



Jinhui Shipping & Transportation Limited

Q3 2010 Presentation

29 November 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.



Q3 2010 Highlights

Market Highlights

- Freight market has fallen significantly since May and remains to be weak to date
- The cooling of Chinese economy means lower import volumes of dry cargo
- Delivery of newbuildings has been accelerating in recent months
- We expect smaller size vessels will be relatively more resilient, albeit exposed to the same increasing volatile freight market going forward

Fleet Development

- 1 owned, newly built Post-Panamax was delivered to the Group



Q3 2010 Financial Highlights

For the 9 Months Ended 30 September 2010

US\$'000

Revenue

EBITDA

Operating profit

Net profit for the period

Basic earnings per share

	Q3 2010 (Unaudited)	Q3 2009 (Unaudited)	QoQ (%)	9-mth 2010 (Unaudited)	9-mth 2009 (Unaudited)	YoY (%)
Revenue	89,549	92,396	-3.1%	255,076	266,660	-4.3%
EBITDA	58,035	52,996	9.5%	157,143	152,714	2.9%
Operating profit	46,781	44,678	4.7%	125,646	127,515	-1.5%
Net profit for the period	45,191	43,096	4.9%	121,611	121,016	0.5%
Basic earnings per share	US\$0.538	US\$0.513	4.9%	US\$1.447	US\$1.440	0.5%



Q3 2010 Key Financial Ratios

For the 9 Months Ended 30 September 2010

	Q3 2010 (Unaudited)	Q3 2009 (Unaudited)
Total assets (US\$'000)	1,417,114	1,131,351
Return on average equity (%)	5.9%	7.0%
Return on average assets (%)	3.3%	3.8%
Interest coverage (X)	29.4X	28.2X
EBITDA / Finance costs (X)	36.5X	33.5X
Net gearing (%)*	43.7%	57.4%

* = $\frac{\text{Total interest bearing debts} - \text{bank balances and cash} - \text{marketable securities}}{\text{Shareholder's equity}}$

Our Fleet Development



	No. of Vessels Owned ⁽¹⁾	Key Milestone
2013	41	<ul style="list-style-type: none"> Additional 1 vessel to be delivered
2012	40	<ul style="list-style-type: none"> Additional 3 vessels to be delivered
2011	37	<ul style="list-style-type: none"> Additional 6 vessels to be delivered
2010	31	<ul style="list-style-type: none"> Took delivery of 6 vessels; Additional 1 vessel to be delivered
2009	24	<ul style="list-style-type: none"> Took delivery of 8 vessels; Disposed of 5 vessels
2008	21	<ul style="list-style-type: none"> Took delivery of 6 vessels; Disposed of 3 vessels
2007	18	<ul style="list-style-type: none"> 1st order in China - 8 Supramaxes from Shanghai Shipyard; Disposed of a 2001 built Supramax at US\$54mm
2006	12	<ul style="list-style-type: none"> Further fleet renewal: Disposed of 5 vessels, (1 old Handymax, 2 old Handysize and 2 Panamax). Took delivery of 4 additional vessels.
2005	13	<ul style="list-style-type: none"> Ranked 8th by Marine Money International for outstanding financial performance in 2004
2002	11	<ul style="list-style-type: none"> Diversified into panamax class vessels in light of grain demand from China
2000	7	<ul style="list-style-type: none"> Embarked on tonnage renewal program with newbuilds
1994	4	<ul style="list-style-type: none"> Jinhui Shipping listed on Oslo Stock Exchange
1992	5	<ul style="list-style-type: none"> Purchased a second-hand Handysize and acquired interests in two other Handysize
1991	3 ⁽²⁾	<ul style="list-style-type: none"> Parent, Jinhui Holdings listed on Hong Kong Stock Exchange
1987	1	<ul style="list-style-type: none"> 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 Di	Handymax	48,220	2000	Oshima

As of 28 November 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 28 November 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 28 November 2010

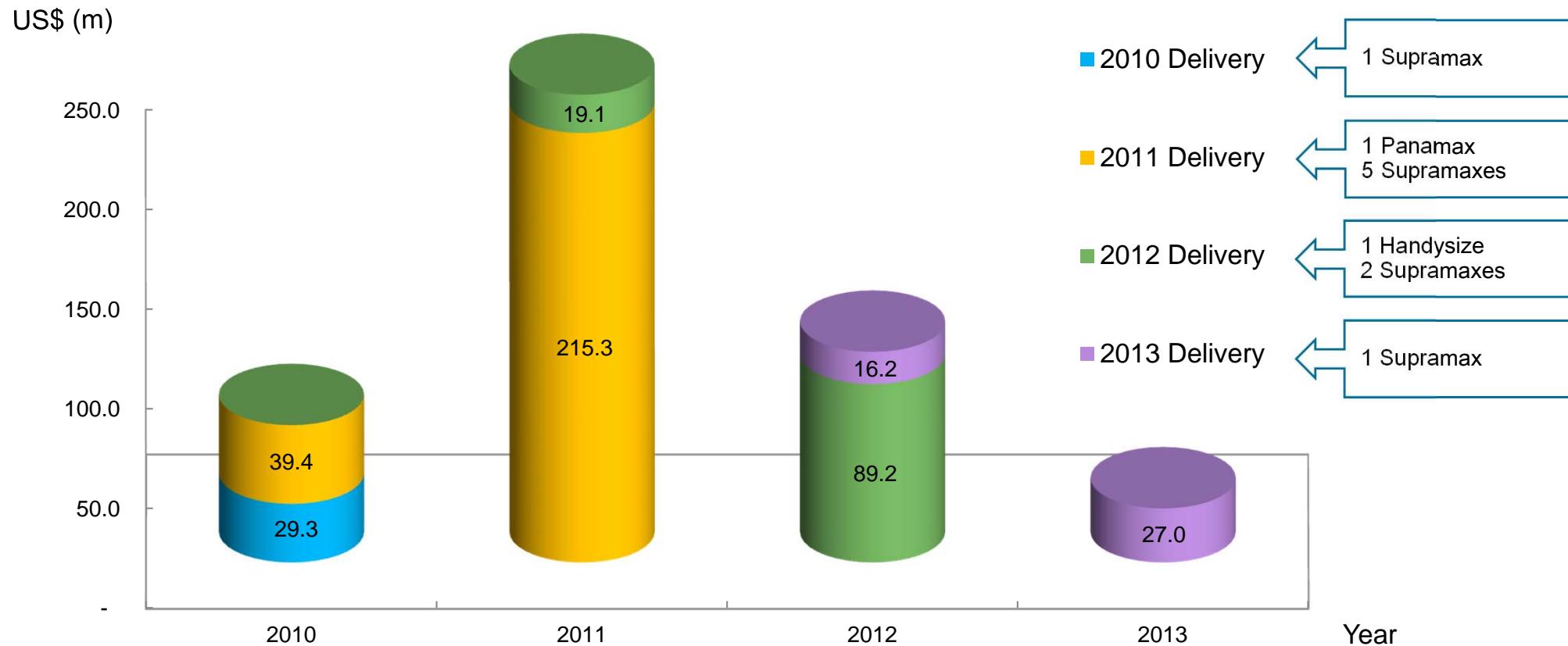
Total Capacity of Ordered Vessels: 649,508 dwt

Capital Expenditure

As at 28 November 2010



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

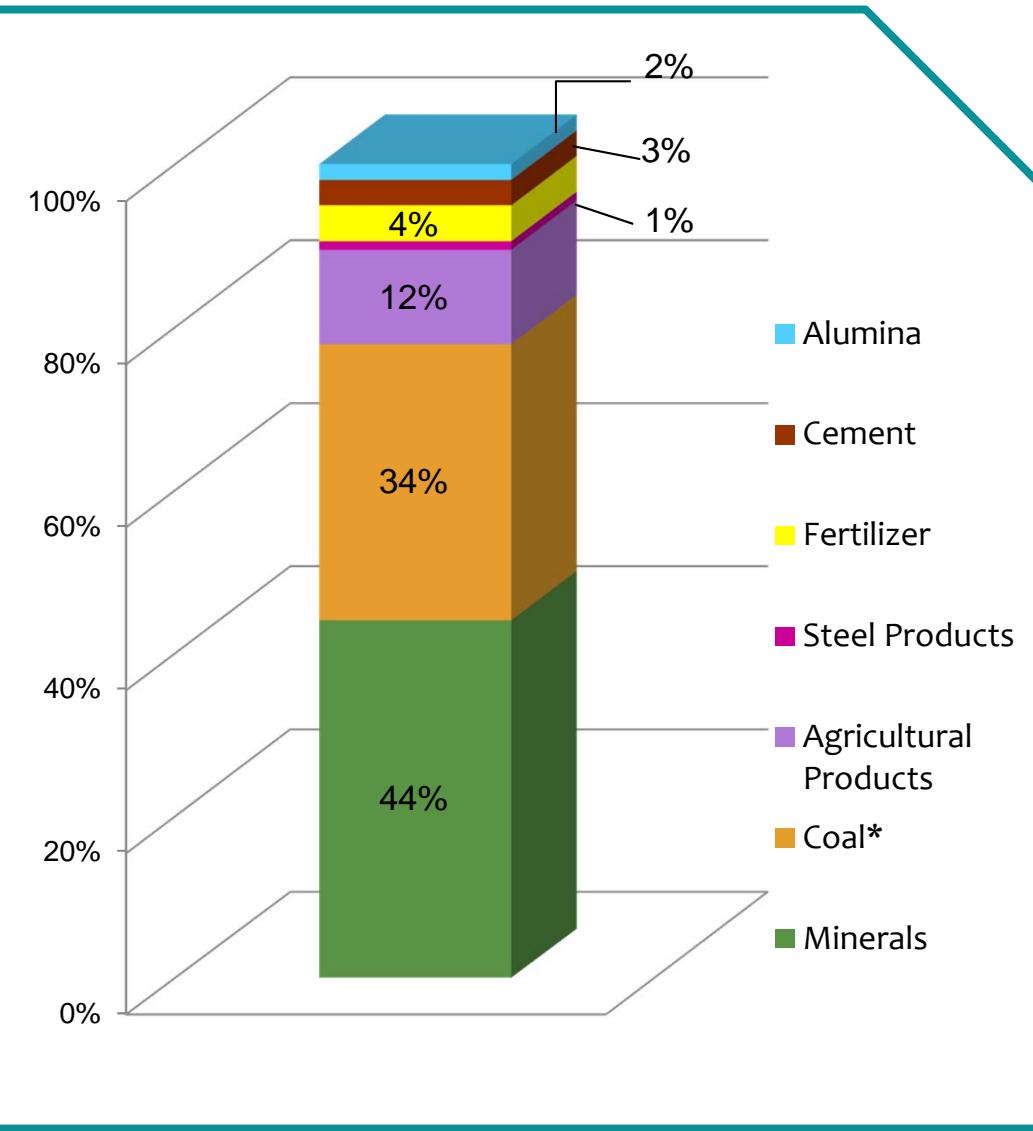


As of 28 Nov 2010,
Undrawn credit facilities: US\$123 million
Ready cash on hand: US\$194 million

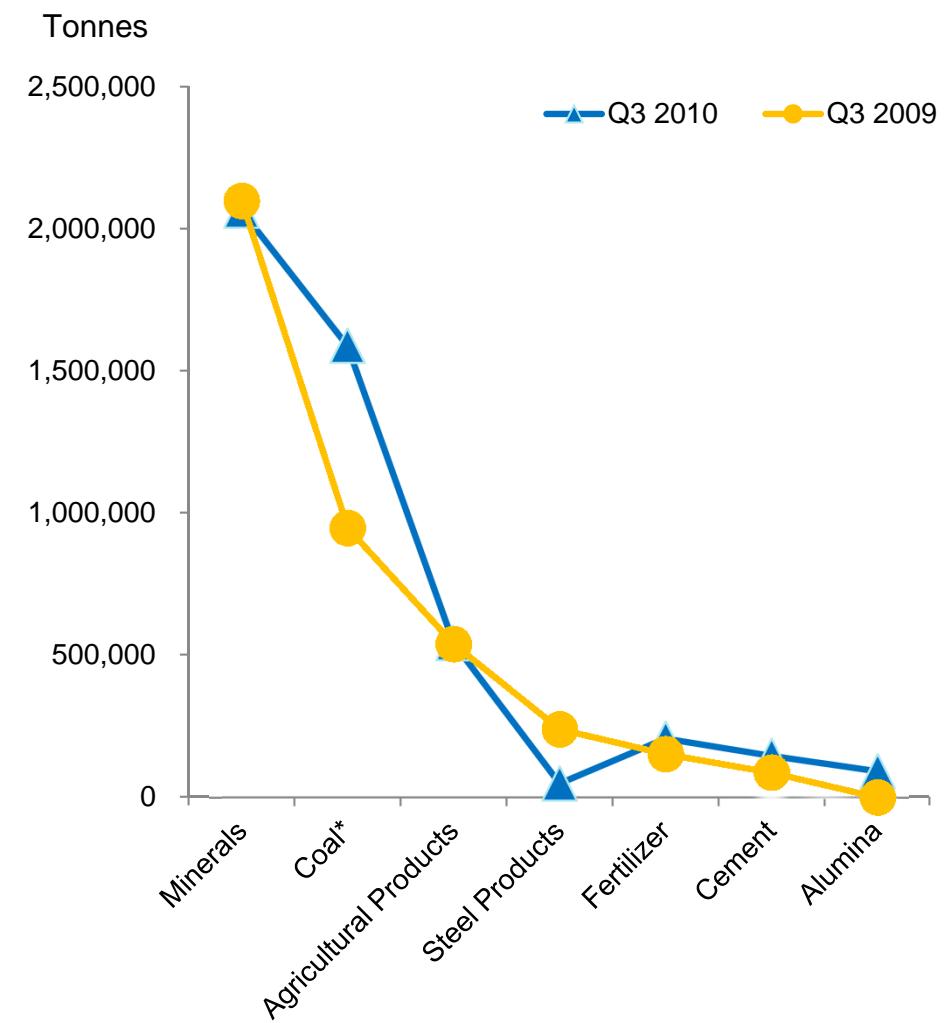
Cargo Volume Analysis Q3 2010



Cargo Volume by Cargo Types



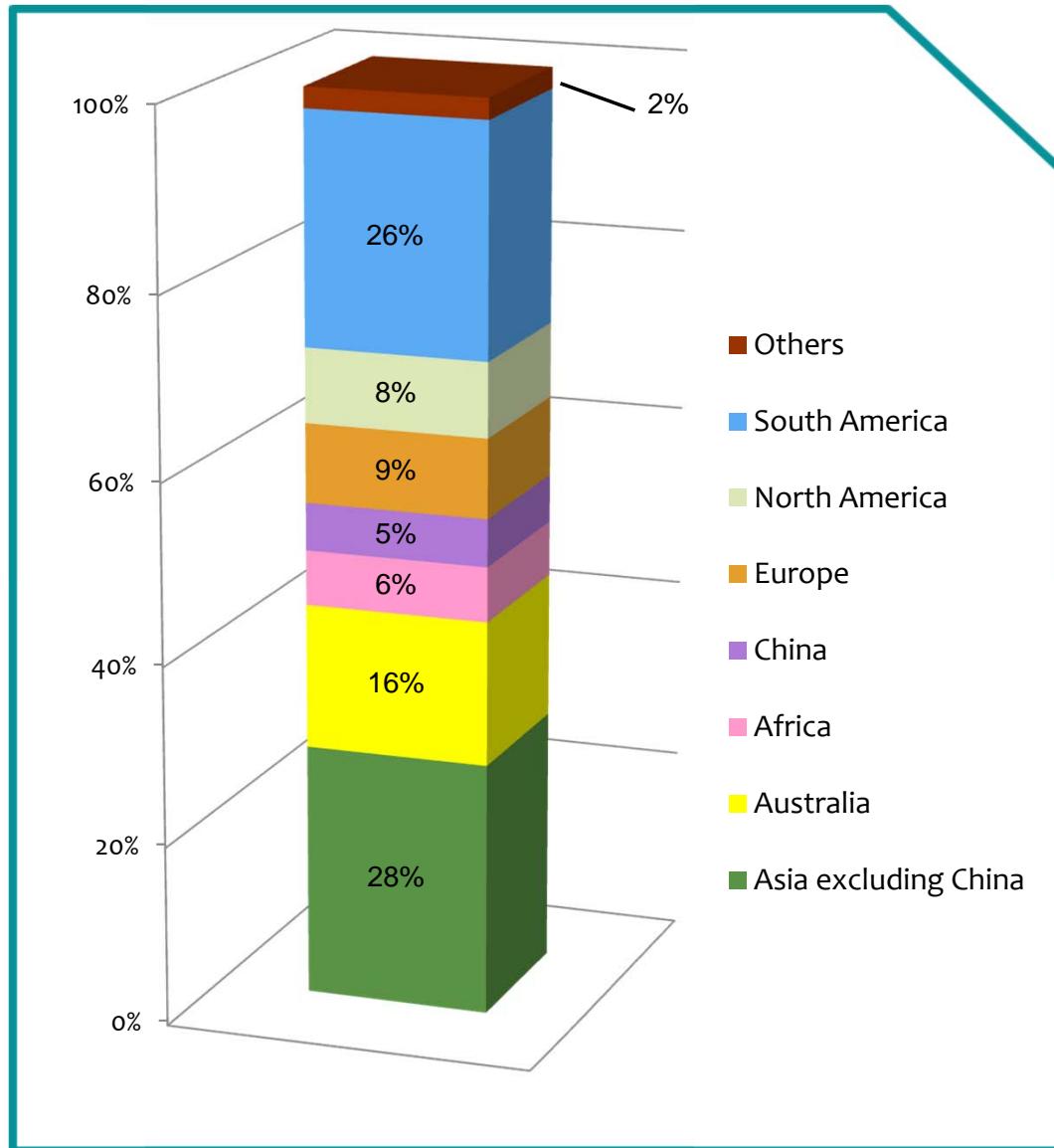
Cargo Volume by Cargo Types Q3 2010 vs Q3 2009



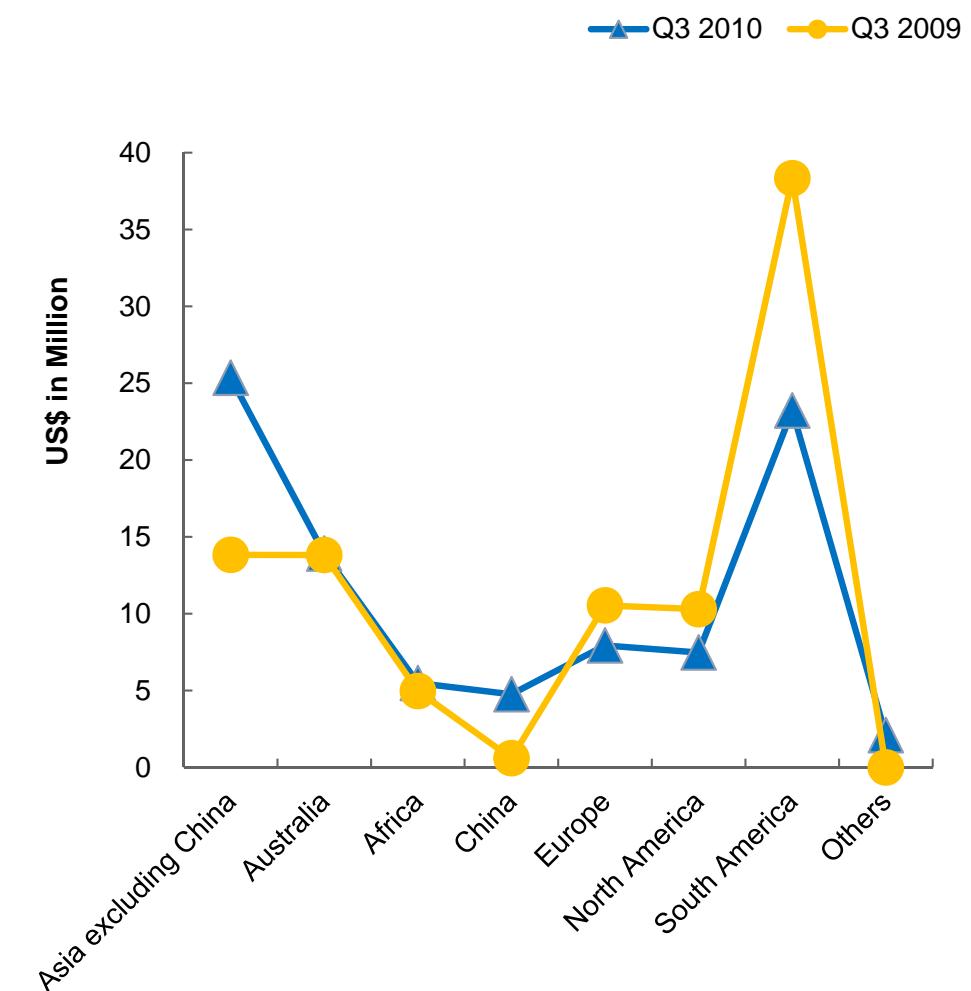
Loading Port Analysis Q3 2010



Chartering Revenue by Loading Port



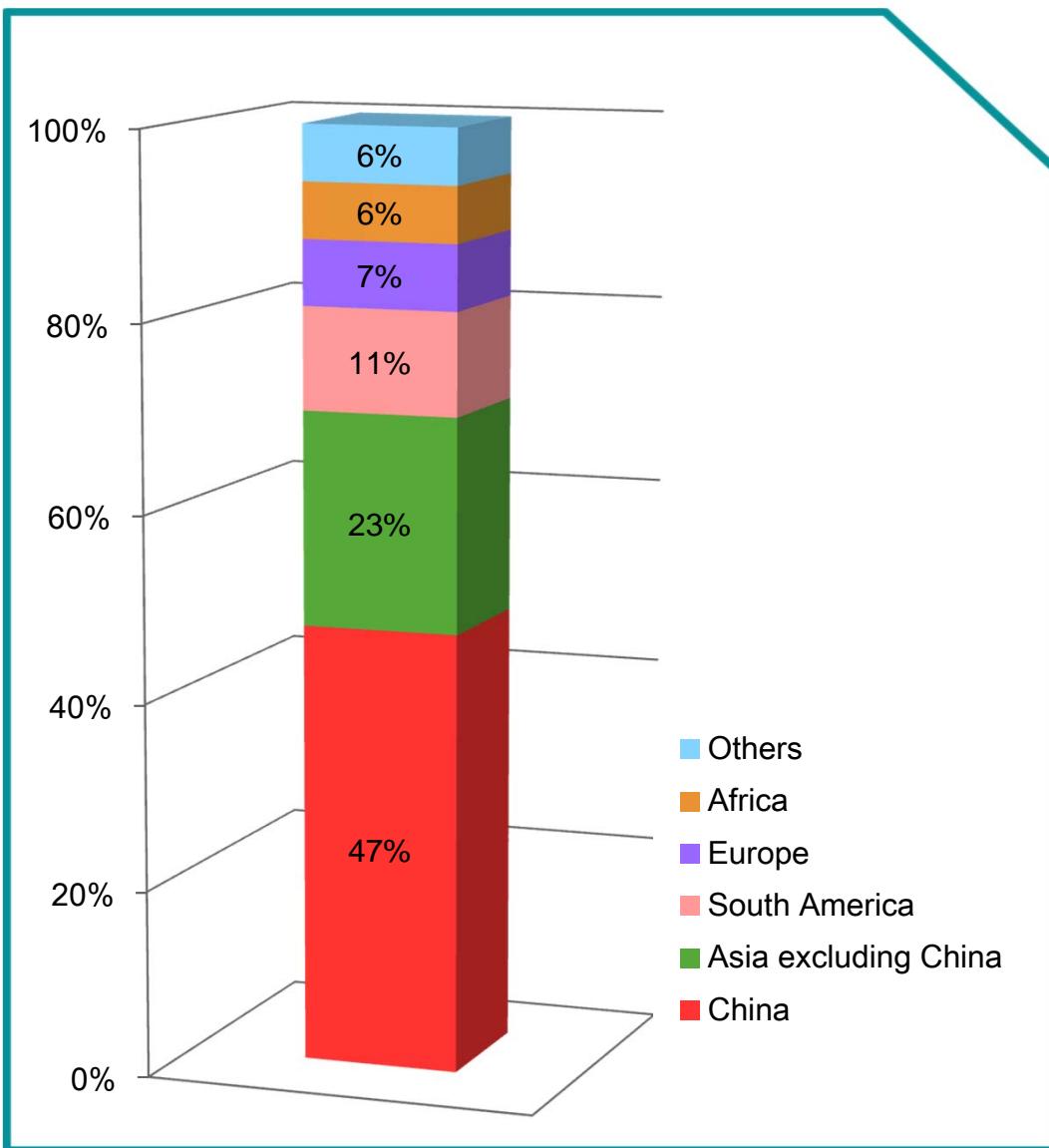
Chartering Revenue by Loading Port
Q3 2010 vs Q3 2009



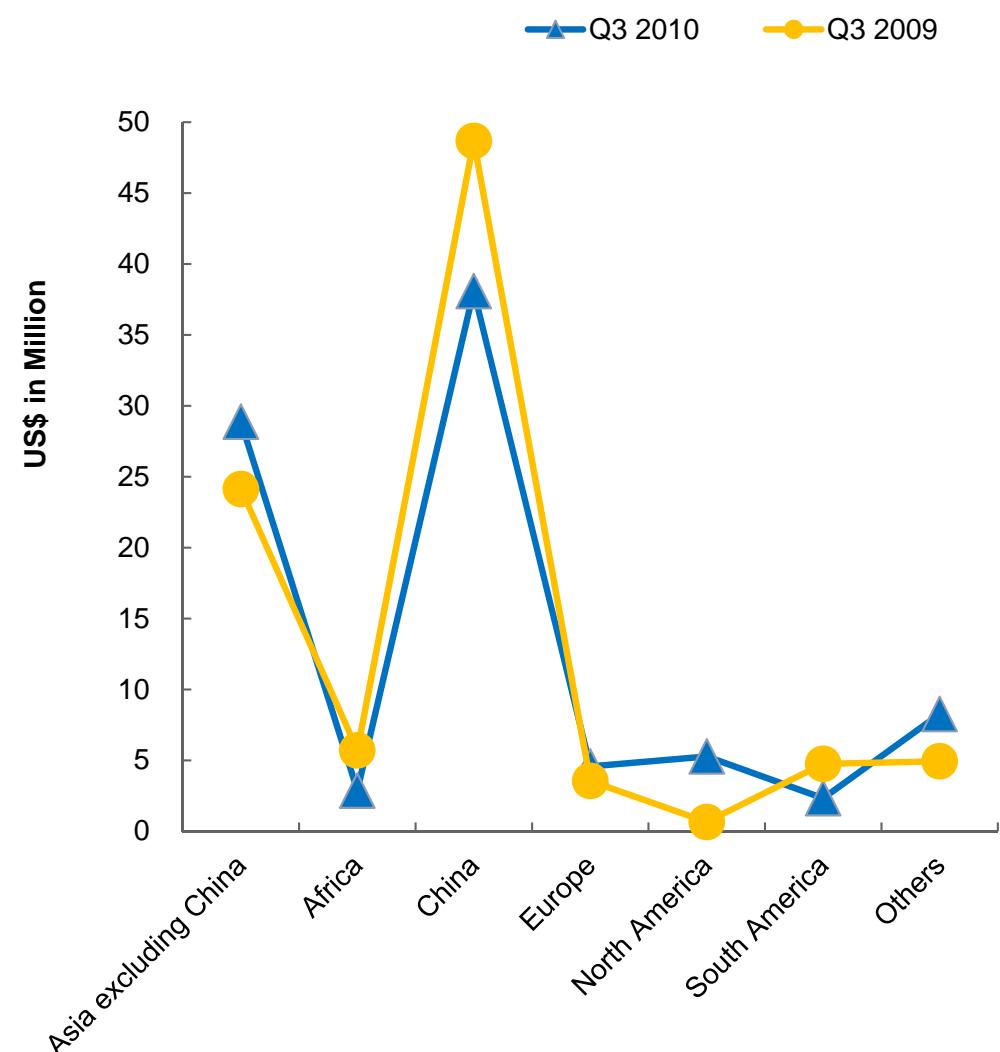
Discharging Port Analysis Q3 2010



Chartering Revenue by Discharging Port



Chartering Revenue by Discharging Port
Q3 2010 vs Q3 2009

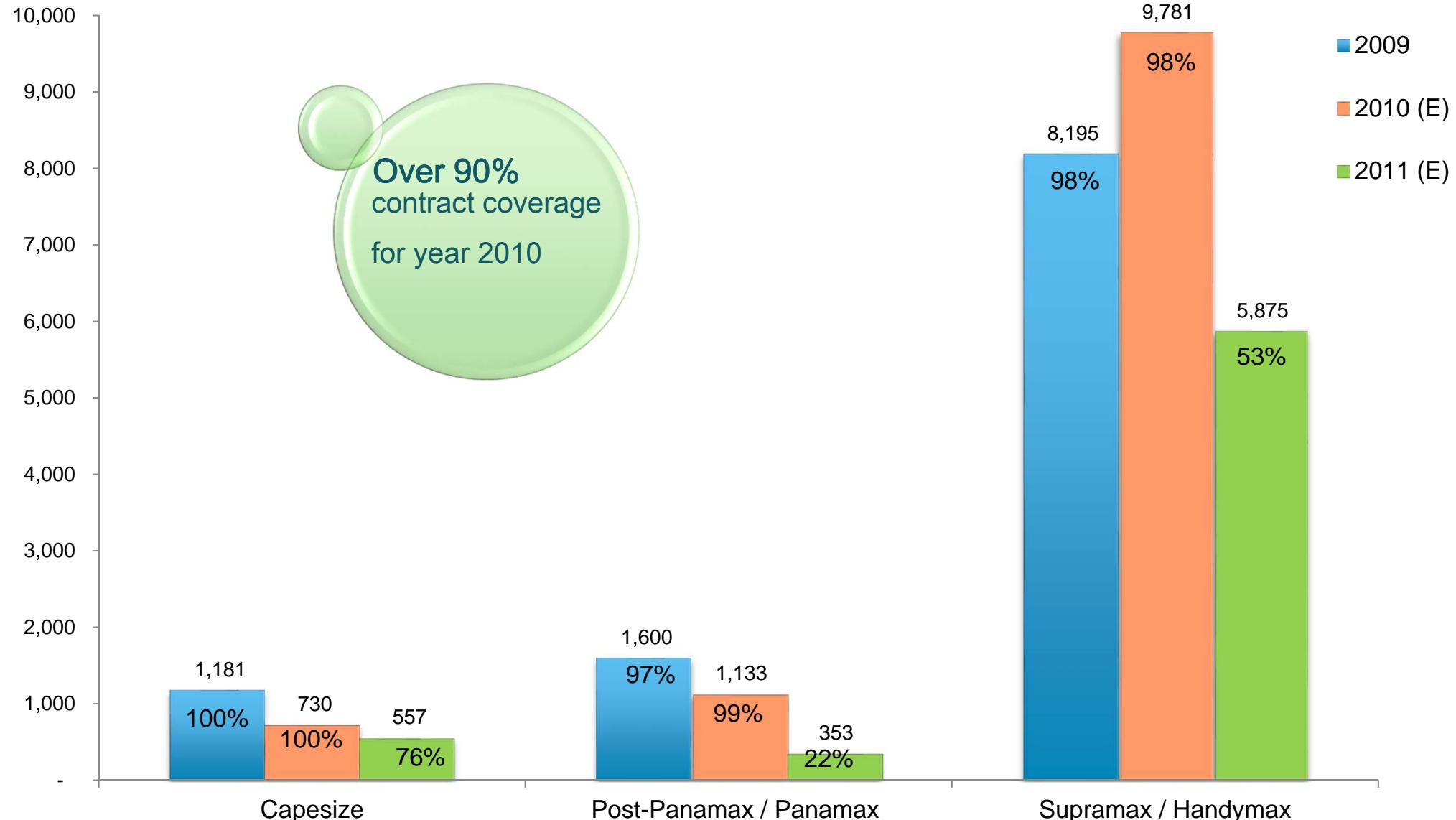


Contract Coverage of Owned and Chartered-in Vessels



Covered Days 2010 - 2011 Forecast

Number of Days



TCE of Owned and Chartered-in Vessels



Capesize

2010

- 100% coverage
- TCE \$83,698

2011

- 76% coverage
- TCE \$73,641

Post-Panamax / Panamax

2010

- 99% coverage
- TCE \$29,189

2011

- 22% coverage
- TCE \$29,603

Supramax / Handymax

2010

- 98% coverage
- TCE \$25,961

2011

- 53% coverage
- TCE \$29,111

TCE = Daily Time Charter Equivalent Rate

Owned and Chartered-in Fleet- Revenue Covered



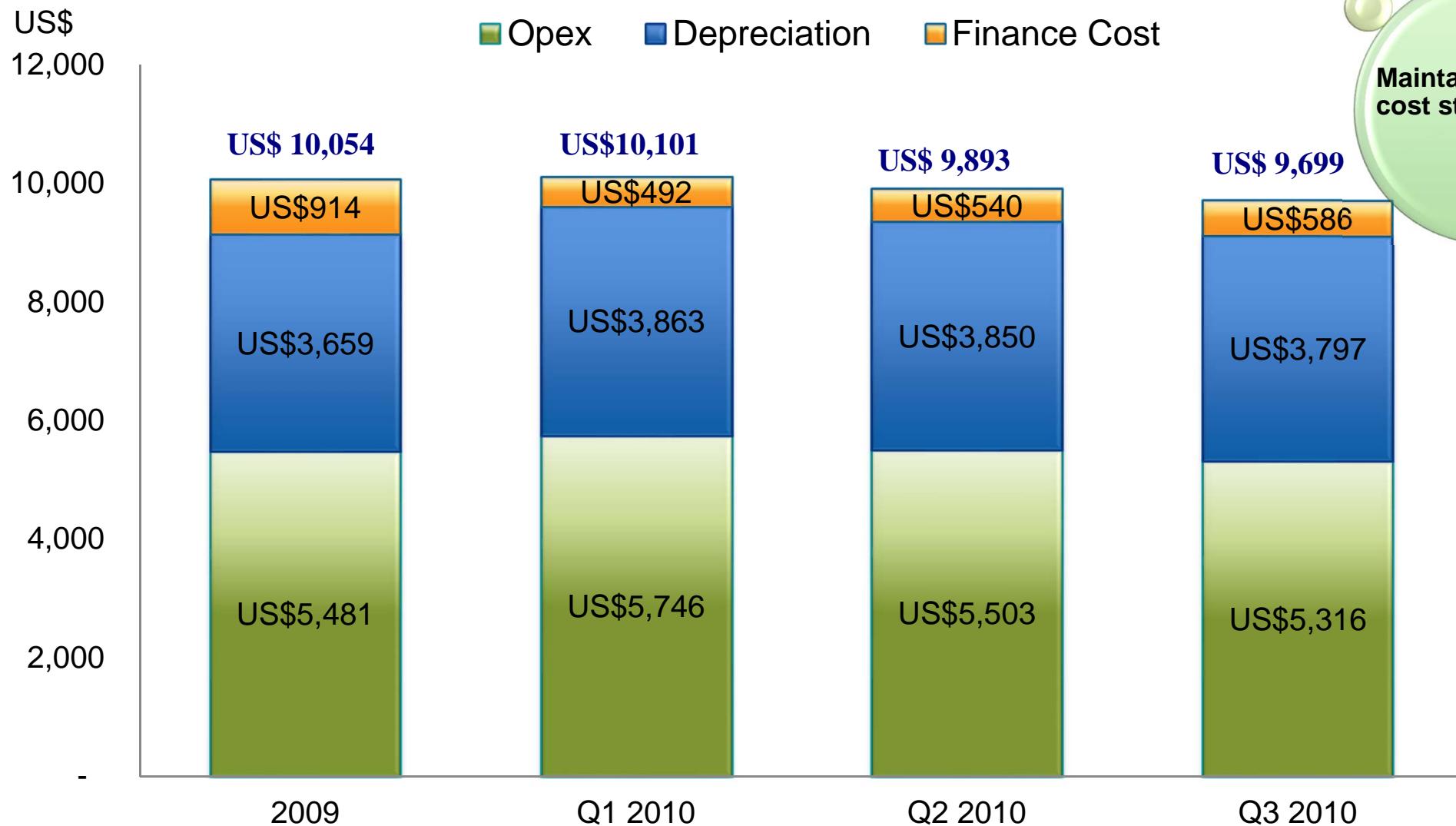
		<i>Unit</i>	2010	2011
Capesize Fleet	Coverage	%	100	76
	Operating days	<i>Days</i>	730	557
	Daily TCE	<i>US\$</i>	83,698	73,641
Post-Panamax / Panamax Fleet	Coverage	%	99	22
	Operating days	<i>Days</i>	1,133	353
	Daily TCE	<i>US\$</i>	29,189	29,603
Supramax / Handymax Fleet	Coverage	%	98	53
	Operating days	<i>Days</i>	9,781	5,875
	Daily TCE	<i>US\$</i>	25,961	29,111

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.





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

Outlook



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
- New vessel supply remains to be unprecedently high, especially with a number of new aspiring entrants placing new orders in recent months
- Effect of excess liquidity due to QEII?