	17.0	18.6
	Total	108	1,819.0	1,623.1

¹ Average number of short-term and index-linked vessels operated in June 2025

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 long-term bareboat charter

⁴ Estimated market value reflects the latest estimated vessel values of our owned fleet based on composite broker valuations

OUR GLOBAL REACH



14 office locations

- 11 commercial offices
- 4 technical & crewing offices

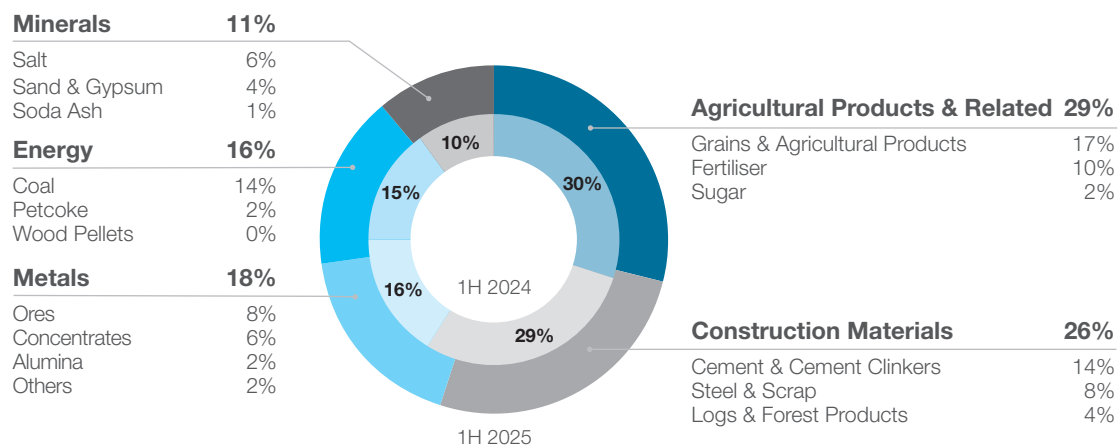
Examples of key minor bulk trade routes

- fronthaul routes
- backhaul routes

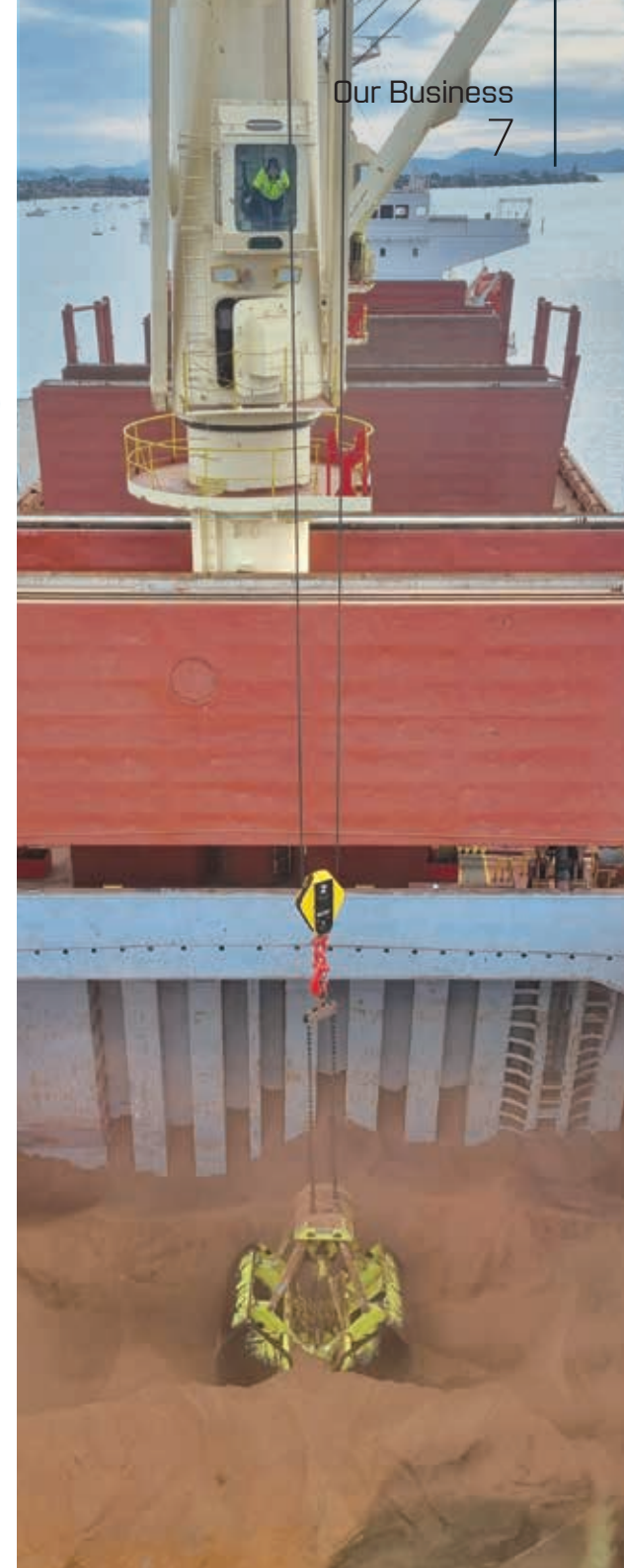
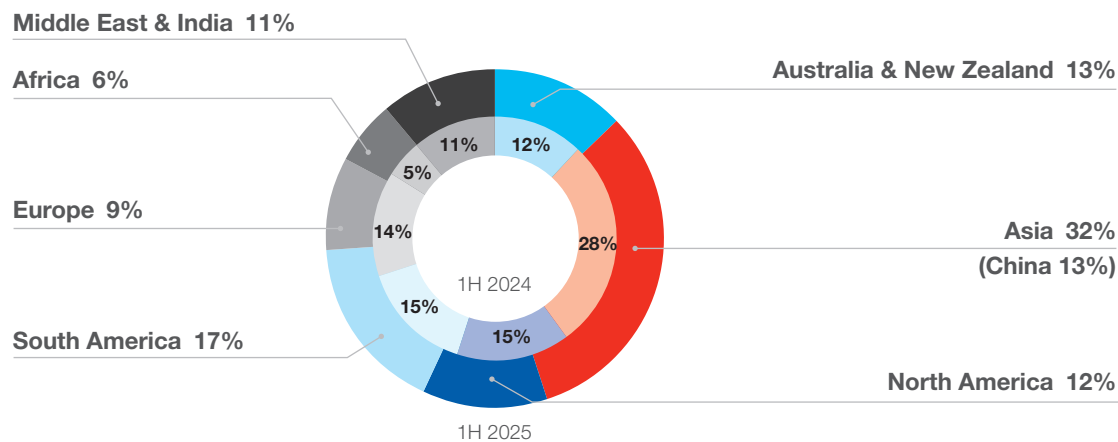
“Fronthaul” refers to shipping routes where there is high demand for vessels to transport commodities to areas where those commodities are needed. Conversely, “backhaul” refers to shipping routes where vessels transport commodities from areas with low demand for shipping services back to areas with higher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

OUR CARGO VOLUMES

42.0 Million Tonnes Transported in 1H 2025 (44.7 Million Tonnes Transported in 1H 2024)



Our Cargo Loading & Discharging Activity by Volume in 1H 2025 (1H 2024)





THE HALF YEAR IN REVIEW

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Our Supramax m/v Pelican Island sailing past m/v Imabari Logger in the Strait of Juan de Fuca

CHIEF EXECUTIVE'S REVIEW



Martin Fruergaard

Chief Executive Officer

“Geopolitical turbulence is a defining feature of 2025 and we are prepared for the unexpected, closely watching market developments and ready to leverage the agility of our business model and our financial strength to pursue opportunities that may emerge.”

Positive Financial Results in Weaker Freight Market Conditions

In the first half of 2025, we generated an underlying profit of US\$21.9 million, a net profit of US\$25.6 million and EBITDA of US\$121.5 million. This yielded a return on equity of 3% (annualised) with basic EPS of HK3.9 cents.

◀▶ p.39 Group Performance Review

Our **core business** generated US\$50.7 million before overheads, with average Handysize and Supramax daily time-charter equivalent (“TCE”) earnings of US\$11,010 and US\$12,230 per day respectively for the first half 2025, representing a decrease of 7% and 11% respectively compared to the same period in 2024. We significantly outperformed the average Handysize (BHSI 38k dwt tonnage-adjusted) and Supramax (BSI 58k dwt) indices by US\$2,320 per day and US\$3,480 per day, or 27% and 40% respectively, consistent with our usual high level of outperformance.

Our core business with its largely fixed costs is the main driver of our profitability, with a P&L break-even level for Handysize and Supramax vessels of US\$10,060 and US\$10,330 per day respectively.

We have covered 60% and 74% of our Handysize and Supramax vessel days for the second half of 2025 at US\$11,680 and US\$13,480 per day respectively, which is prudent while maintaining exposure to spot rates if the market continues to strengthen.

Our **operating activity** contributed US\$10.1 million before overheads, representing 16% of our performance, and generating a margin of US\$710 per day over 14,200 operating days. This represents a 29% improvement in margin on a similar volume of operating activity compared to the first half of 2024.

◀▶ p.17 Our Performance

We have around 266 owned and chartered vessels on the water overall as at 30 June 2025.

We always strive to maintain cost leadership. Our overheads and operating expenses remain well controlled and sector leading. Our cash flow remains stable through the market cycle.

Committed to Delivering Sound Shareholder Value

Distributing dividends consistent with our payout policy

In view of our sound cash generation and strong balance sheet, the Board has declared an interim dividend of HK1.6 cents per share, which represents 50% of our net profit for the period, excluding vessel disposal gains.

Strong balance sheet

After total capital allocation of US\$62.1 million, of which we spent an aggregate consideration of about US\$21.0 million buying back and cancelling approximately 93.1 million shares under our 2025 share buyback programme, and capital expenditure of approximately US\$41.1 million, our financial position remains strong. The Company is debt free on a net basis with a positive cash position of US\$66.4 million and available committed liquidity of US\$549.9 million as at 30 June 2025.

◀▶ p.22 Cash and Borrowings

In July 2025, we successfully concluded a new US\$250 million syndicated sustainability-linked 7-year secured reducing revolving credit facility, with interest margin adjustments linked to our carbon intensity (EEOI) and crew safety (LTIF) performance which we prioritise among our most important ESG issues. This is our second sustainability-linked financing facility, which is well timed to cover the remaining pre-delivery instalments in our newbuilding programme and to be ready for any counter-cyclical growth opportunities, thus supporting our growth ambitions.

Managing for value creation and growth

Growing our business is a continuous priority, and we will continue to renew, grow and optimise our fleet in a disciplined way that prepares us for a low carbon future and considers the cyclicity of dry bulk shipping. That means: acquiring modern second-hand vessels, while also selling older and less efficient vessels; placing additional low-emission vessel (LEV) newbuilding orders; taking newbuilding vessels on long-term charter with purchase options; and/or continuously looking for accretive M&A opportunities where the synergies and the strategic and cultural fit are compelling.

p.5 Our Fleet

Asset values are high relative to prevailing spot market earnings, supporting the current case for selling older and less efficient vessels. With charter rates low in relation to asset values, we prefer long-term charter-in newbuilding ships with purchase options, while also exercising purchase options on attractively priced ships already on charter. Such optionality is very valuable, especially in uncertain and volatile times.

We remain on the look-out for accretive M&A opportunities and, in view of the significant share discount relative to the market value of our assets, we also continue to repurchase our own shares which we consider more beneficial to our shareholders than acquiring second-hand vessels at current prices.

Relatively Resilient Demand Despite Geopolitical Turbulence

Dry bulk market rates were constrained by the usual seasonally slow first quarter as well as heightened geopolitical turbulence which undermined demand growth, while changing supply chains and multiple inefficiencies reduced supply.

In the first half of 2025, dry bulk market earnings were below the same period in each of the last four years. Grain demand was subdued, as the largest corn importer, China, harvested its fourth consecutive record domestic crop. Iron ore loading operations were disrupted by a series of cyclones hitting Western Australia. And coal demand was subdued after the largest importer, China, achieved its policy target at the end of last year of building stocks to 15% of annual consumption.

However, the tonne-mile slowdown was concentrated in the first quarter, with a sharp recovery in the second quarter. Bauxite shipments from Guinea continued a steep ramp up. Brazil had a record soybean harvest, with three quarters of its exports going long haul to China. Mining majors rushed to catch up with their iron ore export targets after the cyclones. And demand for better housing and infrastructure in developing economies drove a recovery in the cement and clinker trade from last year's depressed levels.

The net effect of the two quarters was that total dry bulk tonne-miles reduced -3% year on year, with minor bulk tonne-miles up +7%, grain tonne-miles down -15%, iron ore tonne-miles down -4%, and coal tonne-miles down -9%.

p.12 Market Review

Short-Term Supply Pressure Partly Contained by Market Inefficiencies

Global dry bulk net fleet growth persisted at +3% year on year in the period, outpacing demand growth as newbuildings ordered in the 2021/22 boom steadily delivered through the first half of 2025. The market has absorbed these newbuilding deliveries without significant distress. Total dry bulk newbuilding deliveries decelerated -5% year on year to 18.1 million dwt, against scrapping which decelerated -3% year on year to 2.2 million dwt.

p.14 Supply

Despite this supply growth, market utilisation and earnings were relatively resilient due to inefficiencies that made the global fleet less productive. The recovery in Panama Canal transits following low water levels in 2024 has stalled in 2025 at around 80% of normal levels. Meanwhile, Suez Canal transits continue to fall. The outbreak of war in the region, albeit for only twelve days, means more ships will take longer, safer routes and we remain some way from a conclusive return to normal Red Sea and Suez Canal transits.

Port congestion has reemerged this year after some absence. Coal ports in Australia experienced heavy rains, causing delays which tied up Capesize and Panamax bulkers and indirectly affected all dry bulk segments. Our Handysize and Supramax segments have been directly impacted by congestion in Brazil, where a record soyabean crop combined with record demand for imported fertilisers, as well as strong West African demand for grains, steels, cement and aggregates has tied up more than 3% of the world's geared bulk carrier fleet in queues outside ports.

In addition, the global dry bulk fleet continues to slow down, driven partly by environmental regulations to reduce CO₂ emissions.

Decarbonisation

In April 2025, the International Maritime Organisation's Marine Environment Protection Committee agreed on an IMO net-zero framework requiring ships to gradually reduce their annual greenhouse gas fuel intensity (with economic penalties and benefits for under-compliance and over-compliance respectively) in order that the shipping industry achieves the climate targets set out in IMO's 2023 greenhouse gas (GHG) emissions reduction strategy. Set to be formally adopted in October 2025 before entry into force in 2027, this framework is the first in the world to combine mandatory emissions limits and GHG pricing across an entire industry sector. It is expected to drive the transition to net-zero emissions by around 2050, and will likely encourage the early retirement of older and less efficient vessels, and hence contribute to a more favourable supply-demand balance.

With the IMO's net-zero framework due to be adopted this October, green fuels are another priority for us and, following our newbuilding order last November for four Ultramax dual-fuel low-emission vessels (LEVs), we have signed a MOU with The Hong Kong and China Gas Company (Towngas) that will enhance our access to green methanol marine fuel. We are also studying designs for Handysize LEV newbuildings so that we might soon commence our gradual transition to net-zero emission shipping in both our Ultramax and Handysize segments, while complying with increasingly stringent regulations.

Alongside with our green ships and green fuels programmes, we continue as always to leverage our technical decarbonisation, operational voyage optimisation and digitalisation capabilities to improve the energy efficiency of our existing conventionally-fuelled ships and optimise voyages for reduced fuel and carbon intensity.

p.26 Environmental Responsibility

US Regulatory Developments

The United States Trade Representative (USTR) Section 301 investigation into China's dominance in shipbuilding and the SHIPS For America Act, currently at committee stage in Congress, both have the potential to increase costs for our business and significantly impact the dry bulk shipping industry. The United States is the world's fourth largest exporter of dry bulk cargo and the second largest exporter using geared bulk carriers, and represents a significant part of our business with 9% of our total worldwide port calls being in the US in 2024. If implemented as currently formulated, these new rules could increase US port costs for us and increase freight costs for US importers and exporters by restricting the supply of ships able to call at US ports, potentially creating a two-tier market.

We have been closely monitoring and preparing for these USTR 301-related developments and readying contingency plans to maintain our competitiveness in the changing trade and tariff landscape. The detailed final rules due to be implemented in October will depend on how USTR 301 and trade tariff negotiations between the United States and China unfold in the coming months. Our ultimate objective is to ensure that Pacific Basin ships can continue to service our global customers freely and competitively to and via all safe ports and countries, including the United States.

Board and Leadership Changes

As previously announced, Ms. Kalpana Desai and Ms. Heather Wang joined our Board on 1 February 2025 as Independent Non-executive Directors, and Mr. Jimmy Ng joined the executive team on 12 May 2025 as our new Chief Financial Officer. We are grateful for the valuable contributions that they have already brought to our Board and Board committees and to our executive team respectively.

Optimistic about the Future of Dry Bulk Shipping

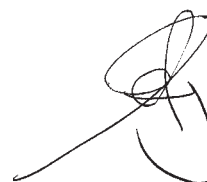
Despite weaker markets in the first half of 2025, we remain optimistic about the future of the dry bulk sector. In the near term, the market is firming and, while downside risk remains, we do not foresee any significant market decline. Longer term, the geared bulk carrier segments in which we are engaged stand to benefit from faster growing minor bulk and grain demand, with the global green energy infrastructure buildout as well as continuing rapid urbanisation in developing economies boosting trade in steels, cement and construction materials.

The supply-side outlook is similarly encouraging, with the recent flurry of newbuilding deliveries absorbed by the market without significant distress, while dry bulk newbuild ordering activity is now limited by tight availability of shipyard capacity that has been largely taken up by other shipping sectors. Additionally, the pressure and cost of decarbonisation regulations on a growing number of older, less-efficient, conventional-fuel ships also add to the potential for structural undersupply in minor bulk shipping.

Meanwhile, we are prepared for uncertainties, challenges and opportunities, and will continue to monitor protectionist activity to ensure we can always trade our ships as widely and flexibly as possible.

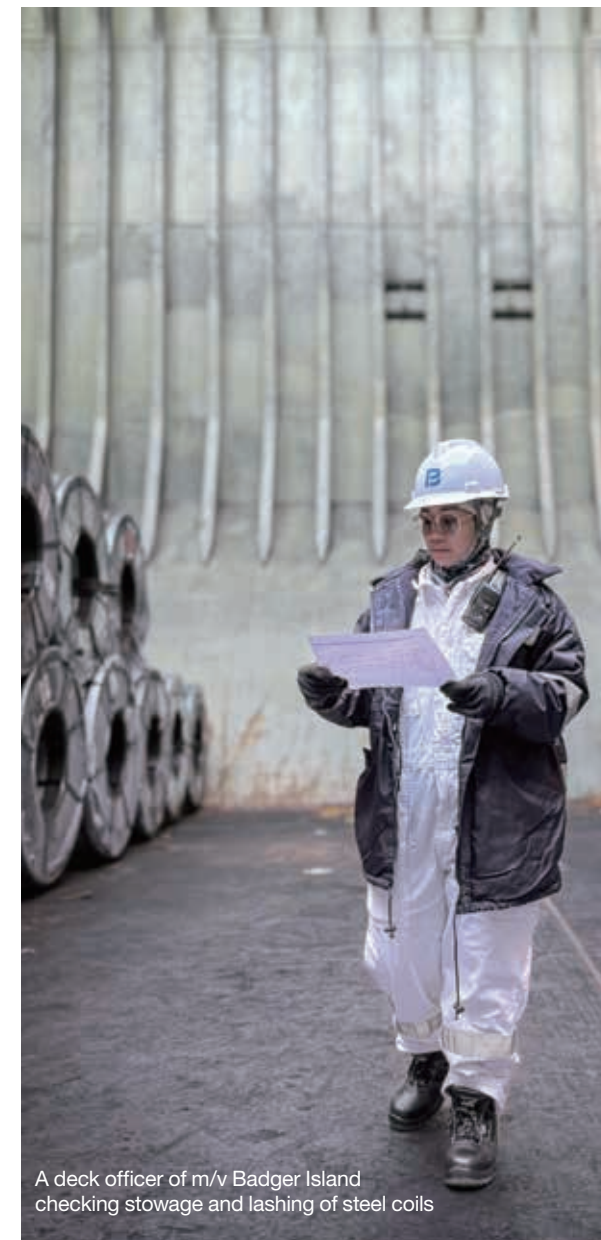
We continue as always to cultivate our relationships and resources and take steps to ensure we are nimble, resilient, strong and high performing, so that we can continue our progress towards our vision to be the leading ship owner/operator in the dry bulk shipping sector and the first-choice partner for all stakeholders.

I thank my Pacific Basin colleagues at sea and ashore, and our cargo customers, shareholders and all our partners for their continued support.



Martin Fruergaard

Chief Executive Officer
Hong Kong, 7 August 2025



A deck officer of m/v Badger Island checking stowage and lashing of steel coils

MARKET REVIEW

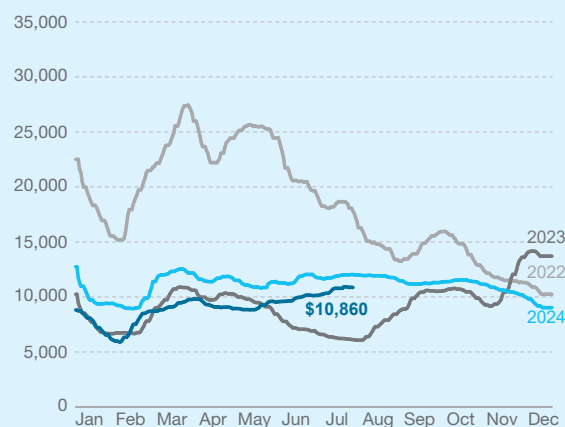
A weaker first half freight market than in the last few years

US\$8,690 net ↓ 21% YOY

BHSI 38K (tonnage adjusted) Handysize 1H25 avg. market spot rate

Handysize Market Spot Rates in 2022-2025

US\$/day net*



* Excludes 5% commission

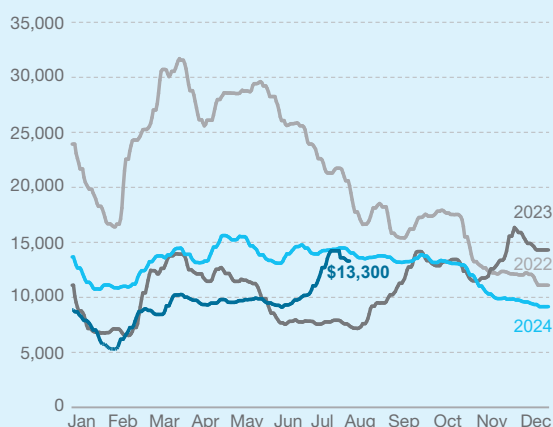
Source: Baltic Exchange (BHSI 38,200 dwt (tonnage adjusted) and BSI 58,328 dwt), data as at 1 August 2025

US\$8,750 net ↓ 34% YOY

BSI 58K Supramax 1H25 avg. market spot rate

Supramax Market Spot Rates in 2022-2025

US\$/day net*



Dry bulk shipping markets were weaker in the first half of 2025 than in the same period in the last four years. This was due to an unusual confluence of commodity-specific factors affecting the three major dry bulk commodities (grain, iron ore, and coal) in the first quarter, before all recovering in the second quarter. Disruptions to the usual efficient functioning of shipping markets also persisted, with the re-emergence of congestion after a long absence, and Suez Canal transits continuing to decrease.

The net effect is that freight rates in the first half of 2025 eased to US\$8,690 net per day for Handysize (-21% year on year, tonnage-adjusted) and US\$8,750 net per day for Supramax (-34% year on year).

Vessel values continued to soften

US\$30.5m ↓ 17%

Benchmark five-year old second-hand Ultramax values YOY

Source: Clarksons Research, data as at June 2025

Second-hand values for modern assets continued their decline from the end of last year, although with a brief upward blip at the start of Q2. This decline was mainly due to the softer earnings environment and subdued outlook. Newbuilding prices also declined from last year's 16-year highs, albeit very slowly, which also added mild pressure on second-hand values.

DEMAND

Tonne-mile demand impacted by unusual confluence of events

Oceanbolt data shows global tonne-mile demand fell by -3% year on year in first half 2025, led by the three major bulk commodities, while the minor bulks contributed positively.

Minor bulk tonne-mile demand rose +7% year on year. This was led by bauxite, as China's CHALCO continued to ramp up mining in Guinea. China's imports from the West African country totalled 79.7 million tonnes in first half 2025 (+41% year on year). Cement and clinker tonne-miles also bounced back +11% year on year, after a depressed first half 2024. Led by developing economies, this demonstrates the long-term resilience of this trade, as rising populations with growing per capita incomes demand better housing and infrastructure.

Grain tonne-mile demand fell -15% year on year, as China's imports fell to 61.4 million tonnes (-25% year on year). China harvested its fourth consecutive record crop, as it makes significant strides in seed technology. This impacted exports from two of its largest suppliers, Brazil (-5% year on year) and Ukraine (-9% year on year).

Coal tonne-mile demand fell -9% year on year. China is the largest importer, having increased its coal buying since 2021 when Beijing announced a policy of building inventories to 15% of consumption. It reached this target in the final weeks of 2024, after which seaborne imports decelerated sharply to 64.0 million tonnes in first half 2025 (-23% year on year), which hit exports from its major suppliers Indonesia (-4% year on year), Australia (-8% year on year), and Russia (-8% year on year).

Iron ore tonne-mile demand fell -4% year on year, as cyclones hit Australia, forcing key ports to close. However, since then, miners accelerated production to catch up with targets. Australia's first half exports totalled 468.9 million tonnes (-3% year on year).

1H 2025 Global Cargo Loading Volumes[#]

YOY Change

Selected Minor Bulks*		
	↑	+3%
Grain	↓	-13%
Iron Ore	↓	-4%
Coal	↓	-7%

* 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

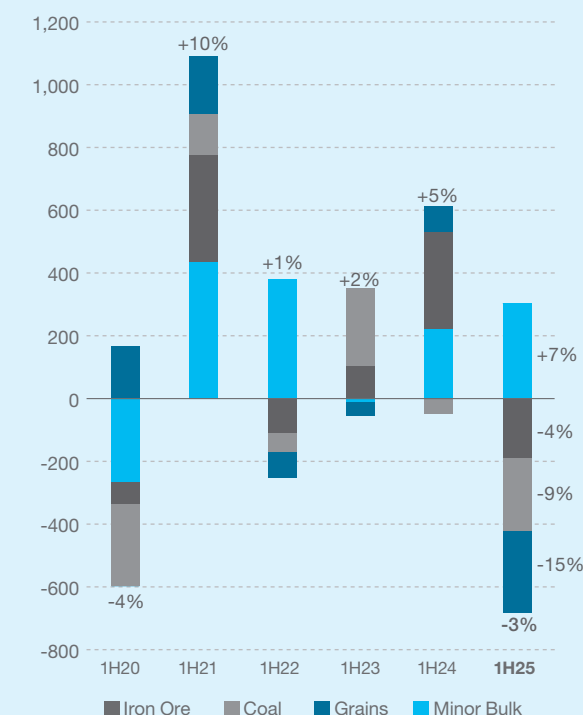
Source: Oceanbolt, data as at July 2025, subject to revision

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 2025, subject to revision

SUPPLY

Fleet growth was steady, but fleet efficiency declined

Total dry bulk fleet growth remained steady at +1.5% over the first half of 2025, with the emphasis shifting towards geared bulkers. Fleet growth for the Handysize and Supramax segments accelerated to +2.3% over the period, while fleet growth in the larger Capesize and Panamax segments decelerated to +1.1%.

Total dry bulk newbuilding deliveries decelerated to 18.1 million dwt in the first half of 2025 (-5% year on year), as ships ordered during the 2021/22 boom hit the water. This was led by Handysize and Supramax deliveries accelerating to 9.2 million dwt (+11% year on year), while Capesize and Panamax deliveries decelerated to 8.9 million dwt (-17% year on year).

Meanwhile, at the other end of the age spectrum, total dry bulk scrapping fell to 2.2 million dwt in the first half of 2025 (-3% year on year), with Handysize and Supramax scrapping falling to 0.7 million dwt (-8% year on year), and Capesize and Panamax scrapping remaining stable at 1.5 million dwt (flat year on year).

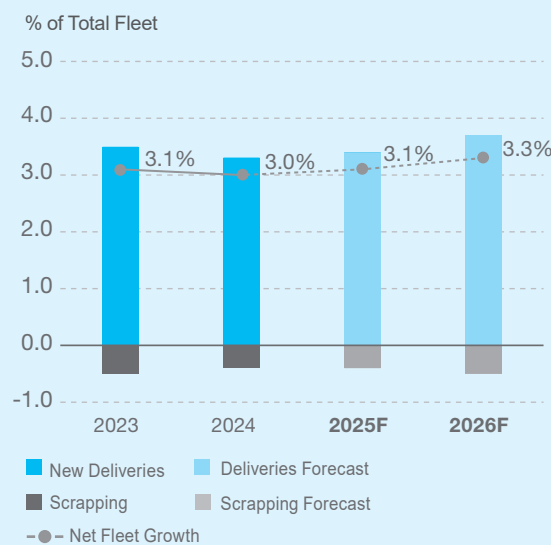
The impact of fleet growth on the supply/demand balance is partially offset by an ongoing decline in fleet productivity. The Suez Canal continued to be disrupted, causing widespread re-routing of voyages around the Cape of Good Hope. A multi-year trend of slowing speeds continues, as operators try to limit CO₂ emissions. And port congestion in the South Atlantic tied up almost 3% of the Handysize and Supramax fleet for long periods.

Clarksons forecasts total dry bulk fleet growth at +3.1% year on year in 2025, but effective supply growth will also be determined by efficiency factors. Speeds are widely expected to continue slowing, but port congestion and the return of canal transits are wildcards.

Overall Dry Bulk Supply Development

↑ 1.5%

Overall dry bulk capacity in 1H25

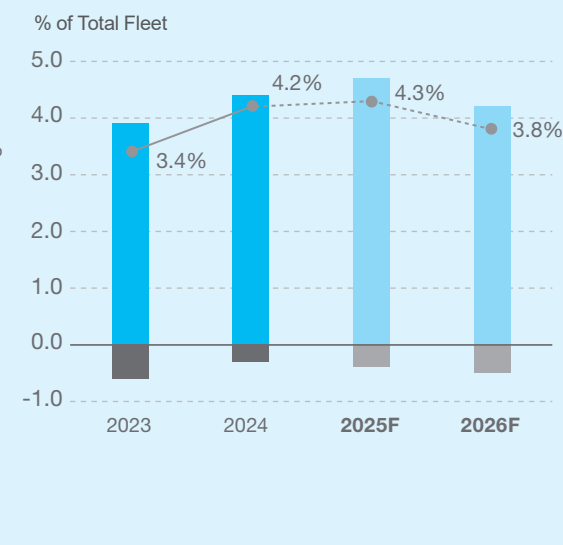


Source: Clarksons Research, data as at July 2025

Handysize/Supramax Supply Development

↑ 2.3%

Global Handysize/Supramax capacity in 1H25



Net fleet growth is expected to moderate in the next few years due to reducing 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 force slower vessel speeds which will also reduce supply, boding well for the market in the longer term.

ORDERBOOK

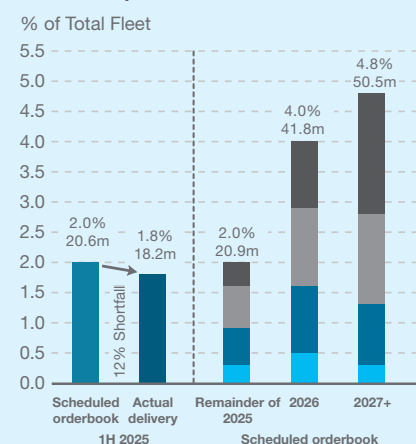
New ship ordering deterred by renewed regulatory uncertainty

The total dry bulk orderbook currently stands at 113.2 million dwt or 10.8% of the fleet. In the Handysize and Supramax segments, the orderbook is 39.7 million dwt or 10.4% of the fleet. This remains relatively low, both historically and compared to other shipping sectors, and suggests that supply growth will remain manageable for the next few years.

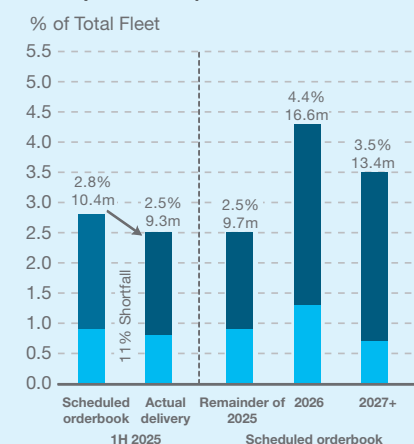
New ordering, which was already subdued due to uncertainty over new fuel technologies, high newbuilding prices and limited shipyard capacity, fell further to 9.7 million dwt in the first half of 2025 (-73% year on year), with Handysize and Supramax orders falling to 2.2 million dwt (-86% year on year). This was caused by new uncertainty over the announcement of US protectionist actions against foreign ships arriving in US ports.

The SHIPS for America Act, which is currently at the committee stage of the legislative process, contains punitive fees for any owners with Chinese-built ships or ships on order at Chinese shipyards. This deterred ordering of new ships in China, and with the next most viable market Japan still comparatively expensive and capacity constrained, dry bulk ordering fell to an eight-year low.

Overall Dry Bulk Orderbook



Handysize & Supramax Combined Orderbook



Source: Clarksons Research, data as at July 2025

	Orderbook as % of Existing Fleet	Average Age	Over 20 Years Old	1H 2025 Scrapping as % of 1 January 2025 Existing Fleet
Handysize (10,000–40,000 dwt)	8.8%	14	14%	0.4%
Supramax & Ultramax (40,000–70,000 dwt)	11.3%	13	12%	0.1%
Panamax & Post-Panamax (70,000–100,000 dwt)	14.0%	13	14%	0.3%
Capesize (100,000+ dwt)	8.9%	12	5%	0.1%
Total	10.8%	13	10%	0.2%

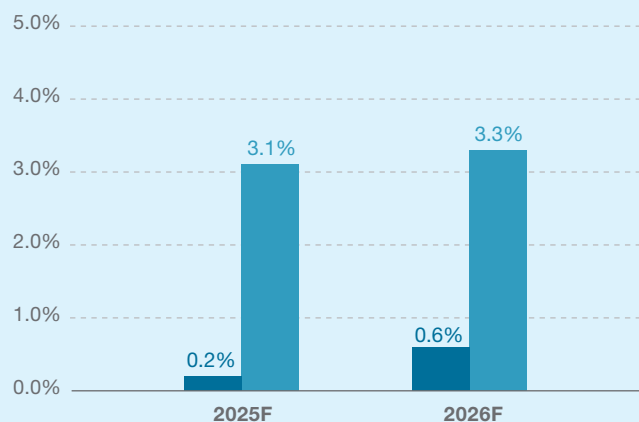
Source: Clarksons Research, data as at July 2025

MARKET BALANCE

Subdued outlook, but the geared minor bulk segments are more balanced

Total Dry Bulk Demand and Supply

% YOY change

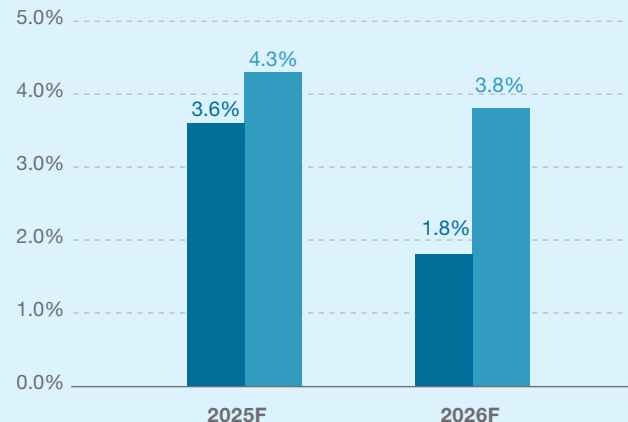


■ Tonne-Mile Demand ■ Net Fleet Growth

Source: Clarksons Research, data as at July 2025

Minor Bulk Demand and Handysize/Supramax Supply

% YOY change



Clarksons forecast that supply will continue to outpace demand in dry bulk shipping in 2025, due to expected high levels of new ship deliveries and limited scrapping, but much depends on the development of US trade policy and fleet productivity factors, particularly Suez Canal transits.

Within the overall balance, Clarksons forecast Supramax and Handysize fleet growth to continue at a faster pace than Capesize and Panamax fleet growth, but they also predict that grains and minor bulks, the main cargoes for Supramax and Handysize, will see faster volume and tonne-mile growth than iron ore and coal, the main cargoes for Capesize and Panamax. Hence, the outlook is subdued, but our segments should be relatively resilient.

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 soyabeans 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 trade policy, leading to tighter supply
- Increased scrapping of older and less fuel-efficient tonnage facing onerous environmental regulations and expensive maintenance and upgrade

THREATS

- Geopolitics negatively impacting global economic growth which reduces demand for dry bulk commodities
- A rapid recovery in Suez Canal transits improves 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

Our business generated an underlying profit of US\$21.9 million for the first half of 2025, representing a 50% decrease compared to the same period last year due to reduced revenue amid weaker freight market conditions. Although the contribution from our core business declined year on year due to lower market freight rates and fewer revenue days, we significantly outperformed both the Handysize and Supramax market indices by approximately 27% and 40% respectively, and our operating activity margin and contribution improved by 29% compared to the same period in 2024.

Operating Performance

US\$ Million	Six months ended 30 June		
	2025	2024	Change
Core business Handysize contribution	24.2	41.1	-41%
Core business Supramax contribution	26.5	35.7	-26%
Operating activity contribution	10.1	7.8	+29%
Capesize contribution	0.8	0.8	–
Performance before overheads	61.6	85.4	-28%
Adjusted total G&A overheads	(39.4)	(41.2)	+4%
Tax and others	(0.3)	(0.3)	–
Underlying profit	21.9	43.9	-50%

+/- 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

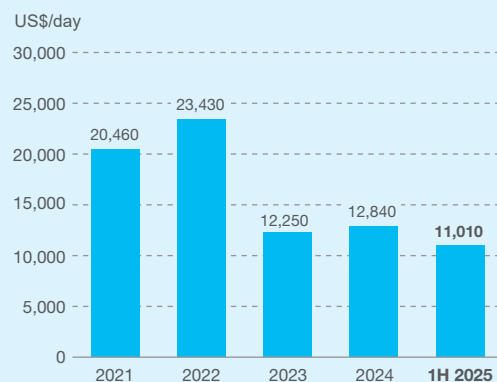
Our operating activity complements our core business by matching our customers' spot cargoes with short-term chartered vessels, making a margin and contributing to our Group results regardless of whether the market is weak or strong. Through our operating activity, we provide a service to our customers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



CORE BUSINESS

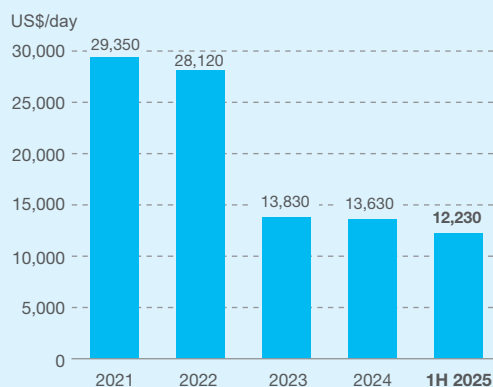
Handysize

TCE EARNINGS KPI



Supramax

TCE EARNINGS KPI



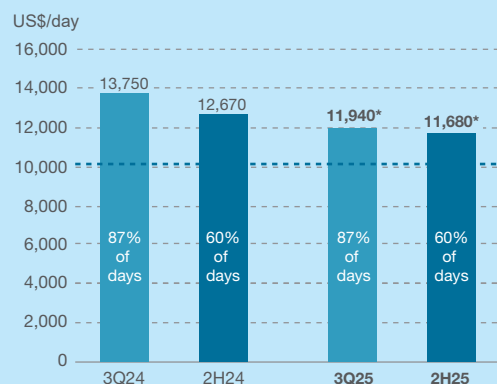
TCE EARNINGS KPI

In the period, our core business generated:

- Handysize daily earnings of US\$11,010 on 12,570 revenue days
- Supramax daily earnings of US\$12,230 on 9,480 revenue days
- Our Handysize vessels outperformed the index (BHSI 38k dwt tonnage-adjusted) by US\$2,320 or 27% per day
- Our Supramax vessels significantly outperformed the index (BSI 58k dwt) by US\$3,480 or 40% per day. Scrubbers fitted to our 33 core Supramax vessels contributed US\$210 per day to our outperformance
- This marks a return to our usual high level of TCE outperformance

Handysize

FORWARD CARGO COVER

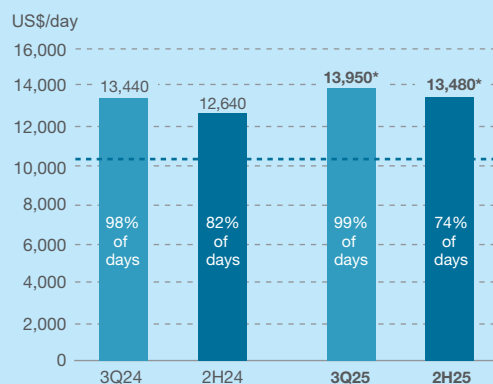


--- Indicative core fleet P&L break-even level incl. G&A for 1H25 = US\$10,060

* As of early August 2025, indicative TCE rates only as voyages are still in progress

Supramax

FORWARD CARGO COVER



--- Indicative core fleet P&L break-even level incl. G&A for 1H25 = US\$10,330

* As of early August 2025, indicative TCE rates only as voyages are still in progress

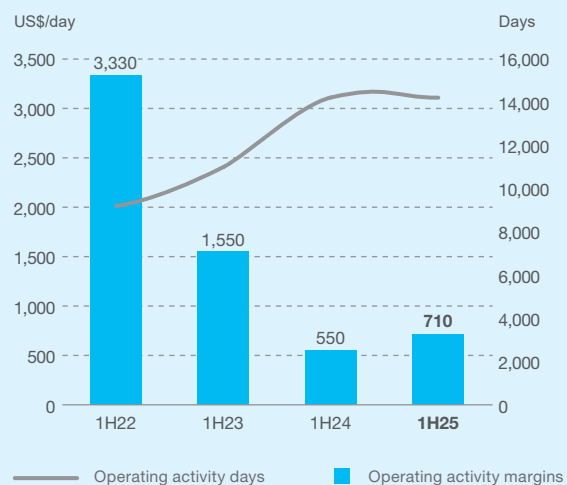
FORWARD CARGO COVER

- We are strategically managing our forward cargo coverage alongside our spot market exposure, anticipating the return of seasonality that is expected to bolster freight rates in the third quarter
- We have covered 87% and 99% of our Handysize and Supramax committed vessel days currently contracted for the third quarter of 2025 at US\$11,940 and US\$13,950 per day respectively
- We have covered 60% and 74% of our Handysize and Supramax committed vessel days currently contracted for the second half of 2025 at US\$11,680 and US\$13,480 per day respectively
- Our P&L break-even was US\$10,060 per day for core Handysize vessels and US\$10,330 per day for core Supramax vessels in the first half of 2025; our costs remain well controlled and sector leading

OPERATING ACTIVITY

MARGIN KPI

US\$710 per day



- In the first half of 2025, our operating activity contributed US\$10.1 million or 16% of our Group's performance before overheads, generated a margin of US\$710 per day over 14,200 operating activity days
- Our operating activity margin increased by 29% while our operating activity days remained stable
- 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

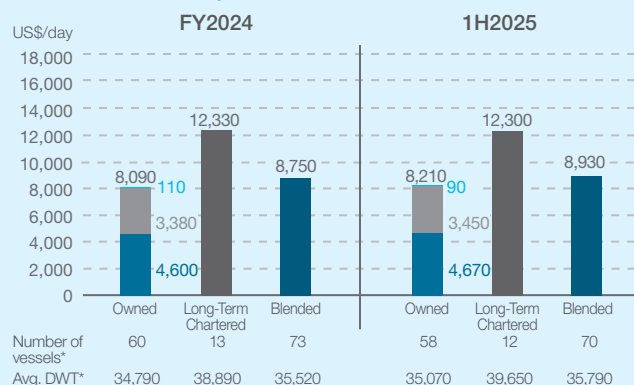


CORE BUSINESS VESSEL COSTS

Daily Vessel Costs

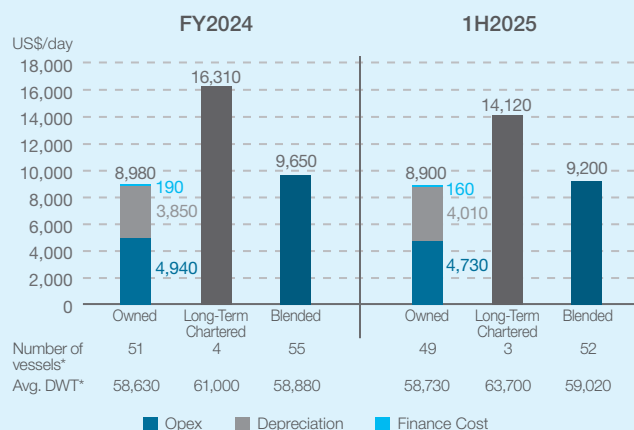
Handysize

Blended **US\$8,930**



Supramax

Blended **US\$9,200**



* Fleet as at 31 December 2024 and 30 June 2025

Owned Vessel Costs

Operating expenses

Our average Handysize and Supramax daily operating expenses ("Opex") were substantially unchanged US\$4,700 (FY2024: US\$4,750). Our Opex remained at industry competitive levels through good cost control and scale benefits as well as efficient procurement.

During the period, our fleet of owned vessels experienced on average 1.0 day (FY2024: 2.4 days) of unplanned technical off-hire per vessel.

Depreciation

Our Handysize and Supramax daily depreciation costs increased by 2% and 4% respectively, mainly due to higher drydocking costs and investments in fuel-efficiency enhancements.

Finance costs

The 20% decrease in our average Handysize and Supramax daily finance costs to US\$120 (FY2024: US\$150) was the combined result of lower average borrowings and lower interest income and interest expenses due to decreased interest rates.

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 remained largely unchanged at US\$12,300. In contrast, our Supramax long-term chartered vessel daily costs reduced by 13% to US\$14,120 primarily due to the redelivery of vessels that had been chartered at higher charter rates.

Blended Costs

Our daily blended costs for owned and long-term chartered vessels increased to US\$8,930 for Handysize vessels (FY2024: US\$8,750) and decreased to US\$9,200 for Supramax vessels (FY2024: US\$9,650).

General and Administrative ("G&A") Overheads

Our adjusted total G&A overheads decreased to US\$39.4 million (1H2024: US\$41.2 million and FY2024: US\$82.7 million) mainly due to the foreign exchange gains from the appreciation of our Japanese Yen deposits for vessel purchases. Spread across our total vessel days, our daily G&A overheads remain competitive at US\$830 (FY2024: US\$780), comprising US\$1,130 and US\$610 (FY2024: US\$1,070 and US\$600) for owned and chartered vessels respectively.

"We always strive to maintain cost leadership. Our overheads and operating expenses remain well controlled and sector leading."

Vessel Days

The following table shows an analysis of our vessel days in 1H2025 and 2024:

Days	Handysize		Supramax	
	FY2024	1H2025	FY2024	1H2025
Core business revenue days	27,010	12,570	19,560	9,480
– Owned revenue days	22,750	10,330	17,700	8,930
– Long-term chartered days	4,260	2,240	1,860	550
Short-term core days ¹	11,640	4,090	19,090	6,790
Operating activity days	11,240	5,180	16,370	9,020
Owned off-hire days	370	230	680	230
Total vessel days	50,260	22,070	55,700	25,520

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:

Year	Handysize		Supramax	
	Vessel days	Average cost (US\$)	Vessel days	Average cost (US\$)
2H2025	1,580	12,840	740	14,650
2026	2,720	13,170	1,400	15,050
2027	2,190	13,190	1,460	14,680
2028	2,140	12,780	1,460	14,250
2029+	2,060	12,820	2,660	13,780
Total	10,690		7,720	



Top left: m/v Barracuda Island in dry dock in China
 Bottom left: m/v Scrub Island loading salt in Dampier
 Right: Funnel painting on m/v Seal Island

CASH AND BORROWINGS

Operating Cash Inflow

US\$104m

Available Committed Liquidity

US\$550m

Net Cash to Net Book Value of Owned Vessels

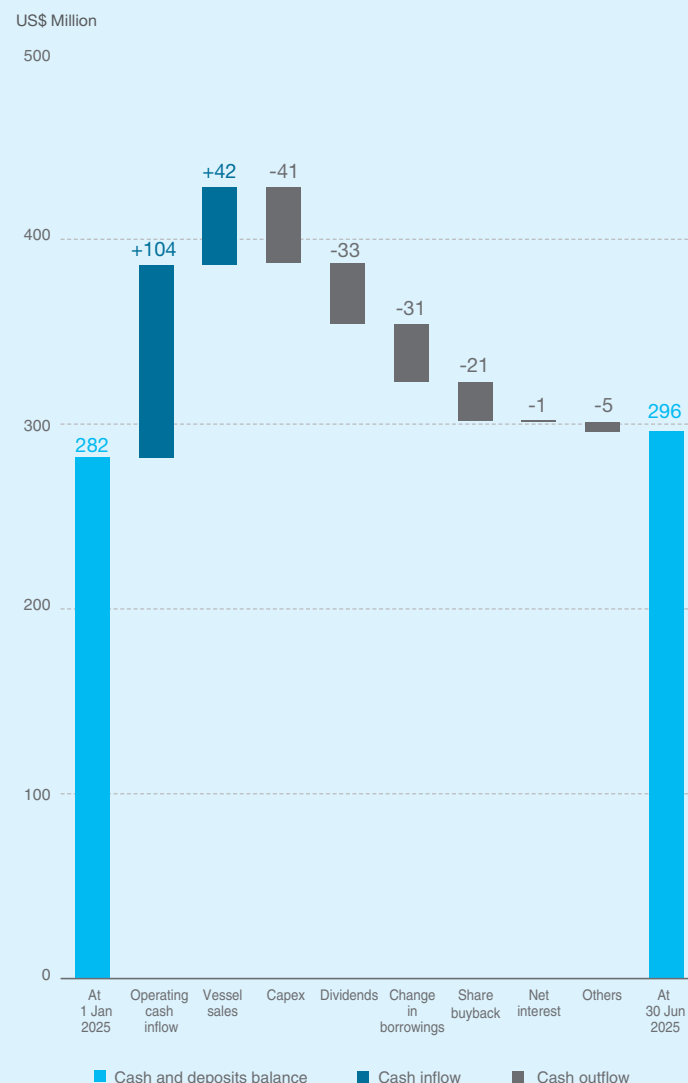
4%

Average Interest Rate (P/L)

5.5%

To provide readers with a better understanding of our cash flows, our presentation in this section considers charter-hire payments as operating cash flow, before applying HKFRS 16 – “Leases” accounting treatment

Cash Flow



Key Developments in 1H 2025

- We realised US\$41.7 million from the sale of 3 Handysize and 2 Supramax vessels
- Our net cash outflow from borrowings was US\$31.4 million
- We spent US\$21.0 million to repurchase shares under our announced share buyback programme
- We incurred capital expenditure of US\$41.1 million, including:
 - (a) US\$19.6 million for 1 Handysize vessel which delivered into our fleet in first half 2025 and 1 Handysize vessel which delivered in July 2025
 - (b) US\$21.5 million for dry dockings and other additions
- As at 30 June 2025, we had 55 unmortgaged vessels

In July 2025, we announced a new US\$250 million syndicated sustainability-linked 7-year reducing revolving credit facility secured against 20 unmortgaged vessels which further extends our funding profile, increases our available committed liquidity and strengthens our financial capacity.

Liquidity and Borrowings

US\$ Million	30 Jun 2025	31 Dec 2024	Change
Cash and deposits (a)	295.5	282.0	+5%
Available undrawn committed facilities	254.4	265.6	-4%
Available committed liquidity	549.9	547.6	0%
Current portion of borrowings	(123.3)	(76.5)	
Non-current portion of borrowings	(105.8)	(185.8)	
Total borrowings (b)	(229.1)	(262.3)	+13%
Net cash (a) + (b)	66.4	19.7	>+100%
Net cash to shareholders' equity	4%	1%	
Net cash to net book value of owned vessels KPI	4%	1%	

➡ **p.49 Financial Statements Note 15** Cash and deposits (including how we invest our cash)

Borrowings and Undrawn Committed Facilities

Borrowings and Undrawn Committed Facilities – US\$459.0 million (31 December 2024: US\$500.2 million)

Borrowings and undrawn committed facilities decreased during the period mainly due to repayments and scheduled loan amortisation.

A decrease in interest to US\$6.5 million (1H 2024: US\$8.7 million) was mainly due to a decrease in average borrowings to US\$229.4 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 2025:

- The Group's secured borrowings were secured by 53 vessels with a total net book value of US\$868.7 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

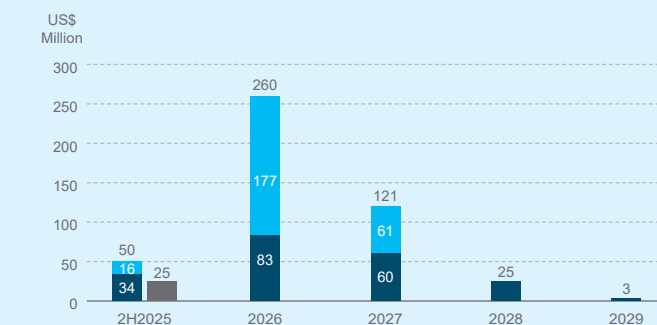
↔ **p.46 Financial Statements Note 7**
Finance income and finance costs

Convertible Bonds Liability Component – US\$24.5 million (31 December 2024: US\$27.7 million)

Following the conversion offer completed in May 2022, a subsequent bondholder conversion in July 2022, the open market repurchase of convertible bonds in December 2022 and further bondholder conversions in May 2023, June 2024 and June 2025, as at 30 June 2025, there remained the 3% coupon guaranteed convertible bonds due in 2025 with an outstanding principal amount of US\$24.6 million and a prevailing conversion price of HK\$1.35 per share.

On 4 July 2025, a further principal amount of US\$13.2 million of convertible bonds were converted. The Group exercised its redemption option on 11 July 2025 relating to the remaining outstanding bonds at the nominal value of US\$11.4 million, subsequent to which US\$11.1 million of convertible bonds were converted. Any outstanding bonds that are not converted will be redeemed and cancelled on 14 August 2025, thereby cancelling the convertible bonds in full.

Schedule of Reduction in Borrowings and Undrawn Committed Facilities



■ Undrawn committed facilities (US\$254.4 million)
 ■ Borrowings (US\$204.6 million)
 ■ Convertible bonds (face value US\$24.6 million, book value US\$24.5 million)

We arrange financing by leveraging the Group's balance sheet to optimise the availability of cash resources of the Group. The aggregate borrowings and undrawn committed facilities of the Group at 30 June 2025, including the liability component of the convertible bonds, are denominated in United States Dollars and amounted to US\$483.5 million (31 December 2024: US\$527.9 million).

Finance Costs

US\$ Million	Average interest rate		Balance at 30 June 2025	Finance costs		Change
	P/L	Cash		1H 2025	1H 2024	
Borrowings (including realised interest rate swap contracts)	5.6%	5.6%	204.6	6.5	8.7	+25%
Convertible bonds (Note)	4.7%	3.0%	24.5	0.6	0.7	+15%
	5.5%	KPI 5.4%	229.1	7.1	9.4	+24%
Other finance charges				1.1	1.2	
Total finance costs				8.2	10.6	+23%
Interest coverage (calculated as EBITDA divided by total finance costs)				KPI 14.8x	14.9x	

Note: The convertible bonds have a P/L cost of US\$0.6 million and a cash cost of US\$0.4 million.

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 2025, 66% (31 December 2024: 69%) of the Group's borrowings were on fixed interest rates.

A photograph of three business professionals sitting around a conference table in a modern office setting. On the left, a woman with blonde hair wearing a black button-down top and a pearl necklace looks towards the center. In the middle, a man with grey hair in a white shirt is gesturing with his right hand while speaking. On the right, a man with dark hair and glasses in a white shirt listens attentively. The table in front of them holds a laptop, a glass of water, a green bottle, and a box of tissues. Large windows in the background show a cityscape.

SUSTAINABILITY & GOVERNANCE

25	Sustainability Highlights
31	Corporate Governance
34	Other Information

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

Evolving and enhancing management and governance practices (including due diligence, financial and risk management, integrity and transparency) to safeguard business resilience and stakeholder trust and confidence

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 20+ sustainability 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 top-most sustainability focus areas:

- Employee Safety, Security, Health & Wellbeing
- Carbon & GHG Emissions Reduction
- Diversity, Equity & Inclusion
- Good Management & Corporate Governance
- Responsible Business Practices & Cargo Carriage

In 2024-2025, we have been and continue to conduct internal workshops to tighten up our vision, ambitions, goals and targets for all five of our priority ESG issues.

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 & targets and further embedding sustainability in our culture.

ESG Please see our standalone Sustainability Report 2024 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.

IMO Agrees to Framework for Global GHG Reduction Rules

In April, the IMO approved a Global Fuel Standard (GFS) with economic elements. This two-tiered GFS is designed to drive a phased reduction in GHG Fuel Intensity (GFI) by forcing the gradual adoption of green fuels to meet yearly well-to-wake (WTW) GFI targets. The GHG intensity reduction targets will tighten annually from 2028 to 2035. The targets for 2036-2040 will be determined by January 2032. The base target for 2040 is set to be a 65% reduction compared to 2008 levels. These targets are compared against 2008 levels, with the reference GFI being 93.3g CO₂e/MJ.



- Compliance penalties & benefits:
 - Base Target deficit requires purchase of Remedial Units (RUs) at US\$380 pmt CO₂e
 - Direct Compliance Target deficit requires purchase of RUs at US\$100 pmt CO₂e
 - Over-compliance with Direct Compliance Target generates Surplus Units (SUs) that can be sold or pooled (offsetting ships in carbon deficit) or banked for up to 2 years
 - Deep GFI reductions made possible by Zero or Near Zero emission (ZNZ) fuels will receive financial rewards (funded by Remedial Unit payments to IMO Net Zero Fund), but the reward value will only be determined in 2027 (ZNZs mean ≤19 gCO₂e/MJ until end 2034, then ≤14 gCO₂e/MJ)
- IMO Net Zero Fund will need to cover ZNZ rewards and Just & Equitable Transition initiatives. Funding available to incentivise ZNZ fuels should run into US\$ several billion annually
- GFS is expected to be adopted in October 2025 with entry into force by 2027

Our Decarbonisation Strategy

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

1. Energy-efficient technology adoption
2. Carbon-efficient operational measures
3. Fleet renewal and growth for energy efficiency
4. Investment in Low-Emission Vessels (LEVs)
5. Developing access to green fuels

Prioritising Green Fuel Sourcing

Having made our first commitment to ordering dual-fuel LEVs in November 2024, we signed a Memorandum of Understanding (MOU) with The Hong Kong and China Gas Company Limited (Towngas) in June 2025 to enhance our access to volumes of green methanol marine fuel. Our agreement with Towngas marks a key milestone in our long-term plan for green fuels to make up 5% of our fuel mix by 2030 and for our fleet to achieve net zero emissions by 2050.

Alongside sustainable biofuel, green methanol will become an increasingly important part of Pacific Basin's marine fuel mix as we grow our fleet of dual-fuel methanol-capable LEVs and decarbonise our operations to comply with increasing maritime decarbonisation regulations. Green methanol will support our dual-fuel LEVs which can flexibly switch between conventional fuel oil, sustainable biofuel and green methanol based on the prevailing economics. The IMO's GFS should strengthen the business case for early adoption of LEVs and low-carbon fuels.





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 Security

Drug smuggling by cartels and militant activity are risks currently faced by our ships and colleagues at sea. We prioritise the safety and security of our colleagues, our ships and our operations, and practice proactive vigilance and risk management in times of heightened security threats. When navigating through high-risk areas, we have implemented the following enhanced security measures:

- Global Security Operations Centre (GSOC)-----
- Voyage risk assessments
- Dog searches
- Security guards
- Patrol boats
- AI-integrated CCTV
- Underwater drone searches
- Gangway turnstile
- Turnstile with facial recognition technology
- Perimeter camera
- Barbed wire fencing
- Underwater Remote Operate Vehicles (ROVs)
- Radio Frequency Identification Security (RFID) locks & seals

In-house Security Team Established in 2025

We recently established a Global Security Operations Centre (GSOC), a new strategic capability designed to enhance the security, resilience and situational intelligence awareness of our global dry bulk shipping operations.

PB GSOC will serve as our central hub for monitoring global security events, intelligence and physical security management, routinely coordinating intelligence-led operational security risk and guidance across our whole-fleet (seafarers and our owned and chartered vessels) and office network. This initiative marks a significant milestone in our company's continued commitment to operational security and crew protection.

Lost Time Injury Frequency (LTIF)

0.52 ↓ **4%**

injuries per million man hours

In the first half of 2025, our crews registered 9 recordable injuries (including 5 lost-time injuries) in over 9.5 million man hours, mostly arising from relatively minor falls, burns and finger injuries.

Seafarer overall engagement

86%

In the first half of 2025, we engaged independent consultants to conduct our first seafarer engagement survey, the results of which pointed to a high level of satisfaction and engagement across several main criteria and provided useful insight into areas that may benefit from extra attention.

Enhancing Wellbeing

Some of our recent seafarer wellbeing initiatives include:

- Starlink and Inmarsat's Low Earth Orbit (LEO) NexusWave internet services to provide high-speed connectivity with unlimited data and global coverage service
- Training for all our Crewing Assistants in Manila and Dalian to identify signs of distress amongst our crews when communicating with them during their tenure onboard
- Training for all our ships' Masters in the good management of any cross-cultural issues and conflicts onboard
- Participation in the SAFETY4SEA SEAFIT Crew Welfare Survey to assess our overall crew wellness index and identify key challenges faced by crew which helps support the development of an enhanced mental wellbeing programme for our seafarers
- Enhancement of our Wellness at Sea Manual and training covering a range of mental wellbeing topics to raise awareness across our fleet
- Additional psychometric screening tests for all seafarers prior to joining our vessels

Zero LTIF Rate

95%

of PB owned ships achieved zero LTI injuries in 1H2025

Harassment and Bullying Cases

0

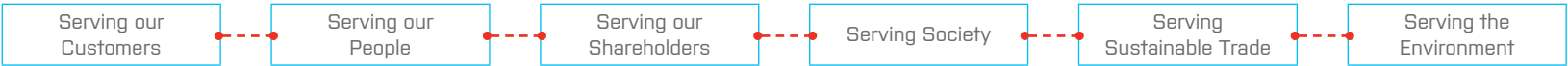


Please see our standalone Sustainability Report 2024 for a review of how we invest in our people's security, safety, wellbeing and engagement



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.



Examples of collaborations with our stakeholders in first half 2025

ESG Please see our Sustainability Report 2024 for a review of how we create value responsibly



We regularly gather with peers to exchange ideas and insights on various sustainability topics through “Sustainability in Shipping” meetings. In January, we discussed our order for four dual-fuel Ultramax LEVs capable of running on green methanol, biofuel and fuel oil. In May, we focused on ship security, including anti-smuggling, anti-piracy and crew safety measures.



To celebrate the International Day of the Seafarer, we sponsored free admission to the Hong Kong Maritime Museum in June. Over 3,600 visitors enjoyed many interactive offerings, including games, guided tours, a bridge simulator experience, as well as career experience sharing and knot-tying and navigation workshops led by Pacific Basin ship officers, cadets, shore-based managers and former ship captains.



In April, our Sustainability Manager spoke at the Hong Kong Chamber of Shipping's Guangdong-Hong Kong-Macao Clean Energy Supply Chain Conference attended by over 200 maritime industry professionals and government representatives, sharing his thoughts on IMO MEPC 83 outcomes, Pacific Basin's decarbonisation efforts and our early investment in dual-fuel green ships.



We participated in an industry seminar organised by the Women's International Shipping & Trading Association and the Nautical Institute to discuss topics around Diversity, Equity & Inclusion among seafarers and proposals for green incentives within the industry.



Pacific Basin sponsored the “Network by the Sea” event, organised by the Hong Kong Maritime Museum which brought together young professionals from the shipping industry, the arts and other local businesses as well as CSR partners inspiring cross-sector conversations.



In July, we successfully concluded our second sustainability-linked 7-year secured revolving credit facility of US\$250 million, with interest margin adjustments linked to our carbon intensity (EEOI) and crew safety (LTIF) performance, which are among our top ESG priorities.



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 climate risks, global pandemics and cyber security.

Our Risk Management Committee ("RMC") reports to the Audit 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 the introduction in early 2024 of 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 are typically the best in our sector, according to ESG ratings information available from MSCI, ISS, Sustainalytics, Refinitiv, S&P Global, Bloomberg and FTSE Russell.



In May, we received the Gold Award in the ESG Leader Award category at the 2025 ESG Shipping Awards International for outstanding demonstration of best practices in ESG.

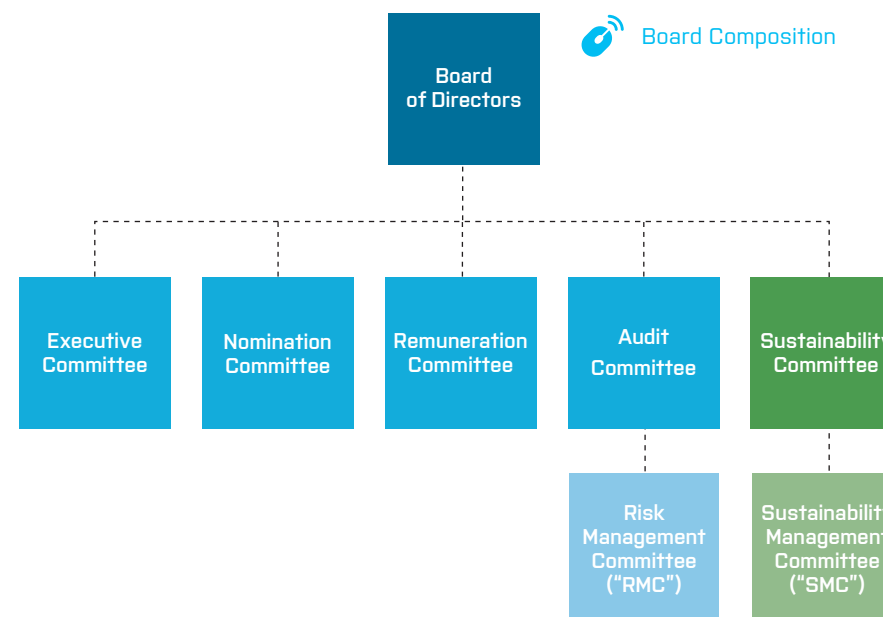
In the first half of 2025, we received a MSCI ESG rating of BBB



ESG Risk Rating CORE ?
19.5 **Low Risk**

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

After an extensive global search, we welcomed two new appointees to our Board as Independent Non-executive Directors who also serve on our Sustainability Committee and other committees since 1 February 2025. Our Board now comprises nine members of seven nationalities, including six Independent Non-executive Directors, two Non-Executive Directors and one Executive Director, with four female Directors comprising 44% of the Board.



Board Training on Decarbonisation

In May 2025, our Board participated in training sessions to enhance their understanding of the challenges posed by current and upcoming maritime decarbonisation regulations. These sessions provided an update on the IMO Mid-term Measures (Global Fuel Standard), our decarbonisation measures, the availability of green fuels and our approach to voyage optimisation. We believe that such training is essential to equip our Board with the knowledge to understand risks and opportunities and enhance strategic decision making, particularly when evaluating related costly potential investments.



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 broad 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 2025, 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").

Share Capital

During the six months ended 30 June 2025, 20,315,814 ordinary shares of the Company were issued on 16 June 2025 to Citi (Nominees) Limited, a nominee of a bondholder holding a principal amount of US\$3,500,000 of the 3% p.a. coupon guaranteed convertible bonds due 2025 issued by the Group ("2025 CB"). The bondholder converted its convertible bonds at the conversion price of HK\$1.35 per share.

In July 2025, four bondholders holding an aggregate principal amount of US\$24,310,000 of the 2025 CB exercised their conversion rights and converted their convertible bonds into 141,107,843 ordinary shares of the Company at the conversion price of HK\$1.35 per share. All the conversion shares were issued to HSBC Nominees (Hong Kong) Limited, acting as the nominee of these bondholders. As of 30 June 2025 and the date of this report, the total number of shares in issue were 5,083,199,960 and 5,224,307,803 respectively.

Purchase, Sale or Redemption of Securities

During the six months ended 30 June 2025, the Company repurchased a total of 93,069,000 shares on the Stock Exchange under the Company's share buyback programme as announced on 28 February 2025. The Company had observed that the prevailing share price was below the market value of its assets and may not have fully reflected the business prospects of the Group, presenting a good opportunity for the Company to buy back its shares. The financial position of the Company was sound 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 shareholders' return. The aggregate consideration paid (before expenses) for the share repurchases amounted to approximately HK\$164 million (equivalent to approximately US\$21 million). All shares bought back were cancelled. 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	
March 2025	29,161,000	1.68	1.70	1.60	48,851,769.80
April 2025	38,846,000	1.64	1.72	1.52	63,607,897.20
June 2025	25,062,000	2.04	2.07	1.91	51,057,932.00
	<u>93,069,000</u>				<u>163,517,599.00</u>

In June 2025, the trustee of the share award schemes of the Company purchased a total of 25,915,000 shares from the market in relation to awards granted to certain awardees under the Company's 2025 Share Award Scheme.

Save as disclosed above, during the six months ended 30 June 2025, neither the Company nor any of its subsidiaries purchased, sold or redeemed any of the share capital or convertible bonds 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 2025.

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 22 August 2025.

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

Interim Dividend and Closure of Register of Members

The Board has declared an interim dividend of HK1.6 cents per share for the six months ended 30 June 2025 which will be paid on 4 September 2025 to those shareholders whose names appear on the Company's register of members on 25 August 2025.

The register of members will be closed on 25 August 2025 when 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 22 August 2025. The ex-dividend date for the interim dividend will be on 21 August 2025.

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		Audit Committee	Remuneration Committee	Nomination Committee	Sustainability Committee	Executive Committee
	Date of Appointment	Terms of Appointment					
Executive Director							
Martin Fruergaard, CEO	2-Jul-21	3 years until 2027 AGM	–	–	–	–	Chairman
Independent Non-executive Directors							
Irene Waage Basili	1-May-14	3 years until 2028 AGM*	–	Chairman	Member	–	–
Stanley H. Ryan, Chairman®	5-Jul-16	3 years until 2027 AGM	–	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 2026 AGM	Chairman	–	–	–	–
Kalpana Desai	1-Feb-25	3 years until 2028 AGM*	Member#	–	–	Member#	–
Wang Xiaojun Heather	1-Feb-25	3 years until 2028 AGM*	–	Member#	–	Member#	–
Non-executive Directors							
Alexander H.Y.K. Cheung	3-Jan-22	3 years until 2028 AGM*	Member	Member	–	–	–
Mats H. Berglund	2-Jan-24	3 years until Jan 2027	–	–	Member	Member	–

Notes:

* Re-elected as Director at the Company's annual general meeting held on 25 April 2025.

Appointed as member of a Board Committee with effect from 1 February 2025.

@ Mr. Ryan stepped down as a member of the Sustainability Committee on 1 February 2025.

There has been no change in the annual Directors' fees for the Independent Non-executive Directors and Non-executive Directors. However, effective from 1 April 2025, Mr. Alexander Cheung, 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. As a result, upon the recommendation of the Remuneration Committee and with the approval of the Board, an additional monthly fee of US\$25,000, US\$15,000 and US\$15,000 were paid to Mr. Cheung, Ms. Desai and Mr. Berglund, respectively. 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 Mr. Cheung, Ms. Desai and Mr. Berglund.

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 2025, the discloseable 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 2025	31 Dec 2024
Martin Fruergaard ¹	13,979,000	–	Long	13,979,000	0.28%	0.19%
John M.M. Williamson	110,000	–	Long	110,000	less than 0.01%	less than 0.01%

Note:

(1) Restricted share awards granted under the Company's share award schemes are disclosed on page 36 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 2025.

Save as disclosed, at no time during the six months ended 30 June 2025 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.

2013 Share Award Scheme and 2023 Share Award Scheme

This section should be read in conjunction with the disclosure on page 72 of the 2024 Annual Report.

The Company's 2013 Share Award Scheme ("2013 SAS") expired in accordance with its terms in February 2023. Upon expiration of the 2013 SAS, no further awards were allowed to be offered, but in all other respects the provisions of the 2013 SAS remained in full force and effect. All awards granted prior to the expiration of the 2013 SAS and not vested at the time remain valid. The final tranche of these awards vested in accordance with the vesting schedule on 14 July 2025, following which the 2013 SAS was terminated in full thereafter.

In 2023, in order for the Company to maintain a share award programme for its employees, the Board adopted the 2023 Share Award Scheme ("2023 SAS") on 31 July 2023. Similar to the 2013 SAS, the 2023 SAS is a single share award scheme under which shares can be awarded but no share options can be granted. When share awards are granted under the 2023 SAS, the Trustee can only purchase existing shares of the Company on the secondary market at the market trading price. No new shares can be issued under the 2023 SAS. The scheme had a termination date of 31 July 2025, but has 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 expired on 25 April 2025, no shares were available for grant or further grant under the 2023 SAS thereafter, but all awards granted prior to the expiration of the 2023 SAS 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 both 2013 SAS and 2023 SAS at the beginning and the end of the six months ended 30 June 2025 was nil.

Adoption of the 2025 Share Award Scheme ("2025 SAS")

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 Employee Participants and the primary purpose of the 2025 SAS is to serve as retention incentives and rewards for the employees' 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 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 Director and certain employees as the Remuneration Committee deems fit and only vest upon the achievement of certain financial 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 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 2025 were nil and 256,849,507 Shares respectively.

All of the 2013 SAS, the 2023 SAS, and the 2025 SAS enable the Company to grant share awards to eligible participants, being principally Executive Director 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 2013 SAS, 2023 SAS and 2025 SAS (on an aggregate basis) during the six months ended 30 June 2025 are as follows:

'000 shares	Date of Grant	Type of Awards	Unvested as at 30 Jun 2025	Unvested as at 1 Jan 2025	During the Period			Vesting Period ⁴			
					Granted ²	Vested ³	Lapsed/ Cancelled	2H2025	2026	2027	2028
Director											
Martin Fruergaard	3-Mar-22	RS	1,359	1,359	–	–	–	1,359	–	–	–
	2-Aug-23	RS	1,637	1,637	–	–	–	–	1,637	–	–
	5-Mar-24	RS	1,816	1,816	–	–	–	–	–	1,816	–
	20-Jun-25	RS	1,768	–	1,768	–	–	–	–	–	1,768
		PSU	2,552	–	2,552	–	–	–	–	–	2,552
				9,132	4,812	4,320	–	–	1,359	1,637	1,816
Senior Management											
Ng Chi Kit, Jimmy ¹	20-Jun-25	RS	2,018	–	2,018	–	–	–	672	673	673
		PSU	672	–	672	–	–	–	–	–	672
			2,690	–	2,690	–	–	–	672	673	1,345
Other Employees											
	3-Mar-22	RS & RU	10,870	11,314	–	(444)	–	10,870	–	–	–
	2-Aug-23	RS & RU	12,591	13,034	–	(443)	–	155	12,436	–	–
	5-Mar-24	RS & RU	13,481	13,481	–	–	–	–	–	13,481	–
	30-May-24	RS & RU	330	330	–	–	–	165	165	–	–
	20-Jun-25	RS & RU	19,064	–	19,064	–	–	–	–	–	19,064
		PSU	2,552	–	2,552	–	–	–	–	–	2,552
			58,888	38,159	21,616	(887)	–	11,190	12,601	13,481	21,616
			70,710	42,971	28,626	(887)	–	12,549	14,910	15,970	27,281

Notes:

- (1) Mr. Ng was appointed Chief Financial Officer in May 2025.
- (2) 28,626,000 share awards were granted on 20 June 2025 under the 2025 SAS, representing approximately 0.56% 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 20 June 2025 was HK\$2.05 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\$2.02 per share. These shares were all purchased in the market except for 2,711,000 shares utilising the forfeited shares held by the Trustee. Out of 28,626,000 Shares, a total of 5,776,000 Shares are PSU awards, the vesting of which will be subject to the achievement of certain financial targets approved by the Board.
- (3) A total of 887,000 shares vested during the period which were advanced vesting due to the retirement of one employee and the decease of another employee. The weighted average closing price of the shares immediately before the dates on which the awards were vested was HK\$1.55. 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 2025, 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 2025	31 Dec 2024
Caravel Maritime Ventures Inc. ¹	Beneficial owner	Long	817,528,401	16.08%	–
Harindarpal Singh Banga ¹	Interest of corporation controlled	Long	817,528,401	16.08%	–
Indra Banga ¹	Interest of corporation controlled	Long	817,528,401	16.08%	–
The Caravel Group Ltd. ¹	Interest of corporation controlled	Long	817,528,401	16.08%	–
M&G Plc	Interest of corporation controlled	Long	619,588,000	12.19%	11.84%
Pzena Investment Management, LLC ²	Investment manager/ Beneficial owner	Long	607,822,910	11.96%	9.19%
Citigroup Inc. ³	Interest of corporation controlled/Approved lending agent	Long	361,037,497	7.10%	6.00%
		Short	27,742,255	0.55%	0.34%
JPMorgan Chase & Co. ⁴	Beneficial owner/ Investment manager/ Person having a security interest in shares/ Approved lending agent	Long	347,255,931	6.83%	5.28%
		Short	222,417,824	4.38%	3.25%

Notes:

- (1) The entire issued share capital of The Caravel Group Ltd. is owned as to 50% by each of Harindarpal Singh Banga and Indra Banga, respectively. The Caravel Group Ltd., through various corporations controlled by it owns 100% of Caravel Maritime Ventures Inc., which held 817,528,401 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 (607,543,910 shares) and Beneficial owner (279,000 shares).
- (3) The long position in shares held by Citigroup Inc. is held in the capacities of Interest of corporation controlled (29,218,026 shares) and Approved lending agent (331,819,471 shares). The short position is held in the capacity of Interest of corporation controlled.
- (4) The long position in shares held by JPMorgan Chase & Co. is held in the capacities of Beneficial owner (227,002,542 shares), Investment manager (322,000 shares), Person having a security interest in shares (4,533,054 shares) and Approved lending agent (115,398,335 shares). The short position is held in the capacity of Beneficial owner.

Human Resources

At 30 June 2025, the Company and its subsidiaries employed a total of 406 shore-based staff and 4,300 seafarers (2024: 392 and over 4,500 respectively). The employee costs for the six months ended 30 June 2025, including crew wages and Directors' fees, totalled US\$93.8 million (2024: US\$95.5 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 Director and eligible 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 shareholders.

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

Photo of a Pacific Basin ship in dry dock, showing silicone-coated hull and propeller, a rudder bulb and pre-swirl ducts for enhanced fuel efficiency

FINANCIAL RESULTS

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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.

US\$ Million	Note	Six months ended 30 June		
		2025	2024	Change*
Revenue		1,018.7	1,281.5	-21%
Bunker, port disbursement & other voyage costs		(462.2)	(564.3)	+18%
Time-charter equivalent ("TCE") earnings	1	556.5	717.2	-22%
Owned vessel costs				
Operating expenses	2	(92.6)	(97.3)	+5%
Depreciation	2	(75.6)	(76.8)	+2%
Net finance costs	3	(2.4)	(3.3)	+27%
Chartered vessel costs				
Non-capitalised charter costs	4	(304.4)	(425.8)	+29%
Capitalised charter costs	4	(19.9)	(28.6)	+30%
Operating performance before overheads		61.6	85.4	-28%
Adjusted total G&A overheads	5	(39.4)	(41.2)	+4%
Taxation and others		(0.3)	(0.3)	0%
Underlying profit		21.9	43.9	-50%
Unrealised derivative (expenses)/income	6	(1.3)	7.1	
Disposal gains of vessels	7	5.0	2.6	
Write-back of provisions		–	4.0	
Profit attributable to shareholders		25.6	57.6	-56%
EBITDA		121.5	157.9	-23%
Net profit margin		3%	4%	-1%
Return on average equity (annualised)		3%	6%	-3%

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

Notes

1. Total time-charter equivalent ("TCE") earnings decreased due to weaker freight rate during the first half of the year.
2. Total operating expenses and depreciation of our owned vessels decreased by 5% and 2% respectively, mainly due to the disposal of five older vessels.
3. The 27% decrease in net finance costs was the combined result of lower average borrowing, and lower interest income and interest expenses due to decreased interest rates.
4. 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 decrease in overall charter costs is in line with the weaker freight markets during the period.
5. Adjusted total G&A overheads comprise the total G&A overheads and the interest on lease liabilities of other PP&E. The amount fell by 4% mainly because of the foreign exchange gains from the appreciation of our Japanese yen deposits for vessel purchases.
6. Unrealised derivative expenses mainly represent the negative mark-to-market on our bunker swap contracts.
7. The disposal gain relates to the disposal of five older vessels.

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.

FINANCIAL STATEMENTS

Unaudited Condensed Consolidated Income Statement

		Six months ended 30 June	
	Note	2025 US\$'000	2024 US\$'000
Revenue	4	1,018,680	1,281,541
Cost of services	5	(989,498)	(1,221,469)
Gross profit		29,182	60,072
Indirect general and administrative overheads	5	(3,818)	(3,119)
Other income and gains	6	5,391	6,767
Other expenses	5	–	(827)
Finance income	7	5,811	7,243
Finance costs	7	(10,648)	(12,175)
Profit before taxation		25,918	57,961
Tax charges	8	(318)	(327)
Profit attributable to shareholders		25,600	57,634
Earnings per share for profit attributable to shareholders (in US cents)			
Basic earnings per share	10(a)	0.50	1.11
Diluted earnings per share	10(b)	0.50	1.08

Unaudited Condensed Consolidated Statement of Comprehensive Income

		Six months ended 30 June	
		2025 US\$'000	2024 US\$'000
Profit attributable to shareholders		25,600	57,634
Other comprehensive income			
Items that are and may be reclassified subsequently to income statement			
Cash flow hedges			
– fair value gains		54	1,337
– fair value gains transferred to income statement		(957)	(1,573)
Currency translation differences		938	(459)
Total comprehensive income attributable to shareholders		25,635	56,939

Unaudited Condensed Consolidated Balance Sheet

	Note	30 June 2025 US\$'000	31 December 2024 US\$'000
ASSETS			
Non-current assets			
Property, plant and equipment	11	1,664,424	1,698,666
Right-of-use assets	12	78,751	80,060
Goodwill		25,256	25,256
Derivative assets	13	46	1,995
Trade and other receivables	14	5,052	42,250
		1,773,529	1,848,227
Current assets			
Inventories		114,966	126,391
Derivative assets	13	3,335	2,281
Trade and other receivables	14	143,435	155,017
Cash and deposits	15	295,502	282,037
Tax recoverable		146	82
		557,384	565,808
Total assets		2,330,913	2,414,035

	Note	30 June 2025 US\$'000	31 December 2024 US\$'000
EQUITY			
Capital and reserves attributable to shareholders			
Share capital	18	50,832	50,710
Retained profits		654,826	662,986
Other reserves		1,090,957	1,112,948
Total equity		1,796,615	1,826,644
LIABILITIES			
Non-current liabilities			
Borrowings	16	105,748	185,776
Lease liabilities		51,916	52,149
Derivative liabilities	13	672	499
		158,336	238,424
Current liabilities			
Borrowings	16	123,337	76,542
Lease liabilities		29,234	29,891
Derivative liabilities	13	4,178	3,014
Trade and other payables	17	219,213	239,520
		375,962	348,967
Total liabilities		534,298	587,391

Unaudited Condensed Consolidated Statement of Changes in Equity

Capital and reserves attributable to shareholders

US\$'000	2025										2024									
	Share capital	Share premium	Convertible bonds reserve	Staff benefits reserve	Hedging reserve	Exchange reserve	Contributed surplus	Retained profits	Total	Share capital	Share premium	Convertible bonds reserve	Staff benefits reserve	Hedging reserve	Exchange reserve	Contributed surplus	Retained profits	Total		
At 1 January	50,710	394,790	(56,606)	2,108	(6,704)	2,035	(2,613)	779,938	662,986	1,826,644	52,638	428,006	(56,606)	2,520	(7,625)	3,785	(1,802)	779,938	597,075	1,797,929
Comprehensive income																				
Profit attributable to shareholders	-	-	-	-	-	-	-	-	25,600	25,600	-	-	-	-	-	-	-	-	57,634	57,634
Other comprehensive income																				
Cash flow hedges																				
– fair value gains	-	-	-	-	-	54	-	-	-	54	-	-	-	-	1,337	-	-	-	-	1,337
– fair value gains transferred to income statement	-	-	-	-	-	(957)	-	-	-	(957)	-	-	-	-	(1,573)	-	-	-	-	(1,573)
Currency translation differences	-	-	-	-	-	-	938	-	-	938	-	-	-	-	-	(459)	-	-	-	(459)
Total comprehensive income	-	-	-	-	-	(903)	938	-	25,600	25,635	-	-	-	-	(236)	(459)	-	57,634	56,939	56,939
Transactions with owners in their capacity as owners																				
Dividends paid (Note 9)	-	-	-	-	-	-	-	-	(33,424)	(33,424)	-	-	-	-	-	-	-	(38,224)	(38,224)	(38,224)
Share-based compensation	-	-	-	-	2,200	-	-	-	-	2,200	-	-	-	-	2,901	-	-	-	-	2,901
Shares issued upon conversion of convertible bonds (Note 18(a))	203	3,532	-	(263)	-	-	-	-	-	3,472	304	5,484	-	(412)	-	-	-	-	-	5,376
Shares bought back and cancelled (Note 18(b))	(931)	(20,082)	-	-	-	-	-	-	-	(21,013)	(338)	(11,384)	-	-	-	-	-	-	-	(11,722)
Shares bought back and to be cancelled	-	-	-	-	-	-	-	-	-	-	(89)	(2,781)	-	-	-	-	-	-	-	(2,870)
Share awards granted (Note 18(c))	7,749	-	-	-	(7,413)	-	-	-	(336)	-	5,693	-	-	(5,704)	-	-	-	11	-	-
Shares purchased by trustee of the SASs	(6,899)	-	-	-	-	-	-	-	-	(6,899)	(5,532)	-	-	-	-	-	-	-	-	(5,532)
Share awards lapsed	-	-	-	-	-	-	-	-	-	-	(351)	-	-	-	351	-	-	-	-	-
At 30 June	50,832	378,240	(56,606)	1,845	(11,917)	1,132	(1,675)	779,938	654,826	1,796,615	52,325	419,325	(56,606)	2,108	(10,077)	3,549	(2,261)	779,938	616,496	1,804,797

Unaudited Condensed Consolidated Cash Flow Statement

		Six months ended 30 June	
	Note	2025 US\$'000	2024 US\$'000
Operating activities			
Cash generated from operations	19	124,969	133,125
Taxation (paid)/refunded		(374)	426
Net cash generated from operating activities		124,595	133,551
Investing activities			
Purchase of property, plant and equipment		(41,127)	(47,759)
Disposal of property, plant and equipment		41,668	8,142
Decrease/(increase) in term deposits with original maturities over 3 months		10,768	(10,125)
Decrease in restricted cash		—	54
Interest received	7	5,811	7,243
Net cash generated from/(used in) investing activities		17,120	(42,445)

		Six months ended 30 June	
	Note	2025 US\$'000	2024 US\$'000
Financing activities			
Drawdown of bank loans		–	78,57
Repayment of bank loans and other borrowings		(31,430)	(82,205)
Interest on borrowings and other finance charges paid		(6,525)	(9,093)
Repayment of lease liabilities – principal element		(18,163)	(28,640)
Interest on lease liabilities paid	7	(2,451)	(1,594)
Dividends paid	9	(33,424)	(38,224)
Payment for buyback and cancellation of shares		(21,013)	(13,966)
Payment for shares purchased by trustee of the SASs		(6,899)	(5,532)
Net cash used in financing activities		(119,905)	(100,683)
Net increase/(decrease) in cash and cash equivalents		21,810	(9,577)
Cash and cash equivalents			
At 1 January		265,646	261,399
Net increase/(decrease) in cash and cash equivalents		21,810	(9,577)
Exchange gains/(losses)		2,423	(1,257)
At 30 June	15	289,879	250,565
Term deposits with original maturities over 3 months			
At 1 January		16,391	–
(Decrease)/increase in term deposits with original maturities over 3 months		(10,768)	10,125
At 30 June	15	5,623	10,125
Cash and deposits at 30 June	15	295,502	260,690

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 53.

These financial statements have been approved for issue by the Board of Directors on 7 August 2025.

 **p.12** [Market Review](#)

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 2024, 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 2024.

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.

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 2024.

4 Revenue and segment information

US\$’000	Six months ended 30 June	
	2025	2024
Freight	886,598	1,109,139
Charter-hire		
– lease component	79,064	115,563
– non-lease component	53,018	56,839
	1,018,680	1,281,541

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	
	2025	2024
Vessel-related expenses		
Vessel charter costs (a)	304,395	425,826
Bunkers consumed	242,573	322,202
Port disbursements and other voyage costs	218,611	244,214
Vessel depreciation	93,139	103,941
Employee benefit expenses – crew wages and other related costs	61,068	63,285
Vessel operating expenses	26,275	28,093
Lubricating oil consumed	5,286	5,831
Net losses/(gains) on bunker swap contracts	3,398	(9,892)
	954,745	1,183,500
General and administrative overheads (b)		
Employee benefit expenses including Directors' emoluments	32,776	32,192
Other PP&E depreciation	1,378	1,335
Office lease expenses	582	489
Net foreign exchange (gains)/losses	(2,969)	659
Other general and administrative expenses	6,804	6,413
	38,571	41,088

US\$'000	Six months ended 30 June	
	2025	2024
Other expenses		
Net losses on forward foreign exchange contracts	–	827
	–	827
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	993,316	1,225,415

(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\$17.3 million (2024: US\$38.3 million).

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

US\$'000	Six months ended 30 June	
	2025	2024
Direct G&A overheads included in cost of services	34,753	37,969
Indirect G&A overheads	3,818	3,119
Total G&A overheads	38,571	41,088

6 Other income and gains

US\$'000	Six months ended 30 June	
	2025	2024
Gains on disposal of PP&E	5,030	2,625
Net gains on forward freight agreements	361	142
Write-back of provisions	–	4,000
	5,391	6,767

7 Finance income and finance costs

US\$'000	Six months ended 30 June	
	2025	2024
Finance income		
Bank interest income	(5,810)	(7,239)
Other interest income	(1)	(4)
	(5,811)	(7,243)
Finance costs		
Interest on borrowings		
– bank loans and other borrowings	7,469	10,276
– convertible bonds	632	742
Interest on lease liabilities	2,451	1,594
Net gain on interest rate swap contracts	(957)	(1,573)
Other finance charges	1,053	1,136
	10,648	12,175
Finance costs, net	4,837	4,932

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	
	2025	2024
Overseas tax, provided at the rates of taxation prevailing in the jurisdictions	276	320
Adjustments in respect of prior year	42	7
Tax charges	318	327

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.

The respective legislation was come into effect from 2025 in Hong Kong, the jurisdiction in which the Company is listed. Based on the assessment for the year, the Group does not have any related tax exposure arising in the jurisdictions in which the Group operates. The Group applies the exception to recognising and disclosing information about deferred tax assets and liabilities related to the Rules income taxes, as provided in HKAS 12 “International Tax Reform – Pillar Two Model Rules”.

9 Dividends

	Six months ended 30 June					
	HK cents per share	2025 US cents per share	US\$'000	HK cents per share	2024 US cents per share	US\$'000
Interim dividend (a)	1.6	0.2	10,371	4.1	0.5	27,600
Dividends paid during the period (b)	5.1	0.7	33,424	5.7	0.8	38,224

(a) The interim dividend is declared on 7 August 2025 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 2013 Share Award Scheme, 2023 Share Award Scheme and 2025 Share Award Scheme (collectively "SASs") and unvested restricted shares (Note 18(c)).

		Six months ended 30 June	
		2025	2024
Profit attributable to shareholders	(US\$'000)	25,600	57,634
Weighted average number of shares in issue	('000)	5,074,070	5,193,712
Basic earnings per share	(US cents)	0.50	1.11
Equivalent to	(HK cents)	3.93	8.68

(b) Diluted earnings per share

Diluted earnings per share are calculated by dividing the basic earnings, after adjusting for effect of convertible bonds 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 convertible bonds and unvested restricted shares (Note 18(c)).

		Six months ended 30 June	
		2025	2024
Profit attributable to shareholders	(US\$'000)	25,600	57,634
Effect of interest on convertible bonds	(US\$'000)	632	742
Adjusted profit attributable to shareholders	(US\$'000)	26,232	58,376
Weighted average number of shares in issue	('000)	5,074,070	5,193,712
Effect of convertible bonds	('000)	158,429	180,352
Effect of unvested restricted shares	('000)	22,530	35,175
Diluted weighted average number of shares	('000)	5,255,029	5,409,239
Diluted earnings per share	(US cents)	0.50	1.08
Equivalent to	(HK cents)	3.89	8.44

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

US\$'000	Vessels	Vessels under construction	Other PP&E	Total
Net book value				
At 1 January 2025	1,697,248	–	1,418	1,698,666
Additions	38,086	39,600	639	78,325
Depreciation	(75,611)	–	(352)	(75,963)
Disposals	(36,634)	–	(4)	(36,638)
Exchange differences	–	–	34	34
At 30 June 2025	1,623,089	39,600	1,735	1,664,424

12 Right-of-use assets

US\$'000	Vessels	Other PP&E	Total
Net book value			
At 1 January 2025	74,296	5,764	80,060
Additions	15,371	183	15,554
Lease modification	2,039	(456)	1,583
Depreciation	(17,528)	(1,026)	(18,554)
Exchange differences	–	108	108
At 30 June 2025	74,178	4,573	78,751

13 Derivative assets and liabilities

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

Derivatives	Fair value levels
Interest rate swap contracts	Level 2
Bunker swap contracts	Level 2
Forward freight agreements	Level 1
Forward foreign exchange 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 interest rate swap contracts, bunker swap contracts and forward foreign exchange 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.

US\$'000	30 June 2025		31 December 2024	
	Assets	Liabilities	Assets	Liabilities
Non-current				
Cash flow hedges				
Interest rate swap contracts	–	–	1,957	–
Derivatives that do not qualify for hedge accounting				
Bunker swap contracts	28	(667)	38	(499)
Forward freight agreements	18	(5)	–	–
	46	(672)	1,995	(499)
Current				
Cash flow hedges				
Interest rate swap contracts	1,132	–	78	–
Derivatives that do not qualify for hedge accounting				
Bunker swap contracts	1,617	(3,433)	1,303	(1,391)
Forward freight agreements	586	(745)	881	(895)
Forward foreign exchange contracts	–	–	19	(728)
	3,335	(4,178)	2,281	(3,014)
Total	3,381	(4,850)	4,276	(3,513)

14 Trade and other receivables

US\$'000	30 June 2025	31 December 2024
Non-current		
Prepayments on vessels	5,052	42,250
Current		
Trade receivables	91,842	106,300
Other receivables	29,180	23,775
Prepayments	22,413	24,942
	143,435	155,017

The carrying values of trade and other receivables approximate 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 2025	31 December 2024
≤ 30 days	65,478	86,360
31-60 days	7,709	4,165
61-90 days	4,112	2,463
> 90 days	14,543	13,312
	91,842	106,300

15 Cash and deposits

US\$'000	30 June 2025	31 December 2024
Term deposits with original maturities of 3 months or less	161,510	202,190
Cash at bank and on hand	128,369	63,456
Cash and cash equivalents	289,879	265,646
Term deposits with original maturities over 3 months	5,623	16,391
Total cash and deposits	295,502	282,037

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

The Group invests its cash in a mix of financial products, based on its assessment of balance of risk, return and liquidity, which are placed with a range of leading international banks, mainly in Hong Kong and Singapore. The Group's cash and deposits at 30 June 2025 comprised US\$251 million in United States Dollars and US\$44 million in other currencies. They are primarily placed in liquid deposits and saving accounts.

 **p.22 Cash and Borrowings**

16 Borrowings

The borrowings are repayable as follows:

US\$'000	Bank loans	Convertible bonds	Other borrowings	Total
At 30 June 2025				
Within one year	87,138	24,480	11,719	123,337
In the second year	51,732	–	1,196	52,928
In the third to fifth year	45,468	–	7,352	52,820
	184,338	24,480	20,267	229,085
At 31 December 2024				
Within one year	46,012	27,743	2,787	76,542
In the second year	86,230	–	2,515	88,745
In the third to fifth year	80,635	–	16,396	97,031
	212,877	27,743	21,698	262,318

The carrying values of borrowings approximate their fair values.

17 Trade and other payables

US\$'000	30 June 2025	31 December 2024
Trade payables	91,997	100,311
Accruals and other payables	77,844	73,480
Receipts in advance	49,372	65,729
	219,213	239,520

The carrying values of trade and other payables approximate 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 2025	31 December 2024
≤ 30 days	83,397	93,407
31-60 days	208	1,313
61-90 days	233	733
> 90 days	8,159	4,858
	91,997	100,311

18 Share capital

	Number of shares	US\$'000
Authorised	36,000,000,000	360,000
Issued and fully paid		
At 1 January 2025	5,153,242,146	50,710
Shares issued upon conversion of convertible bonds (a)	20,315,814	203
Share bought back and cancelled (b)	(93,069,000)	(931)
Shares granted to employees in the form of restricted share awards (c)	28,626,000	7,749
Shares purchased by trustee of the SASs	(25,915,000)	(6,899)
At 30 June 2025	5,083,199,960	50,832

(a) Shares issued upon conversion of convertible bonds

During the period, 20,315,814 shares were issued upon the conversion of the convertible bonds in an aggregate principal amount of US\$3,500,000 at a conversion price of HK\$1.35 per share.

Subsequent to 30 June 2025, 141,107,843 shares were issued upon the conversion of the convertible bonds in an aggregate principal amount of US\$24,310,000 at a conversion price of HK\$1.35 per share.

(b) Shares bought back and cancelled

During the period, 93,069,000 shares were bought back on the Stock Exchange at an aggregate consideration of approximately US\$21,013,000. All shares were cancelled during the period.

(c) Restricted share awards

Restricted share awards under the Company's SASs were granted to Executive Directors and certain employees. The SASs under HKFRS is 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 or issued 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	2025
At 1 January	42,971
Granted	28,626
Vested	(887)
At 30 June	70,710

 **p.34-36** [Other information – Share Award Schemes](#)

19 Notes to the unaudited condensed consolidated cash flow statement

Reconciliation of profit before taxation to cash generated from operations

US\$'000	Six months ended 30 June	
	2025	2024
Profit before taxation	25,918	57,961
Assets and liabilities adjustments		
Depreciation on vessels and other PP&E	75,963	77,162
Depreciation on right-of-use assets	18,554	28,114
Gains on disposal of PP&E	(5,030)	(2,625)
Net unrealised losses/(gains) on derivative instruments not qualified as hedges	1,330	(7,158)
Write-back of provisions	–	(4,000)
Capital and funding adjustments		
Share-based compensation	2,200	2,901
Results adjustments		
Finance costs, net	4,837	4,932
Net foreign exchange (gains)/losses	(2,969)	659
Profit before taxation before working capital changes	120,803	157,946
Decrease/(increase) in inventories	11,425	(3,681)
Decrease/(increase) in trade and other receivables	13,166	(18,005)
Decrease in trade and other payables	(20,425)	(3,135)
Cash generated from operations	124,969	133,125

20 Commitments

(a) Capital commitments

US\$'000	30 June 2025	31 December 2024
Contracted for but not recognised as liabilities – contracts for newbuilding CEVs and vessel equipment	182,047	146,582

(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 2025.

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

US\$'000	Vessels	Office equipment	Total
At 30 June 2025			
Within one year	77,713	66	77,779
In the second to fifth year	84,300	17	84,317
After the fifth year	17,198	3	17,201
	179,211	86	179,297
At 31 December 2024			
Within one year	81,105	136	81,241
In the second to fifth year	101,165	24	101,189
After the fifth year	27,634	4	27,638
	209,904	164	210,068

(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 2025	31 December 2024
Within one year	44,178	46,444
In the second to fifth year	1,045	6,117
	45,223	52,561

The Group leases vessels including a lease of a Capesize vessel which will be expiring in 2026.

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 40 to 52, 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 2025 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.

The logo for PricewaterhouseCoopers, featuring the company name in a stylized, handwritten script font.

PricewaterhouseCoopers

Certified Public Accountants

Hong Kong, 7 August 2025



OUR PACIFIC BASIN CREW ARE OUR HEROES AT SEA

INTERIM REPORT 2025

PB Pacific Basin Shipping Limited
(incorporated in Bermuda with limited liability)
(Stock Code: 2343)



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