Pacific Basin Overview

- World’s leading dry bulk owner/operator of modern handysize vessels and a top 10 handymax operator, principally operating in the Asia Pacific region
- Major presence in Towage and RoRo businesses, with supporting Maritime Services
- 150 ships directly serving major industrial customers
- Carrying the dry bulk commodities required for Asia’s growth
- Headquartered in Hong Kong with 22 offices worldwide, 350+ Group staff, 1,700+ seafarers *

* As at July 2009
Business Direction – Dry Bulk

- Volatile first half of 2009
- Cautious market view for the remainder of 2009 and 2010
- Significantly increased cargo cover level
- Short term vessel charters reduce our medium term cost exposure
- Decreasing handysize charter in days from 2009 to 2011
- Post-panamax vessels – secured long term charters
- Conserving capital to invest in appropriate opportunities
- Cost savings across the Group
## Business Direction – Towage & Infrastructure

<table>
<thead>
<tr>
<th>PB Towage</th>
<th>Fujairah Bulk Shipping</th>
<th>Port and Port Services</th>
</tr>
</thead>
</table>
| • Operates modern tugs in Brisbane, Sydney, Melbourne, W. Australia and Arabian Gulf | • FBSL began land reclamation project for the Municipality of Fujairah:  
  • Requiring quarrying and transport of approx. 54m tonnes of aggregates  
  • FBSL expects to perform on budget and on time by the end of 2011 | • APMIG  
  • Focusing on the Nanjing Longtan Tianyu Terminal (45% holding JV)  
  • In 1H09, the terminal handled revenue throughput of 1 million (2008: 0.6 million) tonnes of bulk and general cargo |

- Providing:  
  • Harbour towage  
  • Regional specialist project towage (primarily to oil & gas and construction)  
  • Offshore work
Towage Development

- US$1.6m 1H09 net profit in towage division (FY2008: US$5.8m loss)
- Profitable despite harbour towage operations in Australia being more affected by economic downturn than our offshore business
- Strong oil price supporting oil and gas exploration
- Towage fleet comprises 35 vessels:
  - 28 tugs (including 7 newbuildings)
  - 6 barges
  - 1 bunker tanker
- Entered into new joint venture to provide a consortium of oil majors with towage logistics services for a major new gas field offshore Western Australia; expected revenue of A$350m over 3 years
- Secured long-term fixed-income contracts in bulk ports in Western Australia and Queensland
Roll On Roll Off Development

- 6 RoRo newbuildings on order including 2 chartered in vessels with purchase options
- RoRo business expected to generate revenues from mid-Sept 2009
- First RoRo vessel fixed to a blue-chip European counterparty for 3 years
- No RoRo market exposure until second half of 2010
- Successfully negotiated deferred delivery of remaining three RoRo newbuildings from Odense Steel Shipyard into 2011
- Evaluating a number of potential employment routes and opportunities both within and outside of European

Attractive long term market fundamentals
- Good growth prospects in Asia Minor, Europe and the Far East
- “Motorways of the Sea” concept initiated by the EU
- Low orderbook (<20% vs current fleet) *
- 40% of vessels aged 25 years or over

* Maersk Broker Dec 2008
Dry Bulk Market Information

The Baltic Dry Index (BDI)

10 Sep 2009
US$ 12,107 (net)

The Baltic Handysize Index (BHSI)

10 Sep 2009
US$ 2,492

Sources: Clarksons, The Baltic Exchange, Bloomberg LP

BHSI officially began on 2 January 07

Capesize - $31,825
Panamax - $18,050
Supramax - $14,963
Handysize
1-Year: $10,688
3-Year: $10,688
Major Bulk Import to China

Iron Ore Import Growth in China

- Million Tonnes (Annualised)
- 1H09: + 29% YOY

Coal Import to China

- Million Tonnes / month
- June09: 16.07mt
- May09: 9.43mt

Chinese iron ore imports up 29% year on year, supporting freight market

Chinese coal imports up 70% from May to Jun 2009

Source: Bloomberg LP, Macquarie
Dry Bulk Demand

Changes in Tonnage Demand

% change YOY

-15 -10 -5 0 5 10 15

1Q08 2Q08 3Q08 4Q08 1Q09E 2Q09E

9.4 10.7 5.6 -10.5 -9.0 -2.3

China Coastal Cargo Effect
Congestion Effect
Tonne-mile Effect
International Cargo Volumes
Net Change

Demand in 1H09 down 5.7% compared to 1H08

Implied demand improvement from 1Q09 to 2Q09 supported by reports of significantly increased dry bulk trade volumes

Positive tonne-mile effect from ships’ longer trading routes via Africa to avoid the piracy in Gulf of Aden

Source: R.S. Platou July 2009
Dry Bulk Orderbook

Orderbook by Year

Million Dwt

1H09 Scheduled orderbook: 8.5%

2009

3.5% Delivered

12% Remaining

2010

19% 25%

2011

Orderbook as % of Existing Fleet

Average Age

Total Dry Bulk >10,000 Dwt

Capesize

96%

11.5

Panamax

50%

12.1

Handymax (35,000-59,999 Dwt)

58%

15.5

Handysize (25,000-34,999 Dwt)

46%

17.1

Orderbook peaks in 2010 dominated by Capesize sector

Source: Clarksons 1 July 2009
Dry Bulk Fleet Changes

**Bulk Carrier Deliveries 2009**

- **Actual Delivery**
- **Scheduled Orderbook**
- **71.1 m**
- **34.9 m**
- **16.5 m** (38% from Jun to July)
- **53% delivery shortfall against schedule**

**Dry Bulk Scrapping versus BDI**

- **Scraping**
- **BDI (quarterly average)**
- **Oct 08**: 0.5
- **Dec 08**: 2.0
- **Feb 09**: 1.8
- **Apr 09**: 1.5
- **Jun 09**: 0.3

**Delivery shortfall against schedule is mainly caused by ineffective orders and construction delays**

**Deliveries surged in June/July**

- We expect ≤ 50 million tonnes of new dry bulk capacity to deliveries in 2009

**Supply likely to outweigh demand, pushing freight rates down**

Source: Clarksons 31 July 2009

*Clarksons Jan 2009*
Dry Bulk Orderbook – Sector Analysis

Dry Bulk Existing Fleet & Orderbook *

- **Capesize**
  - Existing Fleet: 153
  - Remaining 2009 Orderbook: 147
  - 2010 Orderbook: 59
  - 2011 Orderbook: 117
  - 2012+ Orderbook: 61

- **Panamax**
  - Existing Fleet: 105

- **Handymax**
  - (35,000-59,999 Dwt)
  - Existing Fleet: 37
  - 2010 Orderbook: 17

- **Handysize**
  - (25,000-34,999 Dwt)
  - Existing Fleet: 117
  - 2010 Orderbook: 536

Source: Clarkson 1 July 2009

- Handysize Orderbook: 536 vessels (17 million dwt) - 46%
  - 2009: 3%
  - 2010: 18%
  - 2011: 12%
  - 2012+: 3%

Age Profile of Handysize Vessels
- 1,262 Vessels (37.2 million dwt)
  - 0-15 years: 50%
  - 16-24 years: 21%
  - 25-29 years: 14%
  - 30+ years: 15%

- 29% are 25+ years old
- 3.3m+ dwt of handysize ships scrapped in 1H09

* Dry bulk fleet is defined as dry bulk vessels over 10,000 Dwt; Handysize is defined as 25,000-34,999 Dwt
Handysize Vessel Values

Sales and purchase activity continues to be relatively stagnant

Slight strengthening in sentiment in half year since January

Few owners willing to contemplate acquisitions due to newbuilding overhang and uncertain future newbuilding prices

Source: Clarksons (up to Oct 2008), Aggregate brokers estimates (from Oct 2008)
## 2009 Financial Highlights

<table>
<thead>
<tr>
<th>Financial Highlight</th>
<th>1H09</th>
<th>1H08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue (US$m)</td>
<td>425.9</td>
<td>909.9</td>
</tr>
<tr>
<td>Net Profit (US$m)</td>
<td>74.8</td>
<td>337.6</td>
</tr>
<tr>
<td>Basic EPS (HK¢)</td>
<td>32</td>
<td>162</td>
</tr>
<tr>
<td>Return on average shareholders’ equity</td>
<td>12%</td>
<td>68%</td>
</tr>
<tr>
<td>Dividends (HK¢ per share)</td>
<td>8.0</td>
<td>76.0</td>
</tr>
</tbody>
</table>

### Segment Net Profit versus Net Assets (US$m)

<table>
<thead>
<tr>
<th>Segment</th>
<th>Net Profit</th>
<th>Net Asset (30June09)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handysize</td>
<td>52.1</td>
<td>52.1</td>
</tr>
<tr>
<td>Handymax</td>
<td>11.5</td>
<td>11.5</td>
</tr>
<tr>
<td>Towage</td>
<td>2.5</td>
<td>2.5</td>
</tr>
<tr>
<td>RoRo</td>
<td>105.2</td>
<td>105.2</td>
</tr>
<tr>
<td></td>
<td>222.0</td>
<td>222.0</td>
</tr>
</tbody>
</table>

**Net Profit after:**

- US$15.0m unrealised net derivatives income
- US$5.5m write-back of onerous contract provisions for future period
- US$2.5m vessel disposal losses

Hence underlying profit US$56.8m
Earnings Coverage

Earnings coverage as at 27 July 2009

Revenue Day

Handysize

22,770 days
US$29,250
100%
2008

23,560 days
US$14,280
89%
2009

18,860 days
US$44,870
45%
2010

Handymax

5,690 days
US$14,280
100%
2008

8,660 days^
US$20,290
100%
2009

1,760 days
116%
2010

89% of 2009 handysize revenue days covered at rates significantly above market

Total combined cover * is 93% for year 2009 and 53% for year 2010

^ Excludes 2 handymax vessels on long term charter out
As at 27 July 2009, we had for 2009 covered 89% of our 23,560 handysize revenue days and 100% of our 8,660 handymax revenue days, equating to approximately 93% of our handysize equivalent days
2008 numbers exclude short term vessel days
Daily Vessel Costs - Handysize

Blended US$9,380 (FY2008: US$14,960)

-50%

Charter-in days decrease by ~50% each year from 2009 - 2011

Charter-hire days & rates 2009-2010

13,100 days
US$9,798
2H09
6,600 days
US$9,900
1H09
2,840 days
2009
2010
2011

Charter Days
Charter-hire

Ownership Cost Analysis

Owned:
Chartered:

US$/day

Opex
Depreciation
Finance cost
Direct overhead
Charter-hire

2008:
11,200 days (45%)

2009:
13,910 days (55%)

2010:
7,040 days (56%)

2011:

- 

Charter-hire days & rates 2009-2010

13,100 days
US$9,798
2H09
6,600 days
US$9,900
1H09
2,840 days
2009
2010
2011

Charter Days
Charter-hire

Ownership Cost Analysis

Owned:
Chartered:

US$/day

Opex
Depreciation
Finance cost
Direct overhead
Charter-hire

2008:
11,200 days (45%)

2009:
13,910 days (55%)

2010:
7,040 days (56%)

2011:
# Balance Sheet

<table>
<thead>
<tr>
<th></th>
<th>Dry bulk</th>
<th>Towage</th>
<th>RoRo</th>
<th>Treasury</th>
<th>30 Jun 09</th>
<th>31 Dec 08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels &amp; other fixed assets</td>
<td>594</td>
<td>121</td>
<td>181</td>
<td>-</td>
<td>912</td>
<td>861</td>
</tr>
<tr>
<td>Total assets</td>
<td>744</td>
<td>156</td>
<td>222</td>
<td>1,097</td>
<td>2,406</td>
<td>2,331</td>
</tr>
<tr>
<td>Long term borrowings</td>
<td>207</td>
<td>39</td>
<td>-</td>
<td>581</td>
<td>827</td>
<td>848</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>324</td>
<td>50</td>
<td>-</td>
<td>586</td>
<td>983</td>
<td>1,112</td>
</tr>
<tr>
<td>Net assets</td>
<td>420</td>
<td>105</td>
<td>222</td>
<td>511</td>
<td>1,424</td>
<td>1,219</td>
</tr>
<tr>
<td>Net cash</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>314</td>
<td>176</td>
</tr>
<tr>
<td>Net cash / Fixed assets</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>34%</td>
<td>22%</td>
</tr>
<tr>
<td>Net cash / Shareholder's equity</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22%</td>
<td>14%</td>
</tr>
</tbody>
</table>

**Dry bulk - 30 delivered vessels**  
Average age 6 years; Average book value: Handysize: US$17.6m, Handymax: US$16.0m
Borrowings and Capex

Funded from US$1,141 million cash, new loans, and future operating cashflows

- Vessel capex (US$439m, including 2 RoRo options)
- Bank borrowings (US$330m): 2012 - 2018
- Finance lease liabilities (US$206m): 2015 - 2017
- Convertible bonds (Nominal Value US$314m): 2013, redeemable Feb 2011
Capex and Combined Value by Vessel Types

Vessels Commitments

<table>
<thead>
<tr>
<th></th>
<th>2H09</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total US$439m</td>
<td>114</td>
<td>253</td>
<td>50</td>
</tr>
<tr>
<td>Handysize</td>
<td>33</td>
<td>216</td>
<td>72</td>
</tr>
<tr>
<td>Handymax</td>
<td>32</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>Post Panamax</td>
<td>49</td>
<td>50</td>
<td></td>
</tr>
</tbody>
</table>

A Combined View of Vessel Carrying Values and Commitments

<table>
<thead>
<tr>
<th></th>
<th>US$ m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total US$1,345m</td>
<td></td>
</tr>
<tr>
<td>Handysize</td>
<td>681</td>
</tr>
<tr>
<td>Handymax</td>
<td>543</td>
</tr>
<tr>
<td>Tug &amp; Barge</td>
<td>181</td>
</tr>
<tr>
<td>Post Panamax</td>
<td>168</td>
</tr>
<tr>
<td>Future installments US$439m</td>
<td>76</td>
</tr>
<tr>
<td>Progress payment made US$257m</td>
<td>62</td>
</tr>
<tr>
<td>Vessels carrying values US$649m</td>
<td>496</td>
</tr>
</tbody>
</table>

Funded from operating cashflow, existing cash + new debt (as required)

Further commitments expected in dry bulk
Outlook

• Focus on three core segments:
  - Dry Bulk
  - Towage
  - RoRo

• Robust balance sheet as at 30 June 2009: US$1.1 billion cash, and shareholders’ equity of US$1.4 billion

• 89% of 2009 handysize days covered at US$14,280 per day. 2009 total combined cover is 93%

• Unchanged dividend policy: continue to pay out for the full year a minimum of 50% of profits excluding vessel disposal gains

• Challenging and uncertain market conditions expected for the balance 2009 due to increasing vessel deliveries and anticipated volatility of China’s raw materials demand
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 - Diversified Cargo

Total Handysize and Handymax Cargo Volume Mix 1H 2009

- Log & Forestry Products: 8%
- Fertilisers: 8%
- Steel & Scrap: 8%
- Alumina: 7%
- Salt: 7%
- Cement & Clinker: 8%
- Coal/Coke: 9%
- Ore: 9%
- Sugar: 7%
- Grains & Agriculture Products: 12%
- Petcoke: 4%
- Other Bulks*: 6%

Diverse range of commodities reduces product risk

China was our largest discharge zone in 1H09 with 23% of volumes compared to 14% in 1H08

*Other bulks: Gypsum, Sands and Soda Ash
## Appendix - Segment Result – Handysize

<table>
<thead>
<tr>
<th></th>
<th>1H09</th>
<th>1H08</th>
<th>% Change</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>12,460</td>
<td>12,480</td>
<td>-</td>
<td>24,890</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>13,610</td>
<td>32,580</td>
<td>-58%</td>
<td>29,600</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>9,380</td>
<td>14,470</td>
<td>-35%</td>
<td>14,960</td>
</tr>
<tr>
<td>Segment net profits (US$m)</td>
<td>52.1</td>
<td>225.7</td>
<td>-77%</td>
<td>361.2</td>
</tr>
</tbody>
</table>

### Earnings:
- Average BHSI reduced 76%
- Our TCE reduced 58%

### Costs:
- Cheaper chartered-in vessels
- Write-back of US$16.5m of onerous contracts provision relating to this period
- Cost reduction

### Segment result excludes:
- US$5.5m write-back of onerous contracts provision for future periods
- US$11.3m unrealised net derivatives income
### Appendix - Segment Result – Handymax

<table>
<thead>
<tr>
<th></th>
<th>1H09</th>
<th>1H08</th>
<th>% Change</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>5,150</td>
<td>5,210</td>
<td>-1%</td>
<td>11,050</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>19,840</td>
<td>49,150</td>
<td>-60%</td>
<td>44,610</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>17,580</td>
<td>41,980</td>
<td>-58%</td>
<td>40,070</td>
</tr>
<tr>
<td>Segment net profits (US$m)</td>
<td>11.5</td>
<td>36.6</td>
<td>-69%</td>
<td>48.9</td>
</tr>
</tbody>
</table>

**Earnings:**
- Average BSI reduced 72%
- Our TCE reduced 60%

**Costs:**
- Cheaper chartered-in vessels
- Cost reduction
- No onerous contracts provision or changes

**Segment result excludes:**
- US$0.9m unrealised net derivatives income
## Appendix - Impact of Financial Instruments

<table>
<thead>
<tr>
<th>Net Gains / (Losses)</th>
<th>Period ended 30 June</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Realised</td>
</tr>
<tr>
<td>Interest rate swap contracts</td>
<td>(1.5)</td>
</tr>
<tr>
<td>Bunker swap contracts</td>
<td>(10.4)</td>
</tr>
<tr>
<td>Forward freight agreements</td>
<td>19.0</td>
</tr>
<tr>
<td></td>
<td>7.1</td>
</tr>
</tbody>
</table>

- Completed in period and cash settled
- Included in divisional results

- Contracts to be settled in future period
- Accounting reversal of earlier period contracts now completed
- Not part of divisional results