



Stock Code: 2343

Pacific Basin

Q108 Trading Update

As at 24 April 08

What is Pacific Basin?

- ◆ World's largest modern handysize vessel owner/operator
- ◆ 19 offices worldwide, 297 shore-based staff, 1,345 seafarers
- ◆ We carry the dry bulk commodities required for China's and Asia's growth
- ◆ Enjoying record high rate environment brought about by tight balance of ship supply and commodity demand



Pacific Basin

PacMarine



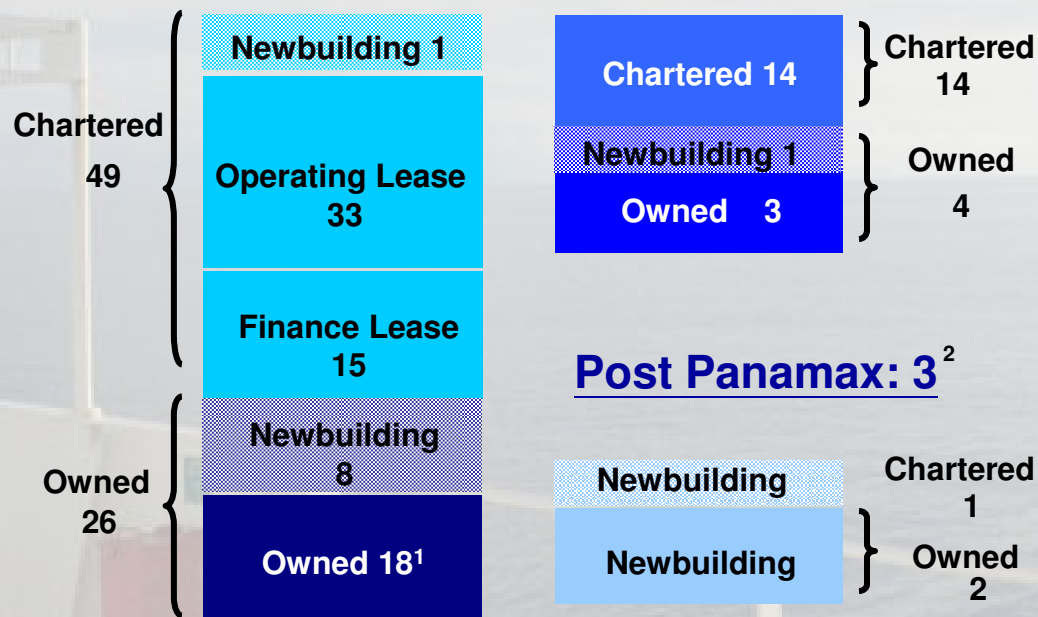
Fleet Profile

Fleet numbers as at 24 April 2008

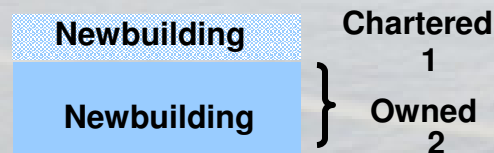
Dry Bulk Fleet - 96

Handysize: 75

Handymax: 18



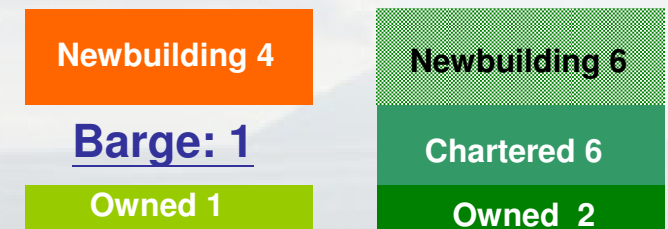
Post Panamax: 3²



Other Ships - 19

RoRo: 4

Tugs: 14



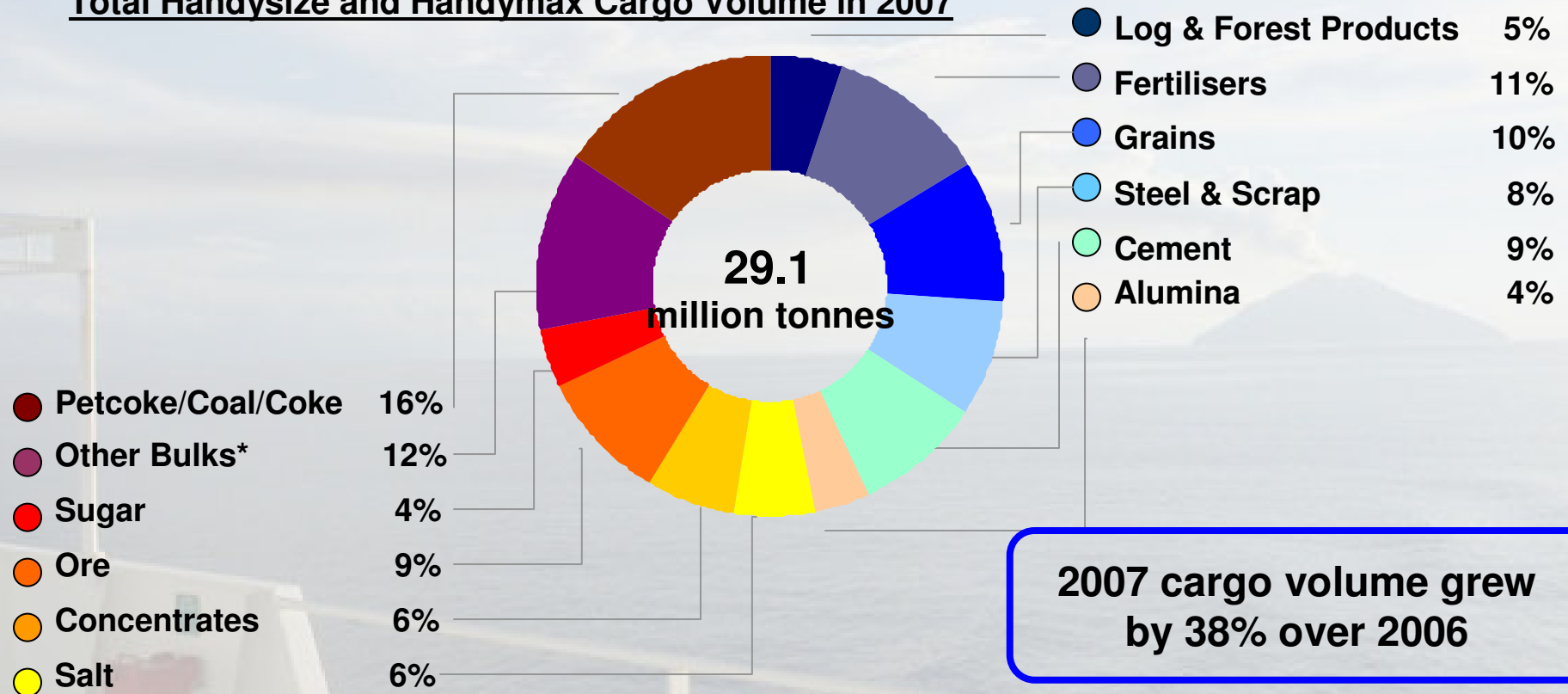
Includes 12 chartered-in vessels with purchase options

Note: ¹The Group has a 63.5% interest in 1 owned vessel

²The Group has a 50% interest in 1 owned newbuilding and 1 chartered newbuilding through its joint venture, Pacific Time Shipping

Diversified Cargo

Total Handysize and Handymax Cargo Volume in 2007



2007 cargo volume grew by 38% over 2006

Diversity of cargo types produces stable earnings versus major bulks

** Includes Cement Clinker, Gypsum, Sands, Soda Ash, Agricultural Products, Aggregates*



Market & Business Review

Baltic Exchange Indices

The Baltic Dry Index (BDI)

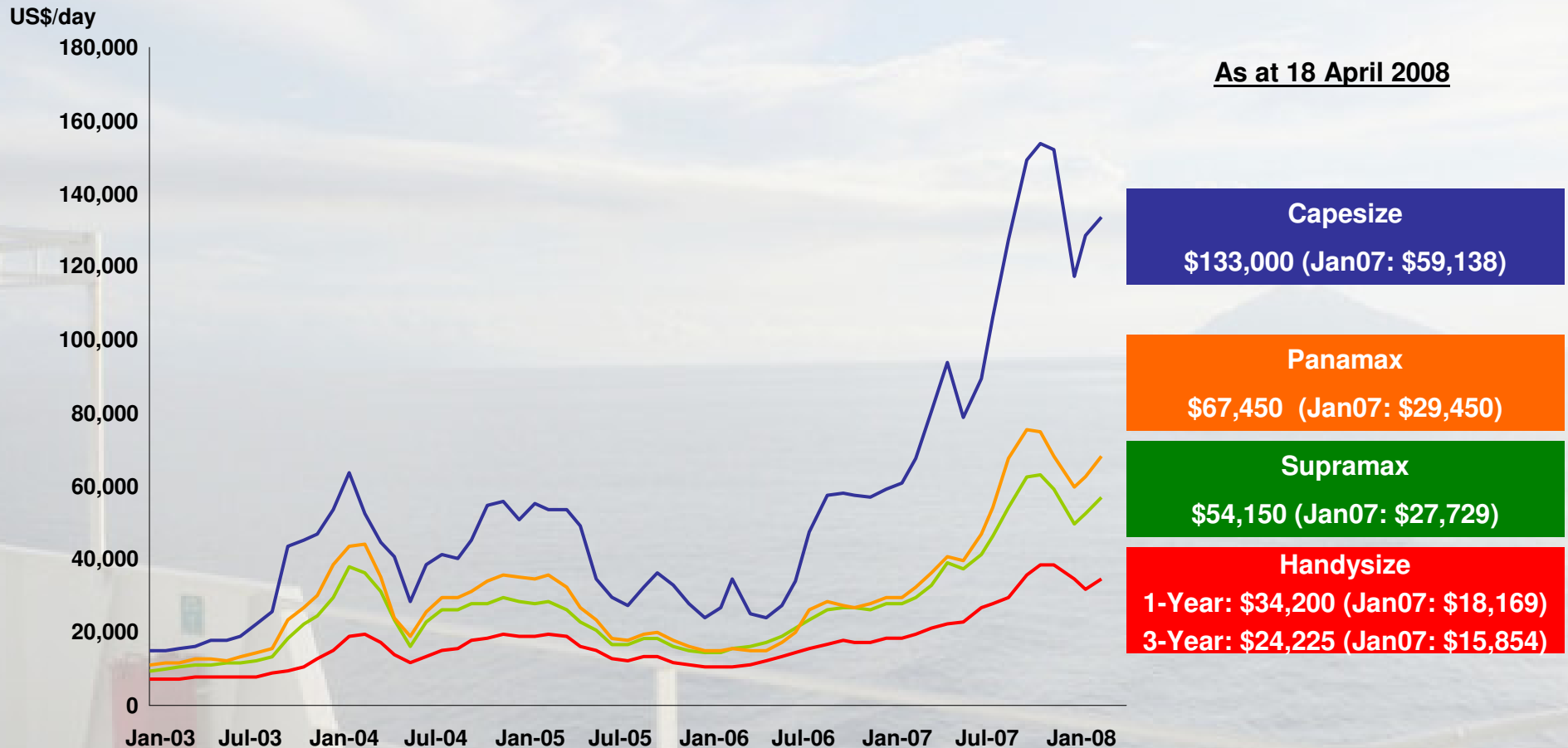


The Baltic Handysize Index (BHSI)



Note: BHSI is shown as Net rate
BHSI officially started on 2Jan07
Sources: The Baltic Exchange, Bloomberg LP

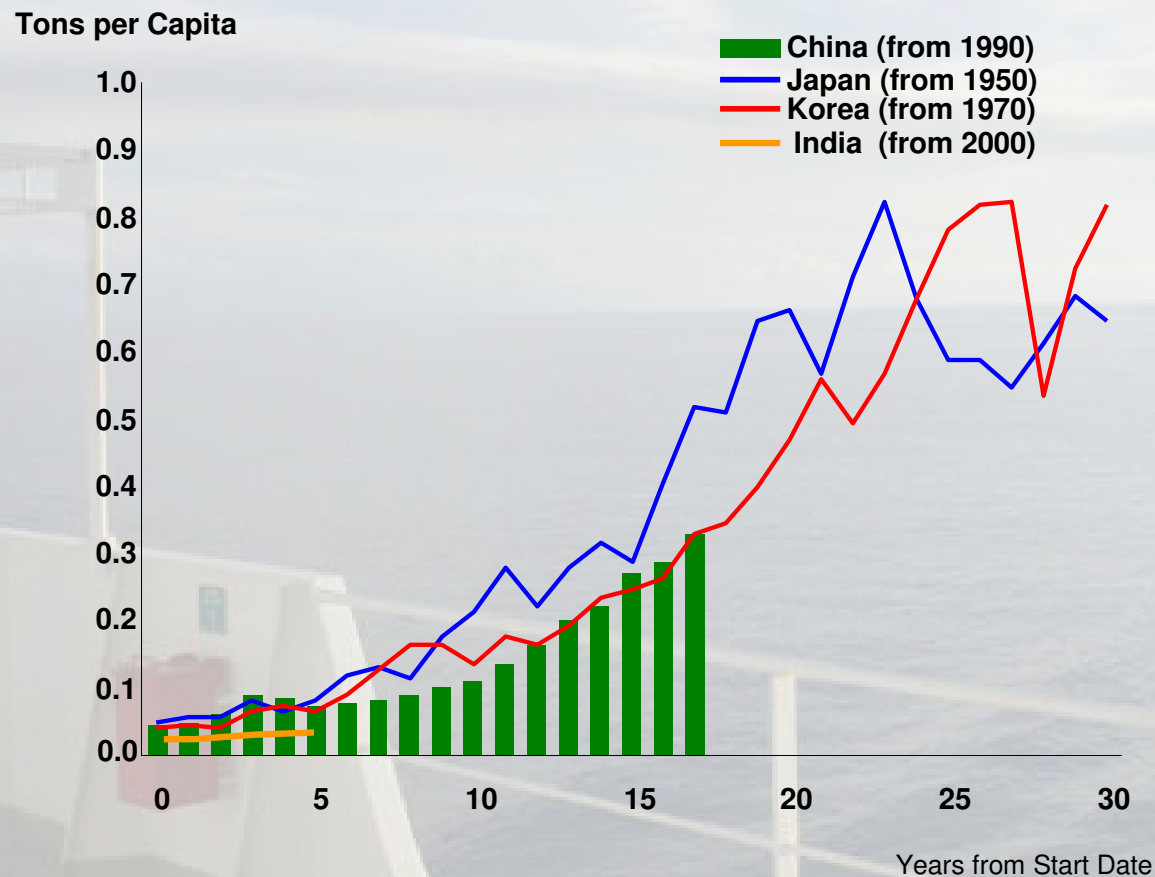
Dry Bulk – 1 Year Time-Charter Rate



Note: Net Rate
Source: Clarkson

China at Mid-Industrialization Stage

Steel Consumption Per Capita



Source: UBS, Pacific Basin

**Same growth as
historical trend in
Japan and Korea**

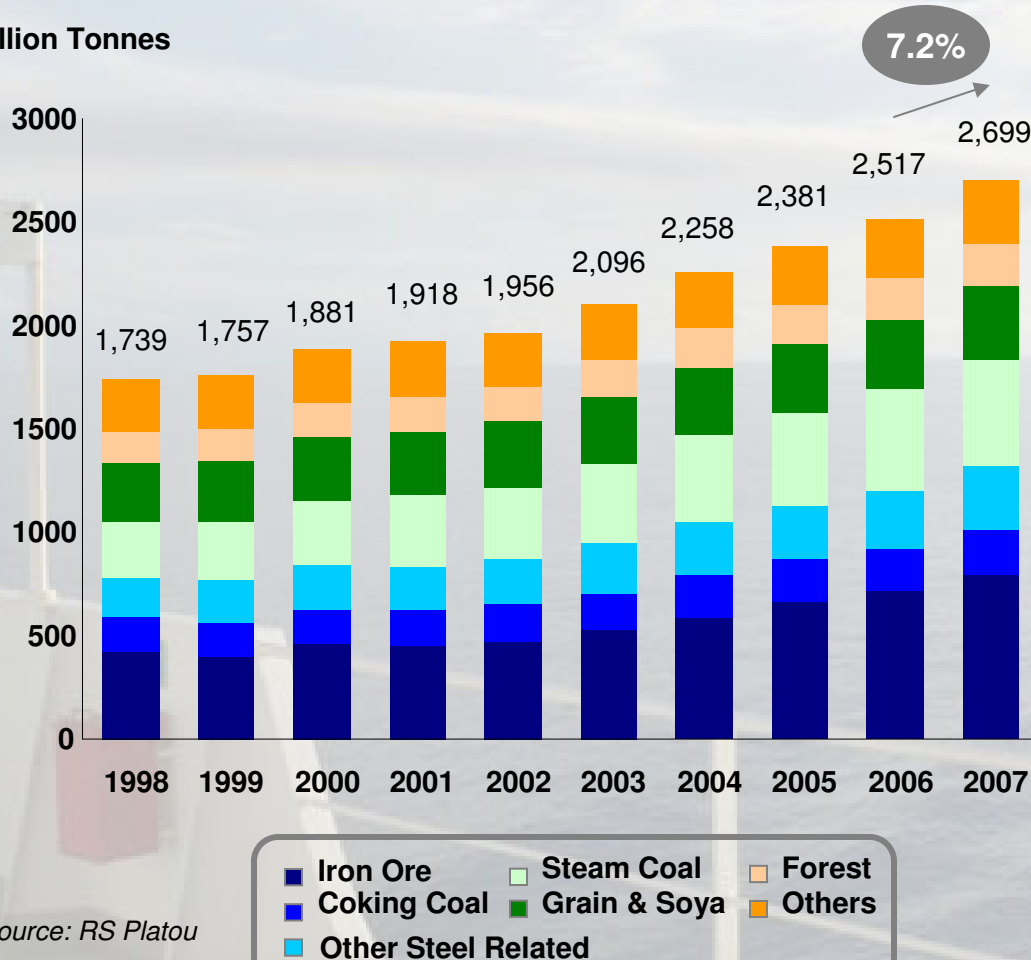
**Indicating long term
dry bulk strong
growth**

**Same trend for
other commodities
– electricity &
cement**

Sustainable Growth of Bulk Cargo Volume ^B

Seaborne Bulk Trade and Tonnage Demand

Million Tonnes

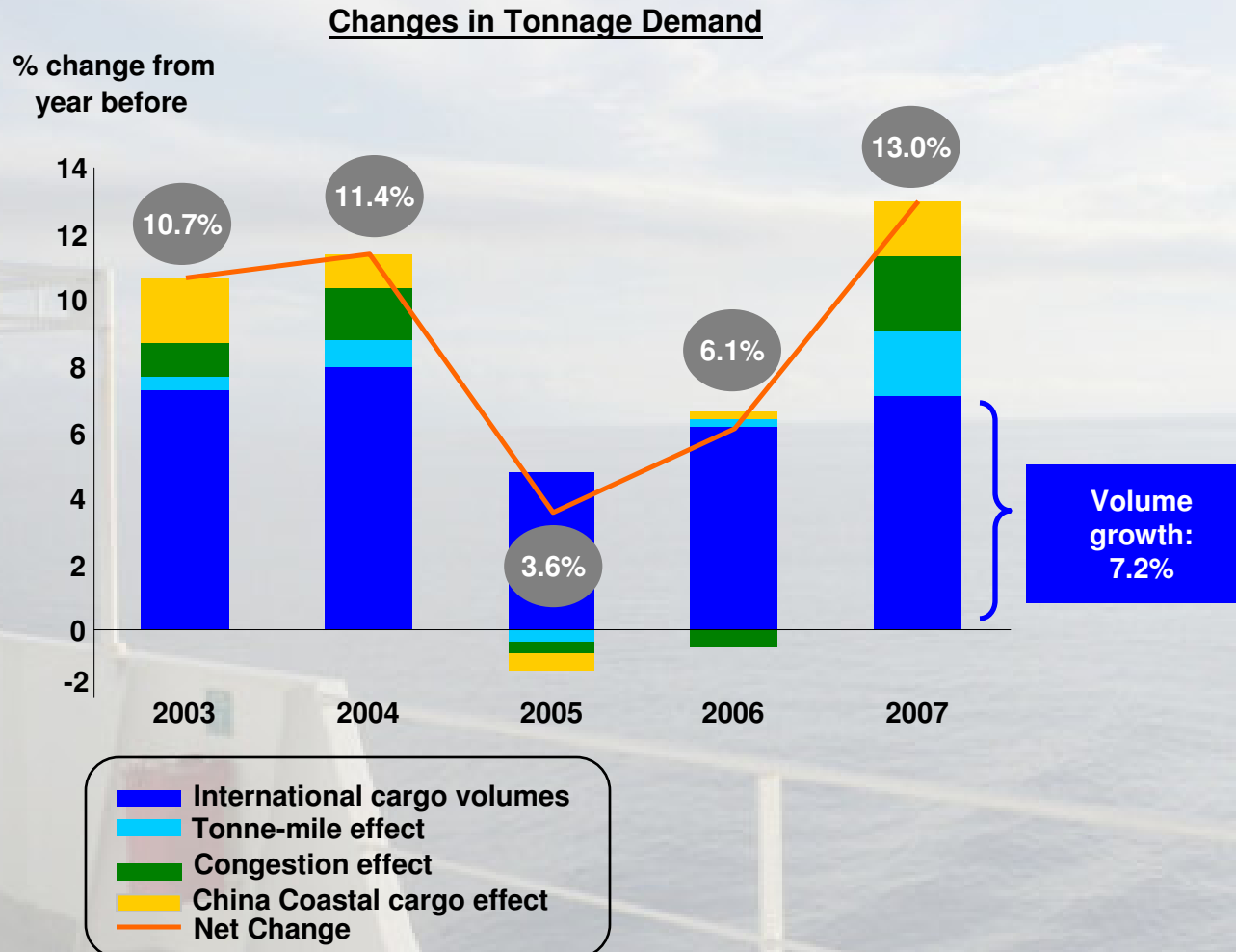


Source: RS Platou

Total cargo volumes grew by a healthy 7% year on year

Variety and volume of commodities needed by China have forced a change in traditional trading patterns

High Tonnage Demand







Source: R.S. Platou

**Estimated
tonnage
demand
growth of 13%
from 2006 to 2007**

**Demand
for ships
enhanced by
tonne miles,
congestion
and Chinese
domestic trade**

Lower Orderbook in Handysize

<u>Type of Vessels</u>	<u>Orderbook as % of Existing Fleet (dwt)</u>	<u>Ave. Age</u>
Dry Bulk	60%	
Capesize 100K +		
	91%	11.3
Panamax 60-100K		
	45%	11.9
Handymax 40K-60K		
	57%	11.9
Handysize 25-35K		
	39%	18.1

Record year for dry bulk ordering in 2007

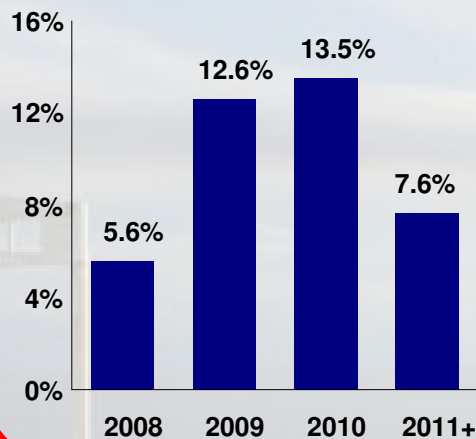
But still limited supply in 2008, particularly handysize

New capacity is emerging from China and Korea

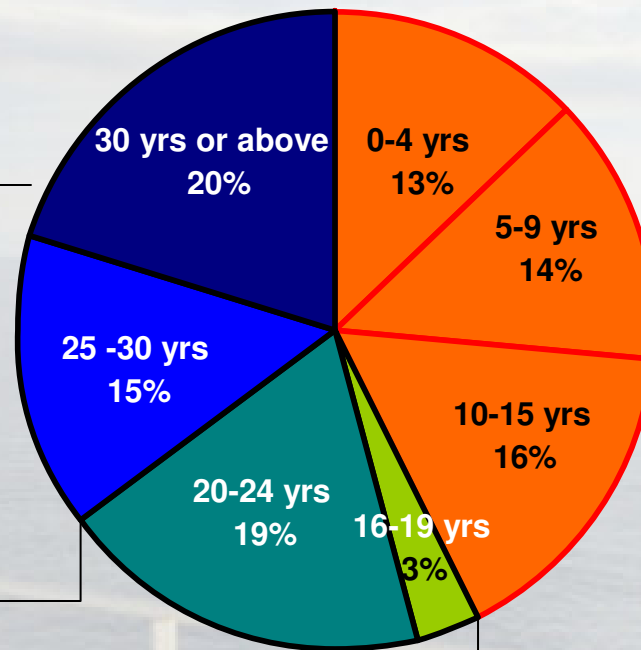
Source: Clarkson April 2008

Ageing Handysize Fleet

Orderbook 25-35K dwt (39%)



Total handysize 25-35k dwt fleet
(April 2008)



20% ≥ 30+Years

35% ≥ 25+Years

54% ≥ 20+Years

57% > 15+Years

**More than
35% older
than 25 years**

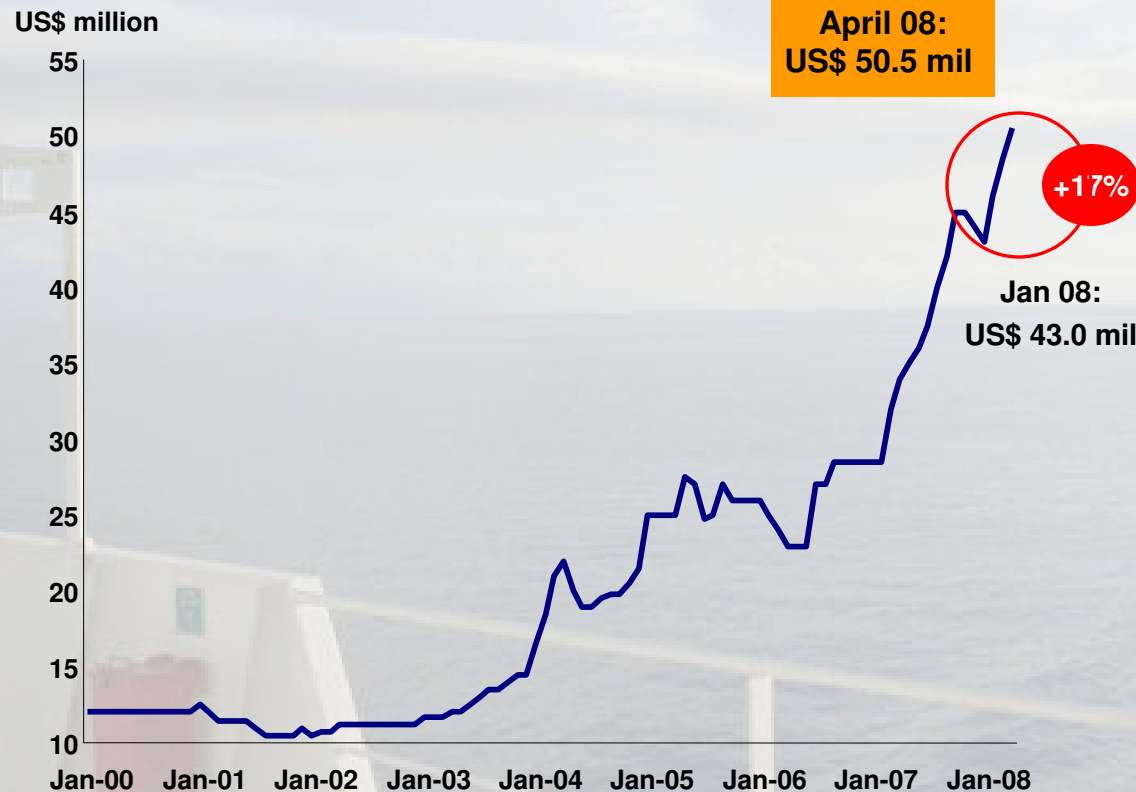
**Uncertainty over
'real' deliveries
from 2009/2010**

**16% handysize
delivery slippage in
2007**

Source: Clarkson April 2008, Total handysize 25-35K dwt fleet around 1,254 Vessels (36.9mil dwt)

Dry Bulk Carrier Sale & Purchase Market

2nd-hand 5-year old handysize vessel price (25K-35K dwt)



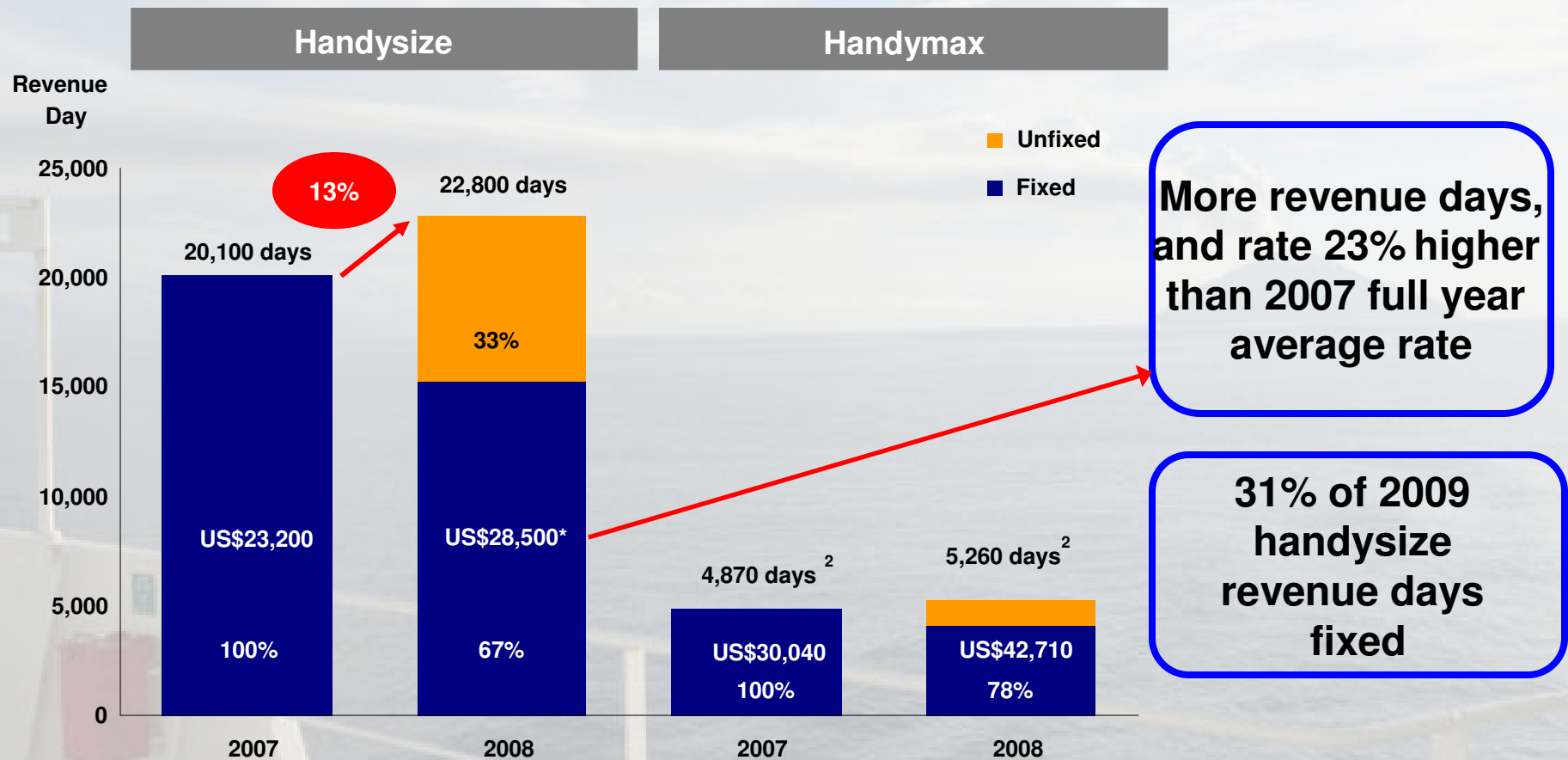
**Second hand vessel
price continues
to stay high**

**Our asset value moves
in line with
market values**

Source: Clarkson 27Mar08

Earnings Coverage

Earnings Coverage As at Q108 Trading Update



¹ includes an approximate US\$1,000/day anticipated uplift from efficient voyage execution

² excludes 2 handymax vessels on long term charter

New Developments



Business Development

APMIG - Ports	<ul style="list-style-type: none"> ◆ July 2007, US\$17m capital investment in Nanjing Longtan Tianyu Terminal JV Company
China - other	<ul style="list-style-type: none"> ◆ 3 post panamax newbuildings will deliver in 2011 ◆ Pacific Time Shipping, the JV with China Huaneng Group
PB Towage	<ul style="list-style-type: none"> ◆ November 2007, acquisition of Australian Maritime Services ◆ Operates 7 modern tugs in Brisbane, Sydney, Melbourne and W.Aus
Fujairah Bulk Shipping	<ul style="list-style-type: none"> ◆ Strategy to be the market leader in sourcing and transporting aggregate in the Gulf region ◆ In 2007, US\$4.3m profit recorded (PB share)
Roll on Roll off (RoRo)	<ul style="list-style-type: none"> ◆ 4 newbuildings will deliver in 2009 to 2011 ◆ Good demand prospects, high average fleet age and low orderbook
Equity Investments	<ul style="list-style-type: none"> ◆ A limited number of long positions in listed shipping equities taken since March 2007 ◆ An absolute return of 113% (US\$25.2m) since inception booked in January 2008

Roll On Roll Off (RoRo)

- ◆ Pacific Basin entered RoRo sector with four newbuildings acquired for approx. US\$375m in Feb 08, scheduled to be delivered 2009-2011
- ◆ Used for transportation of wheeled cargoes (mostly trucks) which are loaded over a ramp
- ◆ Proven design, suitable for the common short sea trades
- ◆ Attractive fundamentals
 - ◆ Immediate “short-sea” trade demand is in Asia Minor & Europe, with Pacific Basin also well positioned to lead the way in Asia in RoRo sector
 - ◆ Low orderbook (17%)
 - ◆ 44% of vessels aged 25 years or over



Source: Maersk Broker

Ports and Towage

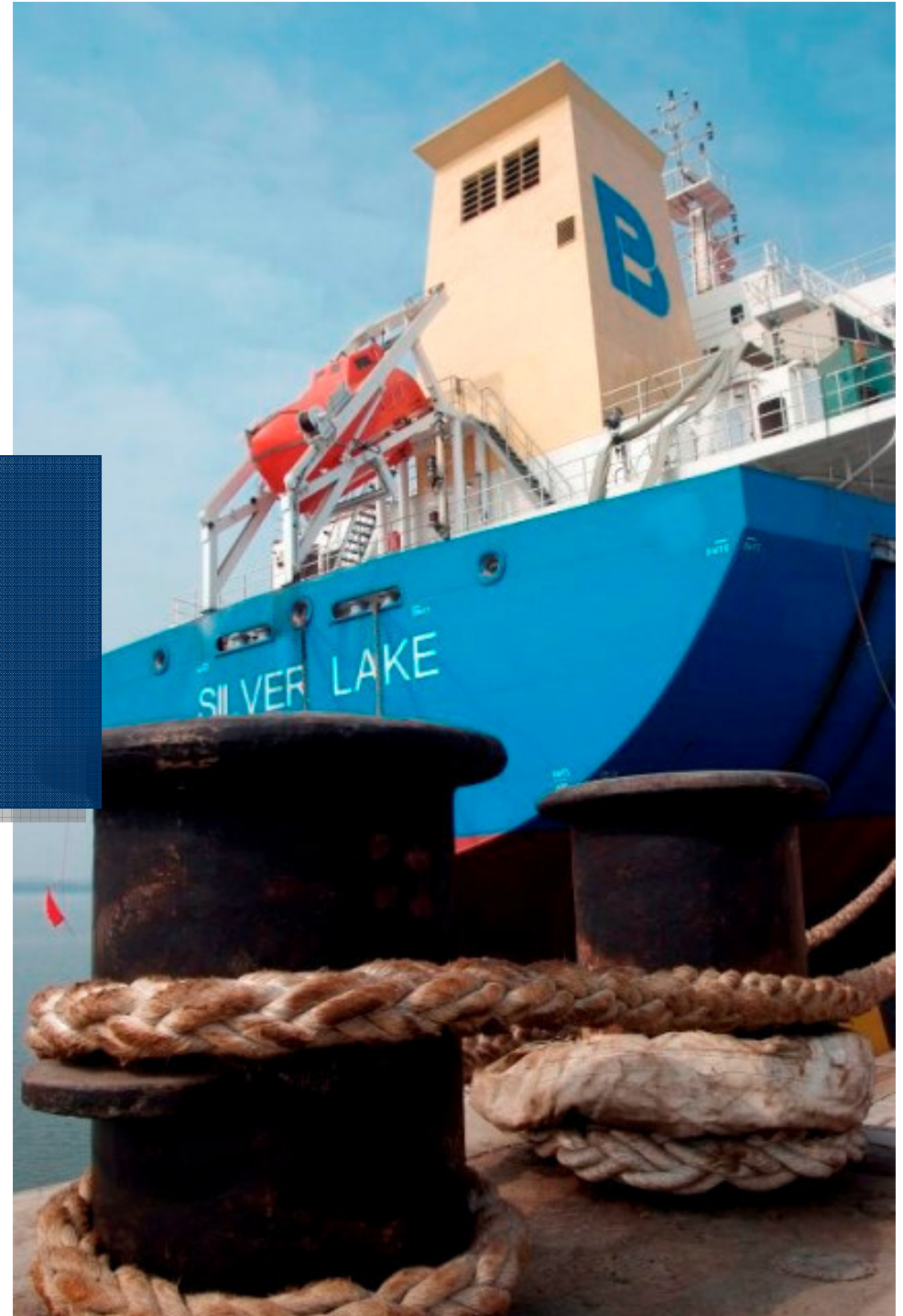
APMIG - Ports

- ◆ Pacific Basin holds a 45% interest in a Chinese bulk cargo terminal - Nanjing Port Longtan Terminal
- ◆ 2007 trial operations handled 160,000 tonnes of general cargo
- ◆ Steady growth in terminal's throughput is expected once formal operations begin, later in 2008

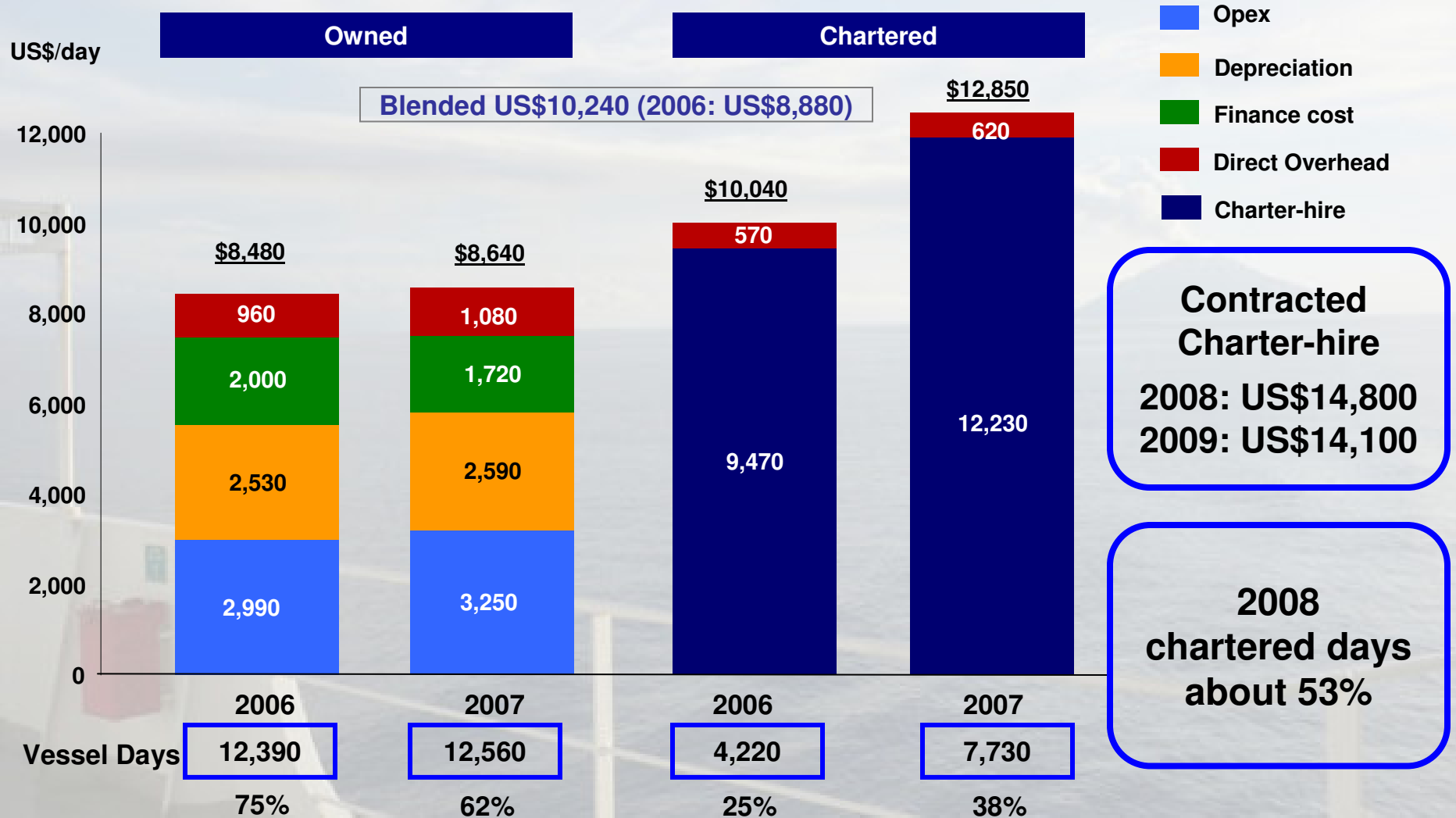
PB Towage

- ◆ Pacific Basin holds approximately 90% interest in Australia Maritime Services (AMS), which provides harbour tug services in Australian ports
- ◆ Currently, AMS owns and operates 7 modern tugs based in Brisbane, Port Botany (Sydney), Melbourne and Western Australia
- ◆ Additional 6 newbuildings on order

Financial Review



Daily Vessel Costs - Handysize



Balance Sheet

US\$mil

Net book value of fixed assets ¹

Gross borrowings

Cash

Net borrowings

Shareholder's equity

Net borrowings / Fixed assets

Net borrowings / Shareholder's equity

31 Dec 07

755.9

660.2

649.5

10.7

867.6

1.4%

1.2%

31 Dec 06

741.0

350.5

63.2

287.3

485.0

38.1%

59.2%

Note 1

33 delivered vessels, NBV = US\$602m

Avg NBV: HS: US\$18m, HM: US\$24m

Avg insured value: HS: US\$49m, HM: US\$72m

**Insured values of all
vessels with ownership
interest US\$2.99bn**

Vessel Capital commitments

At 31 December 2007

	2008	2009	2010	2011	Total
					<u>US\$mil</u>
11 Handysize	137.6	49.3	-	-	186.9
1 Handymax	32.1	-	-	-	32.1
1 Post Panamax	-	-	21.7	22.1	43.8
2 Tugs	11.4	-	-	-	11.4
	181.1	49.3	21.7	22.1	274.2

Recent Vessel Commitments

4 Roll on roll off	92.2	119.0	137.7	25.9	374.8
4 tugs	9.4	19.4	2.3	-	31.1
	101.6	138.4	140.0	25.9	405.9
Total	282.7	187.7	161.7	48.0	680.1

**Funded from existing
cash + new debt**

**Further commitments
expected in these areas**

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.