



Yangzijiang Shipbuilding (Holdings) Ltd.

Roadshow Presentation
February 2008



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Agenda

Business Highlights

Financial Overview

Considerations and Strategies

Q & A



SECTION 1

Business Highlights



Key business results for 2007

New yard

- ◆ New yard completed in June 2007
- ◆ 4 vessels launched in the yard in 2007
- ◆ 1 of the 4 vessels delivered before the Chinese New Year 2008

Capacity

- ◆ 2.0 million CGT in existing yards, which is expected to increase with the investments in new yards

New order in 2007

- ◆ USD 5.0 billion, equivalent to 2.1 million CGT, 107 vessels

Backlog

- ◆ USD 6.9 billion as at 12/31/07, equivalent to 3.0 million CGT, 158 vessels

Vessels built in 2007

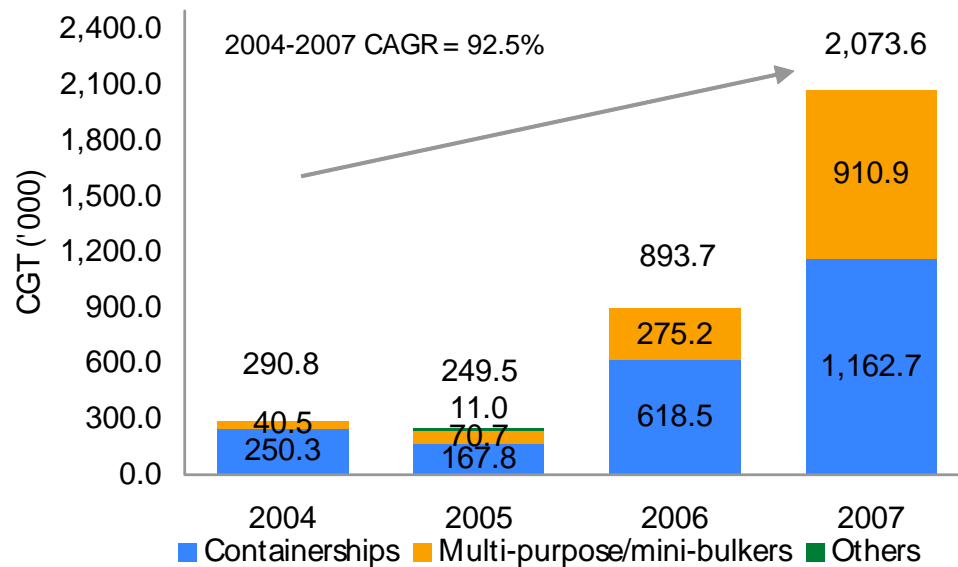
- ◆ USD 400 million, equivalent to 0.2 million CGT, 16 vessels

Strong orderbook and capacity growth

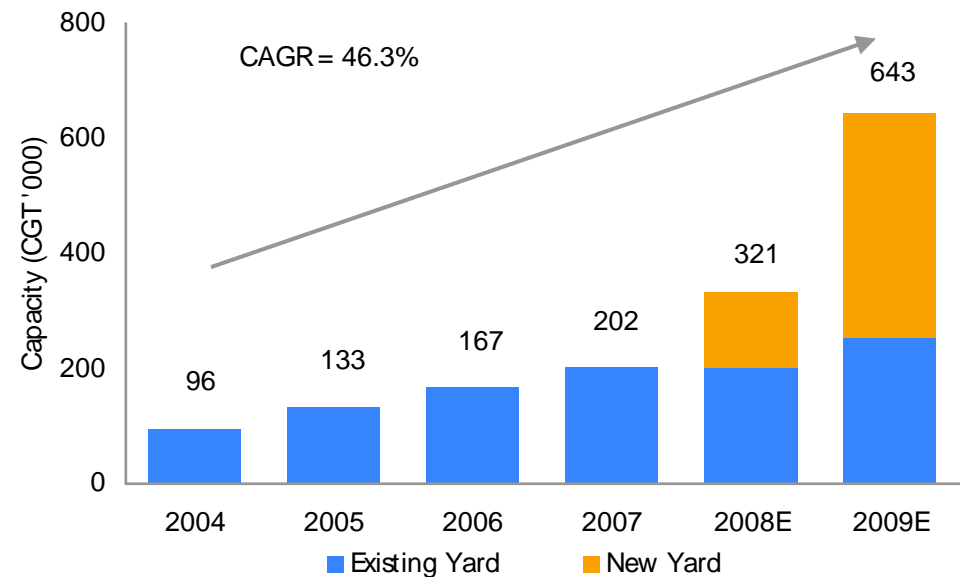
New order highlights

- 1 We won a USD1.36bn contract with COSCO Container to deliver 16+4 vessels between August 2011 and June 2012
- 2 We established a long-term relationship with D`AMATO (Italy), further expanding our customer base in Europe

New orderbook growth



Capacity growth





SECTION 2

Financial Overview



Key financial results in 2007

Revenue ♦ RMB 3,855.5 million

EBITDA ♦ RMB 804.4 million

EBITDA Margin ♦ 20.9%

Net profit ♦ RMB 859.7 million

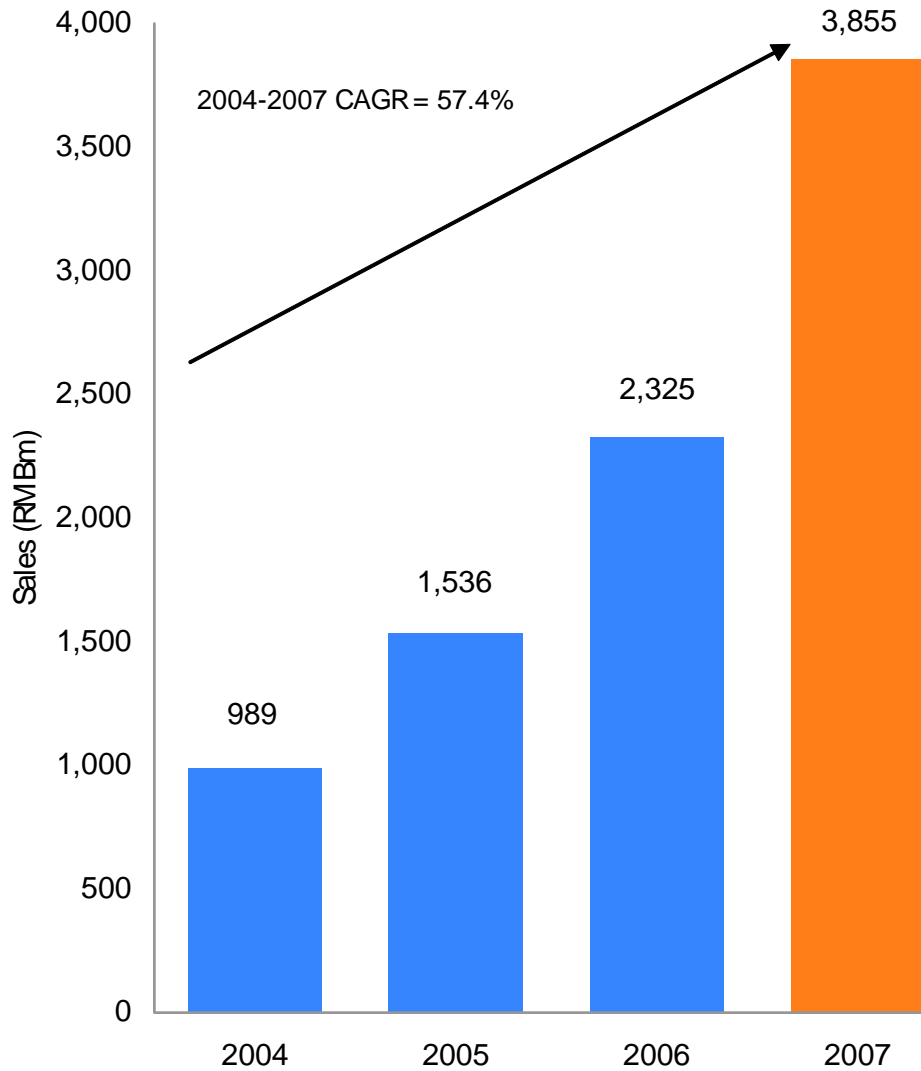
ROE ♦ 20.8%

ROA ♦ 5.9%

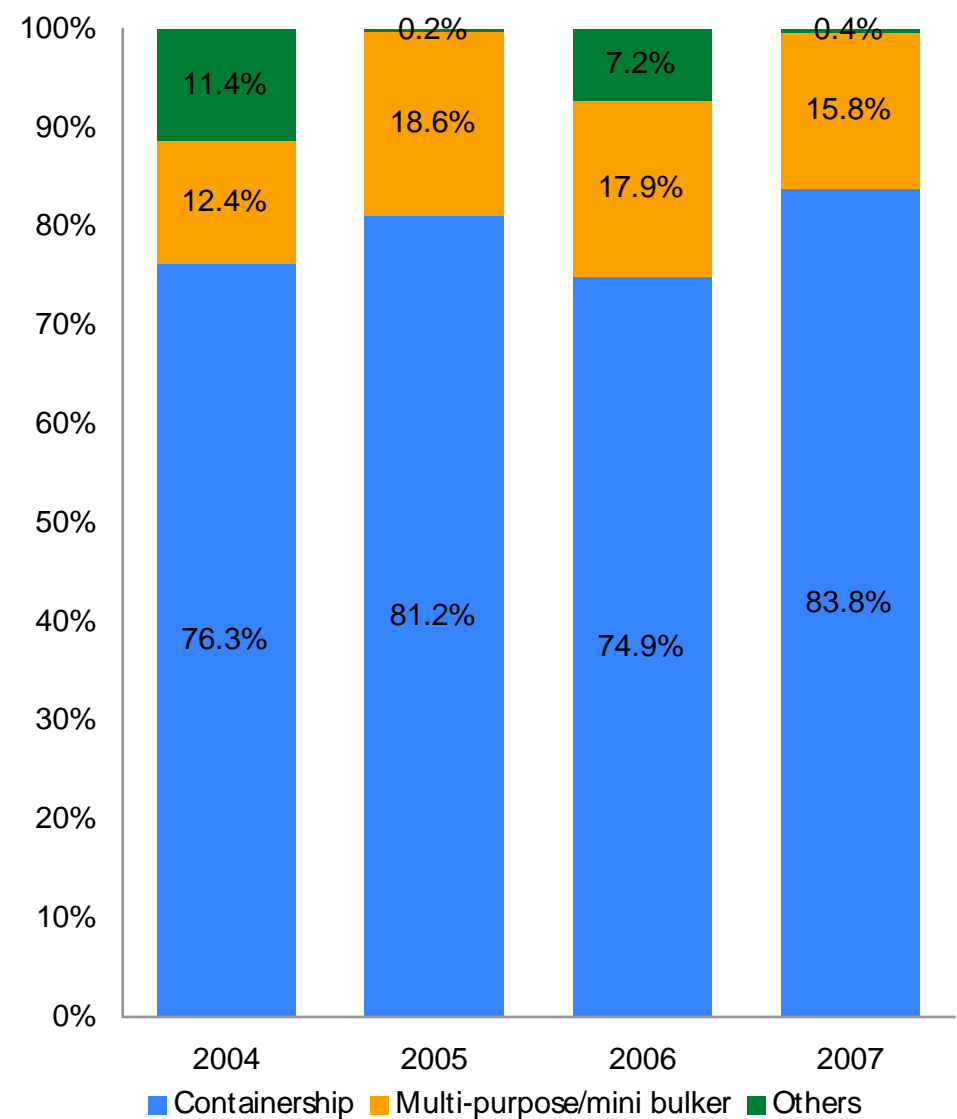
Dividend ♦ SGD 1.565 cent/share, equivalent to 30% of 2007 net profit

Solid revenue growth

Total revenue

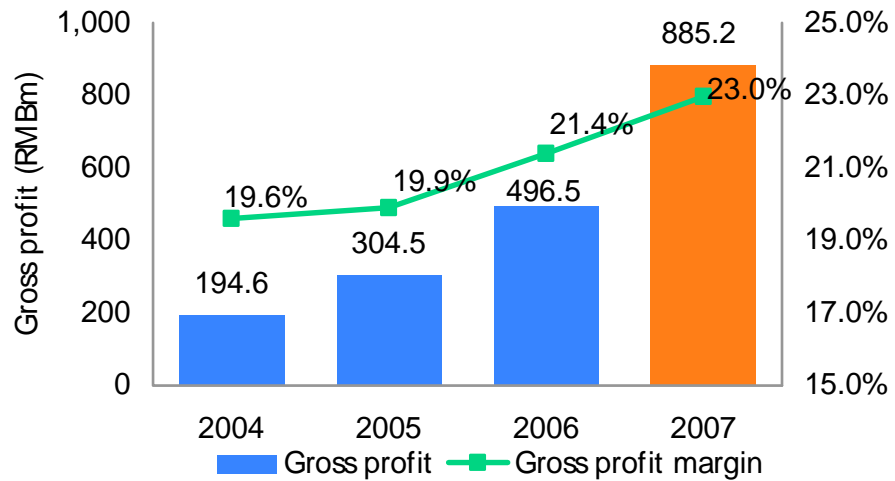


Revenue breakdown

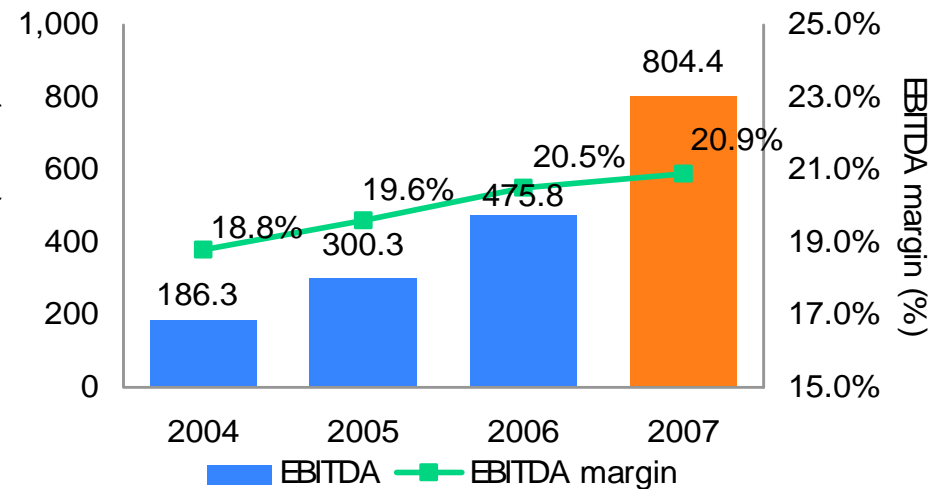


Attractive profitability

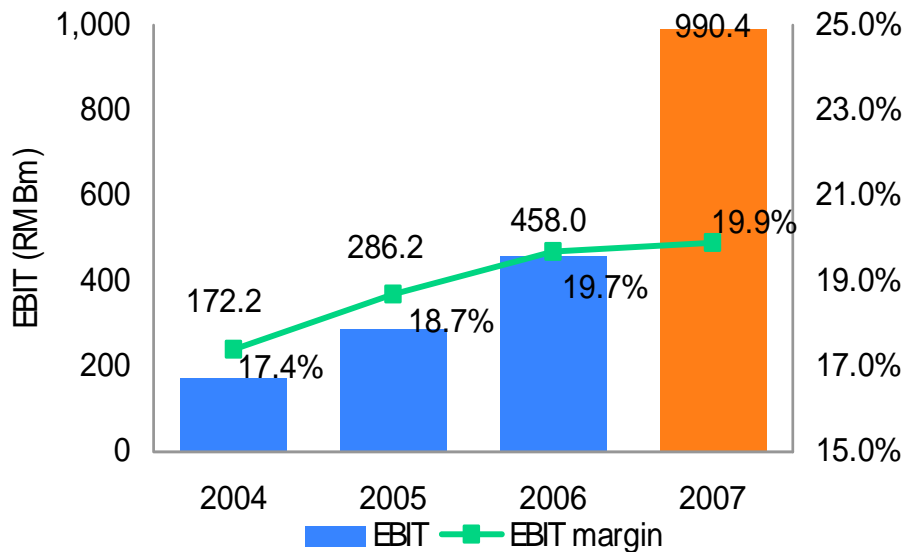
Gross profit



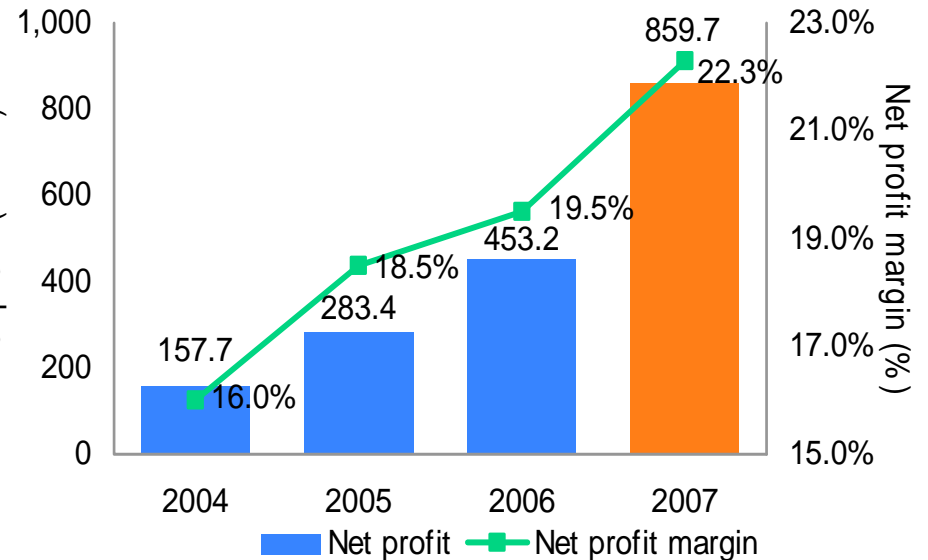
EBITDA



EBIT

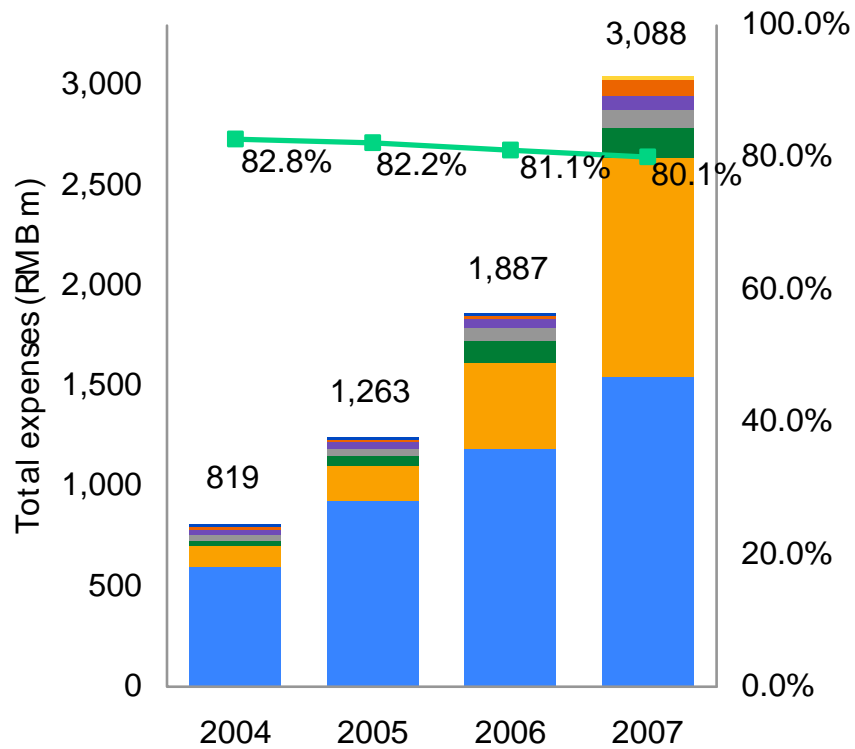


Net profit



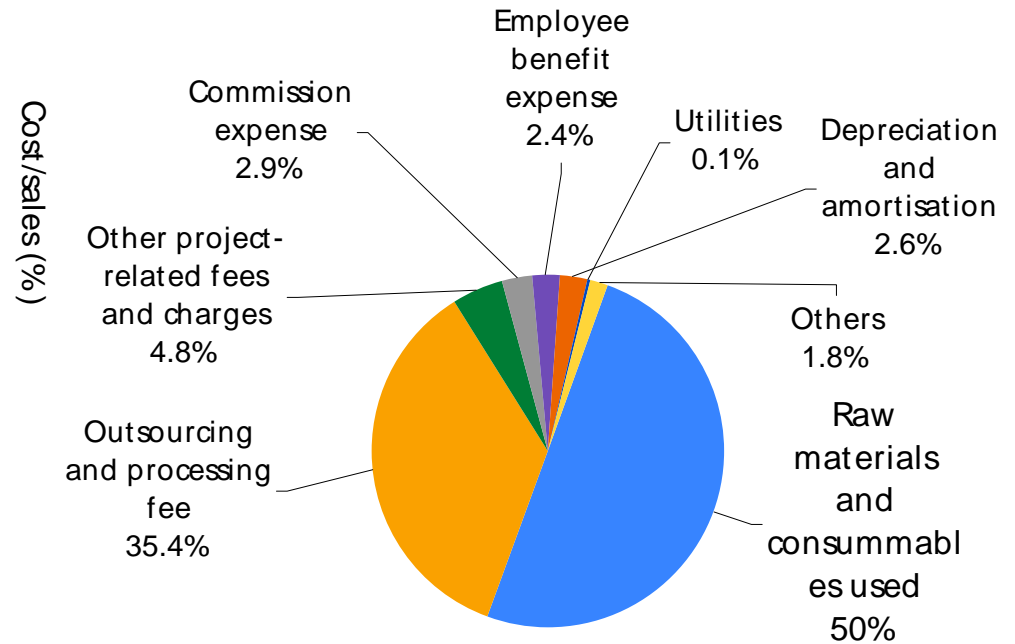
Stable and competitive cost structure

Operating costs



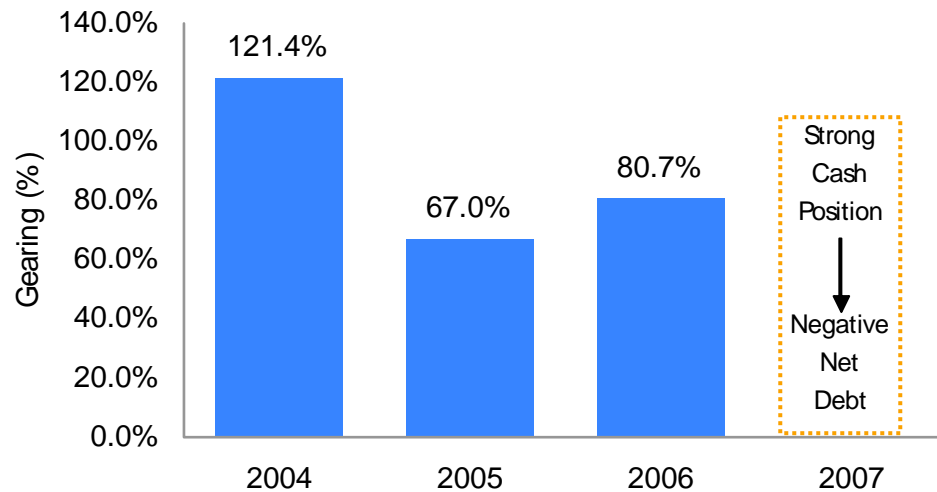
- Promotion and advertising expenses
- Utilities
- Depreciation and amortisation
- Employee benefit expense
- Commission expense
- Other project-related fees and charges
- Outsourcing and processing fee
- Raw materials and consumables used
- Cost/sales
- Others

Breakdown of operating costs

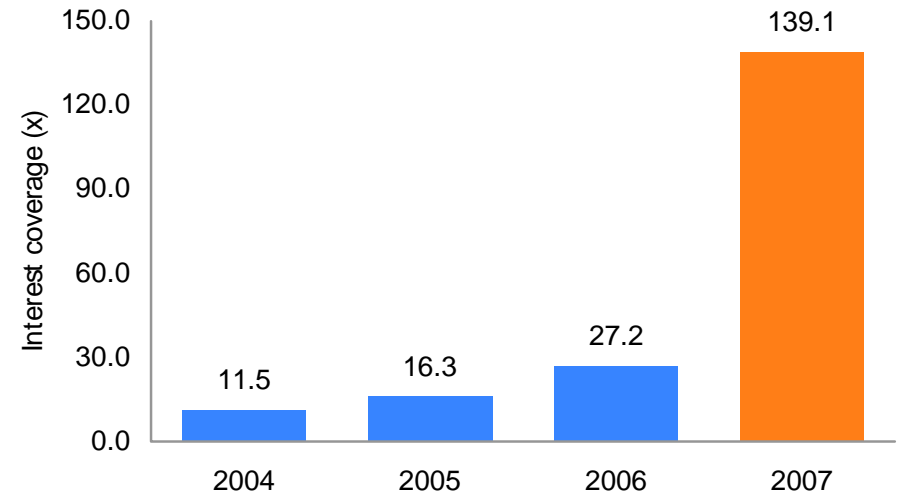


Strong financial position

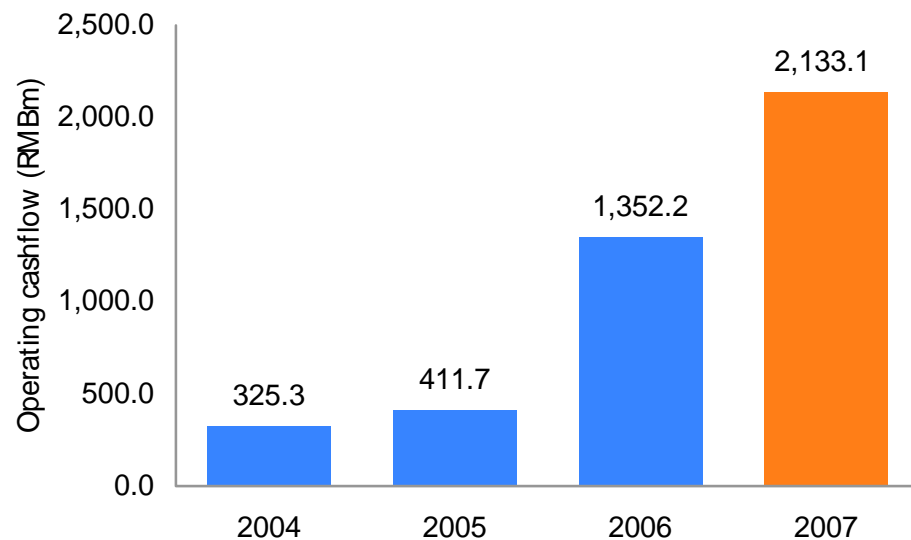
Gearing



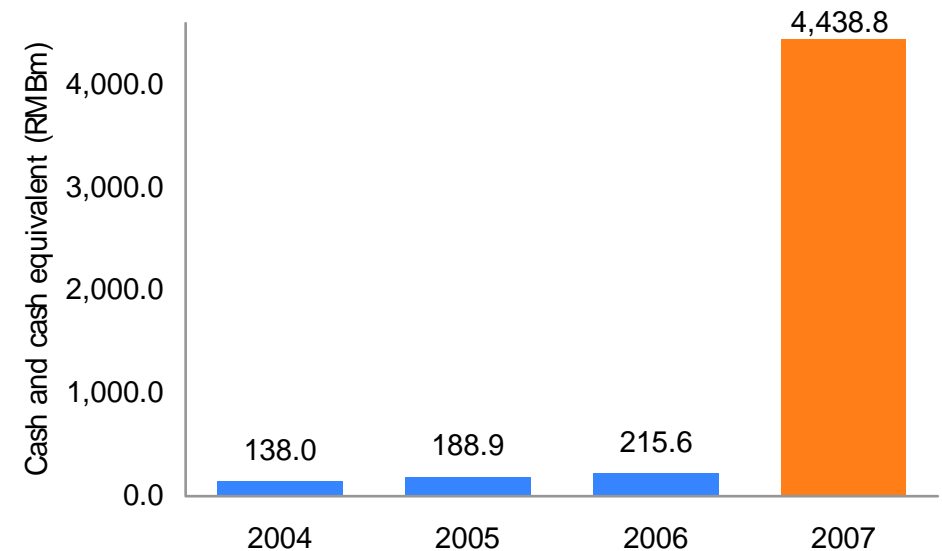
Interest coverage ratio



Operating cashflow



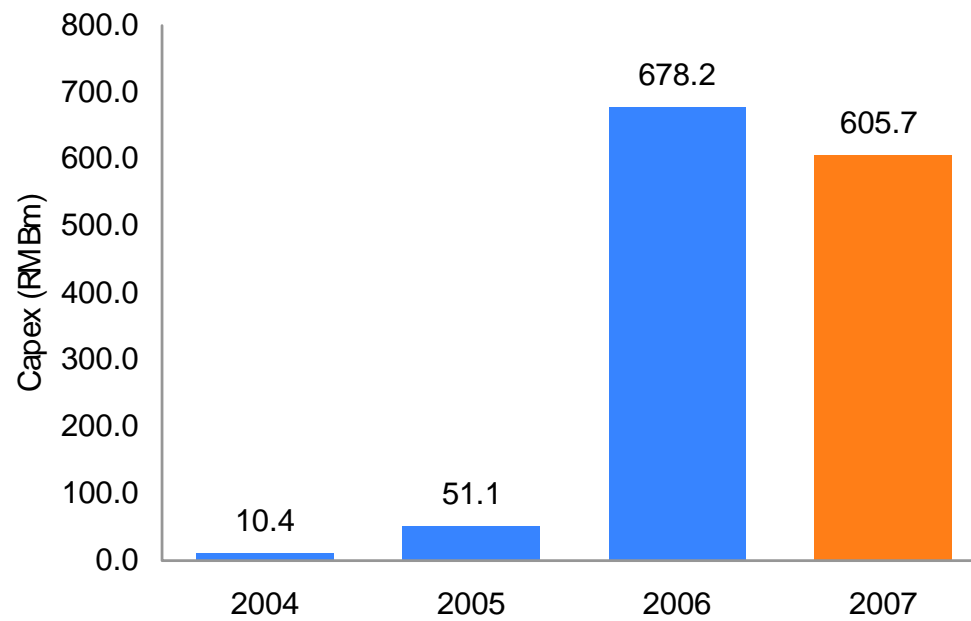
Cash and cash equivalent





CAPEX

Capital expenditures





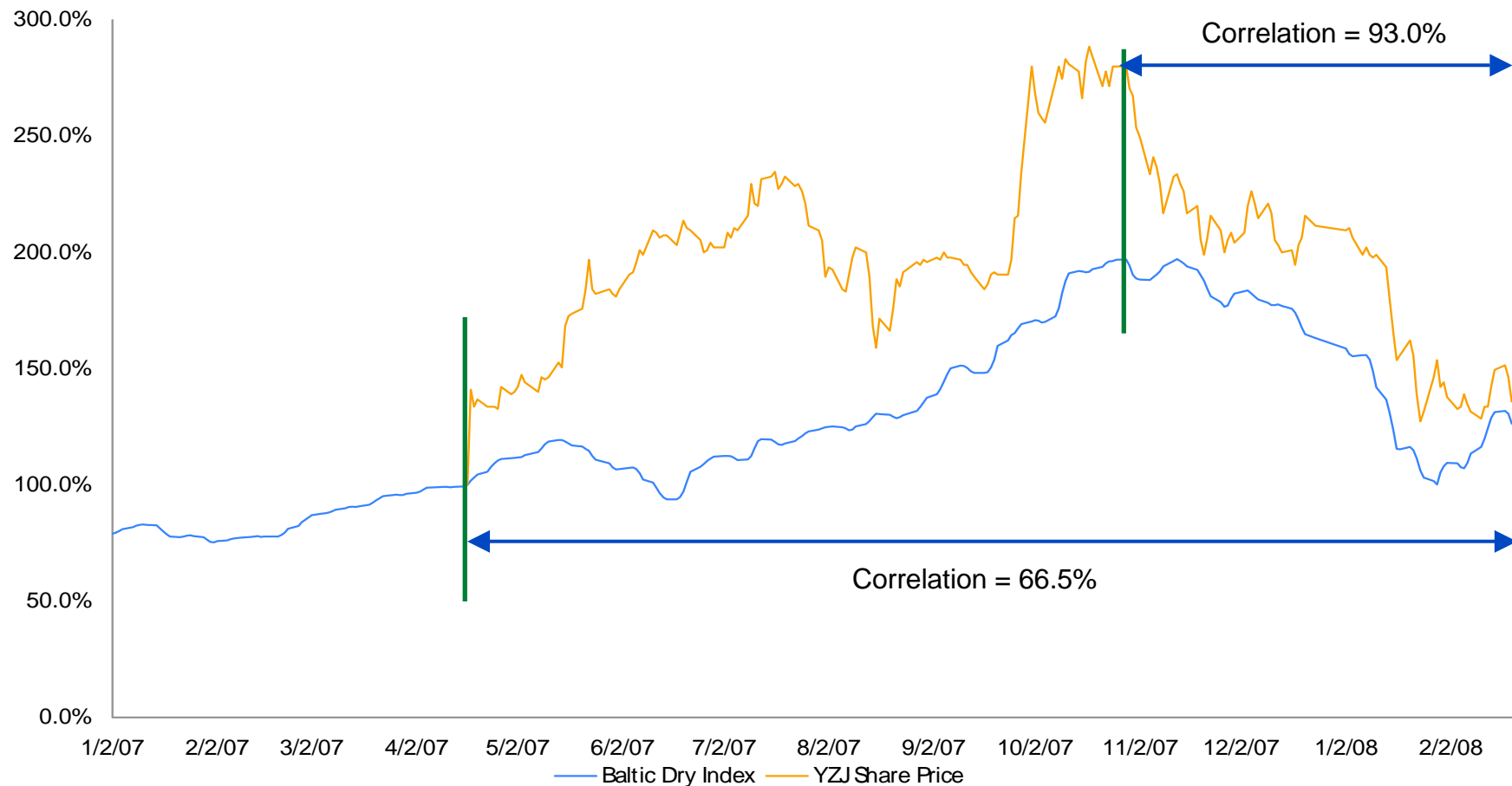
SECTION 3

Considerations and Strategies

Baltic Dry Index

Share price performance should be correlated with our business and financial results, not with the Baltic Dry Index.

Baltic dry index and our share performance



Source: Bloomberg, 22 Feb 2008

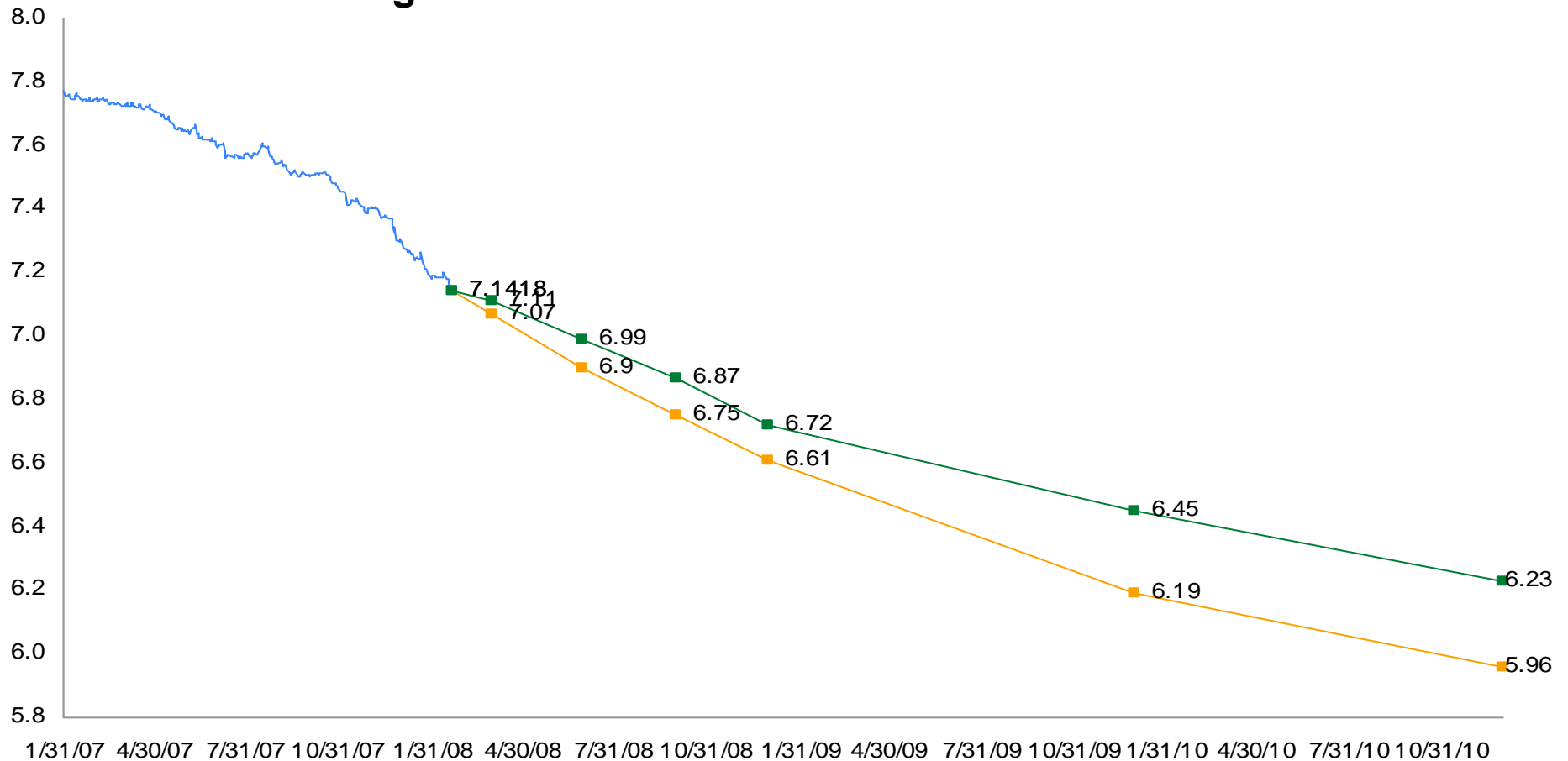
Notes:

1 Both rebased to 100% as at 4/17/2007 (the IPO date)

RMB appreciation

RMB has appreciated against USD at a pace of 8.25% over the last year, and this trend is said to continue in the median term.

USD/RMB exchange rate forecast



Source: Bloomberg, 22 Feb 2008

— Spot — Forward — Forecast

Notes:

1 "Forecast" refer to the median of the USD/RMB forecasts provided by 30 banks to Bloomberg



Sustaining profit margins

We will adopt the following strategies sustain our profit margins:

- 1 Steel price is expected to increase in 2008, which will increase the of raw material cost. We expect that the production capacity enlarged by steel mills in 2005 will be realized towards the second half of 2008, offsetting some price pressures
- 2 To lock in the quantity of steel and other raw materials by prepayments, lowering the raw material cost at the expense of costs of capital
- 3 To reduce the costs of each ship by producing in large quantities
- 4 Higher labour cost represents the continuous improvements of the Company's business results
- 5 Capacity growth ensures the growth of the dollar amount of net profit



Industry cycle and our competitiveness

We foresee that industry cycle and the introduction of new yards will intensify the competitiveness of the industry.


- 1 Our sustainable operating policies ensure sufficient orders while the industry troughs
- 2 High quality people uplift the management expertise
- 3 Efficiently using capital markets to consolidate the industry
- 4 Management has introduced a series of reward systems that stabilize the teams and inspire their creativity



Market outlook

We believe that:

- 1 The containerships sector will grow steadily while the multi-purpose/mini bulkers sector will shrink
- 2 Equal opportunities for industry consolidation are emerging
- 3 The rise of Chinese shipbuilding industry is unquestionable
- 4 China-related factors will lead the direction of the shipping market in the future



Appendix

Q & A