



**UNI-ASIA
GROUP LIMITED**

Registration No. 201701284Z
Incorporated in the Republic of Singapore

1H2025 Results Presentation





Disclaimer

This presentation may contain forward-looking statements which can be identified by the context of the statement and generally arise when the Company is discussing its beliefs, estimates or expectations. Such statements may include comments on industry, business or market trends, projections, forecasts, and plans and objectives of management for future operations and operating and financial performance, as well as any related assumptions. Readers of this presentation should understand that these statements are not historical facts or guarantees of future performance but instead represent only the Company's belief at the time the statements were made regarding future events, which are subject to significant risks, uncertainties and other factors, many of which are outside of the Company's control. Actual results and outcomes may differ materially from what is expressed or implied in such forward-looking statements. The Company cautions readers not to place undue reliance on any forward-looking statements included in this presentation, which speak only as of the date made; and should any of the events anticipated by the forward-looking statements transpire or occur, the Company makes no assurances on what benefits, if any, the Company will derive therefrom.

For further information, contact:

Mr. Lim Kai Ching

(65) 6438 1800





Table of Contents

- Corporate Overview
- 1H2025 Financial Highlights
- 1H2025 Business Update





Corporate Overview



Corporate Profile



Tokyo

Hong Kong

Singapore



The Group was founded on 17 March 1997



Listed on Singapore Exchange on 17 August 2007



Bloomberg Code: UAG:SP



SGX Stock Code: CHJ



Total number of issued shares: 78,599,987



The Group's 3 main offices are in Hong Kong, Tokyo and Singapore.



Corporate Philosophy and Principles

Corporate Philosophy

We will continue to take on new challenges, create new value, and contribute to society.

Corporate Principles

1. We will **uphold business ethics, ensure regulatory compliance** and **fulfil our responsibilities as a member of society without fear, favour or prejudice.**
2. We will act **fairly and honestly** with all stakeholders and strive to **maintain and improve trust.**
3. We take pride and passion as a team of professionals and **strive to provide services and products of the highest quality to the best of our abilities.**



Mission Statement

We aim to be a truly trusted partner for our clients as **A PRODUCER OF ALTERNATIVE INVESTMENT OPPORTUNITIES** and **AN INTEGRATED SERVICE PROVIDER RELATING TO ALTERNATIVE INVESTMENTS** so as to deliver sustainable long-term value to the Group's stakeholders. To achieve this vision, we strive to improve the quality of our services to our clients, develop innovative new products to expand our clients' base for further growth, and strengthen our investment portfolio by integrating ESG criteria so as to generate recurring returns that prioritise both profitability and sustainability.

A PRODUCER OF ALTERNATIVE INVESTMENT OPPORTUNITIES

We produce and offer alternative investment opportunities for assets such as vessels and properties to our clients.

AN INTEGRATED SERVICE PROVIDER RELATING TO ALTERNATIVE INVESTMENTS

We provide integrated services relating to alternative asset investments including, but not limited to:

- asset/ investment management;
- finance arrangement;
- sale and purchase brokerage of ships and properties;
- ship chartering as a ship owner;
- ship chartering brokerage;
- ship technical management;
- project management;
- property development/ construction management; and
- property management and leasing arrangements.



Business Model



- Acquire assets at competitive prices.
- Provide clients solutions relating to alternative assets including ship and property finance arrangement, sale and purchase arrangement.

1



- Manage and/or operate assets to enhance asset value and recurring income.

2

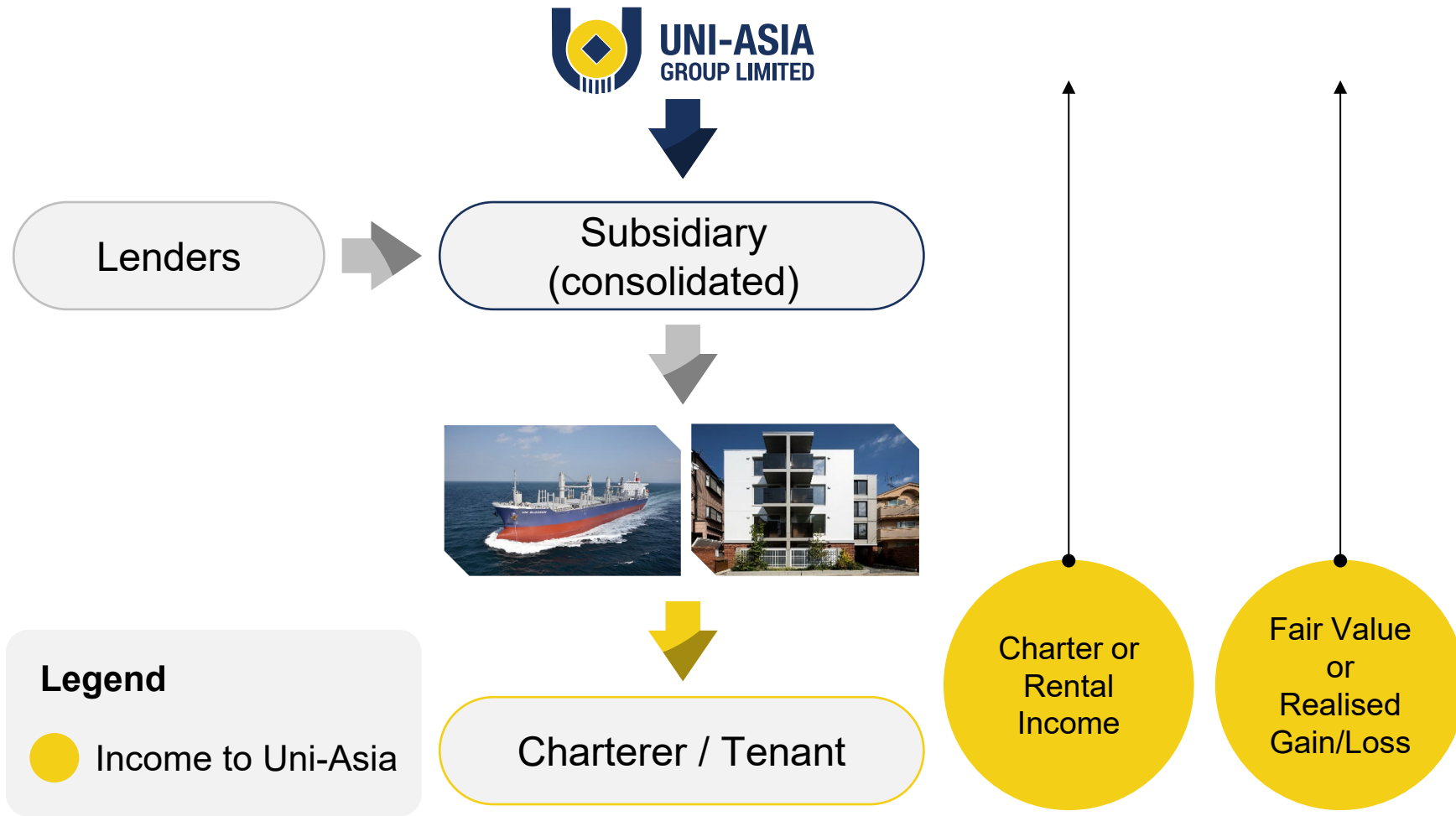


- Capital returns
- Recurring income including charter income, administration fee income.
- Ad hoc fee including finance arrangement fee, brokerage fee.

3

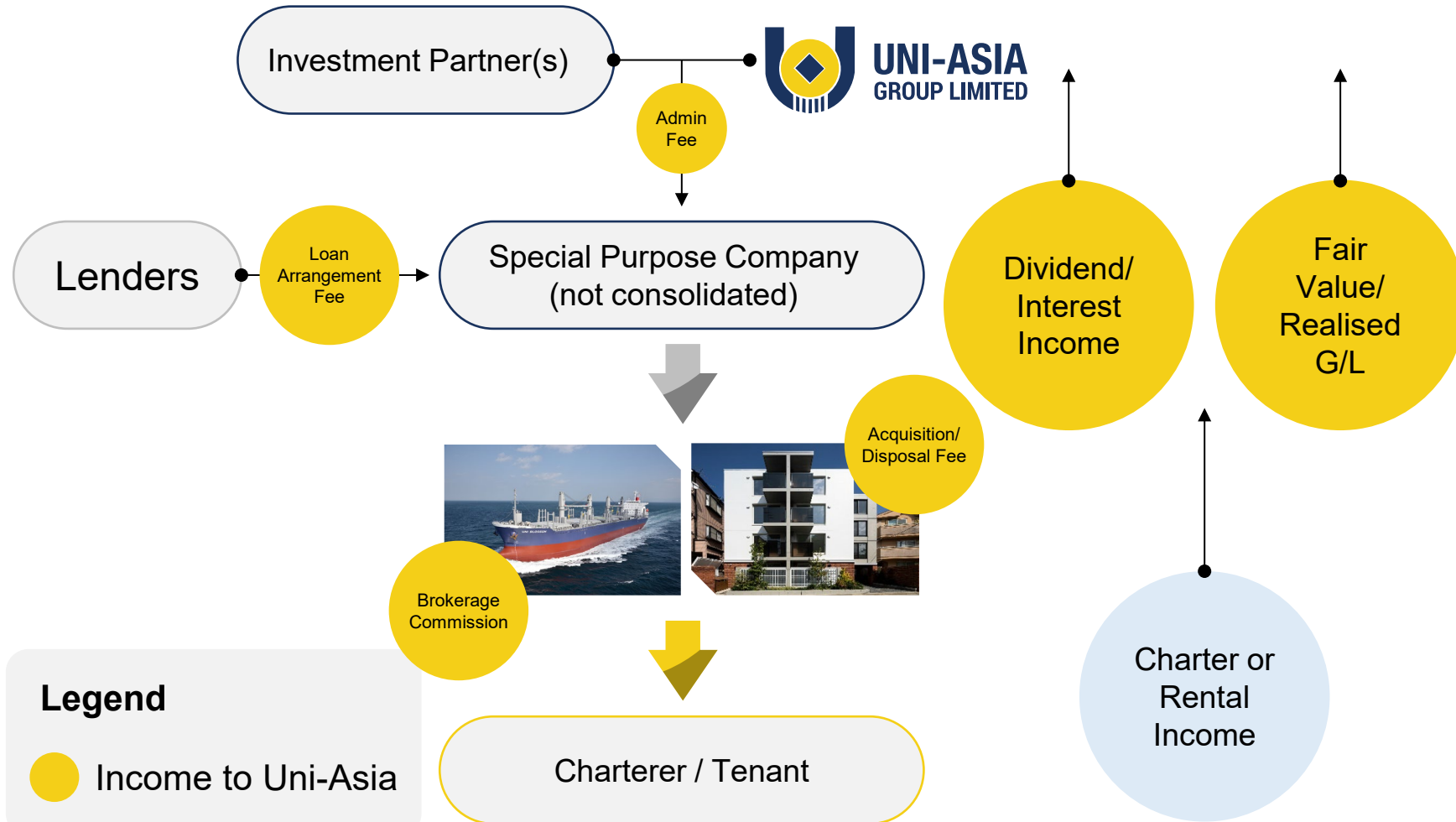


Business Model Example - Subsidiary





Business Model Example – JV Structure





Business Segments



SHIPPING

Ship Owning and Chartering

- Ship Owning and Chartering

Maritime Asset Management

- Investment/ Asset Management of Ships
- Finance Arrangement

Maritime Services

- Commercial/ Technical Management of Ships
- Ship Related Brokerage Services



PROPERTY

Property Investment (ex-Japan)

- Investment/ Asset Management of Properties ex-Japan

Property Investment (in-Japan)

- Investment/ Asset Management of Properties in-Japan



HEADQUARTERS

Headquarters' Shared Corporate Services



UNI-ASIA
GROUP LIMITED

1H2025

Financial Highlights



Uni-Asia Group Limited: Transformation in Progress

The Group is undergoing a significant transformation phase under the leadership of its visionary CEO, Mr. Masahiro Iwabuchi. This transformation is designed to strengthen the Group's portfolio resilience, enhance long-term cash flows, and ensure sustainable value creation for shareholders.

Shipping Business

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

Japan Property Business

In Japan, the Group has expanded beyond its traditional ALERO projects into a diversified range of property assets, including Group Homes, land banks, and Private Finance Initiative (“PFI”) projects. The property portfolio has also broadened geographically, with developments extending outside Tokyo to include cities which may potentially benefit from structural catalysts such as integrated resort project in Osaka and Shinkansen station developments in Hokkaido. Similar to shipping, a co-investment model has been employed to enlarge the investment base and optimise returns.



Uni-Asia Group Limited: Transformation in Progress

Property Investments ex Japan

Conversely, the Group's Hong Kong property investments have faced significant challenges, resulting in downward revaluations in FY2024. Capital recovery from these projects is assessed to be remote. Nevertheless, the Group continues to explore other international property opportunities selectively, with a disciplined approach and a focus on partnerships with reputable institutions.

Portfolio Resilience and Business Model

The Group recognises that its diversified investment portfolio is a source of strength, as different segments are cyclical and have historically cushioned downturns in other areas. The Group's business model is cash flow-driven, and accounting profits, while important, may not fully reflect the Group's underlying return potential during this transformation phase. Although profitability in 1H2025 has been impacted, cash flows remain strong.

Challenges and Resilience

2025 thus far has been a period of resilience testing. The Group experienced both the *M/V Glengyle* incident and a cyber incident during this period. Despite these challenges, the Group's financial position remains sound. A dividend of S\$0.01 per share has been declared, consistent with the prior year, underscoring confidence in cash flow strength.

Outlook

With shareholders' support, the Group is confident of emerging stronger from this transformation. The ongoing renewal of the shipping fleet, diversification of Japan property assets, and disciplined exploration of new property opportunities outside Japan position the Group to capture value across market cycles and deliver sustainable long-term returns.

Appointment of New Executive Directors

As part of the Group's succession planning and ongoing efforts to strengthen its core management team, two new Executive Directors were appointed to the Board on 25 September 2025.



Mr. Shinichiro Ishizaki

Mr. Ishizaki, who joined the Group in 2016, is currently the Head of Shipping and oversees the Group's shipping business, including projects, sale and purchase, spot and period chartering, ship operations, and maritime asset management. Prior to joining Uni-Asia, Mr. Ishizaki worked for a Singapore-based ship owning company, where he was responsible for ship finance and sale and purchase activities between 2011 and 2013. He was subsequently seconded to the Ministry of Finance, Japan, from 2014 to 2015. Mr. Ishizaki holds a Master's degree in Field Engineering for the Environment from Hokkaido University, Japan, which he obtained in 2010.



Mr. Takeshi Iritono

Mr. Takeshi Iritono joined Uni-Asia in 2003 and was appointed President of Uni-Asia Capital (Japan) Ltd. ("UACJ") on 1 June 2024. He is currently responsible for the Group's property investment business in Japan, encompassing real estate asset management as well as the development of residential, hotel, and commercial properties. Mr. Iritono holds a Bachelor's degree in Law from Keio University, Japan, conferred in 1994.










1H2025 Performance

The Group posted a net profit after tax of US\$0.6 million, a turnaround from a loss of US\$11.7 million in 1H2024.

(US\$'000)	1H2025	1H2024	% Change	Remarks
Total Income	18,151	11,164	63%	Total income for 1H2025 led by increase in investment returns and fee income, while charter income decreased and no property under development sold in 1H2025.
Total Expenses	(16,162)	(20,955)	(23%)	Total expenses reduced by 23% with reduced vessel operating expenses, depreciation and absence of cost of property under development sold.
Operating Profit/(Loss)	1,989	(9,791)	N/M	Operating profit was US\$2.0 million 1H2025 compared to operating loss of US\$9.8 million in 1H2024
Profit/(Loss) for 1H	619	(11,723)	N/M	The Group posted a net profit after tax of US\$0.6 million, a turnaround from a loss of US\$11.7 million in 1H2024.
Profit/(Loss) attributable to owners of parent	911	(11,763)	N/M	
Earnings/(Loss) per Share (US cents)	1.16	(14.97)	N/M	1H2025 EPS was US\$0.0116/share



Balance Sheet Summary

(US\$'million)	As at 30 Jun 2025	As at 31 Dec 2024	Increase / (Decrease)	Remarks
 Total Assets	184.3	165.9	18.4	Total assets increased with fleet renewal and purchase of property investments
 Total Liabilities	61.4	49.0	12.4	Total liabilities increased due to borrowings to support fleet renewal and purchase of investment properties.
 Total Equity	122.9	116.9	6.0	Total equity increased mainly due to investments by minority co-investment partners for ship acquisitions.
 Total Debt	54.2	41.6	12.6	Total debt increased to support investment expansion as mentioned above.
 Total Cash	38.4	45.5	(7.1)	Cash position is strong as at end of June.
 Debt to Equity Ratio (Gearing)	0.44	0.36	0.08	D/E ratio is below 0.5.
 NAV per share (US\$)	1.56	1.49	0.07	NAV per share has increased to US\$1.56/share



Dividend of 1.0 SG ¢/share

The Board is pleased to announce an interim dividend of **1.0 SG ¢/share** for 1H2025 payable on 7 November 2025.

Key Dates for Dividend



Date on which Registrable Transfers to be received by the Company will be registered before entitlements to the dividend are determined:

5.00 p.m., 24 October 2025



Payment Date:

7 November 2025



Cash Flows

(US\$'000)

1H2025

1H2024



Cash and cash equivalents at beginning of the period

45,523

38,260



Cash Inflows / (Outflows)

- Operating Activities
- Investing Activities
- Financing Activities
- Effect of exchange rate changes

(2,952)

6,191

(13,876)

3,354

9,098

(10,632)

622

(909)



Net Cash Inflows / (Outflows) for the period

(7,108)

(1,996)



Cash and cash equivalents at the end of the period

38,415

36,264



Operating activities: Net outflow of US\$3.0 million due to lower charter income and no property under development disposals.

Investing activities: Net outflow of US\$13.9 million, mainly due to vessel purchase and Japan property investments purchased offset by asset disposal proceeds and investment distributions.

Financing activities: Net inflow of US\$9.1 million as a result of net borrowings of US\$7.1 million, and US\$5.0 million from non-controlling interests, offset by interest payment of US\$1.5 million, and FY2024 dividends of US\$1.2 million.



Borrowings vis-à-vis Cash

As at 30 Jun 2025 Borrowings Collateralised By:	Current Borrowings USD'm	Non-Current Borrowings USD'm	Total Borrowings USD'm	Book Values of Assets Collateralised USD'm
Ship assets	7.7	32.4	40.1	103.7
Property assets	4.4	9.7	14.1 *	19.7
Total	12.1	42.1	54.2	123.4
			USD'm	
Total Secured Borrowings			54.2	Borrowings are 43.9% of book value of total assets collateralised
Total Book Value of Assets Collateralised			123.4	
Total Cash			38.4	

* Borrowings for property assets are JPY non-recourse loans borrowed in Japan as collateralised by Japan property assets.



As at 30 June 2025, all of the Group's total borrowings of US\$54.2 million are secured by assets with book values of totalling US\$123.4 million.



On the other hand, the Group has US\$38.4 million cash on hand.

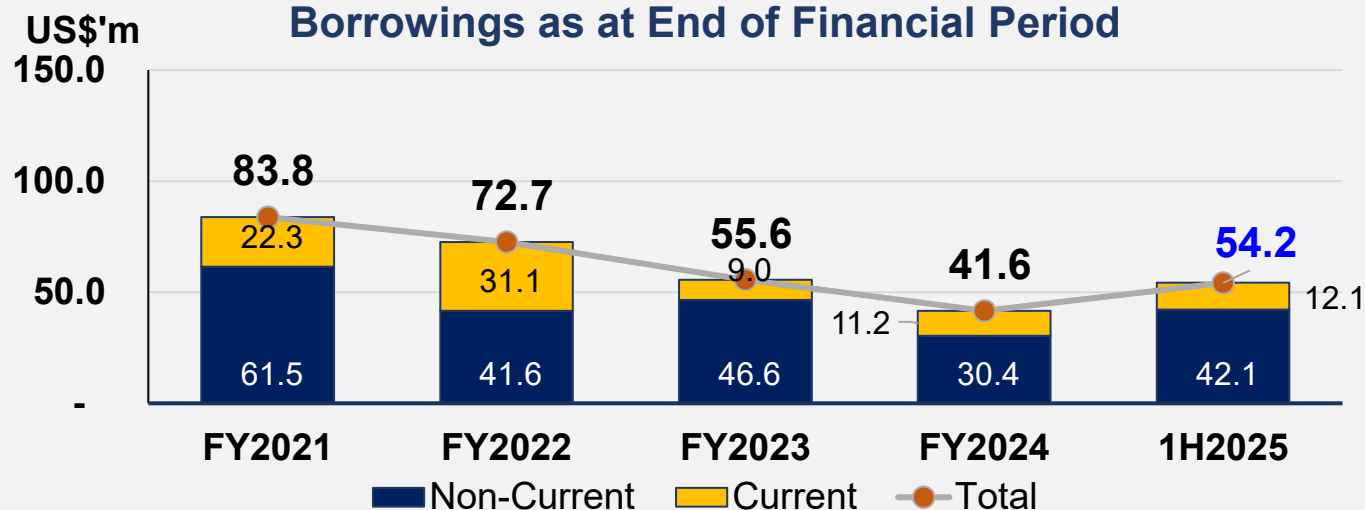


Hence, notwithstanding that the Group's borrowings had increased, the Group's assets would be able to meet the borrowing repayment obligations.

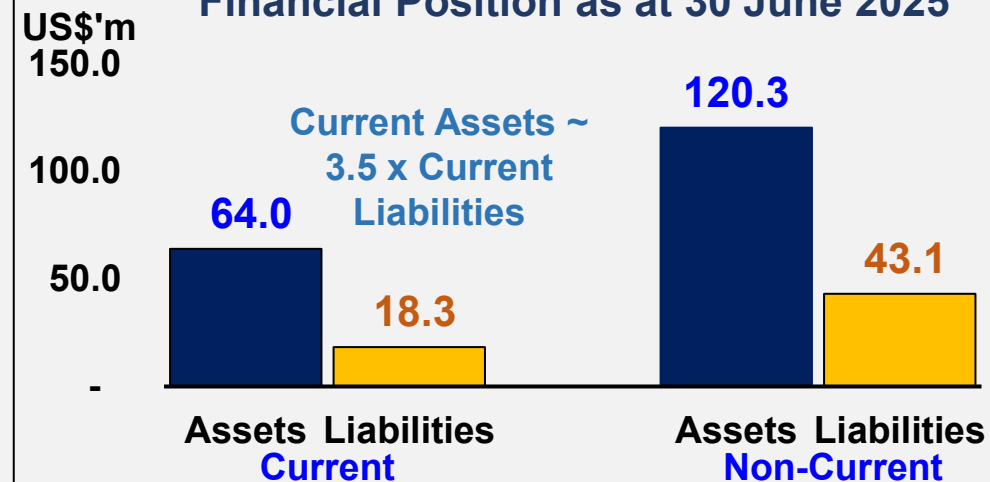


Financial Highlights

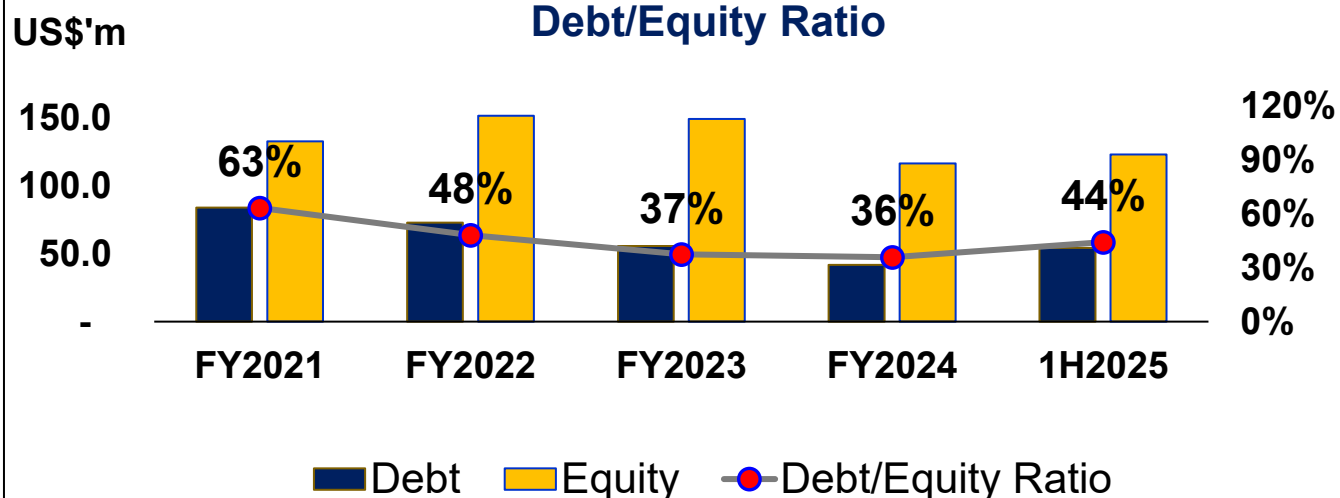
Borrowings as at End of Financial Period



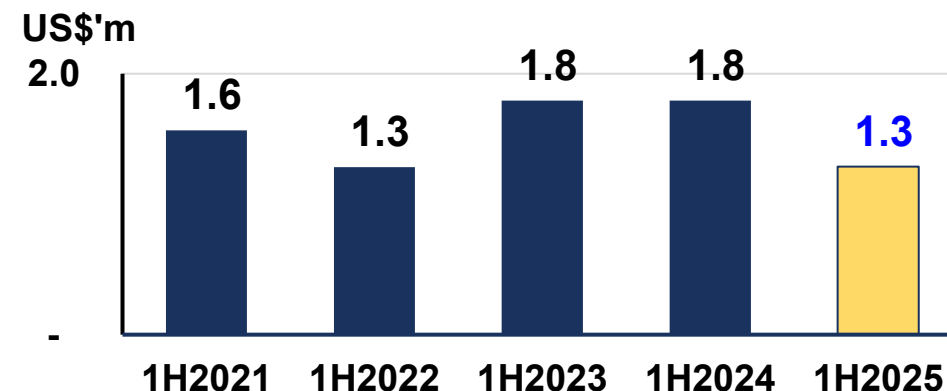
Financial Position as at 30 June 2025



Debt/Equity Ratio



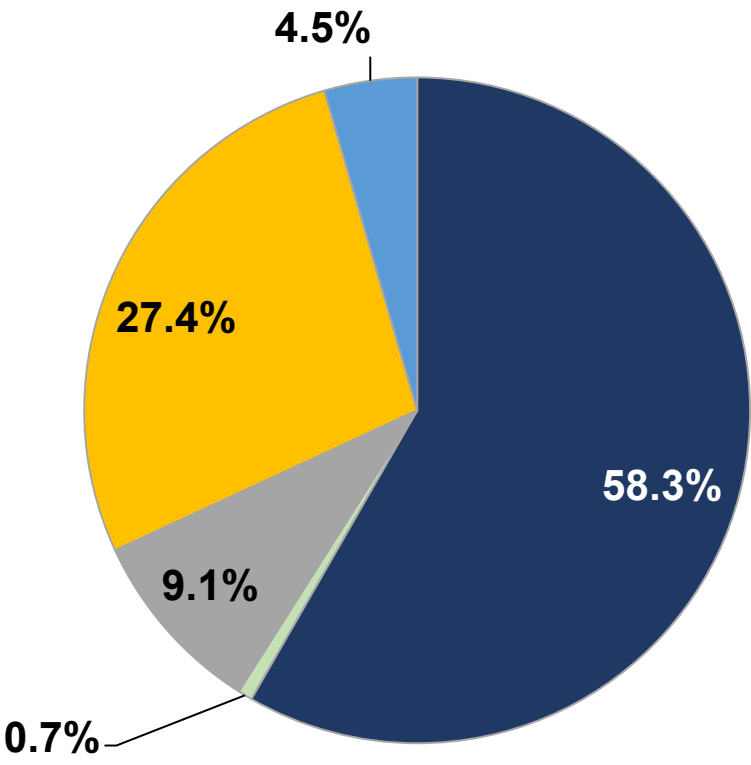
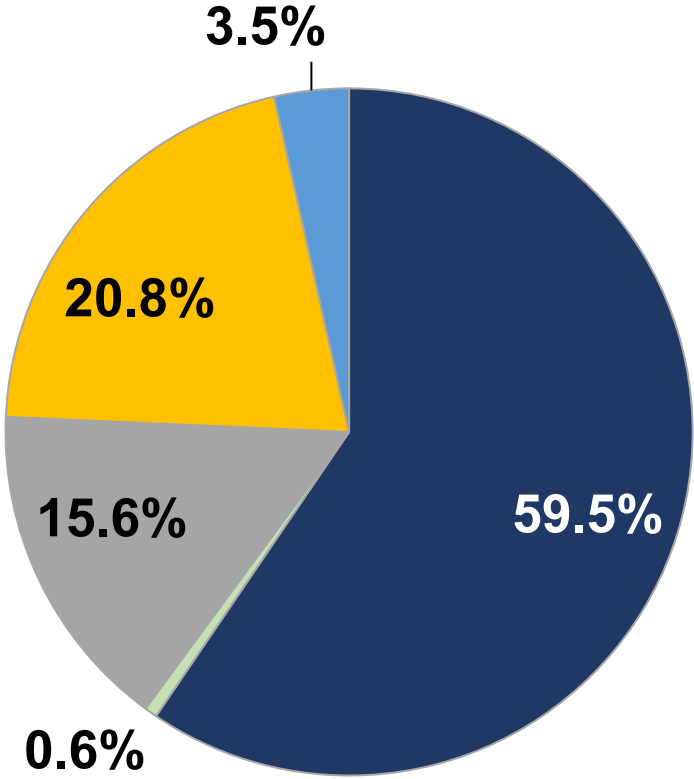
Total Finance Costs





Total Assets Allocation

- Maritime Investment
- Property Investment (ex-Japan)
- Property Investment (in-Japan)
- Cash and Cash Equivalents
- Others



US\$'million	31 June 2025	31 December 2024
Total Assets	184.3	165.9



1H2025 Business Update



UNI-ASIA
GROUP LIMITED

Shipping





M/V Uni Challenge (held through subsidiary Joule Asset Management (Pte) Ltd)

Since 2023, the Group had started the process of disposing older 29k dwt ships and replace them with newer ships (newbuilds if feasible but also second-hand ships with good cost/benefit profiles).

In November 2024, the Group entered into a contract to sell the Group's 2012 built 29k dwt ship, M/V Uni Challenge, held through wholly-owned subsidiary Joule Asset Management (Pte) Ltd, to an external buyer. The sale was completed in January 2025.





M/V Kellett Island (held through subsidiary Amity Bulkship S.A.)



Following shareholders' approval on 9 January 2025, the Group has completed the purchase of M/V Kellett Island on 25 February 2025 from 18% owned Olive Bulkship S.A. The Group now owns 75% of M/V Kellett Island. M/V Kellett Island is a 58k dwt scrubber-fitted supramax built by renowned Japanese shipyard, Tsuneishi.



M/V Uni Sunshine (held through subsidiary Bloom Bulkship S.A.)



Following shareholders' approval on 30 April 2025, the Group has completed the purchase of M/V Uni Sunshine on 24 July 2025 from 18% owned Unicorn Bulkship S.A. The Group now owns 72.7% of M/V Uni Sunshine. This is part of the Group's strategy of replacing older ships with newer ones under the wholly-owned/majority owned fleet.



M/V Uni Horizon (held through subsidiary Charm Bulkship S.A.)



Following shareholders' approval on 18 July 2025, the Group has completed the purchase of M/V Uni Horizon on 13 August 2025 from 18% owned Victoria Bulkship S.A. The Group now owns 70.2% of M/V Uni Horizon. This is part of the Group's strategy of replacing older ships with newer ones under the wholly-owned/majority owned fleet.



Wholly Owned / Majority Owned Dry Bulk Portfolio

	Name of Ship	Capacity	Ownership	Year of Built	Shipyard
1	M/V Clearwater Bay	29,118 DWT	100%	2012	Y-Nakanishi
2	M/V Ansac Pride	37,094 DWT	100%	2013	Onomichi
3	M/V Island Bay	37,649 DWT	100%	2014	Imabari
4	M/V Inspiration Lake	37,706 DWT	100%	2015	Imabari
5	M/V Glengyle	37,679 DWT	100%	2015	Imabari
6	M/V Uni Bulker	37,700 DWT	100%	2016	Imabari
7	M/V Kellett Island	57,836 DWT	75%	2015	Tsuneishi
8	M/V Uni Sunshine	36,300 DWT	72.7%	2018	Oshima
9	M/V Uni Horizon	36,300 DWT	70.2%	2018	Oshima

The Group is in the process of building a portfolio of Japanese built wholly-owned/majority owned ships to future-proof the Group's shipping portfolio in view of potential impact of fees and restrictions implemented by the United States Trade Representative ("USTR") on maritime transport services.



M/V Glengyle Incident – Incident Timeline

As announced on 27 April 2025, the Group's wholly owned ship, *M/V Glengyle* was involved in a collision with the containership, *M/V KMTC Surabaya* whilst under pilotage and approaching Ho Chi Minh Port, Vietnam. Key timeline milestones of the event:

25 April, ~22:40 LT – *M/V Glengyle* and *M/V KMTC Surabaya* collided near buoy 28 on the Long Tau River. *M/V Glengyle* was ruptured at her port side stern and water ingress into cargo holds no. 4 and 5. No injuries occur, but an oil slick was observed.

26 – 27 April – Emergency responders secured the vessels and contained pollution. Initial assessments confirmed no crew hurt and no immediate cargo loss. The channel remained open with careful traffic management.

30 April – General Average (“GA”), a maritime principle where all voyage stakeholders share the loss from a major casualty, was declared. Declaring GA was justified because extraordinary salvage efforts were undertaken to save the ships and cargo.

Late April – Early May – Salvage planning was underway. Vietnamese officials issue navigation notices warning vessels to reduce speed and avoid the area. Salvors prepared to separate the ships and refloat *M/V Glengyle*, while lightering plans were made to remove its cargo.

16 May – After several careful attempts, salvors successfully separated *M/V KMTC Surabaya* and *M/V Glengyle* in the early morning. Upon separation, *M/V Glengyle* remained afloat but anchored at the river's edge for continued salvage operations. Minor residual oil leaks during separation were quickly skimmed and boomed off, with no significant new spill reported.



Photos: <https://dvhhtc.vn/en>



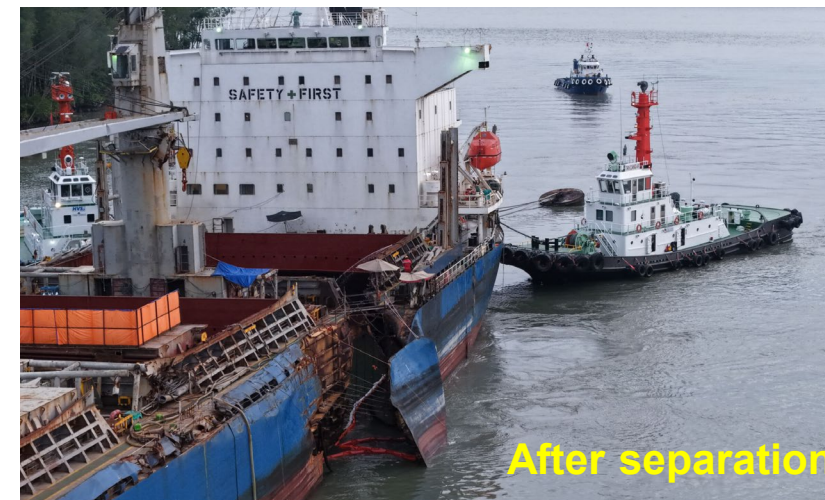
M/V Glengyle Incident – Incident Timeline

May – June – Meanwhile, *M/V Glengyle*'s salvage continues in place. Divers inspect the underwater damage and confirm it is contained to the stern section already identified. The ship's remaining fuel was transferred out to bunker barges to prevent pollution, and part of her cargo of steel products was carefully transferred onto barges to lighten *M/V Glengyle* for refloating.

3 – 4 July – With cargo removed and buoyancy restored, *M/V Glengyle* was rigged for tow. On 3 July, two large tugs began towing *M/V Glengyle* downriver from its temporary mooring. By early 4 July, *M/V Glengyle* was safely towed to Saigon's Hiệp Phước Port (via the Soài Rạp channel) and brought alongside a berth. *M/V Glengyle* is now secured at port for further inspection, repairs or potential hull survey decisions.

Remarkably, no loss of life or injuries occurred in this major accident. All crew members from both ships were reported safe.

The collision ruptured *M/V Glengyle*'s fuel tanks, causing a fuel oil spill that created a visible sheen around the stricken ships. In response, the Vietnamese authorities and salvage teams quickly deployed oil containment booms and skimmers, which confined the pollution in the immediate vicinity. The initial spill was effectively contained within a day, and further spillage was prevented during the protracted salvage operation. On the day the vessels were separated (16 May), extra precautions were taken with skimmers on standby; only minor residual oil escaped, all of which were promptly cleaned up. By the time *M/V Glengyle* was towed to port in early July, no further leakage was observed.



Photos: <https://dvhhtc.vn/en>



M/V Glengyle Incident – Financial and Operational Impact

The accident and its aftermath have had financial and operational repercussions for the Group.

While the full financial impact is still being assessed, including the extent to which M/V Glengyle's insurance would cushion the blow, the incident had caused operational loss for Uni-Asia in the form of lost of hire. *M/V Glengyle* was unable to trade after 25 April, and if she remains out of service for an extended period, that represents lost revenue.

It will take months for the ship to complete its repair fully, and even longer for the investigation and proceedings to be completed. Thereafter, there would possibly be a court or arbitration ruling before all possible claims can be settled. Meanwhile, the Group is working with all relevant parties to expedite the process and will make the necessary announcements accordingly when there are material developments.



M/V Glengyle was towed to Saigon's Hiệp Phước Port

Photos: <https://dvhhtc.vn/en>



Results of Shipping Segments – Ship Owning and Chartering

(US\$'000)	Ship Owning and Chartering (“SOC”)			Remarks
	1H2025	1H2024	% Change	
Turnover	13,503	16,967	(20%)	
Charter Income	11,902	15,970	(25%)	Charter income reduced due to fewer ships in the portfolio and off-hires. In particular, the off-hires caused by Glengyle incident had impacted charter income negatively.
Fee Income	289	387	(25%)	These pertained to fees from commercial management services provided to joint-investment entities. Amount reduced with exit of Olive Bulkship S.A.
Interest Income	433	489	(11%)	Interest income reduced mainly due to reduced average daily balance
Other Income	879	121	N/M	1H2025 balances mainly due to insurance recoveries.
Expenses	(11,683)	(12,778)	(9%)	Expenses were reduced in part due to a smaller number of vessels in the portfolio. However, while the Glengyle incident adversely impacted income, the reduction in expenses was not proportionate.
Profit from Operation	1,820	4,189	(57%)	
Finance costs	(1,286)	(1,785)	(28%)	Finance costs reduced due to loan repayments from ship disposals and scheduled repayment
Profit before Tax	534	2,404	(78%)	
Profit after Tax	534	2,404	(78%)	SOC profit reduced by 78% for 1H2025



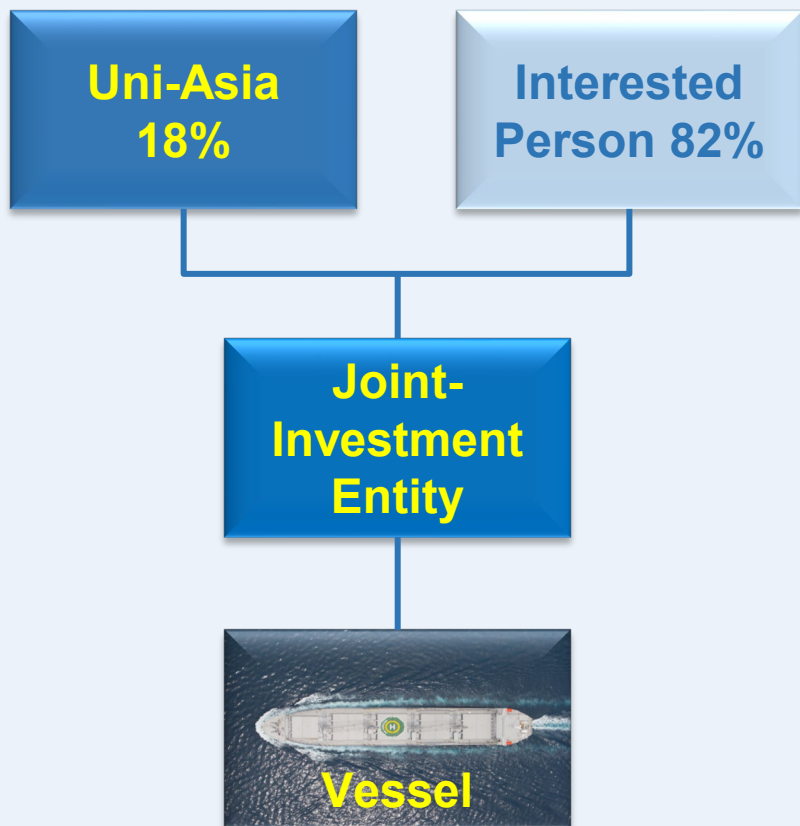
Joint Investment Dry Bulk Portfolio (Maritime Asset Management)

	Name of Joint Investment Company	Ownership Percentage	Type	Capacity	Year of Built	Shipyard
1	Polaris Bulkship S.A.	18%	Bulker	57,836 DWT	2015	Tsuneishi
2	Quest Bulkship S.A.	18%	Bulker	37,700 DWT	2016	Imabari
3	Stella Bulkship S.A.	18%	Bulker	37,700 DWT	2018	Imabari
4	Tiara Bulkship S.A.	18%	Bulker	37,700 DWT	2020	Imabari

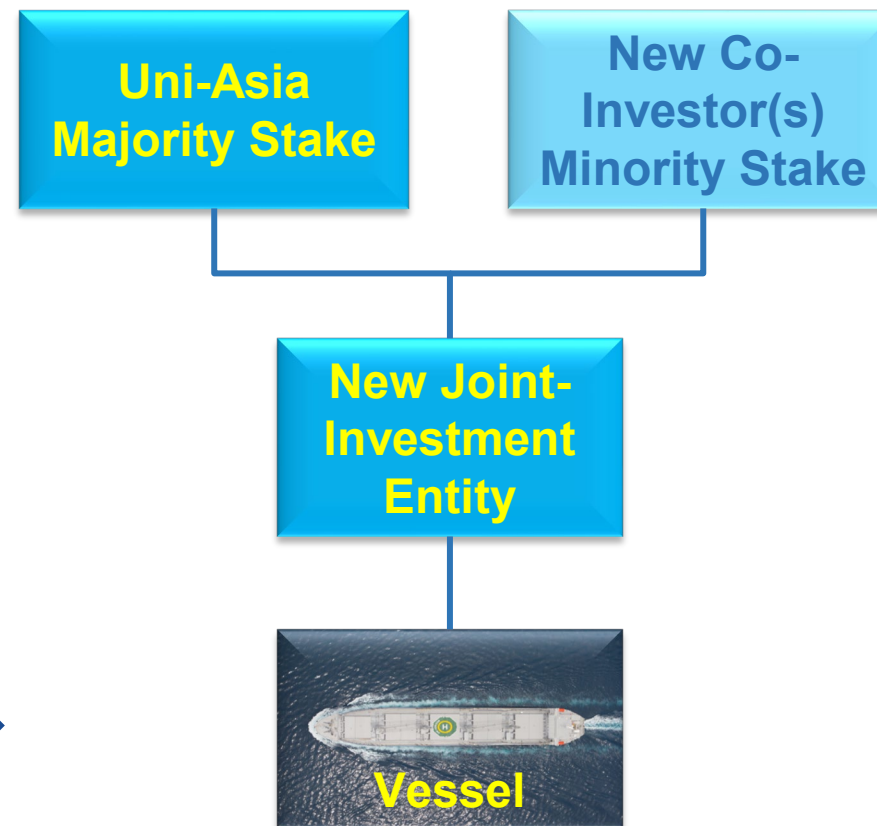
The joint investment dry bulk carriers are newer Japan-shipyards built with better earnings capacity as compared to the Group's wholly-owned ship portfolio. The Group may acquire some or all of these joint investments ships to replace the Group's older wholly-owned ships, in the same modus operandi as the acquisition of M/V Kellett Island, M/V Uni Sunshine, and M/V Uni Horizon.



Modus Operandi of Acquisition of Existing Joint-Investment Ships



Uni-Asia is able to book gain from the 18% JV and receive proportionate cash distribution upon sale



Upon purchase, Uni-Asia is able to record more charter income and expand co-investors network



Results of Shipping Segments – Maritime Asset Management

(US\$'000)	Maritime Asset Management (“MAM”)			Remarks
	1H2025	1H2024	% Change	
Turnover	2,410	210	N/M	
Fee Income	190	210	(10%)	These pertained to fees from administration services provided to joint-investment entities. Amount reduced with exit of Olive Bulkship S.A.
Investment Returns	2,220	—	N/M	These pertained to valuation gains from 18% ship joint investments which the Group will be exiting in 2H2025.
Expenses	(698)	(672)	4%	No significant changes in expenses.
Profit/(loss) from Operation	1,712	(462)	N/M	
Profit/(loss) before Tax	1,712	(462)	N/M	
Profit/(loss) after Tax	1,712	(462)	N/M	MAM posted a profit of US\$1.7 million, a turnaround from a loss of US\$0.5 million in 1H2024



Wealth Ocean Ship Management Shanghai Co., Ltd

In 2013, the Group, through wholly owned subsidiary Uni Ships and Management Limited, acquired 51% stake in Wealth Ocean Ship Management Shanghai Co., Ltd (“WOSMS”) with the strategic objective of aiding the Group develop into an integrated ship-related service provider capable of delivering comprehensive solutions to clients. WOSMS was initially intended to provide ship management services to part of the Group’s fleet, with a longer-term plan to extend such services to third-party vessels, thereby broadening the Group’s income streams.

Since then, the Group’s portfolio of vessels has been managed partly by WOSMS and partly by external ship managers. However, WOSMS was unable to fully realise its potential in the competitive ship management sector and did not expand its fleet under management beyond primarily the Group’s own vessels. Following a strategic review, including consultations with key stakeholders, the Group decided to outsource ship management of its vessels to external ship managers instead. This approach will enable the Group to focus its resources on asset and commercial management of its vessels, while retaining flexibility to appoint or change external ship managers as needed to maintain competitiveness in the time charter market.

As at 30 June 2025, WOSMS has no vessels under management and is effectively a dormant entity. The Group is working with other shareholders of WOSMS to effect an orderly liquidation of the company in due course. The liquidation of WOSMS is not expected to have any material impact on the net tangible assets per share, earnings per share and operating results of the Company for the current financial year.



Results of Shipping Segments – Maritime Services

(US\$'000)	Maritime Services			Remarks
	1H2025	1H2024	% Change	
Turnover	846	995	(15%)	
Fee Income	815	978	(17%)	These pertained mainly to ship management fees. Amount reduced as WOSMS is slowly wound down.
Interest Income	12	6	100%	
Other Income	19	11	73%	
Expenses	(1,149)	(917)	25%	Increase mainly due to exit compensation for WOSMS staff in accordance with China's regulatory requirements.
(Loss)/profit from Operation	(303)	78	N/M	
(Loss)/profit before Tax	(303)	78	N/M	
(Loss)/profit after Tax	(302)	74	N/M	Maritime Services recorded a loss of US\$0.3 million for 1H2025



UNI-ASIA
GROUP LIMITED

Japan Properties





ALERO Projects



The Group invests in and develops small residential property projects in Tokyo, named “ALERO” Series.



The Group purchases land and develops into 4 - 5 storey buildings with 10 - 30 units of studio or maisonette type flats.



The completed projects are typically sold en bloc.

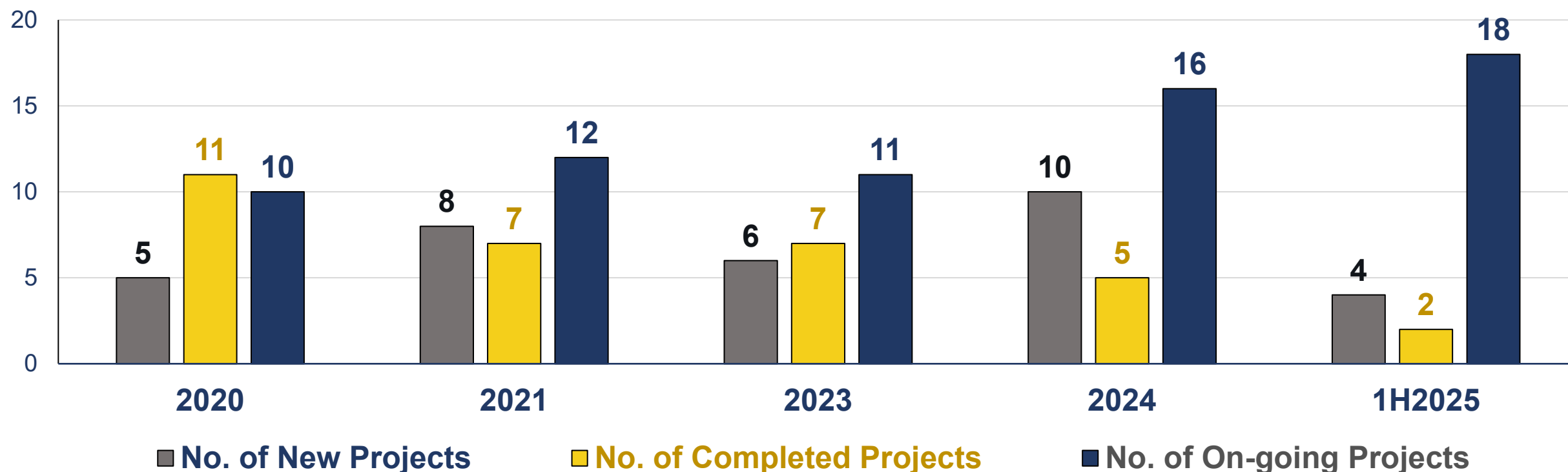




ALERO Projects

In 1H2025, 2 ALERO projects were completed with 4 new projects added. There were 18 ongoing projects as at end of 1H2025. These pipeline projects under development are expected to complete progressively and contribute to the Group's bottom-line in coming reporting periods.

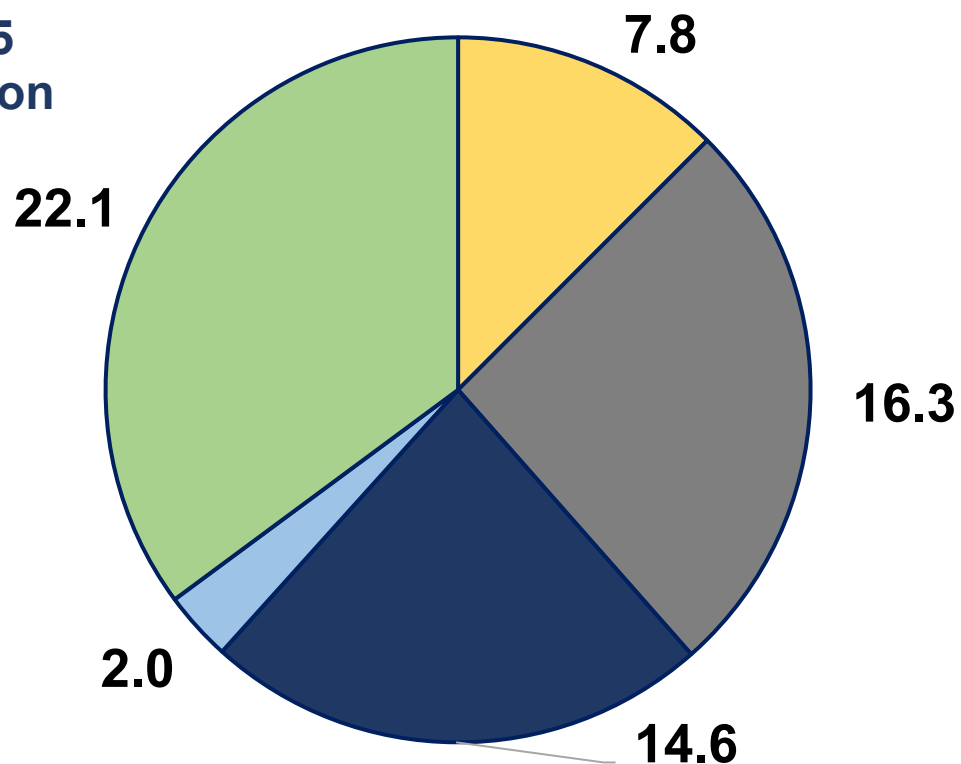
No. of ALERO Projects (including Construction Management Projects)





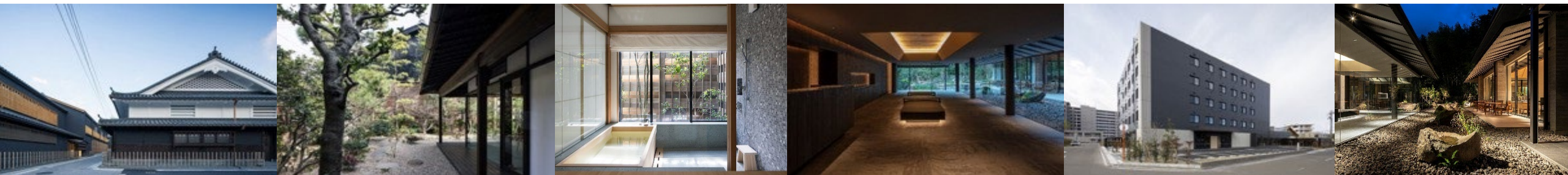
UACJ Assets Under Management (By Contract Value)

1H2025
JPY'Billion



The Group's property assets under management by subsidiary Uni-Asia Capital (Japan) Ltd ("UACJ") **by contract value** was **JPY62.8 billion** as at 30 June 2025. As shown on the chart on the left, such assets include Hotel/ Hostel/ Resort property assets (JPY7.8 billion), Healthcare/ Medical/ Group Home property assets (JPY14.6 billion), Residential property assets (JPY16.3 billion), Solar Power property assets (JPY2.0 billion) as well as Private Finance Initiative ("PFI") assets (JPY22.1 billion). The different asset classes demonstrated the depth and scope of UACJ's asset management capabilities. The Group will continue to build on its reputation to increase property assets under management in Japan to increase asset management fee income.

■ Hotel / Hostel / Resort ■ Healthcare / Medical / Group Home ■ Residential ■ Solar Power ■ PFI





UACJ – Private Finance Initiative (“PFI”) Project

In October 2024, the Group secured the bid to develop and operate a private finance initiative (“PFI”) project solicited by the Kawasaki City Government in Kanagawa Prefecture, Japan. With this award, the Group is now operating a total of three PFI projects.

The first project in Wako City, Saitama Prefecture, was completed in December 2021 and has been operating stably since inception. The second project in Kuki City, Saitama Prefecture, commenced construction in July 2025 on both the residual heat utilization facility and the public park.

The third project in Kawasaki City is currently in the design phase, with demolition of the existing facility scheduled to commence in December 2025 as part of the redevelopment plan.

These projects are aligned with the Group’s commitment to good corporate citizenship and sustainable business practices. They reflect the Group’s philosophy of creating shared value while enhancing the positive impact of its businesses on society.





UACJ – Group Homes for People with Disabilities

In 4Q2024, UACJ was appointed as the asset manager of 20 group homes for people with disabilities (“Group Homes”) across 8 prefectures in Japan under a JPY 2.975 billion social project bond (the “Social Project Bond”) originated by Barclays Securities Co., Ltd.

As announced on 31 August 2021, the Group through its wholly-owned subsidiary, Uni-Asia Investment Ltd (“UAI”), invested in a fund to develop up to 5 Group Homes. This fund had sold all of its 5 Group Homes upon development completion, of which 4 of these Group Homes were sold to the above-mentioned Social Project Bond.





UACJ – Group Homes for People with Disabilities

After successfully completing and selling the five group homes under the first phase of the project, the Group has established a second-phase fund as a standalone investment vehicle to further scale this initiative. Construction works commenced in January 2025, and two group homes in Chiba Prefecture are targeted for completion within the year.



Matsudo, Chiba



Matsudo, Chiba



Funabashi, Chiba



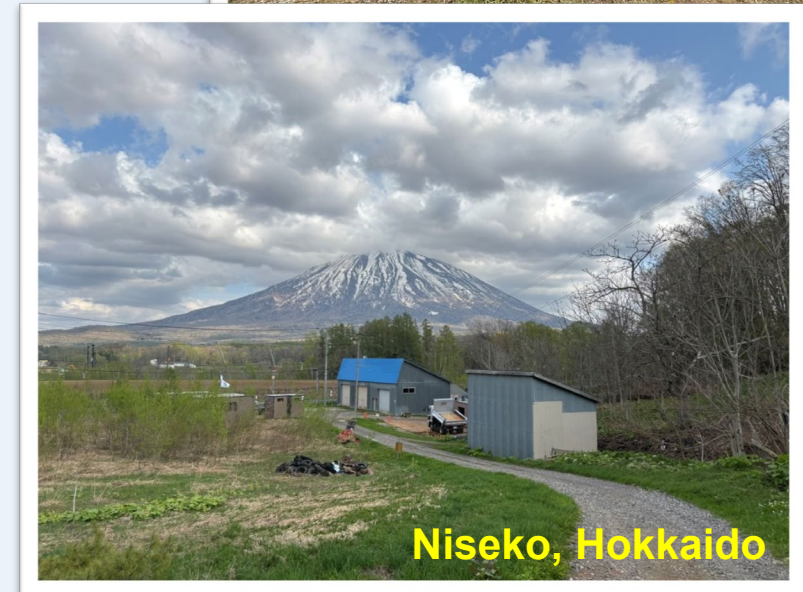
Funabashi, Chiba



Cross Border Business – Resort Land Projects

The Group currently holds two parcels of undeveloped resort land in Niseko and Furano, both of which are renowned resort destinations in Hokkaido, Japan. Notably, Furano ranked first nationwide in the 2025 fluctuation rate ranking of official residential land prices announced by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT).

In Furano, land clearance has been completed and a project signboard has been installed. In Niseko, the Group is in active coordination with neighbouring stakeholders to clear the site in preparation for potential development. The Group will continue to explore opportunities in the hospitality and resort sector, and will study the feasibility of developing these two parcels into resorts in the future.





Results of Property Investments in Japan Segment (Japan Properties)

(US\$'000)	1H2025	1H2024	% Change	Remarks
Turnover	1,695	6,284	(73%)	
Fee Income	1,287	894	44%	Increase mainly due to increase in asset management fee income.
Sale of Properties under Development	—	4,881	(100%)	No property under development was sold in 1H2025.
Investment Returns	403	509	(21%)	Due to less investment disposals in 1H2025.
Interest Income	4	—	N/M	
Other Income	1	—	N/M	
Expenses	(1,624)	(5,449)	(70%)	Expenses reduced mainly due to absence of cost of property under development sold.
Profit from Operation	71	835	(91%)	
Finance costs/TK Allocation	(43)	(8)	N/M	Increase mainly due to more TK allocation as more projects are invested with external TK co-investors.
Profit before Tax	28	827	(97%)	
Profit after Tax	(31)	659	(105%)	Profit after tax is a slight loss of US\$0.03 million for 1H2025.



UNI-ASIA
GROUP LIMITED

Others





Cyber Security Incident

Incident: On 14 July 2025, Uni-Asia announced that a Group company's IT server was hacked by an unknown party, blocking access to data and disrupting certain systems.

Timeline:

- | | |
|-------------------------|---|
| 14 July 2025: | Breach discovered and disclosed; incident response activated. |
| July – Aug 2025: | Systems isolated, investigation and data recovery efforts underway with IT vendors. |
| 5 Sept 2025: | Key accounting data successfully restored from backups. |
| Late Sept 2025: | Financial reporting resumed; normal IT operations gradually restored. |

Response:

- Activated Incident Response Plan, isolated affected server, and worked with external IT vendors on investigation and containment.
- Leveraged backups to recover critical accounting data and resume reporting.
- Communicated regularly with regulators and investors via SGX announcements when material information is available.
- Began strengthening cybersecurity measures with improved backups, monitoring, and preventive controls.

Impact:

- The incident is assessed to not likely have a material long-term effect on operations.
- On the other hand, the incident is a catalyst for the Group to accelerate its enhancement to IT resilience.



Singapore Governance and Transparency Index

The Singapore Governance and Transparency Index (“SGTI”) is the leading index for assessing the corporate governance practices of Singapore-listed companies.

In the latest SGTI 2025, published on 14 August 2025, Uni-Asia Group Limited was ranked 35th amongst all listed companies in Singapore (excluding REITs), representing the highest ranking the Group has achieved to date. While the Group is encouraged by this recognition, we remain committed to continually upholding and enhancing corporate governance standards and practices to the best of our abilities, with the objective of safeguarding stakeholder interests and supporting the Group’s sustainable long-term growth.

Year	Ranking	SGTI Score
2025	35	91.3
2024	89	80
2023	181	77

More information on SGTI:

[SINGAPORE GOVERNANCE AND TRANSPARENCY INDEX - Centre for Governance and Sustainability \(CGS\)](#)



Thank You!

For Investor/Media enquiries: emily@gem-comm.com