



# BUSINESS UPDATE

1H 2024





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### CONTAINER

- Volume picked up from the previous quarter however, overall volume in 1H2024 is similar compared to 1H2023.
- Contracted freight rates is lower than 1H 2023 as seen in the lower average revenue per TEU. Together with port congestions, this has resulted in lower operating margins.
- Current market freight rates is showing an uptick, and this should be positive for the Group.

	1H 2024	1H 2023	1Q 2024
<b>VOLUME</b> (‘000 TEU)	879	901	433
<b>AVERAGE REVENUE/TEU</b> (USD)	\$230	\$323	\$221

\*The Group has reclassified entities in this segment





### BULK & TANKER

	1H 2024	1H 2023	1Q 2024
<b>FLEET SIZE</b>	8	6	7
CHEMICAL	4	4	4
GAS	4	2	3
<b>EMPLOYMENT DAYS</b>	1,008	722	464

- Fleet size increased following the delivery of 2 new units of gas carrier in 1st half 2024.
- The 2 units of gas carrier are contracted for transportation of ethylene which provides stability to the revenue of this segment.
- Vessels remained fully employed under time charter contracts.





### LOGISTICS

	1H 2024	1H 2023	1Q 2024
<b>STORAGE CAPACITY*</b> (in '000 Pallet Position)	148.5	131.3	151.4
<b>VOLUME HANDLED</b> (in '000 Pallet Equivalent)	971.1	566.2	507.3

- This segment continues to grow through securing new management contracts on 4PL (4<sup>th</sup> party logistics).
- Higher volume handled in 1H2024 compared to 1H2023 mainly contributed by new customers.

\*includes owned & managed

CE  
EVEN

CD  
ODD







# SAMUDERA

*Indonesia & Beyond*

