



JINHUI SHIPPING AND TRANSPORTATION LIMITED
Q4 2014 and 2014 Annual Results Presentation
27 February 2015

Disclaimer

This presentation may contain forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including the Company's management's examination of historical operating trends. Although the Company believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties which are difficult or impossible to predict and are beyond its control, the Company cannot give assurance that it will achieve or accomplish these expectations, beliefs or targets.

Key risk factors that could cause actual results to differ materially from those discussed in this presentation will include but not limited to the way world economies, currencies and interest rate environment may evolve going forward, general market conditions including fluctuations in charter rates and vessel values, counterparty risk, changes in demand in the dry bulk market, changes in operating expenses including bunker prices, crewing costs, drydocking and insurance costs, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents, piracy or political events, and other important factors described from time to time in the reports filed by the Company.

Year 2014 Financial Highlights

Year 2014

- Revenue for the year declined 39% to US\$132 million
- Net loss for the year: US\$87 million (included non-cash impairment loss on owned vessels of US\$51 million)
- EBITDA* : US\$27 million
- Basic loss per share: US\$1.032
- Gearing ratio as at 31 December 2014: 25%

Q4 2014

- Revenue for the quarter declined 47% to US\$30 million
- Net loss for the quarter : US\$68 million (included non-cash impairment loss on owned vessels of US\$51 million)
- Basic loss per share: US\$0.814

* EBITDA is calculated as operating profit (loss) before depreciation and amortization, and excluding non-cash impairment loss on owned vessels / assets held for sale

Financial Highlights

For the year ended 31 December 2014

<u>US\$000</u>	<u>Year 2014</u> <u>(Unaudited)</u>	<u>Year 2013</u> <u>(Audited)</u>	<u>YoY</u>
Revenue	132,249	217,502	-39%
Impairment loss on owned vessels / assets held for sale	(50,586)	(12,844)	-294%
EBITDA *	26,644	104,586	-71%
Operating profit (loss)	(81,307)	32,330	-351%
Net profit (loss) for the year	(86,748)	25,399	-441%
Earnings (loss) per share	US\$(1.032)	US\$0.302	-441%

* EBITDA is calculated as operating profit (loss) before depreciation and amortization, and excluding non-cash impairment loss on owned vessels / assets held for sale

Key Financial Ratios

For the year ended 31 December 2014

	2014 <u>(Unaudited)</u>	2013 <u>(Audited)</u>
Total assets (US\$'000)	1,225,711	1,412,259
Return on equity ¹	-10.38%	2.9%
Return on total assets ²	-6.58%	1.8%
Current ratio ³	2.6 : 1	2.6 : 1
Net gearing ⁴	25%	32%

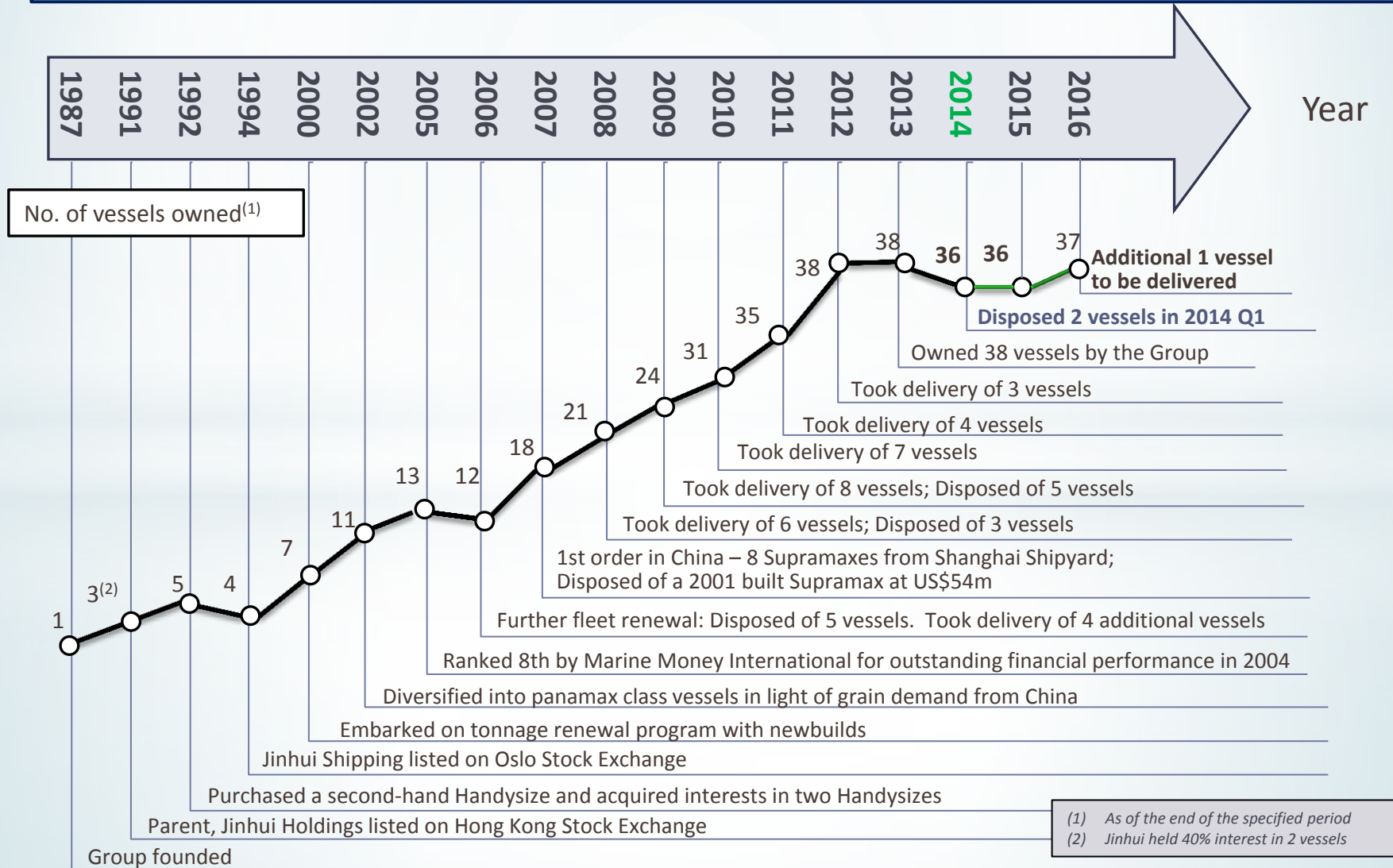
1. ROE is calculated based on net profit (loss) divided by average equity

2. ROA is calculated based on net profit (loss) divided by average of total assets

3. Current ratio is calculated based on current assets divided by current liabilities

4. Net gearing is calculated on the basis of net debts (total interest-bearing debts net of equity and debt securities, bank balances and cash) over total equity

Our Fleet Development



(1) As of the end of the specified period
 (2) Jinhui held 40% interest in 2 vessels

Young and Modern Fleet

As of 26 February
2015

Total Capacity of
Owned Vessels:
2,076,781 dwt

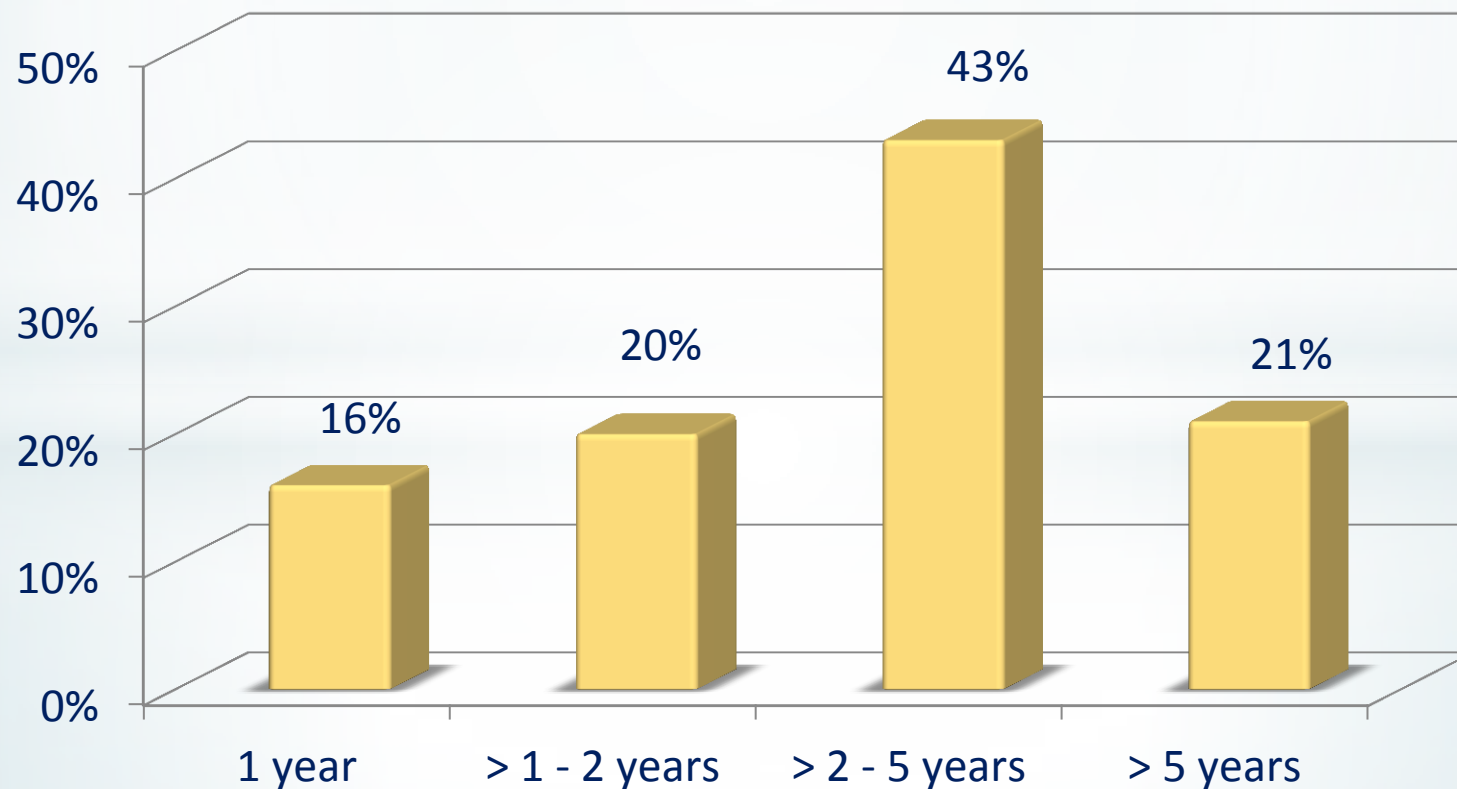
Average age: 8 years

	<u>Owned Fleet</u>	<u>Type</u>	<u>Size (dwt)</u>	<u>Year built</u>	<u>Shipyard</u>
1	Jin Lang	Post-Panamax	93,279	2010	Jiangsu New Yangzi
2	Jin Mei	Post-Panamax	93,204	2010	Jiangsu New Yangzi
3	Jin Chao	Panamax	75,008	2011	Sasebo
4	Jin Rui	Panamax	76,583	2009	Imabari
5	Jin Xiang	Supramax	61,414	2012	Oshima
6	Jin Hong	Supramax	61,414	2011	Oshima
7	Jin Han	Supramax	61,414	2011	Oshima
8	Jin Feng	Supramax	57,352	2011	STX (Dalian)
9	Jin Ming	Supramax	61,414	2010	Oshima
10	Jin Yue	Supramax	56,934	2010	Shanghai Shipyard
11	Jin Ao	Supramax	56,920	2010	Shanghai Shipyard
12	Jin Heng	Supramax	55,091	2010	Nantong Kawasaki
13	Jin Gang	Supramax	56,927	2009	Shanghai Shipyard
14	Jin Ji	Supramax	56,913	2009	Shanghai Shipyard
15	Jin Wan	Supramax	56,897	2009	Shanghai Shipyard
16	Jin Jun	Supramax	56,887	2009	Shanghai Shipyard
17	Jin Mao	Supramax	54,768	2009	Oshima
18	Jin Shun	Supramax	54,768	2009	Oshima
19	Jin Sui	Supramax	56,968	2008	Shanghai Shipyard
20	Jin Tong	Supramax	56,952	2008	Shanghai Shipyard
21	Jin Yuan	Supramax	55,496	2007	Oshima
22	Jin Yi	Supramax	55,496	2007	Oshima
23	Jin Xing	Supramax	55,496	2007	Oshima
24	Jin Sheng	Supramax	52,050	2006	IHI
25	Jin Yao	Supramax	52,050	2004	IHI
26	Jin Cheng	Supramax	52,961	2003	Oshima
27	Jin Quan	Supramax	51,104	2002	Oshima
28	Jin Ping	Supramax	50,777	2002	Oshima
29	Jin Fu	Supramax	50,777	2001	Oshima
30	Jin Li	Supramax	50,777	2001	Oshima
31	Jin Zhou	Supramax	50,209	2001	Mitsui
32	Jin An	Supramax	50,786	2000	Oshima
33	Jin Hui	Supramax	50,777	2000	Oshima
34	Jin Rong	Supramax	50,236	2000	Mitsui
35	Jin Bi	Handymax	48,220	2000	Oshima
36	Jin Yu	Handysize	38,462	2012	Naikai Zosen

Debt Maturity Profile

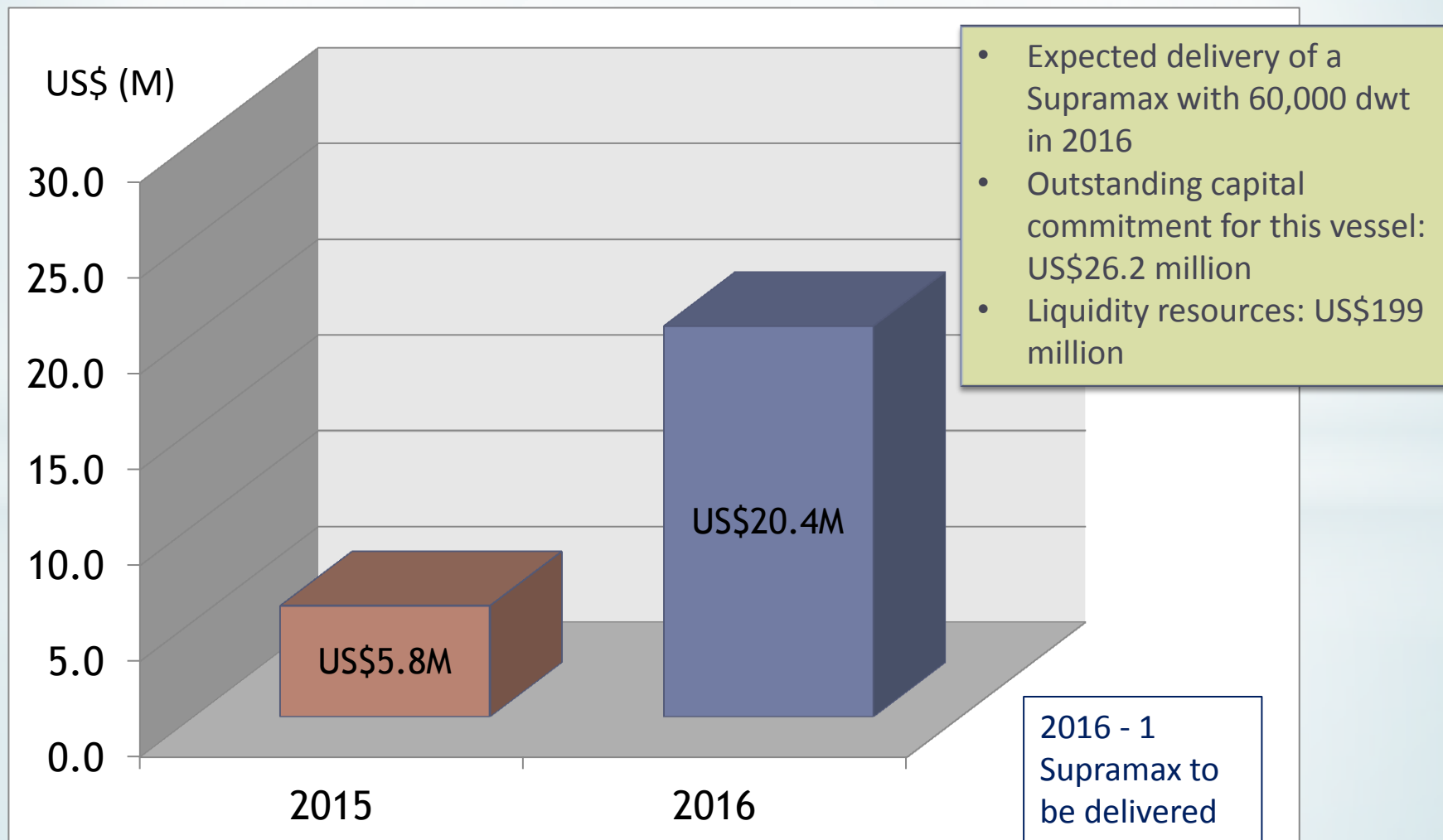
(Based on information up to 31 December 2014)

Debt breakdown by maturity



Total debt as of 31 December 2014 = US\$402 million

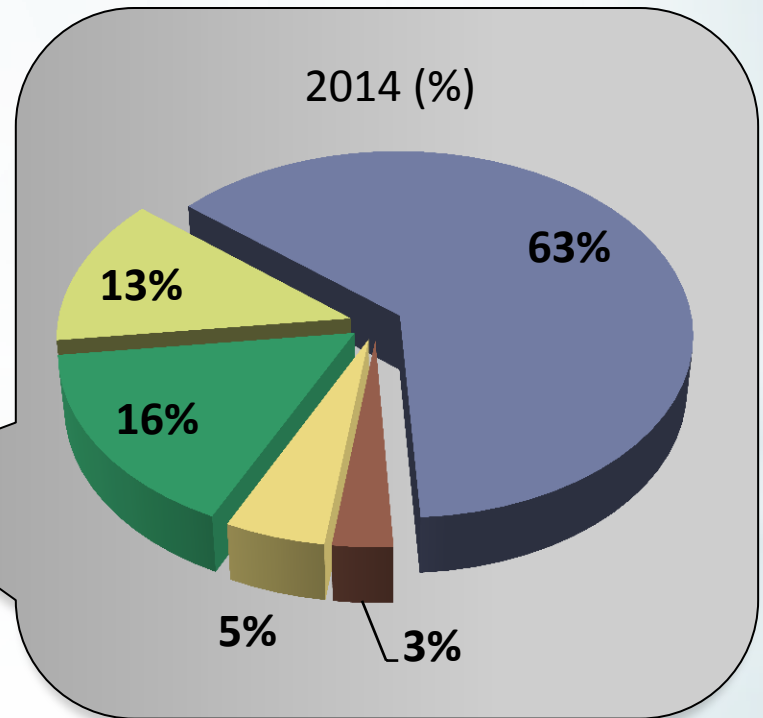
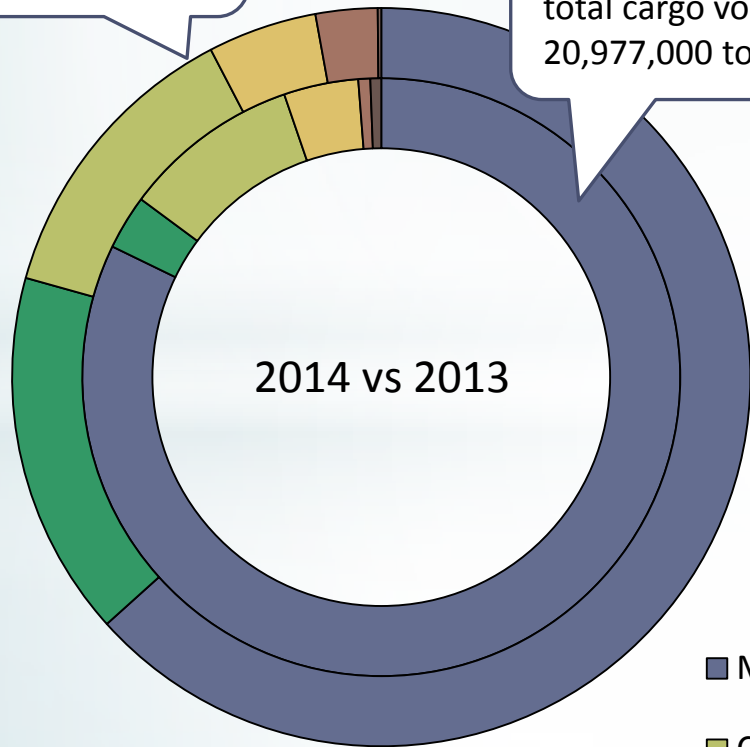
Capital Expenditure



Cargo Volume Analysis 2014

2014
total cargo volume
18,822,000 tonnes

2013
total cargo volume
20,977,000 tonnes

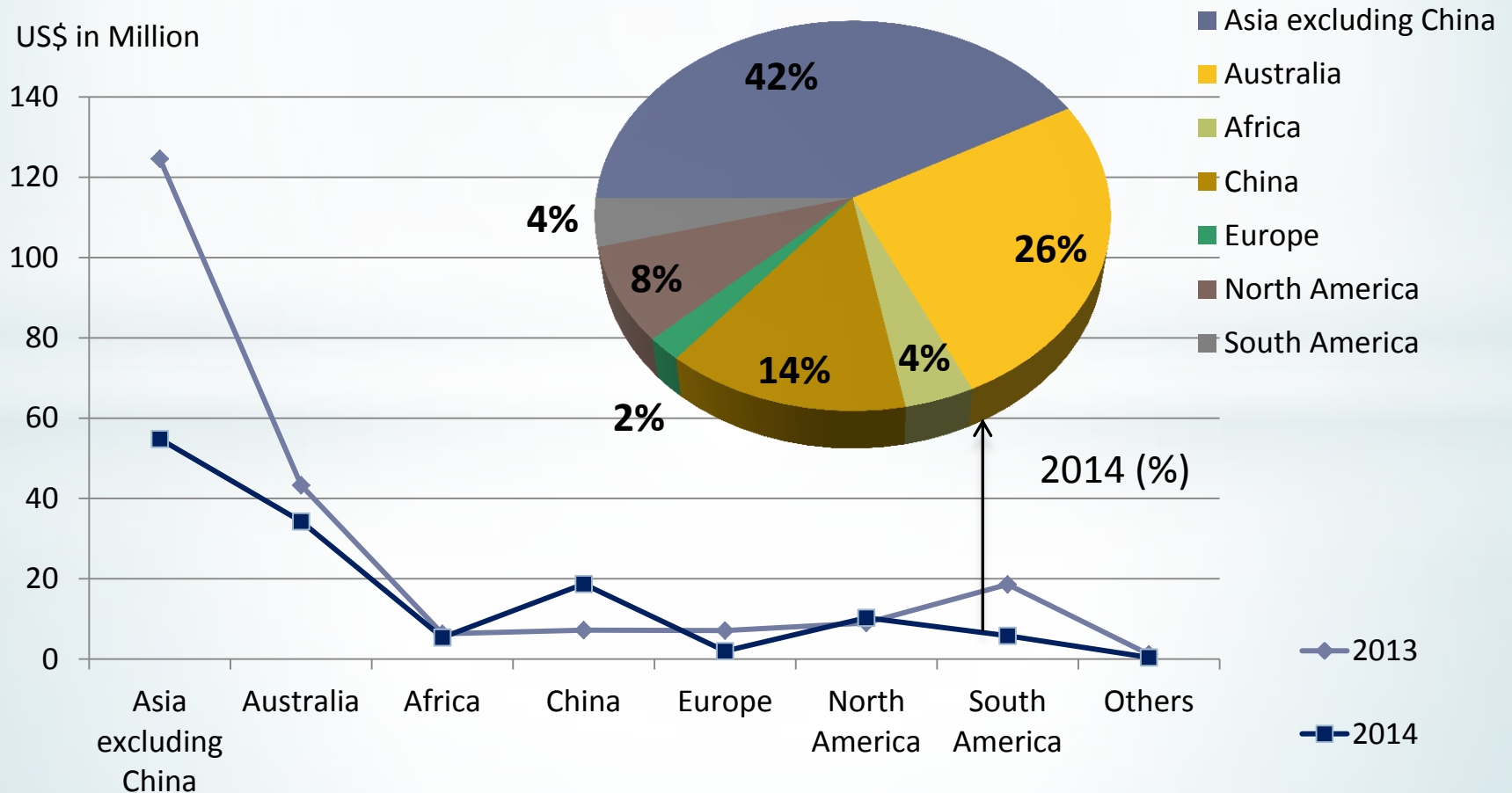


- Minerals
- Coal*
- Cement

- Steel Products
- Agricultural Products
- Fertilizer

Loading Port Analysis 2014

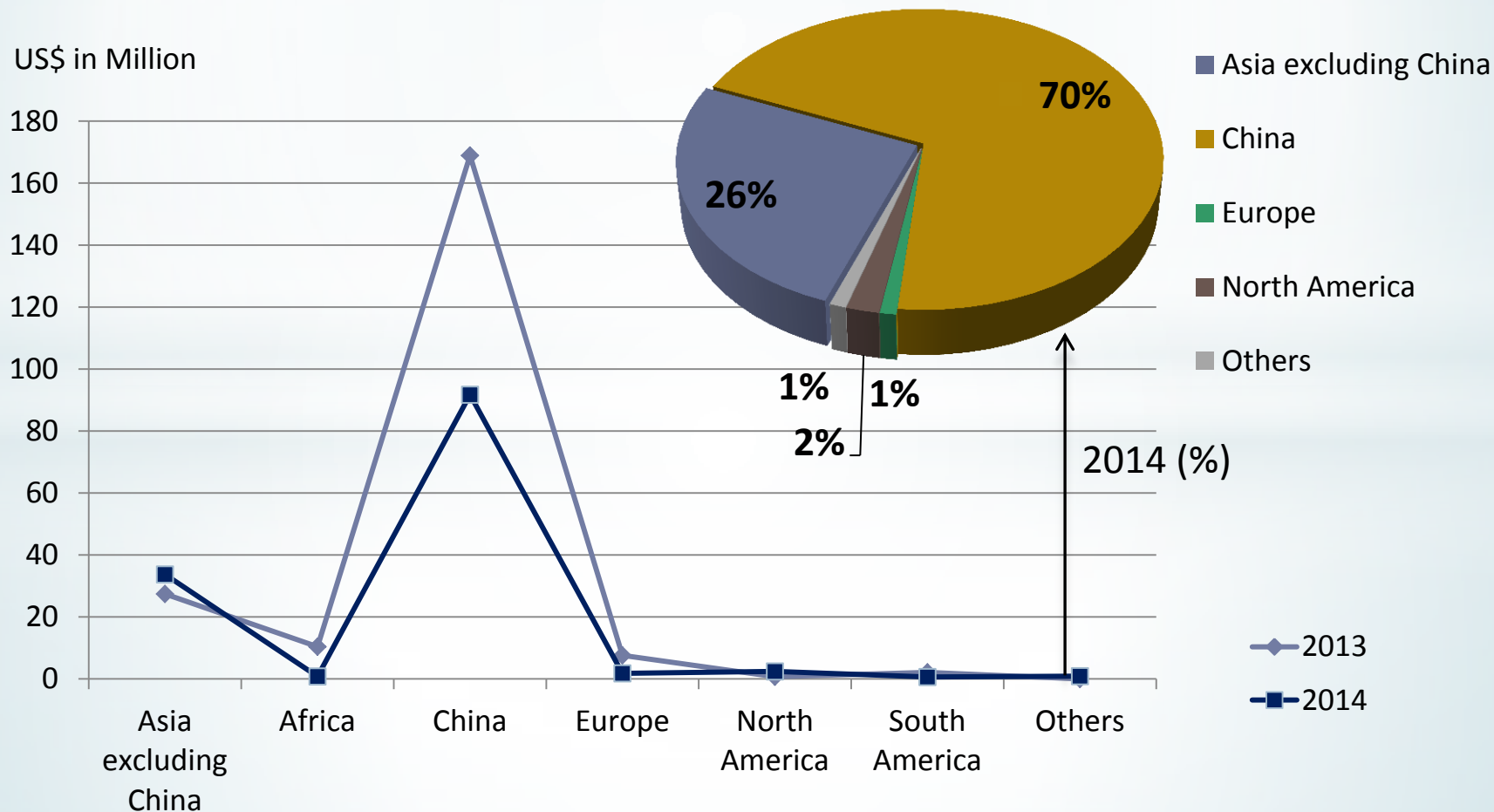
(Chartering revenue expressed by loading port)



2014 vs 2013

Discharging Port Analysis 2014

(Chartering revenue expressed by discharging port)



TCE of Jinhui Shipping's Fleet

(Based on information up to 31 December 2014)

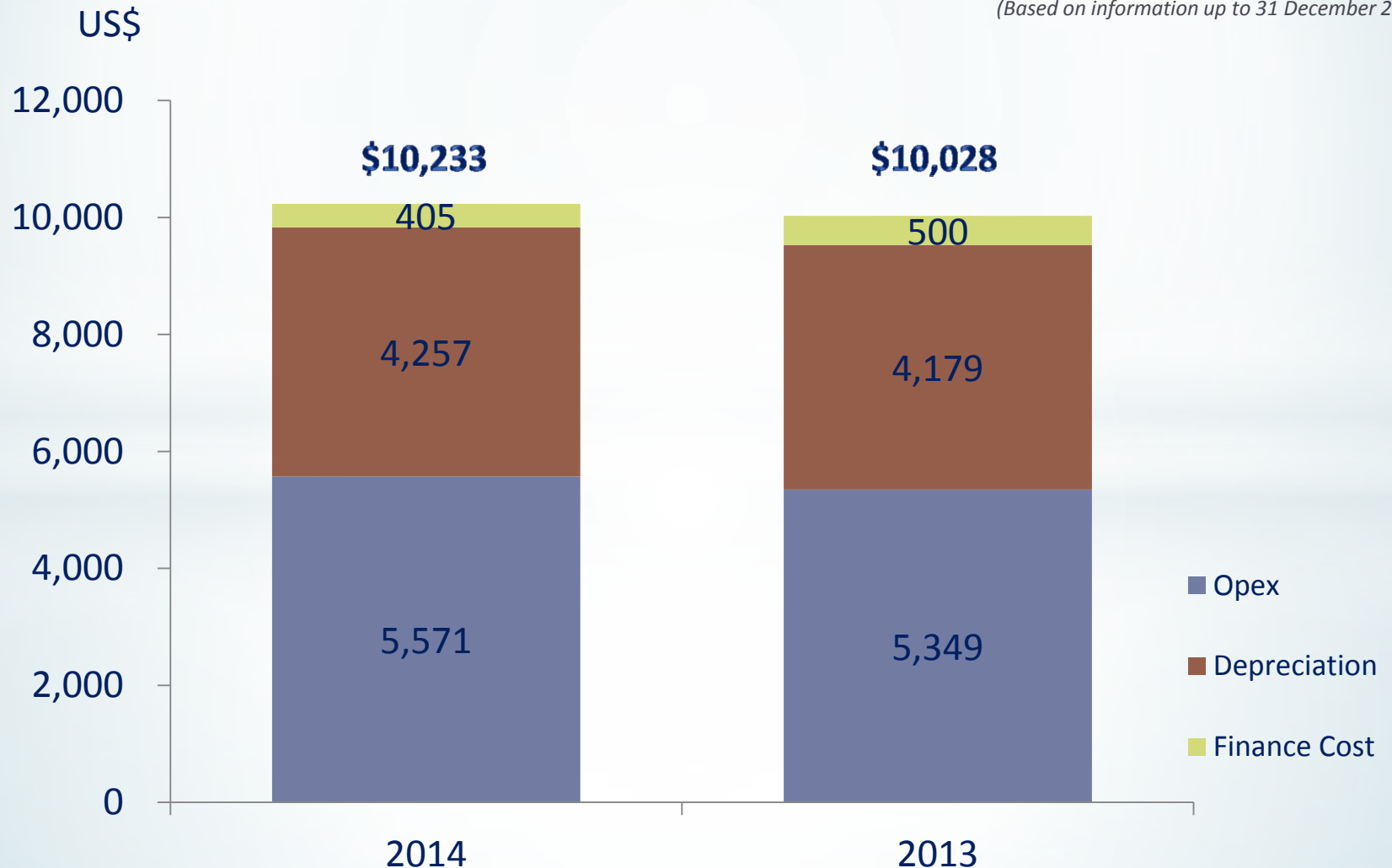
Average daily time charter equivalent rate (TCE)	Q4 2014	Q4 2013	2014	2013
	US\$	US\$	US\$	US\$
Capesize Fleet	-	13,400	13,477	13,202
Post-Panamax / Panamax Fleet	8,308	17,837	9,139	15,817
Supramax / Handymax / Handysize Fleet	8,355	13,680	9,235	13,424
In average	8,350	14,092	9,234	13,653

Decrease in TCE mainly due to

- vessels chartered out at low freight rates; and
- redelivery of the only chartered-in Capesize to owner in early 2014

Daily Cost of Owned Vessels

(Based on information up to 31 December 2014)



Outlook

- We expect freight market will be challenging in 2015;
- Excess dry bulk vessel supply remains a problem in 2015;
- Demand affected by the export bans of Indonesia, reduced coal imports from China and slower demand growth globally, especially China;
- Already undertaking various initiatives to reduce the cost side of business;
- Maintaining a strong financial position is of paramount importance;
- Continue to actively preserve outstanding litigation.