

YESTERDAY INSPIRED TOMORROW, **TODAY**



BINTULU PORT HOLDINGS BERHAD
OPERATIONAL AND FINANCIAL RESULTS
4th Quarter ended 31st December 2025



Cargo Throughput and Vessel Calls

Throughput ('000 tonnes)	4Q25	4Q24	% YoY	% Split	3Q25	% QoQ	YTD25	YTD24	% YoY	% Split
BPSB	12,804	12,318	3.95%	88.04%	11,245	13.86%	45,114	45,262	(0.33%)	86.98%
SIPSB	1,740	1,648	5.58%	11.96%	1,718	1.28%	6,753	6,656	1.46%	13.02%
Total	14,544	13,966	4.14%	100%	12,954	12.20%	51,867	51,918	(0.10%)	100%

Throughput ('000 tonnes)	4Q25	4Q24	% YoY	% Split	3Q25	% QoQ	YTD25	YTD24	% YoY	% Split
LNG	7,494	7,386	1.46%	51.53%	6,047	23.93%	25,203	25,793	(2.29%)	48.59%
Non-LNG	5,838	5,318	9.80%	40.14%	5,595	4.34%	21,848	20,547	6.33%	42.12%
Container	1,212	1,263	(4.04%)	8.33%	1,320	(8.18%)	4,816	5,578	(13.66%)	9.29%
Total	14,544	13,966	4.14%	100%	12,954	12.20%	51,867	51,918	(0.10%)	100%

- **4Q25 vs 4Q24 (Higher by 0.58 millions tonnes)** - Increased by 4.14% contributed by higher LNG throughput after post major plant shutdown and the increase in Crude Oil and Palm Oil at BPSB along with higher imports of Alumina Oxide at SIPSB.
- **YTD25 vs YTD24 (Lower by 0.05 millions tonnes)** - Slightly declined by 0.1% reflecting the lower LNG throughput as well as reduced container at BPSB and SIPSB. However, it was partially cushioned by the operation of Methanol at BPSB and the increase in handling of cargoes at Samalaju.

Vessel Calls	4Q25	4Q24	% YoY	% Split	3Q25	% QoQ	YTD25	YTD24	% YoY	% Split
LNG Vessel	131	138	(5.07%)	6.48%	110	19.09%	466	482	(3.32%)	6.04%
Non-LNG Vessel	796	737	8.01%	39.35%	847	(6.02%)	3,153	2,972	6.09%	40.86%
Offshore Vessel	1,096	1,019	7.56%	54.18%	1,068	2.62%	4,098	4,572	(10.37%)	53.10%
Total	2,023	1,894	6.81%	100%	2,025	(0.10%)	7,717	8,026	(3.85%)	100%

- **4Q25 vs 4Q24 (Higher by 129 calls)** - The total vessel calls increased by 6.81% due to higher methanol vessel calls and base support vessel activities. The vessel call for LNG is lower.
- **YTD25 vs YTD24 (Lower by 309 calls)** - The total vessel calls is lower by 3.85% attributed by the reduced base support vessel activities and a slight dipped in LNG vessel at BPSB.



Operating Revenue

Operating Revenue (RM'000)	4Q25	4Q24	% YoY	% Split	3Q25	% QoQ	YTD25	YTD24	% YoY	% Split
BPSB	164,818	167,806	(1.78%)	74.51%	149,933	9.93%	607,718	622,502	(2.37%)	73.92%
SIPSB	42,857	40,042	7.03%	19.38%	43,086	(0.53%)	169,824	161,394	5.22%	20.66%
BBSB	13,517	12,114	11.58%	6.11%	11,410	18.47%	44,608	44,406	0.45%	5.43%
Total	221,192	219,962	0.56%	100%	204,429	8.20%	822,150	828,302	(0.74%)	100%

Q4 2025 vs Q4 2024 (Higher by RM1.23 million)

- BPSB: Lower by 1.78% or RM2.99 million affected by the lower LNG vessel call and handling of container.
- SIPSB: Higher by 7.03% or RM2.82 million driven by higher handling of Alumina & Coke by the industries at Samalaju.
- BBSB: Higher by 11.58% or RM1.4 million due to higher throughput on spot term.

YTD25 vs YTD24 (Lower by RM6.15 million)

- BPSB: Lower by 2.37% or RM14.78 million due to lower supply base activities, handling of LNG cargoes and vessel calls. A new cargo, Methanol was handled in 2025.
- SIPSB: Higher by 5.22% or RM8.43 million driven by higher handling of alumina along with the handling of cargoes from the industries at Samalaju.
- BBSB: Slightly higher by 0.45% or RM0.2 million due to full utilisation of tank following completion of repair works on sunken pavement and Tank Gauge system maintenance in Q3 2025.

Expenditure

Expenditure (RM'000)	4Q25	4Q24	% YoY	% Split	3Q25	% QoQ	YTD25	YTD24	% YoY	% Split
Operating Expenses	134,479	109,672	22.62%	64.74%	101,605	32.35%	426,370	395,754	7.45%	59.31%
Finance Cost on borrowings	16,600	14,827	11.96%	7.99%	13,685	21.30%	59,118	61,537	-3.93%	8.22%
Depreciation, Amortisation and Other Finance Cost	56,631	60,760	(6.80%)	27.26%	59,614	5.00%	233,369	230,555	1.22%	32.46%
Total	207,710	185,259	12.12%	100.0%	174,904	18.76%	718,857	687,846	4.35%	100%

Q4 2025 vs Q4 2024 (Higher by RM22.45 million or 12.12%)

- Operating Expenses is higher due to the salary-related expenses impacted from the salary revision which was done in December 2024.

YTD25 vs YTD24 (Higher by RM29.97 million or 4.35%)

- Total expenditure is higher due to the salary revision which was done in Dec 2024. Other cost that are higher include subscription fees on digitalisation initiatives and management consultancy fees.

Profitability

Profitability (RM'000)	4Q25	4Q24	% YoY	3Q25	% QoQ	YTD25	YTD24	% YoY
EBITDA	91,315	113,177	(19.3%)	110,813	(17.6%)	419,657	454,609	(7.7%)
Profit Before Taxation and Zakat Perniagaan	27,736	47,344	(41.4%)	46,945	(40.9%)	164,895	199,584	(17.4%)
Profit After Taxation	26,558	40,883	(35.0%)	39,241	(32.3%)	121,894	153,483	(20.6%)
Earning Per Share	5.77	8.89	(35.1%)	7.55	(23.6%)	26.5	33.37	(20.6%)

Q4 2025 vs Q4 2024

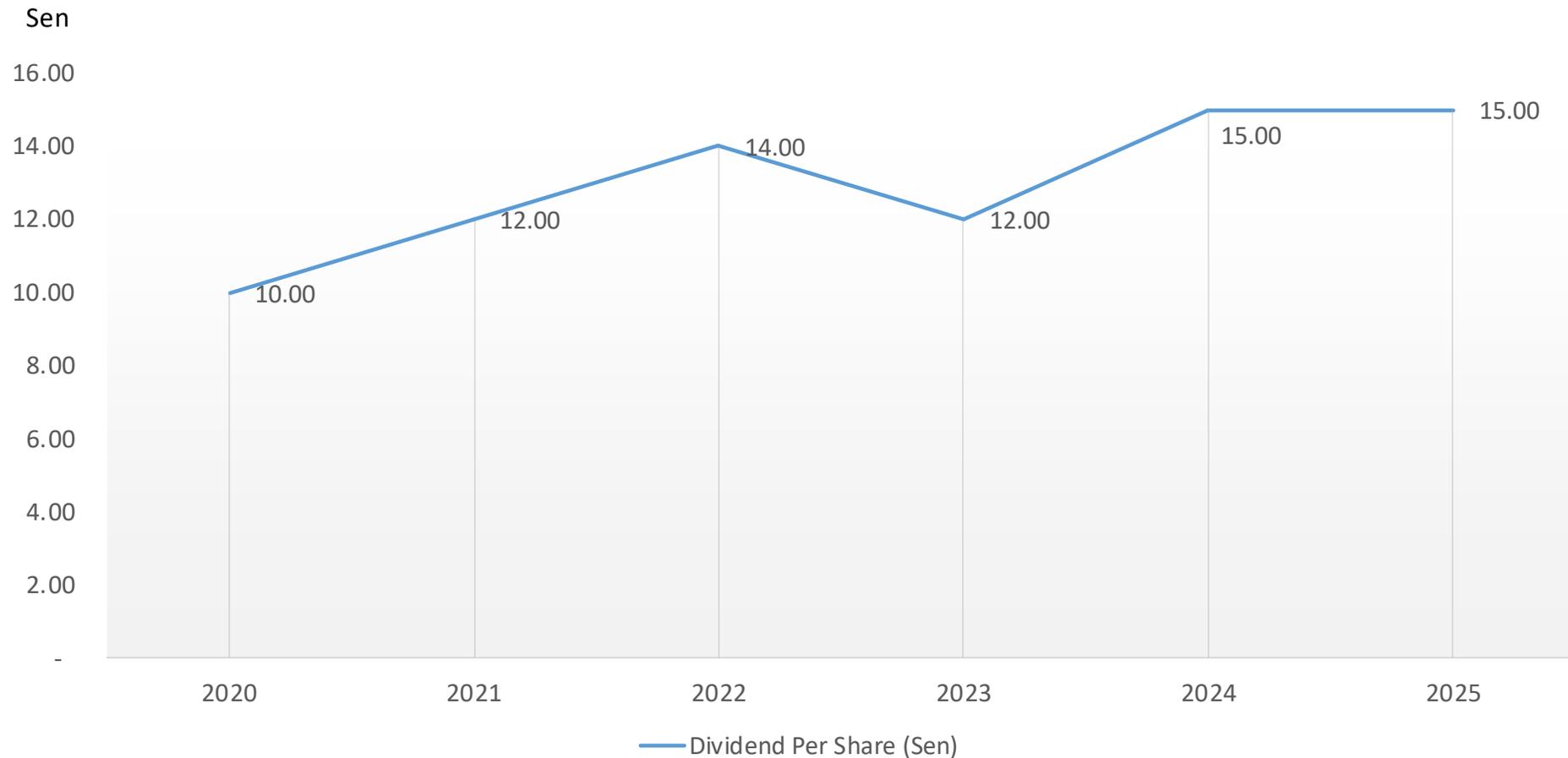
- EBITDA, PBT and PAT are lower resulting from the higher operating expenses incurred.

YTD25 vs YTD24

- Lower EBITDA, PBT and PAT due to lower operating revenue and higher expenses in 2025



Dividend Distribution Track Record (2020 – 2025)



- The Company was listed on the Main Board of the Kuala Lumpur Stock Exchange on 16 April 2001.
- For the past 5 years, BPHB has maintained a dividend payout ranging from 40% to 60% of profit after tax.
- In 2025, the Company declared a dividend payout of 15.00 sen per ordinary share, amounting to RM69 million. This represents 57% of profit after tax.



In 2026, the handling of cargo and vessel calls for LNG will still remain as the main revenue contributor to the Group. The Group is also expecting positive growth from handling of cargoes at Bintulu and Samalaju.

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Thank You

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