

YESTERDAY INSPIRED TOMORROW, **TODAY**



BINTULU PORT HOLDINGS BERHAD

OPERATIONAL AND FINANCIAL RESULTS

2nd Quarter ended 30th June 2025



Cargo Throughput and Vessel Calls

| Throughput ('000 tonnes) | 2Q25 | 2Q24 | % YoY | % Split | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY | % Split |
|--------------------------|--------|--------|--------|---------|--------|---------|--------|--------|--------|---------|
| BPSB | 9,291 | 10,032 | (7.4%) | 84.0% | 11,764 | (21.0%) | 21,030 | 22,463 | (6.4%) | 86.5% |
| SIPSB | 1,768 | 1,774 | (0.3%) | 16.0% | 1,527 | 15.8% | 3,296 | 3,420 | (3.6%) | 13.5% |
| Total | 11,059 | 11,806 | (6.3%) | 100% | 13,291 | (16.8%) | 24,326 | 25,883 | (6.0%) | 100% |

- The Group's total cargo throughput for Q2 2025 decreased by 6.3% compared to Q2 2024 mainly due to the lower volume of cargo handling for LNG at Bintulu Port.

| Throughput ('000 tonnes) | 2Q25 | 2Q24 | % YoY | % Split | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY | % Split |
|--------------------------|--------|--------|---------|---------|--------|---------|--------|--------|---------|---------|
| LNG | 4,652 | 5,512 | (15.6%) | 42.1% | 7,009 | (33.6%) | 11,661 | 12,771 | (8.7%) | 47.9% |
| Non-LNG | 5,176 | 4,970 | 4.1% | 46.8% | 5,230 | (1.0%) | 10,400 | 10,070 | 3.3% | 42.8% |
| Container | 1,231 | 1,324 | (7.0%) | 11.1% | 1,052 | 17.0% | 2,265 | 3,042 | (25.5%) | 9.3% |
| Total | 11,059 | 11,806 | (6.3%) | 100% | 13,291 | (16.8%) | 24,326 | 25,883 | (6.0%) | 100% |

- LNG throughput in 1H25 decreased by 8.7% compared to 1H24 due to lower LNG cargo handled resulting from the major LNG planned maintenance shutdown.
- Non-LNG cargo throughput in 1H25 increased by 3.3% compared to 1H24 due to export of Aluminum product and import of project cargoes for Samalaju players.
- Container handled in 1H25 decreased by 25.5% compared to 1H24 due to lesser transshipment volume.

| Vessel Calls | 2Q25 | 2Q24 | % YoY | % Split | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY | % Split |
|-----------------|-------|-------|---------|---------|-------|---------|--------|--------|---------|---------|
| LNG Vessel | 92 | 104 | (11.5%) | 4.9% | 133 | (30.8%) | 225 | 239 | (5.9%) | 6.2% |
| Non-LNG Vessel | 797 | 730 | 9.2% | 42.4% | 682 | 16.9% | 1,473 | 1,462 | 0.8% | 40.6% |
| Offshore Vessel | 992 | 1,264 | (21.5%) | 52.7% | 942 | 5.3% | 1,934 | 2,318 | (16.6%) | 53.2% |
| Total | 1,881 | 2,098 | (10.3%) | 100% | 1,757 | 7.1% | 3,632 | 4,019 | (9.6%) | 100% |

- Vessel calls in 2Q25 is lower compared to 2Q2024 by 10.3% mainly from lower base support activities, while the vessel call is higher by 7.1% compared to Q1 2025 due to higher calls from methanol, base support activities, non-carrying cargo and Samalaju project cargoes.

Operating Revenue

| Operating Revenue (RM'000) | 2Q25 | 2Q24 | % YoY | % Split | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY | % Split |
|----------------------------|---------|---------|--------|---------|---------|---------|---------|---------|--------|---------|
| BPSB | 136,778 | 145,983 | (6.3%) | 70.2% | 156,189 | (12.4%) | 292,967 | 304,703 | (3.9%) | 73.9% |
| SIPSB | 47,764 | 40,809 | 17.0% | 24.5% | 36,118 | 32.2% | 83,882 | 80,296 | 4.5% | 21.2% |
| BBSB | 10,280 | 10,107 | 1.7% | 5.3% | 9,400 | 9.4% | 19,681 | 20,569 | (4.3%) | 5.0% |
| Total | 194,822 | 196,899 | (1.1%) | 100% | 201,707 | (3.4%) | 396,529 | 405,567 | (2.2%) | 100% |

Q2 2025 vs Q1 2025 (Lower by RM6.88 million)

- BPSB is lower by RM19.41 million contributed by lower revenue from base support activities and handling of LNG cargo due to planned major plant shutdown.
- SIPSB is higher by RM11.65 million mainly due to handling of project cargoes for Samalaju players.
- BBSB is higher by RM0.88 million due to higher throughput on long term.

Q2 2025 vs Q2 2024 (Lower by RM2.08 million)

- BPSB is lower by RM9.21 million resulted from lower handling of LNG cargo and vessel calls as well as lower base support activities.
- SIPSB is higher by RM6.95 million due to handling of project cargoes for Samalaju players.
- BBSB is higher by RM0.17 million due to higher handling of throughput on long term.

1H 2025 vs 1H 2024 (Lower by RM9.04 million)

- BPSB is lower by RM11.74 million mainly due to lower revenue from handling of LNG cargo and base support facilities and services.
- SIPSB is higher by RM3.59 million contributed by higher revenue from handling of project cargoes.
- BBSB is lower by RM0.89 million due to slowing down of harvesting activities affected by the monsoon season.

Expenditure

| Expenditure (RM'000) | 2Q25 | 2Q24 | % YoY | % Split | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY | % Split |
|--|---------|---------|--------|---------|---------|--------|---------|---------|--------|---------|
| Operating Expenses | 94,111 | 87,895 | 7.1% | 56.4% | 96,051 | (2.0%) | 190,162 | 181,137 | 5.0% | 56.6% |
| Finance Cost | 14,243 | 15,662 | (9.1%) | 8.5% | 14,591 | (2.4%) | 28,834 | 31,491 | (8.4%) | 8.6% |
| Depreciation, Amortisation and Provision | 58,462 | 56,603 | 3.3% | 35.0% | 58,662 | (0.3%) | 117,124 | 112,774 | 3.9% | 34.8% |
| Total | 166,816 | 160,160 | 4.2% | 100% | 169,304 | (1.5%) | 336,120 | 325,402 | 3.3% | 100% |

Q2 2025 vs Q1 2025 (Lower by RM2.49 million)

- Operating expenditure is lower mainly due to:
 - Lower Manpower Cost as payment of staff bonus was made in Q1 2025, while higher Direct Operating Cost due to higher expense and repair & maintenance cost as well as higher Admin Cost due to higher corporate expense and management consultancy fee.

Q2 2025 vs Q2 2024 (Higher by RM6.54 million)

- Operating expenditure is higher mainly due to:
 - Higher Manpower Cost due to salary revision which commenced in December 2024 and Admin expenses on licensing fee and management consultancy fees, meanwhile Direct Operating Cost is lower resulting from lower base support facility & services expenses.

1H 2025 vs 1H 2024 (Higher by RM10.72 million)

- The expenditure is higher mainly due to higher Manpower Cost from the salary revision in Dec 2024 and Administrative expenses incur for corporate expense and management consultancy fee.

Profitability & Margins

| Profitability (RM'000) | 2Q25 | 2Q24 | % YoY | 1Q25 | % QoQ | 1H2025 | 1H2024 | % YoY |
|---|---------|---------|---------|---------|--------|---------|---------|---------|
| EBITDA | 107,515 | 116,938 | (8.1%) | 110,014 | (2.3%) | 217,528 | 238,049 | (8.6%) |
| Profit Before Taxation and Zakat Perniagaan | 44,183 | 53,794 | (17.9%) | 46,032 | (4.0%) | 90,215 | 111,656 | (19.2%) |
| Profit After Taxation | 34,739 | 39,846 | (12.8%) | 28,379 | 22.4% | 61,721 | 84,557 | (27.0%) |
| Earning Per Share | 7.55 | 8.66 | (12.8%) | 6.17 | 22.4 % | 13.42 | 18.38 | (27.0%) |

Q2 2025 vs Q1 2025

- Lower EBITDA and PBT due to lower operating revenue from Bintulu Port operation on handling of LNG from the major plant shutdown in May 2025.

Q2 2025 vs Q2 2024

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

1H 2025 vs 1H 2024

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

Dividend Distribution Track Record (2020 – 1H 2025)

| Dividend Distribution Track Record | Dividend Per Share (RM) | Financial Year | Ex-Date | Payment Date |
|------------------------------------|-------------------------|----------------|-------------|--------------|
| 2 nd Interim Dividend | 3.00 sen | 2025 | 24 Sep 2025 | 8 Oct 2025 |
| 1 st Interim Dividend | 3.00 sen | 2025 | 14 Jul 2025 | 4 Aug 2025 |
| Total Dividend | 15.00 sen | 2024 | | |
| Total Dividend | 12.00 sen | 2023 | | |
| Total Dividend | 14.00 sen | 2022 | | |
| Total Dividend | 12.00 sen | 2021 | | |
| Total Dividend | 10.00 sen | 2020 | | |

- 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 50% of profit after tax.

The Malaysian economy's growth prospects are shaped by the shifting trade policies and uncertainties surrounding tariff developments, as well as geopolitical tensions resulting in the potential shifts in global trade routes and evolving market sentiment. This might indirectly impact the Group's growth prospects.

Despite the reduction in revenue from the handling of LNG cargo and vessel calls in the 1st half of 2025 due to the planned major maintenance shutdown at MLNG, the revenue from LNG will still remain as the main contributor to the Group. The Group envisaged the number of vessel calls and cargo volume for LNG will improve in the 2nd half of 2025. Other than this, there are positive growth from the vessel calling for Methanol cargo and the Samalaju project cargoes.

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The background of the slide is a collage of three images. The left image shows a historical scene of port workers in traditional attire using ropes and pulleys to move cargo. The center image shows a modern port with large blue and white gantry cranes loading a ship. The right image shows a futuristic scene with a satellite in orbit, two drones flying, and a white port truck with the company logo on its side.

Thank You

Investor Relations Unit
Ms Irene Selat
086-291489
irene@bintuluport.com.my

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