



November 22, 2016

FESCO Announces September 2016 and Nine Months Year-to-Date Trading Update

FESCO Transportation Group (the “Group” or “FESCO”) reports the Group’s preliminary key operating metrics and market indicators for September 2016 and the nine months ending September 30, 2016 (the “Monthly Update”). The purpose of the Monthly Update is to provide investors with key operational results on a regular basis. The information in this Monthly Update has been prepared and based on preliminary operating results. The more detailed analysis and discussions regarding FESCO’s operational and financial performance is disclosed on a quarterly basis.

Key Market Indicators¹

	September 2016	August 2016	Change, % MoM	September 2015	Change, % YoY	9M September 30, 2016	9M September 30, 2015	Change, %
Container throughput in the Far Eastern ports (ths TEU) ²	82.5	82.6	-0.1	73.1	+12.9	647.1	694.6	-6.8
General cargo and non-container throughput in the Far Eastern ports (ths tonnes) ³	1,272	1,231	+3.3	1,304	-2.5	11,538	10,898	+5.9
Export-import sea container transportation volumes in the Far East (ths TEU) ⁴	40.9	44.0	-7.0	39.1	+4.6	352.4	357.4	-1.4
Rail container transportation volumes on the East-West-East route (ths TEU) ⁵	31.1	30.0	+3.7	29.5	+5.4	234.5	241.5	-2.9

Operational Results

	September 2016	August 2016	Change, % MoM	September 2015	Change, % YoY	9M September 30, 2016	9M September 30, 2015	Change, %
Liner and Logistics								
Intermodal freight transportation (ths TEU)	13.2	14.5	-9.1	13.1	+0.5	114.6	125.0	-8.3
Export-import sea container trade (ths TEU)	21.6	21.1	+2.7	22.2	-2.4	192.5	237.5	-18.9
Domestic sea container trade (ths TEU)	5.11	5.6	-8.9	5.09	+0.4	41.6	43.3	-4.0
Port operations								
VMTP container throughput (ths TEU)	30.1	30.8	-2.3	29.4	+2.3	234.6	259.2	-9.5
VMTP general cargo throughput (ths tonnes)	216.7	152.2	+42.4	164.1	+32.1	1,806.0	1,535.7	+17.6

¹ Provided data is based on a preliminary assessment of the market dynamics and may be reviewed and updated at a later date

² Source: Morcenter -TEK – calculation is based on key Far East ports only

³ Source: Morcenter -TEK – calculated for Far East basin excluding cargo in containers, RO-RO cargo, liquid cargo, float board cargo, coal and coke

⁴ Source: Morcenter -TEK – calculation is based on key Far East ports, loaded export and import containers only

⁵ Source: Russian Railways – calculated for loaded dry containers on the Russian Far East - Moscow route

	September 2016	August 2016	Change, % MoM	September 2015	Change, % YoY	9M September 30, 2016	9M September 30, 2015	Change, %
Rail transportation								
Rail container transportation («Transgarant» only, ths TEU)	16.3	17.1	-4.5	13.9	+17.6	136.0	130.4	+4.3
Rail shipments in box cars (units)	1,543	1,635	-5.6	1,353	+14.0	13,361	10,104	+32.2
Shipping								
Transportation fleet (units)	19	19	0.0	22	-13.6	19	22	-13.6
Available days ⁶	567	538	+5.4	631	-10.2	5,405	5,860	-7.8
Ice-breakers (units)	4	4	0.0	4	0.0	4	4	0.0
Available days	60	62	-3.2	40	+50.0	582	656	-11.3
Bunkering								
Bunkering volumes (ths tonnes)	6.0	6.9	-13.3	30.6	-80.3	78.5	367.6	-78.7

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These materials may contain forward-looking statements regarding future events or the future financial performance of Far-Eastern Shipping Company PLC (the "Company"). You can identify forward looking statements by terms such as "expect", "believe", "estimate", "anticipate", "intend", "will", "could", "may", or "might", the negative of such terms or other similar expressions. These forward-looking statements include matters that are not historical facts and statements regarding the Company's intentions, beliefs or current expectations concerning, among other things, the Company's results of operations, financial condition, liquidity, prospects, growth, strategies, and the industry in which the Company operates. By their nature, forward-looking statements involve risks and uncertainties, because they relate to events and depend on circumstances that may or may not occur in the future. The Company cautions you that forward-looking statements are not guarantees of future performance or outcomes and that the Company's actual results of operations, financial condition, liquidity, prospects, growth, strategies and the development of the industry in which the Company operates may differ materially from those described in or suggested by the forward-looking statements contained in these materials. In addition, even if the Company's results of operations, financial condition, liquidity, prospects, growth, strategies and the development of the industry in which the Company operates are consistent with the forward-looking statements contained in these materials, those results or developments may not be indicative of results or developments in future periods. Any forward-looking statements that are made in these materials speak only as at the date of this announcement. The Company does not intend to update these statements to reflect events and circumstances occurring after the date hereof or to reflect the occurrence of unanticipated events. Many factors could cause the actual results to differ materially from those contained in forward-looking statements of the Company, including, among others, general economic and market conditions, competitive environment, risks associated with operating in the relevant jurisdictions, as well as many other risks specifically related to the Company and its operations, including those discussed in these materials.

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⁶ The total days that a vessel is available for employment, net of off-hire days associated with major repairs, upgrades, dry dockings or special or intermediate surveys