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
- Operating over 100 ships directly serving major industrial customers
- Carrying the dry bulk commodities required for Asia’s growth
- Major presence in RoRo, Towage businesses, with supporting Maritime Services
- Headquartered in Hong Kong with 21 locations worldwide, 360+ group staff, 1,800+ seafarers *

* As at Feb 2009
Strategy

- Following 2008 strategic reorganisation:
  - Handysize and Handymax dry bulk businesses
  - Towage
  - Roll on Roll off

- Scale down non-core activities in China ports and maritime services
- Strategic capital commitments fully funded; >75% of future capex in Towage and RoRo assets
- Continue to build dry bulk cover by chartering directly with industrial commodity producers and users rather than intermediate users
- Use cash to invest in the right opportunities when they arise
Business Development

PB Towage

- Operates modern tugs in Brisbane, Sydney, Melbourne, W.Australia, Auckland and the Arabian Gulf.
- Provide harbour towage, regional specialist project towage (primarily to oil & gas and construction) and offshore work.

Fujairah Bulk Shipping

- Strategy to be the market leader in sourcing and transporting aggregate in the Gulf region.
- In 2008, secured a major land reclamation contract in Fujairah.

Port and Port Services

- APMIG
  - Scaled back focusing on the Nanjing Longtan Tianyu Terminal (45% holding JV).
  - In 2008, the port handled over 1.2mil tonnes of general cargo.

Roll on Roll off

- 6 newbuildings will deliver in 2009 to 2011 including 2 purchase options with total consideration of US$510m.
- Good demand prospects, high average fleet age and low orderbook.

Post-Panamax

- A fifteen year bareboat charter with China Huaneng Group (CHG) and ten-year time charter with purchase option contract to a blue chip counterparty were signed.
Fleet Profile

Dry Bulk Fleet (excluding short term) – 83
Short Term Chartered 1 – 24
Average Fleet Age: 6.8 years

Handysize: 66
- Newbuilding 2
- Operating Lease 30
- Finance Lease 13
- Newbuildings 3
- Owned 18

Handymax: 15
- Newbuilding 1
- Chartered 13
- Owned 1

Post Panamax: 2
- Newbuilding 1
- Chartered
- Owned

Towage – 32
- Newbuildings 7
- Owned 18

Tugs: 25
- Newbuildings
- Owned

Barge: 6
- Newbuildings
- Owned

Roll on Roll off 2 – 6
- Newbuildings 6

Total core 121 ships

1 Short term charters are generally those with charter periods not exceeding six months
2 Two of the RoRo newbuilding vessels can be acquired by the Group within approx. 2 months of their delivery from the shipyard subject to the exercise of purchase options
3 The Group has a 50% interest through its joint venture

Includes 25 operating and finance leases vessels with purchase options
Diversified Cargo

Total Handysize and Handymax Cargo Volume Mix Q1 2009

- Log & Forestry Products: 7%
- Fertilisers: 12%
- Steel & Scrap: 8%
- Alumina: 8%
- Salt: 5%
- Coal/Coke: 7%
- Oil: 11%
- Concentrates: 6%
- Sugar: 9%
- Ore: 11%
- Petcoke: 4%
- Other Bulks*: 6%
- Grains & Agriculture Products: 11%

6.7 Million Tonnes

We carry a broad range of commodities and thus experience less volatility than larger dry bulk vessels.

Other bulks: Gypsum, Sands, Soda Ash, Aggregates and other bulks
Market Information

The Baltic Dry Index (BDI)

- 12 Jun 2009
- US$ 11,342 (net)

The Baltic Handysize Index (BHSI)

- 12 Jun 2009
- US$ 3,583

Dry Bulk 1 Year Time-Charter Rate

As at 12 Jun 2009
- Capesize - $42,750
- Panamax - $19,950
- Supramax - $14,013
- Handysize
  - 1-Year: $10,688
  - 3-Year: $10,213

BHSI officially started on 2 January 07
Sources: Clarksons, The Baltic Exchange, Bloomberg LP
## Orderbook

<table>
<thead>
<tr>
<th>Type of Vessels</th>
<th>Orderbook as % of Existing Fleet (dwt)</th>
<th>Ave. Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>**Dry Bulk * **</td>
<td>70.6%</td>
<td></td>
</tr>
<tr>
<td>Capsize 100K +</td>
<td>103%</td>
<td>11.6</td>
</tr>
<tr>
<td>Panamax 60-100K</td>
<td>52%</td>
<td>12.1</td>
</tr>
<tr>
<td>Handymax 35K-60K</td>
<td>67%</td>
<td>15.4</td>
</tr>
<tr>
<td>Handysize 25,000-34,999</td>
<td>42%</td>
<td>17.4</td>
</tr>
</tbody>
</table>

Few new orders placed

Bank constraints limit desire and ability to order

Source: Clarksons May 2009

Note: * >10,000 Dwt
Slow Pace of Deliveries

In 2008, Orderbook: 30.4mil *
VS
Actual delivery: 23.4mil

2009 scheduled
Orderbook: 71.3 mil dwt ^

Preliminary figures indicate less vessels may deliver than the orderbook implies

Source: Clarksons May 2009
* Clarksons World Shipyards Monitor Jan 2008
^ Clarksons World Shipyards Monitor Jan 2009
Handysize Age Profile

Orderbook
25,000-34,999 dwt (42%)
485 vessels (15.4 mil dwt)

Total handysize 25,000-34,999 dwt fleet:
1,257 vessels (37.0 mil dwt)

Dwt ('000)

2009 2010 2011 2012+

Uncertainty over actual deliveries in 2009/2010, compounded by financial crisis

More than 30% older than 25 years, >2.5mil dwt of handysize ships were scrapped (as at April 2009)

Source: Clarksons May 2009
Note: % of the existing fleet expressed in Dwt
* 25,000-34,999 Dwt

30% ≥ 25+Years
16% ≥ 30+Years
52% > 15+Years
0-15 years 49%
16-24 years 22%
25-29 years 14%
30+ years 16%

>2.5mil dwt of handysize ships were scrapped (as at April 2009)
Daily Vessel Costs - Handysize

As at 31 Dec 08

<table>
<thead>
<tr>
<th></th>
<th>Owned</th>
<th>Chartered</th>
</tr>
</thead>
<tbody>
<tr>
<td>US$/d</td>
<td></td>
<td></td>
</tr>
<tr>
<td>As at 31 Dec 08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vessel Days</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td>12,560</td>
<td>11,790</td>
</tr>
<tr>
<td></td>
<td>62%</td>
<td>51%</td>
</tr>
<tr>
<td>2008</td>
<td>11,200</td>
<td></td>
</tr>
<tr>
<td></td>
<td>49%</td>
<td></td>
</tr>
</tbody>
</table>

2009 chartered days about 46%
Lower Future Charter Expenses

2 adjustment items:

- One-off early termination payments US$41.8 million for new lower cost charters
- Provision for onerous charter contracts US$53.9 million

<table>
<thead>
<tr>
<th>Year</th>
<th>PB Handysize Operating leases</th>
<th>PB Handymax Operating leases</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Before</strong></td>
<td><strong>After</strong></td>
</tr>
<tr>
<td>2009</td>
<td>15,260</td>
<td>10,130</td>
</tr>
<tr>
<td>2010</td>
<td>13,870</td>
<td>9,160</td>
</tr>
<tr>
<td>2011</td>
<td>10,800</td>
<td>8,620</td>
</tr>
<tr>
<td>2012</td>
<td>11,250</td>
<td>11,090</td>
</tr>
</tbody>
</table>

As at 31 Dec 2008
Capex and Combined Value by Vessel Types

After the 8 Jun 2009 Announcement

### Vessels Commitments

<table>
<thead>
<tr>
<th>Year</th>
<th>Handysize</th>
<th>Handymax</th>
<th>Post Panamax</th>
<th>RoRo</th>
<th>Towage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>139</td>
<td>60</td>
<td>25</td>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td>2010</td>
<td>216</td>
<td>22</td>
<td>4</td>
<td>242</td>
<td>242</td>
</tr>
<tr>
<td>2011</td>
<td>71</td>
<td>22</td>
<td></td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

Total US$563 mil

### A Combined View of Vessel Carrying Values and Commitments

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Year</th>
<th>Total Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry Bulk</td>
<td></td>
<td>529</td>
</tr>
<tr>
<td>RoRo</td>
<td></td>
<td>403</td>
</tr>
<tr>
<td>Towage</td>
<td></td>
<td>122</td>
</tr>
</tbody>
</table>

Total US$1,392 mil

- **Future installments US$563mil**
- **Progress Payment Made US$221 mil**
- **Vessels Carrying Values US$608 mil**

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

Further commitments expected in these areas
Earnings Coverage

Earnings coverage as at 22 April 2008

2010 Cover:
Handysize: 39%
Handymax: 165%

78% of 2009 Handysize revenue days covered at rates significantly above market

Total Combined Cover * is 86% for Year 2009 and 49% for Year 2010

^ Excludes 2 handymax vessels on long term charter
* As at 22 April 2009, we had covered 78% of our 21,800 2009 handysize revenue days and 121% of our 3,610 2009 handymax revenue days, equating to approximately 86% of our 2009 handysize equivalent days
Outlook

- Focus on three core segments of dry bulk, towage, and RoRo
- Solid balance sheet as at 31 December 2008—US$176 million net cash, and shareholders’ equity of US$1.2 billion
- 78% of 2009 handysize days covered at almost US$15,500 per day. 2009 total combined cover is 86%
- Unchanged dividend policy - continue to pay out a minimum of 50% of profits excluding vessel disposal gains
- Challenging and uncertain market conditions in 2009
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.
The dry bulk freight market improved to an unexpected degree during the first quarter of 2009 due to strong revival in demand and a much smaller than expected increase in the supply of ships.

- Lower commodity prices
- Re-stocking of inventories
- Improving trade credit
- Effects of the Chinese stimulus package

A volatile and extraordinarily challenging dry bulk market is anticipated throughout 2009.

We have secured a high level of cargo cover which reduces our freight market exposure:

<table>
<thead>
<tr>
<th></th>
<th>Year 2009</th>
<th>Year 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handysize</td>
<td>78% (US$15,430)</td>
<td>39%</td>
</tr>
<tr>
<td>Handymax</td>
<td>121% (US$31,310)</td>
<td>165%</td>
</tr>
</tbody>
</table>
Appendix-
Tonnage Demand Contracting

Significant decrease in 4Q demand due to financial crisis, lack of trade credit, recession and slowdown in economic growth globally.

Long term, the industrialisation of China, India and other countries should support dry bulk demand for many years to come.

% change YOY

Changes in Tonnage Demand

2007 2008E Q108 Q208 Q308 Q408E

13.0% 10.7% 5.6% -10.0%

3.9% 9.4% 0%

-5 -10 -15

0 5 10 15

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

Source: R.S. Platou Feb 2009
Appendix - Fleet Development

Increased scrapping of existing old vessels reduced the fleet afloat.

Some 8.5mil dwt of Dry bulk vessels were scrapped from Oct08 to Mar09.

Cancelled or delayed ship order resulted in a difference between orderbook and actual yard delivery.

- Data as at Jan 2007 and Jan 2008 from Clarkson's World Shiptype Monitor
- Source: Clarksons
Appendix –
Dry Bulk Carrier Sale & Purchase Market

2nd-hand five year old handysize vessel price (25K-35K dwt)

Clarksons has stopped publishing handysize (indeed any dry bulk carrier) vessel values

Market turbulence has affected secondhand vessel prices

Sale and purchase activity started to return in November 2008 as owners and operators adjusted to the lower market

We estimate price of a 5 year old secondhand handysize at ~US$20-22m

Source: Clarksons, 3 Oct 08
### Appendix - Balance Sheet

<table>
<thead>
<tr>
<th>US$mil</th>
<th>31 Dec 08</th>
<th>31 Dec 07</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net book value of fixed assets</td>
<td>794.6</td>
<td>755.9</td>
</tr>
<tr>
<td>Gross borrowings</td>
<td>847.8</td>
<td>660.2</td>
</tr>
<tr>
<td>Cash</td>
<td>1,023.7</td>
<td>649.5</td>
</tr>
<tr>
<td>Net cash / (borrowings)</td>
<td>175.9</td>
<td>(10.7)</td>
</tr>
<tr>
<td>Shareholder's equity</td>
<td>1,218.7</td>
<td>867.6</td>
</tr>
<tr>
<td>Net cash (borrowings) / Fixed assets</td>
<td>21.8%</td>
<td>(1.4) %</td>
</tr>
<tr>
<td>Net cash (borrowings) / Shareholder's equity</td>
<td>14.4%</td>
<td>(1.2)%</td>
</tr>
</tbody>
</table>

**Note 1**
- 30 delivered dry bulk, NBV = US$528.9m
- Avg NBV: HS: US$17.7m, HM: US$16.4m
- Avg replacement value: HS: US$29.0m, HM: US$31.5m

**Replacement values of vessels with Ownership interest US$1.7bn**
- 46 Dry bulk = 1.3bn
- 4 RoRos = 0.3bn
- 27 Tugs & barges = 0.1bn
After the 8 Jun 2009 Announcement

Funded from US$1,024 million cash, new loans, and future operating cashflows

- **Capex** (US$563mil)
- **Bank borrowings** (US$332mil): 2012 - 2018
- **Finance lease liabilities** (US$213mil): 2015 - 2017
- **Convertible bonds** (Nominal Value US$324mil): 2013, redeemable Feb 2011
Appendix - Roll On Roll Off (RoRo)

- 4 newbuildings and 2 purchase option vessels (3,600-3,800 lane metres) set to deliver from 2009 to 2011
- Used for transportation of wheeled cargoes (mostly trucks) which are loaded over a ramp
- Proven design, environmental friendly, and suitable for the common short sea trades
- The first vessel has already been fixed for 3 years (plus an optional 2 year period) to an established operator. No unfixed tonnage until early 2010
- Difficult and uncertain short-term outlook

1 Year Moving Average Time Charter Rates (Euro)

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

Source: Maersk Broker Dec 2008
# Appendix – Counterparty Risk Management

<table>
<thead>
<tr>
<th>Customer</th>
</tr>
</thead>
<tbody>
<tr>
<td>▶ Diversified customer base (over 200 customers) &amp; ~100 different commodities carried</td>
</tr>
<tr>
<td>▶ 95%-100% of contracted dry bulk freight is payable upon completion of loading</td>
</tr>
<tr>
<td>▶ Fixing long term contracts with large, often blue chip commodity companies with a successful track record and reputation</td>
</tr>
<tr>
<td>▶ Assessing the credit worthiness of customers to ensure vessels are chartered to customers with an appropriate payment history</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Forward Freight Agreements (FFA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>▶ Mainly trading with banks (minimum S&amp;P - A Rating)</td>
</tr>
<tr>
<td>▶ Trading through a clearing house to settle accounts and maintain margin monies</td>
</tr>
<tr>
<td>▶ Assessing the counterparties for those previous contracts entered in the OTC market. We now substantially trade through the clearing system</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bunker</th>
</tr>
</thead>
<tbody>
<tr>
<td>▶ Mainly trading with creditworthy oil companies &amp; trading houses with minimum S&amp;P - A Rating</td>
</tr>
</tbody>
</table>
# Appendix - 2008 Financial Highlights

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TCE Earnings (US$m)</strong></td>
<td>909.4</td>
<td>700.5</td>
</tr>
<tr>
<td><strong>Vessel disposal gains</strong></td>
<td>149.8</td>
<td>137.4</td>
</tr>
<tr>
<td><strong>Reported net profit</strong></td>
<td>409.1</td>
<td>472.1</td>
</tr>
<tr>
<td>One-off termination payments</td>
<td>41.8</td>
<td>-</td>
</tr>
<tr>
<td>Provision for onerous charter contracts</td>
<td>53.9</td>
<td>-</td>
</tr>
<tr>
<td>Net mark-to-market expenses for equity investment</td>
<td>23.1</td>
<td>-</td>
</tr>
<tr>
<td>Impairment for vessels to be disposed in 2009</td>
<td>19.5</td>
<td>-</td>
</tr>
<tr>
<td><strong>Adjusted net profit</strong></td>
<td>547.4</td>
<td>472.1</td>
</tr>
<tr>
<td>Basic EPS (HK¢)</td>
<td>189</td>
<td>234</td>
</tr>
<tr>
<td>Return on average shareholders’ equity</td>
<td>35%</td>
<td>78%</td>
</tr>
<tr>
<td>Dividends (HK¢ per share)</td>
<td>76.0</td>
<td>120.0</td>
</tr>
<tr>
<td>Eligible profits payout ratio</td>
<td>57%</td>
<td>52%</td>
</tr>
</tbody>
</table>
Appendix - Measures Taken in 2008

We are well positioned to weather the shipping and economic crisis and strengthen the Group:

- We have taken charges of US$138m for:
  - One-off advance charter hire payments (US$42m)
  - Provision for charter-in vessel contracts (US$54m)
  - Provision for vessel disposal loss in 2009 (US$19m)
  - The above will benefit 2009 – 2012
  - Net mark-to-market impairment for equity investment (US$23m)

- Scale down non-core and focus on core businesses
- Anticipated 25% YoY reduction of 2009 overhead including 10% salary reduction for our most senior executives
### Appendix - Results – Handysize Freight & Charter-hire

<table>
<thead>
<tr>
<th>Drivers of the results</th>
<th>1H08</th>
<th>2H08</th>
<th>2008</th>
<th>2007 % Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>11,540</td>
<td>11,230</td>
<td>22,770</td>
<td>20,100</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>32,460</td>
<td>25,950</td>
<td>29,250</td>
<td>23,200</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>12,840</td>
<td>13,590</td>
<td>13,210</td>
<td>10,240</td>
</tr>
<tr>
<td>Contribution (US$m)</td>
<td>226.4</td>
<td>138.8</td>
<td>365.2</td>
<td>260.5</td>
</tr>
</tbody>
</table>

*One-off early termination charterhire payments* (28.8)

*Provision for onerous charter contracts* (53.9)

- Blended daily cost reflects more chartered in vessels
- Blended daily cost excludes one-off payments and provisions
- 2H08 still profitable after one-off payment & provision
## Appendix - Results – Handymax Freight & Charter-hire

**Drivers of the results**

<table>
<thead>
<tr>
<th></th>
<th>1H08</th>
<th>2H08</th>
<th>2008</th>
<th>2007</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue days (days)</td>
<td>2,900</td>
<td>2,790</td>
<td>5,690</td>
<td>4,870</td>
<td>+17%</td>
</tr>
<tr>
<td>TCE earnings (US$/day)</td>
<td>46,100</td>
<td>43,590</td>
<td>44,870</td>
<td>30,040</td>
<td>+49%</td>
</tr>
<tr>
<td>Owned + chartered cost (US$/day)</td>
<td>32,940</td>
<td>38,120</td>
<td>35,460</td>
<td>23,050</td>
<td>+54%</td>
</tr>
<tr>
<td>Contribution (US$m)</td>
<td>38.2</td>
<td>15.3</td>
<td>53.5</td>
<td>34.0</td>
<td>+57%</td>
</tr>
</tbody>
</table>

*One-off early termination charterhire payments* (13.0)

---

- More chartered in vessels
- Increased revenue days
- 2008 TCE rates reflect use of short term chartered in vessels
### Appendix – Impact of Financial Instruments

#### Net Gains / (Losses)

<table>
<thead>
<tr>
<th></th>
<th>Realised</th>
<th>Unrealised</th>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest rate swap contracts</td>
<td>(0.8)</td>
<td>(5.9)</td>
<td>(6.7)</td>
<td>(1.4)</td>
</tr>
<tr>
<td>Bunker swap contracts</td>
<td>11.8</td>
<td>(59.0)</td>
<td>(47.2)</td>
<td>35.4</td>
</tr>
<tr>
<td>Forward freight agreements</td>
<td>5.2</td>
<td>71.8</td>
<td>77.0</td>
<td>(51.9)</td>
</tr>
<tr>
<td></td>
<td>16.2</td>
<td>6.9</td>
<td>23.1</td>
<td>(17.9)</td>
</tr>
</tbody>
</table>

**Completed in period & cash settled**

- i) Contracts to be settled in future period
- ii) Accounting reversal of earlier period contracts now completed
## Appendix - Cashflow

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>US$ mil</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Operating cash inflows</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>459.1</td>
<td>314.0</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>(378.1)</td>
<td>(259.4)</td>
</tr>
<tr>
<td>- Sales of vessels</td>
<td>313.5</td>
<td>365.9</td>
</tr>
<tr>
<td>- Jointly controlled entities related payments</td>
<td>(84.7)</td>
<td>(1.5)</td>
</tr>
<tr>
<td>- Purchase of available-for-sale financial assets</td>
<td>(66.5)</td>
<td>-</td>
</tr>
<tr>
<td>- Others</td>
<td>(28.7)</td>
<td>(3.0)</td>
</tr>
<tr>
<td><strong>Financing cash in/ (out) flows</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>110.8</td>
<td>170.3</td>
</tr>
<tr>
<td>- Proceeds from placement / issuance of convertible bonds</td>
<td>271.0</td>
<td>384.2</td>
</tr>
<tr>
<td>- Repurchase of convertible bonds</td>
<td>(44.5)</td>
<td>-</td>
</tr>
<tr>
<td>- Net drawdown / (repayment) of borrowings</td>
<td>239.1</td>
<td>(59.8)</td>
</tr>
<tr>
<td>- Dividends paid</td>
<td>(323.0)</td>
<td>(136.3)</td>
</tr>
<tr>
<td>- Others, mainly interest paid</td>
<td>(31.8)</td>
<td>(17.8)</td>
</tr>
<tr>
<td><strong>Cash and bank balances</strong></td>
<td>1,023.7</td>
<td>649.5</td>
</tr>
</tbody>
</table>