Pacific Basin

Pacific Basin

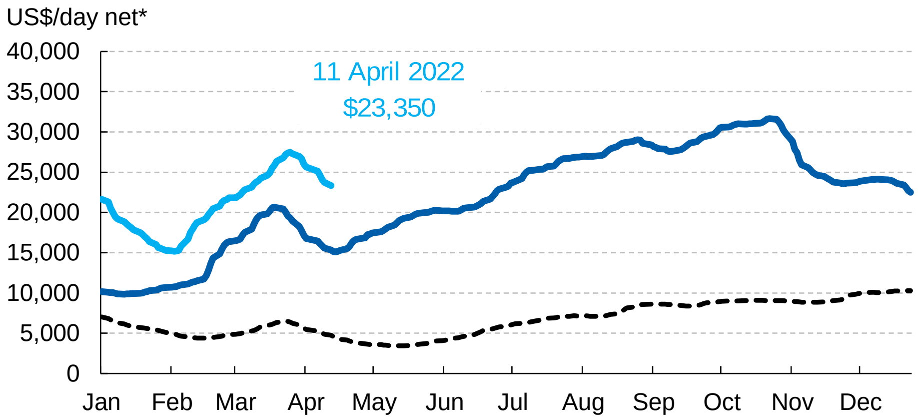
THRIVING IN A STRONG MARKET

1Q22 Quarterly Trading Update

April 2022

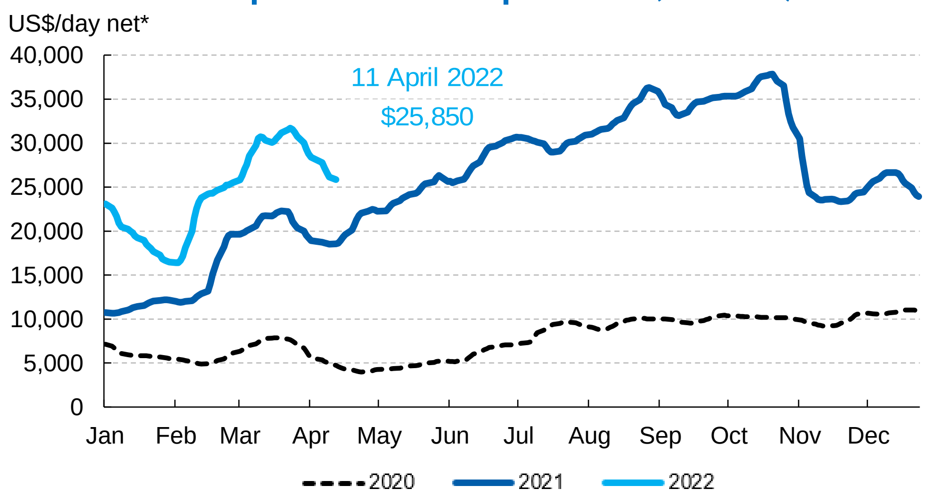
2 STRONG RATES MOMENTUM CONTINUES

Handysize Market Spot Rates (BHSI 38K dwt (tonnage adjusted)



Spot rate adjusted to reflect our average vessel size being 90% of BHSI 38K dwt index

Supramax Market Spot Rates (BSI 58K dwt)



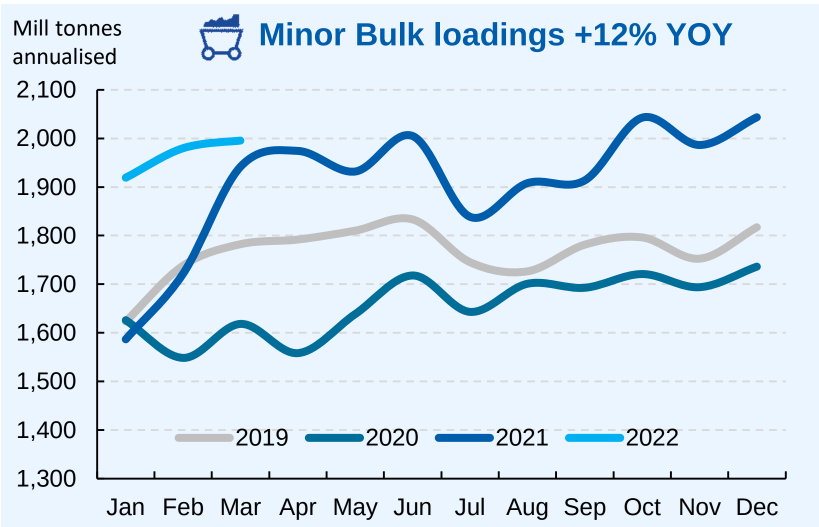
1Q22 YOY Loadings Growth	
Minor Bulks +12% YOY	Demand driven by construction materials, cement and clinker and aggregates
	Global infrastructure spending and some relaxation of Chinese domestic property construction curbs will support minor bulk demand for remainder of 2022
Grains -3% YOY	Lower Black Sea grain exports in March due to conflict in Ukraine
	South American grain exports are now picking up, which we expect will support dry bulk loadings in the second quarter
Coal -1% YOY	January coal loadings decreased 14% due to Indonesia's coal export ban however, since ban lifted trade recovered
	Increased tonne-mile impact from higher demand from countries sourcing non-Russian coal
Iron Ore -3% YOY	Seasonal weather impacting mining operations in Brazil and Australia, CNY holidays and emission controls during the Beijing Olympics
	2022 Chinese steel production is expected to remain within 2021 levels despite new emissions controls, with output likely to rebound in second quarter

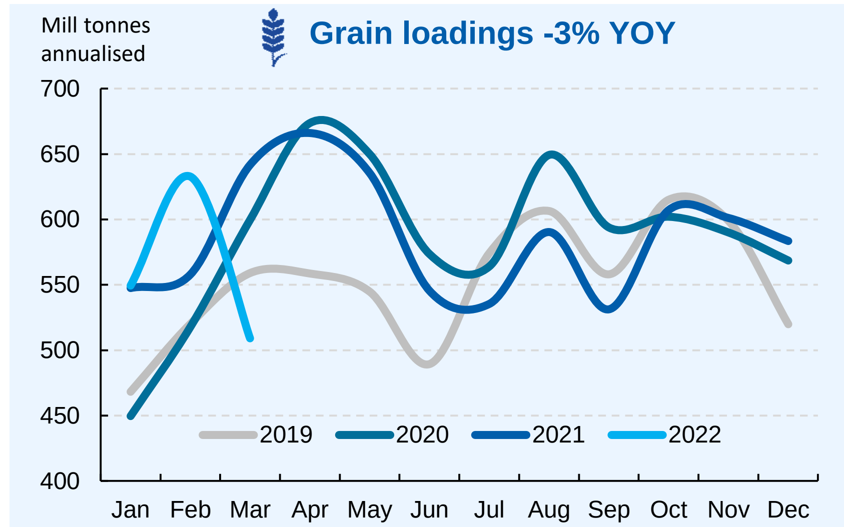
** Excludes 5% commission*
Source: Baltic Exchange

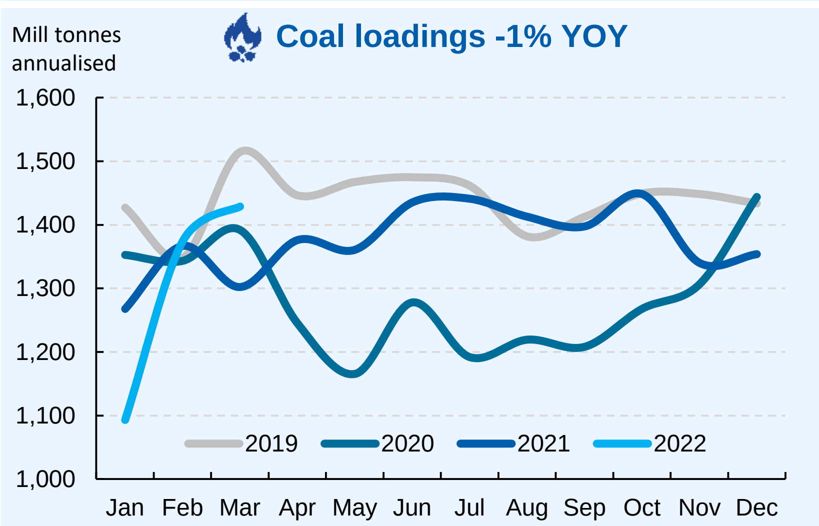
BHSI 38,000 dwt (tonnage adjusted)
BSI 58,000 dwt

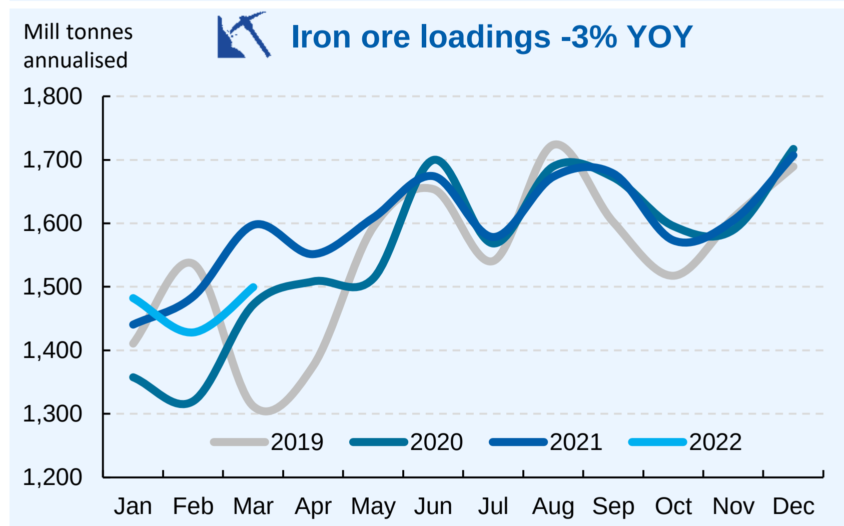
Source: Indicative loading data and material from Oceanbolt, all rights reserved
Data is subject to revision

3 MINOR BULK DEMAND DRIVING HIGHER RATES









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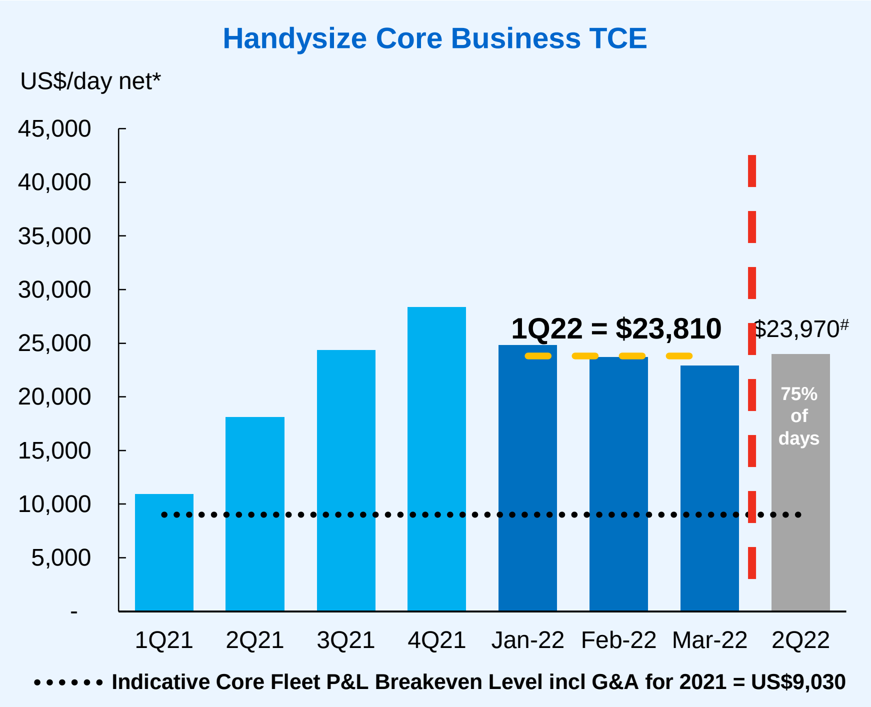
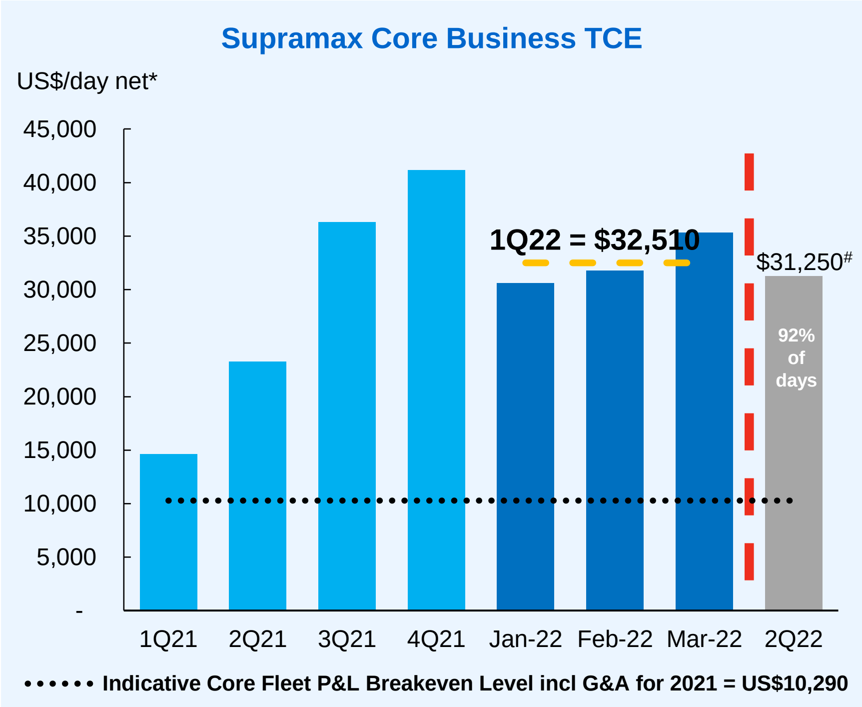
Data is subject to revision

1Q22 TCE EARNINGS SIGNIFICANTLY ABOVE 1Q21



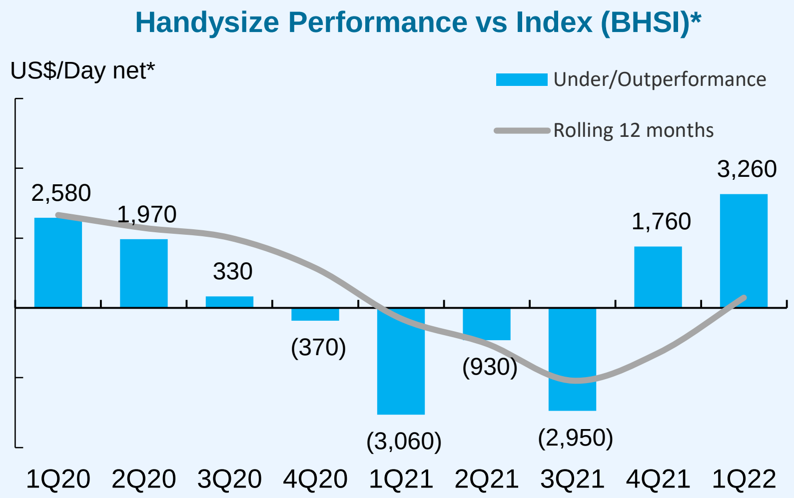


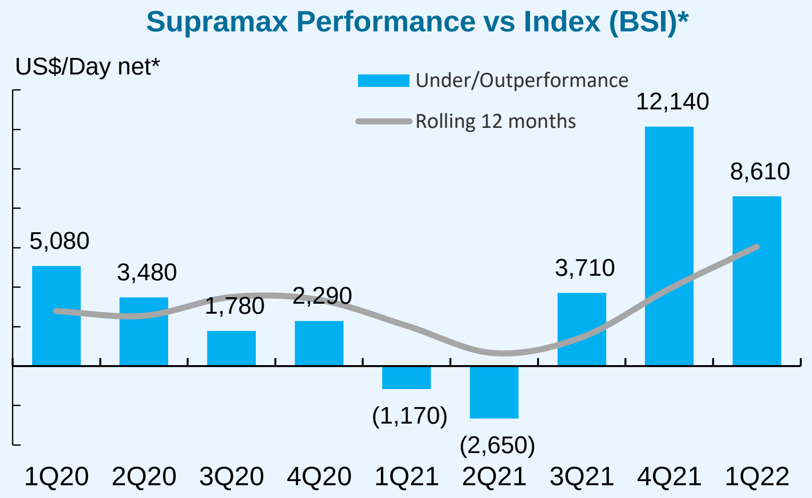
- TCE rates in 1Q22 were significantly stronger than 1Q21, driven by strong minor bulk demand and supply fundamentals
- Our 1Q22 average TCE earnings for Handysize and Supramax were 117% and 122% above 1Q21 respectively
- 1Q22 benefitted from higher cover, in particular for our Supramax vessels, fixed during 4Q21 in stronger rates environment
- Opportunity to add cargo fixtures and long-term contracts at seasonally higher rates

#Future period TCE is indicative only as voyages are still in progress
Supramax cover excludes scrubber benefit, currently about US$2,990 per day

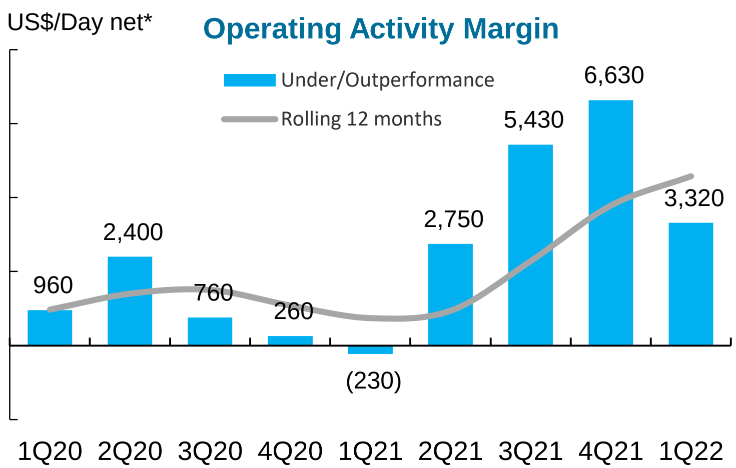
**Excludes 5% commission and Handysize tonnage adjusted*
Cover as at 11 April 2022

OUTPERFORMANCE BACK ON TRACK





Includes scrubber benefit (currently about US$2,990 per day)



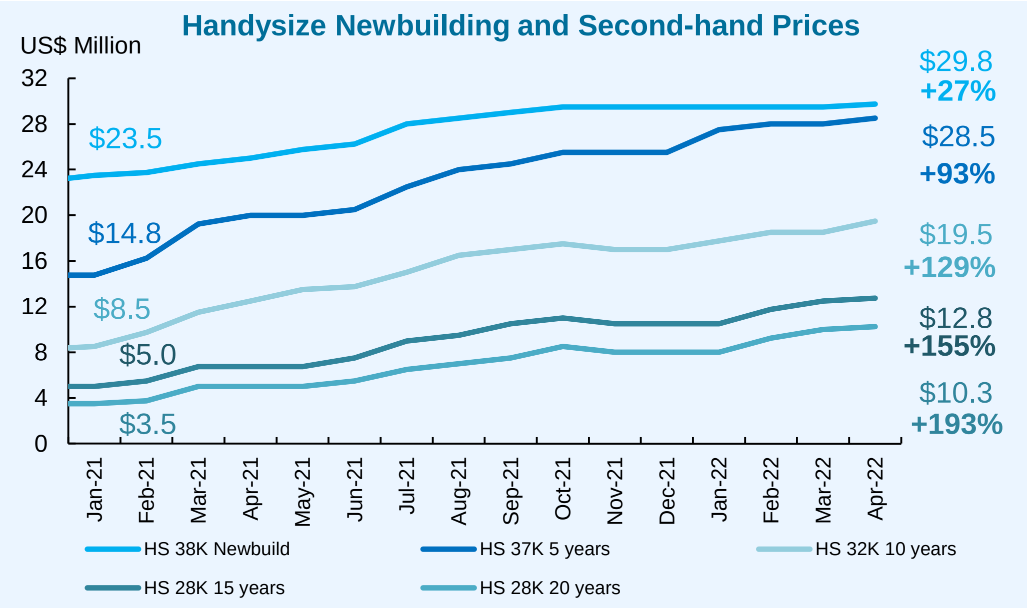
- Our 1Q22 Handysize and Supramax actual TCE rates of US$23,810 and US$32,510 respectively outperformed average TCE index rates of US$20,550* and US$23,900*
- 1Q22 operating activity generated a positive margin of US$3,320 net per day over 5,160 operating days
- Operating activity margin remains high and we continue to see opportunities in this strong, yet volatile rates environment to generate further positive earnings

** Excludes 5% commission*

BHSI 38,000 dwt (tonnage adjusted)
BSI 58,000 dwt

BHSI spot rate adjusted to reflect our average vessel size being 90% of BHSI 38K dwt index

OUR FLEET RENEWAL CONTINUES



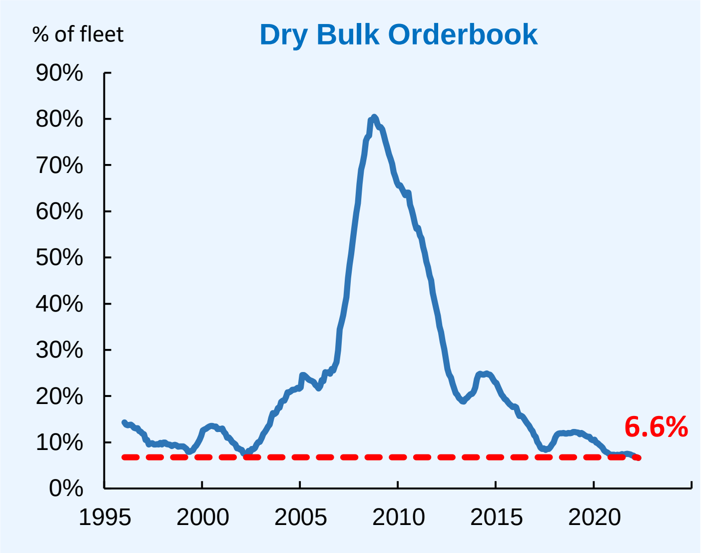
Sales & Purchase Activity YTD 2022				
Vessel Type	**DWT**	**Year Built**	**MOA**	**Delivery**
Purchased				
Ultramax	61,510	2010	Dec-2021	Jan 2022
Sold				
Handysize	28,433	2004	Feb-2022	Apr 2022
Handysize	28,488	2002	Mar-2022	Apr-May 2022
Handysize	33,048	2000	Mar-2022	Jun 2022
Handysize	35,107	2002	April-2022	Apr-May 2022

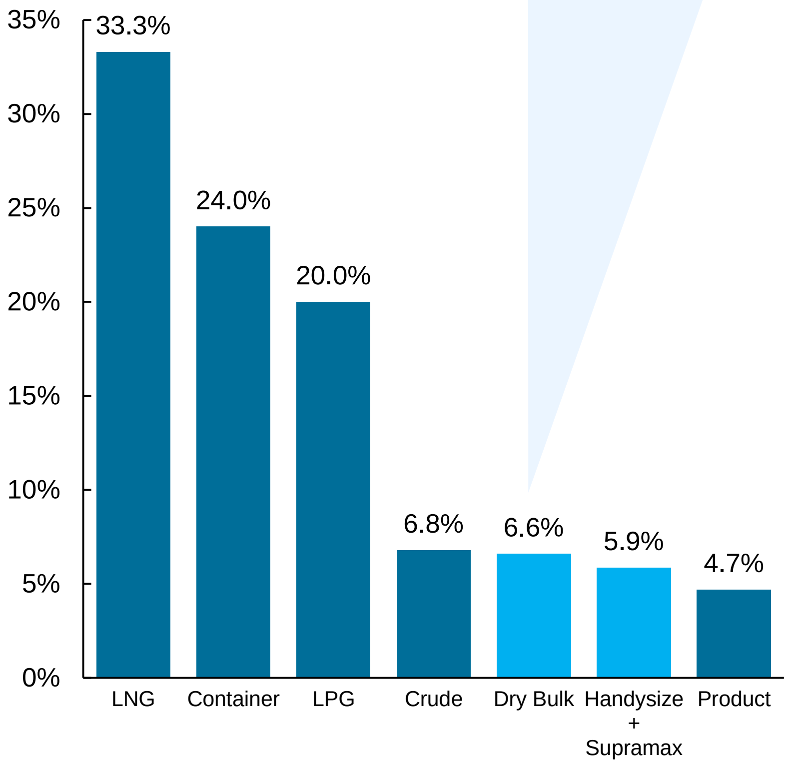
- We currently own 121 Handysize and Supramax ships and, including chartered ships, we currently have approximately 260 ships on the water
- We have grown our owned fleet in recent years – particularly with Supramaxes and Ultramaxes
- We are selling our small older Handysize ships crystallising value and further optimising our fleet - YTD we have sold four of our smaller older Handysize vessels
- Our vessel purchasing is expected to slow as asset prices approach historical highs however, our long-term growth and fleet renewal strategy continues

Source: Clarksons Research and Baltic Exchange, as at April 2022

7 HISTORICALLY LOW ORDERBOOK

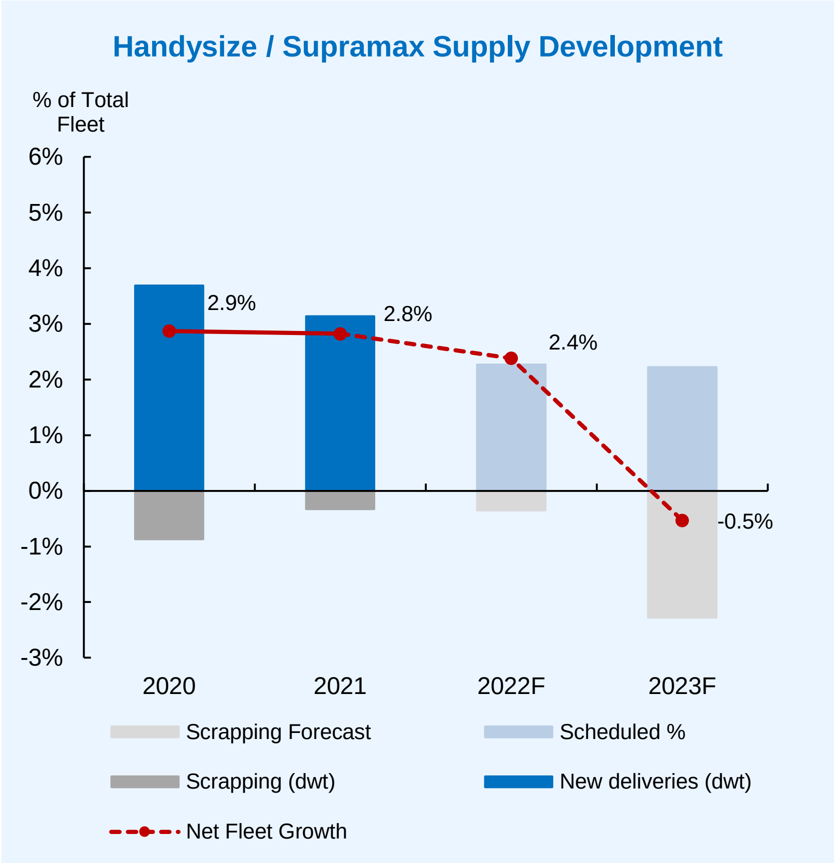
- Strong freight rates have not led to increased ordering in this cycle
- Decarbonisation leads to technological uncertainty and reduced life of traditional propulsion system ships
- Zero-emission ships will not be commercially feasible for some years as availability and cost of zero emission fuels are uncertain for some years
- Order to delivery time lag of 2-3 years increases uncertainty and favours second-hand acquisitions for fleet growth
- Yard space increasingly taken up by containership newbuildings

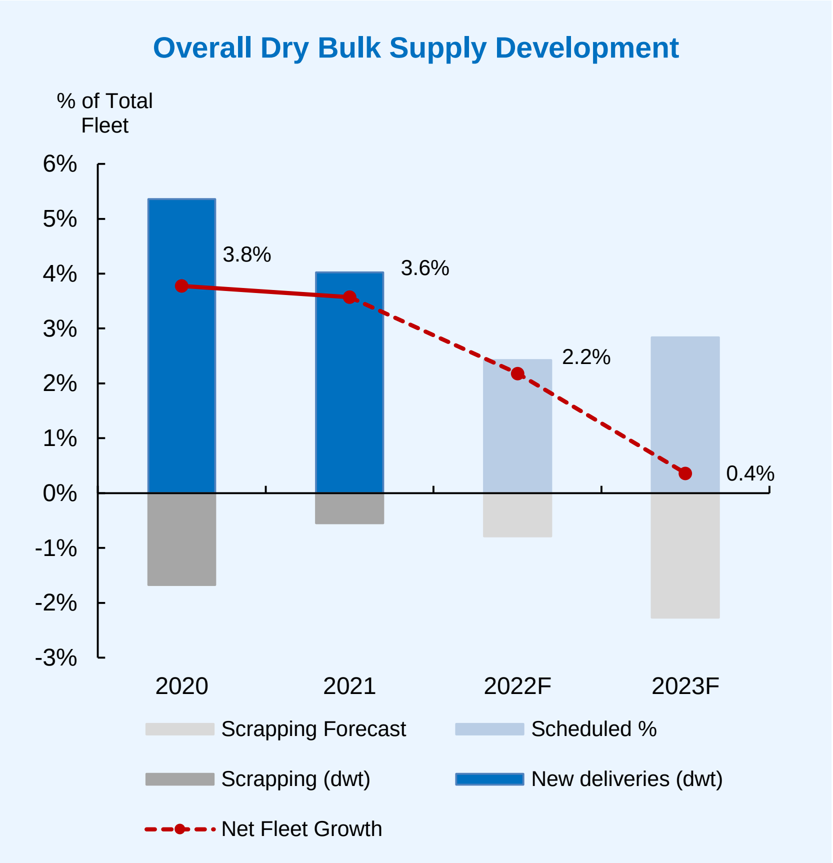




Source: Clarksons Research, data as at April 2022

8 NET FLEET GROWTH REDUCING





- Clarksons Research estimate dry bulk net fleet growth of 2.2% in 2022 and 0.4% in 2023, scrapping of 0.8% in 2022 and 2.3% in 2023

Source: Clarksons Research, data as at March 2022

OUR SUSTAINABILITY STRATEGY AND FOCUS AREAS

Our sustainability initiatives and reporting are guided by broad strategic objectives and responsibilities that are core to our culture, strategy and long-term vision, and make a difference within and outside our Group:

Environmental stewardship

Reducing our fleet's consumption of fuel and other inputs and the resulting impacts of emissions, use of resources and climate change.

Community engagement

Maintaining mutually beneficial partnerships with our customers, suppliers and other stakeholders in our communities, while always demonstrating responsible business practices.

Safety, workplace and business practices

Rewarding the skills, experience, behaviour and loyalty of our staff and enhancing engagement with fair remuneration and a commitment to health and safety, development and training, equal opportunity and a comfortable and fulfilling workplace.

Corporate governance

Evolving management and governance practices for best-in-class risk management, transparency and stakeholder confidence.

88% ESG Governance Score by Refinitiv

A+ Sustainability rating by HKQAA

- We expect approximately 73 ships in our owned fleet will be fitted with power reduction devices to comply with IMO's EEXI energy efficiency requirements
- We target for our ships to achieve an AER rating of "C" or better from 2024 onwards
- We commit to only owning and operating zero-emission vessels by 2050 – we will not order "older technology" newbuildings
- We continue to prioritise the quality of our service and the safety and wellbeing of our ships' crews. Covid restrictions still create inefficiencies and complications with the repatriation of some of our seafarers
- Digitalisation to support better decision-making and continuous improvement in our business
- Evolving management & governance practices

WE CONTINUE TO BE OPTIMISTIC ABOUT OUR MARKET

- Solid start to 2022:
  - our 1Q22 average TCE earnings for Handysize and Supramax were 117% and 122% above 1Q21 respectively
- Overall we expect tight fleet supply and steady demand for minor bulks for the remainder of 2022
  - demand for minor bulks, grain and coal to remain strong, with positive tonne-mile demand impact due to changes in trade flows and issues of food and energy security
  - dry bulk orderbook at 6.6% (lowest in modern times)
  - Clarksons forecast Handysize / Supramax net fleet growth 2.4% in 2022
- IMO GHG emissions reduction goals
  - speed reduction in 2024 onwards further reducing supply
- Monitoring impact from:
  - fleet efficiency negatively affected by Covid-19 restrictions and port congestion
  - impact China Covid-19 lockdowns and effect on growth
  - Russia/Ukraine conflict on trade flows and global economy.
  - potential for newbuilding orderbook increases
- High returns and strong balance sheet allowing for attractive distribution to shareholders
  - dry docking and BWTS is our only on-going committed capex approximately of US$60 million for 2022

DISCLAIMER

This presentation contains certain forward looking statements with respect to the financial condition, results of operations and business of Pacific Basin and certain plans and objectives of the management of Pacific Basin.

Such forward looking statements involve known and unknown risks, uncertainties and other factors which may cause the actual results or performance of Pacific Basin to be materially different from any future results or performance expressed or implied by such forward looking statements. Such forward looking statements are based on numerous assumptions regarding Pacific Basin's present and future business strategies and the political and economic environment in which Pacific Basin will operate in the future.

Our Communication Channels:

- **Financial Reporting**
  - Annual (PDF & Online) & Interim Reports
  - Quarterly trading updates
  - Press releases on business activities
- **Shareholder Meetings and Hotlines**
  - Analysts Day & IR Perception Study
  - Sell-side conferences
  - Investor/analyst calls and enquiries

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- **Company Website - www.pacificbasin.com**
  - Corporate Information
  - CG, Risk Management and CSR
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  - financial reports, news & announcements, excel download, awards, media interviews, stock quotes, dividend history, corporate calendar and glossary
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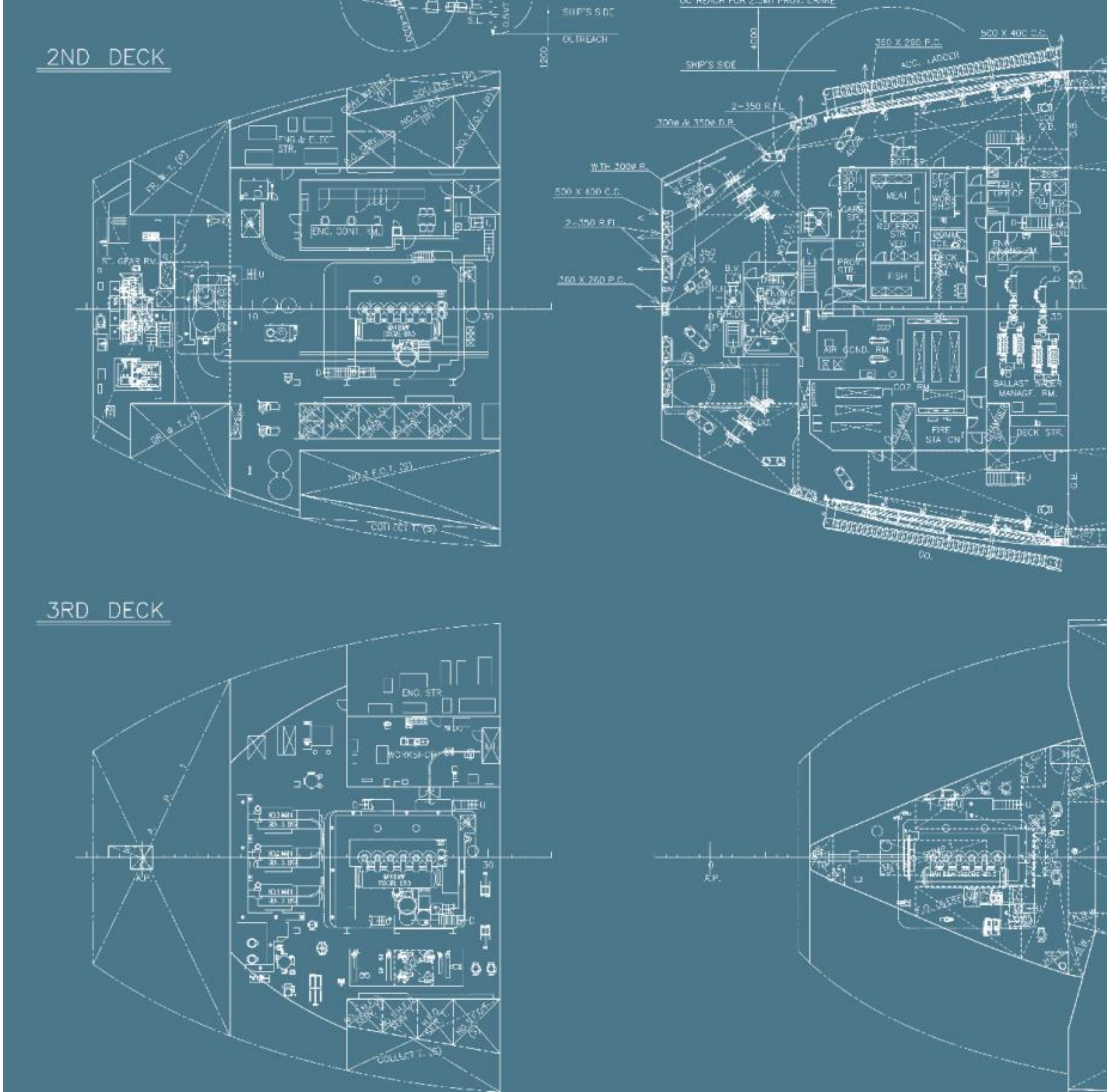
APPENDIX


2ND DECK
3RD DECK
SHIP'S SIDE
OUTREACH
ENG. CONT. RM.
ENG. STR
MEAT
FISH
AIR COND. RM.
BALLAST WATER MANAGE. RM.
DECK STR.
FIRE STATION

Appendix: STRATEGIC DIRECTION REMAINS UNCHANGED

Strategy

- Maintain and grow our position as the leading minor bulk cargo-focused, integrated owner and operator servicing our customers' transportation needs around the world
- Continue our long-term Supramax fleet growth and Handysize renewal strategy
- As vessel values increase, we will continue to divest older, less fuel-efficient ships, crystallising value and ensuring our fleet can meet IMO GHG reduction target with greater ease
- We will not contract newbuildings until zero-emission-ready ships are available and commercially viable in our segments
- Keep our cash and balance sheet strong
- Be the industry leader on an earnings and cost per day basis

Special Focus Areas

- Supporting our teams to ensure we continue to deliver a quality service to our customers while maximising our earnings in the current strong upturn
- Ensuring our crews are healthy and safe and our vessels continue to operate safely and efficiently despite continued crew-change restrictions and complications during the Covid pandemic
- Enhanced focus on optimising our environmental performance to ensure we meet or exceed the carbon-efficiency compliance requirements of IMO 2030
- Further leverage the increasing amount of in-house data to improve our operational efficiency, cost and environmental performance, and ultimately to deliver additional value to our customers

Appendix: OUR TWO MAIN ACTIVITIES

Core Business	Operating Activity
Contract and spot cargoes	Spot cargoes
Owned and long-term chartered ships Short-term ships carrying contract cargoes	Short-term ships carrying spot cargoes
Costs largely fixed and disclosed	Costs fluctuate with freight market
Key KPI = TCE per day	Key KPI = Margin per day
Significant leverage and profits in strong market	Can generate profits also in weak markets
Asset heavy – predominantly our own crews / quality / safety	Asset light – third party crews / quality / safety (harder to control quality)
Enables reliability, cargo contracts, brand name	Enhances and expands the service to our customers
Currently about 80%-85% of total vessel days	Currently about 15%-20% of total vessel days

Appendix: TCE REPORTING METHODOLOGY

Our "**core business**" is to optimally combine our owned and long-term chartered ships with multi-shipment contract cargos and spot cargoes to achieve the highest daily TCE earnings. Our core business also uses short-term chartered ships to carry contract cargoes to maximise the utilisation and TCE of our owned and long-term chartered ships. The positive (or negative) result on these short-term chartered ships is added to the TCE achieved on our owned and long-term chartered ships.

We now also disclose the margin per day generated by our "**operating activity**" which is separate and complementary to our core business. Through our operating activity, we provide a service to our customers even if our core ships are unavailable by matching our customers' spot cargoes with short-term chartered ships, making a margin and contributing to our group results regardless of whether the market is weak or strong.

For our core business, daily TCE revenue is the important KPI, as costs per day are substantially fixed and disclosed.

For our operating activity, short-term charter costs fluctuate with the freight market and therefore the important KPI is the margin per day (the net daily difference between TCE revenue and charter costs), not the TCE level itself.

Deriving our Core Business Daily TCE

$$\frac{\text{Owned + Long-Term Chartered TCE Revenue + Short-Term Chartered (excluding Operating) Result}}{\text{Owned + Long-Term Chartered Revenue Days}}$$

Deriving our Operating Activity Daily Margin

$$\frac{\text{Operating Result}}{\text{Operating Days}}$$

Appendix: HOW TO MODEL PACIFIC BASIN

Handysize contribution	Core TCE[1] x owned & LTC[2] revenue days	+	
	Blended cost x owned & LTC cost days[3]	-	
		=	X
Supramax contribution	Core TCE[1] x owned & LTC revenue days	+	
	Blended cost x owned & LTC cost days[3]	-	
		=	X
Operating Activity	Operating margin x operating days		X
Post Panamax contribution			X
Total G&A		-	X
Underlying Result		=	**X**

Sensitivity:

+/- US$1,000 daily TCE = US$35-40 million per year
Adjusted for ca. 20-25% typical long-term forward cargo cover at any point in time

[1] *Note that core TCE includes the margin (positive or negative) from short term ships carrying contract cargoes*
[2] *Long-Term Chartered in ships*
[3] *Revenue days + offhire days = cost days*

Appendix: VESSEL DAYS AND LONG-TERM CHARTERED COMMITMENTS

Vessel Days

	Handysize		Supramax	
Days	FY21	1Q22	FY21	1Q22
Core Revenue Days	**32,080**	**7,830**	**15,480**	**4,050**
- Owned Revenue Days	27,580	6,900	14,040	3,700
- LT Chartered Days	4,500	930	1,440	350
ST Core Days	**8,710**	**1,970**	**19,110**	**3,490**
Operating Days	**4,910**	**1,390**	**13,330**	**3,670**
Owned Off Hire Days	**770**	**210**	**130**	**60**
Total Vessel Days	**46,470**	**11,400**	**48,050**	**11,270**

Future Long-Term Chartered Costs

	Handysize		Supramax	
Year	Vessel Days	Average Cost	Vessel Days	Average Cost
2022	4,240	10,190	1,170	13,250
2023	2,560	10,850	270	10,290
2024	2,400	11,390	-	-
2025	1,100	12,230	-	-
2026	370	12,730	-	-
Total	**10,670**		**1,440**	

Vessel Days (March 2022)

	Handysize	Supramax
Days	March 2021	March 2022
Core Revenue Days	**2,430**	**1,420**
- Owned Revenue Days	2,150	1,290
- LT Chartered Days	280	130
ST Core Days	**600**	**1,100**
Operating Days	**420**	**1,380**
Owned Off Hire Days	**640**	**20**
Total Vessel Days	**4,090**	**3,920**

Appendix:

VESSEL DAYS AND LONG-TERM CHARTERED COMMITMENTS

Vessel Days

The following table shows an analysis of our vessel days in 2021 and 2020:

	Handysize		Supramax	
Days	2020	**2021**	2020	**2021**
Core business revenue days	34,120	**32,080**	14,120	**15,480**
– Owned revenue days	28,830	**27,580**	12,450	**14,040**
– Long-term chartered days	5,290	**4,500**	1,670	**1,440**
Short-term core days[1]	6,070	**8,710**	12,520	**19,110**
Operating activity days	7,310	**4,910**	8,190	**13,330**
Owned off-hire days	820	**770**	280	**130**
Total vessel days	48,320	**46,470**	35,110	**48,050**

(1) Short-term chartered ships used to support our core business

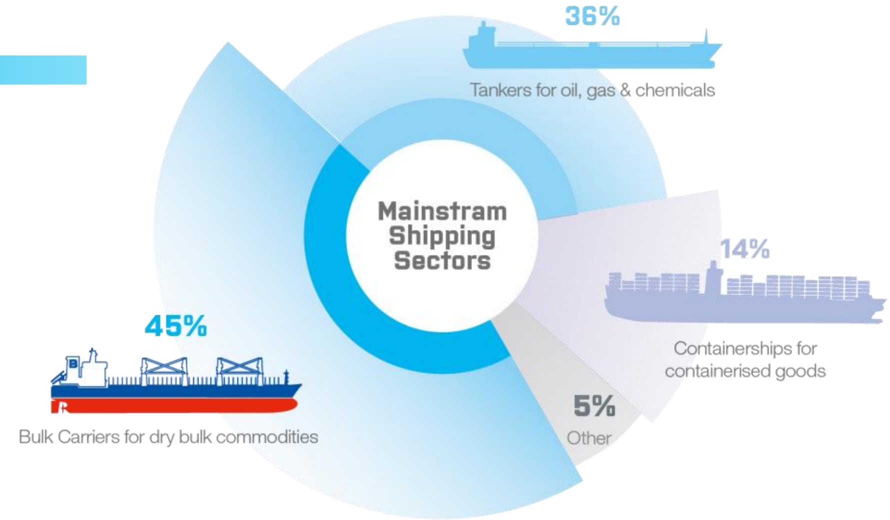
Future Long-term Chartered Vessel Costs

The following table shows the average daily charter costs for our long-term chartered-in Handysize and Supramax vessels during their remaining charter period by year:

	Handysize		Supramax	
Year	Vessel days	Average cost (US$)	Vessel days	Average cost (US$)
2022	4,240	10,190	1,170	13,250
2023	2,560	10,850	270	10,290
2024	2,400	11,390	–	–
2025	1,100	12,230	–	–
2026	370	12,730	–	–
Total	**10,670**		**1,440**	

Appendix:
UNDERSTANDING OUR CORE MARKET

The dry bulk industry carries dry commodities and other non-containerised cargo. Large Capesize and Panamax vessels carry mainly iron ore, coal and grain. We specialise in the versatile, mid-size, geared Handysize and Supramax ships that carry a wide range of minor bulks and grains which offers significant benefits of diversification in terms of geography, customers and cargoes.



Our Focus

Bulk Carrier Ship Types		Percentage of Global Dry Bulk	Versatility	Main Commodities Carried
Minor Bulks with cranes	**Handysize** 10,000–40,000 dwt	12%	More Versatile	**Minor Bulks**: Grains, Ores, Logs/Forest Products, Bauxite, Sugar, Concentrates, Cement & Clinker, Coal/Coke, Fertiliser, Alumina, Steel, Petcoke, Salt, Sand & Gypsum, Scrap
Minor Bulks with cranes	**Supramax** incl. Ultramax 40,000–70,000 dwt	23%		
Major Bulks without cranes	**Panamax and Post-Panamax** 70,000–100,000 dwt	25%	Less Versatile	**Major Bulks**: Grains, Coal, Iron Ore
Major Bulks without cranes	**Capesize and larger** 100,000+ dwt	40%		

Few ports, few customers, few cargo types, low scope for triangulation

Many ports, many customers, many cargo types, high scope for triangulation

Appendix:
BETTER SUPPLY FUNDAMENTALS FOR HANDYSIZE/SUPRAMAX

	Scheduled Orderbook as % of Existing Fleet	Average Age	Over 20 Years	2021 Scrapping as % of 1 Jan 2022 Existing Fleet
Handysize (10,000-40,000 dwt)	**4.8%**	**13**	**15%**	**0.5%**
Supramax (incl. Ultramax) (40,000-70,000 dwt)	**6.4%**	**11**	**11%**	**0.3%**
Panamax & Post-Panamax (70,000-100,000 dwt)	**8.2%**	**11**	**13%**	**0.3%**
Capesize (100,000+ dwt)	**6.3%**	**9**	**2%**	**0.9%**
Total Dry Bulk (>10,000 dwt)	**6.6%**	**11**	**11%**	**0.6%**

Source: Clarksons Research, as at April 2022

Appendix:
NEW REGULATION LEADING TO LOWER SPEEDS FROM 2023

- Adopted in June 2021, IMO rules will require existing ships to combine technical and operational measures to meet IMO's 2030 GHG reduction targets
- In July 2021, EU announced a number of environmental regulations affecting shipping

New Regulation	Requirement & Timing	Impact on the Industry
EEXI Energy Efficiency Existing Ship Index	▪ Technical design criteria ▪ Vessels maximum engine power will be capped ▪ Implemented at annual survey 2023	▪ Some impact on PB ships ▪ Larger impact on poorly designed vessels
CII Carbon Intensity Index	▪ Operational criteria ▪ Vessels will be rated A–E based on actual fuel consumption and distance travelled ▪ 2023 will be first year of measurement and 2024 first year of ratings	▪ To retain same rating, 2% per year improvement required in 2024–2026 ▪ Vessels rated D–E will need to submit plans for improvement ▪ Will have larger impact than EEXI and will reduce speeds
EU ETS European Union Emissions Trading System	▪ EU has announced intention to include shipping in the European Union Emissions Trading System (EU ETS) effective 2023	▪ May drive higher pace of decarbonisation

Appendix: PACIFIC BASIN OVERVIEW

- We operate one of the world's largest fleets of interchangeable modern Handysize and Supramax ships, equipping us for efficient trading and reliable service any time and anywhere
- Cargo system business model – outperforming market rates
- Own 121 Handysize and Supramax vessels, with approximately 260 owned and chartered ships on the water serving major industrial customers around the world
- Hong Kong headquartered and HKEx listed, 13 offices worldwide, 365+ shore-based staff, 4,600+ seafarers
- Strong balance sheet with US$668.4 million available liquidity as of 31 December 2021
- Our vision is to be the leading ship owner/operator in dry bulk shipping, and the first choice partner for customers and other stakeholders

www.pacificbasin.com
Pacific Basin business principles and our Corporate Video

Why Minor Bulk

Attractive Characteristics of Minor Bulk

- More diverse customer, cargo and geographical exposure enables high utilization
- A segment where scale and operational expertise make a difference
- Better daily TCE earnings driven by a high laden-to-ballast ratio
- Sound long-term demand expectations and modest fleet growth

A Focused Approach – Offering Benefits of Diversification

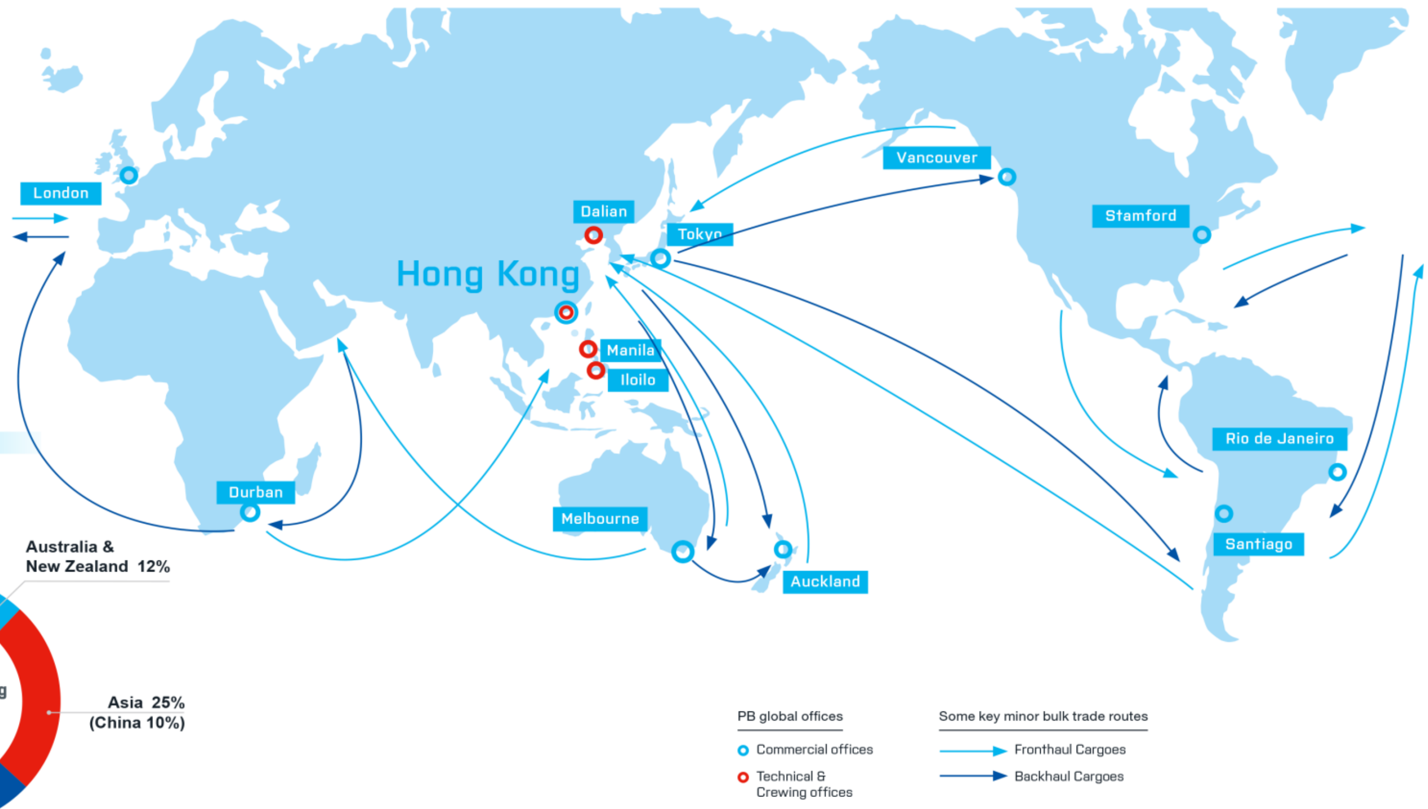
Diversified geography, customers and cargoes	550+ customers globally	Our largest customer represents only 3% of our volumes	Our top 25 customers represent 30% of our volumes

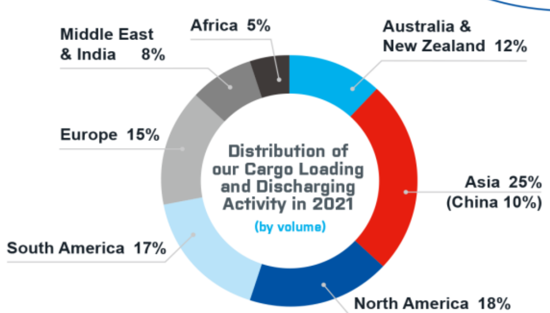
Appendix: BUSINESS FOUNDATION

13 office locations

- 10 commercial offices
- 4 technical & crewing offices

Our Hong Kong headquarters is home to commercial, technical, crewing and all central functions

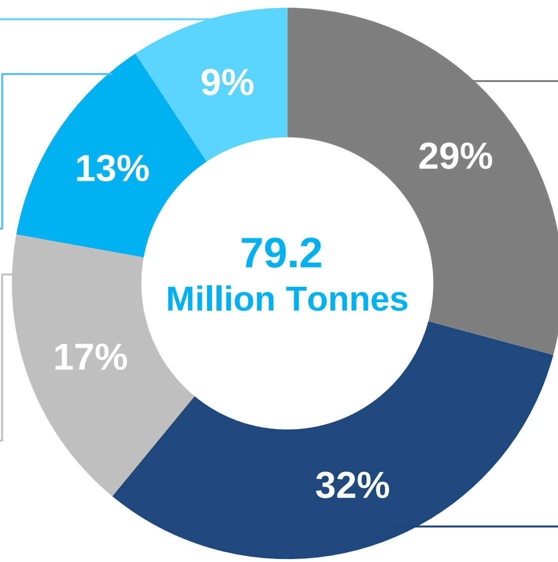




Appendix: DIVERSIFIED CARGO MIX

Our Cargo Volumes 2021

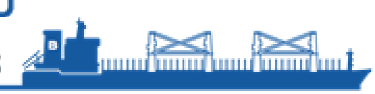
Minerals	**9%**
Salt	4%
Sand & Gypsum	3%
Soda Ash	2%
Energy	**13%**
Coal	9%
Petcoke	3%
Wood Pellets	1%
Metals	**17%**
Ores	8%
Concentrates	5%
Alumina	3%
Others	1%



Agricultural Products & Related	**29%**
Grains & Agricultural Products	16%
Fertiliser	10%
Sugar	3%
Construction Materials	**32%**
Cement & Cement Clinkers	12%
Steel & Scrap	11%
Logs & Forest Products	9%

- Diverse range of commodities reduces product risk

approx. 500 customers



Appendix:
PACIFIC BASIN CURRENT FLEET

122 Vessels owned[1] + **14** LT Chartered = **136** Total + **123** ST Chartered = **259** Total

	Owned[1]	Long-term Chartered	Sub-total	Short-term Chartered[1]	Total	Total Capacity (million DWT) Owned	Average Age Owned
	Substantially fixed costs			Costs fluctuate with market			
Handysize	79	10	89	43	132	2.7	13
Supramax (incl. Ultramax)	42	4	46	80	126	2.4	10
Capesize[2]	1	0	1	0	1	0.1	11
Total	122	14	136	123	259	5.2	12

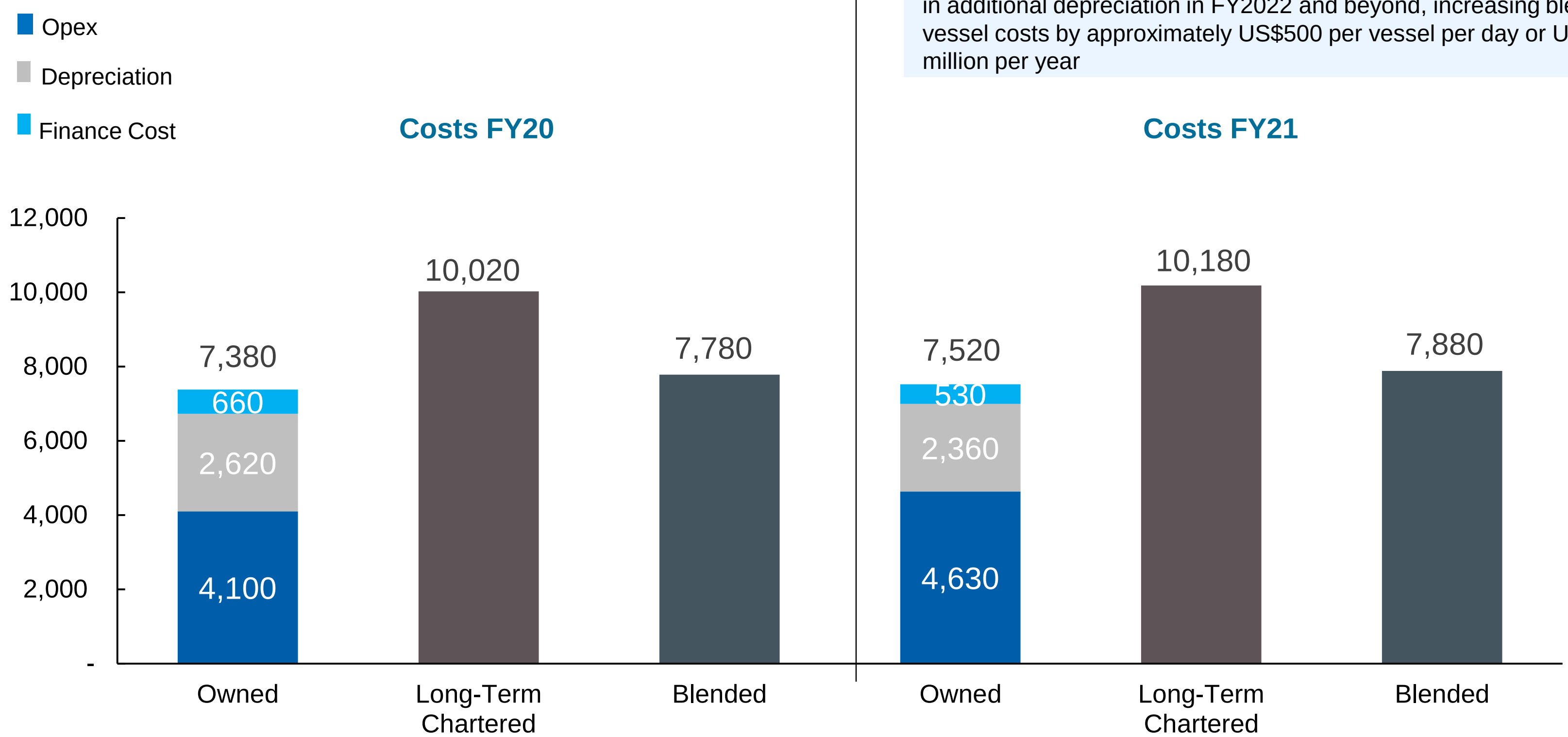
The first five numeric columns are headed "Vessels in Operation".

as at 31 March 2022

[1] Average number of short-term and index-linked vessels operated in March 2022
[2] Having redelivered a chartered 95,000 dwt Post-Panamax ship, we now refer to our owned 115,000 dwt bulker as a Capesize vessel, consistent with industry definitions

Appendix: HANDYSIZE – OVERALL STABLE COSTS

Reversal of a vessel impairment provision of US$152 million will result in additional depreciation in FY2022 and beyond, increasing blended vessel costs by approximately US$500 per vessel per day or US$16 million per year



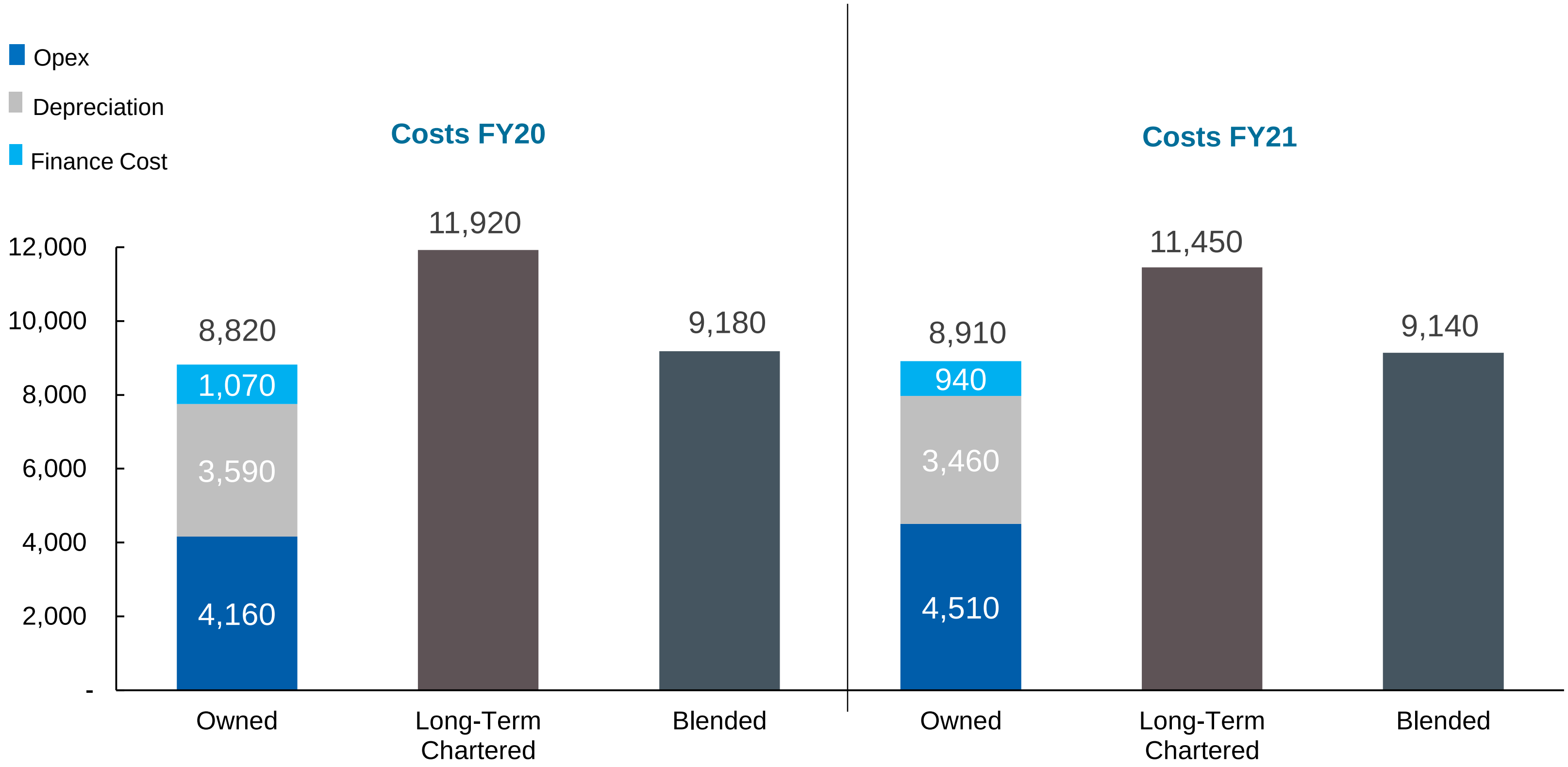
No. of Ships as at 31 Dec 2021: 79 11 90

- G&A per day for 2021 was US$1,150 for our owned ships and US$630 for our chartered in ships
- Including G&A our core business blended Handysize costs increased by US$310 per day to US$9,030*

**Indicative Core Fleet P&L Breakeven Level incl G&A = US$7,880 + US$1,150 (Owned G&A) = US$9,030/day*

Appendix:

SUPRAMAX – OVERALL STABLE COSTS

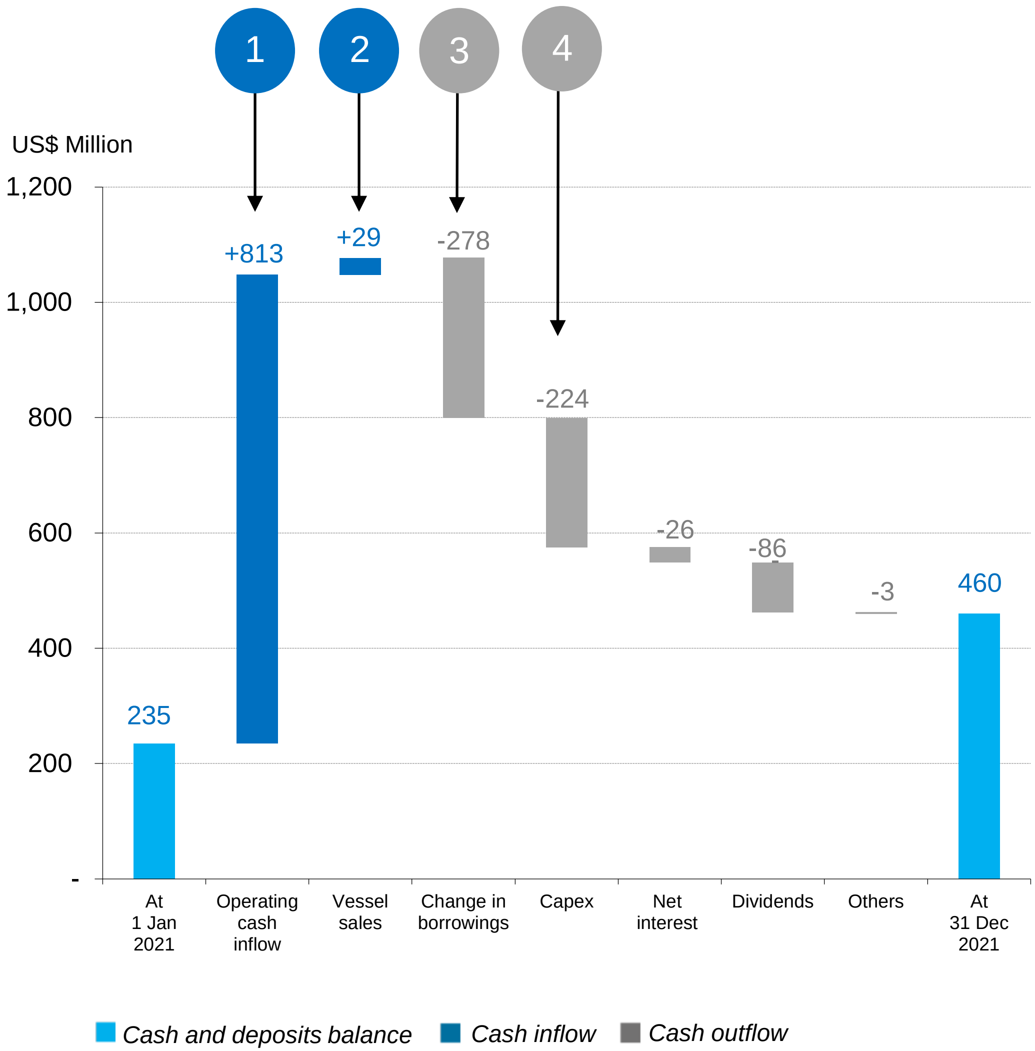


No. of Ships as at 31 Dec 2021: 41 4 45

- G&A per day for 2021 was US$1,150 for our owned ships and US$630 for our chartered in ships
- Including G&A our core business blended Supramax costs increased by US$170 per day to US$10,290*

**Indicative Core Fleet P&L Breakeven Level incl G&A = US$9,140 + US$1,150 (Owned G&A) = US$10,290/day*

Appendix: 29 CASH FLOW



1. Operating cash inflow in 2021 was US$813.1 million, inclusive of all long and short-term charter hire payments. This compares with the US$181.5 million in the full year 2020
2. Proceeds from the sale of 5 smaller Handysize vessels
3. Borrowings decreased due to net repayments of US$323.3 million partly offset by the draw down of US$45.0 million on new committed facilities
4. Capex was US$224.5 million of which we paid US$187.6 million for six second-hand Ultramaxes, and five second-hand Handysize which delivered in 2021, and one Ultramax which delivered in January 2022; and US$36.9 million for dry dockings and BWTS

The information on this slide considers charter hire payment as operating cash flow, before applying the treatment under HKFRS 16 – Leases

Appendix:

STRENGTHENING BALANCE SHEET AND AVAILABLE LIQUIDITY

	FY21	FY20
US$m	**2021**	2020
PP&E	**1,906.0**	1,665.2
Total assets	**2,745.4**	2,189.5
Total borrowings	**588.2**	863.9
Total liabilities	**914.2**	1,125.0
Total equity	**1,831.2**	1,064.5
Net borrowings	**128.4**	629.1
Net borrowings to NBV of owned vessels	**7%**	37%
Available liquidity	**668.4**	362.5

As at 31 December 2021, we had 32 unmortgaged vessels

- In light of the significantly improved dry bulk market outlook and the consequent increase in ship values, a US$152 million non-cash impairment on our Handysize core fleet (originally taken in 2020) has been written back
- Strong operating cash flow has driven a reduction in net borrowings to NBV of owned vessels to 7% and an increase in available liquidity to US$668.4 million
- Capital allocation priorities
  1. De-lever balance sheet in line with amortisation profile – careful about new leverage at these vessel values
  2. Maintain strong available liquidity position (underpin unsecured funding and dry powder for future investments)
  3. Shareholder distribution in line with stated policy

Appendix: FINANCIAL RESULTS

US$m	FY21	FY20
Revenue	**2,972.4**	1,470.9
Voyage expenses	**(881.0)**	(702.6)
Time-charter equivalent ("TCE") earnings	**2,091.4**	768.3
Owned vessel costs	**(341.9)**	(333.3)
Charter costs	**(967.7)**	(392.7)
Operating performance before overheads	**781.8**	42.3
Adjusted total G&A overheads	**(82.0)**	(61.2)
Taxation & others	**(1.5)**	(0.5)
Underlying profit/(loss)	**698.3**	(19.4)
Derivatives M2M and one-off items	**146.5**	(188.8)
Profit/(loss) attributable to shareholders	**844.8**	(208.2)
EBITDA	**889.9**	184.7

Owned vessel costs

	FY21	FY20
Opex	**(195.2)**	(174.6)
Depreciation	**(117.8)**	(125.3)
Finance	**(28.9)**	(33.4)

Charter costs	FY21	FY20
Non-capitalised	**(934.7)**	(358.8)
Capitalised	**(33.0)**	(33.9)

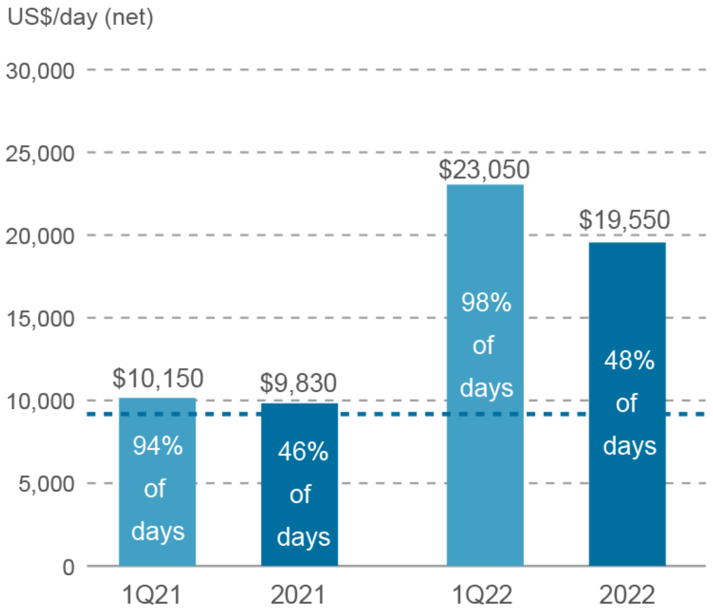
Derivatives M2M and one-off items

	FY21	FY20
Derivative M2M	**(0.5)**	4.3
Reversal of/(provision for) vessel impairment	**151.7**	(199.6)
Other	**(4.7)**	6.5

Appendix: FORWARD CARGO COVER

Handysize

FORWARD CARGO COVER

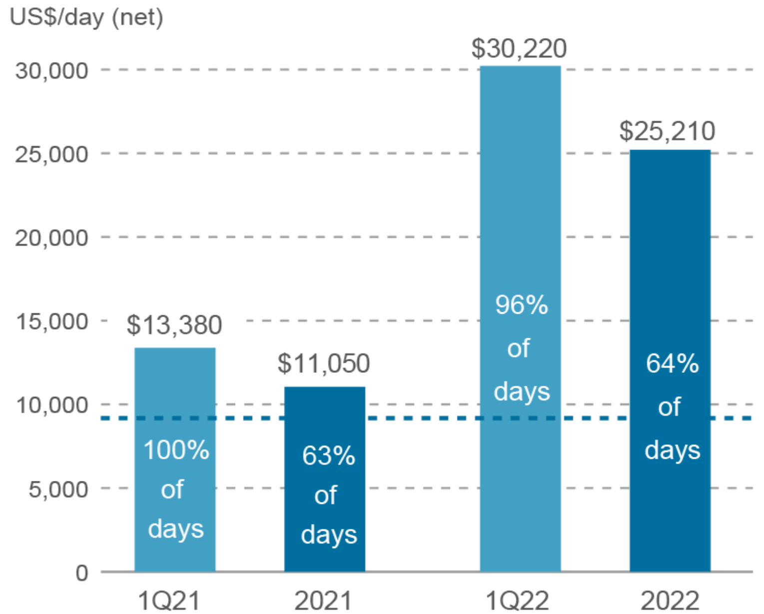


As at mid-February, indicative TCE only as voyages are still in progress.

- - - Indicative core fleet P&L break-even level incl. G&A for 2021 = US$9,030

Supramax

FORWARD CARGO COVER



As at mid-February, indicative TCE only as voyages are still in progress, and excludes any scrubber benefit (currently about US$1,200 per day)

- - - Indicative core fleet P&L break-even level incl. G&A for 2021 = US$10,290

- Please also note that our Supramax forward cargo cover also excludes scrubber benefit, currently at about US$1,200 per day