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Date: 20<sup>th</sup> May 2026

Department of Corporate Services <b>BSE Limited</b> Corporate Relationship Department Phiroze Jeejeebhoy Towers, Dalal Street, Mumbai – 400 001.	Listing Compliance <b>National Stock Exchange of India Limited</b> Exchange Plaza, Bandra Kurla Complex, Bandra (E), Mumbai – 400 051.
<b>BSE Scrip Code: 520151</b>	<b>NSE Symbol: TRANSWORLD</b>

Dear Sir/ Madam,

**Sub: Press Release**

Please find enclosed herewith Press Release dated 20<sup>th</sup> May 2026. The Press release is self-explanatory.

The Press Release is also being made available on the Company's website at <https://www.transworld.com/transworld-shipping-lines/>.

Kindly take the same on record and acknowledge receipt.

Yours faithfully,

For **TRANSWORLD SHIPPING LINES LIMITED**  
(formerly known as Shreyas Shipping and Logistics Limited)

**NAMRATA MALUSHTA**  
**COMPANY SECRETARY & COMPLIANCE OFFICER**

Encl: A/a.

**Press Release**

**Transworld Shipping Lines Limited (Formerly known as Shreyas Shipping and Logistics Limited) announces audited Financial Results for the quarter and year ended 31<sup>st</sup> March 2026**

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**Mumbai, 20<sup>th</sup> May 2026:** Transworld Shipping Lines Limited (Formerly known as Shreyas Shipping and Logistics Limited) (referred as 'the Company'), (BSE Scrip Code: 520151; NSE Scrip Code: TRANSWORLD) announced its results (Standalone and Consolidated) for the quarter and year ended on 31<sup>st</sup> March 2026 on 19<sup>th</sup> May 2026.

**Industry Overview:**

The shipping industry demonstrated an upward yet deeply fragmented performance in the quarter ended March 2026 (Q4 FY25–26). Market operations were shaped by an intense geopolitical intersection connecting West Asia, Southeast Asia, and the Far East. The effective closure of the Strait of Hormuz by Iran and ongoing regional conflict points triggered a structural cascade across the entire Indo-Pacific trade network.

Instead of localized disruptions, the industry witnessed a massive re-engineering of trade routes:

With West Asian energy corridors restricted, oil tanker vessel deployment patterns shifted rapidly toward East and Southeast Asian waters. The Strait of Malacca saw daily traffic swell beyond its normal limits, handling intense concentrations of the world's seaborne oil (~23 million barrels/day) and East-West container tonnage.

While global container markets experienced a softer tone through much of FY25–26, Q4 closed with an aggressive, event-driven rate rebound.

The Shanghai Containerized Freight Index (SCFI) staged a dramatic late-quarter surge, breaking away from its previous year-on-year decline. Driven by sudden capacity freezes and Middle Eastern transit risks, spot rates from the Far East spiked sharply.

Driven by early front-loading from major shippers anxious over peak-season congestion, rates from Shanghai to the US West Coast jumped past \$3,300 per 40ft container in late shipping cycles—marking a rise of more than 35% above pre-conflict baselines.

To capitalize on these high-yielding Far East-to-Americas routes, major ocean carriers aggressively repositioned empty container equipment toward China, South Korea, and Vietnam. This asymmetric capacity pull left secondary intra-Asia lanes starved for 40HQ slots, causing short-sea freight spikes across the Singapore-to-India and intra-ASEAN corridors.

On the dry bulk sector, the Baltic Handysize Index (BHSI) maintained a firm, upward trajectory. Cargo volumes for vital commodities across the Far East and South Asia remained resilient. Robust regional movements of fertilizers, coal, food grains, and minor bulks kept vessel utilization near capacity, yielding strong freight realizations for Handysize and Supramax owners operating east of Suez.

Amid these massive tectonic shifts in international waters, the Indian maritime sector positioned itself as a highly resilient, high-growth hub.

Major domestic players capitalized heavily on the fragmented market. Indian coastal container trade demonstrated strong insulation from international trunk-line downturns. Key domestic operators maintained near-perfect vessel utilization rates (~99%) and a 10% year-on-year

expansion in coastal freight rates. This was supported by firm domestic industrial manufacturing output and growing subregional trade velocity across the India-Bangladesh coastal and riverine corridors.

### **Business Performance:**

The Company's current fleet stands at 11 vessels comprising of 9 container feeder vessels and 2 dry handy size bulk vessels. All the container vessels continued to be deployed on charter with M/s. Avana Logistek Limited. It is pertinent to note that consequent to the transaction undertaken with M/s. Avana Logistek Limited (part of Unifeeder ISC FZCO) for container vessels and deployment of bulk carriers in the global markets, charter hire income is the primary source of revenue for the Company.

During the quarter ended March 31, 2026, the Company has entered into a memorandum of agreement ("MOA") to sell one of its vessels named "M.V. SSL Krishna". The vessel was sold and handed over to the buyers on 8<sup>th</sup> April 2026.

Additionally, the Company has entered into 4 separate Memorandum of Agreements for sale of its 4 container ships namely M. V. SSL Godavari, M. V. SSL Gujarat, M. V. SSL Bharat, M. V. SSL Mumbai to M/s Avana Logistek Limited. This initiative forms part of the Company's broader strategy to optimise its fleet composition and enhance operational efficiency. In parallel, the Company is actively evaluating opportunities to acquire modern vessels, including containers and/or dry bulk ships, aligned with evolving market dynamics and customer requirements.

In line with the approval from the Board earlier this year for an investment in Joint Venture with Bainbridge Navigation DMCC, the Company proposes to establish a shipping pool company focused on the Handysize vessel segment, with the objective of consolidating operations and enhancing efficiency in the dry bulk shipping market.

The Company is actively exploring the options of placing order for new Container vessels and therefore has entered into a Memorandum of Understanding with Swan Defence and Heavy Industries Limited for exploring the feasibility of acquiring of 2+2(optional) new building of Container vessels.

The Company believes that a balanced strategy of divestment and acquisition will position it advantageously to capitalize on emerging opportunities in the global shipping sector. However, the current market presents a limited availability of suitable vessel acquisition opportunities, and those that are available are priced at levels that render such investments commercially unviable. Consequently, the Company's efforts to pursue acquisitions under prevailing market conditions have not yielded the desired outcomes thus far. Having said that, the Company remains of the considered view that this strategic approach is in its best long-term interest and is expected to generate sustainable value for its stakeholders over time.

#### **Financial Performance:**

The Financial Performance of the Company is detailed hereunder.

#### **Quarterly Performance – Q4 FY26 compared with Q4 FY25 - Consolidated**

- Revenue stood at Rs. 132 crores as compared to Rs. 152 crores in previous year corresponding quarter.

- EBITDA stood at Rs. 4 crores as compared to Rs. 37 crores in previous year corresponding quarter.
- Profit Before Tax (PBT) stood at loss of Rs. 28 crores as compared to loss of Rs. 6 crores in previous year corresponding quarter.
- Profit After Tax (PAT) stood at loss of Rs. 30 crores as compared to profit of Rs. 6 crores in previous year corresponding quarter.
- EPS (Basic /Diluted) stood at Rs. (13.44) as compared to Rs. (2.78) in previous year corresponding quarter

#### **Quarterly Performance – Q4 FY26 compared with Q3 FY26 - Consolidated**

- Revenue for the quarter stood at Rs. 132 crores, same as previous quarter.
- EBITDA stood at Rs. 4 crores as compared to Rs. 8 crores in previous quarter.
- Profit Before Tax (PBT) stood at loss of Rs. 28 crores as compared to loss of Rs. 24 crores in previous quarter.
- Profit After Tax (PAT) stood at loss of Rs. 30 crores as compared to loss of Rs. 25 crores in previous quarter.
- EPS (Basic /Diluted) stood at Rs. (13.44) as compared to Rs. (11.52) in previous quarter

#### **Annual Performance – FY26 compared with FY25 - Consolidated**

- Revenue stood at Rs. 548 crores as compared to Rs. 650 crores in previous year.
- EBITDA stood at Rs. 55 crores as compared to Rs. 150 crores in previous year.
- Profit Before Tax (PBT) stood loss of Rs. 71 crores as compared to profit of Rs. 30

crores in previous year.

- Profit After Tax (PAT) stood at loss of Rs. 75 crores as compared to profit of Rs. 28 crores in previous year.
- EPS (Basic /Diluted) stood at Rs. (34.18) as compared to Rs. 12.72 in previous year

**About Transworld Shipping Lines Limited (Formerly known as Shreyas Shipping and Logistics Limited):**

The Company is the Indian flagged vessel owning unit of the Transworld. Established in 1988, the Company has more than 3 decades of history in the shipping industry and enjoys a dominant position in the Indian containership segment. The Company's vessels ply not only between various ports on the coastline of India but also worldwide.

**MEDIA CONTACT:**

**Namrata Malushte**

**Company Secretary & Compliance Officer**

Transworld Shipping Lines Limited

(Formerly known as Shreyas Shipping and  
Logistics Limited)

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Date: 20<sup>th</sup> May 2026