Investors Luncheon
Bank of China, 17 Nov 2009

Pacific Basin

9 Nov 2009

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
- >160 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 *

Network of PB Key Offices*

** As at July 2009*

Q309 Highlights

- The dry bulk market performed better than expected due to stronger cargo demand, principally from China, and weaker than projected ship supply growth
- We have become more optimistic for the remainder of 2009 but remain cautious for 2010 and expect a volatile and generally lower dry bulk market due to
  - **Excessive newbuilding deliveries**
  - **A bumpy global economic recovery**
  - **China's erratic raw materials import demand**
- We have reduced our market exposure by:
  - **Increasing the proportion of short term chartered tonnage in our fleet; and**
  - **Securing a high level of cargo cover at attractive rates well above both today's equivalent forward rates and our blended daily cost:**

Cover and Average Daily Charter Rate:

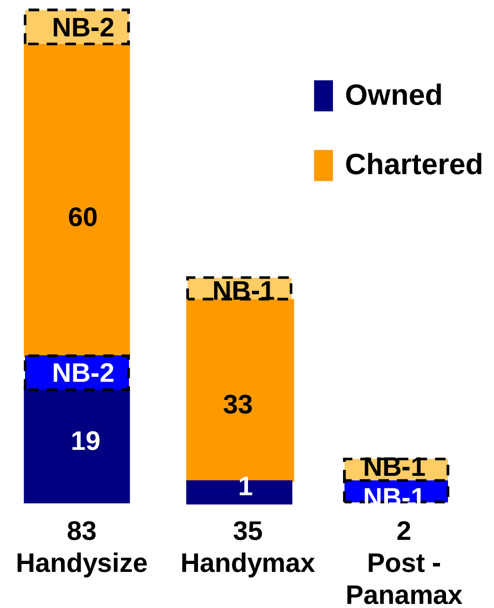
	FY2009	FY2010
Handysize	97% / US$14,210	49% / US$14,260
Handymax	100% / US$19,640	108% / US$27,780

As at 22 Oct 2009

Business Direction – Dry Bulk

- Handysize freight rates continued to rise during the third quarter:
  - increased Chinese imports of minor bulk cargoes;
  - growing inbalance dry bulk capacity in the Pacific and Atlantic oceans;
  - scrapping of older vessels; and
  - Limited deliveries of newbuilding tonnage
- Cautious market view remain for 2010
- Significantly increased cargo cover level
- Short term vessel charters reduce our medium term cost exposure
- Post-panamax vessels – secured long term charters
- Conserving capital to invest in appropriate opportunities
- Cost savings across the Group

Dry Bulk Fleet: 120
(as at 29 Oct 2009)



Business Direction – Towage & Infrastructure

PB Towage

- Operates modern tugs in Brisbane, Sydney, Melbourne, W. Australia and Arabian Gulf
- Providing:
  - Harbour towage
  - Regional specialist project towage (primarily to oil & gas and construction)
  - Offshore work

PB Towage

Fujairah Bulk Shipping

- 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

Port and Port Services

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

Asia Pacific Maritime & Infrastructure Group

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 6 newbuildings)
  - 6 barges
  - 1 bunker tanker *

- Development of the "Gorgon" gas project of Western Australia has been approved by the Australian Government, paving the way for PB Towage to commence towage logistics services for the project
- Secured long-term fixed-income contracts in bulk ports in Western Australia and Queensland

** The group has a 50% interest through its joint venture*

Roll On Roll Off Development

- First RoRo vessel fixed to Norfolkline Shipping, a wholly-owned subsidiary of A.P.Moller-Maersk for 3 years since mid-Sep 2009
- 5 RoRo newbuildings on order including 2 chartered in vessels with purchase options
- 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

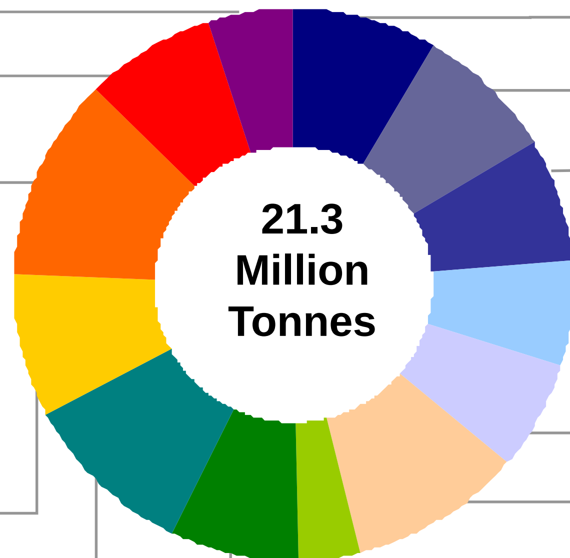
*•Low orderbook (<20% vs current fleet) **

•40% of vessels aged 25 years or over

** Maersk Broker Dec 2008*

Diversified Cargo

Total Handysize and Handymax Cargo Volume Q1-Q3 2009



Log & Forestry Products	8%
Fertilisers	8%
Steel & Scrap	7%
Alumina	6%
Salt	6%
Coal /Coke	10%
Other Bulks*	6%
Cement & Cement Clinker	7%
Grains & Agriculture Products	12%
Sugar	8%
Ore	10%
Concentrates	8%
Petcoke	4%

Diverse range of commodities reduces product risk

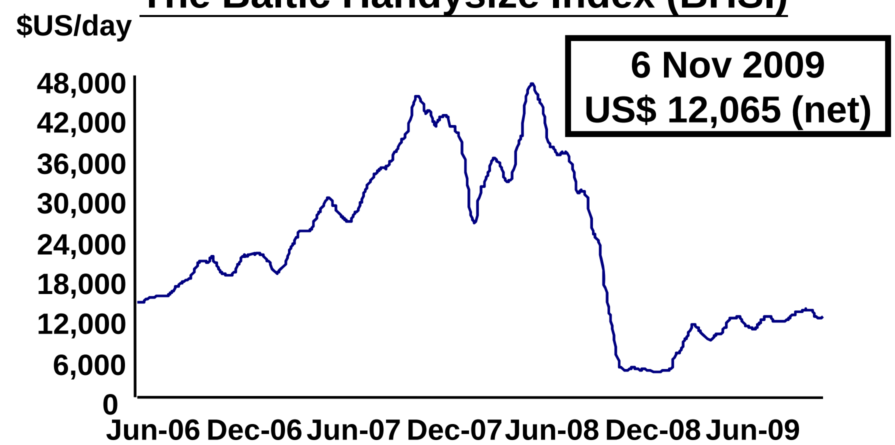
China was our largest discharge zone in Q1-Q309 with 23% of volumes compared to 13% same time last year

**Other bulks: Gypsum and Sands*

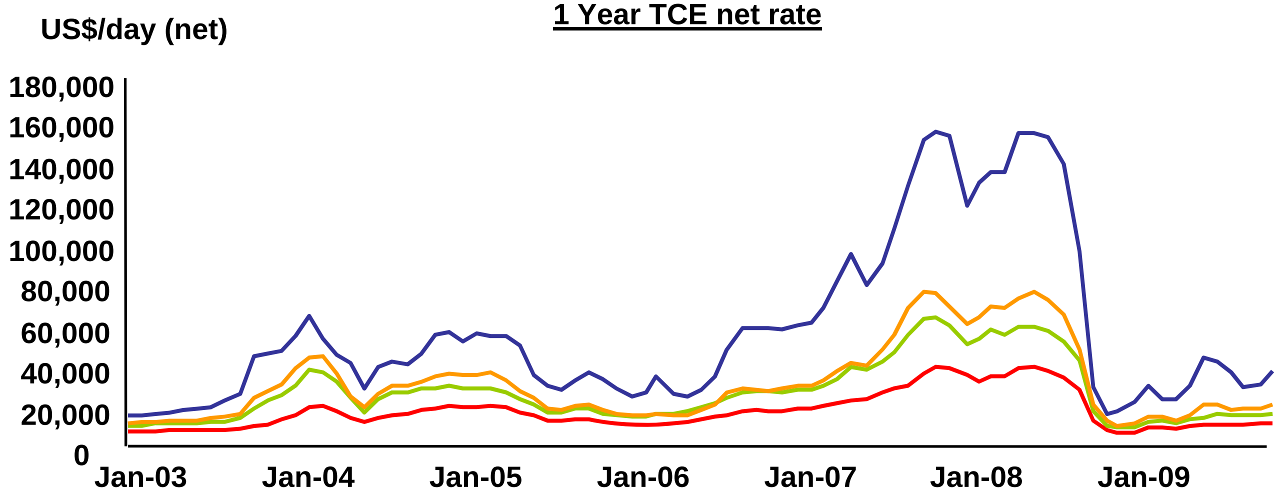
Dry Bulk Market Information

Baltic Dry Index

The Baltic Handysize Index (BHSI)



1 Year TCE net rate



As at 6 Nov 2009

Capesize - $36,575

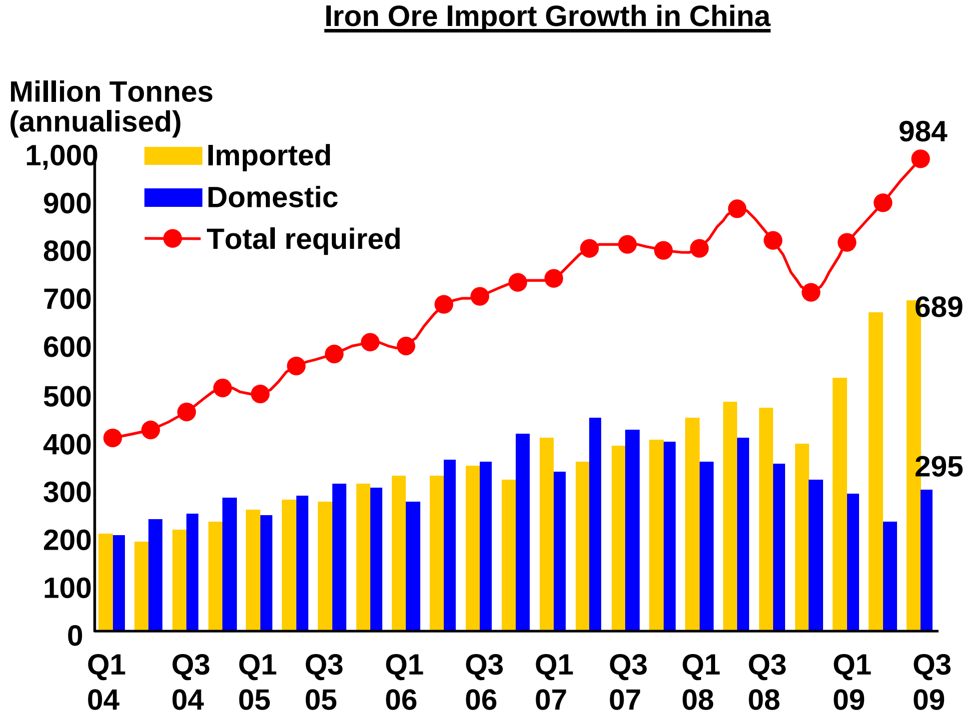
Panamax - $20,188

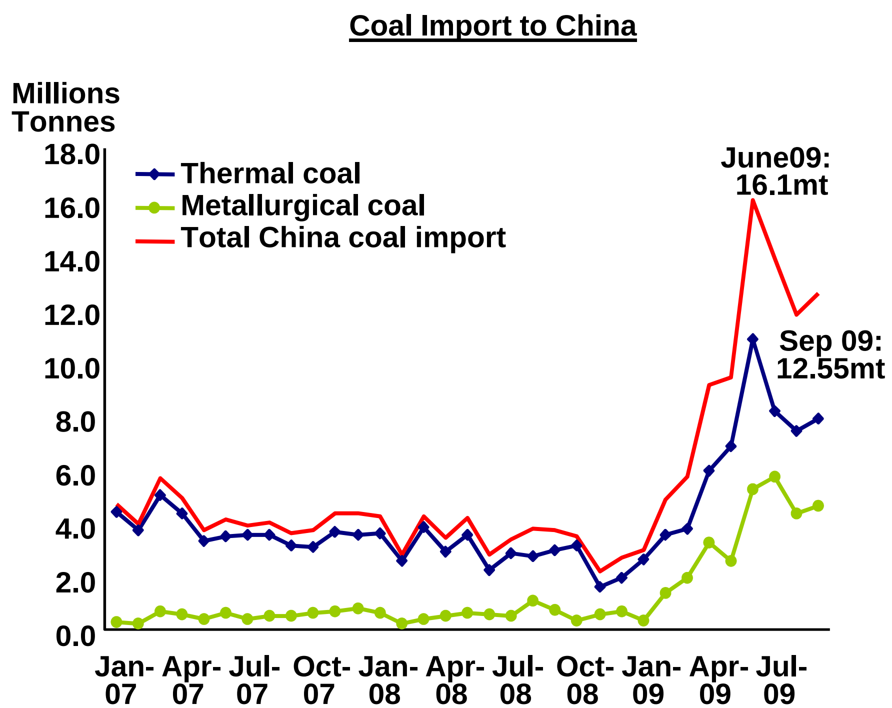
Supramax - $15,913

Handysize
1-Year: $11,400
3-Year: $10,681

BHSI officially began on 2 January 07
Sources: Clarksons, The Baltic Exchange, Bloomberg LP

Major Bulk Import to China



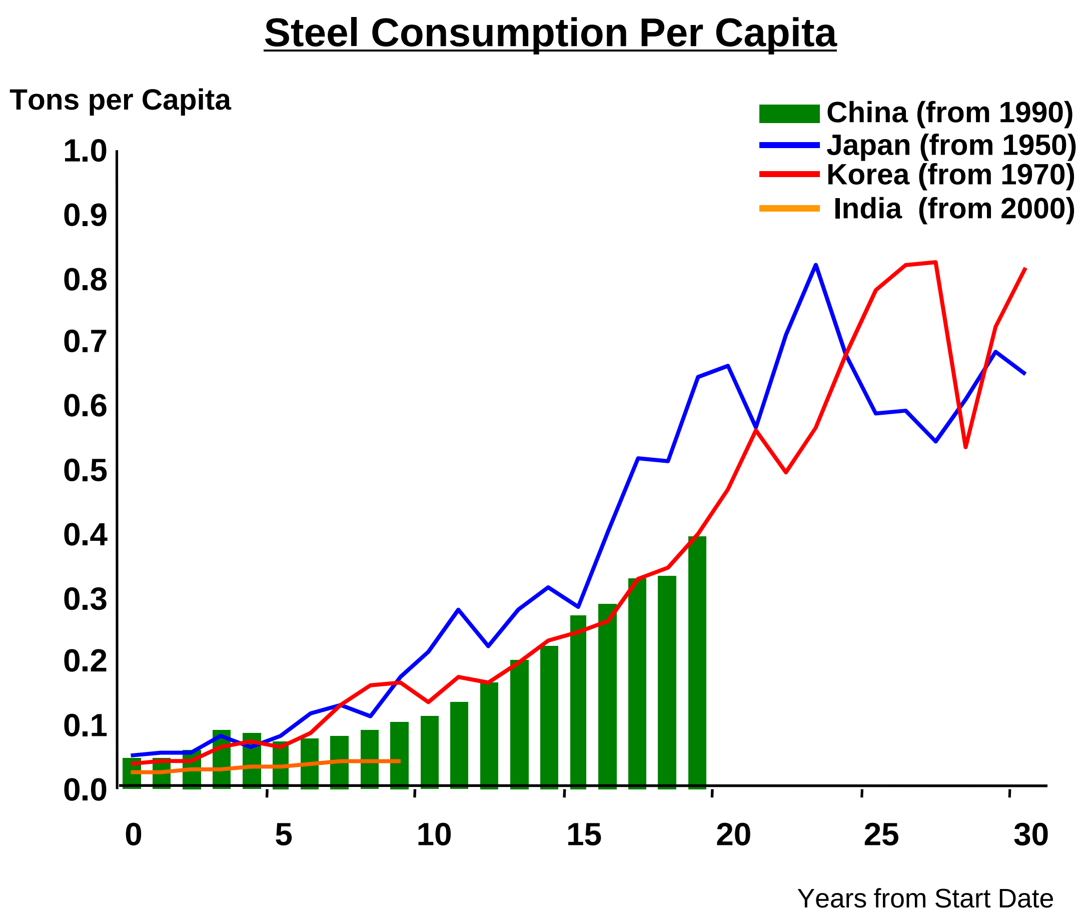


Chinese iron ore imports up 48% in Q3 year on year, supporting freight market

China has imported more than 87 mil tonnes of coal YTD, 110% more than the total coal import in 2008

Source: Bloomberg LP, Macquarie, Pacific Basin

China at Mid-Industrialization Stage



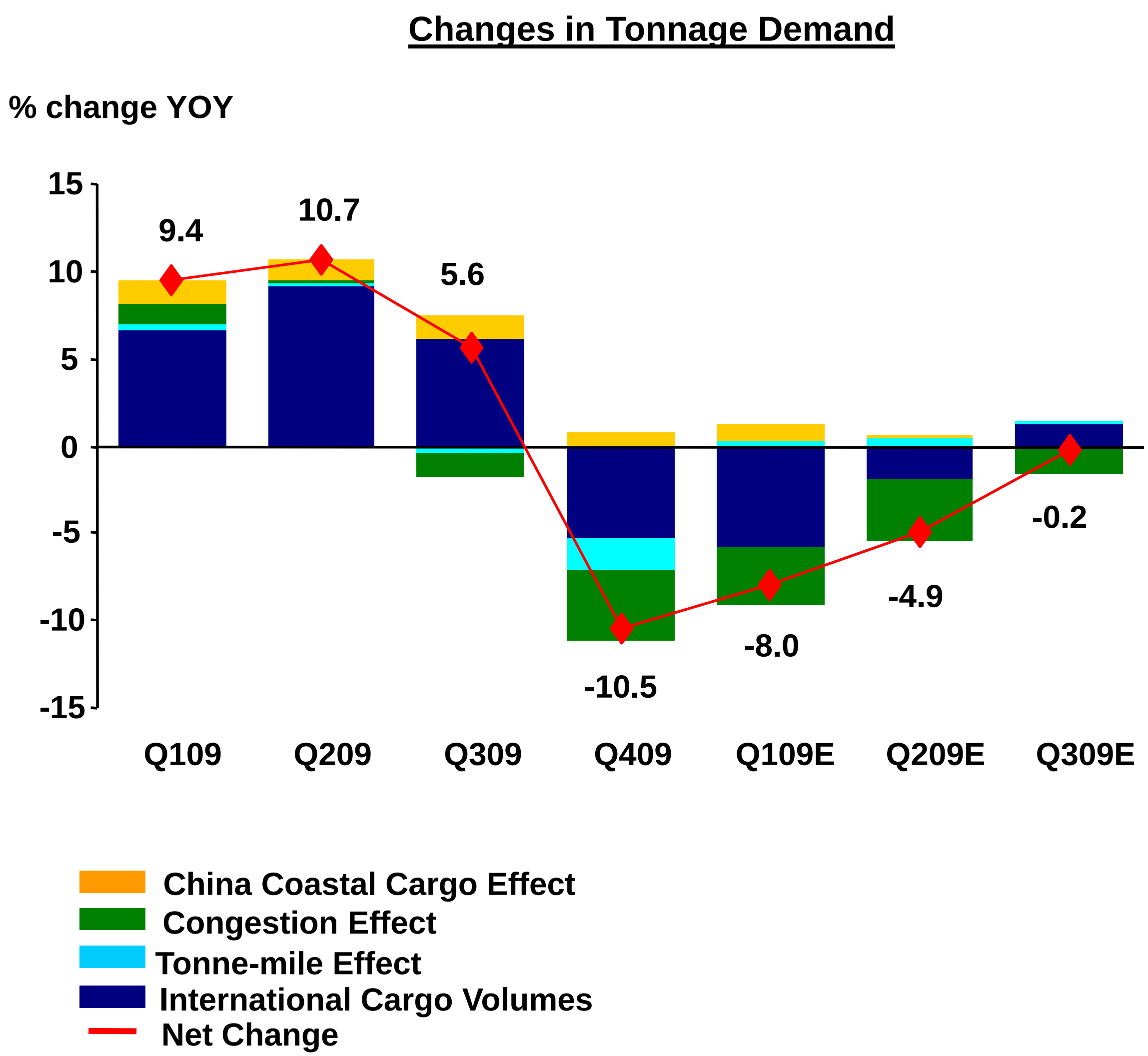
Source: UBS, IISI, Pacific Basin

Same growth as historical trend in Japan and Korea

Suggesting long term strong growth in dry bulk segment

Same trend for other commodities such as electricity and cement

Dry Bulk Demand



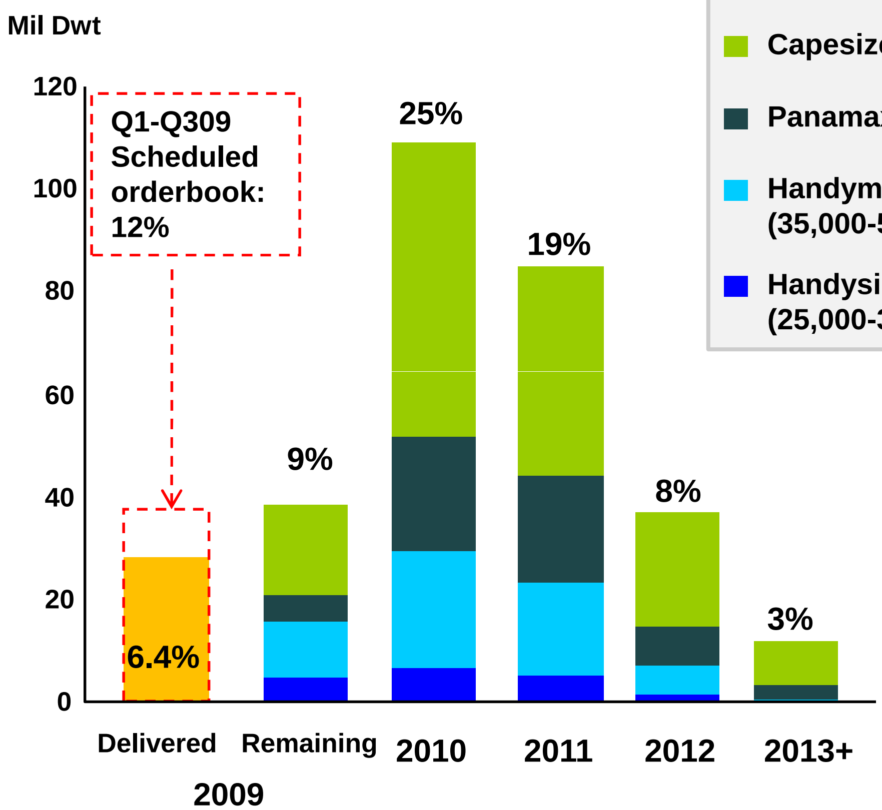
Implied demand improvement from 1Q09 to 3Q09 supported by reports of significantly increased dry bulk trade volumes

Tonnage imbalance between the Pacific and Atlantic oceans facilitate a positive tonne-mile effect

Source: R.S. Platou Oct 2009

Dry Bulk Orderbook

Orderbook by Year

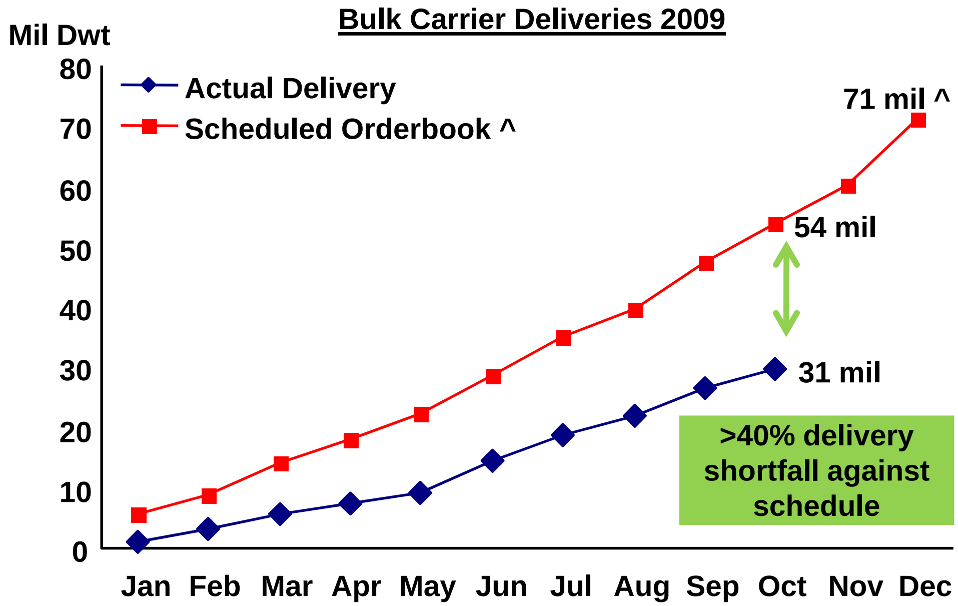


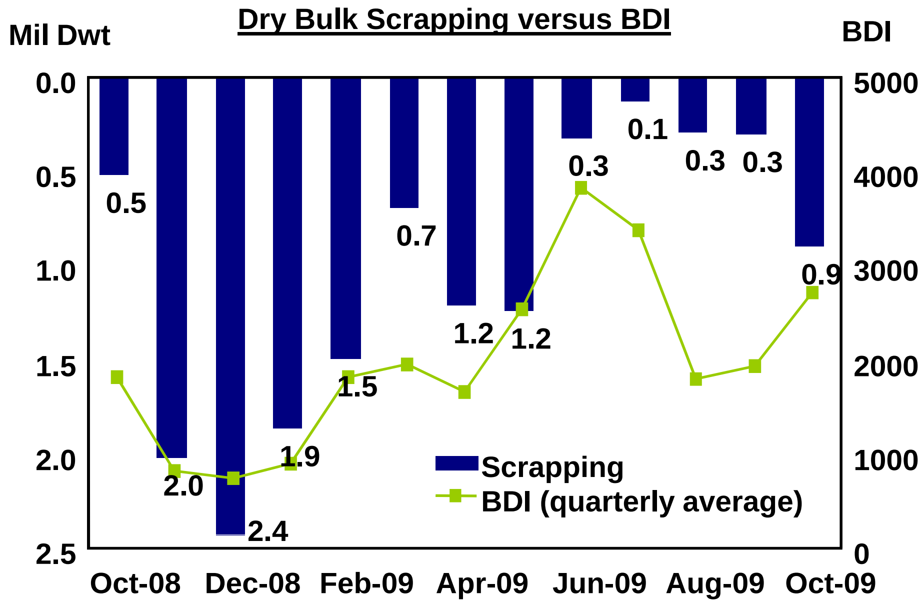
	Orderbook as % of Existing Fleet	Average Age
Total Dry Bulk >10,000 Dwt	63%	
Capesize	91%	11
Panamax	50%	12
Handymax (35,000-59,9996 Dwt)	54%	16
Handysize (25,000-34,999 Dwt)	44%	17

Orderbook peaks in 2010 dominated by Capesize sector

Source: Clarksons 1 Oct 2009

Dry Bulk Fleet Changes





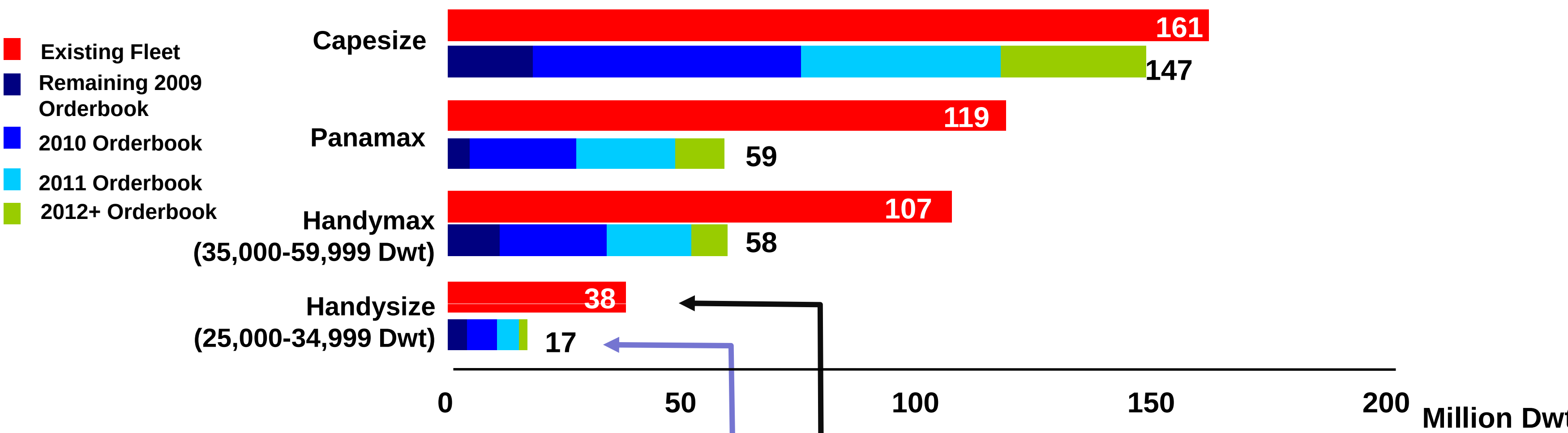
Delivery shortfall against schedule is mainly caused by ineffective orders and construction delays

We expect ~45 million tonnes of new dry bulk capacity to deliveries in 2009

Scrapping is likely to pick up again if the freight market declines

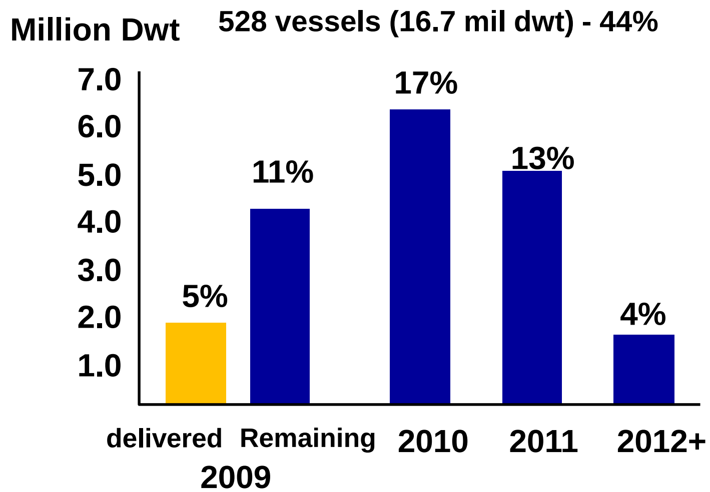
Source: Clarksons Oct 2009
^Clarksons Jan 2009

Dry Bulk Orderbook – Sector Analysis



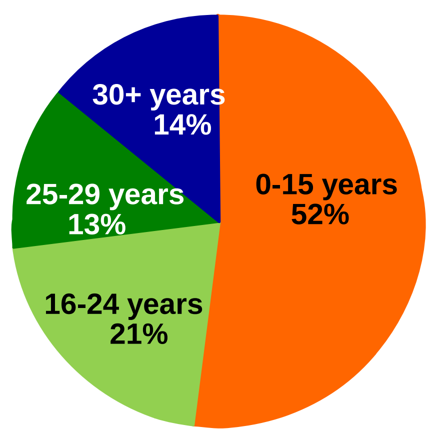
Handysize Orderbook

528 vessels (16.7 mil dwt) - 44%



Age Profile of Handysize Vessel

1,279 Vessels (37.8mil dwt)

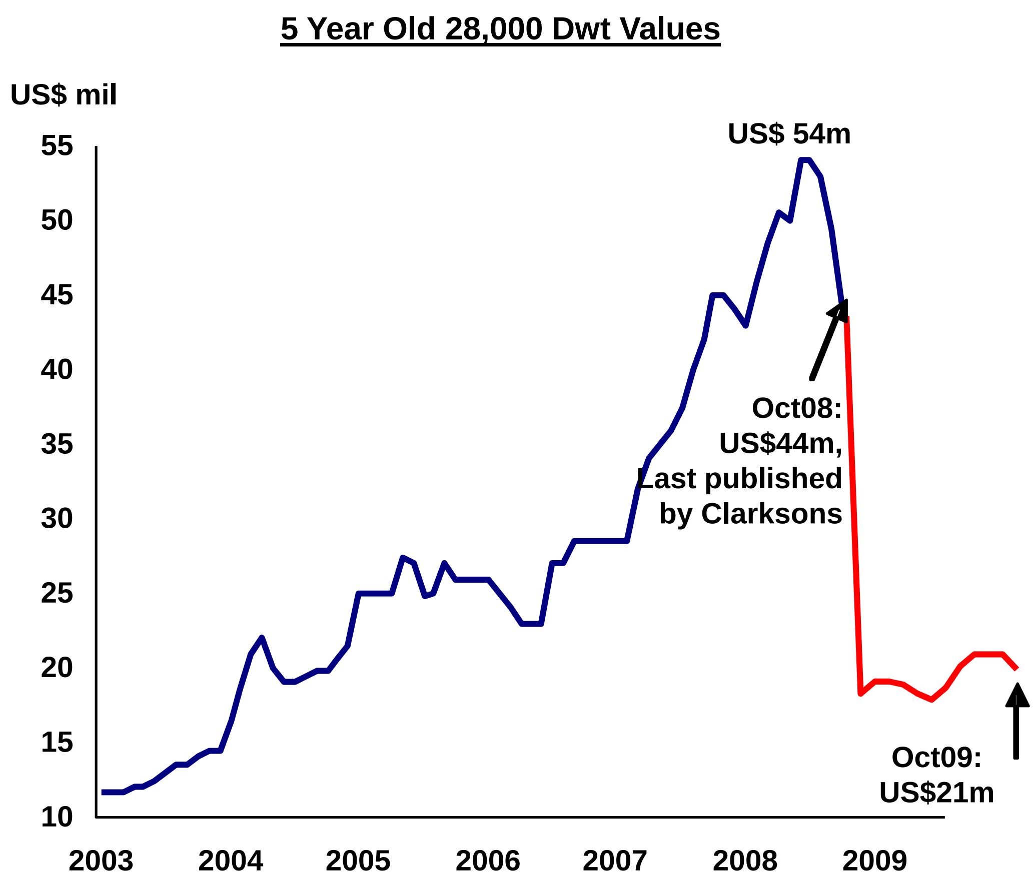


- 27% are 25+ years old
- 4m dwt of handysize ships scrapped in Q1-Q309

Source: Clarkson Oct 2009

** 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

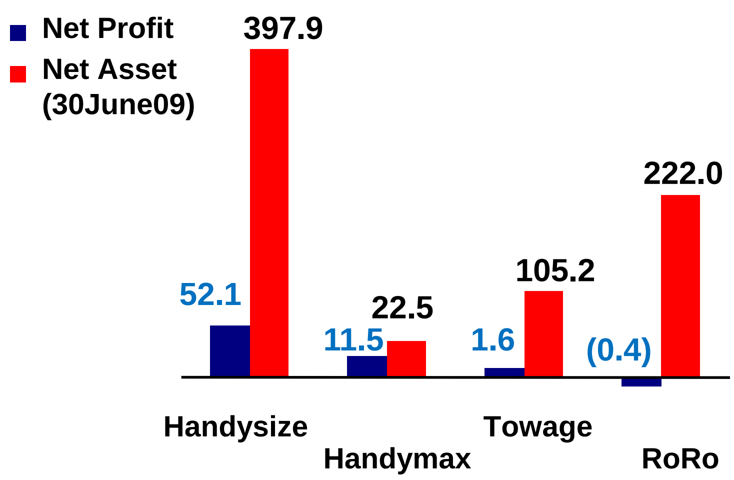
Source: Clarksons (up to Oct 2008), Aggregate brokers estimates (from Oct 2008)

2009 Financial Highlights

As at 30 June 2009

	1H09	1H08
Revenue (US$m)	425.9	909.9
Net Profit (US$m)	74.8	337.6
Basic EPS (HK¢)	32	162
Return on average shareholders' equity	12%	68%
Dividends (HK¢ per share)	8.0	76.0

Segment Net Profit versus Net Assets (US$m)



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

Segment Result – Handysize

As at 30 June 2009

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

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

Segment Result – Handymax

As at 30 June 2009

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

Earnings:

- Average BSI reduced 72%
- Our TCE reduced 60%

Costs:

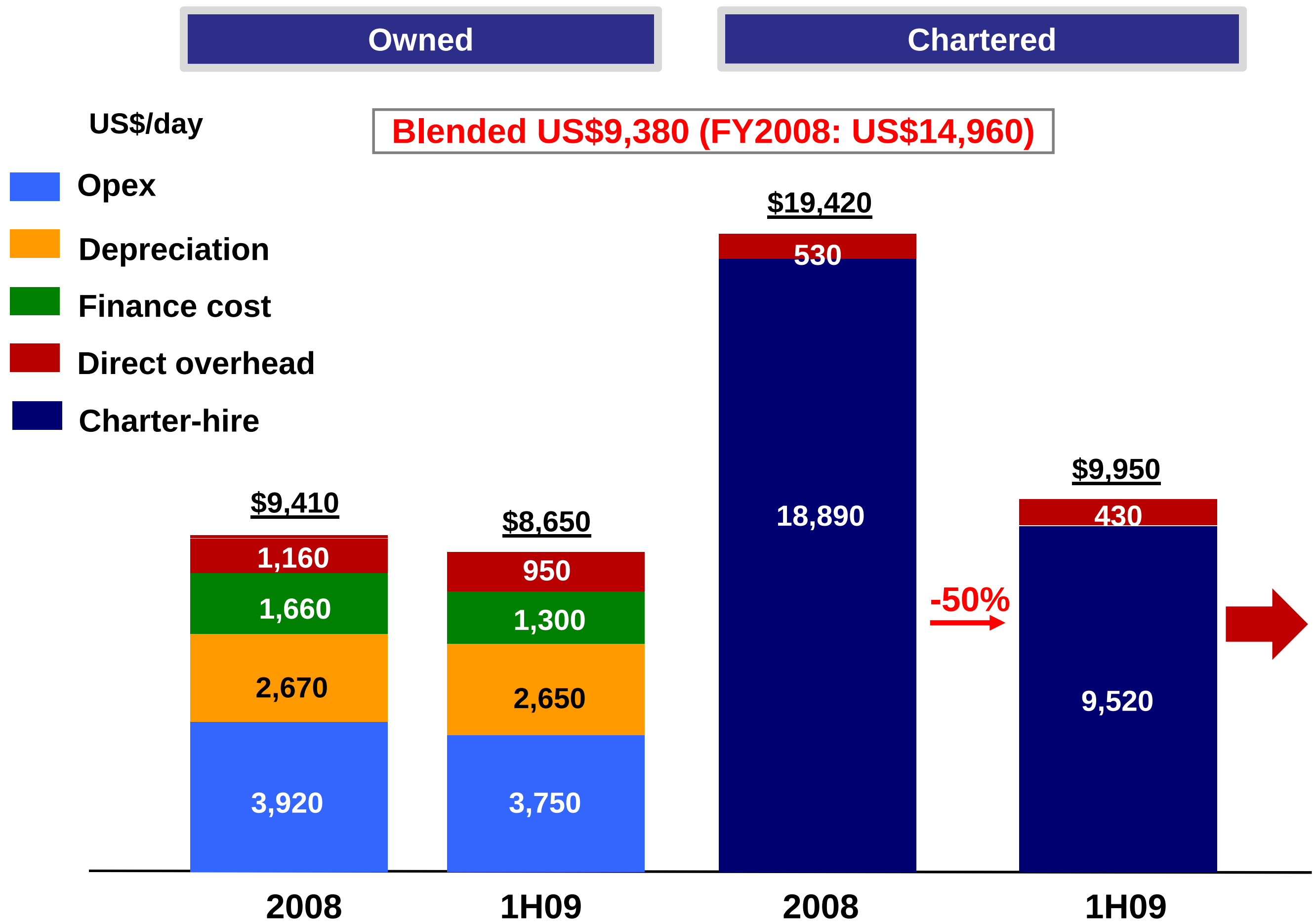
- Cheaper chartered-in vessels
- Cost reduction
- No onerous contracts provision or changes

Segment result excludes:

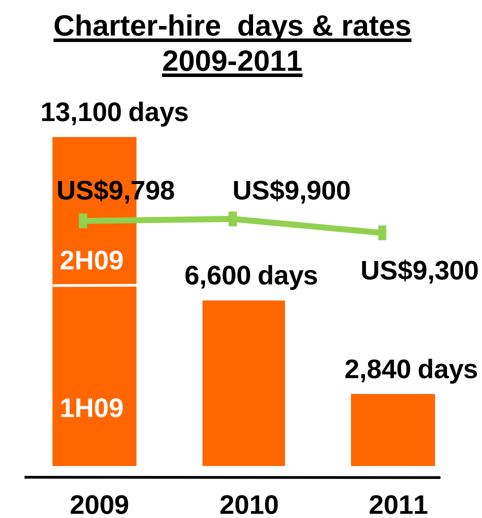
- US$0.9m unrealised net derivatives income

As at 30 June 2009

Daily Vessel Costs - Handysize



	2008	1H09	2008	1H09
Vessel Days	11,200	5,490	13,910	7,040
	45%	44%	55%	56%



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

Charter Days
Charter-hire

Impact of Financial Instruments

US$ m	Period ended 30 June Realised	Unrealised	2009	2008
Net Gains / (Losses)				
Interest rate swap contracts	(1.5)	2.9	1.4	(0.6)
Bunker swap contracts	(10.4)	43.4	33.0	54.9
Forward freight agreements	19.0	(31.3)	(12.3)	(11.7)
	7.1	15.0	22.1	42.6

- 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

As at 30 June 2009

Balance Sheet

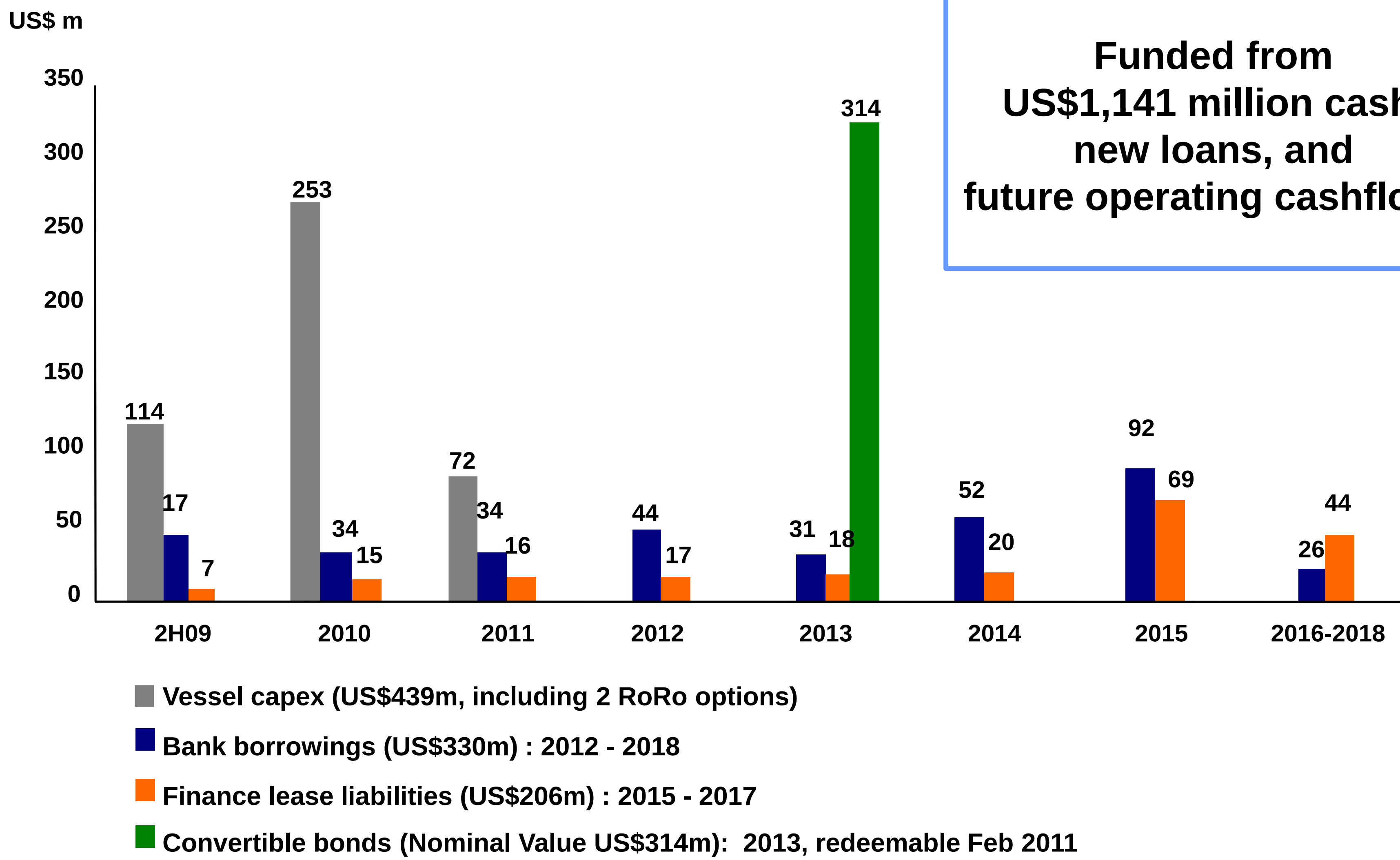
US$m	Dry bulk	Towage	RoRo	Treasury	30 Jun 09	31 Dec 08
Vessels & other fixed assets	594	121	181	-	912	861
Total assets	744	156	222	1,097	2,406	2,331
Long term borrowings	207	39	-	581	827	848
Total liabilities	324	50	-	586	983	1,112
Net assets	420	105	222	511	1,424	1,219
Net cash					314	176
Net cash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

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

As at 30 June 2009

Borrowings and Capex

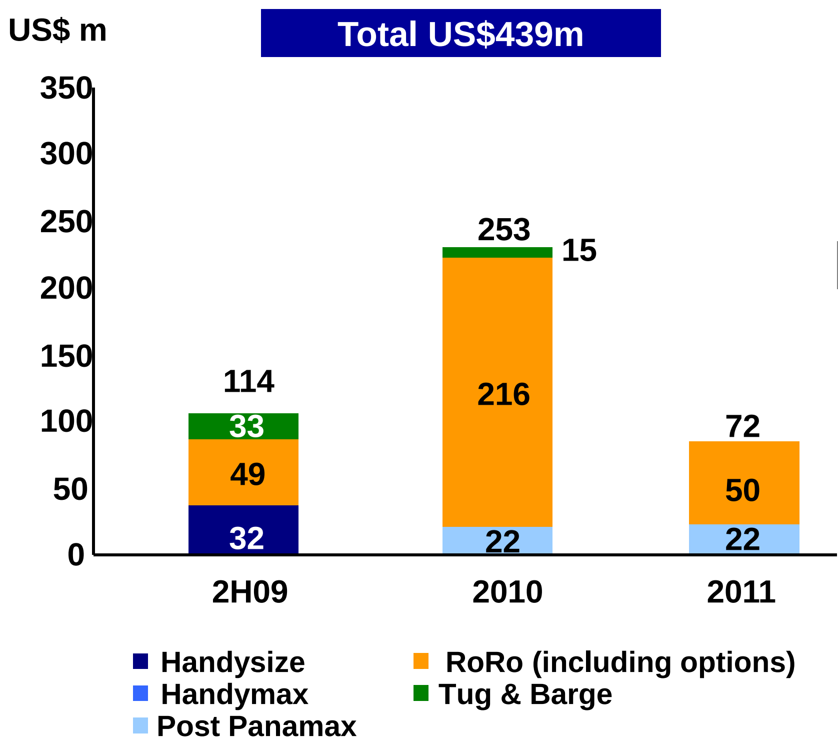
Funded from US$1,141 million cash, new loans, and future operating cashflows



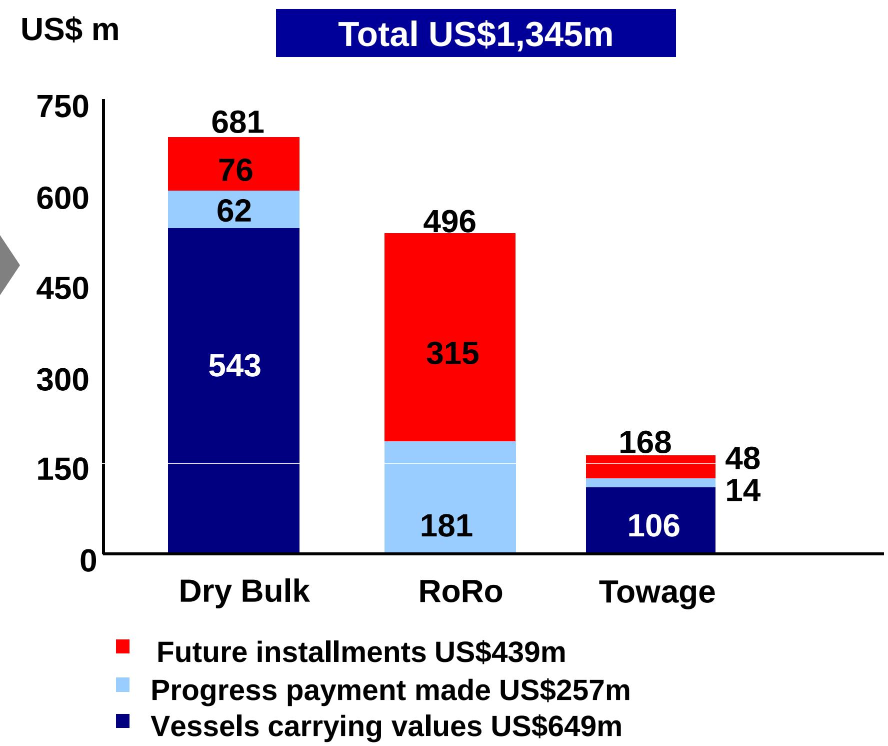
Capex and Combined Value by Vessel Types

As at 30 June 2009

Vessels Commitments



A Combined View of
Vessel Carrying Values and Commitments



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

Further commitments expected in dry bulk

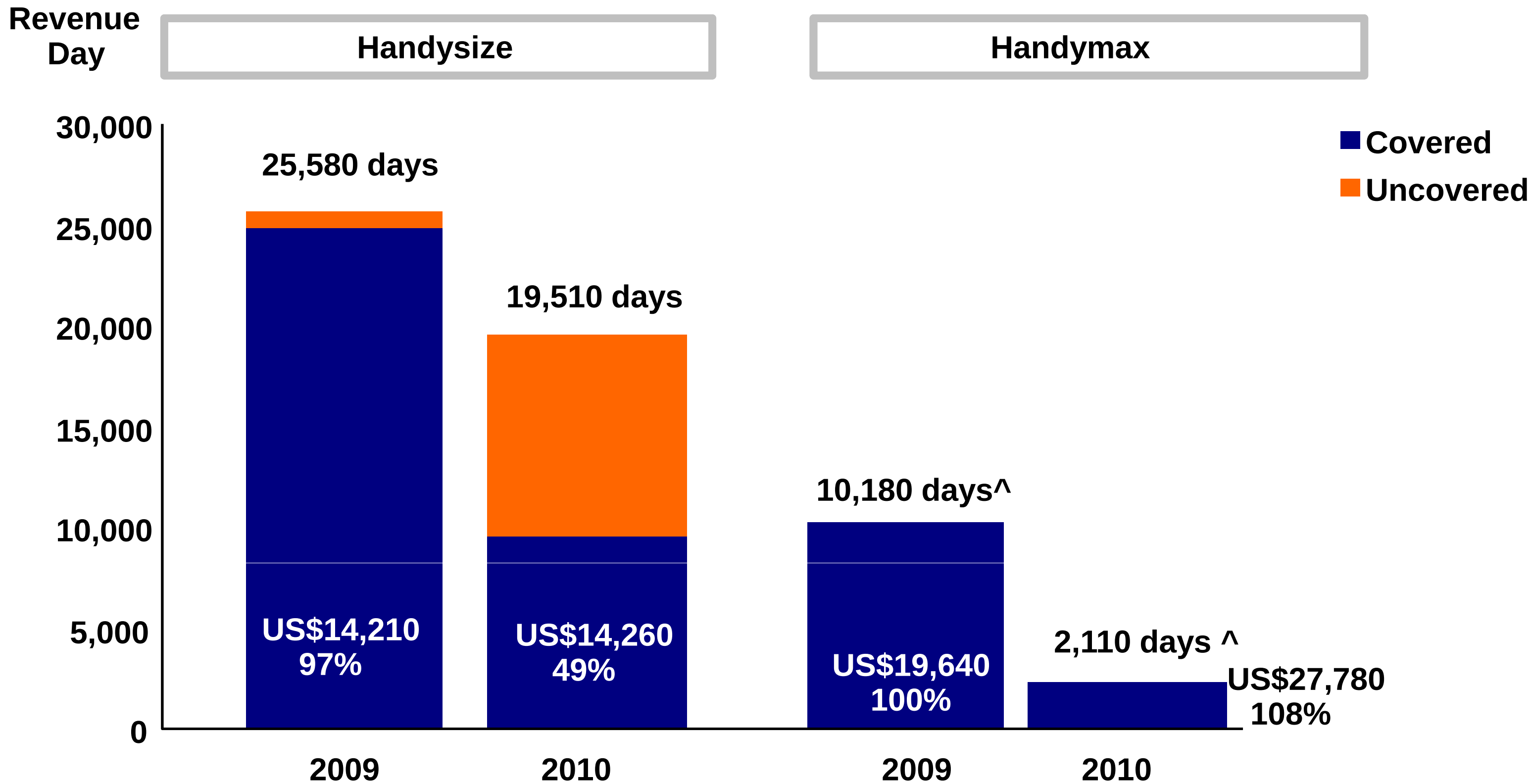
Cashflow

As at 30 June 2009

US$ m	1H09	1H08
Operating cash inflows	**61**	**284**
Investing cash in / (out) flows	**13**	**(218)**
- Vessels & other fixed assets related payments	(171)	(201)
- Sales of vessels	105	81
- Jointly controlled entities related payments and receipts	40	(17)
- Purchase of available-for-sale financial assets	-	(40)
- Net receipts from forward foreign exchange contracts	17	-
- Change in restricted / pledged bank deposits	13	(34)
- Others	9	(5)
Financing cash in/ (out) flows	**57**	**54**
- Proceeds from placement	97	271
- Repurchase of convertible bonds	(9)	-
- Net drawdown / (repayment) of borrowings	(14)	(52)
- Dividends paid	-	(153)
- Others, mainly interest paid	(18)	(13)
Cash and bank deposits	**1,141**	**804**

Earnings Coverage

Earnings coverage as at 22 Oct 2009



97% of 2009 handysize revenue days covered at rates significantly above market

Total combined cover * is 98% for year 2009 and 57% for year 2010

^ Excludes 2 handymax vessels on long term charter out
*As at 22 October 2009, we had for 2009 covered 97% of our 25,580handysize revenue days and 100% of our 10,180 handymax revenue days, equating to approximately 98% of our handysize equivalent days

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
- 97% of 2009 handysize days covered at US$14,210 per day. 2009 total combined cover is 98%
- Unchanged dividend policy: continue to pay out for the full year a minimum of 50% of profits excluding vessel disposal gains
- Remain cautious for 2010 when we expect a difficult and volatile freight market with healthy levels of cargo demand being outstripped by escalating vessel supply

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.