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**Manuscript – the spoken word prevails.**

#### Chart #1: Welcome

“The market is the only democratic judge in a modern economy.” These were the words of Ludwig Erhard, the legendary founding father of our social market economy. DVB’s market is the global transport market, and this is how it judged DVB’s performance in the past year:

#### Chart #2: The Best Shipping Finance Research for 2005

In October 2005, for the second consecutive year, our shipping research team received commendation for having provided the best Shipping Finance research.

#### Chart #3: Aircraft Debt Deal of the Year – Middle East

Providing the Kuwaiti air carrier Al Jazeera Airways with long-term finance won our Aviation Finance division a prize for the best Aircraft Debt Deal of the Year, in the Middle East category.

#### Chart #4: Port Finance Deal of the Year

DVB’s Transport Infrastructure financing team was pleased to be distinguished with the award “Port Finance Deal of the Year 2005.” The award honours the financing of a container terminal in the Baltic region.

#### Chart #5: Road Finance Innovator of the Year

In recognition of outstanding achievements in structuring the financing package supporting the acquisition of a European lessor specialising in trailers by two large private equity investors from the US, the Land Transport division was given the award “Road Finance Innovator of the Year 2005”.

#### Chart #6: M&A Deal of the Year 2005

The markets’ verdict on our Corporate Finance services was also favourable. Our M&A and Advisory team – a group of experts advising clients on the acquisition or disposal of businesses or enterprises – received outstanding public acclaim in March this year, winning the award “M&A Deal of the Year 2005.” The honour was earned for advisory services relating to the acquisition of a 30% stake in Petredec, a Bermuda-based carrier, by the National Shipping Company of Saudi Arabia.

Ladies and Gentlemen,  
dear shareholders and shareholder representatives,

After this introduction, I would like to extend a warm welcome – also in the name of my fellow members of the Board of Managing Directors – to the Annual General Meeting of DVB Bank AG.

#### Chart #7: Presentation topics

In my presentation today, I will start out by reviewing DVB's business performance during the year under review. This will be followed by a review of transport markets, together with an analysis of our Transport Finance portfolio, including the collateralisation structure of the various sub-portfolios. In the third section, I will focus on the financial results of the business year 2005; this will include the reconciliation from the accounting principles under German commercial law – which are all familiar with, and which we have relied on in the past – and the accounting principles under IFRS, which we have applied for the first time in 2005. As usual, I will conclude my comments with a presentation of results of the first quarter of 2006, closing my remarks with an outlook on the current business year.

#### Chart #8: Interim title

Today, DVB is uniquely positioned. Yesterday's goal has become reality. We are the leading finance specialist in the international transport finance business.

#### Chart #9: DVB's business model

Our core product is asset lending, that is: the financing of means of transport such as ships, airplanes, or locomotives. Our Transport Finance divisions – Shipping, Aviation, Land Transport, and Transport Infrastructure – offer tailor-made advisory and structuring services, providing fully-collateralised financing solutions. We consciously assume risks. We stand ready to employ our own capital when financing the assets of our Transport Finance clients. In the face of larger loans, of course, we also syndicate portions of the exposure to other financial institutions on the international banking market. This is the task of our Syndications unit, which makes an important contribution to ensuring appropriate risk allocation and diversification. Having been launched at the end of 2005, our Securitisation team is in charge of tapping new refinancing sources for our clients, as well as for DVB, through the securitisation of assets.

Moreover, in the Transport Finance business, our services extend beyond the provision of finance to giving advice. In-depth research is the bedrock on which our business model rests. Early this year, our research capabilities have been widened to benefit Land Transport as well. Different research teams continuously watch and

analyse the global transport markets to come up with well-founded proposals as to which types of assets may be eligible candidates for loan financing, and which to rule out. I shall come back to the mission pursued by our research efforts, when – later on – I will have occasion to point out to you how findings from research impact developments in the structure of collateral during the course of the financial year.

Being available to our clients is equally important to making our business model work, which is why we have offices in the major transport and finance centres throughout the world. The fact that our business model has turned out to be a success for our clients, and for you, our shareholders, is due to our staff.

By way of introduction, I have presented examples to you of how the markets look upon the achievements of DVB's professionals. These accomplishments are reflected in facts and figures. In 2005, we have been able to conclude a total of 222 new transactions, with a record aggregate volume of €4.75 billion – up 32% on the volume of new business generated the year before. What is more important than sheer volume is the fact that DVB had a leading role in 76% of all new transactions originated. We have reached a leading position, in just a few years – on a global scale.

The performance of DVB's staff is documented in net profit, which at €54.3 million exceeded last year's figure by more than 60%. This is, of course, a figure of some note from a shareholder's point of view, and I am sure that you therefore concur with the view I take on the performance and commitment of DVB's staff.

DVB's staff are first-class!

I would like to take this opportunity to thank all of them for their successful contribution.

Chart #10: Staff

DVB has become an employer of choice, on a worldwide scale. I am especially pleased that the number of staff has recovered from the low of 334 in 2004, to 346. Most notably, it is Transport Finance specialists that are joining us: thus enhancing potential for future income. These experts bring with them experience and expert skills from international banking, whilst also adding to our specialised know-how with regard to the assets encountered in their special segments of Transport Finance. Overall, our professionals in Transport Finance and Corporate Finance each have an average of 10 years' experience in their respective transport segments of specialisation.

Chart #11: National diversity in Transport Finance/Corporate Finance

DVB being a global player in the transport market, with most of our clients operating worldwide, our professionals' intercultural skills are equally important. At present, 203 professionals in Transport Finance represent 27 different nationalities. Hence, attracting international specialists will continue to be a prime concern of our personnel department.

#### Chart #12: Changeover to IFRS

Ladies and Gentlemen,

For a case in point, consider the changeover in accounting to International Financial Reporting Standards. A highly demanding task, tying up substantial resources; nonetheless, our accounting staff accomplished the rollout successfully.

I now proceed to set out the results of business year 2005, in accordance with IFRS. In due course, I shall give you a more detailed description of the intricacies accompanying IFRS, based on reconciliation statements from German accounting standards – as laid down in the German Commercial Code – to IFRS.

#### Chart #13: Financial statements 2005 – key figures

2005 was an exceedingly successful year. It was the second year in which our earnings were almost exclusively generated from international activities in Transport Finance and Corporate Finance. Net interest income after loan losses increased by around 41%, to €98.4 million, net fee and commission income grew by 34%, to €60.5 million. Results from both ordinary activities before taxes and net profit were highly favourable. Therefore, the verdict is unequivocal:

The business model adopted by the new DVB generates extraordinary results.

I will revisit the concept of “extraordinary” in my closing remarks. Although descriptions such as “logical”, “as expected” and “yet also surprising” might be more appropriate to characterise the results achieved, they are nevertheless insufficient to truly describe them.

#### Chart #14: Business development – major aspects

Here are some of the key features that shaped business development during 2005. For one, new business in Transport Finance was buoyant, but please take note (this is a key aspect, which is why I am reiterating it): DVB took a leading role in 76% of the new transactions. What is more, we have been able to enhance earnings potential by expanding into high-yield specialist activities, entering the field of cruise shipping finance, for instance. To this purpose, we have created a specialist Cruise

Finance unit. Corporate Finance advisory services made further headway, whilst shipping and aviation projects managed by our Group Investment Management team, in which we co-invested alongside third-party investors, were particularly successful.

Just a few years ago, some of our competitors were asking: “DVB – who?” Our clients have answered this question: increasingly, it is DVB who is setting the standards. This is our goal.

To facilitate further growth in Transport Finance, we have strengthened our equity base substantially, including an increase in issued share capital effected in the autumn of last year. As for refinancing our activities, we have also broken new ground by placing – for the first time – a sizeable portion of an international bond issue in Asia. Nearly twice oversubscribed, 45% of the issue was placed in the Asian region. With a view to future capital adequacy requirements under Basel II, we have attached particular importance to the completion of the internal rating model; in fact, it has just been audited by German banking supervisors.

Chart #15: Interim title

Ladies and Gentlemen,

Let me now turn to the second part of my presentation, in which I am going to discuss the development of our loan portfolio and its underlying collateral structure in somewhat greater detail.

Chart #16: Customer lending (in nominal terms)

In total, DVB’s nominal volume of customer lending reached €10.78 billion as at 31 December 2005, up 32% from €8.16 billion in the previous year. Dealt with by our D-Marketing unit, exposures no longer in line with the Bank’s strategy represent a mere 1.8% or €190 million.

Chart #17: Transport Finance portfolio development (in euro terms)

Turning to Transport Finance, the portfolio has grown in the last year by €2.4 billion, or 30.5%, to €10.32 billion. Growth was strongest in Aviation, where the volume of nominal customer lending increased by 35.9% to almost €3 billion. Overall, Shipping accounts for 55.5% of our loan portfolio, with Aviation holding 29%, Land Transport 9.3%, and Transport Infrastructure 6.2%.

Some of you may be asking themselves whether a 30% increase in the loan portfolio is a healthy development – quite a justified question, in my opinion. There is no reason to worry: we will not succumb to megalomania. It is DVB’s profitability – rather

than sheer volume – that we see as a benchmark, and which we use as a guidance for managing the business. As you will recall from previous financial years, currency fluctuations have significant impact on our business – this is particularly true regarding the exchange rate between the US dollar and the euro.

DVB's accounting currency is the euro, yet nearly three-quarters of its entire portfolio is denominated in US dollars. In the last year, 80% of the Shipping portfolio was disbursed in US dollars; at 96%, the figure was even higher with respect to the Aviation portfolio.

Chart #18: €/US\$ exchange rate

In 2004, the US dollar strengthened vis-à-vis the euro, while the relationship more or less reversed in 2005: in other words, the euro weakened against the dollar. Accordingly, growth rates for the Transport Finance portfolio were somewhat lower in US dollar terms compared with their euro performance.

Chart #19: Transport Finance portfolio development (in US\$ terms)

Based on US dollars, the Transport Finance portfolio increased by a total of 13%, which is in line with our long-term planning. While a large portion of DVB's income is denominated in US dollars, costs are largely incurred in euros. As in previous years, to curtail exchange rate fluctuations as a source of uncertain business results, we have hedged projected US dollar net income from interest, fees and commissions by entering into forward transactions at the time of budgeting.

Chart #20: Portfolio specifics 2005 vs. 2004

Let me offer some brief comments on market developments that have specifically affected the sub-portfolios making up the Transport Finance portfolio. Producing record level results, the Shipping Finance division managed once again to surpass expectations. This is remarkable, since competition intensified in 2005. Attracted by favourable trends in the shipping markets, new competitors entered the sector, increasingly willing to conclude transactions at low margins – something we refer to as the 'hog cycle'. Furthermore, owing to good conditions in the shipping markets, a number of ship owners continued to opt for early repayment, in significant amounts. Focussing on transactions with suitable risk-return characteristics, and especially by concentrating on specific shipping segments, DVB's shipping finance professionals were in a position to secure an average new business margin of 139 basis points, a level only marginally below last year's.

Similarly, new business in Aviation Finance achieved record levels, resulting in a 35.9% increase in the Aviation portfolio, to just under €3 billion. In this area, once

again, market conditions proved advantageous for DVB, and it was possible to boost the average margin in new business to a remarkable 216 basis points.

Concerning Land Transport's portfolio, we were able to increase both volume and return. We took a leading role in about 81% of new business. As demonstrated by the prize awarded to this division, we are thus in a superb position to promote growth in this part of the portfolio.

Our Transport Infrastructure portfolio fared equally successfully, once more assuming the role of lead arranger in some of the new transactions.

Looking at the portfolio as a whole, let me emphasise again that the number of new business transactions has increased significantly; at the same time, the average margin in new business remained almost unchanged – notably, in an environment characterised by increasing competition. Expert skills, experience, and the clear selection of our target market and asset segments are the qualities that set us apart.

Chart #21: Transport Finance portfolio – collateralisation structure

A purposeful selection of specific asset risks is part and parcel of DVB's business model. This is to say that in our lending decisions we focus first and foremost on the underlying asset – the type of aircraft to be financed, for instance – rather than concentrating primarily on the company wishing to finance the asset. That is why our research plays a pivotal role. The research teams at DVB address themselves to identifying specific assets and classes of assets whose value is likely to perform satisfactorily – generating acceptable charter or leasing rates – during the period of credit extension. Lending and equity products are made available only on condition that specialists from research, front-office units and credit desks are mutually convinced of the assets' performance prospects. We generally require full asset collateralisation for the financings we extend.

Hence, in dealing with our Transport Finance portfolio, we attach great importance to sound collateral structure. As you can see for yourself, in 2005, collateral structure has improved even further compared with 2004: 81.2% of the entire Transport Finance portfolio now exhibits a loan-to-value ratio of less than 60%. The loan-to-value ratio shows the loan amount vis-à-vis the market value of the financed assets. The lower the loan-to-value ratio the more likely it is that a loan will prove resistant to downward swings in asset values.

It is also important to note that we reduced the portion of uncollateralised exposures to just 1.4% of the overall portfolio – less than half the previous year's level.

Chart #22: Shipping portfolio – collateralisation structure

Single out Shipping from the entire Transport Finance portfolio, and you will see that this sub-portfolio has also contributed to the improvement of the collateralisation structure. Thus, the portion of the sub-portfolio characterised by a loan-to-value ratio of not more than 60% has increased from 77% to 83%. The share of uncollateralised loans, or exposures secured by other forms of collateral, was reduced in line with the strategy defined by the Board of Managing Directors.

#### Chart #23: Shipping portfolio by vessel type

Consider our Shipping portfolio, here broken down by type of DVB-financed vessels. A glance reveals that our loan exposures, and thus our risks, are spread over rather a large number of shipping segments. We especially look out for opportunities that may arise outside the mainstream. To our knowledge, DVB holds the most broadly-diversified portfolio amongst all banks active in shipping finance – another competitive advantage.

#### Chart #24: Shipping portfolio by vessel type – changes

In the past year, for example, we have deliberately reduced exposure relating to container shipping. By year-end 2005, a mere 10.4% of the entire portfolio volume was associated with container shipping, compared to 15.5% in the previous year. By contrast, we expanded commitments in the offshore segment from 9.7% in 2004 to 14.5% in 2005. Furthermore, we strengthened our presence in cruise shipping finance, whose portfolio share grew from 1.6% in 2004 to 4.4% in 2005.

Once again, it must be stressed, portfolio changes occurring during the course of the year are the result of in-depth research. Taking a brief look at container shipping, let me demonstrate to you how this works.

#### Chart #25: Time-charter rates in container shipping – development and outlook

During recent years, container shipping activity was rising consistently, as can be seen quite clearly from the trend in time-charter rates. Towards the end of last year, but also during the course of this year, we note that time-charter rates have declined, especially for large vessels. This is because new container ships have now been deployed, increasing capacity and, in fact, causing it to exceed demand. In the wake of this temporary glut, time-charter rates have declined. Our research also provides forecasts of long-term developments. Taking the present example – container shipping – research has led us to assume that market conditions for owners of container ships will improve only from 2008 onwards.

#### Chart #26: Newbuilding prices for container vessels – development and outlook

Excess capacity in terms of shipping tonnage directly affects newbuilding prices. This leads us to conclude that more active participation in container vessel financings should be resumed only when prices tend to bottom out at a level showing potential for sustained recovery. And vice-versa; we are disinclined to finance vessels when newbuilding prices are at peak levels.

#### Chart #27: Shipping – outlook on assets

Analyses of this nature are conducted on an ongoing basis for all segments in which we are involved, and, at this point, I would just like to show you how we arrive at assessments for specific market segments and the relevant vessel types and asset classes. In our judgement, for example, prospects for cruise vessels and offshore facilities are positive; by contrast, we are specifically pessimistic in respect of very large container vessels.

#### Chart #28: Aviation portfolio – collateralisation structure

We take the same approach when analysing further developments affecting the Aviation portfolio. Examination of collateral structure reveals that in the past year we have been able to achieve a marked increase in the portion of the portfolio with a loan-to-value ratio of up to 60%: from 69.1% to 79.3%. While reflecting a continuing recovery of aircraft values, we are also being rewarded for strict adherence to our conservative lending policy. Diversification remains our guiding maxim, and that also holds, of course, for managing the Aviation portfolio. Not all types of aircraft are equal, of course.

#### Chart #29: Aviation portfolio in 2005, by aircraft class

In our efforts towards diversification of the Aviation portfolio, we are mindful of aircraft classes and types of planes financed. Thus, in-house market appraisals have convinced us to step up commitments in respect of narrow-body passenger aircraft during the course of last year, whilst somewhat reducing commitments with respect to wide-body passenger aircraft.

#### Chart #30: Aviation portfolio in 2005, by aircraft type

Concerning diversification with a view to distinct types of aircraft we finance, the proportion of commitments involving Airbus and Boeing aircraft is largely balanced, and thus commensurate with the present market shares of these manufacturers. Only two aircraft types – Airbus 320 and Boeing 737, both airline ‘workhorses’ – account for a portfolio share in excess of 10%.

#### Chart #31: Aviation portfolio by aircraft vintage 2005

The fact that our portfolio comprises mostly newer aircraft remains significant. To be precise, 72.4% of aircraft financed by us are less than 10 years old. One third of the entire portfolio consists of aircraft aged less than three years. I would like to give you one more example of the approach taken in our research efforts.

Chart #32: Monthly development of leasing rates

We take a very close look at market leasing trends for specific types of aircraft. This is because they happen to serve as good indicators of the attendant developments in aircraft values. For instance, leasing rates for a select number of aircraft belonging to the “Single Aisle Aircraft” category – typically used on short- to medium-range routes – have been picking up for some time, in correlation with increasing aircraft values.

Chart #33: Aviation – outlook on assets

Again, we look beyond the current year, scrutinising what the more distant future holds for us. In doing so, we come to hold distinct views on how aircraft values for specific types and classes of aircraft are likely to develop in coming years. Green signifies positive expectations, yellow is indicative of a rather neutral stance and red stands for pessimism. Needless to say, the outlook is subject to constant revision.

Chart #34: Interim title

Ladies and Gentlemen,

I would now like to take a closer look at some of the financial data. To begin with, let me comment on some items of the income statement.

Chart #35: Income statement – overview

I am going to focus only on some essential areas; for further details concerning the IFRS income statement, let me refer you to our Annual Report which is available to you today.

For the 2005 business year, net interest income rose 18.6% to €113.3 million. Owing to lower impairment losses on loans and advances, net interest income after loan losses saw a rise of 40.6% to €98.4 million. We are also pleased with yet another rise in net fee commission income, which grew 34.1% to €60.5 million. Included in this increase is commission income from lending transactions arranged by us, and from advisory mandates executed by the Corporate Finance division. Taking other income into account and deducting general administrative expenses, the DVB Group increased its consolidated result from ordinary activities before taxes by 39.3%, to €58.5 million.

After deducting income taxes and minority interest – the latter representing funding provided by third-party shareholders to the fully-consolidated NFC and Deucalion Funds – net profit was €54.3 million, an increase of 60.7%.

Taking into account a €45.5 million transfer to retained earnings, distributable profit rose from €6.6 million in 2004 to €9.5 million. As indicated in previous years, we use the level of profitability we have now achieved to strengthen our equity base, and hence, to generate scope for further profitable growth in total assets.

#### Chart #36: Risk provisioning

Provisioning for impairment losses on loans and advances deserves closer inspection, since there has been a drop in additions and, additionally, we have been able to reverse impairment losses. Once more, let me draw your attention to our D-Marketing unit which manages a residual portfolio of exposures no longer in line with our strategy. In this area, additions to impairment losses and write-offs amounted to an aggregate of €5.2 million, while reversals totalled €8.4 million. Built up over the past years, and standing at €58.5 million by year-end 2005, the total allowance for impairment losses on loans and advance managed by D-Marketing provides adequate cover.

IFRS accounting principles also affect the measurement of impairment losses. Whilst in the past, under German commercial law, provisions were largely determined on the basis of nominal values of outstanding loans, IFRS require potential losses to be measured using present values. For this purpose, an impairment test needs to be carried out, where any future cash inflows under a loan must be estimated and discounted using the effective interest rate of the loan concerned. If the present value of such cash inflows is lower than the carrying amount, an impairment loss must be recognised in the amount of this difference. Given the high degree of customisation in DVB's business, this impairment test is therefore regularly carried out for each exposure on an individual basis.

Given the conceptual difference of impairment testing – compared to the accounting principles in accordance with the German Commercial Code – there is a time difference regarding the recognition and reversal of impairment losses in the IFRS financial statements. As a result, the allowance for impairment losses on loans and advances is €4.9 million higher under IFRS than the provisions which would have been carried in comparable consolidated financial statements under German commercial law.

#### Chart #37: Development of expenses

As far as expenses are concerned, after a longer period of cost reductions, expenses have been on the rise again. However, the increase is largely due to our continuing efforts to establish specialist units with a global presence in Transport Finance and

Corporate Finance; and, of course, thanks to good results, DVB recognised higher provisions for bonuses to staff members.

As you are aware, from previous General Meetings and from our publications, the primary benchmarks we use to manage DVB's business activities are return on equity, the cost/income ratio, and the core capital ratio. As I shall spell out more fully in a moment, while the transition from the German Commercial Code to IFRS has not resulted in noticeable changes or deviations in most of the key financial indicators, this is not quite true for the cost/income ratio and return on equity.

#### Chart #38: Cost/income ratio

Looking at ratios according to the German Commercial Code, we have pursued the medium-term objective to reduce the CIR below 50%. From the perspective of the German Commercial Code, we once again came closer to attaining this goal, registering 53.6% in the last year. By contrast, in accordance with IFRS, there was a small increase from 56.8% to 58.7%. A key reason for this difference is the different treatment of interest paid on silent partnership contributions: according to IFRS, these must be attributed to operative results.

#### Chart #39: Return on equity before taxes

Similarly, there is a divergence concerning RoE before taxes. Based on German commercial law, we set ourselves the medium-term objective of achieving a return on equity before taxes of 20%. From the perspective of the German Commercial Code, we once again came closer to attaining this goal, having achieved 17.1% in the last year. In contrast, return on equity before taxes increased to only 15.9% according to IFRS, on account of a higher attribution of equity.

At this point, some comments are in order on changes brought about by the transition from the German Commercial Code to IFRS. Again, I shall restrict my comments to certain essential peculiarities, referring you to the Annual Report for further details.

Pursuant to "Regulation (EC)1606/2002 of the European Parliament and of the Council of 19 July 2002 on the application of International Accounting Standards", DVB has, for the first time, prepared its consolidated financial statements for the business year 2005 in accordance with International Financial Reporting Standards (IFRS) and the additional requirements of German commercial law.

Therefore, DVB publishes figures no longer based on the principle of prudence, as laid down in German accounting principles, which are so familiar to us. Instead, our figures are entirely based on requirements, strongly influenced by Anglo-American traditions, that embody the concept of "true and fair view", corresponding to the principles of fair value accounting.

From a personal point of view, however, given the complexity of IFRS and the associated need for interpretation and explanation, it is uncertain whether IFRS always lead to improved transparency. In particular, the short-term mark-to-market measurement of many instruments used for long-term hedging may lead to significant volatility of results – which may be reversed in subsequent reporting periods. I doubt whether it is wise to manage a business with a short-term horizon – this typically Anglo-American perspective is not in line with DVB's internal management philosophy, which is based on a long-term view.

#### Chart #40: Effects of IFRS/IAS on equity as at 31 December 2005

For a better grasp of the IFRS numbers, let me highlight the essential differences between reported equity capital according to IFRS and reported equity capital according to the German Commercial Code as at 31 December 2005.

Reported equity capital under IFRS, including minority interest, amounted to €629.6 million as at 31 December 2005. That is only €15.9 million in excess of equity capital under the provisions of the German Commercial Code, which would have been €613.7 million.

Equity capital under IFRS was boosted as there is no recognition of provisions for general banking risk pursuant to section 340 f, nor of the fund for general banking risk pursuant to section 340 g of the German Commercial Code. Thus, under IFRS, both items are attributed to equity capital.

On the other hand, silent partnership contributions, whilst recognised as equity capital both under the German Commercial Code and as laid down in the German Banking Act, are considered subordinated liabilities under IFRS, owing to their term character. Hence, equity capital is reduced by about €77.5 million.

Another momentous boost to equity capital may arise under IFRS due to the larger reporting entity structure. As you will see from the Notes, under IFRS, the consolidated financial statements embrace nine additional companies, contributing €45.4 million worth of equity.

Another effect substantially impacting equity capital arises when applying IAS 12 governing the treatment of deferred taxes: compared to the German Commercial Code, equity capital is reduced by €33.1 million.

Application of IAS 39, which is important for banks, results in a €11.4 million reduction of equity capital under IFRS. Amongst other factors, this is due to higher impairment losses on loans and advances, compared to general and specific loan loss provisions admissible under German commercial law.

All other effects of this kind even out, by and large, entailing an aggregate €1.1 million increase of equity capital under IFRS. To satisfy the curiosity of the experts among you, here are some more examples of rules affecting equity capital. The German Commercial Code and IFRS define different methods of calculating provisions, especially provisions for pensions: they lay down different capitalisation rules with respect to intangible assets; and under IFRS scheduled amortisation is no longer taken on goodwill. There are many more divergences, some rather marginal; however, they too require extra effort in accounting.

As mentioned before, in 2005, the result from ordinary activities before taxes was €58.5 million under IFRS. If we were to apply accounting and valuation rules under German commercial law, the result from operating activities before taxes would amount to €57.0 million. Notwithstanding the small difference of €1.5 million, note that hidden behind it there are a number of substantial deviations which in 2005, however, have largely offset one another.

Again, let me draw your attention to the importance of IAS 39 for banks. Defining the treatment of so-called financial instruments and, hence, derivatives, IAS 39 proves a contentious issue and has been amended on several occasions.

In contrast to the rules under the German Commercial Code, all derivatives must be recognised in the balance sheet and in the income statement using their fair value. Combined with the measurement rules according to IAS 39, this can give rise to large fluctuations in the results and/or in the equity capital of banks. These fluctuations may misrepresent the business conditions of a bank - as already observed in the case of some other banks.

Despite the fact that it hedges against interest and currency risks to the largest extent, DVB cannot rule out the possibility of being affected by volatility. However, we are convinced that this will remain within reasonable bounds, and that it will in no way prejudice DVB's success.

I very much hope that these new accounting principles – which reflect Anglo-American views, and sometimes ignore the corporate culture of European enterprises – will, in fact, bring added value to shareholders, investors, analysts, the press, and to rating agencies. For us, the changeover to IFRS was an immense additional burden: we estimate one-off additional expenditure for external IT investment and advisory services during the project phase at around €3 million. Note that this figure does not even include the significant usage of internal resources. And of course, the changes continue, in view of numerous changes. I would like to take this opportunity to express my sincere thanks to our accounting team, and its head. PwC, our external auditors, have confirmed that to date, they have not witnessed another IFRS project that went so smoothly.

Very often, our main focus is on the sales units. This often holds the risk of overlooking the strong commitment and contribution by internal units for the Bank's operations, for controlling its business, and hence, to its success. The German banking supervisors have just audited our internal rating model during the month of June. For us, the new model not only represents a quantum leap in terms of risk measurement and control, but will also provide significant relief in capital requirements, under Basel II. Yet another example for excellent work.

Ladies and Gentlemen,

for those who have watched DVB's development over the past years, it is evident that our company's history is one of success, and, I think that most shareholders present today have kept track of the changes at DVB for a fairly long time. In fact, I can discern quite a number of familiar faces in the audience. We are nowhere near the end of this success story; in fact, we are eager to add many more chapters. We have our eye on many more opportunities for growth and profit in the market segments that we serve. In order to take advantage of these opportunities, we have increased DVB's issued share capital in the past year.

Chart #41: Increase in issued share capital

From the issuance of new share capital, DVB grossed €105.4 million, of which €21.7 million was attributed to statutory issued share capital and €83.7 million to reserves.

Let me extend my thanks to all the shareholders of our company, large and small, who have contributed to the increase of share capital and, in this way, expressed their confidence in DVB. Your extended exposure has already paid off.

Chart #42: Development of capital ratios pursuant to the German Banking Act (following confirmation of the financial statements)

Following confirmation of the financial statements, the core capital ratio was 6.8% and the total capital ratio was 10.2%. The effect from injection of new funds by way of increasing issued share capital was offset by anticipated portfolio growth, and by exchange rate fluctuations.

Chart #43: Rating

Business success in the wake of the Bank's strategic advancement and measures to strengthen the capital base have had an advantageous effect on the ratings of DVB Bank, in the past year as well as early this year. On 29 July 2005, Standard & Poor's upgraded our long-term rating to A-; in February 2006, Moody's Investors Service followed suit, also upgrading DVB's long-term rating. These upgrades only go to

show that DVB is on the right path. Improved profitability, a stable risk situation, and building a strong equity base will remain pillars to rely upon in the future.

#### Chart #44: Share price performance

All of this is good news for DVB's share price, which had an excellent year in 2005. A comparison between the year-end prices of 2004 and 2005 shows that the share price climbed by 75%, from €103.75 to €182.00. Several factors may have contributed to this development: certainly, the very positive results delivered by DVB Bank have been conducive to this significant rise. At the same time, because of the rather small free float, the shares trade in a narrow market. And possibly, rumours of a squeeze-out may have had a role to play.

Speculation concerning a squeeze-out has been with us for a number of years, spanning several General Meetings. But I am more convinced than ever that investors who may have speculated primarily on such an event have come to realise that DVB's share is, and continues to be, a good long-term investment solely on account of the company's economic development.

#### Chart #45: Interim title

As every year, to conclude my speech, I would like to present the results from the first quarter of the current year, as published on 23 May 2006. This requires me to open the next chapter of our success story, because the positive development has become even more pronounced.

#### Chart #46: Development of income (31 March 2006)

Net interest income after loan losses increased by 47.6% to €36.3 million. At €17.1 million, fee and commission income was up 13.1%.

By contrast, expenses remained essentially at previous year's level or, indeed, declined somewhat.

#### Chart #47: Result from ordinary activities before taxes (31 March 2006)

In the first quarter, the conjunction of growing income and steady expenses produced a result from ordinary activities before taxes which was up 112.4% from 2005's first quarter, to €30.8 million.

#### Chart #48: Strategic development

In previous General Meetings, I have had occasion to outline our strategic objectives. As before: the main objectives are the strengthening of return on equity before taxes and the reduction of the cost/income ratio. To achieve this, the thrust will be on the further expansion of our Investment Management activities and Corporate Finance advisory services and, more generally, on developing new sources of income.

#### Chart #49: Increasing profitability (German Commercial Code)

In a scenario under German commercial law, our strategic target ratios remain unchanged: 20% return on equity, 40% cost/income ratio, and a core capital ratio of 8%.

I would not be surprised – and I think you would not be disappointed – if we were to achieve these targets somewhat earlier, both in terms of German commercial law and in accordance with IFRS. DVB's business opportunities remain excellent, on a global scale: given strong investment in new means of transport, and rising charter or leasing rates – providing for stable or rising prices for used assets – the environment for generating new business is favourable. Caution is required, however, in certain Shipping sub-segments, in view of newbuildings coming onto the markets between 2006 and 2008, creating excess capacity. It is thus with astonishment and scepticism that we are witnessing the conduct of some of our competitors in the market, particularly of some newcomers wishing to 'join the game'. We are monitoring the excess of additional capital flowing into the various transport sectors – whether from hedge funds or private equity – with interest, but keeping a critical distance. We observe a lack of experience regarding a significant proportion of funds available in the market.

The transport business is very cyclical by nature. For us, downturns will offer scope for additional as well as for new services. Our strengths will come to full effect in such a situation – which is why we are getting prepared.

#### Chart #50: Objectives for 2006

As I pointed out at the beginning of my presentation, DVB's success in 2005 was extraordinary. Looking at the first monthly results seen in 2006, I cannot exclude a similar extraordinary performance.

Having shown discipline and consistency in the total realignment of DVB, we must now apply the same discipline and consistency in strictly adhering to our unique business model, and to further refine our risk management. Now is the time to prove that our development is sustainable.

As a key aspect, we must ensure to leverage all components of our unique value-added chain of service vis-à-vis our clients – with a focus on profitability. We refer to this concept as “one-stop shopping”, whereby DVB finances large-ticket transport investments by advising, structuring or placing equity, debt or capital market products (including securitisation) – committing equity if the return is commensurate.

Offering new financing services, and exploring further specialist segments, it is very likely that we will achieve our targets for 2006.

Ladies and Gentlemen,

Our objective is sustainability of the results; this we will achieve by developing DVB Bank into the best operator on the market. Needless to say, extraordinary financial results are most welcome along this route.

Thank you for your attention.

Chart #51: Background