Pacific Basin Overview

• One of the world’s leading dry bulk owner/operators of modern handysize and handymax vessels

• Pacific Basin Dry Bulk’s business model is highly flexible
  • Large fleet of uniform, interchangeable, modern vessels
  • Mix of owned, long-term and short-term chartered ships
  • Diversified customer base of mainly industrial end users
  • Providing variety of chartering options, mainly COAs & spot fixtures

• Growing presence in:
  • Energy & Infrastructure Services
  • RoRo Shipping

• 180+ vessels serving major industrial customers around the world
• Hong Kong headquarters, 20 offices worldwide, 360+ Group staff, 1,800+ seafarers *

* As at 1 Oct 2010
2010 Third Quarter Highlights

PB Dry Bulk

• Overall dry bulk market improved sooner than we expected following a mid-year slow-down, although rates for handysize and handymax segments have trended down since Sept.

• Baltic Dry Index has increased 60% since market upturn in July; Q3 average handysize spot rates increased 30% year on year despite slipping since September

• Market for smaller ships were influenced by:
  • Seasonal recovery followed by a subsequent decline in grain export & minor bulks shipments;
  • Rapid new ship deliveries

• Our core fleet has expanded with long term charters of 3 more ships (17 purchased and long term chartered since December 2009)

• We have secured forward cargo cover as follows:

<table>
<thead>
<tr>
<th></th>
<th>Year 2010</th>
<th>Year 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handysize</td>
<td>94% (US$16,670)</td>
<td>37% (US$14,230)</td>
</tr>
<tr>
<td>Handymax</td>
<td>99% (US$22,470)</td>
<td>109% (US$16,590)</td>
</tr>
</tbody>
</table>

We expect to see a seasonal upswing in the market for handysize and handymax bulk carriers in November and into early 2011
Dry Bulk Market Information

Sector Earnings Performance in 2010

versus Average 2009

During 2010, Handysize has been the best performer compared to last year.

Capesize has spent most of the year performing worse than in 2009.

Source:Clarksons (up to Oct 2008, since Jan 2010), Aggregate brokers estimates (from Oct 2008 to Dec 2009)

The Baltic Exchange
Chinese Dry Bulk Trade

China is a Net Importer of Coal

China net imports increased dramatically since 2008

East-West trade imbalance has widened causing increasingly inefficient deployment of the global dry bulk fleet

China coal imports continue to pick up in fourth quarter

Source: Clarksons, Bloomberg LP
Chinese Iron Ore Demand

Growth in Chinese import of raw materials, though not at same unprecedented pace as 2009

Expected revival in Chinese commodity imports

Restocking combined with increased foreign versus domestic iron ore arbitrage, driven by a drop in Q4 quarterly price

Source: Bloomberg LP, Steel Business Briefing, Pareto Securities, Deutsche Bank
Dry Bulk Orderbook

Total Dry Bulk >10,000 Dwt
- Capesize: 54% (62%)
- Panamax: 67% (90%) 10.1
- Handymax (35,000-59,999 Dwt): 54% (49%) 12.0
- Handysize (25,000-34,999 Dwt): 46% (54%) 15.4
- Average Age: 34% (44%) 15.0

Handysize Scheduled Orderbook
- 460 vessels (14.6 million dwt) - 34%

Handysize Age Profile
- 1,442 vessels (42.7 million dwt)
  - 0-15 years: 59%
  - 16-24 years: 14%
  - 25-29 years: 16%
  - 30+ years: 11%
  - Remaining: 1%

Scheduled Orderbook by Year
- 2010: Total Dry Bulk >10,000 Dwt
  - 11% (2011), 8% (2012), 5% (2013), 1% (2014+)

Remaining Orderbook
- 2010: 460 vessels (14.6 million dwt) - 34%

Recorded Delivery YTD
- 2010: 0

Remaining Orderbook 2011-2014+
- 2011: 54%, 2012: 54%, 2013: 49%, 2014+: 90%

Source: Clarksons 1 Oct 10 / Fairplay, Handysize is defined as 25,000-34,999 Dwt, (%) % as at 1 Oct 2009

- Estimated 7.5% of current dry bulk orderbook for the domestic Chinese fleet
- 27% of handysize fleet is over 25 years old
56 million tonnes (11%) delivered to dry bulk fleet in first nine months of the year

We estimate approximately 75 million tonnes of capacity will deliver in 2010

We expect handysize and handymax to outperform other dry bulk sectors mainly due to lower orderbook

Source: Clarksons, Morgan Stanley
^Clarksons Jan 2010
Pacific Basin Dry Bulk

Earnings Coverage (as at 27 Oct 2010)

<table>
<thead>
<tr>
<th></th>
<th>Handysize</th>
<th>Handymax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Days (US$/day)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2009</td>
<td>$14,500</td>
<td>$19,490</td>
</tr>
<tr>
<td>2010</td>
<td>$16,670</td>
<td>$22,470</td>
</tr>
<tr>
<td>2011</td>
<td>$14,230</td>
<td>$10,920</td>
</tr>
<tr>
<td>1,980 days</td>
<td></td>
<td>1,980 days</td>
</tr>
<tr>
<td>$16,590</td>
<td>$16,590</td>
<td></td>
</tr>
</tbody>
</table>

2010 Total combined cover: 96%
2011 Total combined cover: 46%

- **Strategy:**
  - Secure forward cargo cover for 2011 and beyond
  - Maintain a cost-competitive fleet
  - Fleet expansion since Dec 2009:
    - Purchased 9 ships
    - Long-term chartered 8 ships

^ Excludes 2 handymax vessels on long term charter out
* The total combined cover, stated at handysize equivalent days, is calculated as percentage cover on total handysize and handymax revenue days
Dry Bulk Outlook

- Healthy demand for minor bulk commodities boosted by weaker US Dollar
- Seasonally stronger demand, particularly in the grain, iron ore and coal trades
- Restocking of Chinese iron ore and coal combined with increasing ore imports due to a lower fourth quarter price
- East-west trade imbalances further increasing inefficiency in fleet utilisation

PB conclusion:
We expect to see a seasonal upswing in the market for our smaller bulk carriers in November and into early 2011, albeit for the handysize segment to remain relatively range-bound.
PB Energy & Infrastructure Services

PB Towage
- PB Towage Australia (Harbour Towage)
- PB Towage Middle East (Offshore Projects)

PB Sea-Tow (Offshore Projects)

PacMarine Services

Towage Fleet: 40 vessels (as at 31 July 2010)

PB Energy & Infrastructure Services
- Offshore/project supply & harbour towage services ("Towage") US$m
- Fujairah Bulk Shipping ("FBSL")
- PacMarine Services

Segment net profit in 1H10:

- Q310 Performance:
  - Some revival in offshore towage and infrastructure support activity
  - Utilisation improved in our harbour towage business
  - Expansion of PB Towage Australia’s customer base
  - Stronger than expected results from our new service in the Port of Townsville
  - FBSL’s reclamation project is drawing to a close with 50mil tonnes of landfill delivered
Energy & Infrastructure – Outlook

**+**
- Global economic recovery, albeit slow
- Increase in oil and energy prices
- Resumption of infrastructure and offshore projects
- Preseverance leading to better brand recognition and service quality

**-**
- Rationalisation of containership towage leading to less port calls
- US moratorium on deep-water drilling exerting downward pressure on rates
- Newbuilding deliveries
- Reduced demand for construction materials in the Middle East

**PB Conclusion**
- Improvement in Australian harbour towage demand to continue
- Uncertain pace of recovery in Middle East infrastructure market
- Limited scope for improvement in remains 2010 but better outlook
PB RoRo

Net profit in 1H10: US$0.5 m (1H09: -US$0.4m) Annualised return on net assets: 1%

- “Humber Viking” completed satisfactory 1st year on charter to Norfolk Line for 3 years in North Sea
- Took the delivery of 2nd vessel in early Oct 2010
- Committed an initial vessel to new RoRo service (Nafta Gulf Bridge project) between Mobile (US Gulf) and Veracruz (Gulf coast of Mexico), commencing by end 2010
- 4 newbuildings for delivery in 2010 & 2011
- Strategy
  - Become a tonnage supplier to major European freight service operators
  - Expand our marketing reach and actively continue to explore employment opportunities within and outside Europe

Long-term fundamentals attractive:
- Ageing fleet (average age: 20 years)
- Weak market leading to significant scrapping: ~10% in Q1-Q310
- Negligible newbuilding orders since the start of 2009

Source: Maersk Broker, data as at June 2010
RoRo – Outlook

- European economic recovery to support combined modest growth in trailer volumes and short-sea RoRo trades
- Some trades making significant recovery towards pre-recession levels
- Scrapping limits overcapacity

- Significant RoRo newbuilding deliveries expected in 2010 and 2011
- European austerity measures
- Flatter recovery in US and slow, hesitant growth in developed countries

PB Conclusion

- Euro-centric RoRo market is improving with monthly European trailer volumes increasing year on year
- Scrapping of RoRo tonnage in 2010 together with negligible newbuilding orders improve the supply picture from next year
- We expect challenging trading environment for RoRos to continue despite some further recovery in 2011
- Remain positive about the sector in the more distant future
Outlook

• Focus on three core businesses:

  Pacific Basin Dry Bulk  PB Energy & Infrastructure Services  PB RoRo

• Overall dry bulk market recovered sooner than expected from a mid-year slow-down; we expect to see a seasonal upswing in the market for handysize bulk carriers from November and into early 2011

• Continued demand growth in China / Asia

• Market conditions improved for our other business divisions

• Business model and balance sheet position us well for further expansion of our dry bulk business as appropriate opportunities arise

• Our strategic goals remain unchanged:
  • To expand further our dry bulk fleet & business
  • To grow our energy and infrastructure services operations
  • To secure profitable employment for remaining RoRo newbuildings
### 2010 Interim Financial Highlights

As at 30 June 2010

<table>
<thead>
<tr>
<th>Segment net profit</th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td>PB Energy &amp; Infrastructure Services</td>
<td>583.0</td>
<td>583.0</td>
</tr>
<tr>
<td>PB RoRo</td>
<td>0.5</td>
<td>0.5</td>
</tr>
<tr>
<td>Pacific Basin Dry Bulk</td>
<td>78.5</td>
<td>78.5</td>
</tr>
<tr>
<td>PB EIS</td>
<td>4.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Treasury</td>
<td>(11.8)</td>
<td>(4.4)</td>
</tr>
<tr>
<td>Non direct G&amp;A</td>
<td>(3.7)</td>
<td>(4.5)</td>
</tr>
</tbody>
</table>

#### Underlying profit

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrealised derivative (expenses)/income</td>
<td>(13.7)</td>
<td>15.0</td>
</tr>
<tr>
<td>Future onerous contracts - net provision write-back</td>
<td>-</td>
<td>5.5</td>
</tr>
<tr>
<td>Net dry bulk vessel disposal losses</td>
<td>-</td>
<td>(2.5)</td>
</tr>
</tbody>
</table>

#### Profit attributable to shareholders

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Profit attributable to shareholders</td>
<td>51.9</td>
<td>74.8</td>
</tr>
</tbody>
</table>

#### Returns on net assets (annualised)

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Basin Dry Bulk</td>
<td>27%</td>
</tr>
<tr>
<td>PB EIS</td>
<td>4%</td>
</tr>
<tr>
<td>PB RoRo</td>
<td>1%</td>
</tr>
</tbody>
</table>

#### Segment Net Profit versus Net Assets

- **US$ Million**
  - Pacific Basin Dry Bulk: 78.5
  - PB Energy & Infrastructure Services: 218.8
  - PB RoRo: 4.0
  - PB Energy & Infrastructure Services (Net Profit): 4.0
  - PB RoRo (Net Profit): 0.5
  - Pacific Basin Dry Bulk (Net Profit): 78.5
  - PB Energy & Infrastructure Services (Net Asset): 218.8
  - PB RoRo (Net Asset): 4.0
## Pacific Basin Dry Bulk – Handysize

### As at 30 June 2010

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>13,940</td>
<td>12,460</td>
<td>+12%</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>16,840</td>
<td>13,610</td>
<td>+24%</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>11,750</td>
<td>9,380</td>
<td>+25%</td>
</tr>
<tr>
<td>Segment net profits (US$m)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Return on net assets (%)</td>
<td>26%</td>
<td>26%</td>
<td>-</td>
</tr>
</tbody>
</table>

**Earnings:**
- 1H10 TCE rates reflect demand strength

**Costs:**
- Blended daily costs reflect higher chartered-in costs from the market

**Segment result excludes:**
- US$6.2m unrealised net derivatives expenses
Daily Vessel Costs - Handysize

Period ended 30 Jun 2010

Owned
Chartered

US$/day

Opex
Depreciation
Finance cost
Direct overhead
Charter-hire

Blended US$11,750 (FY2009: US$9,690)

<table>
<thead>
<tr>
<th></th>
<th>2009</th>
<th>1H10</th>
<th>2009</th>
<th>1H10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Days</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11,200</td>
<td>43%</td>
<td>6,320</td>
<td>50%</td>
<td>15,010</td>
</tr>
<tr>
<td>7,740</td>
<td>50%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Charter-hire days & rates 2010-2012

2010: 3,870 days
2011: 3,920 days
2012: 12,820 days

US$13,850
US$10,910
US$10,720

Charter days
Charter-hire
### Impact of Financial Instruments

**Period ended 30 June**

<table>
<thead>
<tr>
<th></th>
<th>US$ m</th>
<th>Realised</th>
<th>Unrealised</th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net Gains / (Losses)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forward freight agreements</td>
<td>(4.6)</td>
<td>(1.2)</td>
<td>(5.8)</td>
<td>(12.3)</td>
<td></td>
</tr>
<tr>
<td>Bunker swap contracts</td>
<td>2.7</td>
<td>(11.1)</td>
<td>(8.4)</td>
<td>33.0</td>
<td></td>
</tr>
<tr>
<td>Interest rate swap contracts</td>
<td>(2.8)</td>
<td>(1.4)</td>
<td>(4.2)</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>(4.7)</td>
<td>(13.7)</td>
<td>(18.4)</td>
<td>22.1</td>
<td></td>
</tr>
</tbody>
</table>

- **Cash settlement of contracts completed in the period**
- **Included in segment results**
- **Contracts to be settled in future periods**
- **Accounting reversal of earlier period contracts now completed**
- **Not part of segment results**

- **Bunker prices reduced 1H10 from US$484/mt to US$443/mt**
## Balance Sheet

As at 30 June 2010

<table>
<thead>
<tr>
<th></th>
<th>PB Dry Bulk</th>
<th>PB EIS</th>
<th>PB RoRo</th>
<th>Treasury</th>
<th>30 Jun 10</th>
<th>31 Dec 09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels &amp; other fixed assets</td>
<td>725</td>
<td>177</td>
<td>194</td>
<td>-</td>
<td>1,122</td>
<td>998</td>
</tr>
<tr>
<td>Total assets</td>
<td>874</td>
<td>264</td>
<td>241</td>
<td>950</td>
<td>2,471</td>
<td>2,470</td>
</tr>
<tr>
<td>Long term borrowings</td>
<td>192</td>
<td>35</td>
<td>52</td>
<td>594</td>
<td>873</td>
<td>877</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>291</td>
<td>45</td>
<td>55</td>
<td>597</td>
<td>1,020</td>
<td>1,014</td>
</tr>
<tr>
<td>Net assets</td>
<td>583</td>
<td>219</td>
<td>186</td>
<td>353</td>
<td>1,451</td>
<td>1,456</td>
</tr>
<tr>
<td>Net cash</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>96</td>
<td>229</td>
</tr>
<tr>
<td>Net cash / Fixed assets</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9%</td>
<td>23%</td>
</tr>
<tr>
<td>Net cash / Shareholder's equity</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7%</td>
<td>16%</td>
</tr>
</tbody>
</table>

Notes: 30 June 2010 total includes other segments and unallocated
Borrowings and Capex

Funded from US$970m cash, new borrowings, and future operating cashflows

- **Bank borrowings (gross of loan arrangement fee) (US$375m):** 2012-2021
- **Finance lease liabilities (US$192m):** 2015-2017
- **Convertible Bonds (Face value US$120/230m):** 2013/2016, redeemable in Feb2011/Apr2014
- **Vessel capex (including a RoRo purchase option) (US$637m)**

**As at 3 August 2010 + 15 Nov 2010 announcement**

**US$m**

- 2010: 253
- 2011: 167
- 2012: 114
- 2013: 120
- 2014: 57
- 2015: 120
- 2016: 9
- 2017-2021: 230

- **2010-2012:** US$m 23, 42, 16, 40, 42
- **2013:** US$m 18, 42
- **2014:** US$m 20
- **2015:** US$m 69
- **2016:** US$m 9, 8
- **2017-2021:** US$m 42, 36

**Legend:**
- Gray: Vessel capex (including a RoRo purchase option) (US$637m)
- Blue: Bank borrowings (gross of loan arrangement fee) (US$375m): 2012-2021
- Orange: Finance lease liabilities (US$192m): 2015-2017
- Green: Convertible Bonds (Face value US$120/230m): 2013/2016, redeemable in Feb2011/Apr2014

**Note:** The graph shows the borrowings and capex funded from US$970m cash, new borrowings, and future operating cashflows.
### Cashflow

**Period ended 31 June 2010**

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>US$m</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operating cash inflows</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Investing cash out / inflows</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Vessels &amp; other fixed assets related payments</td>
<td>(187)</td>
<td>(171)</td>
</tr>
<tr>
<td>- Sales of vessels</td>
<td>-</td>
<td>105</td>
</tr>
<tr>
<td>- Jointly controlled entities related payments and receipts</td>
<td>(13)</td>
<td>40</td>
</tr>
<tr>
<td>- Net receipts from forward foreign exchange contracts</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td>- Change in restricted cash &amp; notes receivables</td>
<td>46</td>
<td>13</td>
</tr>
<tr>
<td>- Others</td>
<td>12</td>
<td>9</td>
</tr>
<tr>
<td><strong>Financing cash (out) / inflows</strong></td>
<td>(31)</td>
<td>57</td>
</tr>
<tr>
<td>- Proceeds from issuance of convertible bonds</td>
<td>227</td>
<td>-</td>
</tr>
<tr>
<td>- Repurchase of convertible bonds</td>
<td>(194)</td>
<td>(9)</td>
</tr>
<tr>
<td>- Net repayment of borrowings and finance lease</td>
<td>(5)</td>
<td>(14)</td>
</tr>
<tr>
<td>- Proceeds from placement</td>
<td>-</td>
<td>97</td>
</tr>
<tr>
<td>- Dividends paid</td>
<td>(37)</td>
<td>-</td>
</tr>
<tr>
<td>- Others, mainly interest paid</td>
<td>(22)</td>
<td>(17)</td>
</tr>
<tr>
<td><strong>Cash and bank deposits</strong></td>
<td>970</td>
<td>1,141</td>
</tr>
</tbody>
</table>
Disclaimer

This presentation contains certain forward looking statements with respect to the financial condition, results of operations and business of Pacific Basin and certain plans and objectives of the management of Pacific Basin.

Such forward looking statements involve known and unknown risks, uncertainties and other factors which may cause the actual results or performance of Pacific Basin to be materially different from any future results or performance expressed or implied by such forward looking statements. Such forward looking statements are based on numerous assumptions regarding Pacific Basin's present and future business strategies and the political and economic environment in which Pacific Basin will operate in the future.
Appendix: China at late-Industrialisation Stage

Steel Consumption Per Capita

China growth matches historical trend in Japan and Korea

Suggests strong growth in dry bulk segment to remain for medium term

Similar trend for electricity and cement

Source: UBS, IISI, Pacific Basin
Appendix: Dry Bulk Demand

Dry Bulk Fleet Demand and Supply

- Growth in Chinese import of raw materials, including coal, iron ore and minor bulks such as logs
- Increased Chinese domestic coastal transportation in bulk carriers, especially iron ore and coal
- Widening East-West imbalance attracting more ballast vessels from Far East to distant load ports for return cargoes

Source: R.S. Platou, Clarksons
Appendix:
Pacific Basin Dry Bulk - Diversified Cargo

Pacific Basin Dry Bulk Cargo Volume Q1-Q3 10
(Handysize and Handymax)

23.2 Million Tonnes

- Alumina: 6% (-1%)
- Coal / Coke: 8% (-2%)
- Concentrates: 11% (+4%)
- Fertilisers: 8% (0%)
- Logs & Forest Products: 12% (+4%)
- Ore: 6% (-4%)
- Other Bulks*: 5% (0%)
- Cement & Cement Clinker: 7% (-1%)
- Grains & Agriculture Products: 17% (+5%)
- Sugar: 5% (-4%)
- Steel & Scrap: 5% (-2%)
- Salt: 6% (0%)
- Petcoke: 5% (+1%)

Diverse range of commodities reduces product risk

Australia, USWC and China were our largest loading & discharging zones respectively

*Other bulks: Gypsum and Sands
() % changes against 2009
## Appendix: Pacific Basin Dry Bulk – Handymax

**As at 30 June 2010**

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>5,570</td>
<td>5,150</td>
<td>+8%</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>23,680</td>
<td>19,840</td>
<td>+19%</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>22,050</td>
<td>17,580</td>
<td>+25%</td>
</tr>
<tr>
<td>Segment net profits (US$m)</td>
<td>8.8</td>
<td>11.5</td>
<td>-23%</td>
</tr>
<tr>
<td>Return on net assets (%)</td>
<td>32%</td>
<td>102%</td>
<td>-70%</td>
</tr>
</tbody>
</table>

### Earnings:
- 1H10 TCE rates reflect demand strength

### Costs:
- Blended daily costs reflect higher chartered-in costs from the market

### Segment result excludes:
- US$6.1m unrealised net derivatives expenses
### Appendix:
#### PB Energy & Infrastructure Services

**PB RoRo**

As at 30 June 2010

<table>
<thead>
<tr>
<th></th>
<th>1H10</th>
<th>1H09</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offshore and project supply and harbour towage services (&quot;Towage&quot;)</td>
<td>(1.2)</td>
<td>1.6</td>
</tr>
<tr>
<td>Fujairah Bulk Shipping (&quot;FBSL&quot;)</td>
<td>4.5</td>
<td>4.1</td>
</tr>
<tr>
<td>PacMarine Services</td>
<td>0.7</td>
<td>0.9</td>
</tr>
<tr>
<td><strong>Segment net profit</strong></td>
<td>4.0</td>
<td>6.6</td>
</tr>
</tbody>
</table>

**PB RoRo segment net profit**

|                          | 0.5  | (0.4) |

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**PB E&I**

- **Towage**: Consolidation phase; Operating 40 tugs & barges
- **FBSL**: Reclamation project proceeding
- **PacMarine**: Ship survey and inspection services

**PB RoRo**

- First RoRo vessel operated from September 2009
Appendix: Capex and Combined Value by Vessel Types

A Combined View of Vessel Carrying Values and Commitments

Vessels Commitments (including purchase options)
Total US$637m

Further commitments expected in dry bulk
## Appendix: Convertible Bonds Due 2016

<table>
<thead>
<tr>
<th>Issue size</th>
<th>US$230 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maturity Date</td>
<td>12 April 2016 (6 years)</td>
</tr>
<tr>
<td>Investor Put Date and Price</td>
<td>12 April 2014 (4 years) at par</td>
</tr>
<tr>
<td>Coupon</td>
<td>1.75% p.a. payable semi-annually in arrears on 12 April and 12 October</td>
</tr>
<tr>
<td>Redemption Price</td>
<td>100%</td>
</tr>
<tr>
<td>Initial Conversion Price</td>
<td>HK$7.79 (with effect from 16 April 2010)</td>
</tr>
<tr>
<td>Conversion Condition</td>
<td>Before 11 Jan 2011: No Conversion is allowed</td>
</tr>
<tr>
<td></td>
<td>12 Jan 2011 – 11 Jan 2014: Share price for 5 consecutive days &gt; 120% conversion price</td>
</tr>
<tr>
<td></td>
<td>12 Jan 2014 – 5 Apr 2016: Share price &gt; conversion price</td>
</tr>
<tr>
<td>Intended Use of Proceeds</td>
<td>To purchase the 3.3% Existing Convertible Bonds due 2013 then redeem the remaining part of the Existing Convertible Bonds should bondholders' request on 1 Feb 2011 or maturity in 2013</td>
</tr>
<tr>
<td>Conditions</td>
<td>▪ Shareholders approval at SGM to approve the issue of the New Convertible Bonds and the specific mandate to issue associated shares.</td>
</tr>
<tr>
<td></td>
<td>▪ If the specific mandate is approved by the shareholders at the SGM, the company would not pursue a new general share issue mandate at the forthcoming AGM on 22 April 2010</td>
</tr>
</tbody>
</table>

### Conversion/redemption Timeline

- **Closing Date**: 12 Apr 2010
- **12 Jan 2011**
- **12 Jan 2014**
- **12 Apr 2014**
- **5 Apr 2016**
- **12 Apr 2016**

**PB’s call option to redeem all bonds**

1) Trading price for 30 consecutive days > 130% conversion price in effect

2) >90% of Bond converted / redeemed / purchased / cancelled

**Bondholders can convert to PB shares after trading price for 5 consecutive days > 120% conversion price in effect**

**Bondholders can convert to PB shares when trading price > conversion price**

**Bondholder’s put option to redeem bonds**