



Malaysian Bulk Carriers Berhad

(175953-W)

Results 2011



Choppy waters ahead

28 February 2012

www.maybulk.com.my

Contents

Commercial highlights

Page

- 3 **MBC Fleet composition**
- 4 **Shipping Revenue Composition and Operating Profit**
- 5 **MBC Fleet TCE rates**
- 6 **Fleet size and revenue days**
- 7 - 8 **Dry bulk market**
- 9 **Tanker market**
- 10 **World fleet versus Orderbook**



Financial highlights


Page

- 11 **Highlights of 2011 Performance**
- 12 **TCE rates by quarter**
- 13 **Group Financial Highlights**

Fleet Composition

31 December 2011

No of vessels	DWT
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Bulk carriers		
		
Post panamax	* 5	435,260
Supramax	* 2	109,053
Handymax	1	46,644
Handysize	* 6	178,741
	14	769,698

Tankers		
		
Product tanker	3	142,129
	3	142,129

Total	17	911,827
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* Includes jointly owned and long leased vessels

Commercial Highlights

	2011	2010
Fleet utilization	97.9%	98.4%

*Fleet utilization rate represents no of on-hire days over no of available days less docking days

- In 2011, the Group took delivery of 3 new handysizes and disposed of a product tanker
- Pipeline Assets over the next 2 years – all under long term charter:-

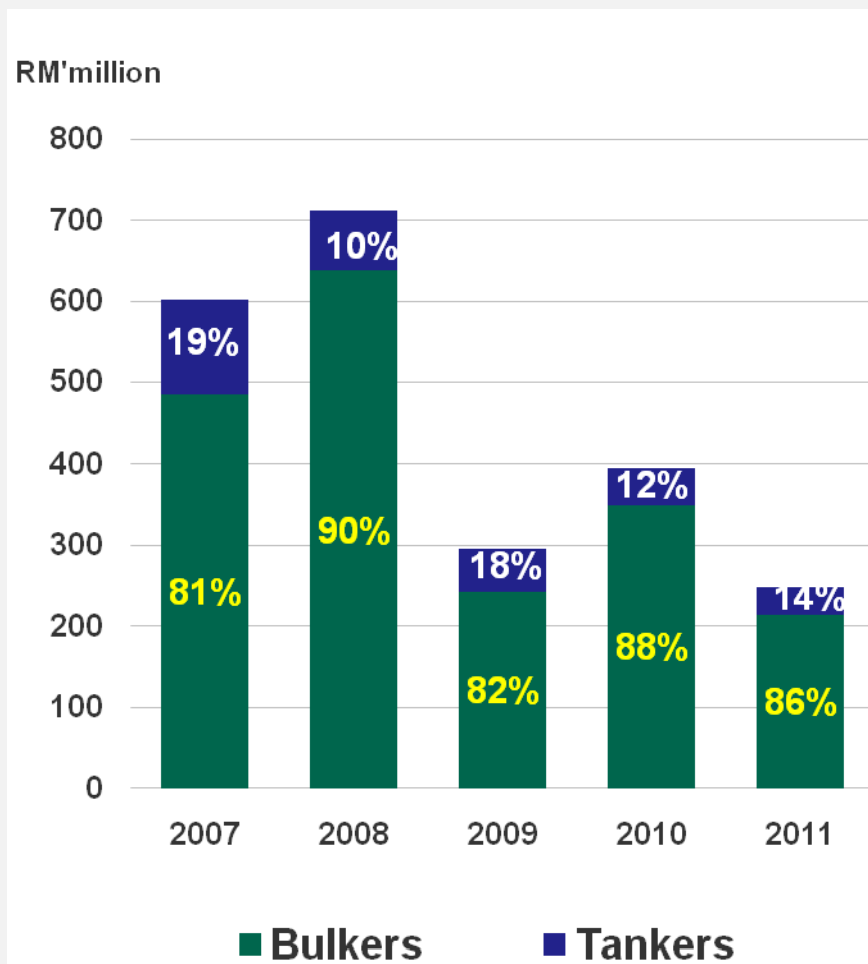
est delivery

1x29,000 dwt handysize	January 12
1x58,000 dwt supramax	October 2012
1x61,000 dwt supramax	April 2012
1x61,000 dwt supramax	March 2013

- Five(5) of the Group's long term charters (8-10 years) come with purchase options

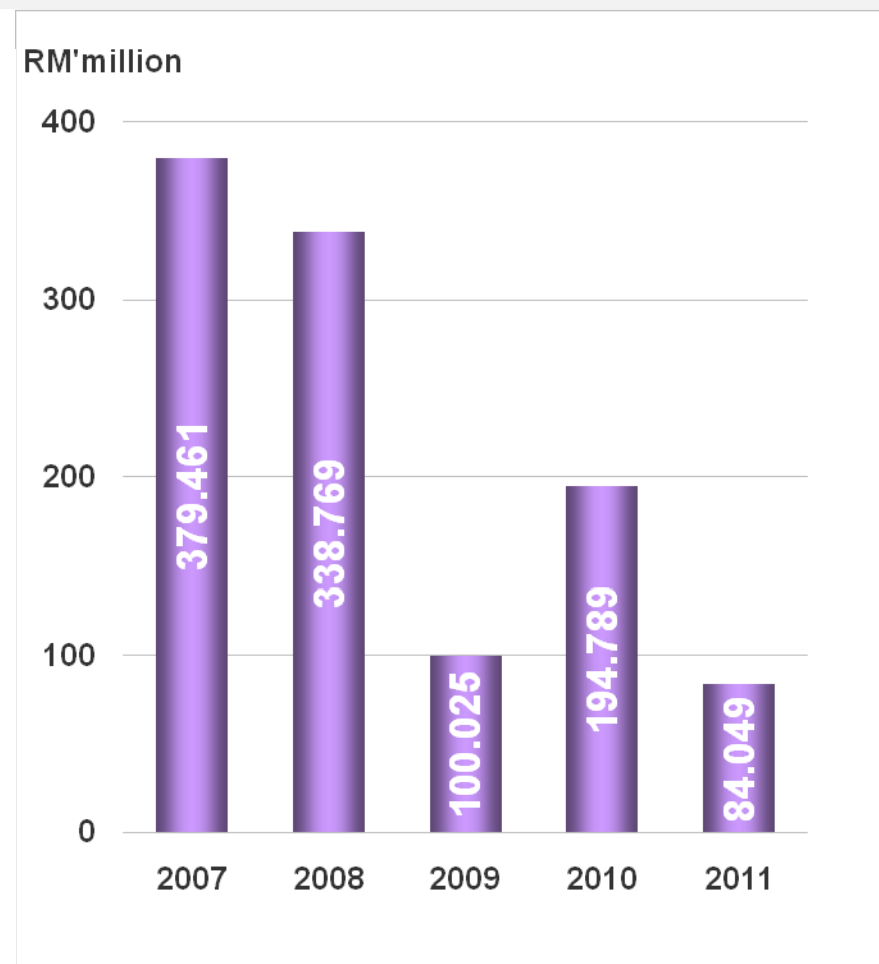
Commercial Highlights

Shipping revenue composition



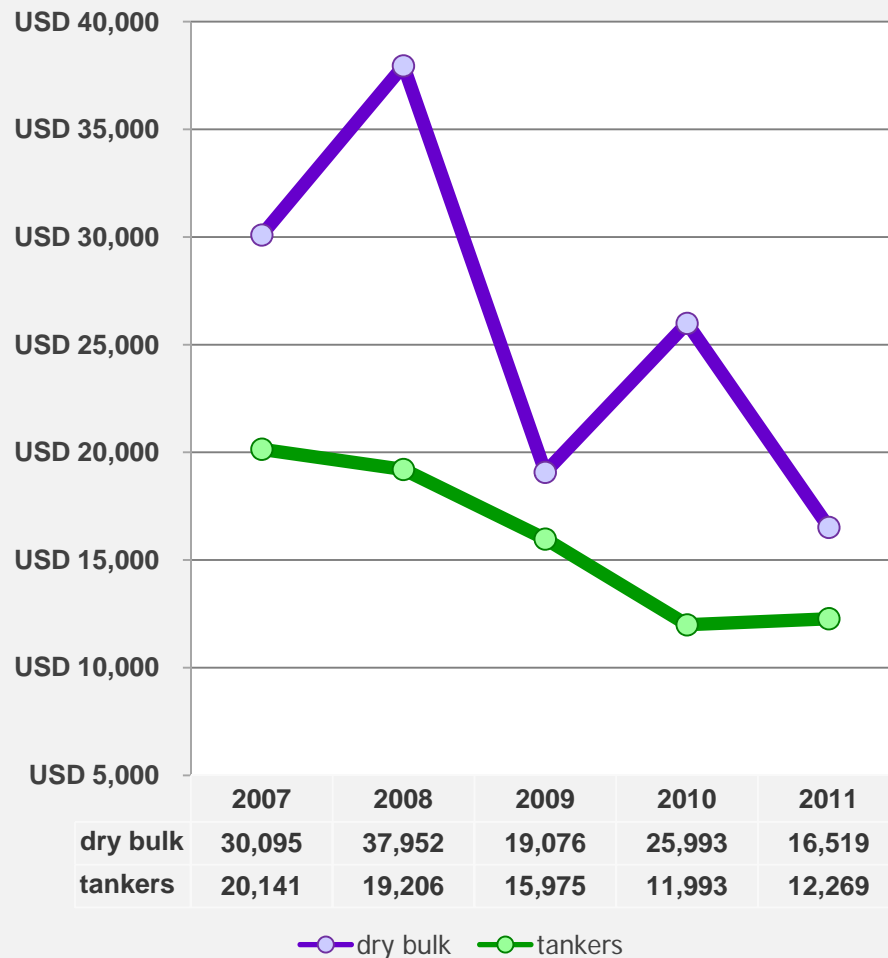
Operating profit

(i.e Revenue less operating expenses)



•Commercial Highlights

TCE rates



2011

Dry bulk carriers

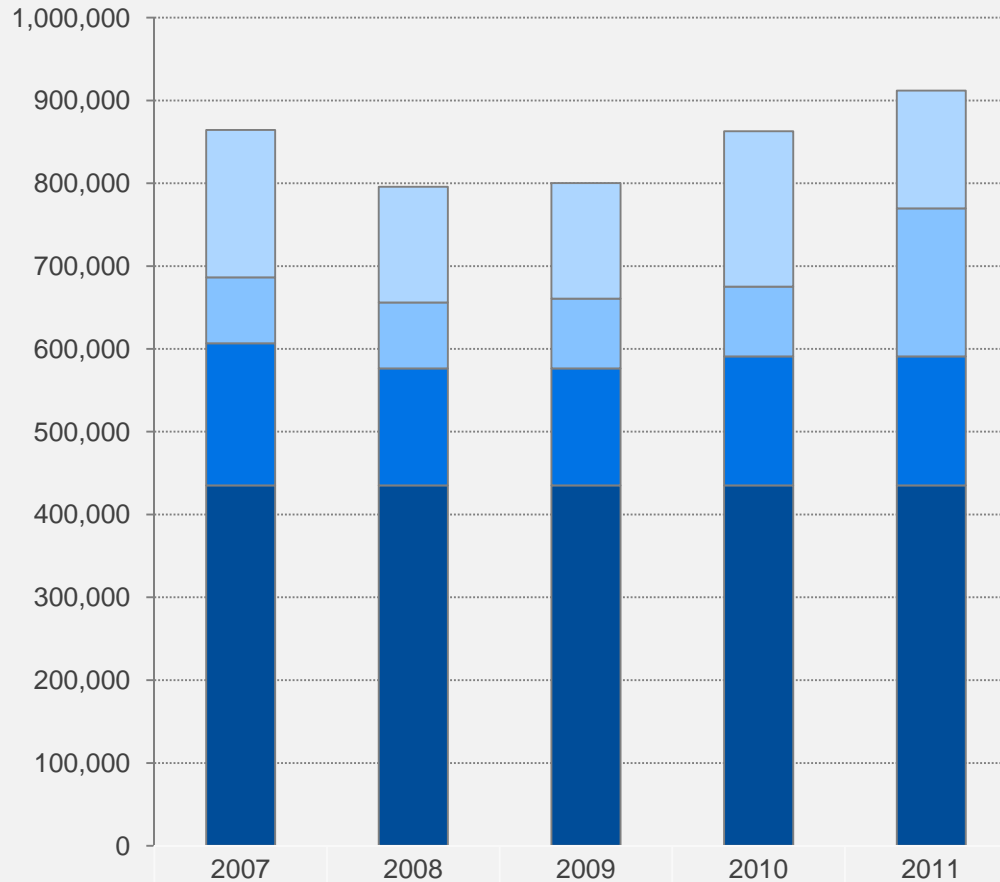
- BDI averaged 1,549 points, lost 44% from year 2010's average of 2,758 points
- Our dry bulk fleet daily TC average declined 36% to USD16,519/day

Tankers

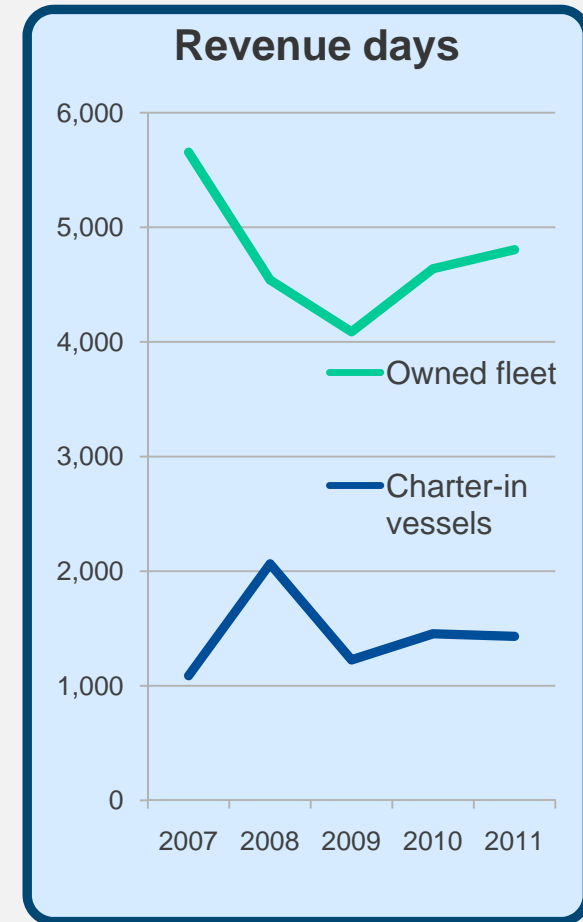
- BCTI down 2% points to an average of 720 points, from the average of 732 points in 2010
- MBC's tanker fleet TC average improved 2% to USD12,269/day

Fleet size and revenue days

(Includes jointly owned and long leased vessels)

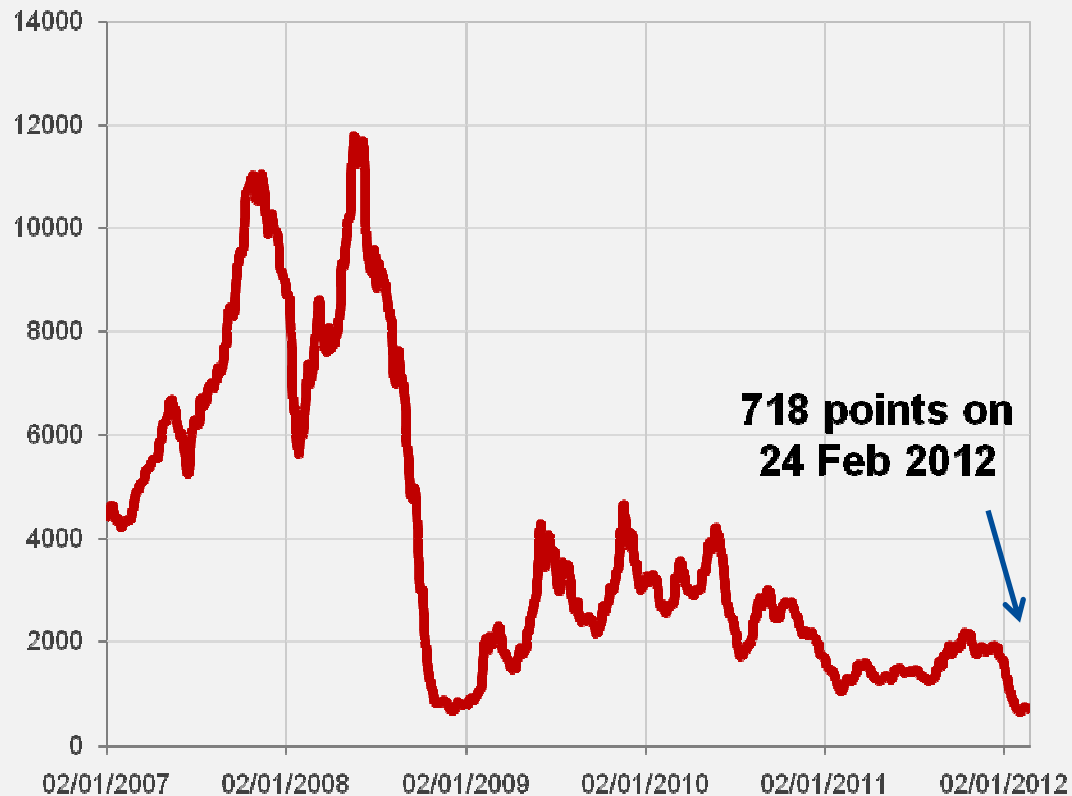


	2007	2008	2009	2010	2011
Product Tanker	177,964	139,643	139,643	187,642	142,129
Handysize Bulker	79,610	79,610	84,125	84,125	178,741
Handymax Bulker	171,508	141,254	141,254	155,697	155,697
Post Panamax Bulker	435,260	435,260	435,260	435,260	435,260

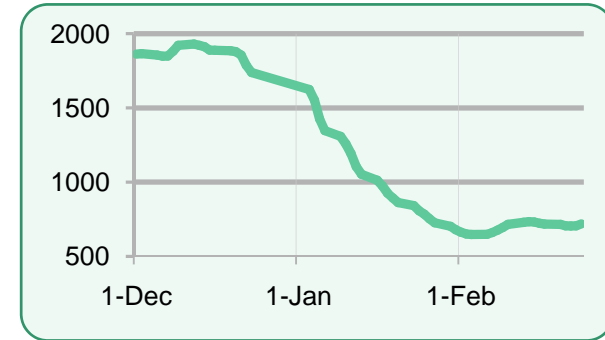


Baltic Dry Index

2 January 2007 to 24 February 2012



BDI – Dec 2011 to 24 Feb 2012



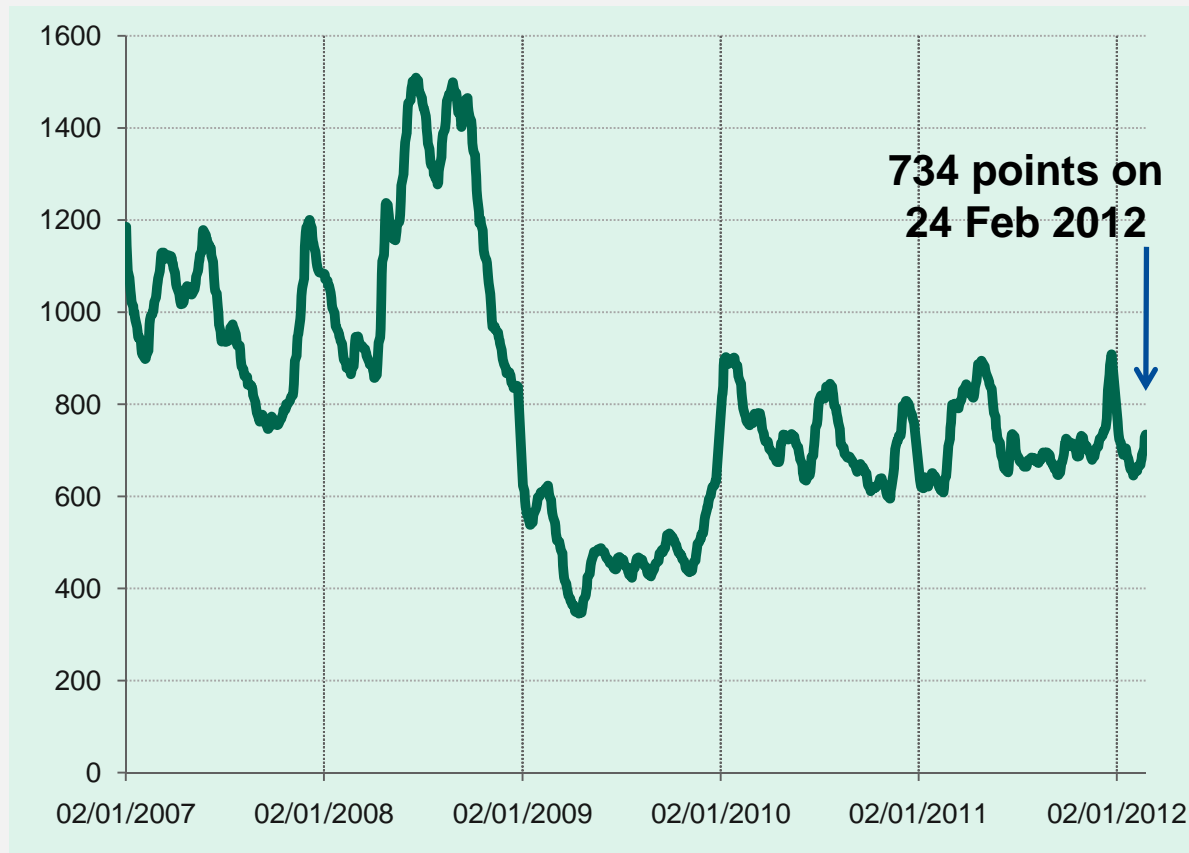
- BDI has been trending down sharply since the beginning of 2012
- Weather related supply disruptions and the Chinese New Year's holiday contributed to the sharp fall in the dry bulk market and BDI plunged to record low of 647 points on 3 Feb 2012
- BDI recovered to 718 points on 24 February 2012

Dry bulk shipping outlook 2012

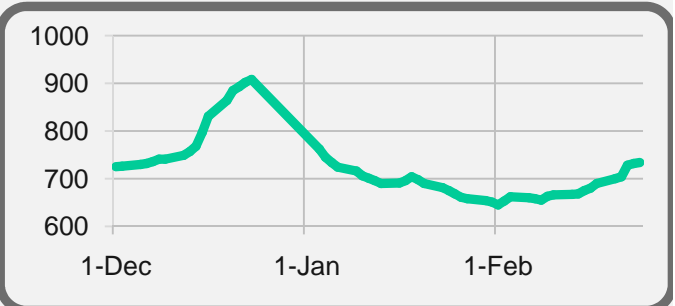
- Demand growth is projected to slow to 3% whilst supply growth is expected at 12%
- The greatest downside risks to trade are falling global steel demand and the potential for supply disruptions in Australia
- Iron ore - China's import growth is expected to slow to 6% in 2012, down from 11% in 2011 due to the lower steel demand growth and production; India's weaker exports as a result of export duties and the mining ban in Karnataka
- Thermal coal - growth of 17% and 8% are projected for India's and China's imports over 2012 - the greatest potential upsides in the dry bulk market
- The improving US economy, resolution of euro area crisis and monetary loosening policies could result in a better freight market

Baltic Clean Tanker Index

2 January 2007 to 24 February 2012

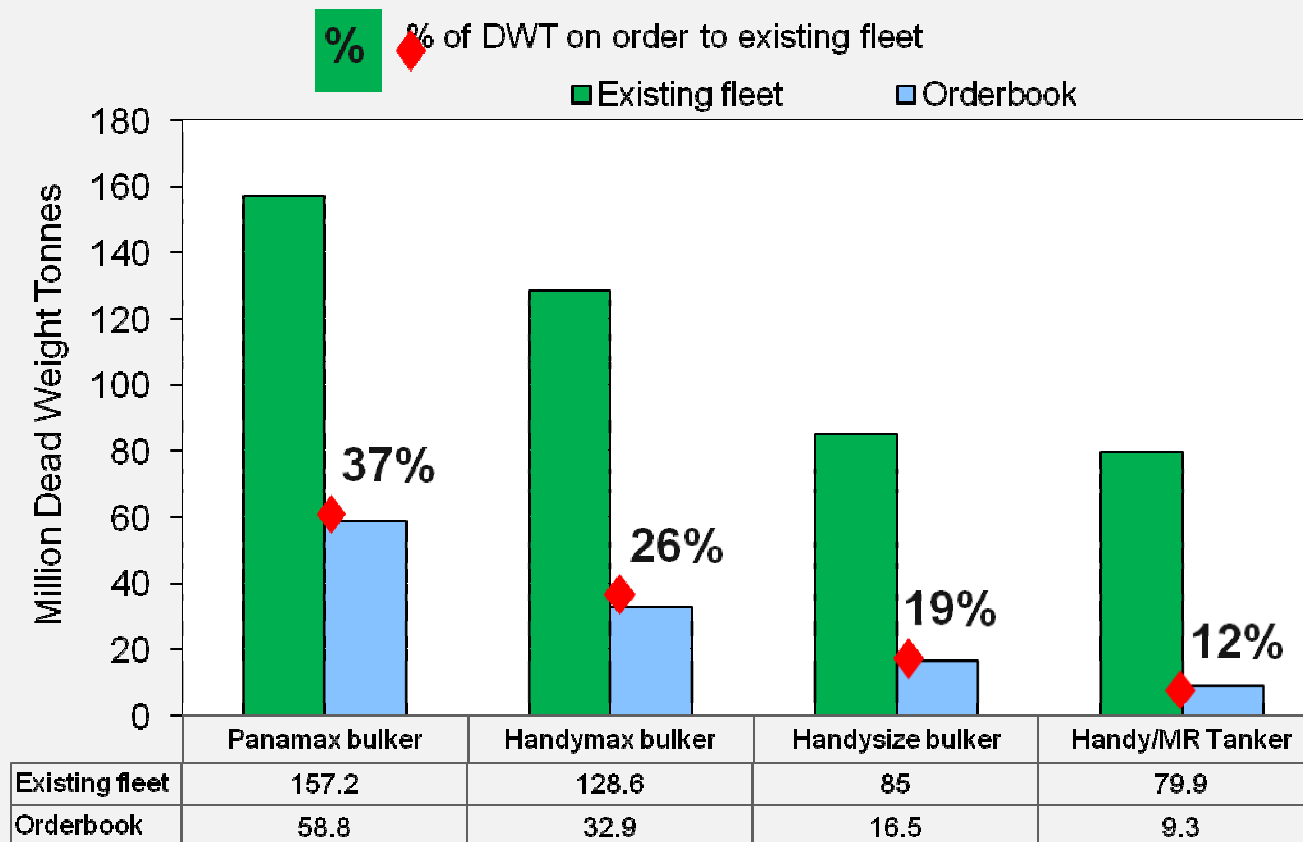


BCTI Dec 2011 – 24 Feb 2012



- BIMCO expects only 3% increase in product tankers fleet in 2012. The limited supply could alleviate the supply-demand imbalance
- New refineries in Saudi Arabia and India could generate enough long haul business over the next 5 years
- EU ban on oil imports from Iran could result in a significant shift of crude oil routes
- The closure of Hormuz Strait by Iran would send oil prices soaring by more than \$30 a barrel, the IMF said

World fleet versus order book



2012

Bulkcarriers fleet is expected to grow 12% during 2012, while slower than 2011's 14%, still a significant rise in capacity. However the rise in demolitions and newbuilding slippage partially mitigated the extent of total fleet growth

Highlights of 2011 performance

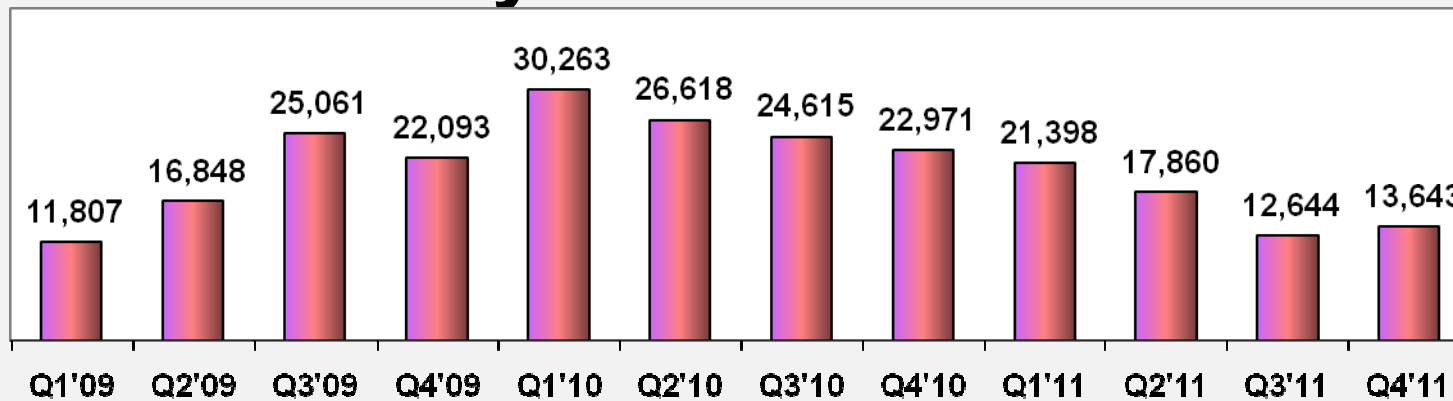
- Revenue declined 37% to RM256.3m and operating profit down 57% to RM84.0m mainly due to lower hire rates

	<u>TCE /day</u>	<u>Hire days</u>
2011	USD15,737	5,274
2010	USD22,846	5,406

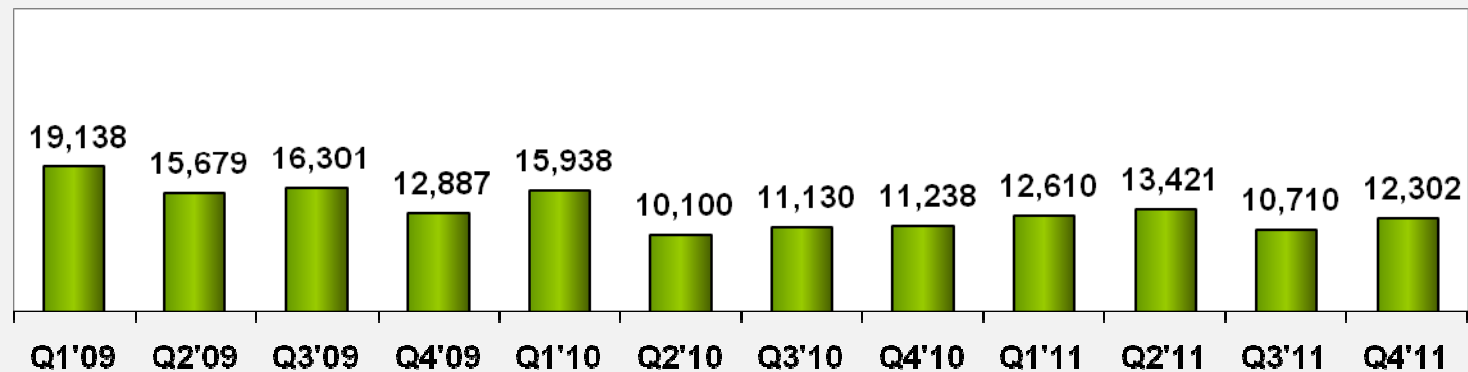
- Other operating gain/loss of RM3.4m comprises gains on foreign exchange and disposal of vessel (totaling RM9.1m), mark-to-market losses on investment (RM13.2m), an accounting adjustment for foreign exchange to comply with MFRS 121 and the reversal of a provision for a UK lease
- Administrative overheads and finance costs reduced by 43% (RM11.5m)
- Profit share from associate and jointly controlled entities declined 23% (RM8.9m)
- Attributable profit declined by 62% to RM91.3m
- Earnings per share of 9.13 sen (2010: 23.84 sen)
- Net assets per share of RM1.74

TCE rates by quarter

Dry bulk carriers



Tankers



Group Financial Highlights

Financial Highlights

In RM'million	2007	2008	2009	2010	2011
Revenue	<u>608.1</u>	<u>721.2</u>	<u>303.7</u>	<u>404.3</u>	<u>256.3</u>
<i>% change y-o-y</i>	+38%	+19%	-58%	+33%	-37%
Operating EBITDA (excl associate and jointly controlled entities)	<u>422.3</u>	<u>197.6</u>	<u>182.6</u>	<u>218.5</u>	<u>90.0</u>
<i>% margin</i>	69%	27%	60%	54%	35%
Depreciation & amortization	(39.5)	(29.6)	(32.0)	(31.9)	(28.8)
Interest expense	(21.8)	(27.2)	(13.9)	(7.0)	(1.8)
Interest income	36.6	36.4	6.7	3.8	1.3
Share of results of associate and jointly controlled entities	15.3	21.2	96.9	38.4	29.5
PBT (excluding CAPEX gains)	<u>412.9</u>	<u>198.4</u>	<u>240.3</u>	<u>221.8</u>	<u>90.2</u>
<i>% change y-o-y</i>	+32%	-52%	+21%	-8%	-59%
Gain on disposal of vessels	167.4	327.3	8.0	22.6	4.6
PBT (including CAPEX gains)	<u>580.3</u>	<u>525.7</u>	<u>248.3</u>	<u>244.4</u>	<u>94.8</u>
<i>% change y-o-y</i>	+85%	-9%	-53%	-2%	-61%
Taxation	(2.5)	(4.1)	(0.6)	(1.7)	(1.4)
Minority Interest	(33.2)	(60.8)	(3.9)	(4.3)	(2.1)
Profit attributable to equity holders	<u>544.6</u>	<u>460.8</u>	<u>243.8</u>	<u>238.4</u>	<u>91.3</u>
<i>% change y-o-y</i>	+81%	-15%	-47%	-2%	-62%