

**Q1 2015 Results Presentation  
29 May 2015**



**JINHUI SHIPPING  
AND  
TRANSPORTATION LIMITED**



# 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.

# Q1 2015 Highlights

Revenue for the quarter declined 39% to US\$22 million

Net profit for the quarter : US\$5 million

EBITDA : US\$19 million

Basic earnings per share US\$0.056

Gearing ratio as at 31 March 2015: 24%

# Financial Highlights

## for the quarter ended 31 March 2015

US\$'000	Q1 2015 (Unaudited)	Q1 2014 (Unaudited)	QoQ
Revenue	22,208	36,688	-39%
EBITDA	19,255	12,474	54%
Operating profit (loss)	5,913	(1,702)	447%
Net profit (loss) for the quarter	4,686	(3,195)	247%
Basic earnings (loss) per share	US\$0.056	US\$(0.038)	247%

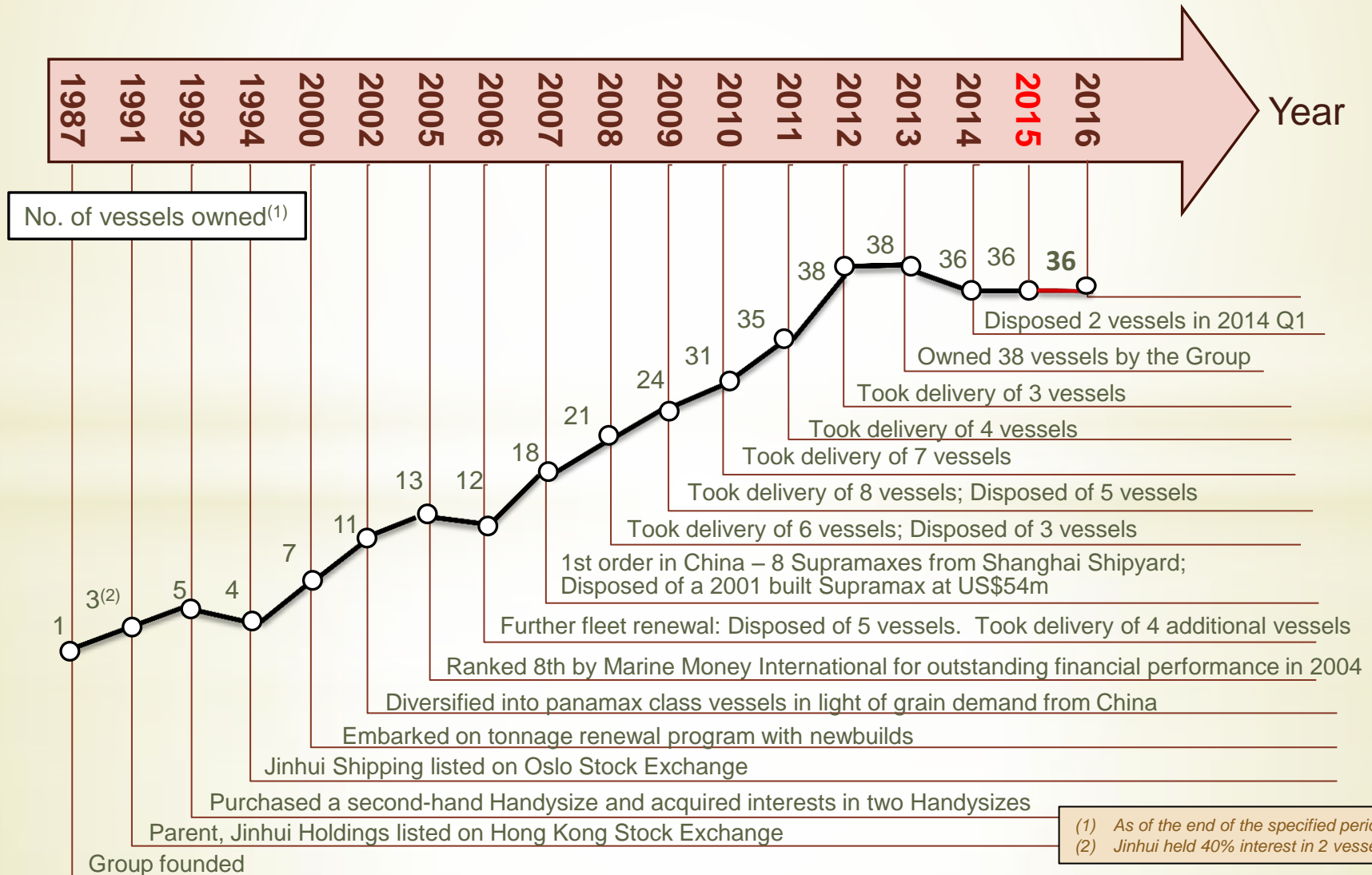
# Key Financial Ratios

## for the quarter ended 31 March 2015

	Q1 2015 (Unaudited)	Q1 2014 (Unaudited)
Total assets (US\$'000)	1,212,454	1,362,468
Return on equity <sup>1</sup>	0.59%	-0.4%
Return on total assets <sup>2</sup>	0.38%	-0.2%
Current ratio <sup>3</sup>	2.7:1	3.1:1
EBITDA / Finance cost	15.7x	8.4x
Net gearing <sup>4</sup>	24%	22%

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



# Young and Modern Fleet

As of 28 May 2015

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

Average age: 8 years

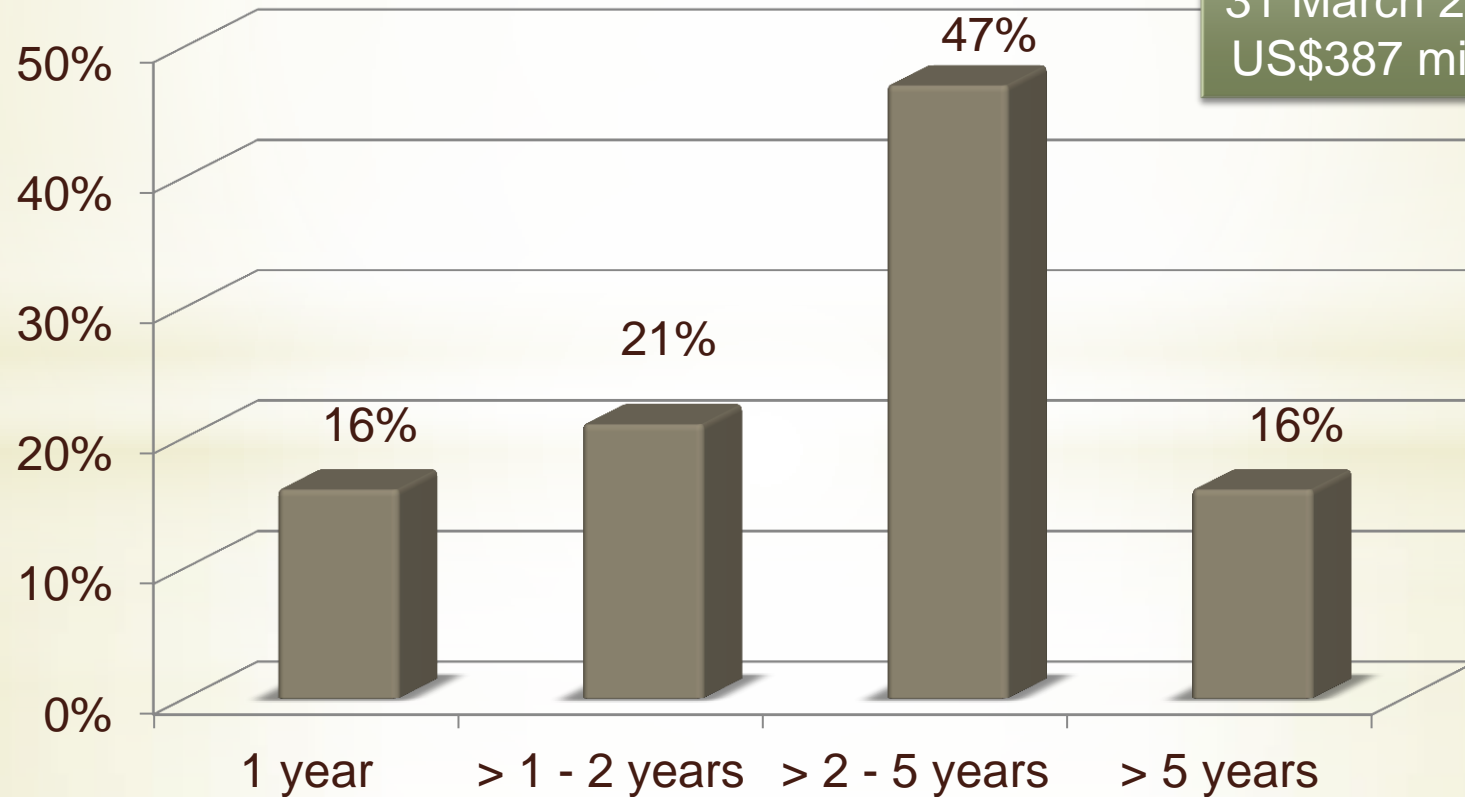
	<u>Owned Fleet</u>	<u>Type</u>	<u>Size (dwt)</u>	<u>Year built</u>	<u>Shipyard</u>
1	Jin Lang	Post-Panamax	93,279	2010	Jiangsu New Yangzi
2	Jin Mei	Post-Panamax	93,204	2010	Jiangsu New Yangzi
3	Jin Chao	Panamax	75,008	2011	Sasebo
4	Jin Rui	Panamax	76,583	2009	Imabari
5	Jin Xiang	Supramax	61,414	2012	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	Handysize	48,220	2000	Oshima
36	Jin Yu	Handysize	38,462	2012	Naikai Zosen

# Debt Maturity Profile

## Debt breakdown by maturity

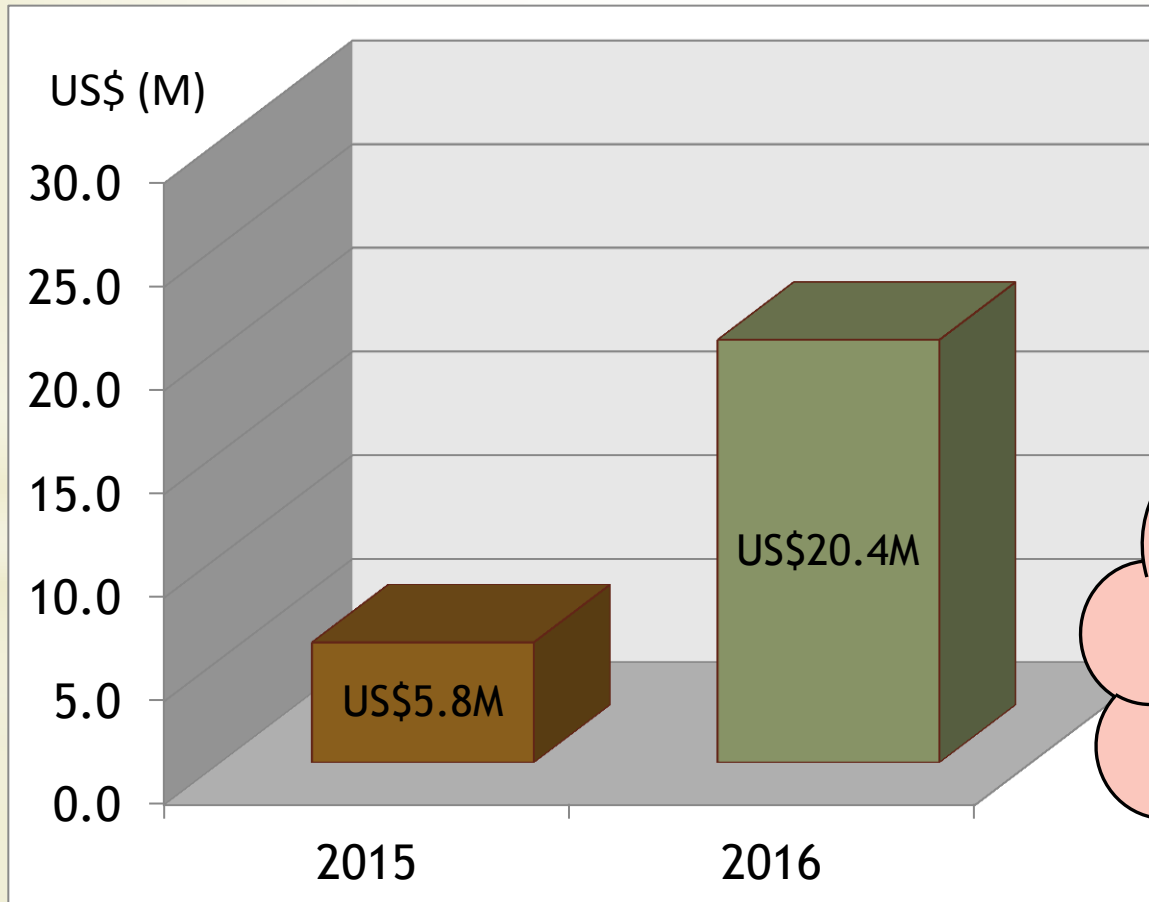
*(Based on information up to 31 March 2015)*

Total debt as of  
31 March 2015:  
US\$387 million





# Capital Expenditure

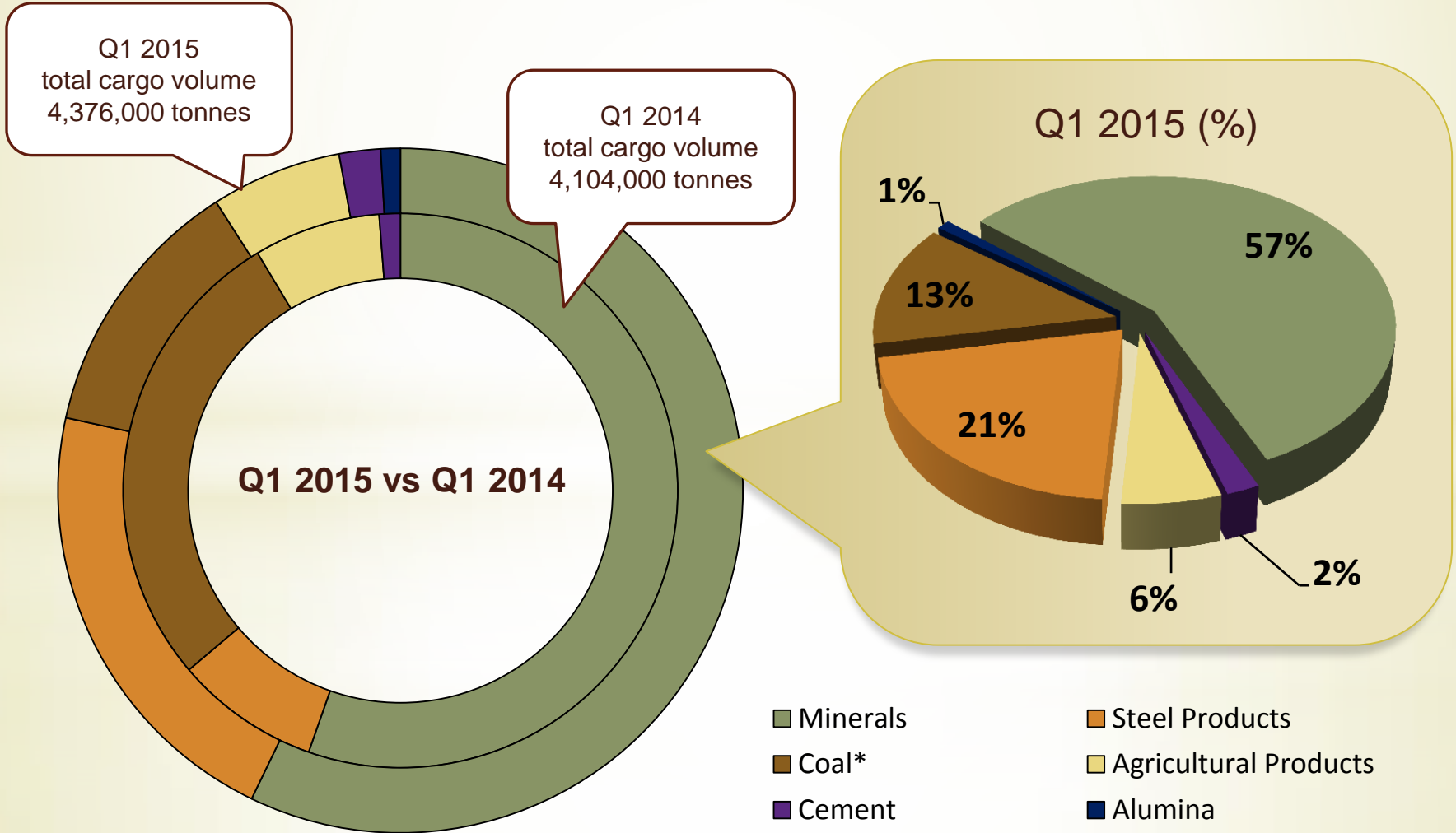


- As at 31 March 2015, outstanding capital commitment for this vessel: US\$26.2 million under a contract dated 10 April 2014
- Liquidity resources\*: US\$143million

Subsequent to the reporting date, a deed of novation was entered which agreed to novate the rights and obligations of the contract to a new incoming party. Forfeiture of US\$2.9 million deposit paid.

\* Liquidity resources represents the Group's equity and debt securities, bank balances and cash as of 30 April 2015

# Cargo Volume Analysis Q1 2015

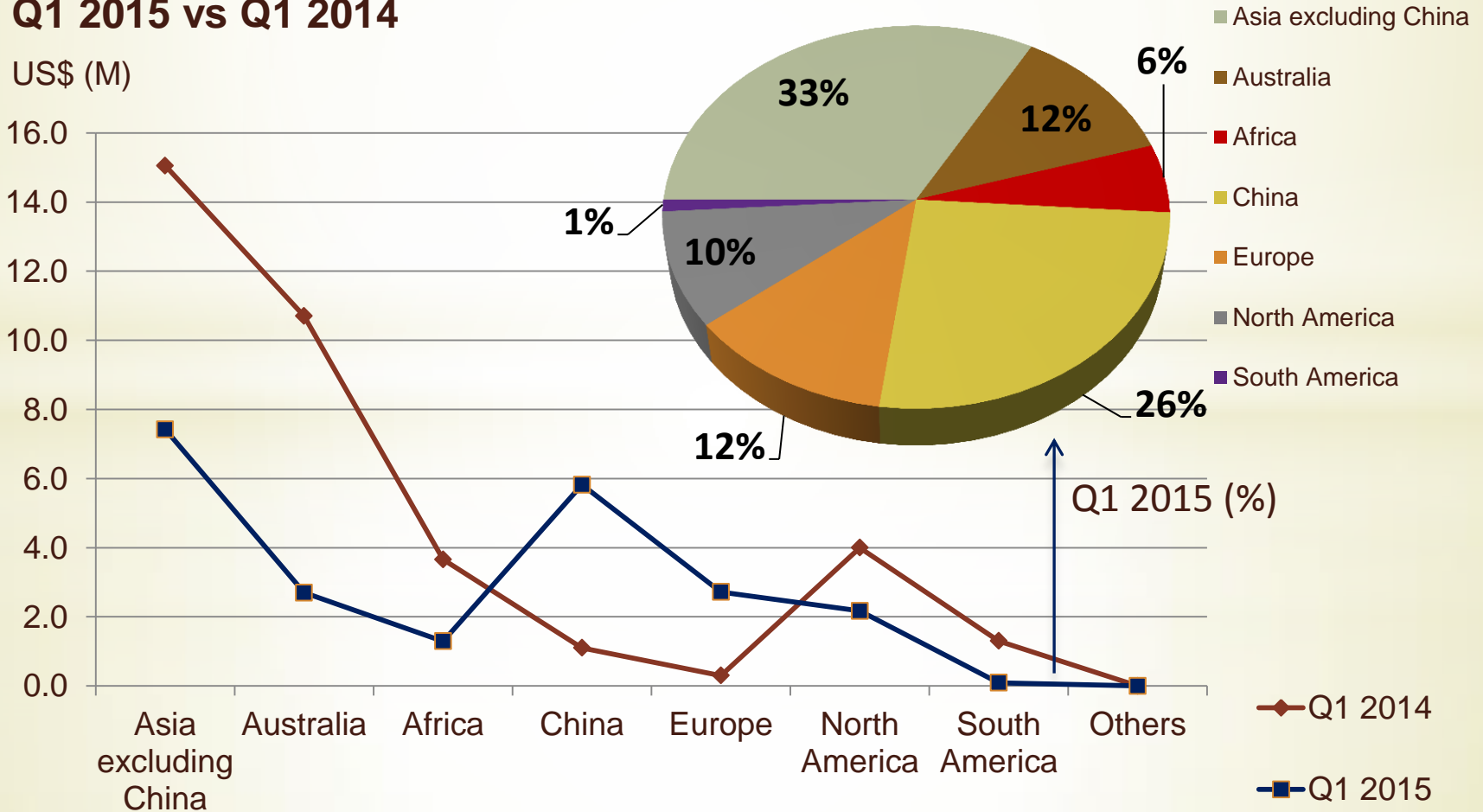


\* Including steaming coal and coking coal

# Loading Port Analysis Q1 2015

Chartering revenue expressed by loading ports

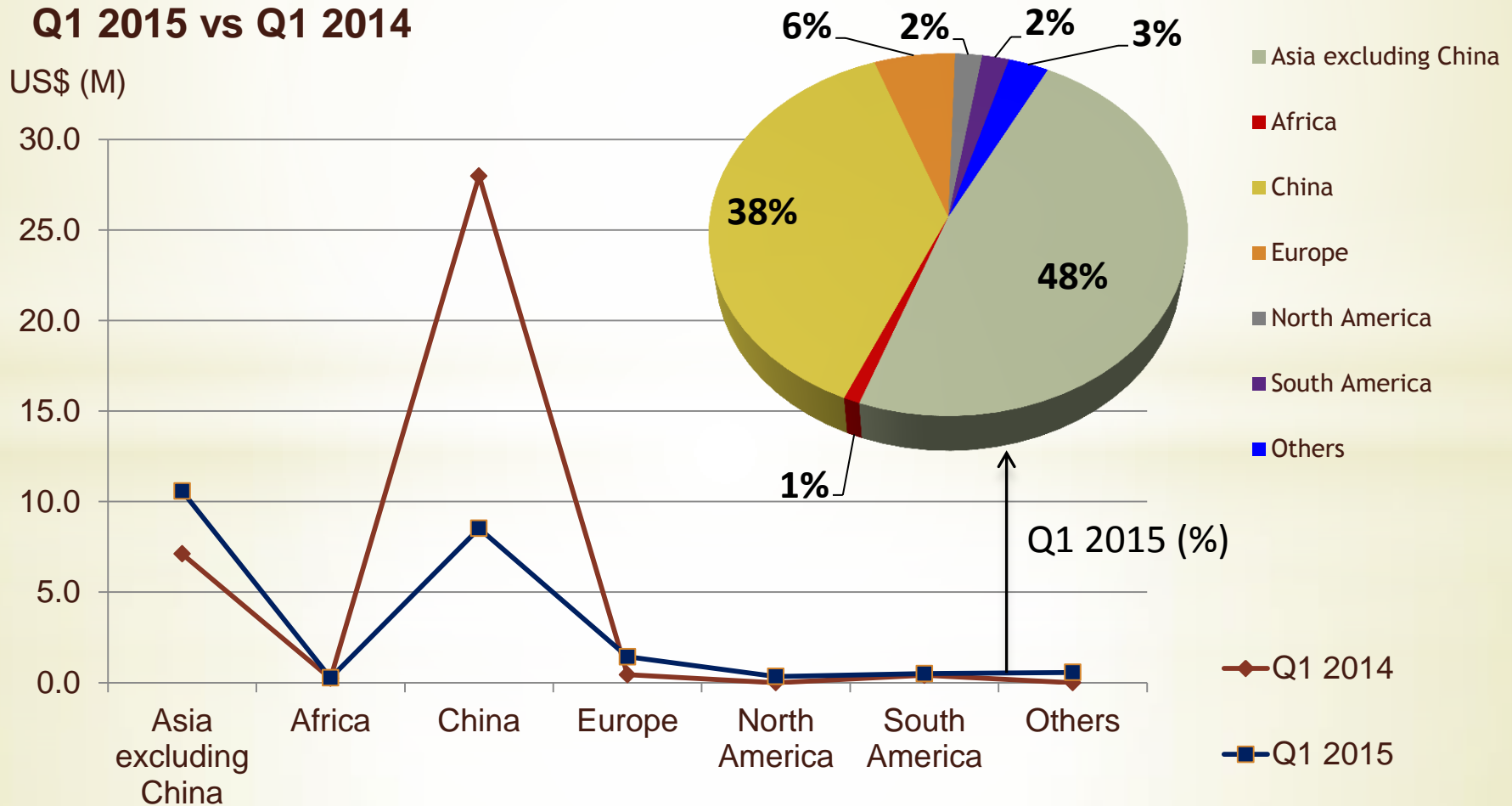
## Q1 2015 vs Q1 2014



# Discharging Port Analysis Q1 2015

## Chartering revenue expressed by discharging ports

Q1 2015 vs Q1 2014



# TCE of Jinhui Shipping's Fleet

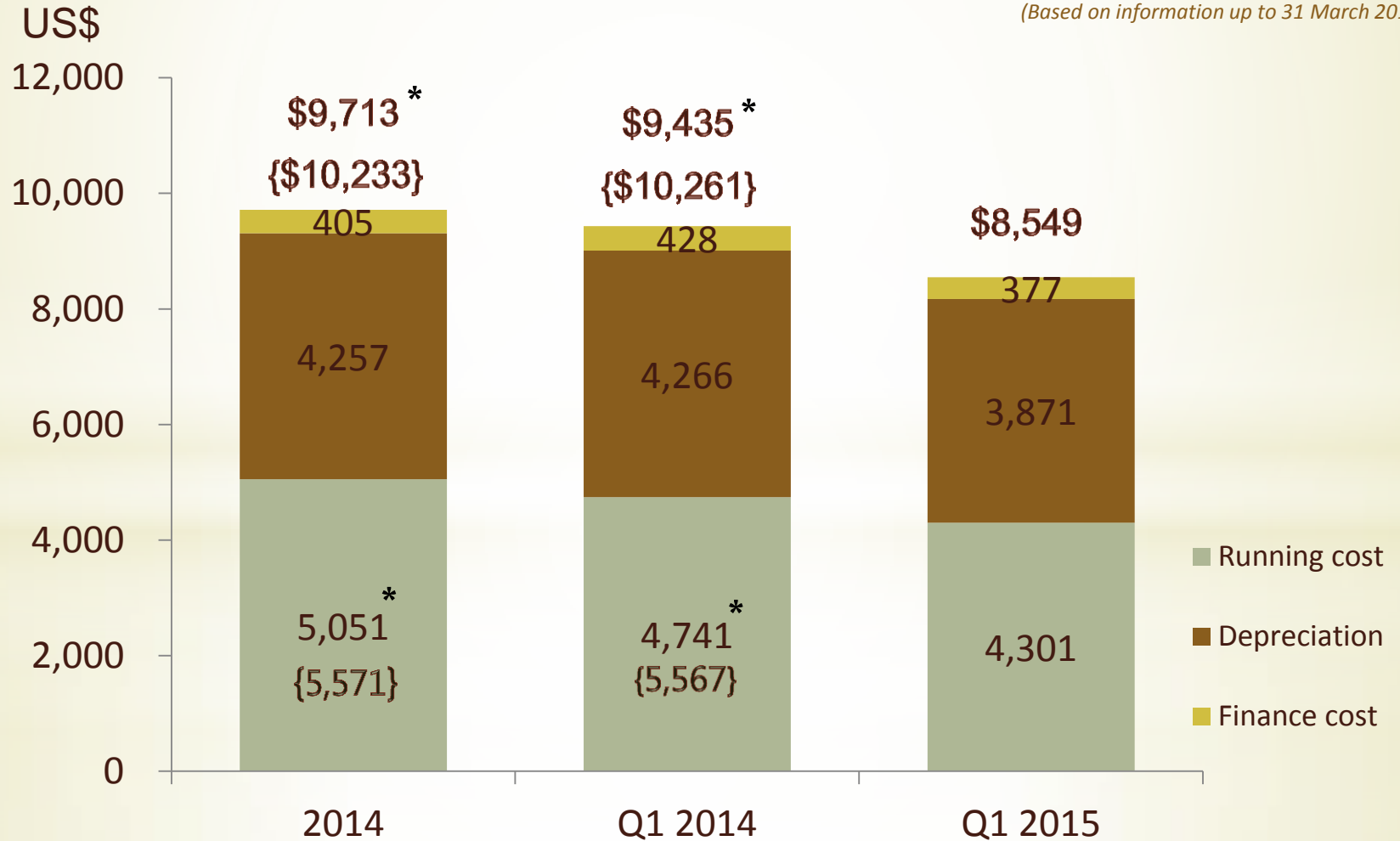
*(Based on information up to 31 March 2015)*

Average daily time charter equivalent rate (TCE)	Q1 2015	Q1 2014	2014
	US\$	US\$	US\$
Capesize Fleet	-	13,477	13,477
Post-Panamax / Panamax Fleet	3,996	11,727	9,139
Supramax / Handymax / Handysize Fleet	7,047	10,380	9,235
In average	6,749	10,558	9,234

Decrease in TCE mainly due to vessels chartered out at low freight rates

# Daily Cost of Owned Vessels

(Based on information up to 31 March 2015)



Running cost include crew expenses, insurance, consumable stores, spare parts, repairs and maintenance.

\* Running cost for 2014 has been restated mainly due to reallocation of certain running costs to direct costs.

# Outlook

Slower demand growth in key dry bulk commodities importing activities from China due to economic slowdown;

Increase newbuilding orders has been pushed back, and change in ship types;

Various economic policy from “One Belt One Road” to the China led “Asian Infrastructure Investment Bank” may in turn benefit the dry bulk shipping market if initiatives prove to be successful but take time;

Most important supply needs to be in balance with demand, where minimal or no more irrational ordering of newbuildings will take place further;

We will remain in the defensive mode.