Acquisition of Airport City Development Co., Ltd. and Strategic Investment in BLOGIS
Important Notice

The information contained in this presentation is provided by Global Logistic Properties Limited (the "Company") in relation to its acquisition of an interest in Airport City Development Co., Ltd. and strategic investment in BLOGIS and should be read in conjunction with the announcements and press releases dated 4 January 2011 and 22 December 2010 respectively in relation to the same subject matter.

This presentation contains statements that constitute forward-looking statements which involve risks and uncertainties. These statements include descriptions regarding the intent, belief or current expectations of the Company with respect to the consolidated results of operations and financial condition, and future events and plans, of the Company. Such forward-looking statements do not guarantee future performance and actual results may differ from those in the forward-looking statements as a result of various factors and assumptions. You are cautioned not to place undue reliance on these forward-looking statements, which are based on the current view of the management of the Company on future events. The Company does not undertake to revise forward-looking statements to reflect future events or circumstances. No assurance can be given that future events will occur, that expectations will be achieved, or that the Company’s assumptions are correct.
Agenda

Acquisition of Airport City Development Co., Ltd.

Strategic Investment in BLOGIS

Appendix
GLP has acquired an approximately 53% stake in Airport City Development Co., Ltd. (“ACL”), the sole developer in the Beijing Capital International Airport (“BCIA”) airside cargo handling and bonded logistics area.

The acquisition includes a unique portfolio of assets located on the airside of the second runway in the BCIA:

- 17 completed buildings with approximately 280,000 sq.m. of Gross Floor Area (“GFA”)
- 26 pipeline of properties to be developed with approximately 513,000 sq.m. of GFA

The transaction will comprise two distinct steps:

Step one: Acquisition of approximately 53% of ACL

Step two:
- Sale of ACL Real Estate Co., Ltd (“ACL RE”), comprising various non-core/non-logistics assets, back to the Seller
- Sale of various other non-core land and properties, including various buildings occupied by Air China and the Government or its related entities, that GLP does not wish to own

(Please see Page 6 for more detail.)

Closing net consideration (holdback for the cash payment in respect of the proportionate share of the net proceeds derived from the ACL RE Disposal) for the transaction will be RMB1,403mm, which is being settled with 70% in shares and 30% in cash. The transaction is structured to mitigate any financial risk associated with step two above in that the relevant consideration will not be paid until GLP has received full payment for the assets being sold.
### Transaction Overview

<table>
<thead>
<tr>
<th><strong>Acquisition target</strong></th>
<th>Airport City Development Co., Ltd. (&quot;ACL&quot;)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Effective shareholding acquired</strong></td>
<td>53.1385%</td>
</tr>
<tr>
<td><strong>Location of properties</strong></td>
<td>Beijing Capital International Airport (&quot;BCIA&quot;) within the Tianzhu Free Trade Zone</td>
</tr>
<tr>
<td><strong>Properties/assets acquired</strong></td>
<td></td>
</tr>
<tr>
<td>Completed properties:</td>
<td>17 completed buildings with GFA of ~280,000 sqm</td>
</tr>
<tr>
<td>Pipeline properties to be developed:</td>
<td>26 buildings with GFA of ~513,000 sqm</td>
</tr>
<tr>
<td>Land parcels (non-core):</td>
<td>6 commercial and industrial land sites of ~220,000 sqm in site area</td>
</tr>
<tr>
<td>ACL RE (non-core):</td>
<td>RMB1,114mm</td>
</tr>
<tr>
<td>Other land and properties expected to be disposed:</td>
<td>Acquisition consideration for the above is correlated to the sales prices achieved and only to be paid upon receipt of sale proceeds (&quot;Deferred Consideration&quot;)</td>
</tr>
<tr>
<td><strong>Type of properties</strong></td>
<td></td>
</tr>
<tr>
<td>Bonded and non-bonded warehouse</td>
<td></td>
</tr>
<tr>
<td>Cargo handling terminals and peripheral office</td>
<td></td>
</tr>
<tr>
<td><strong>ACL Total Net Assets Value</strong></td>
<td></td>
</tr>
<tr>
<td>On a total basis (100% shareholding)–RMB4,672mm comprising of:</td>
<td></td>
</tr>
<tr>
<td>Net ACL Logistics Assets:</td>
<td>RMB2,640mm</td>
</tr>
<tr>
<td>ACL RE Disposal:</td>
<td>RMB1,114mm</td>
</tr>
<tr>
<td>Estimated Net Value of Other Land Disposal and Adjust liability:</td>
<td>RMB918mm</td>
</tr>
</tbody>
</table>

#### Payment Consideration

On a 53.1385% basis of ACL Net Assets:
- ACL Logistics Assets -RMB1,403mm, 70% in shares of GLP and 30% cash
- ACL RE Disposal: ACL RE-RMB592mm, 100% cash
- Deferred Consideration: RMB488mm for other land & properties to be disposed and estimated adjusted liability
- GLP shares to be issued at a price based on the 5 day VWAP prior to date of the execution of the SPA

#### Lock up arrangements

6 month lock up from point of issuance

#### Acquisition method

Offshore Equity transfers of companies

#### Board and management representation

- 7 board members: 3 appointed by GLP, 1 appointed by Beijing Hangda and 3 appointed by Beijing Capital Airport Holding Company Limited ("CAH")
- GLP would appoint the Deputy Chairman and the General Manager while CAH would appoint the Chairman and CFO or GLP would appoint the Chairman and CFO while CAH would appoint the Deputy Chairman and the General Manager
Rationale for the Acquisition

- **Strong demand with consistent growth**
  - BCIA is the third largest airport in the world by passenger traffic and second largest in China by cargo turnover
  - Air cargo is the fastest growing logistics segment in China and is most resilient to economic cycles
  - Cargo throughput growth for the BCIA:
    - 2005–2009 CAGR: 17%
    - 2010E–2015E CAGR\(^1\): 15%

- **Unique location within the BCIA and Tianzhu Free Trade Zone**
  - Direct connection to the 2\(^{nd}\) runway of the BCIA—the busiest runway of one of the top 5 airports in the world
  - High accessibility by road with direct access to Beijing downtown, Tianjin port, Shijiazhuang, Shenyang, Jinan, etc. via the expressways (e.g. Jing- Jin- Tang expressway)

- **Solidify market leadership**
  - Sole developer in the BCIA airside cargo handling area and bonded logistics area
  - Limited land supply in the Beijing Logistics Park which is less than a kilometre away (where GLP Park Beijing Airport is located)
  - Only other participant with airside cargo terminal handler is Air China, which is mainly for self use

- **Attractive acquisition price and structure**
  - Strong Leasing Velocity
    - ACL site started to put into formal operation from 20\(^{th}\) December 2010
  - Other land and properties to be disposed only to be paid for upon sale of relevant assets and receipt of net proceeds for the sale
  - High stock proportion in payment consideration further aligns all parties interest

\(^1\) Source: CAAC, BCIA, Oliver Wyman forecast
Consideration

<table>
<thead>
<tr>
<th>Consideration</th>
<th>100% Share</th>
<th>53.1385% Share</th>
<th>USD (million) *****</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMB/USD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Core Logistics RE Assets (A1)</td>
<td>6,299</td>
<td>3,347</td>
<td>505</td>
</tr>
<tr>
<td>- Land Parcels Committed to Other Parties (A2)</td>
<td>1,601</td>
<td>851</td>
<td>129</td>
</tr>
<tr>
<td><strong>Subtotal of Logistics RE Assets (A)</strong></td>
<td><strong>7,900</strong></td>
<td><strong>4,198</strong></td>
<td><strong>634</strong></td>
</tr>
<tr>
<td>Adjusted Liabilities on July 31st (B)</td>
<td>(3,659)</td>
<td>(1,944)</td>
<td>(293)</td>
</tr>
<tr>
<td><strong>Non-Logistics RE assets</strong> Disposal Proceeds (C)</td>
<td>1,114</td>
<td>592</td>
<td>89</td>
</tr>
<tr>
<td>Adjust Liability and Disposed Land Value excess valuation (D)</td>
<td>36</td>
<td>19</td>
<td>3</td>
</tr>
<tr>
<td>Estimated Taxes &amp; Costs for A2 disposal( E)</td>
<td>(719)</td>
<td>(382)</td>
<td>(58)</td>
</tr>
<tr>
<td><strong>Total Consideration (A-B+C+D-E)</strong></td>
<td><strong>4,672</strong></td>
<td><strong>2,483</strong></td>
<td><strong>375</strong></td>
</tr>
</tbody>
</table>

Closing Payment for Logistics RE Assets (A-B-A2)*                              | 2,640      | 1,403          | 212               |
ACL RE Disposal (C)**                                                           | 1,114      | 592            | 89                |
Deferred Consideration (A2-E+D)***                                             | 918        | 488            | 74                |
**Total Consideration ******                                                   | **4,672**  | **2,483**      | **375**           |

* Closing payment for Logistics RE Assets(A-B-A2) will be paid 70% in shares issued by the Listco and 30% in cash.
** ACL RE Disposal (C) will be 100% paid in cash.
*** A2 realization amount will be 91% paid in shares issued by the Listco and 9% paid in cash.
**** The issue price of the share consideration will be the average closing price of Listco’s shares in the five trading days on SGX ST immediately prior to the SPA signing date. The share consideration paid to the Seller is estimated to be approximately 2.8% of the total shares outstanding in the Listco.
ACL will add ~790,000 sqm of GFA to GLP’s existing China portfolio

### Completed properties and the pipeline properties to be retained

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing completed properties (sqm)</th>
<th>Occupancy</th>
<th>2011</th>
<th>2012</th>
<th>2013 and beyond</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargo terminal</td>
<td>62,854</td>
<td>95%</td>
<td>43,000</td>
<td></td>
<td>124,000</td>
<td>167,000</td>
</tr>
<tr>
<td>Express center</td>
<td>46,971</td>
<td>N/A</td>
<td></td>
<td>45,000</td>
<td>45,000</td>
<td>45,000</td>
</tr>
<tr>
<td>Second line warehouse</td>
<td>62,100</td>
<td>100%</td>
<td></td>
<td>63,000</td>
<td>63,000</td>
<td>63,000</td>
</tr>
<tr>
<td>Bonded warehouse</td>
<td>62,577</td>
<td>42%</td>
<td>40,000</td>
<td></td>
<td>87,000</td>
<td>127,000</td>
</tr>
<tr>
<td>Non bonded warehouse</td>
<td>62,577</td>
<td>N/A</td>
<td></td>
<td>40,000</td>
<td>31,000</td>
<td>71,000</td>
</tr>
<tr>
<td>Office complex</td>
<td>45,684</td>
<td>N/A</td>
<td></td>
<td></td>
<td>40,000</td>
<td>40,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>280,186</strong></td>
<td></td>
<td>43,000</td>
<td>80,000</td>
<td><strong>390,000</strong></td>
<td><strong>513,000</strong></td>
</tr>
</tbody>
</table>

- For the RMB1,403mm to be paid at closing, GLP will acquire a 53.1385% stake of the following assets:
  - 17 completed properties of ~280,000 sqm of Net Leasable Area to be retained
  - 26 development properties of ~513,000 sqm of Net Leasable Area to be retained
  - Other 6 commercial and industrial land sites\(^1\) of ~220,000 sqm (site area) which GLP currently expects to dispose for a consideration of RMB375mm
  - Land Lots 10,11,12 already disposed at a price RMB49mm in excess our valuation basis, the disposed land value excess the valuation basis would be paid to seller after closing audit

\(^1\) Refers to land lot 6, 7, 8, 10, 11, 12 on the site map on page [15]
### Key Transaction Timeline

<table>
<thead>
<tr>
<th>Milestones</th>
<th>Expected timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signing of the sales and purchase agreement (&quot;SPA&quot;)</td>
<td>January 4th, 2011</td>
</tr>
<tr>
<td>Equity transfer and closing payment</td>
<td>January, 2011</td>
</tr>
<tr>
<td>Post closing audit</td>
<td>March 2011</td>
</tr>
<tr>
<td>- A post-closing audit will be conducted after closing and the total consideration will be adjusted according to the adjusted liabilities&lt;br&gt;- The difference of the adjusted consideration will either be paid for in cash by GLP or deducted from the Deferred Payment depending on the results of the consideration adjustments</td>
<td></td>
</tr>
<tr>
<td>Deferred Payment</td>
<td>March 2011–2013</td>
</tr>
<tr>
<td>- The Deferred Payment will be staggered according to the achievement of certain milestones included in the SPA from 2011-2013&lt;br&gt;- The staggered Deferred Payment to the Seller is a mechanism put in place to protect GLP from potential risks associated with the disposals and also those related to land ownership and the development timeline</td>
<td></td>
</tr>
<tr>
<td>Agenda</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td></td>
</tr>
<tr>
<td>Acquisition of Airport City Development Co., Ltd.</td>
<td></td>
</tr>
<tr>
<td><strong>Strategic Investment in BLOGIS</strong></td>
<td></td>
</tr>
<tr>
<td>Appendix</td>
<td></td>
</tr>
</tbody>
</table>
On December 22, 2010, we entered into a binding agreement to acquire a strategic interest of 19.90% in Shenzhen Chiwan Petroleum Supply Base Co., Ltd. (“SCPSB”), a company listed on Shenzhen Stock Exchange in 1995

- China Logistics Holding (12) Pte. Ltd., our wholly owned subsidiary, will acquire 45,890,000 registered Class B shares from Offshore Joint Services (Bases) Company of Singapore (“OJSB”)
- OJSB holds 51.18 mm shares or 22.19% of total shares outstanding in SCPSB
- Total acquisition consideration of HK$539 mm (or approximately S$91 mm) will be funded entirely from IPO proceeds
- SPA signed on 22 December 2010

SCPSB, a Shenzhen-listed company, is a provider of logistics, and oil and gas services

- Listed on the Shenzhen B Stock Exchange
  - Market capitalization of HK$2,749 mm (S$466 mm) as at December 21, 2010
  - Major shareholder—China Nanshan Development Group (51.79%)
  - Free float of 26.02%
- 3 key businesses including BLOGIS, a modern logistics facility provider
  - Second largest major modern logistics facility provider in China, in terms of total gross floor area, behind GLP
  - 12 quality projects across 8 strategic hubs in China, including Shanghai, Tianjin, Guangzhou and Shenzhen
  - Mainly located in tier one cities

Other businesses are offshore petroleum services (logistics service) and offshore engineering services (ocean service)
Rationale for the Investment

- **Augment our market leadership position**
  - Leverage on BLOGIS’ high quality logistic facility portfolio in multiple strategic locations across China
  - Majority of facilities located in key first tier cities or major logistics hubs in China
  - The acquisition will enhance our market presence in these areas and the “network effect” of our portfolio
  - Acquisition of facilities with specifications that complement GLP’s portfolio
  - Leverage on BLOGIS’ existing platform to build economies of scale and explore synergy potential

- **Strategic partnership**
  - Expect to nominate 2 board members - a Deputy Chairman and a Director to a board of 11
  - Active involvement in all major strategic decisions relating to SCPSB
  - Opportunity to collaborate with BLOGIS on future development projects

- **Further enhance working relationship with Chinese government**
  - Major shareholders of China Nanshan Development Group include China Merchants Group (37%), Shenzhen Investment Holding (28%) and Guangdong Petro-trade Development Corp. (23%)—all state-owned enterprises
  - We believe a strong working relationship and deeper government ties will help accelerate our growth in China
BLOGIS—Strategically Located Portfolio

12 projects (6 completed) in 8 markets
Total GFA of 12 projects: 1,150,000 square meters
- 6 completed projects: 620,000 square meters
- 2 projects under construction: 160,000 square meters
- 4 sites in land bank: 370,000 sqm (Planned GFA)

Network in China
- Completed (6 projects in 6 cities)
  - East: Shanghai (Baoshan), Suzhou (Kunshan)
  - North: Tianjin
  - South: Guangzhou (Plot B), Shenzhen
  - Mid-West: Chengdu (Xindu)
- Under construction (2 projects in 2 cities)
  - North: Langfang (Phase I)
  - Mid-West: Chengdu (Longquan)
- Land bank (4 sites in 4 cities)
  - East: Shanghai (Songjiang), Nanjing
  - North: Langfang (Phase II)
  - South: Guangzhou (Plot A)

Example: (A, B)
- A: number of operational or partly operational logistic projects
- B: number of projects under construction and planned

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A: number of operational or partly operational logistic projects
B: number of projects under construction and planned
Agenda

- Acquisition of Airport City Development Co., Ltd
- Acquisition of strategic investment in BLOGIS

Appendix

- ACL
- BLOGIS
ACL is in a unique and highly sought after location in Beijing, a market that GLP is very familiar with.

The ACL acquisition will further strengthen GLP’s leading presence in Beijing and a key logistics center of China.
Superior location within the BCIA adjacent to the busiest runway
Project Layout is Optimal to Ensure High Efficiency

- Cargo Terminal (New Dev–Air China)
- Express Center (New Dev)
- Cargo Terminal (Existing)
- Office Complex (New Dev)
- Second Line WH (New Dev)
- Bonded WH (Existing)
- Bonded WH (New Dev)
- Non-Bonded WH (New Dev)
- Land Parcels Committed to Other Parties (BCIA Occupied)
- Land Parcels Committed to Other Parties (Air China Occupied)
- Additional Land Parcels (Land 6–8, 10–12)
- Land Parcels Committed to Other Parties (Customs occupied)
Snapshots of Existing Properties

Cargo Terminal

Express Centre

Bonded Logistic Centre

Office Complex
Shareholding Structure of ACL upon Closing

Global Logistic Properties Limited ("GLP")
- 100%
  - CLH Limited (Cayman)
    - 100%
      - China Logistics Holding (3) Pte. Ltd. (Singapore)

Great Ocean Investment Limited (B.V.I.)
- 100%

Trade Year Properties Limited (B.V.I.)
- 100%
  - Beijing Hangda Investment Co., Ltd (北京航达投资有限公司) (PRC)
    - 87.59%
  - Airport City Development Co., Ltd (航港发展有限公司) (PRC)
    - 40%
  - Capital Airport Holding (首都机场集团公司)
    - 45%

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*: Denotes indirect ownership
Agenda

Acquisition of Airport City Development Co., Ltd

Strategic Investment in BLOGIS

Appendix

- ACL
- BLOGIS
Shareholding Structure of SCPSB upon Closing

China Logistics Holding (12) Pte. Ltd.
Offshore Joint Services (Bases) Company of Singapore Pte Ltd
Public

Shenzhen Chiwan Petroleum Supply Base Co., Ltd.

China Logistics Holding (12) Pte. Ltd.
Offshore Joint Services (Bases) Company of Singapore Pte Ltd
Public

51.79%
19.90%
2.29%
26.02%

Shenzhen Chiwan Petroleum Supply Base Co., Ltd

BLOGIS, a modern logistic facility provider

Established in 2003
Provides logistics facility and supporting service to 3PLs, manufacturers, suppliers, and retailers

Offshore Petroleum Logistics (Logistics service)

Established in 1984
Provides petroleum logistics services to leading oil companies and oil service companies

Chiwan Base

Offshore Engineering (Ocean service)

Established in 1992 to provide maintenance services to the oil and gas industry

Shenzhen Chiwan Sembawang Engineering Co., Ltd

Established in 2003
Provides logistics facility and supporting service to 3PLs, manufacturers, suppliers, and retailers

Other shareholders include China National Offshore Oil Corporation ("CNOOC") (36%) and Sembawang Marine Offshore Engineering Pte Ltd ("SMOE") (32%)

Chiwan Offshore Petroleum Equipment Repair & Manufacture Co., Ltd

Established in 1984
Provides petroleum logistics services to leading oil companies and oil service companies

Other shareholders include CNOOC (45%) and SMOE (35%)
Milestones of BLOGIS’ development

2003–2005
Started construction on Guangzhou and Shanghai Phase II
Completed Shanghai Phase I and achieved 100% occupancy with ST-Anda, IDS and Nike in December 2004

2006
Setups: Tianjin, Kunshan and Langfang
Completed Guangzhou Phase I and Shanghai Phase II

2007
Setups: Wuhan (1), Longquan, Xindu, Chengdu and Shenyang (2)
Started construction on Kunshan

2008
Setup: Nanjing
Started construction on Tianjin
Completed Kunshan

2009
Setup: Zhengzhou
Completed Tianjin and Xindu, Chengdu
Acquired Mingjiang in Shanghai

2010
Setup: Nanjing
Completed Guangzhou Phase I and Shanghai Phase II

Started construction on Langfang and Longquan, Chengdu

Notes:
(1) Wuhan project was cancelled in Jan 2010 for government’s reluctance to entitle the land use.
(2) Shenyang project was cancelled in 2008 for discovery of mineral under the site.
## BLOGIS’ Portfolio Summary

<table>
<thead>
<tr>
<th>City</th>
<th>Project</th>
<th>Completion Status</th>
<th>Site Area (sqm)</th>
<th>GFA (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shanghai</td>
<td>BLOGIS Shanghai Baoshan</td>
<td>Completed</td>
<td>388,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Suzhou</td>
<td>BLOGIS Kunshan Lujia</td>
<td>Completed</td>
<td>266,667</td>
<td>130,000</td>
</tr>
<tr>
<td>Tianjin</td>
<td>BLOGIS Tianjin</td>
<td>Completed</td>
<td>320,667</td>
<td>157,800</td>
</tr>
<tr>
<td>Chengdu</td>
<td>BLOGIS Chengdu Xindu</td>
<td>Completed</td>
<td>126,000</td>
<td>70,700</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>BLOGIS Guangzhou Plot B</td>
<td>Completed</td>
<td>44,667</td>
<td>20,500</td>
</tr>
<tr>
<td>Shenzhen</td>
<td>BLOGIS Shenzhen</td>
<td>Completed</td>
<td>30,000</td>
<td>45,000</td>
</tr>
<tr>
<td><strong>Subtotal of completed</strong></td>
<td></td>
<td></td>
<td><strong>1,176,000</strong></td>
<td><strong>624,000</strong></td>
</tr>
<tr>
<td>Chengdu</td>
<td>BLOGIS Chengdu Longquan</td>
<td>Construction in progress</td>
<td>214,000</td>
<td>117,400</td>
</tr>
<tr>
<td>Langfang</td>
<td>BLOGIS Langfang (Phase I)</td>
<td>Construction in progress</td>
<td>78,700</td>
<td>39,350</td>
</tr>
<tr>
<td><strong>Subtotal of CIP</strong></td>
<td></td>
<td></td>
<td><strong>292,700</strong></td>
<td><strong>156,750</strong></td>
</tr>
<tr>
<td>Nanjing</td>
<td>BLOGIS Nanjing</td>
<td>Land</td>
<td>267,667</td>
<td>146,000</td>
</tr>
<tr>
<td>Shanghai</td>
<td>BLOGIS Shanghai Songjiang</td>
<td>Land</td>
<td>221,333</td>
<td>116,300</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>BLOGIS Guangzhou Plot A</td>
<td>Land</td>
<td>115,333</td>
<td>53,000</td>
</tr>
<tr>
<td>Langfang</td>
<td>BLOGIS Langfang (Phase II)</td>
<td>Land</td>
<td>94,633</td>
<td>50,250</td>
</tr>
<tr>
<td><strong>Subtotal of Land</strong></td>
<td></td>
<td></td>
<td><strong>698,967</strong></td>
<td><strong>365,550</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>2,167,667</strong></td>
<td><strong>1,146,300</strong></td>
</tr>
</tbody>
</table>
THANK YOU

For more information, please contact:

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