

YESTERDAY INSPIRED TOMORROW, **TODAY**



BINTULU PORT HOLDINGS BERHAD
OPERATIONAL AND FINANCIAL RESULTS
3rd Quarter ended 30th September 2025



Cargo Throughput and Vessel Calls

Throughput ('000 tonnes)	3Q25	3Q24	% YoY	% Split	2Q25	% QoQ	9M2025	9M2024	% YoY	% Split
BPSB	11,237	10,481	7.2%	86.7%	9,291	20.9%	32,293	32,948	(2.0%)	86.6%
SIPSB	1,717	1,588	8.1%	13.3%	1,768	(2.9%)	5,013	5,008	0.1%	13.4%
Total	12,954	12,069	7.3%	100%	11,059	17.1%	37,306	37,956	(1.7%)	100%

Throughput ('000 tonnes)	3Q25	3Q24	% YoY	% Split	2Q25	% QoQ	9M2025	9M2024	% YoY	% Split
LNG	6,047	5,637	7.3%	46.7%	4,652	30.0%	17,708	18,408	(3.8%)	47.4%
Non-LNG	5,587	5,159	8.3%	43.1%	5,176	7.9%	15,994	15,233	5.0%	42.9%
Container	1,320	1,273	3.7%	10.2%	1,231	7.2%	3,604	4,315	(16.5%)	9.7%
Total	12,954	12,069	7.3%	100%	11,059	17.1%	37,306	37,956	(1.7%)	100%

- **3Q25 vs 3Q24 (Higher by 0.89 millions tonnes)** - Throughput rose 7.3% on stronger LNG volumes post major plant shutdown and higher cargo from Petchem methanol at Bintulu Port, plus increased in handling of manganese and project cargoes at Samalaju Industrial Port.
- **9M2025 VS 9M2024 (Lower by 0.65 millions tonnes)** - The throughput declined by 1.7 % mainly from lower handling of LNG cargo due to major plant shutdown in 1H2025 at Bintulu Port.

Vessel Calls	3Q25	3Q24	% YoY	% Split	2Q25	% QoQ	9M2025	9M2024	% YoY	% Split
LNG Vessel	110	105	4.8%	5.5%	92	19.6%	335	344	(2.6%)	5.9%
Non-LNG Vessel	833	773	7.8%	41.4%	797	4.5%	2,312	2,235	3.4%	40.9%
Offshore Vessel	1,068	1,235	(13.5%)	53.1%	992	7.7%	3,002	3,553	(15.5%)	53.2%
Total	2,011	2,113	(4.8%)	100%	1,881	6.9%	5,649	6,132	(7.9%)	100%

- **3Q25 vs 2Q25 (Lower by 102 calls)** - Vessel calls dropped by 4.8% due to lower supply base activities at BPSB.
- **9M2025 vs 9M2024 (Lower by 483 calls)** - Vessel calls fell by 7.9% mainly due to reduced supply base activities and decreased in LNG vessel due to the major plant maintenance in 1H2025.



Operating Revenue

Operating Revenue (RM'000)	3Q25	3Q24	% YoY	% Split	2Q25	% QoQ	9M2025	9M2024	% YoY	% Split
BPSB	149,933	149,992	(0.04%)	73.3%	136,778	9.6%	442,900	454,696	(2.6%)	73.7%
SIPSB	43,086	41,055	4.9%	21.1%	47,764	(9.8%)	126,967	121,352	4.6%	21.1%
BBSB	11,410	11,723	(2.7%)	5.6%	10,280	11.0%	31,091	32,292	(3.7%)	5.2%
Total	204,429	202,770	0.8%	100%	194,822	4.9%	600,958	608,340	(1.2%)	100%

Q3 2025 vs Q3 2024 (Higher by RM1.66 million)

- BPSB: Slightly dipped by 0.04% or RM0.06 million. Revenue from supply base activities declined but was cushioned with the new revenue generated from the handling of vessel call and cargo for Petchem methanol.
- SIPSB: Higher by 4.9% or RM2.03 million due to more cargo handled for manganese.
- BBSB: Declined 2.7% or RM0.31 million due to reduced tank availability for major maintenance.

9M 2025 vs 9M 2024 (Lower by RM7.38 million)

- BPSB: Fell by 2.6% or RM11.8 million due to lower revenue from the handling of LNG cargo and supply base activities.
- SIPSB: Higher by 4.6% or RM5.62 million mainly driven by the handling of project cargo for OCIKumho and Petros.
- BBSB: Lower by 3.7% or RM1.2 million due to reduced tank availability resulting from major maintenance on sunken pavement.



Expenditure

Expenditure (RM'000)	3Q25	3Q24	% YoY	% Split	2Q25	% QoQ	9M2025	9M2024	% YoY	% Split
Operating Expenses	101,824	106,370	(4.3%)	58.1%	94,121	8.2%	291,891	287,493	1.5%	57.1%
Finance Cost on borrowings	10,918	12,404	(12.0%)	6.2%	10,867	0.5%	32,567	36,397	(10.5%)	6.4%
Depreciation, Amortisation and Other Finance Cost	62,381	59,836	4.3%	35.6%	61,838	0.9%	186,690	180,109	3.7%	36.5%
Total	175,123	178,610	(2.0%)	100%	166,826	5.0%	511,148	503,999	1.4%	100%

Q3 2025 vs Q3 2024 (Lower by RM3.49 million)

- Lower by 2% mainly due to lower service contract expenses and supply base activities in tandem with the reduced revenue.

9M 2025 vs 9M 2024 (Higher by RM7.15 million)

- Higher by 1.4% mainly due to higher manpower cost from the salary revision in Dec 2024 and higher administrative expenses incurred on digitalization initiatives including subscription fees and management consultancy fees.



Profitability & Margins

Profitability (RM'000)	3Q25	3Q24	% YoY	2Q25	% QoQ	9M2025	9M2024	% YoY
EBITDA	110,813	103,385	7.2%	107,515	3.1%	328,342	341,434	(3.8%)
Profit Before Taxation and Zakat Perniagaan	46,945	40,588	15.7%	44,182	6.3%	137,159	152,240	(9.9%)
Profit After Taxation	32,218	28,046	14.9%	34,738	(7.3%)	95,335	112,600	(15.3%)
Earning Per Share	7.00	6.10	14.8%	7.55	(7.3%)	20.72	24.48	(15.3%)

Q3 2025 vs Q3 2024

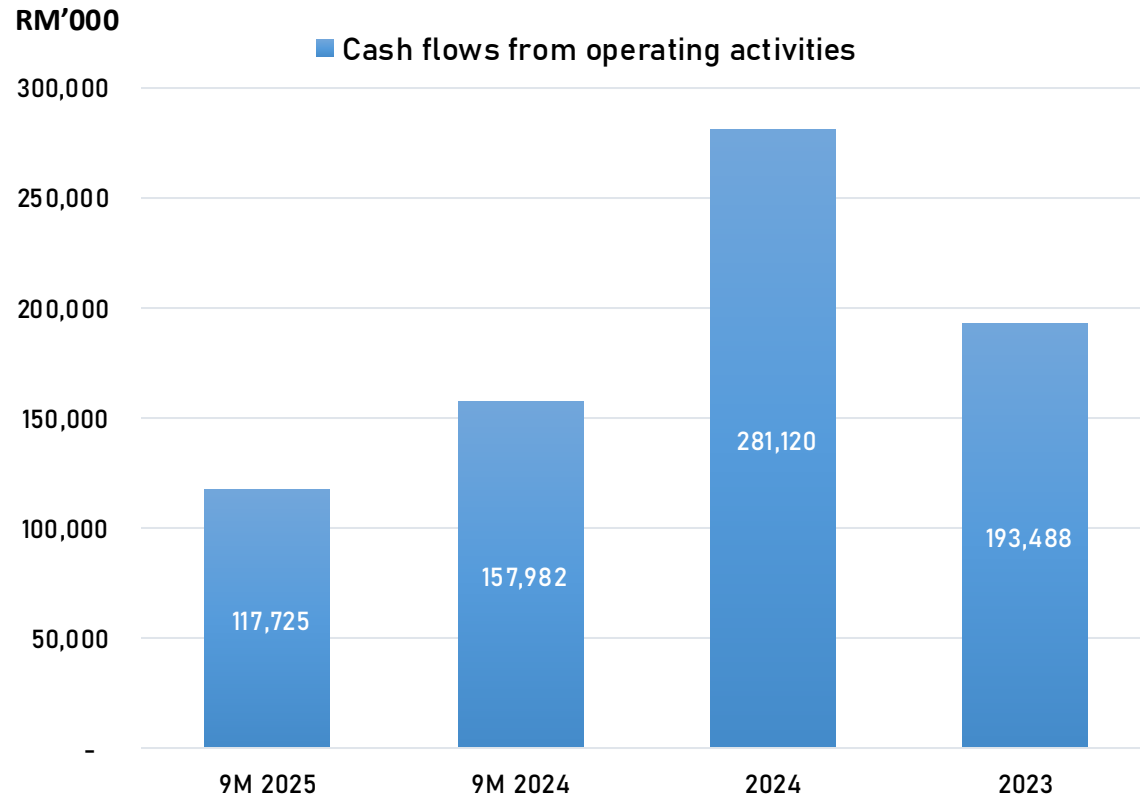
- EBITDA, PBT and PAT is higher mainly due to improved operating revenue and reduced operating expenses.

9M 2025 vs 9M 2024

- EBITDA, PBT and PAT declined contributed by reduced in operating revenue coupled with increased expenditure.



Cash Flows From Operation (CFFO)



9M 2025 vs 9M 2024

Cash flow from operations for 9M2025 was lower compared to 9M2024, primarily due to softer revenue coupled with higher operating and administrative expenses

Total Borrowings – RM822.2 million

Sukuk Murabahah Programme	<ul style="list-style-type: none"> Sukuk Murabahah of up to RM950 million in Nominal Value for a tenure of 20 years from date of 1st Issuance. 	
Guarantor	<ul style="list-style-type: none"> Backed by an irrevocable and unconditional guarantee by BPHB. 	
Sukuk Rating – 9th Annual Rating Review	<ul style="list-style-type: none"> Guarantor: AAA/Stable/P1 Issuer: AAA(s)/Stable 	
Utilisation of Proceeds	Project Financing and Working Capital for the Development of Phase 1, Samalaju Industrial Port Sdn. Bhd.	
Nominal Value	1 st Issuance : RM700 million	2 nd Issuance : RM250 million
Subscriber	Public	Sarawak Government
Principal Repayment	<ul style="list-style-type: none"> 28 Dec 2023 of RM60 million – Paid 27 Dec 2024 of RM100 million – Paid 26 Dec 2025 of RM100 million 26 Dec 2026 of RM110 million 28 Dec 2027 of RM110 million 28 Dec 2028 of RM110 million 28 Dec 2029 of RM110 million 	<ul style="list-style-type: none"> 23 Dec 2033 of RM60 million 22 Dec 2034 of RM60 million 21 Dec 2035 of RM60 million 23 Dec 2036 of RM70 million

Term Financing	<ul style="list-style-type: none"> Commodity Murabahah Term Financing-i (CMTF-i) up to RM46.0 million.
Guarantor	<ul style="list-style-type: none"> Backed by an irrevocable and unconditional guarantee by BPHB.
Utilisation of Proceeds	<ul style="list-style-type: none"> To finance the purchase of 4 units 45 tons ready-made tugboats by Bintulu Port Sdn. Bhd. <ol style="list-style-type: none"> Helang Satria Helang Sakura Helang Seroja Helang Angkasa
Nominal Value	<ul style="list-style-type: none"> RM46.0 million
Issue Date	<ul style="list-style-type: none"> Letter of Offer dated 23 February 2024
Facility Tenure	<ul style="list-style-type: none"> 5 years from the date of the first disbursement of the Facility (27 March 2024)
Profit Period	<ul style="list-style-type: none"> 3 months
Repayment	<ul style="list-style-type: none"> The Facility shall be paid via twenty (20) equal quarterly payments of RM2,300,000 each which shall commence on the last day of the first (1st) quarter from the date of 1st disbursement of the Facility.
Total Principal Repayment to date	<ul style="list-style-type: none"> RM 13.8 million as at September 2025



Dividend Distribution Track Record (2020 – 9M 2025)

Type of Dividend	Dividend Per Share (RM)	Financial Year	Ex-Date	Payment Date
3 rd Interim Dividend	4.00 sen	2025	8 Dec 2025	22 Dec 2025
2 nd Interim Dividend	3.00 sen	2025	23 Sep 2025	8 Oct 2025
1 st Interim Dividend	3.00 sen	2025	11 July 2025	4 Aug 2025
Single Tier Total Dividend	15.00 sen	2024		
Single Tier Total Dividend	12.00 sen	2023		
Single Tier Total Dividend	14.00 sen	2022		
Single Tier Total Dividend	12.00 sen	2021		
Single Tier 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 an average dividend payout ranging from 40% to 50% of profit after tax.



The planned major plant shutdown of LNG in Q2 2025 and partly in Q3 2025 has slightly impacted the downward export volume of LNG in 2025. Despite this, the revenue from handling of LNG vessel calls and cargo will still remain as the main revenue contributor. Positive contributions are also expected from the handling of Samalaju Cargoes and vessel calls for Methanol.

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Thank You

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