

A world map in a light beige color, showing continents and oceans. The map is centered on the Atlantic Ocean. Major countries like the U.S., Canada, Russia, China, and India are clearly visible. The map is overlaid with a grid of latitude and longitude lines.

JINHUI SHIPPING AND TRANSPORTATION LIMITED

Q4 2012 and 2012 Annual
Results Presentation
28 February 2013



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 2012 Highlights

Financial highlights

Year 2012

- ➔ Revenue for the year dropped 23% to US\$234 million
- ➔ EBITDA for the year: US\$101 million
- ➔ Net profit for the year declined 42% to US\$36 million
- ➔ Basic earnings per share: US\$0.423
- ➔ Gearing ratio as at 31 December 2012: 42%

Q4 2012

- ➔ Revenue for the quarter: US\$55 million
- ➔ Net profit for the quarter: US\$7 million
- ➔ Basic earnings per share: US\$0.082

Financial Highlights

For the quarter and year ended 31 December 2012

US\$000	Q4 2012 (Unaudited)	Q4 2011 (Unaudited)	QoQ	Year 2012 (Unaudited)	Year 2011 (Audited)	YoY
Revenue	55,000	63,899	(13.9%) ↓	234,035	305,196	(23.3%) ↓
Operating profit (loss)	8,941	(13,689)	165.3% ↑	44,301	68,791	(35.6%) ↓
Net profit (loss) for the period / year	6,866	(15,744)	143.6% ↑	35,581	61,568	(42.2%) ↓
Basic earnings (loss) per share	US\$0.082	(US\$0.187)	143.6% ↑	US\$0.423	US\$0.733	(42.2%) ↓

Key Financial Ratios

For the year ended 31 December 2012

	2012 (Unaudited)	2011 (Audited)
Total assets	US\$1,486 M	US\$1,469 M
Return on equity ¹	4.3%	7.8%
Return on total assets ²	2.4%	4.3%
Interest coverage	5.1X	9.5X
EBITDA / Finance costs	11.6X	16.7X
Net gearing ³	42.1%	38.6%

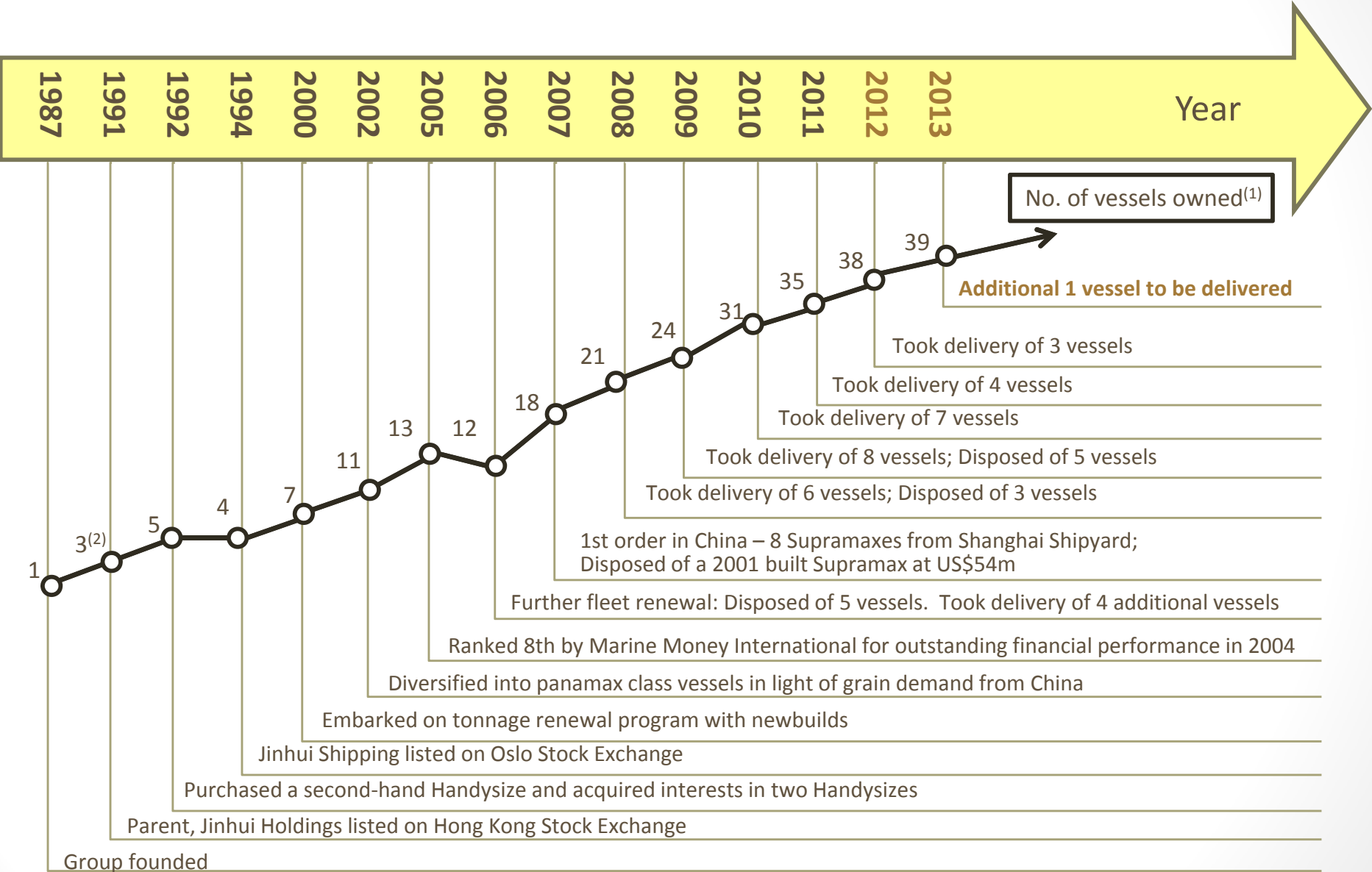
1. ROE is calculated based on net profit divided by average equity

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

3. 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



Growing Fleet of Modern Vessels

<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 Ze	Supramax	57,982	2012	Tsuneishi
7	Jin Hong	Supramax	61,414	2011	Oshima
8	Jin Han	Supramax	61,414	2011	Oshima
9	Jin Feng	Supramax	57,352	2011	STX (Dalian)
10	Jin Ming	Supramax	61,414	2010	Oshima
11	Jin Yang	Supramax	57,982	2010	Tsuneishi
12	Jin Yue	Supramax	56,934	2010	Shanghai Shipyard
13	Jin Ao	Supramax	56,920	2010	Shanghai Shipyard
14	Jin Heng	Supramax	55,091	2010	Nantong Kawasaki
15	Jin Gang	Supramax	56,927	2009	Shanghai Shipyard
16	Jin Ji	Supramax	56,913	2009	Shanghai Shipyard
17	Jin Wan	Supramax	56,897	2009	Shanghai Shipyard
18	Jin Jun	Supramax	56,887	2009	Shanghai Shipyard
19	Jin Mao	Supramax	54,768	2009	Oshima
20	Jin Shun	Supramax	54,768	2009	Oshima
21	Jin Sui	Supramax	56,968	2008	Shanghai Shipyard
22	Jin Tong	Supramax	56,952	2008	Shanghai Shipyard
23	Jin Yuan	Supramax	55,496	2007	Oshima
24	Jin Yi	Supramax	55,496	2007	Oshima
25	Jin Xing	Supramax	55,496	2007	Oshima
26	Jin Sheng	Supramax	52,050	2006	IHI
27	Jin Yao	Supramax	52,050	2004	IHI
28	Jin Cheng	Supramax	52,961	2003	Oshima
29	Jin Quan	Supramax	51,104	2002	Oshima
30	Jin Ping	Supramax	50,777	2002	Oshima
31	Jin Fu	Supramax	50,777	2001	Oshima
32	Jin Li	Supramax	50,777	2001	Oshima
33	Jin Zhou	Supramax	50,209	2001	Mitsui
34	Jin An	Supramax	50,786	2000	Oshima
35	Jin Hui	Supramax	50,777	2000	Oshima
36	Jin Rong	Supramax	50,236	2000	Mitsui
37	Jin Bi	Handymax	48,220	2000	Oshima
38	Jin Yu	Handysize	38,462	2012	Naikai Zosen

As of 27 February 2013

Total Capacity of
Owned Vessels:
2,192,745 dwt

Average age: 6 years

Lower Focus on Chartered-in Vessels

Chartered-in Vessels						
	Name	Type	Size (dwt)	Year built	Charter in date	Expiry
1	Golden Shui	Capesize	169,333	2009	May-09	Feb-14
2	Tenmyo Maru	Supramax	58,470	2008	Nov-08	Oct-13

As of 27 February 2013

Total Capacity of Chartered-in Vessels: 227,803 dwt

Average age: 5 years

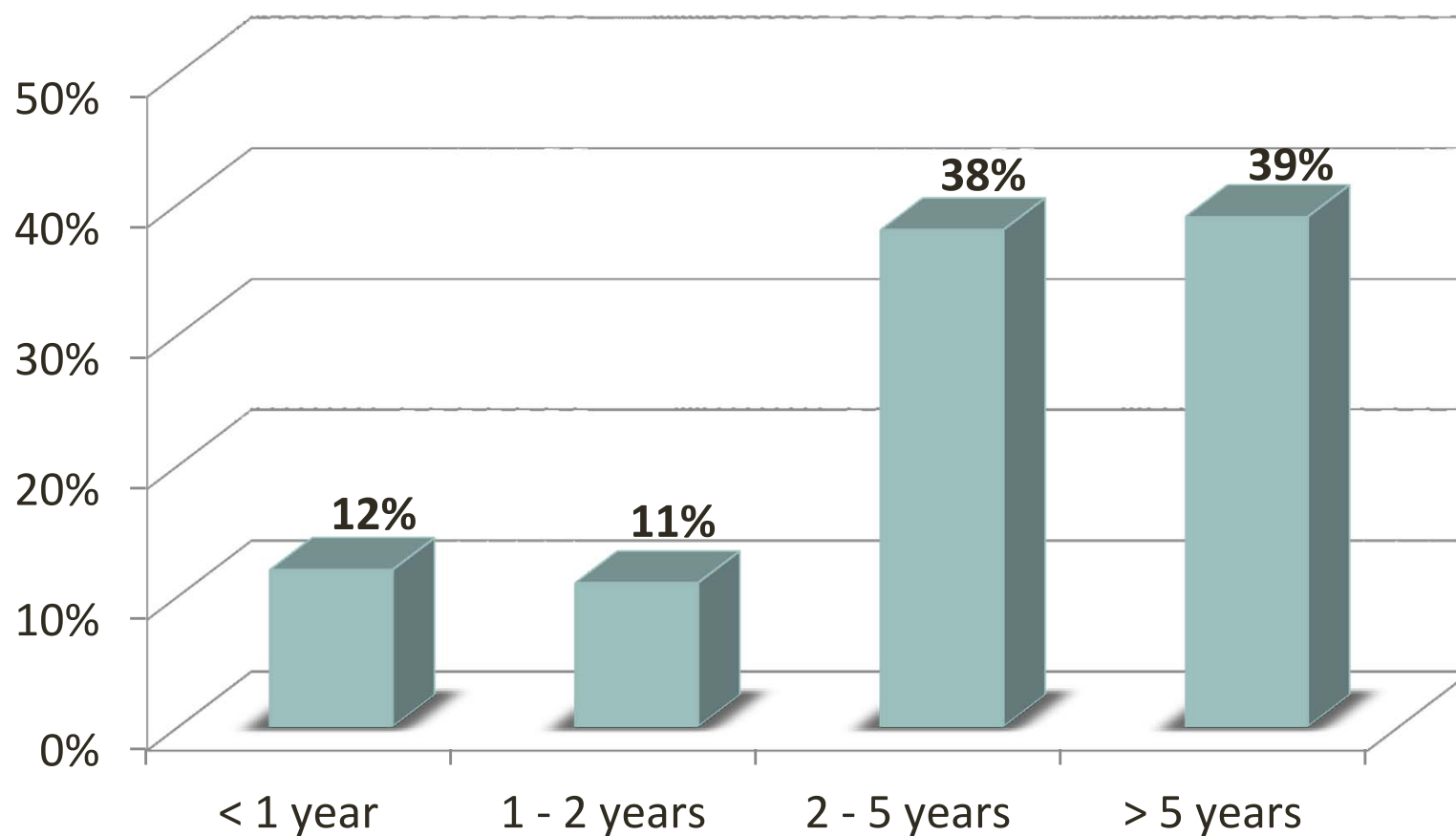
**A chartered-in Capesize -
“Scope”**

**with charter period expiring in April 2013 was
early redelivered to the owner in January 2013**

Debt Maturity Profile

(Based on information up to 31 December 2012)

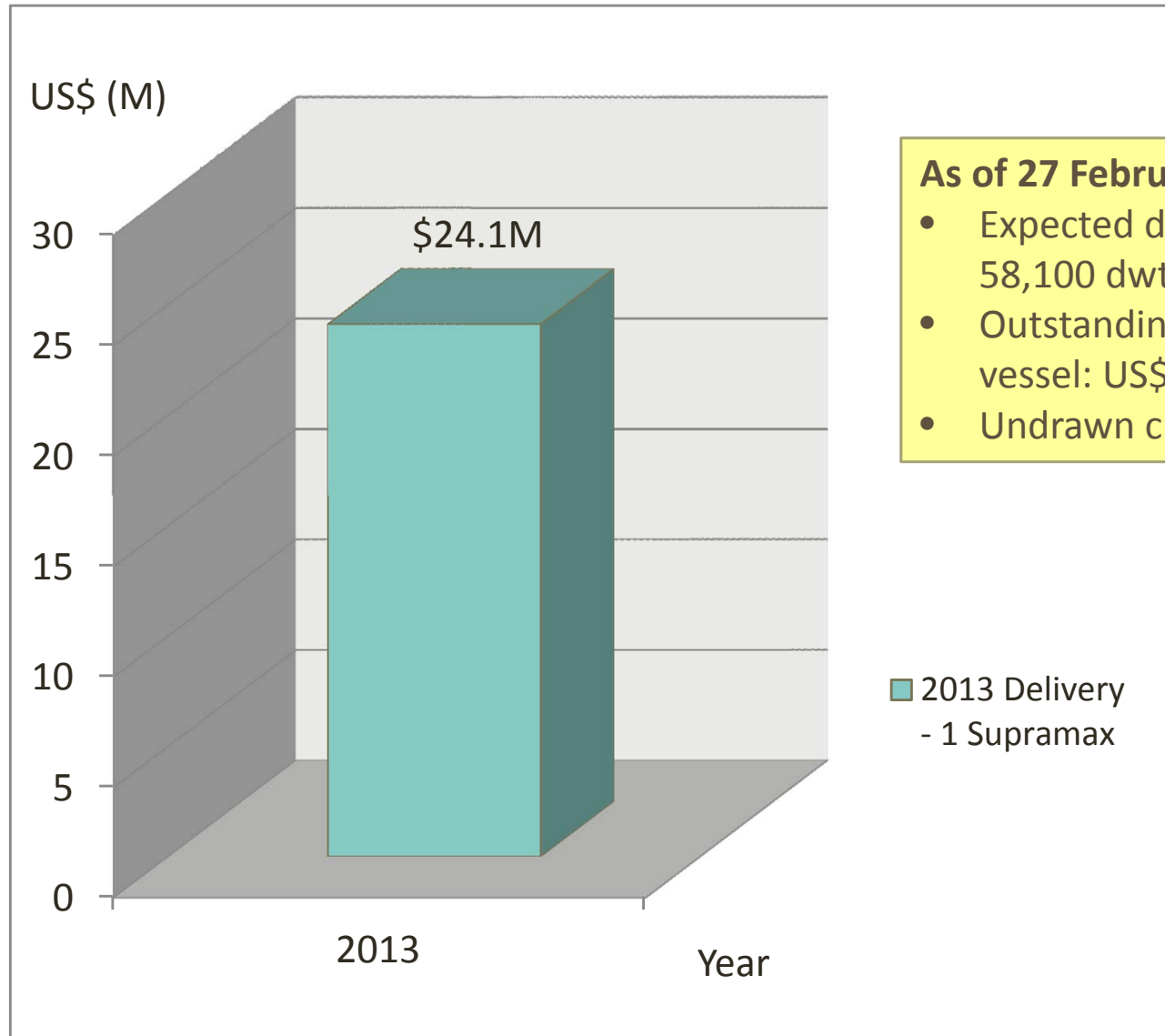
Debt breakdown by maturity



Total debt as of 31 December 2012, US\$562 million



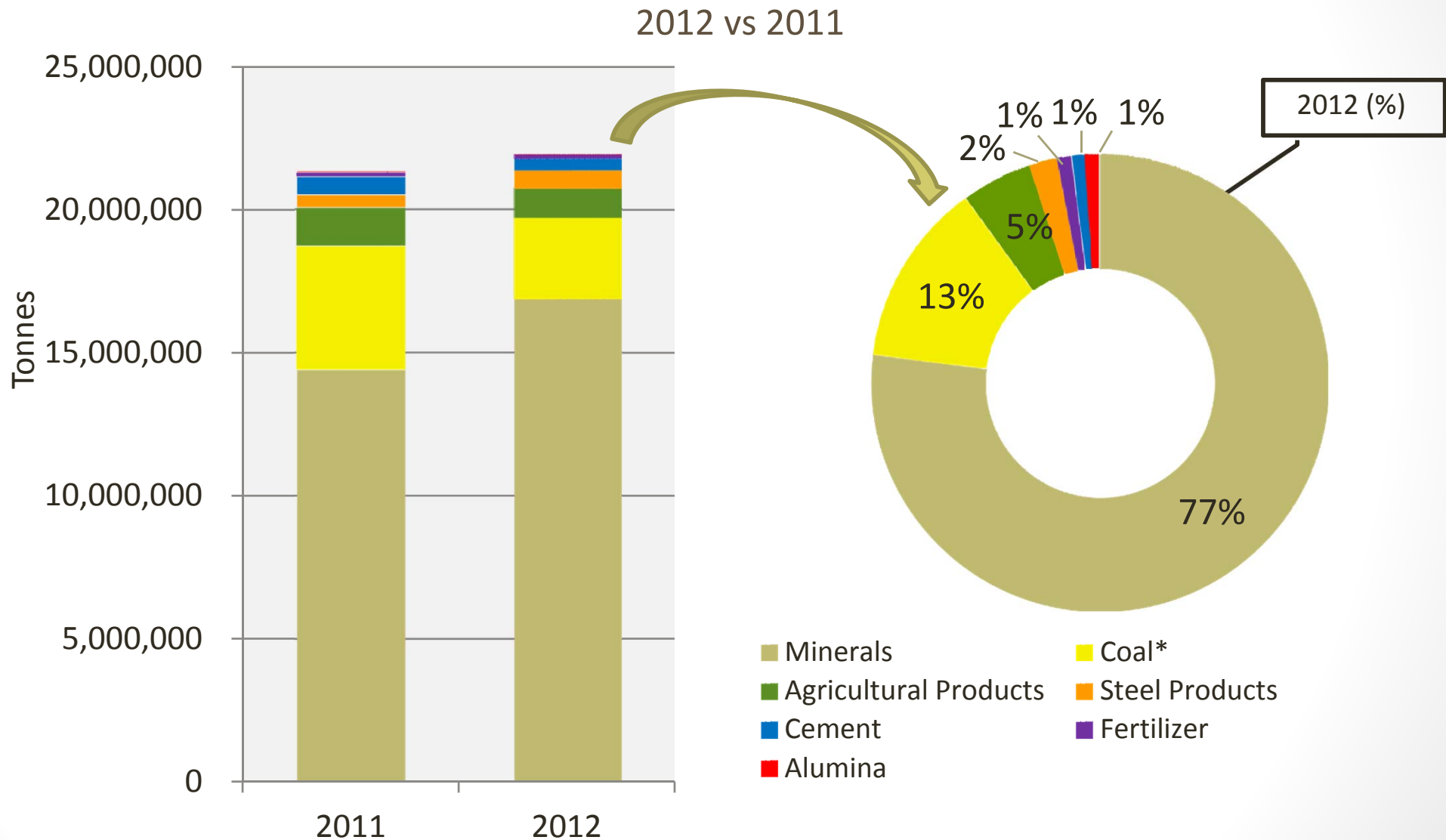
Capital Expenditure



As of 27 February 2013

- Expected delivery of a Supramax with 58,100 dwt in early 2013
- Outstanding capital expenditure for this vessel: US\$24 million
- Undrawn credit facilities: US\$18 million

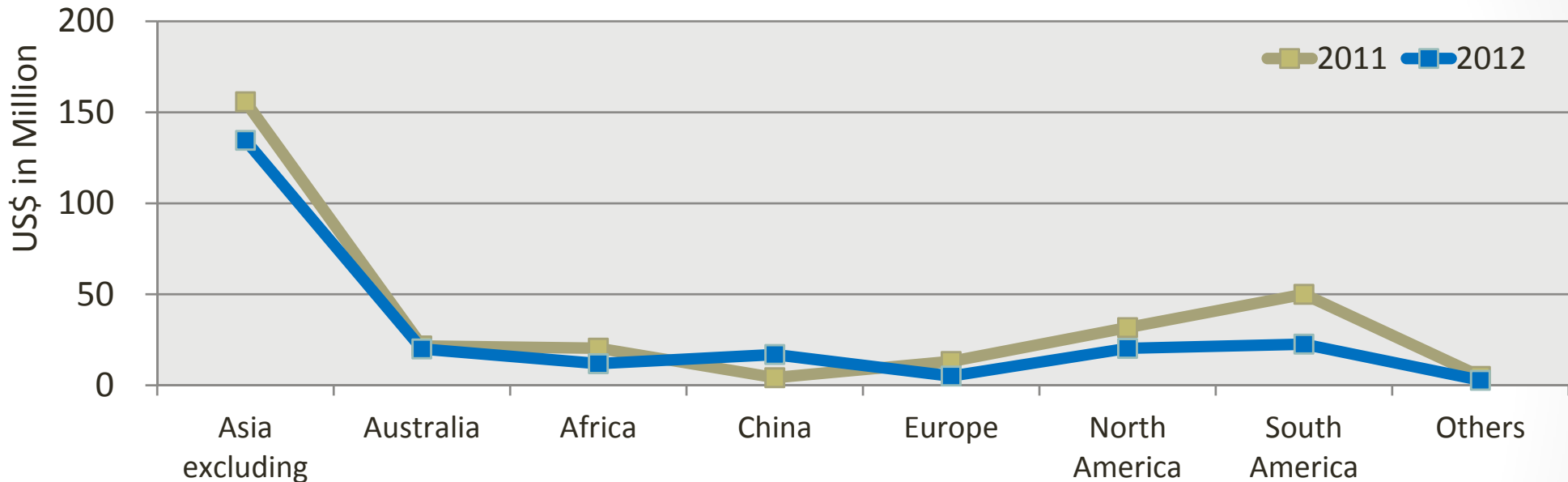
Cargo Volume Analysis 2012



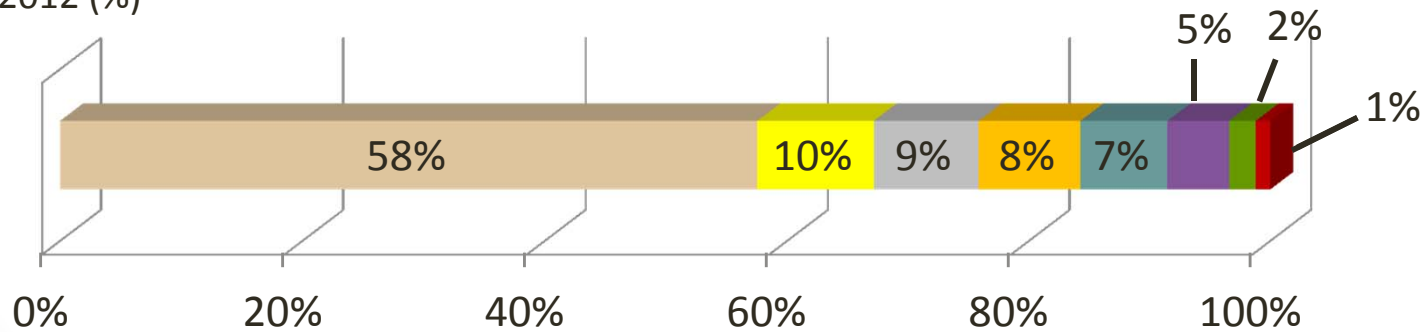
Loading Port Analysis 2012

(Chartering revenue expressed by loading port)

2012 vs 2011



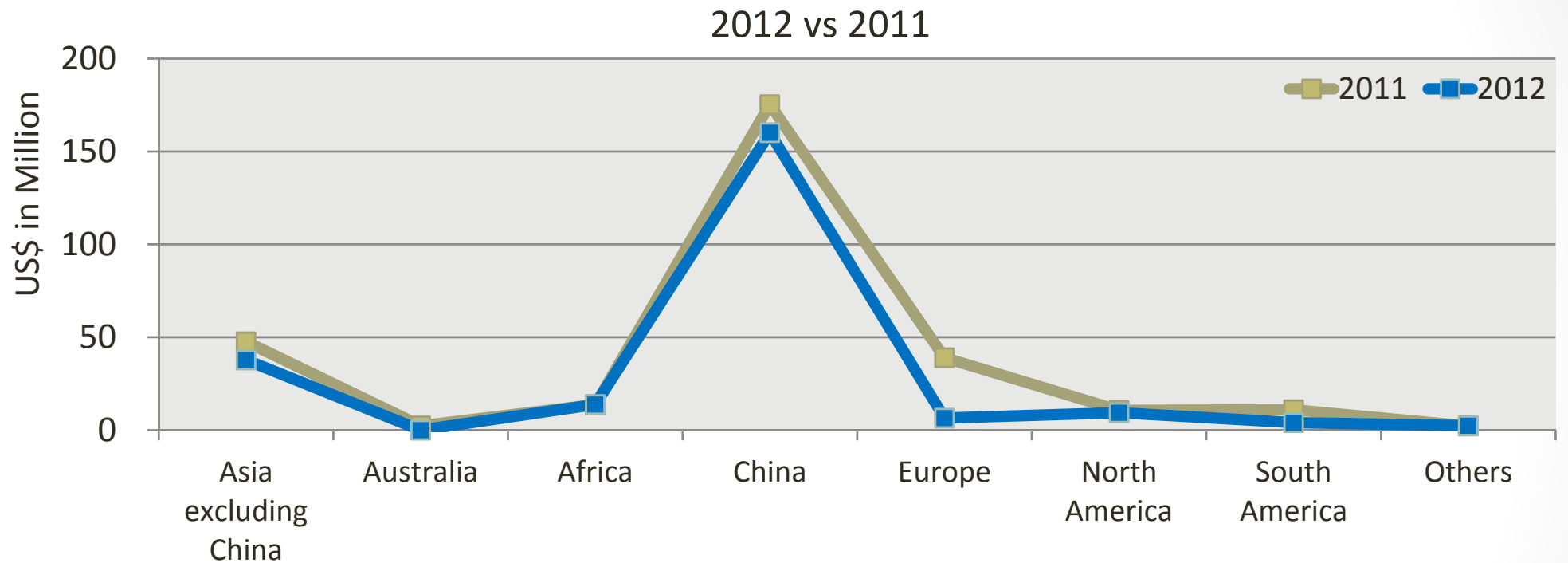
2012 (%)



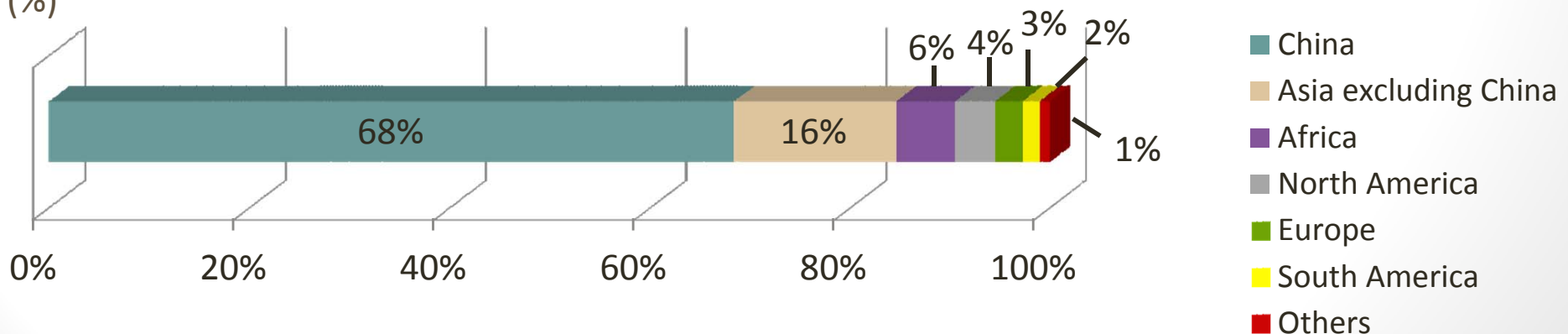
- Asia excluding China
- South America
- North America
- Australia
- China
- Africa
- Europe
- Others

Discharging Port Analysis 2012

(Chartering revenue expressed by discharging port)



2012 (%)



TCE of Jinhui Shipping's Fleet

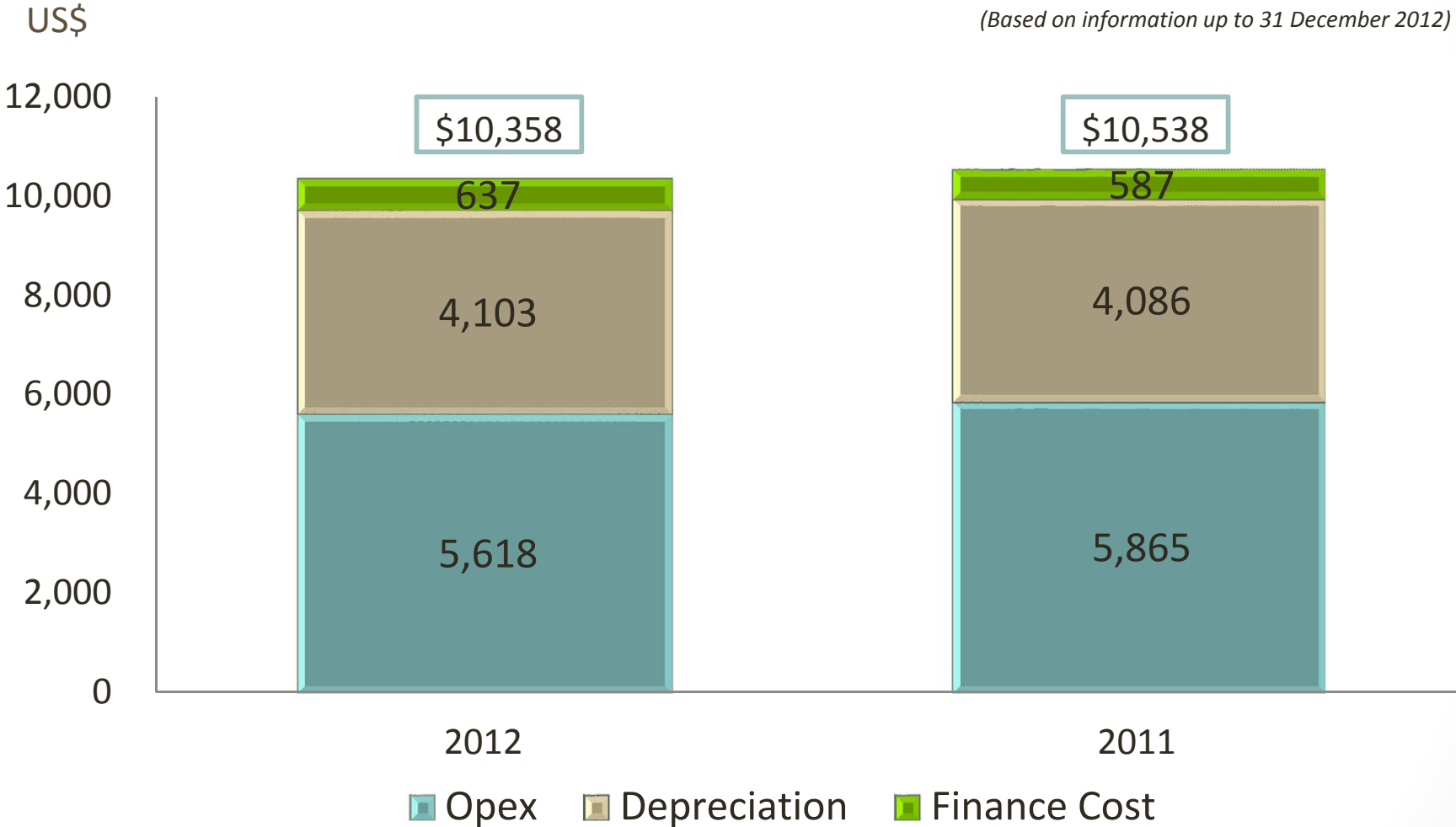
(Based on information up to 31 December 2012)

Average daily time charter equivalent rate (TCE)	2012 Q4	2011 Q4	2012	2011
	US\$	US\$	US\$	US\$
Capesize Fleet	12,200	9,594	11,709	35,532
Post-Panamax / Panamax Fleet	15,227	16,219	15,238	19,660
Supramax / Handymax / Handysize Fleet	14,189	18,309	15,512	21,224
In average	14,187	17,662	15,292	21,785

For year 2012, decrease in TCE mainly due to:

- expiration of some high-earning contracts in late 2011 and early 2012
- lower charter rates upon redeployment of our fleet in prevailing weak market

Daily Cost of Owned Vessels



Vessels operating expenses include crew expenses, insurances, spare parts and consumables, repairs and maintenance, and other operating expenses.

Owned & Chartered-in Fleet – Revenue Covered

(Based on information up to 27 February 2013)

		Unit	2013	2014
Capesize Fleet	Coverage	%	79	-
	Operating days covered	Days	313	-
	Daily TCE	US\$	13,170	-
Post-Panamax / Panamax Fleet	Coverage	%	38	6
	Operating days covered	Days	548	83
	Daily TCE	US\$	27,717	38,200
Supramax / Handymax / Handysize Fleet	Coverage	%	38	1
	Operating days covered	Days	4,946	173
	Daily TCE	US\$	20,730	34,000

Daily TCE Cost of Chartered-in Fleet

(Based on information up to 27 February 2013)

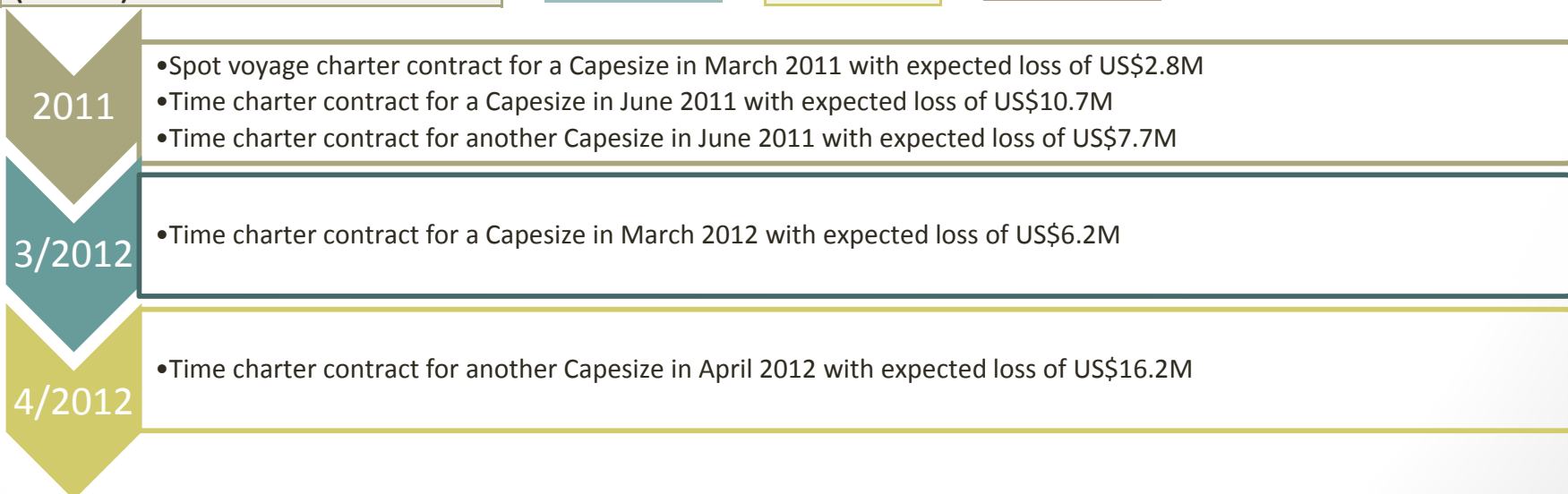
	Operating Days		Daily TCE Cost	
	2013	2014	2013	2014
Capesize Fleet	395 days	41 days	US\$43,506	US\$44,000
Supramax Fleet	300 days	n/a	US\$36,000	n/a



Provision for Loss-making Contracts

As part of our fleet is due for contract renewal in the prevailing market conditions, we had entered into certain loss-making chartered-out contracts in early 2012. Provision for loss on charter hire is recognized and included in shipping related expenses when the Group entered into material onerous contracts.

	Year 2011	Q1 2012	Q2 2012	Q3 2012	Q4 2012	Year 2012
	(Audited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)	(Unaudited)
	US\$'000	US\$'000	US\$'000	US\$'000	US\$'000	US\$'000
Provision recognized	21,179	6,174	16,218	-	-	22,392
Provision utilized	(14,092)	(5,460)	(5,250)	(5,253)	(4,856)	(20,819)
Net provision for loss on charter hire charged / (credited)	7,087	714	10,968	(5,253)	(4,856)	1,573



Outlook



Global economy remains uncertain, policy driven;

Speed of Chinese economic growth?

Geopolitical risks;

Supply / demand imbalance;

Industry need to go through detoxification stage.