



Jinhui Shipping & Transportation Limited

Q2 2010 Presentation

30 August 2010



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.

Q2 2010 Highlights



Market Highlights

- Overall, a strong market for the first 6 months of 2010
- Freight market has fallen significantly since late May, mainly as a result of falling import requirements from China
- Dry bulk market extremely sensitive to Chinese policies, as evident by the effect of a cooling Chinese Property Market, the sector requiring the most steel products
- Resilience of Supramax sector proved to be much higher than that of larger vessels, and we expect this trend to continue

Fleet Development

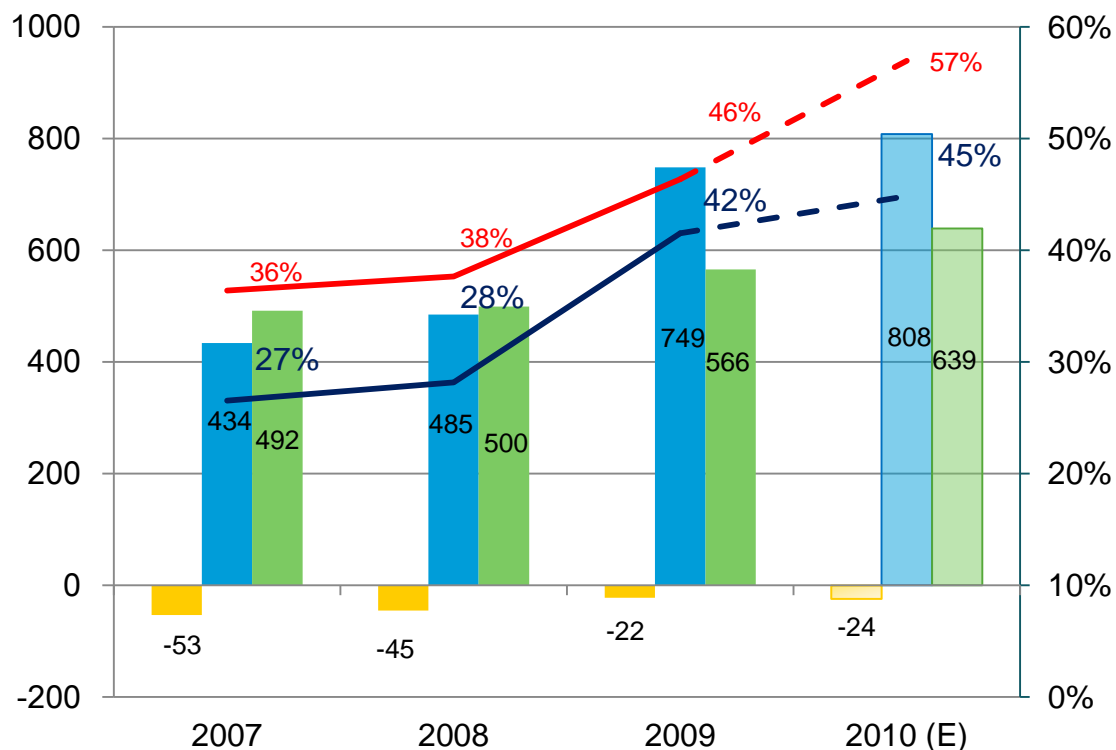
- 2 owned, newly built Supramaxes and 1 owned, newly built Post-Panamax delivered

China's Increasing Influence on Global Trade



Million
tonnes

China Dry Bulk Trade Volume *



Source: 2007-2009 SSY Consultancy & Research
2010 (E) Jinhui's Research

China's influence of the volume of dry seaborne trade is a double-edge sword

- China dry bulk exports
- China dry bulk imports
- China steel production
- China / World dry bulk imports
- China / World steel production

* Note: Only iron ore and coal trades included.

Q2 2010 Financial Highlights

For the 6 Months Ended 30 June 2010

US\$'000

	Q2 2010 (Unaudited)	Q2 2009 (Unaudited)	QoQ (%)	1H 2010 (Unaudited)	1H 2009 (Unaudited)	YoY (%)
Revenue	89,902	91,699	-2.0%	165,527	174,264	-5.0%
EBITDA	54,308	38,458	41.2%	99,108	99,718	-0.6%
Operating profit	43,599	29,534	47.6%	78,865	82,837	-4.8%
Net profit for the period	42,235	27,475	53.7%	76,420	77,920	-1.9%
Basic earnings per share	US\$0.5025	US\$0.3269	53.7%	US\$0.9093	US\$0.9271	-1.9%

Q2 2010 Key Financial Ratios

For the 6 Months Ended 30 June 2010

	Q2 2010 (Unaudited)	Q2 2009 (Unaudited)
Total assets (US\$'000)	1,354,055	1,114,655
Return on average equity (%)	5.8%	4.7%
Return on average assets (%)	3.2%	2.5%
Interest coverage (X)	32.0X	14.3X
EBITDA / Finance costs (X)	39.8X	18.7X
Net gearing (%) [*]	49.5%	64.8%

* = Total interest bearing debts – bank balances and cash – marketable securities
Shareholder's equity

Our Fleet Development



No. of Vessels Owned⁽¹⁾

Key Milestone

2013

41

- Additional 1 vessel to be delivered

2012

40

- Additional 3 vessels to be delivered

2011

37

- Additional 6 vessels to be delivered

2010

31

- Took delivery of 6 vessels; Additional 1 vessel to be delivered

2009

24

- Took delivery of 8 vessels; Disposed of 5 vessels

2008

21

- Took delivery of 6 vessels; Disposed of 3 vessels

2007

18

- 1st order in China - 8 Supramaxes from Shanghai Shipyard; Disposed of a 2001 built Supramax at US\$54mm

2006

12

- Further fleet renewal: Disposed of 5 vessels, (1 old Handymax, 2 old Handysizes and 2 Panamaxes). Took delivery of 4 additional vessels.

2005

13

- Ranked 8th by Marine Money International for outstanding financial performance in 2004

2002

11

- Diversified into panamax class vessels in light of grain demand from China

2000

7

- Embarked on tonnage renewal program with newbuilds

1994

4

- Jinhui Shipping listed on Oslo Stock Exchange

1992

5

- Purchased a second-hand Handysize and acquired interests in two other Handysizes

1991

3⁽²⁾

- Parent, Jinhui Holdings listed on Hong Kong Stock Exchange

1987

1

- Group founded

(1) As of the end of the specified period

(2) Jinhui held 40% interest in 2 vessels

A growing fleet of wholly owned, modern vessels



Owned Vessels

	Current Fleet	Type	Size (dwt)	Year Built	Shipyard
1	Jin Lang	Post-Panamax	93,279	2010	Jiangsu New Yangzi
2	Jin Mei	Post-Panamax	93,204	2010	Jiangsu New Yangzi
3	Jin Rui	Panamax	76,583	2009	Imabari
4	Jin Yang	Supramax	57,982	2010	Tsuneishi
5	Jin Yue	Supramax	56,934	2010	Shanghai Shipyard
6	Jin Ao	Supramax	56,920	2010	Shanghai Shipyard
7	Jin Heng	Supramax	55,091	2010	Nantong Kawasaki
8	Jin Gang	Supramax	56,927	2009	Shanghai Shipyard
9	Jin Ji	Supramax	56,913	2009	Shanghai Shipyard
10	Jin Wan	Supramax	56,897	2009	Shanghai Shipyard
11	Jin Jun	Supramax	56,887	2009	Shanghai Shipyard
12	Jin Mao	Supramax	54,768	2009	Oshima
13	Jin Shun	Supramax	54,768	2009	Oshima
14	Jin Sui	Supramax	56,968	2008	Shanghai Shipyard
15	Jin Tong	Supramax	56,952	2008	Shanghai Shipyard
16	Jin Yuan	Supramax	55,496	2007	Oshima
17	Jin Yi	Supramax	55,496	2007	Oshima
18	Jin Xing	Supramax	55,496	2007	Oshima
19	Jin Sheng	Supramax	52,050	2006	IHI
20	Jin Yao	Supramax	52,050	2004	IHI
21	Jin Cheng	Supramax	52,961	2003	Oshima
22	Jin Quan	Supramax	51,104	2002	Oshima
23	Jin Ping	Supramax	50,777	2002	Oshima
24	Jin Fu	Supramax	50,777	2001	Oshima
25	Jin Li	Supramax	50,777	2001	Oshima
26	Jin Zhou	Supramax	50,209	2001	Mitsui
27	Jin An	Supramax	50,786	2000	Oshima
28	Jin Hui	Supramax	50,777	2000	Oshima
29	Jin Rong	Supramax	50,236	2000	Mitsui
30	Jin Bi	Handymax	48,220	2000	Oshima

As of 29 August 2010

Total Capacity of Owned Vessels: 1,718,285 dwt
Average Age: 4.0 years

Lower Focus on Chartered-in Vessels



Chartered-in Vessels

	Name of Vessel	Type	Size (dwt)	Year Built	Charter in date	Expiry
1	Scope	Capesize	174,008	2006	Jul-08	Apr-13
2	Golden Shui	Capesize	169,333	2009	May-09	Feb-14
3	Red Lily	Panamax	76,500	2004	Sep-04	Sep-11
4	Tenmyo Maru	Supramax	58,470	2008	Nov-08	Oct-13
5	Aston Trader	Supramax	55,496	2008	Jun-09	May-11

As of 29 August 2010

Total Capacity of Chartered-in Vessels: 533,807 dwt
Average Age: 3.0 years

Newbuilding Programme



Vessels to be Delivered

	Name	Type	Built	Size (dwt)	Expected delivery	Builder
1	Jin Ming	Supramax	2010	60,500	Dec 2010	Oshima
2	Jin Han	Supramax	2011	60,500	Mar 2011	Oshima
3	Jin Chao	Panamax	2011	75,000	Apr 2011	Sasebo
4	Jin Feng	Supramax	2011	57,700	Jun 2011	STX (Dalian)
5	Jin Ning	Supramax	2011	59,760	Jun 2011	Oshima
6	Jin Ying	Supramax	2011	61,000	Jun-Jul 2011	Imabari
7	Jin Hong	Supramax	2011	60,500	Sep 2011	Oshima
8	Jin Ze	Supramax	2012	57,948	Mar 2012	Tsuneishi
9	Jin Yu	Handysize	2012	38,000	Jun 2012	Naikai Zosen
10	Jin Xiang	Supramax	2012	60,500	Sep 2012	Oshima
11	Jin Qing	Supramax	2013	58,100	Feb 2013	Tsuneishi

As of 29 August 2010

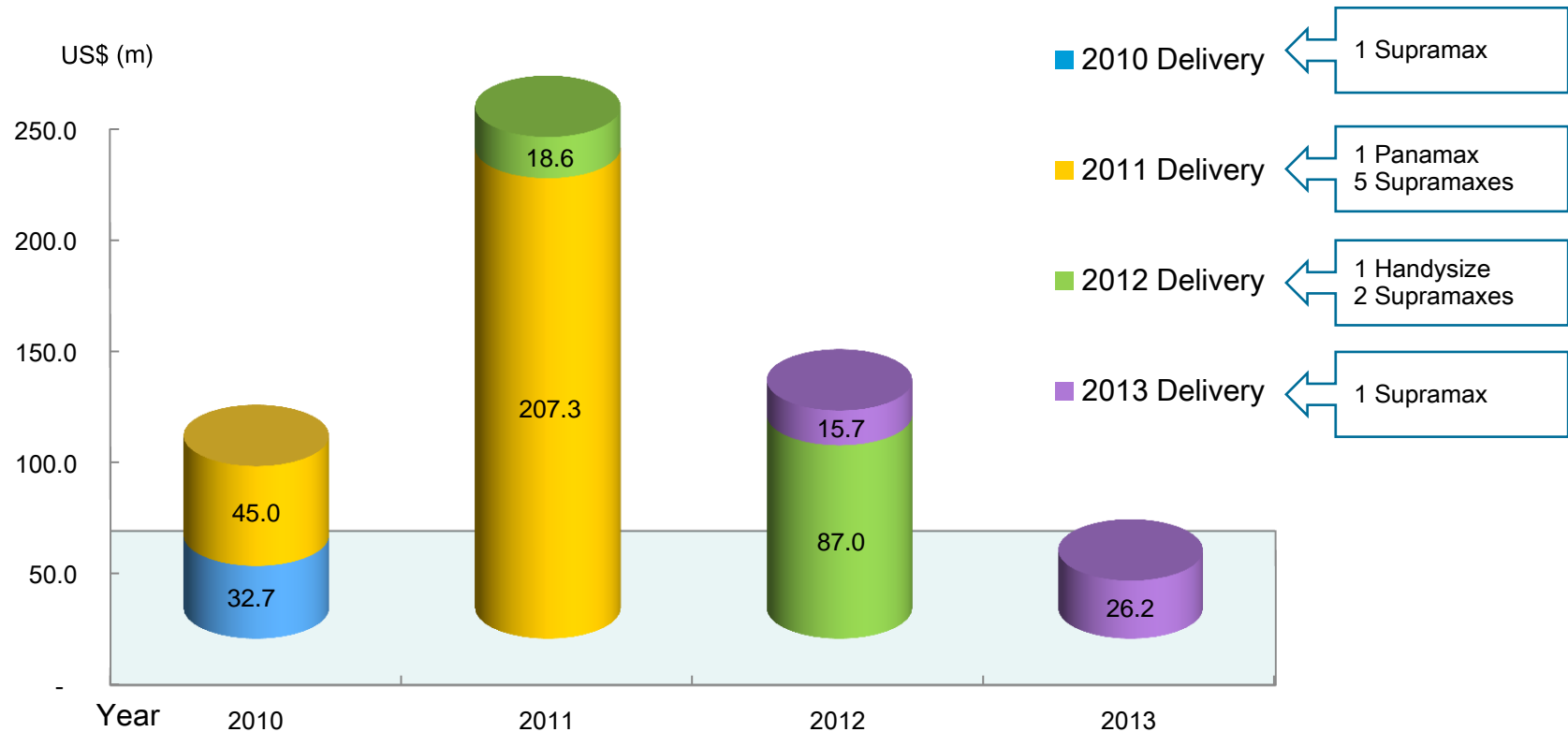
Total Capacity of Ordered Vessels: 649,508 dwt

Capital Expenditure

As at 29 August 2010



Capital expenditure represented 11 vessels to be delivered to the Group in year 2010 to 2013



Further obtained two banking facilities in August 2010



Undrawn credit facilities:
US\$123 million
(as of 29 Aug 2010)

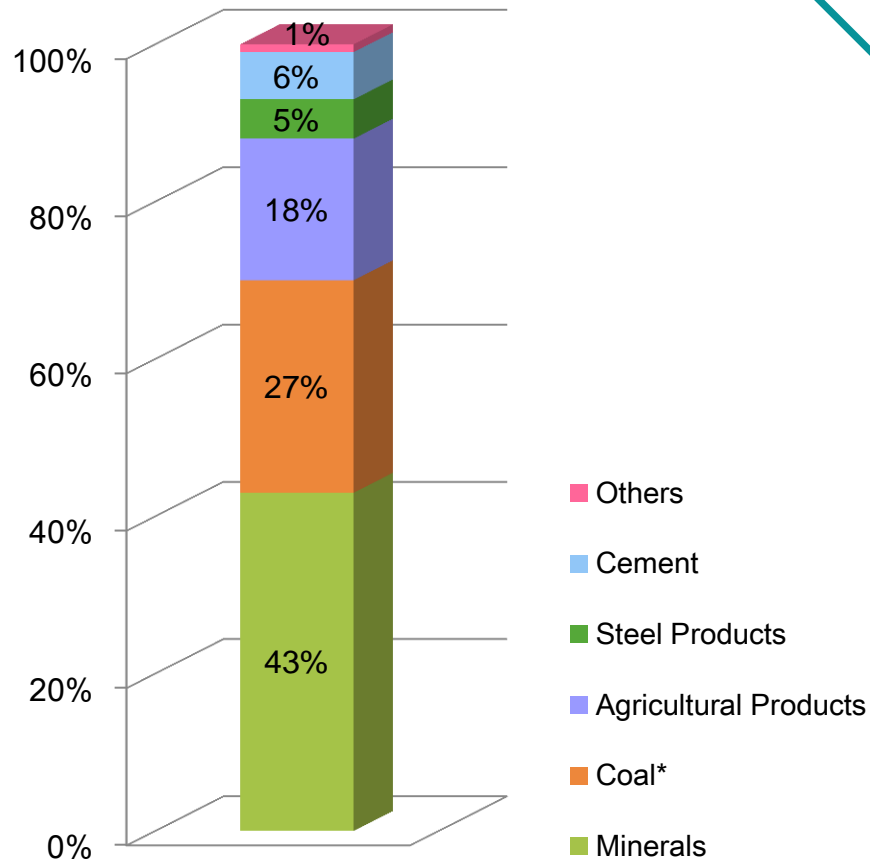


Ready cash on hand:
US\$168 million
(as of 29 Aug 2010)

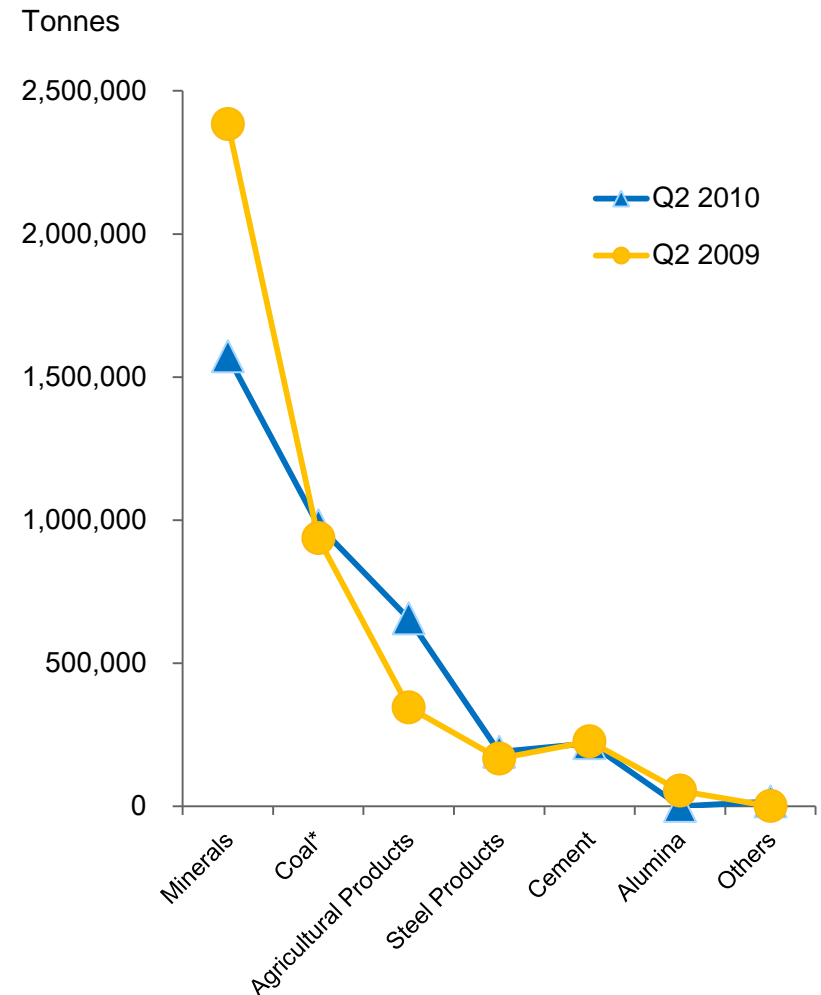
Cargo Volume Analysis Q2 2010



Cargo Volume by Cargo Types



Cargo Volume by Cargo Types Q2 2010 vs Q2 2009

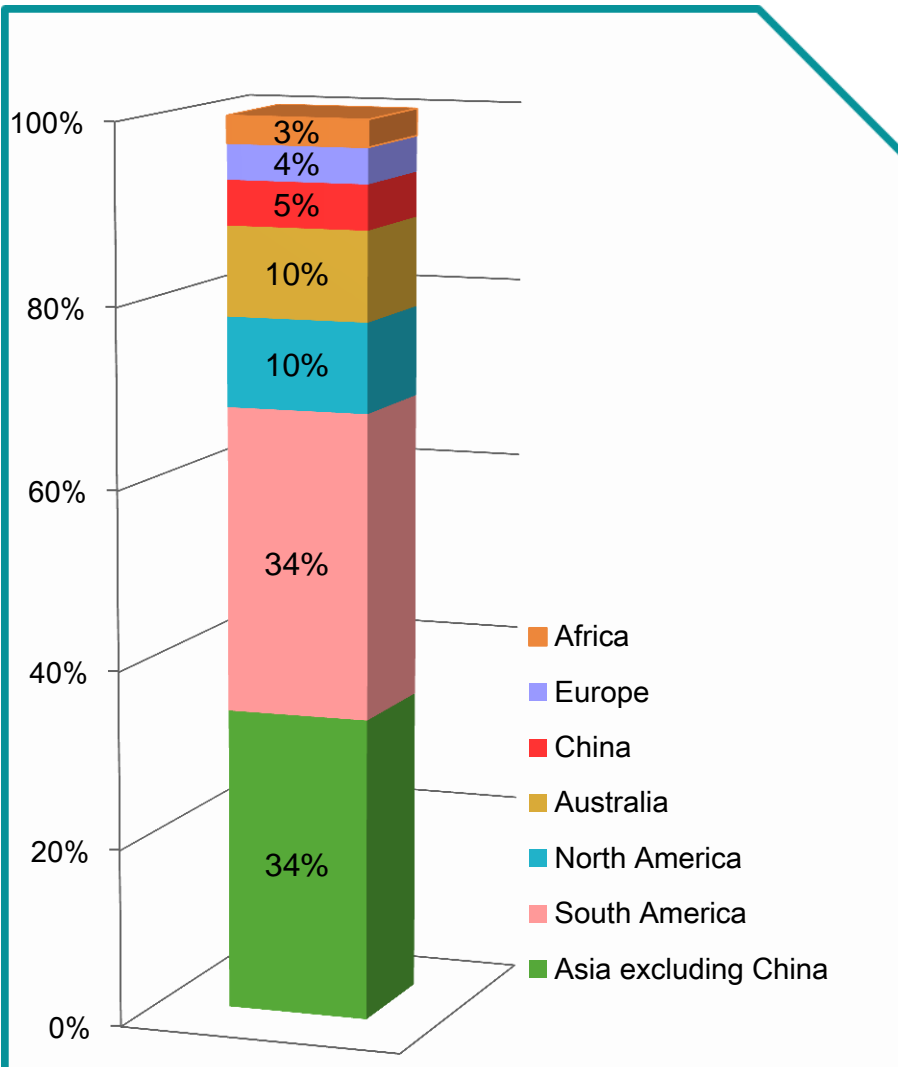


* Including steaming coal and coking coal

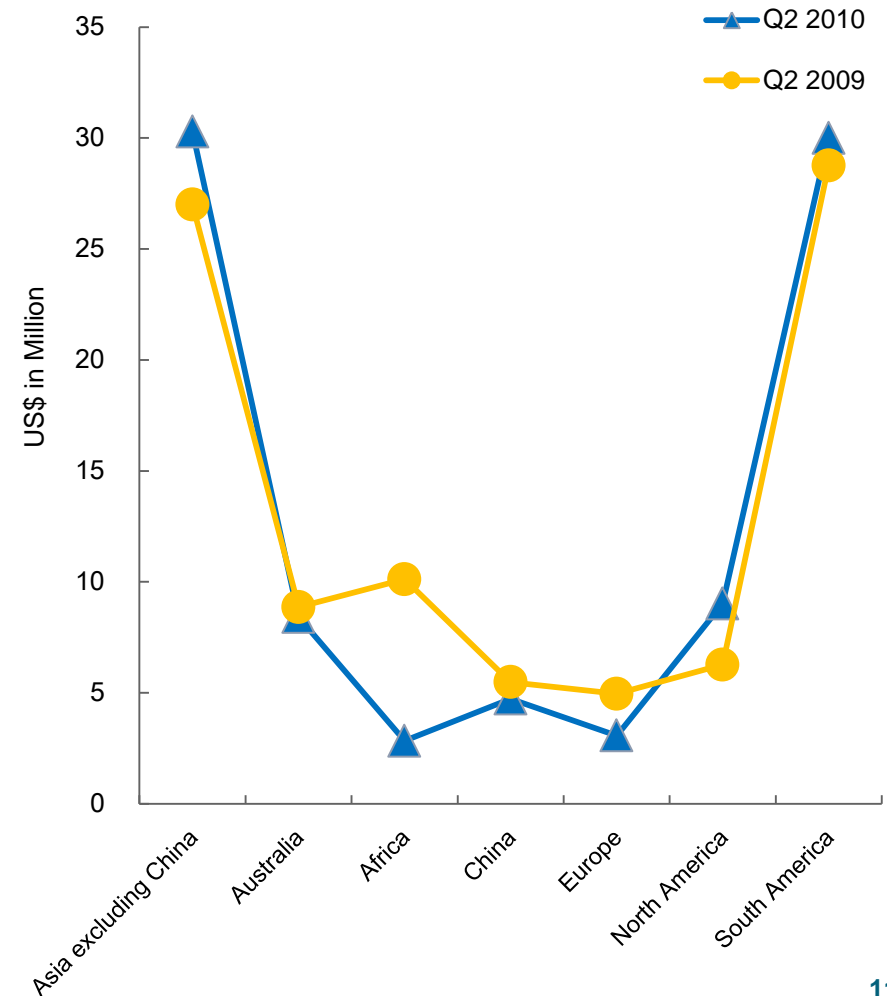
Loading Port Analysis Q2 2010



Chartering Revenue by Loading Port



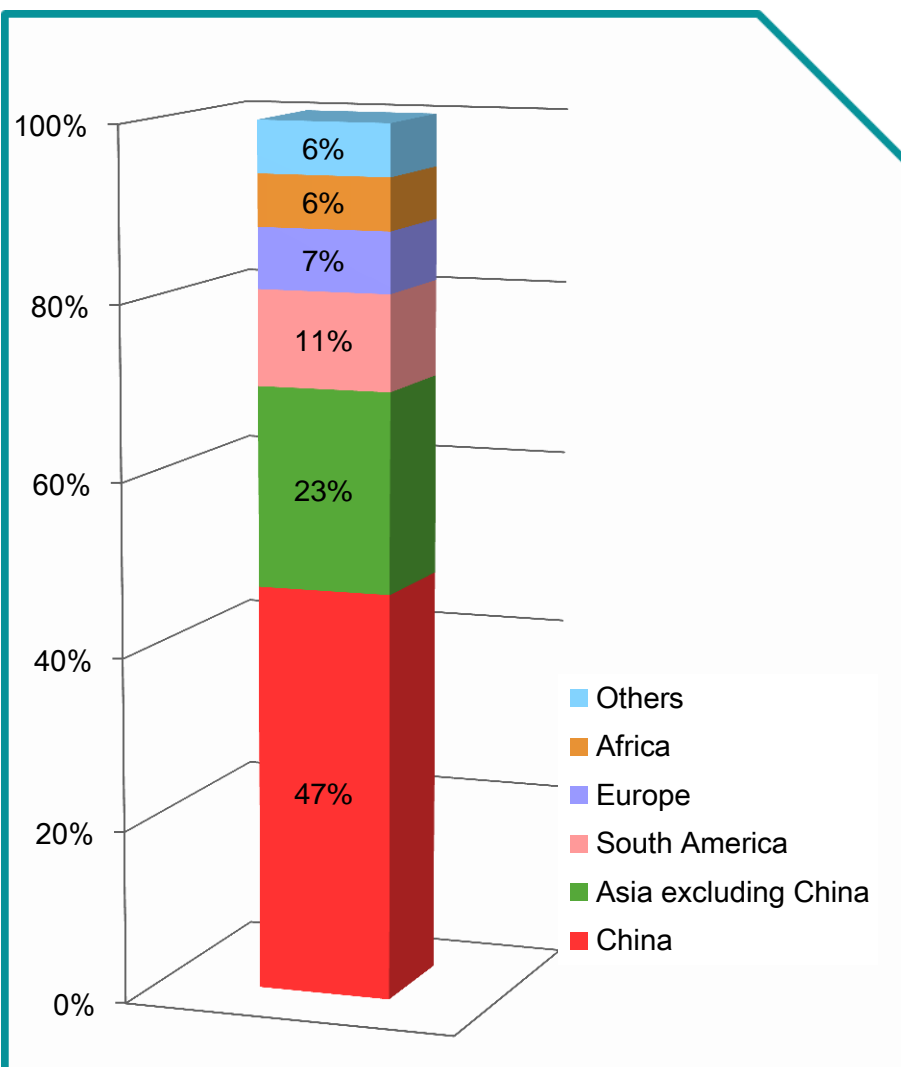
Chartering Revenue by Loading Port
Q2 2010 vs Q2 2009



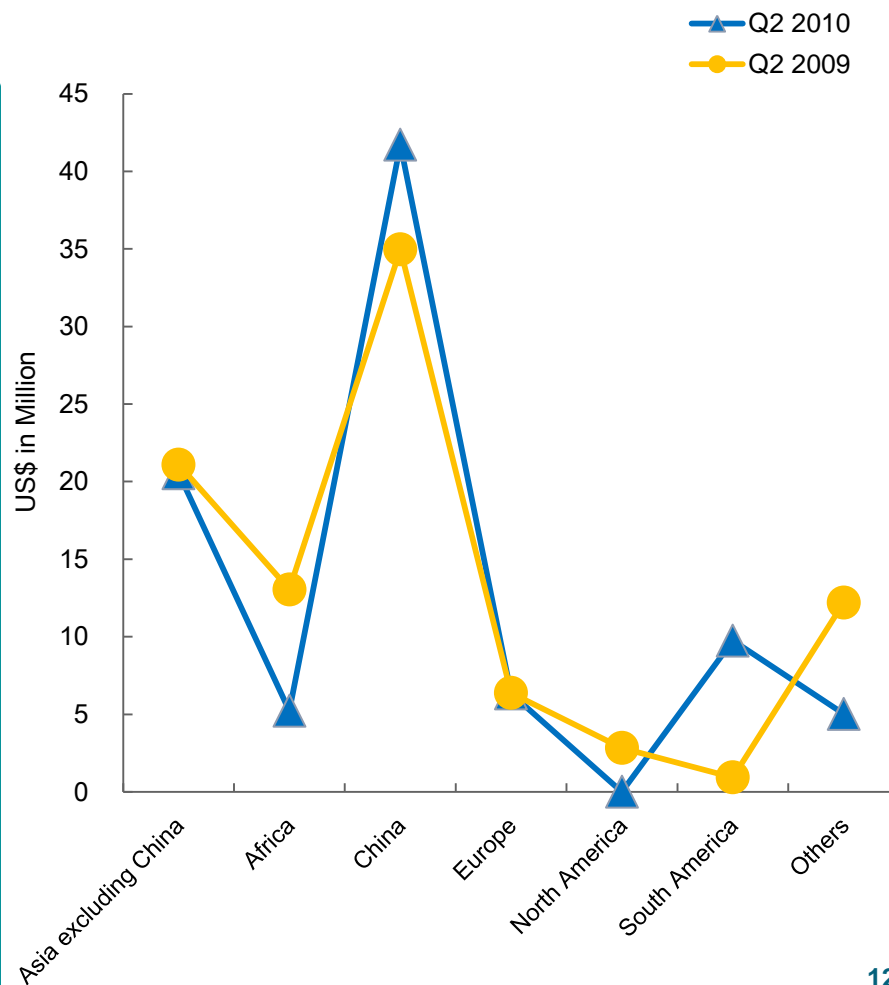
Discharging Port Analysis Q2 2010



Chartering Revenue by Discharging Port



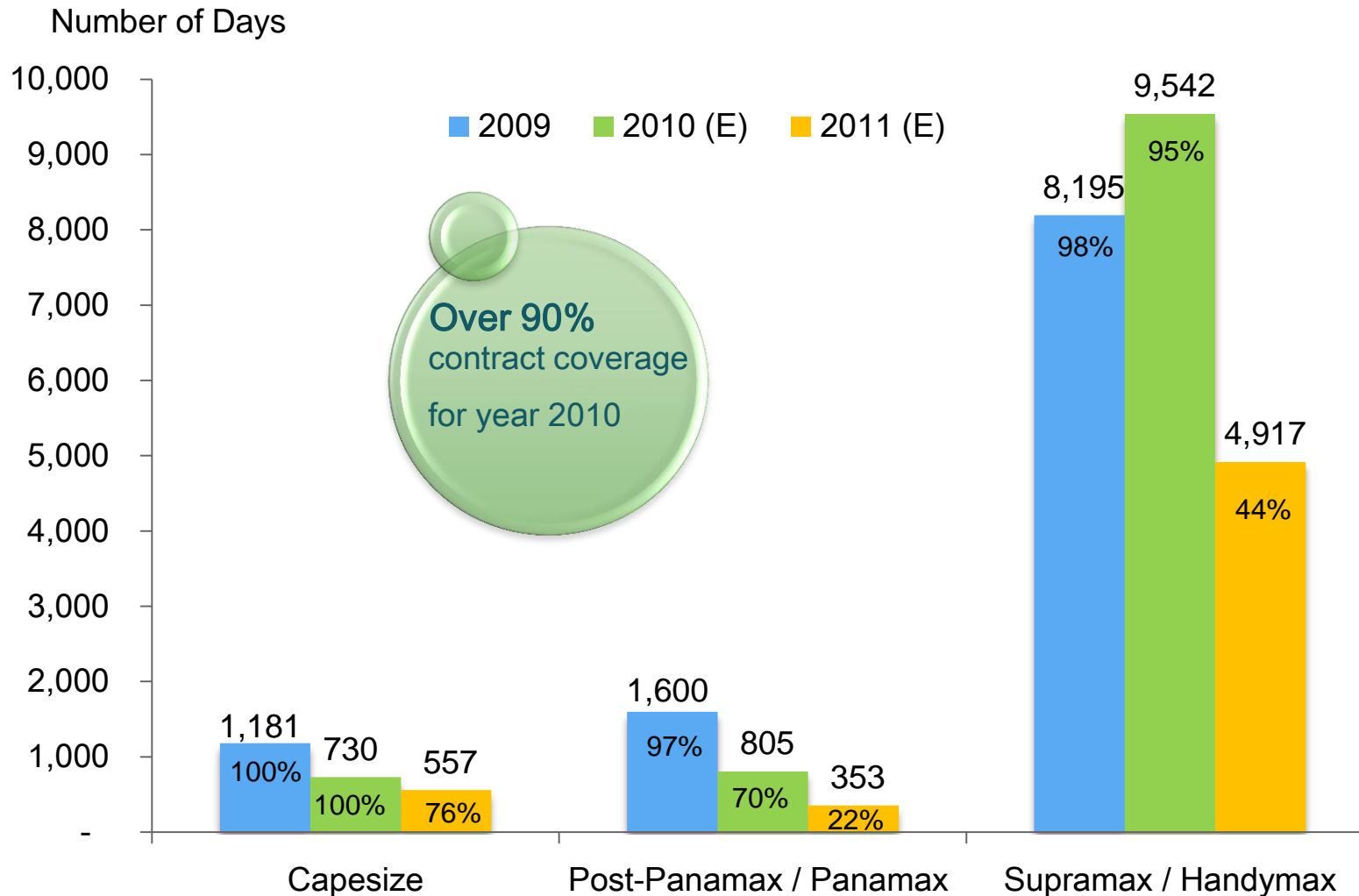
Chartering Revenue by Discharging Port Q2 2010 vs Q2 2009



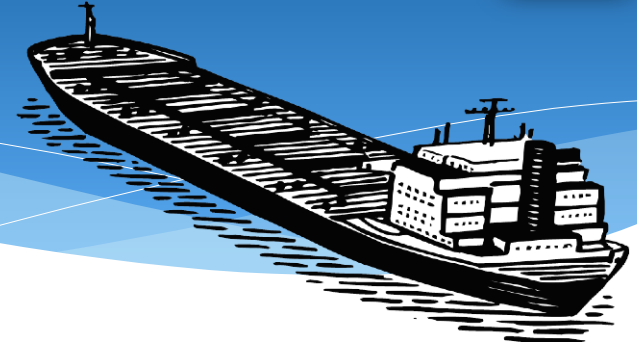
Contract Coverage of Owned and Chartered-in Vessels



Covered Days 2010 - 2011 Forecast



TCE of Owned and Chartered-in Vessels



Capesize

2010

- 100% coverage
- TCE \$83,698

2011

- 76% coverage
- TCE \$73,641

Post-Panamax / Panamax

2010

- 70% coverage
- TCE \$32,208

2011

- 22% coverage
- TCE \$38,200

Supramax / Handymax

2010

- 95% coverage
- TCE \$26,148

2011

- 44% coverage
- TCE \$30,369

TCE = Daily Time Charter Equivalent Rate

Owned and Chartered-in Fleet- Revenue Covered



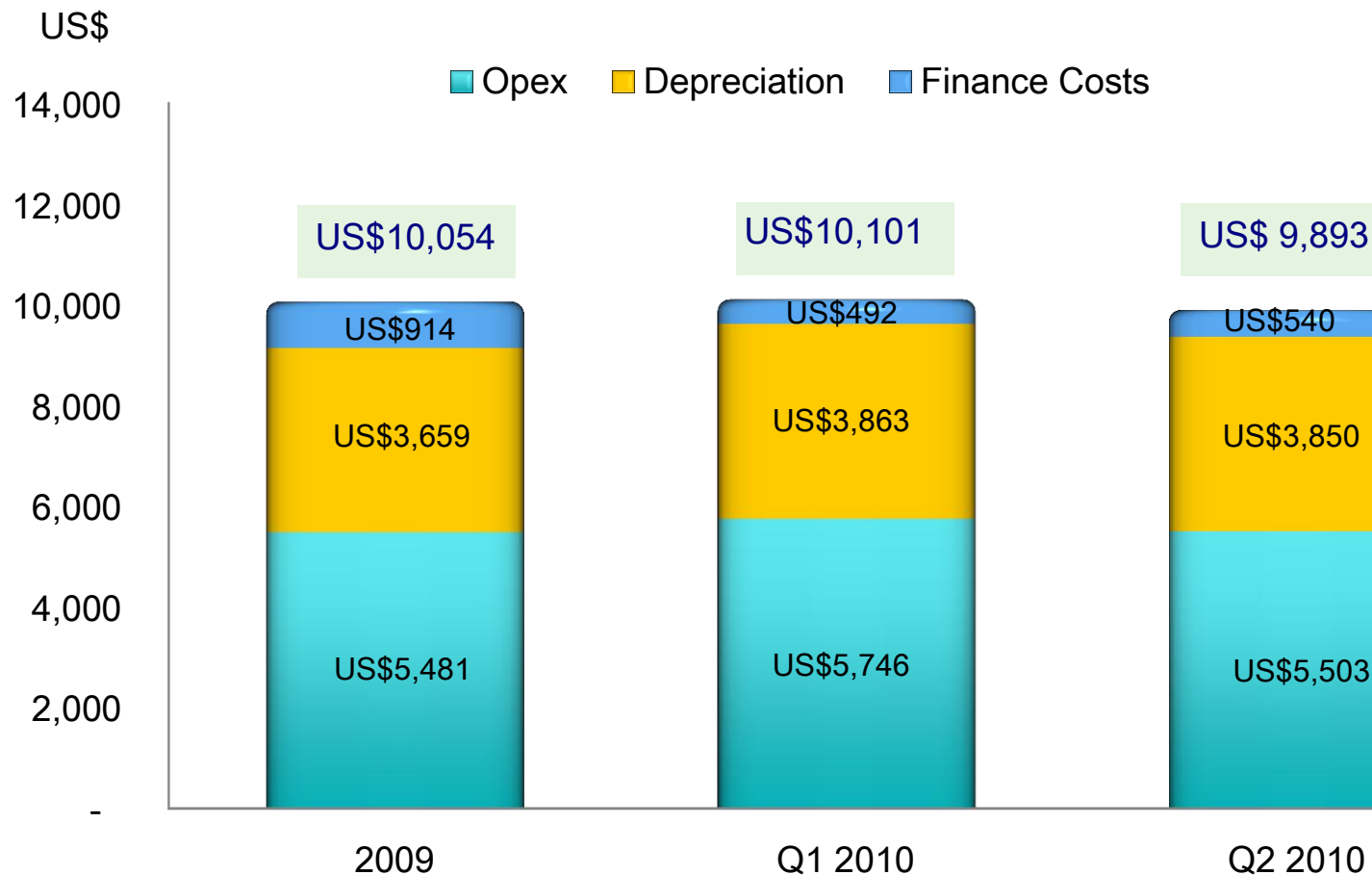
		<i>Unit</i>	2010	2011
Capesize Fleet	Coverage	%	100	76
	Operating days	<i>Days</i>	730	557
	Daily TCE	<i>US\$</i>	83,698	73,641
Post-Panamax / Panamax Fleet	Coverage	%	70	22
	Operating days	<i>Days</i>	805	353
	Daily TCE	<i>US\$</i>	32,208	38,200
Supramax / Handymax Fleet	Coverage	%	95	44
	Operating days	<i>Days</i>	9,542	4,917
	Daily TCE	<i>US\$</i>	26,148	30,369

Daily Cost of Owned Vessels



Daily Cost = Operating Expenses + Depreciation + Finance Costs

Operating expenses include crew expenses, insurance, dry-docking written off, consumable stores, spare parts, repairs and maintenance.



**Maintaining low
cost structure**

Daily Cost of Chartered-in Vessels



		<i>Unit</i>	2010	2011
Capesize Fleet	Operating days	<i>Days</i>	730	730
	Daily TCE cost	<i>US\$</i>	40,750	40,750
Panamax Fleet	Operating days	<i>Days</i>	365	259
	Daily TCE cost	<i>US\$</i>	22,500	22,500
Supramax Fleet	Operating days	<i>Days</i>	730	500
	Daily TCE cost	<i>US\$</i>	26,450	31,680

Overall, we remain to be cautious....

- Dry bulk market now hinges on China's import volume of backbone cargoes
- Over the medium term, we believe Chinese economic growth will continue at the current similar pace given the continuous industrialization and urbanization
- However, Chinese import programs are often unpredictable, and highly sensitive to Government policies
- Global economic recovery is now led by Asian countries, with US and Europe struggling in the meantime
- In such low interest rate environment, there still seems to be a general lack of investment across industries.... not an encouraging phenomenon
- New vessel supply remains to be unprecedentedly high, especially with a number of new aspiring entrants placing new orders in recent months