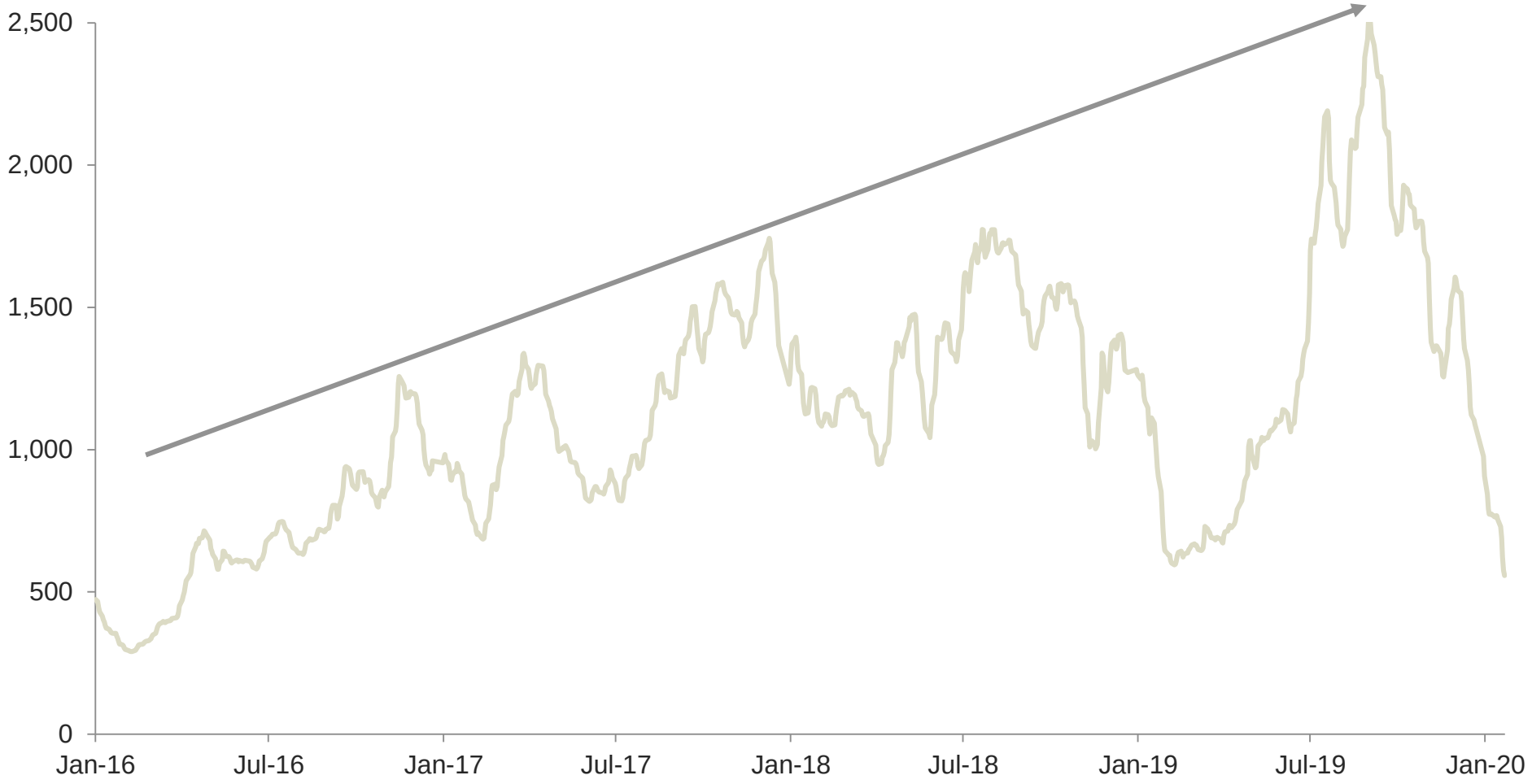
Precious Shipping Public Company Limited

SET Opportunity Day
Meeting Room 603, Building B, SET Building

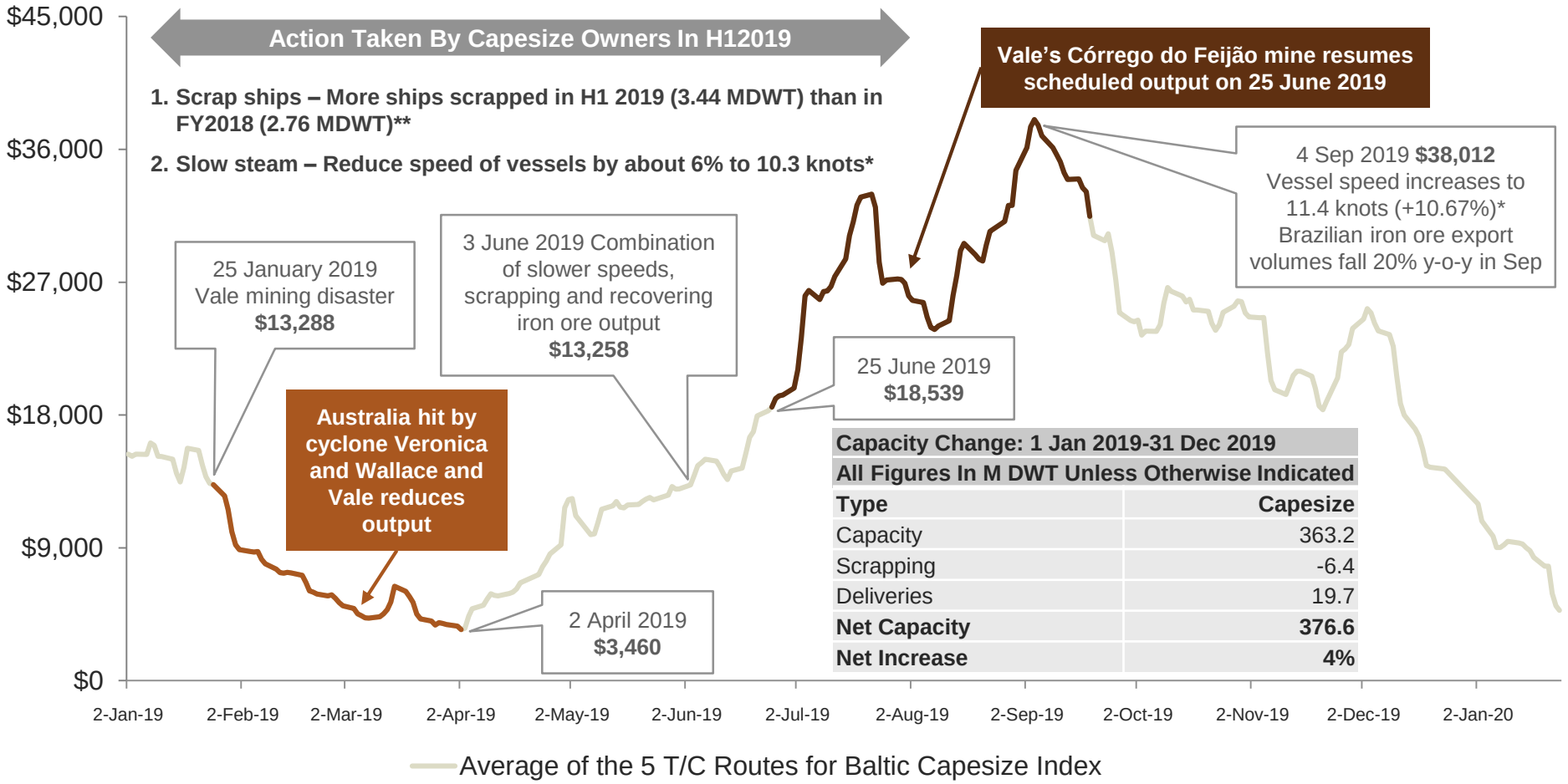
Date
19th February 2020

Evolution Of The Baltic Dry Index Since 2016



Source: Clarksons, as on 22 Jan 2020

Supply & Demand Imbalances and Their Impact on Capesize Rates



Capacity Change: 1 Jan 2019-31 Dec 2019	
All Figures In M DWT Unless Otherwise Indicated	
Type	**Capesize**
Capacity	363.2
Scrapping	-6.4
Deliveries	19.7
Net Capacity	**376.6**
Net Increase	**4%**

Notes: *Speed reduction estimate from DNB Markets (4 Oct 2019), ** Internal Estimates, Source: Capsize vessel rate data – Clarksons, as on 22 Jan 2020

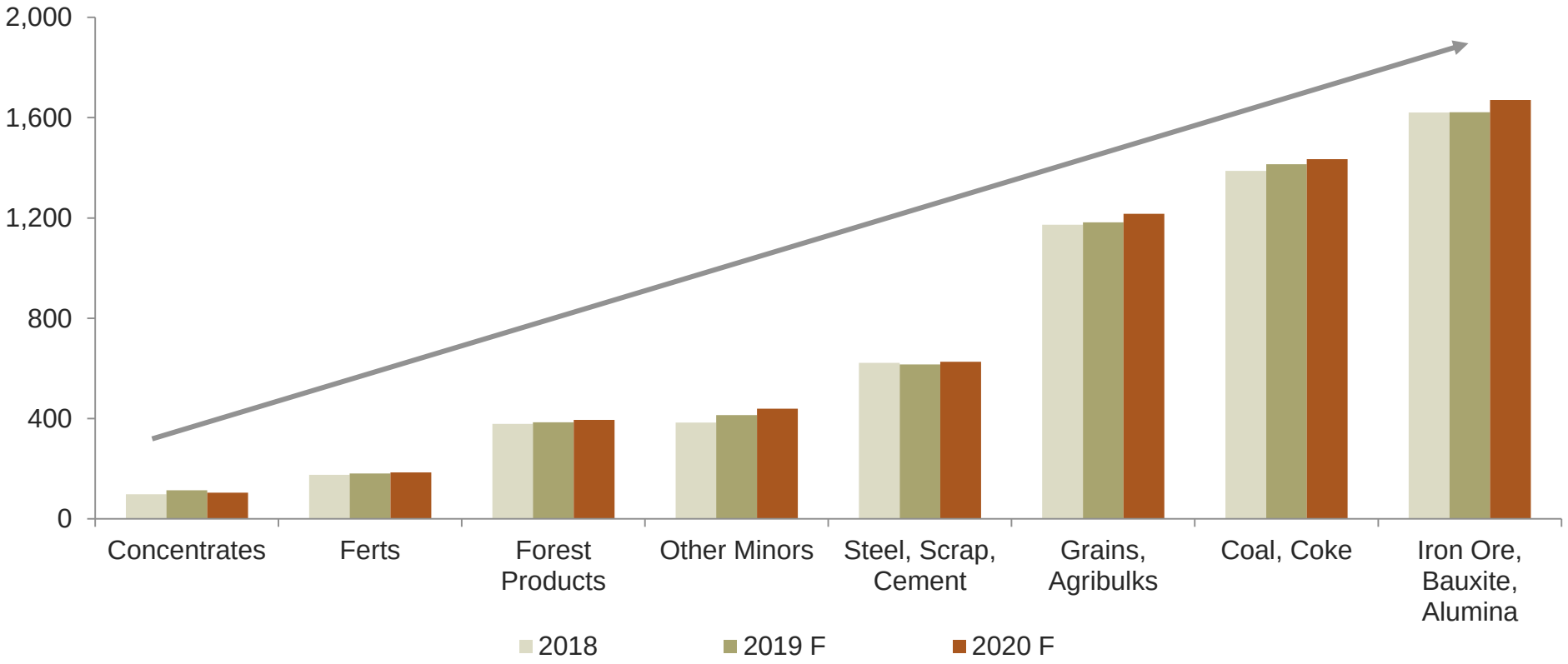
Reasons For The Q1 2020 Collapse In The BDI

- Western New Year and Chinese New Year coinciding in 2020 reducing demand.
- Extraordinary wet weather in Brazil resulting in Jan 2020 iron ore exports down by 34% compared to Jan 2019, despite Jan 2019 having a low base impact due to dam collapse in Brazil on 25 Jan 19.
- Cyclonic weather in Australia reducing Jan 2020 iron ore exports by 11% compared to Jan 2019.
- 3.67% net increase in DWT of Cape ships during 2019.
- 5.55 MDWT of new Capesize capacity due for delivery in Q1 2020.
- Novel Coronavirus CVID-19 impacting supply chain logistics in China.
- Ships being banned from other ports after calling China.
- The Diamond Princess cruise liner (owned and operated by Carnival Cruise Lines) with 170+ CVID-19 infected patients has been in quarantine at Yokohama since 4 Feb 2020. The vessel has been denied permission to leave the port and passengers have been confined to the ship.
- The Westerdam cruise liner (owned and operated by Carnival Cruise Lines) after being denied entry to multiple countries due to suspected cases of CVID-19 has finally been allowed to dock and disembark passengers in Cambodia.
- 24 hours sensational news cycle on CVID-19 causing panic, affecting normal decisions, reducing demand.

Source: Various news articles, Clarksons as on 12 Feb 2020

Global Seaborne Drybulk Trade Volumes (MT): 2018 – 2020F

- Seaborne Drybulk trade volumes have been increasing in 2019 despite the trade war
- This is evident that the trade war is having little impact on Drybulk trade



Source: Clarksons as on 25 Dec 2019

Is China's Import Growth Sustainable?

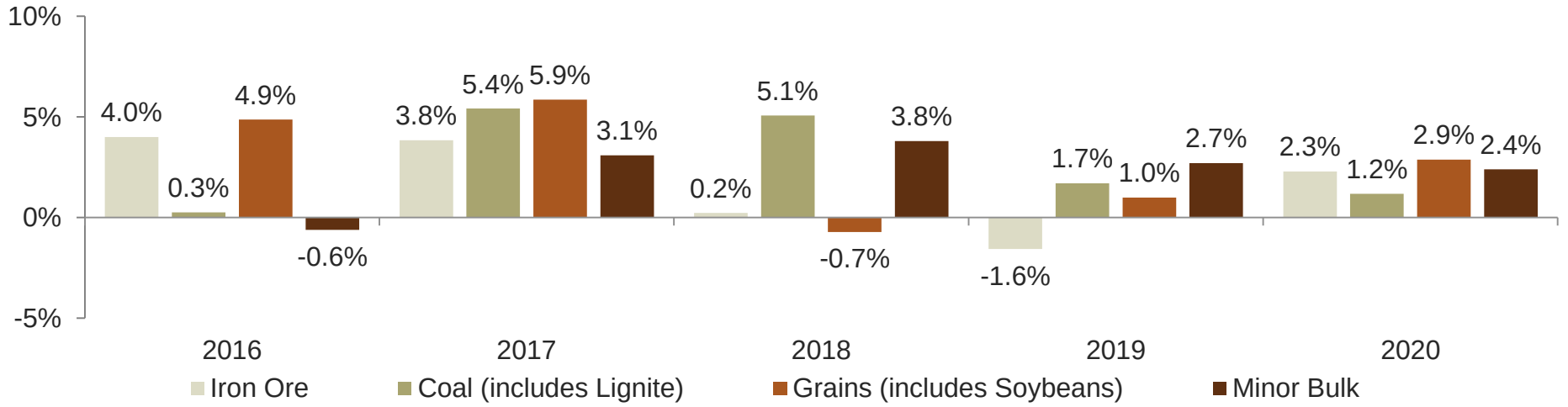
Latest available Data points on China for 2018 & up to December 2019:

- Iron Ore imports for 2018 down 1.1% to 1064 MMT. Imports in 2019 grew by 0.5% to 1070 MMT.
  https://www.reuters.com/article/us-china-economy-trade-ironore/chinas-2019-iron-ore-imports-rise-to-second-highest-ever-idUSKBN1ZD09H
- Coal imports for 2018 up 3.2% to 280.8 MMT. Imports in 2019 grew by 6.7% to, 299.7 MMT.
  https://ihsmarkit.com/research-analysis/dry-bulk-trade-chinas-record-low-coal-imports-in-december.html
- Steel production for 2018 up 9.8% to 928.3 MMT. Production in 2019 grew 7.3% to reach 996.3 MMT.
  https://www.spglobal.com/platts/en/market-insights/latest-news/metals/012720-global-crude-steel-output-rises-34-in-2019-driven-by-china-and-india
- Monthly average Steel inventory in 2018 was 11.0 MMT, and in 2019 it was 11.9 MMT.
  http://www.96369.net/indices/117
- Steel exports for 2018 down 7.9% to 69.6 MMT. In 2019 exports totalled 63.4 MMT, down by 8.9%.
  https://www.mysteel.net/article/5013021-05/Chinas-Dec-steel--raw-materials-importsexports-statistics.html
- Finished steel consumption for 2018 up 11.3% to 871.0 MMT. In 2019, China consumed a total 875.3 MMT of finished steel, up by 0.50%.
  https://www.spglobal.com/platts/en/market-insights/latest-news/metals/012020-chinas-steel-consumption-to-increase-2-on-year-in-2020-cisa

Historical Growth In Seaborne Drybulk Trade – Million Tonnes

Seaborne Drybulk Trade					
All Units In Million Tonnes	**2016**	**2017**	**2018**	**2019 F**	**2020 F**
Iron Ore	1,418	1,473	1,476	1,453	1,486
Coal (includes Lignite)	1,141	1,202	1,263	1,285	1,300
Grains (includes Soybeans)	450	476	473	477	491
Minor Bulk	1,880	1,938	2,012	2,066	2,116
Total	**4,889**	**5,089**	**5,224**	**5,281**	**5,393**
Total % Change In Trade	**1.4%**	**3.9%**	**2.6%**	**1.1%**	**2.1%**

% age increase over the previous year

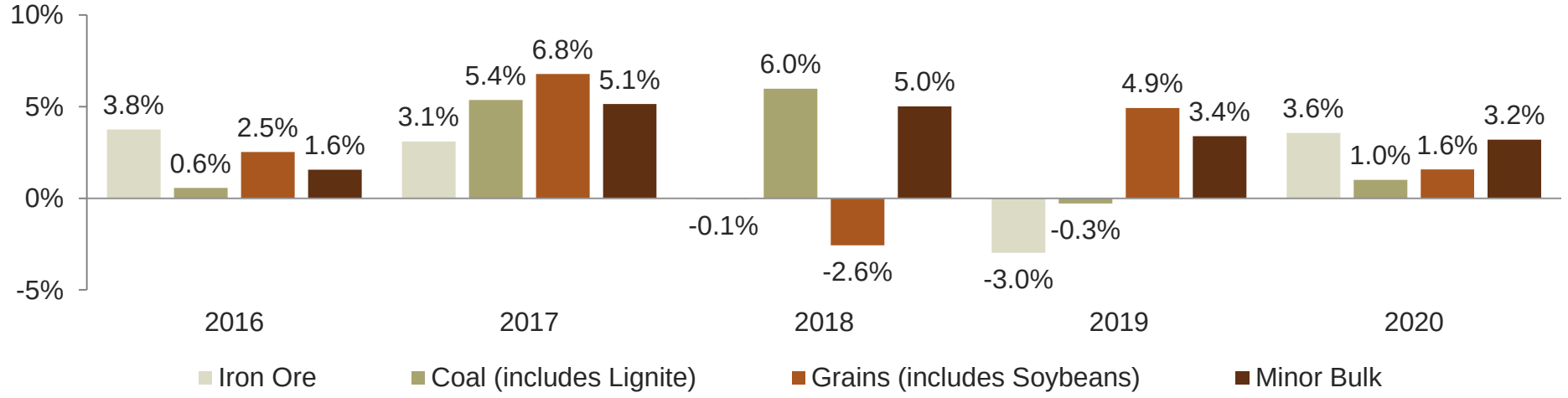


Source: Clarksons, as on 22 Jan 2020

Historical Growth In Seaborne Drybulk Trade – Billion Tonne-Miles

Seaborne Drybulk Trade					
All Units In Billion Tonne-Miles	**2016**	**2017**	**2018**	**2019 F**	**2020 F**
Iron Ore	7,934	8,180	8,175	7,932	8,215
Coal (includes Lignite)	4,982	5,250	5,563	5,548	5,604
Grains (includes Soybeans)	3,205	3,422	3,335	3,499	3,554
Minor Bulk	11,053	11,622	12,205	12,618	13,022
Total	**27,174.6**	**28,474.2**	**29,277.7**	**29,597.3**	**30,395.2**
Total % Change In Trade	**2.1%**	**4.8%**	**2.8%**	**1.1%**	**2.7%**

% age increase over the previous year

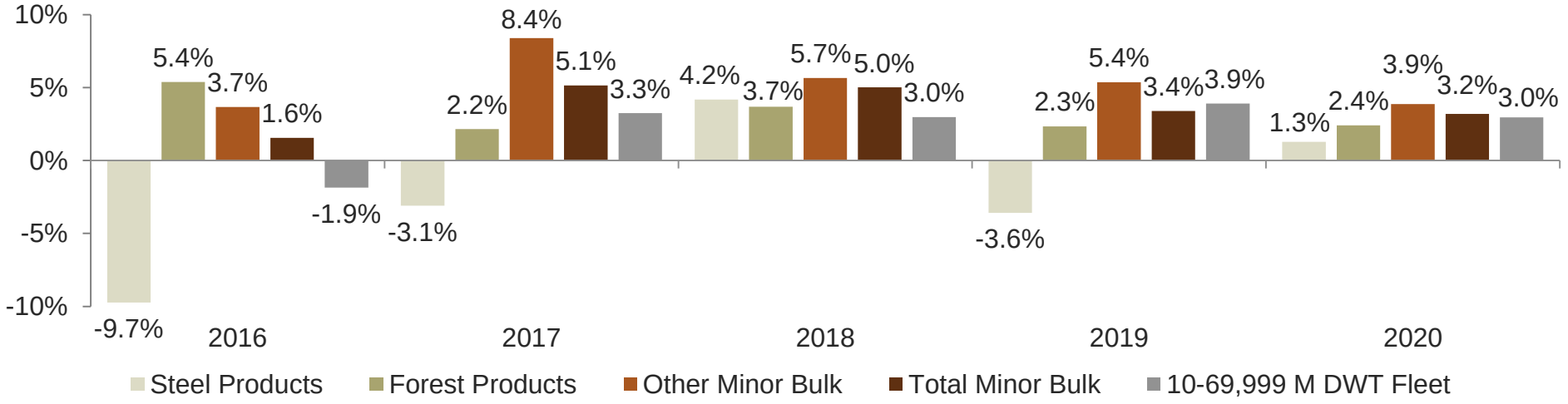


Source: Clarksons, as on 22 Jan 2020

Historical Growth In Seaborne Minor Bulk Trade – Billion Tonne-Miles

Seaborne Minor Bulk Trade					
All Units In Billion Tonne-Miles	**2016**	**2017**	**2018**	**2019 F**	**2020 F**
Steel Products	1,812	1,756	1,829	1,763	1,786
Forest Products	2,435	2,488	2,580	2,640	2,704
Other Minor Bulk	6,807	7,379	7,796	8,215	8,533
Total Minor Bulk	11,053	11,622	12,205	12,618	13,022
% Change In Minor Bulk	**1.56%**	**5.14%**	**5.02%**	**3.39%**	**3.20%**
Ships 10-69,999 (MDWT)	**275.5**	**284.5**	**292.9**	**304.4**	**313.4**
% Change In 10-69,999 (MDWT)	**-1.9%**	**3.3%**	**3.0%**	**3.9%**	**3.0%**

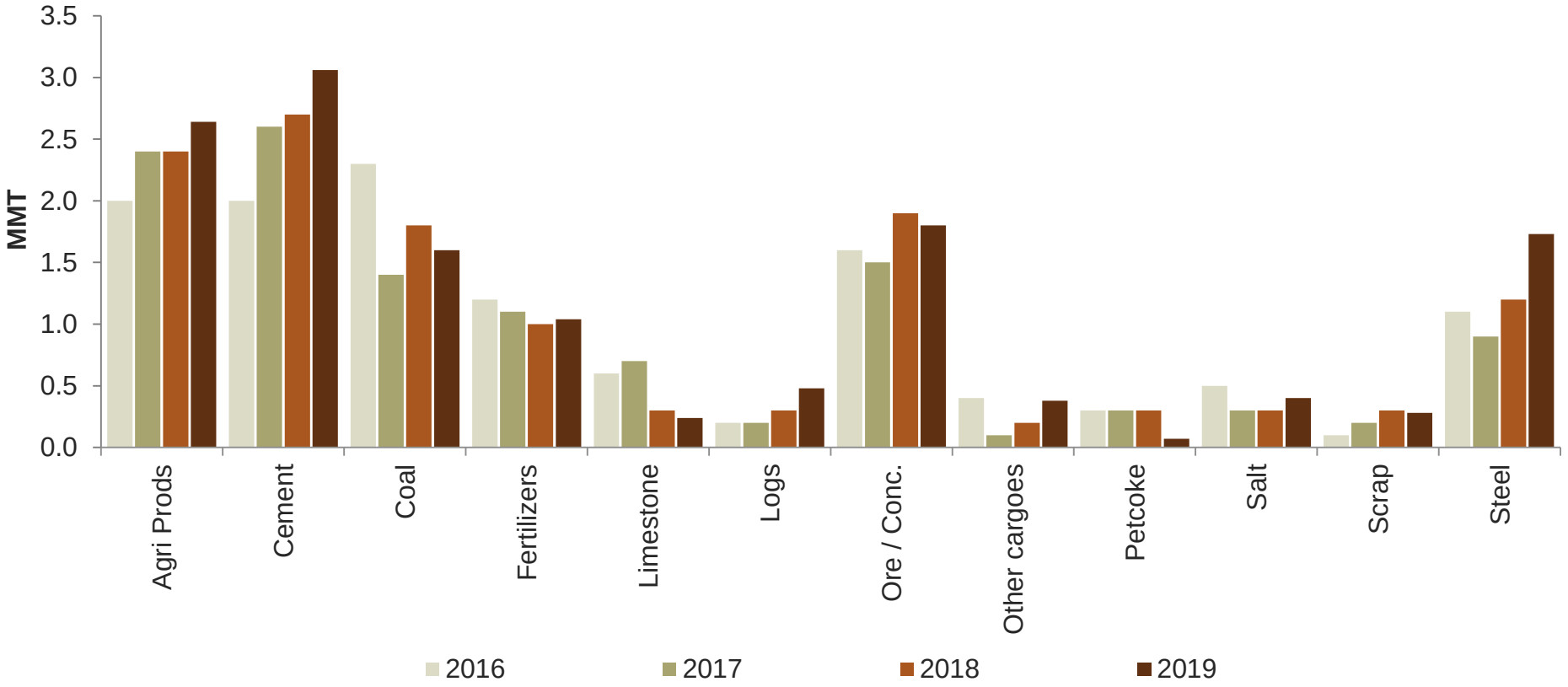
% age increase over the previous year



Source: Clarksons, as on 22 Jan 2020

PSL Cargo Exposure: 2016 – FY 2019

Bulk cargo in the aggregate amount of 12.3 MMT, 11.7 MMT, 12.7 MMT, 13.72 MMT was carried on PSL ships in 2016, 2017, 2018 and FY 2019 respectively



Source: PSL

Industry Overview

Supply Side Analysis

Drybulk Fleet As Of 1 January 2020

Fleet Overview

Ship Type	DWT Range (MT)	Ships	Av Age (yrs)	Total DWT (m MT)	Av DWT (MT)	% of DWT
Handysize	10,000 – 39,999	3,989	11.82	108.34	27,160	12.40%
Supra/Ultramax	40,000 – 69,999	3,668	9.87	205.08	55,911	23.48%
Panamax	70,000 – 89,999	2,316	9.85	183.42	79,199	21.00%
Capesize	90,000+	2,085	8.77	376.58	180,616	43.12%
Total / Average		**12,058**	**10.32**	**873.43**	**72,436**	**100.00%**

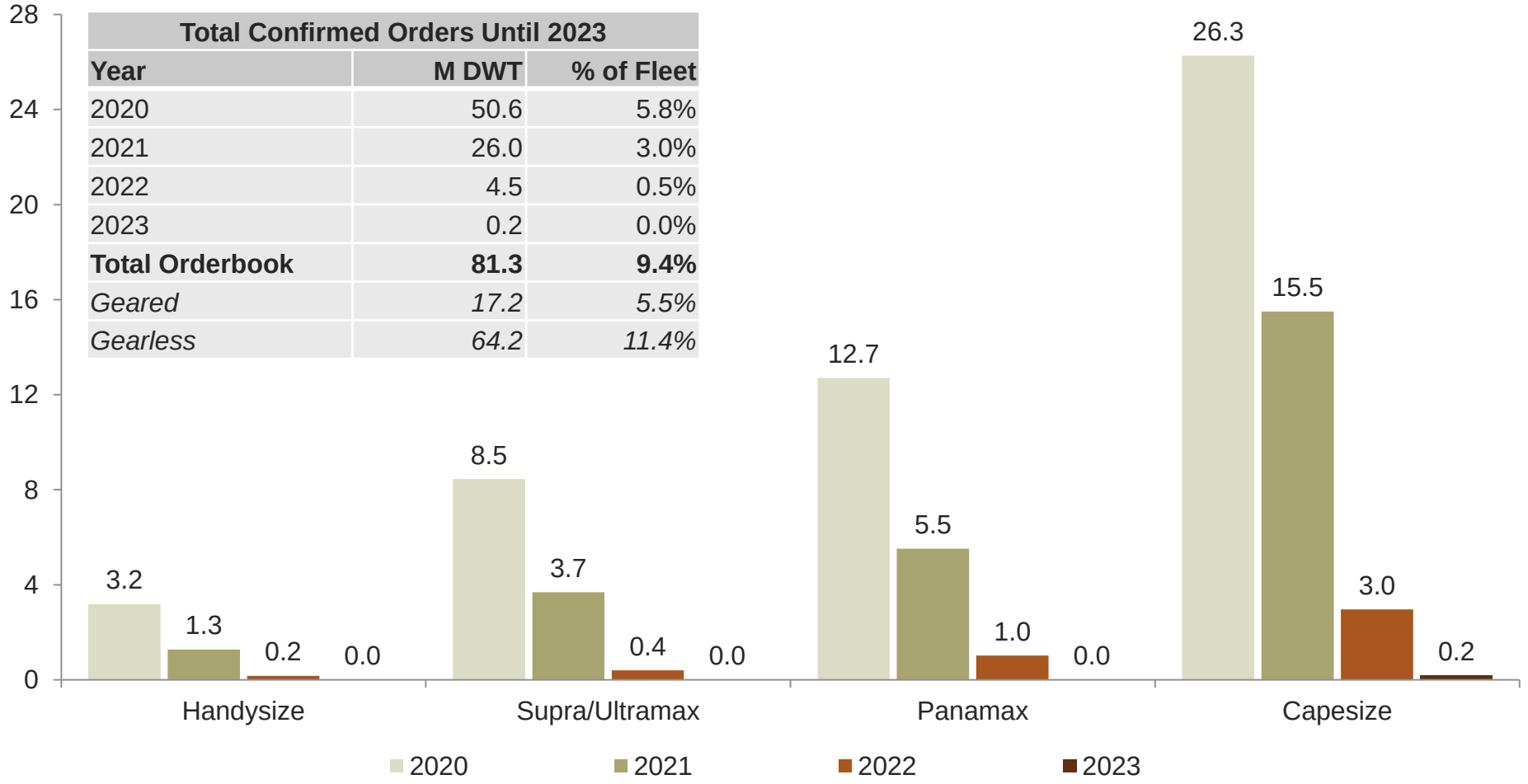
Changes in 2019

Ship Type	DWT Range (MT)	Ships No (%age)	DWT m MT (%age)
Handysize	10,000 – 39,999	+64 (+1.63%)	+2.19 (+2.07%)
Supra/Ultramax	40,000 – 69,999	+107 (+3.00%)	+6.81 (+3.44%)
Panamax	70,000 – 89,999	+125 (+5.71%)	+10.25 (+5.92%)
Capesize	90,000+	+56 (+2.76%)	+13.34 (+3.67%)
Total / Average		**+352 (+2.92%)**	**+32.59 (+3.73%)**

Source: Clarksons as on 22 Jan 2020

Confirmed Orders As Of 1 January 2020 - 31 Dec 2023

Total Confirmed Orders Until 2023		
Year	**M DWT**	**% of Fleet**
2020	50.6	5.8%
2021	26.0	3.0%
2022	4.5	0.5%
2023	0.2	0.0%
Total Orderbook	**81.3**	**9.4%**
Geared	*17.2*	*5.5%*
Gearless	*64.2*	*11.4%*

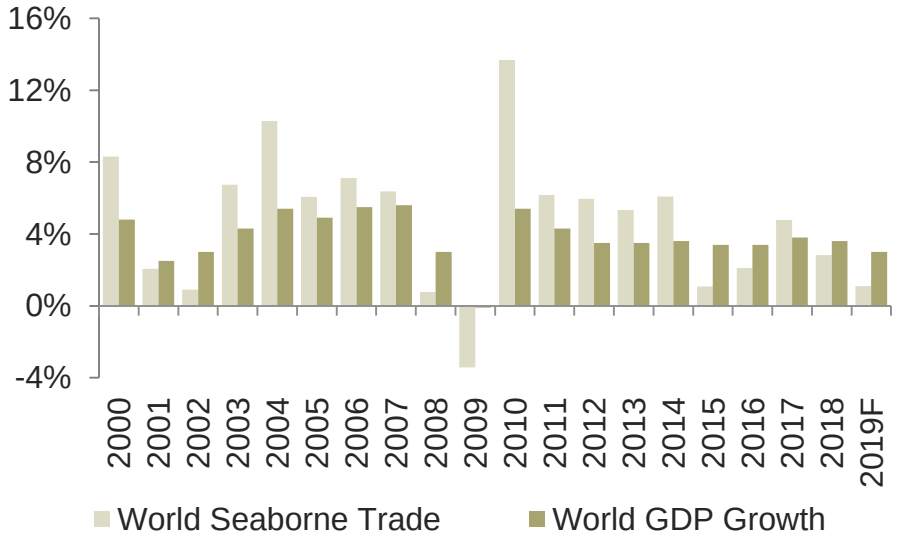


Source: Clarksons as on 22 Jan 2020

Annual GDP Growth vs Drybulk Demand As Of End 2019

GDP And Tonne-mile Growth		
Year	World Seaborne Trade (1)	World GDP Growth
2000	8.30%	4.8%
2001	2.06%	2.5%
2002	0.90%	3.0%
2003	6.74%	4.3%
2004	10.28%	5.4%
2005	6.07%	4.9%
2006	7.12%	5.5%
2007	6.37%	5.6%
2008	0.78%	3.0%
2009	-3.42%	-0.1%
2010	13.68%	5.4%
2011	6.16%	4.3%
2012	5.95%	3.5%
2013	5.33%	3.5%
2014	6.08%	3.6%
2015	1.09%	3.4%
2016	2.12%	3.4%
2017	4.78%	3.8%
2018	2.82%	3.6%
2019F	1.09%	3.0%

Data Summary		
Data	Tonne-mile	GDP
Average	4.71%	3.82%
Difference	0.89%	
Heuristic Value	1.15%	

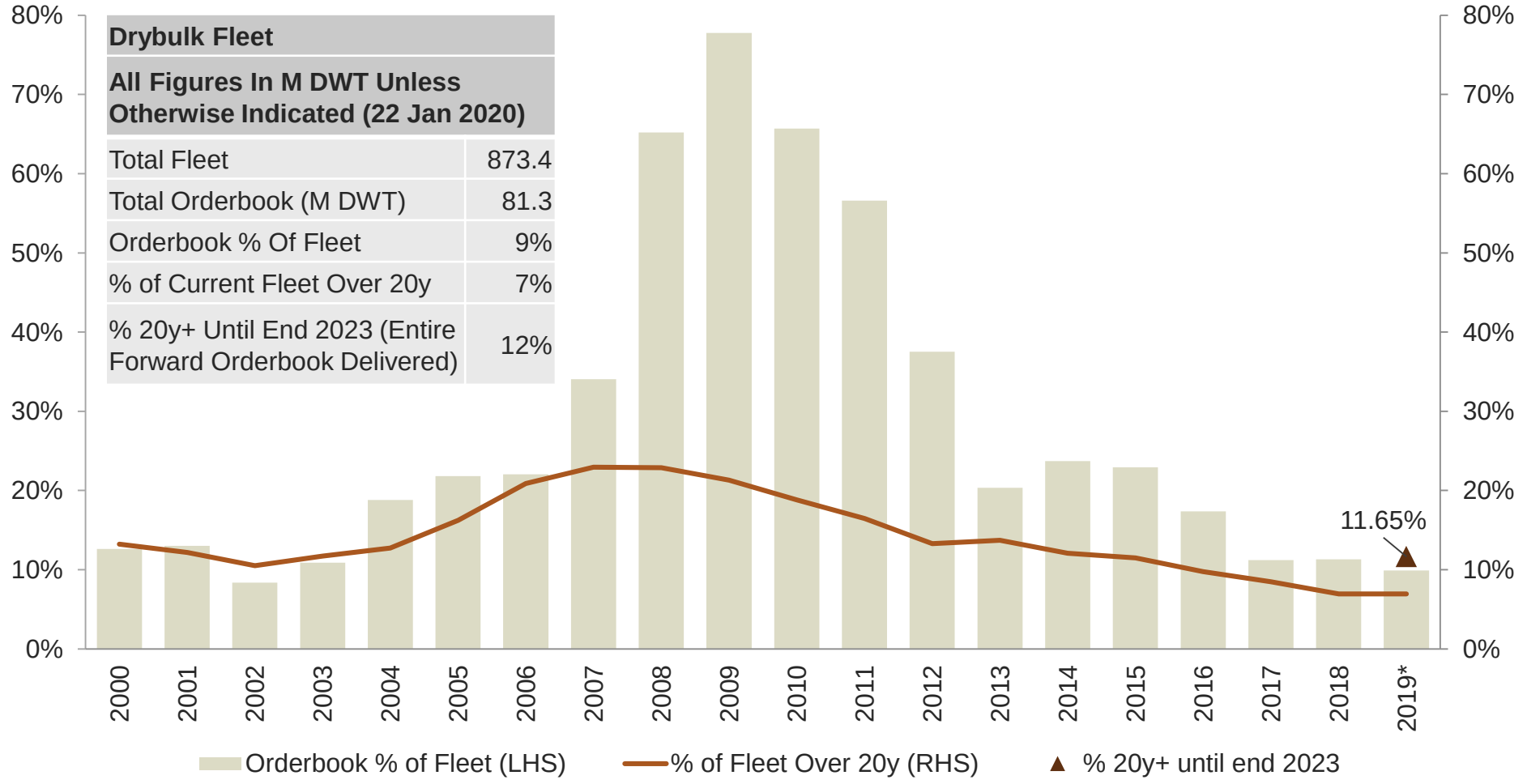


Notes: 1. Seabrone trade growth basis change in tonne-mile growth 2. World GDP basis IMF's Oct 2019 report

Source: GDP - IMF, Seaborne Trade - Clarksons

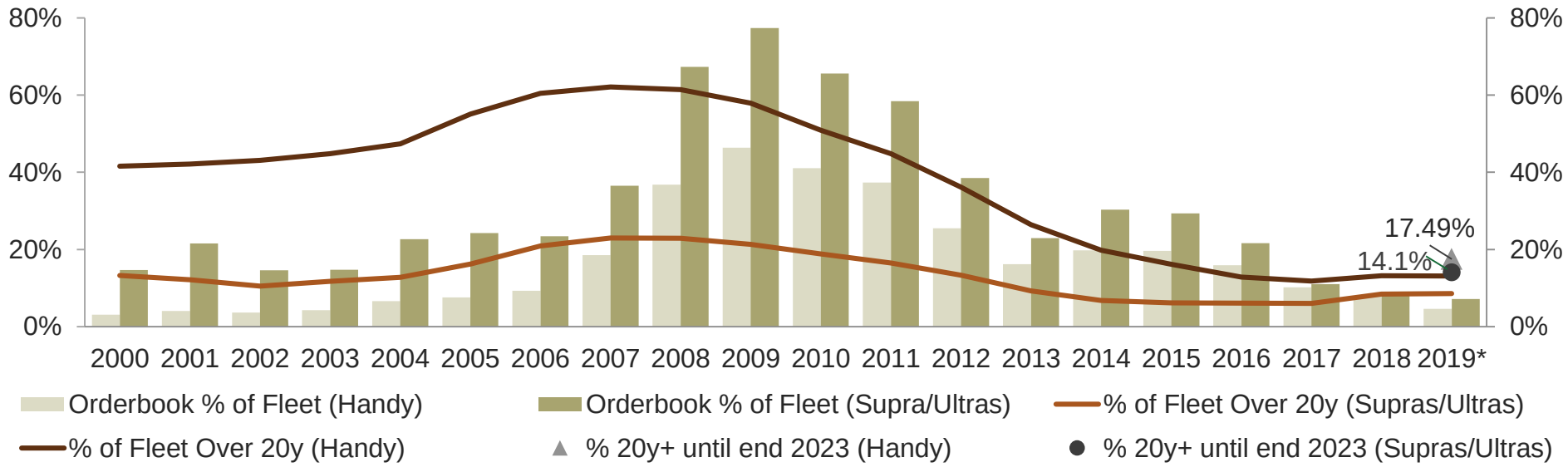
Putting Orderbook Figures In Context – The Overall Drybulk Fleet

Drybulk Fleet All Figures In M DWT Unless Otherwise Indicated (22 Jan 2020)	
Total Fleet	873.4
Total Orderbook (M DWT)	81.3
Orderbook % Of Fleet	9%
% of Current Fleet Over 20y	7%
% 20y+ Until End 2023 (Entire Forward Orderbook Delivered)	12%



Source: Clarksons, as on 22 Jan 2020

Putting Orderbook Figures In Context – Geared Vessels Only



Handysize Fleet	
All Figures In M DWT Unless Otherwise Indicated (22 Jan 2020)	
Total Fleet	108.3
Total Orderbook (M DWT)	4.6
Orderbook % Of Fleet	4%
% of Current Fleet Over 20y	13%
% 20y+ Until End 2023 (Entire Forward Orderbook Delivered)	17%

Supramax/Ultramax Fleet	
All Figures In M DWT Unless Otherwise Indicated (22 Jan 2020)	
Total Fleet	205.1
Total Orderbook (M DWT)	13.1
Orderbook % Of Fleet	6%
% of Current Fleet Over 20y	9%
% 20y+ Until End 2023 (Entire Forward Orderbook Delivered)	14%

Source: Clarksons, as on 22 Jan 2020

Trade Wars and Tariffs

Trump’s Tariffs And It’s Impact On Dry-Bulk Shipping

PSL’s reading of these Tariffs

- Trade sanctions and tariffs are on everyone’s minds and lips. The general consensuses that China’s export dependent economy will be the one to suffer the most. That would have been true before the Global Financial Crisis but no longer holds water.

- Trade sanctions/tariffs, in and of themselves, cannot destroy demand so long as the sanctioned commodity is either available from some other supplier/country or is substitutable by a similar priced commodity with similar/identical attributes.

- All sanctions/tariffs do is to make shipping of such commodities more inefficient. If this change in supplier/country results in congestion; slower loading of ships (compared to the original supplier/country); and an increase in ton-mile, then that is best for the dry bulk markets.

Regulatory Changes

Regulatory Changes - BWM Systems & Scrubbers

Ballast Water Management Plant

Cost: about USD 0.5 Million
Downtime: about 10 days in drydock

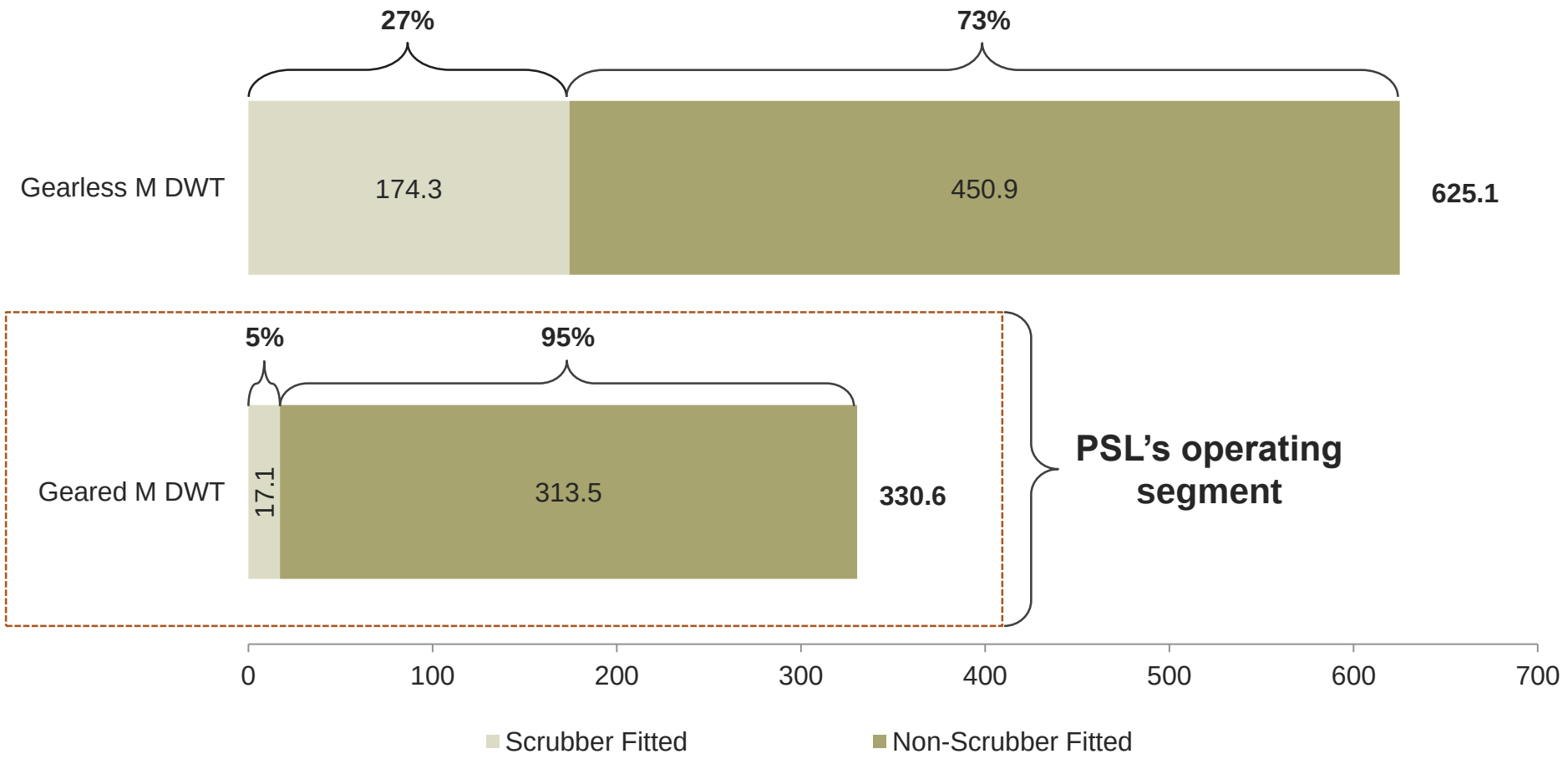
Scrubber Plant

Cost: about USD 3 - 6 Million
Downtime: about 6-8 weeks in drydock

What Does IMO 2020 Mean For Ship Owners?

- Should you install **scrubbers or exhaust gas cleaning systems**?
- Switch to low Sulphur fuel options, including distillates?
- Are **compliant fuels available** where the vessel is/will be?
- What will **compliant fuels cost**?
- **Freight rates will increase** with the increase in cost of compliant fuel.
- **Bunker costs** may account for 70-80% of total voyage expenses.
- Will ship owners be able to **pass those increased costs** to their clients?

Scrubbers Uptake In Drybulk



Note: Includes all vessels current fitted and "to be fitted" (current feet and orderbook included). Scrubber data is only updated at the end of every month
Source: Clarksons as on 22 Jan 2020, Data basis 1 Jan 2020

Issues With Scrubbers

High Maintenance

- Older vessels will struggle to install scrubber due to their high capital and running costs
- Installation is time consuming – taking up to 6 weeks
- Scrubbers piping requires scheduled maintenance every 6 months due to corrosion
- Ship staff need to be trained on how to operate scrubbers in the event of technical failure
- Requires a dedicated engineer during usage
- Additional power required for dedicated pumps necessary for safe operations = more fuel oil consumed at sea

Operational Issues

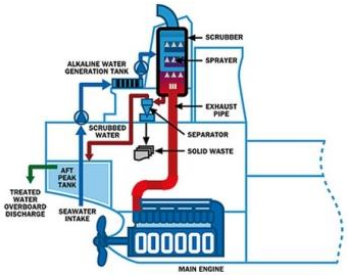
- Corrosion failures have resulted in engine breakdowns
- Potential danger to the crew should an engine fail at a critical moment
- Towage and other assistance is costly should the need arise
- Repairs are also costly and require a lot of down time
- Hydrex reports that outlet pipes for the scrubber system suffer from constant corrosion and require constant rewelding
- Availability of HSFO in most ports will become an issue going forward as LSFO is more widely adopted

Environmental Risks

- Open-loop scrubbers (~85% of all scrubbers on vessels) require disposal of discharge water into the ocean
- Singapore has deemed scrubber water discharge as toxic industrial waste
- Singapore and many other countries do not allow scrubber water discharge within port limits

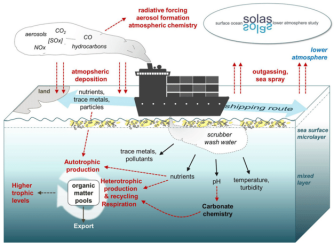
Efficacy

- Scrubbers are effective at reducing air pollution, but do so at the expense of the marine environment
- Carvinal Cruise Lines: multiple environmental pollution incidents, including multiple scrubber failures, were reported to US authorities – resulting in USD60m in fines
- Non-compliance comes with severe penalties such as fines and jail time

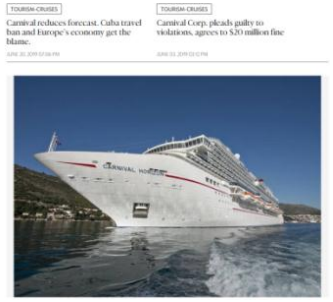


Source: Seanews.com.tr

Source: Seatowing.com



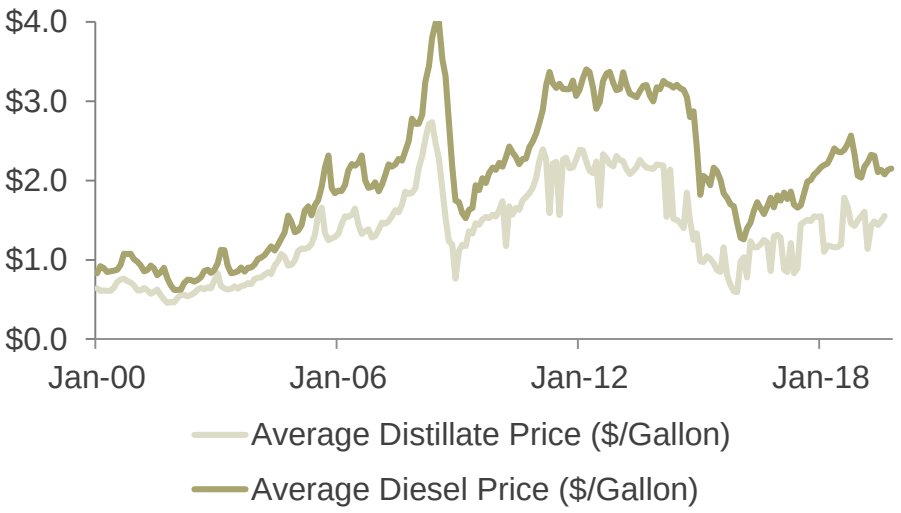
Source: Frontiers

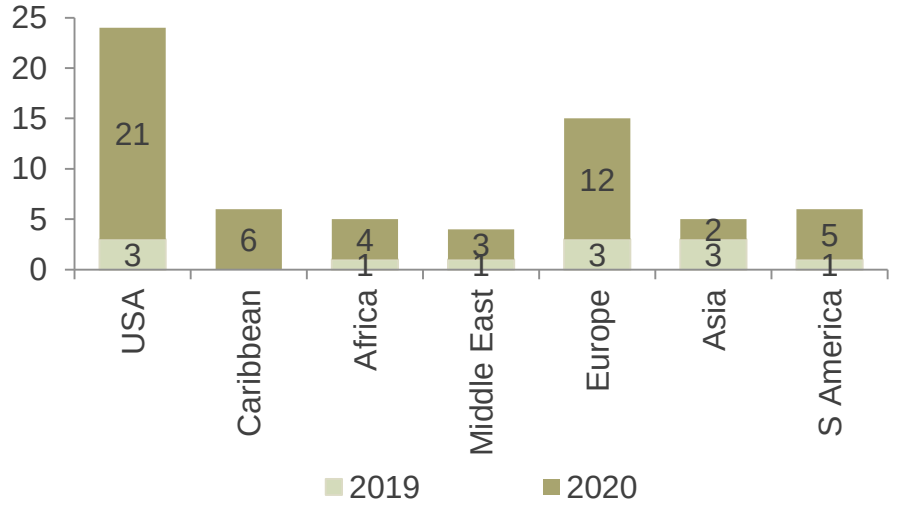


Source: Miami Herald

Actual Incident Of Scrubber Failure

Pricing & Availability Of LSFO





Note: Shows refiner sale price to retail buyers

- Prices of refined petroleum products (diesel, distillates and LSFO) in the USA indicate a downward trend
- Initial forecasts are indicating LSFO will be at a premium to HSFO, however, based on the statements made by fuel oil suppliers, this premium is likely to narrow throughout 2020
- The above shows the number of ports that are already suppling or will supply LSFO in 2020
- All major bunkering ports will have enough supply to cater for demand come 1 Jan 2020

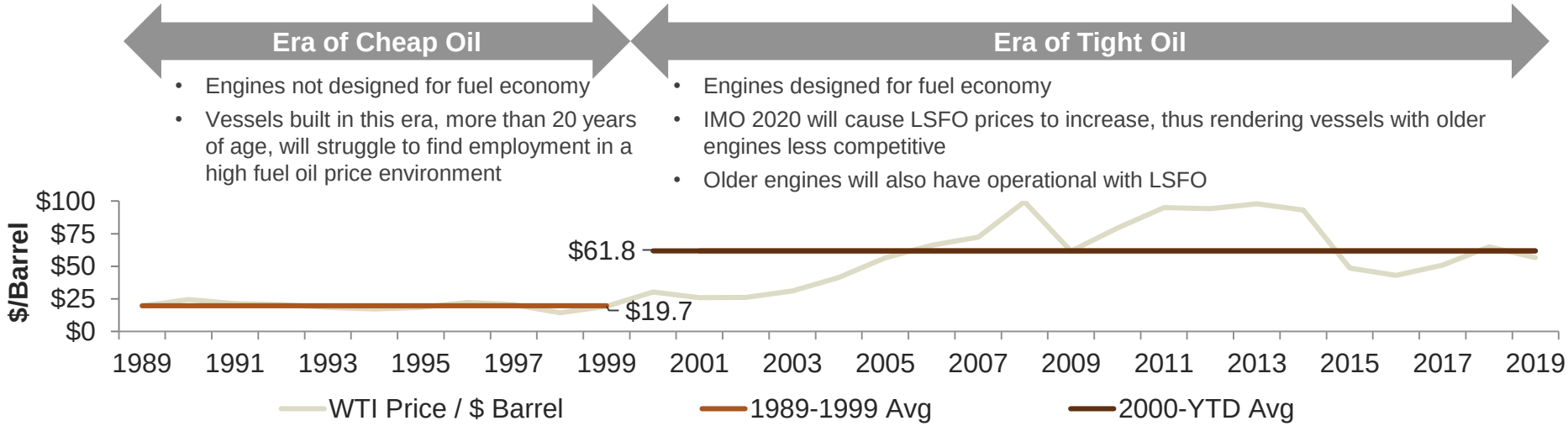
Source: LQM Petrol Services 13 Sep 2019, US Energy Information Agency 31 Oct 2019 (data lags by approximately 2 months)

Getting To Zero Coalition

- The Getting to Zero Coalition is a powerful alliance of 90 companies within the maritime, energy, infrastructure and finance sectors, supported by key governments and IGOs.
- Aiming to accelerating maritime shipping's decarbonization with the development and deployment of commercially viable deep sea zero emission vessels by 2030 - maritime shipping’s moon-shot ambition.

- International shipping emits 2-3 percent of global GHG emissions, transporting close to 80 percent of global trade by volume. To curb the emissions from shipping, the IMO has agreed on an ambition to reduce GHG emissions from shipping by at least 50 percent by 2050.
- Ports and shipping already underpin many countries’ economic growth; if shipping becomes a reliable source of demand for zero emission fuels, it has the potential to drive investment in energy projects in developing and middle-income countries.
- **Precious Shipping has joined the “Getting to Zero Coalition 2030” as a founding member!**

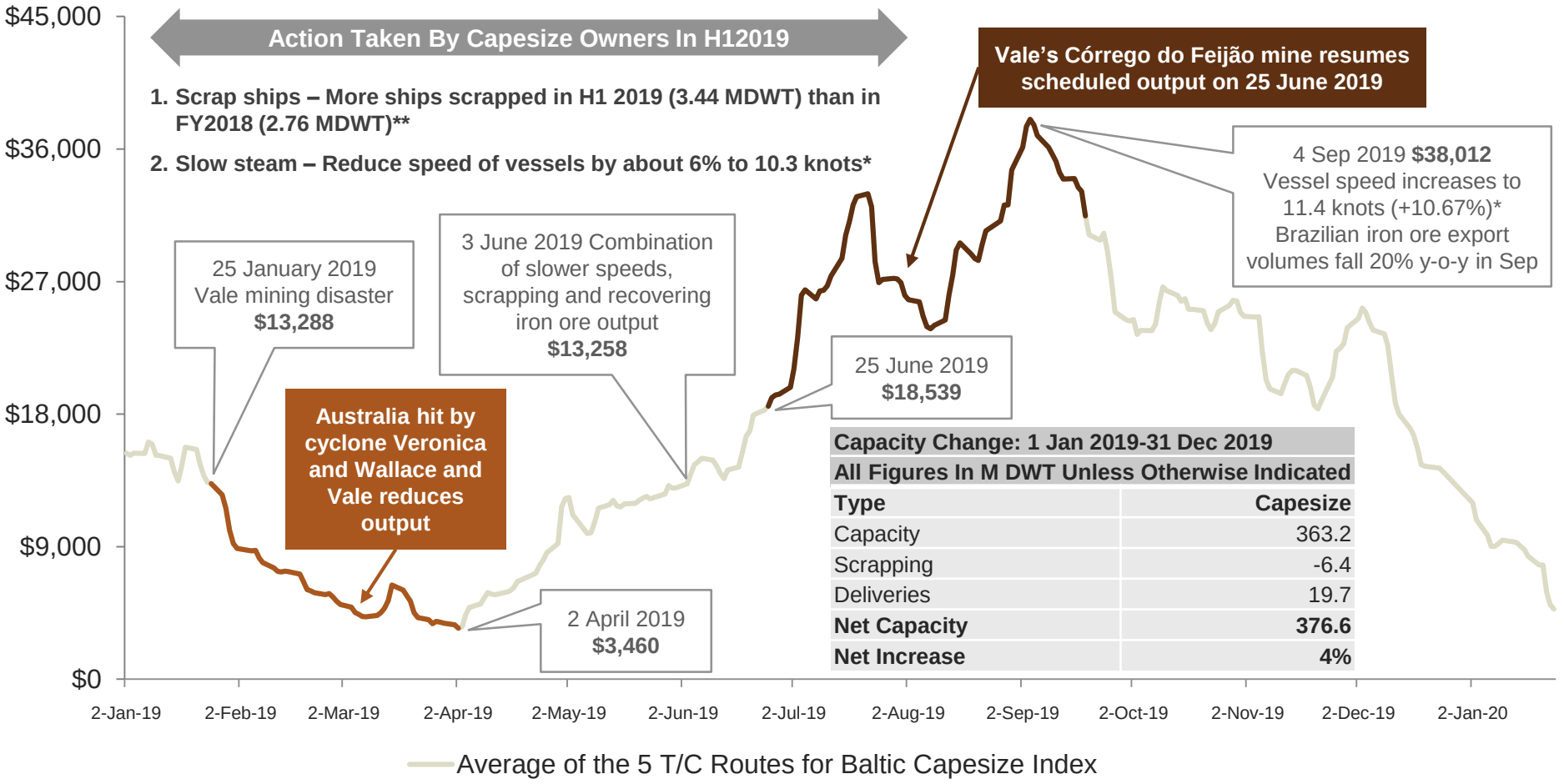
Impact Of Scrubbers On The Geared Segment



Impact of Scrubbers On The Geared Segment	
All Units In Million DWT	**22-Jan-20**
Total Geared Fleet Capacity	313.4
Geared Capacity 20+ Years Of Age	31.8
% Of Geared Capacity 20+ Years Of Age	10.1%
Geared Capacity	**313.4**
Potential Impact Of 0.5 Knots Slow Steaming - Basis 200 Sailing Days	4.2%
Net Adjusted Geared Capacity	**300.4**
Total Capacity Over 20 Years Of Age	31.8
% Of Fleet Over 20 Years Of Age	10.1%

Source: Internal Estimates, Clarksons, St Louis Federal Reserve, 1 Nov 2019

Supply & Demand Imbalances and Their Impact on Capesize Rates



Capacity Change: 1 Jan 2019-31 Dec 2019	
All Figures In M DWT Unless Otherwise Indicated	
Type	**Capesize**
Capacity	363.2
Scrapping	-6.4
Deliveries	19.7
Net Capacity	**376.6**
Net Increase	**4%**

Notes: *Speed reduction estimate from DNB Markets (4 Oct 2019), ** Internal Estimates, Source: Capsize vessel rate data – Clarksons, as on 22 Jan 2020

Overall Impact Of Scrubbers

The three questions facing clients/charterers:

1. **WILL YOU EMPLOY SCRUBBER FITTED VESSELS?**

2. **WILL YOU EMPLOY HIGH FUEL CONSUMPTION VESSELS OVER 20 YEARS OF AGE?**

3. **WILL YOU EMPLOY ECO-VESSELS UNDER 20 YEARS OF AGE THAT ARE BURNING COMPLIANT FUEL?**

To Summarize

- 2017/2018/2019 taught us – demand/supply balance is really very close – leading everyone to near profitability.
- 2019/2020 demand growth should be about 1 to 2% higher than supply growth and lead to increasing profitability.
- Order book to existing fleet ratio compared with %age of ships over 20 years of age shows that supply will remain tight in the immediate future.
- 2020 would be a very interesting year with slow speed/scrapping, due to higher cost of LSFO, absorbing between 4 to 8% of existing supply.
- Effective cost of capital has risen with Basel 4 rules. This should act as a dampener for rapid increase in future supply of ships.
- Future environmental rules/targets like ‘minimum 50% reduction in CO2 levels by 2050 compared to 2008’ could increase the cost of ships in the future and keep the supply side disciplined.
- **Geo Political risks could act as speed bumps along the way increasing volatility.**
- **Use of tariffs by Trump and retaliation by other leaders/countries could result in demand growth not meeting it’s true potential.**

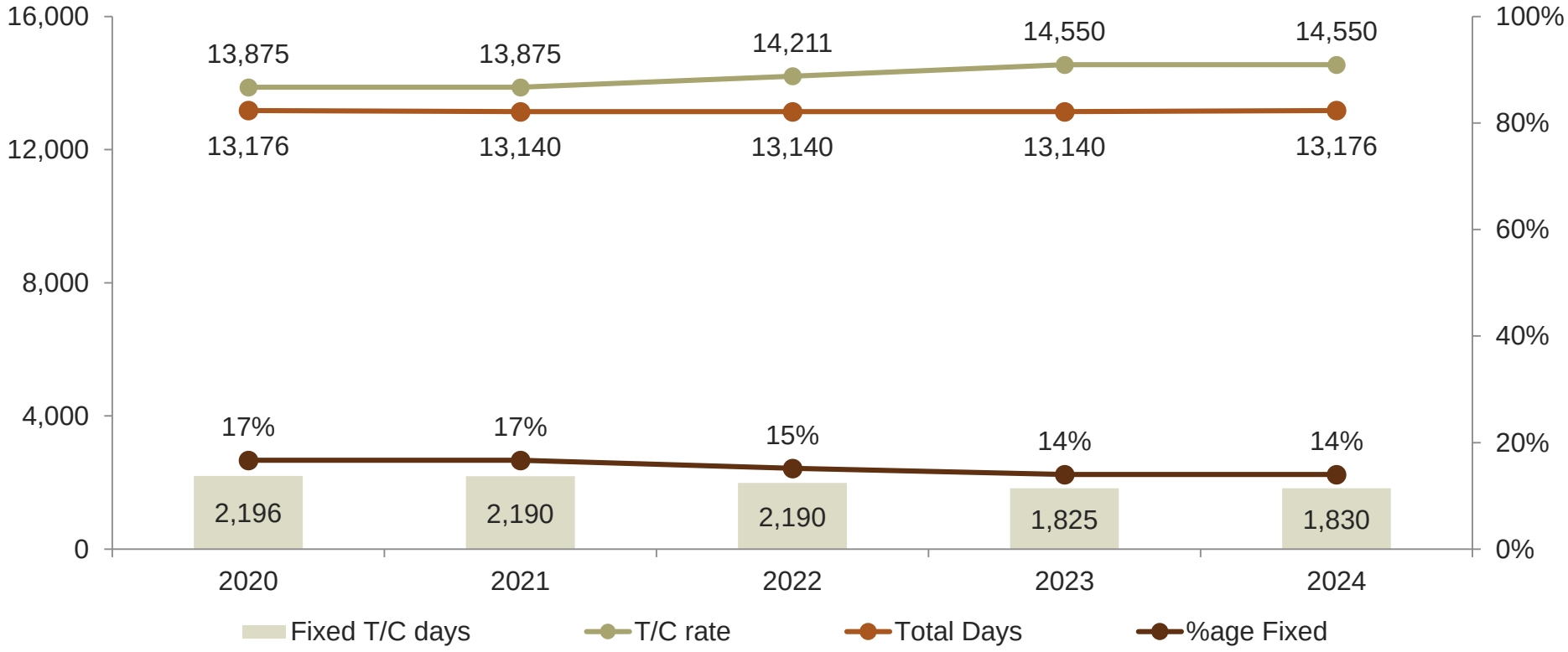
PSL's Strategy

PSL Fleet

As of	31st Dec 2015	31st Dec 2016	31st Dec 2017	31st Dec 2018	31st Dec 2019
Number of Vessels	45	36	36	36	36
Average Age (Simple Avg)	9.8 years	5.8 years	6.3 years	7.3 years	8.3 years
Insured Value (US$ million)	716.90	695.10	673.00	700.30	650.00
Book Value (US$ million)	701.03	715.55	717.19	689.37	664.89
Total DWT	1,628,398	1,541,244	1,585,805	1,585,805	1,585,805
Total LDT	367,844	343,372	350,989	350,989	350,989
Average DWT per Vessel	36,187	42,812	44,050	44,050	44,050

Current and Rolling 4 Year Forward Book (1st Jan 2020)

Contract value	USD 30.47 m	USD 30.39 m	USD 28.30 m	USD 26.55 m	USD 26.63 m



Only vessels fixed on T/C for a period of more than one year are considered for this analysis.

Market Segmentation 2019

Index	Q4 2019 Average Index	Market Av. TC Rate	PSL Av. TC Rate	Performance vs Benchmark
BHSI (Handysize)	565	USD 8,190	USD 9,132	11.50%
BSI (Supramax)	956	USD 10,764	USD 12,121	12.61%
Ultramax	-	USD 10,764*	USD 12,502	16.15%

Index	2019 Average Index	Market Av. TC Rate	PSL Av. TC Rate	Performance vs Benchmark
BHSI (Handysize)	491	USD 7,189	USD 9,002	25.22%
BSI (Supramax)	880	USD 9,948	USD 9,961	0.13%
Ultramax	-	USD 9,948*	USD 10,712	7.68%

** As there is no special index for the Ultras we have compared them with the BSI*

Financials

Financial Highlights - Income Statement

Particulars	2019	2018	Q4-2019*	Q3-2019	Q4-2018*
Total Revenues - US$ Million	135.30	153.58	38.28	34.28	41.19
Gross Profit - US$ Million	69.93	88.57	20.88	18.28	22.51
Net Profit (loss) - US$ Million	(7.25)	14.10	0.87	(0.96)	4.56
Net Profit (loss) excluding non-recurring items and exchange gain (loss) - US$ Million	(7.07)	14.26	0.94	(0.98)	4.64
EBITDA - US$ Million (Average per Ship)	44.49 (1.24)	68.20 (1.89)	13.30 (0.37)	12.08 (0.34)	17.77 (0.49)
Average TC Income per Ship per day (US$)	9,622	11,063	10,628	9,617	11,274
Average Ship Running Cost per Ship per day (US$)	4,778	4,621	4,788	4,576	4,785
Operating days (Average Number of Ships)	13,140(36.00)	13,140 (36.00)	3,312 (36.00)	3,312 (36.00)	3,312 (36.00)
Earnings (loss) per share excluding non-recurring items and exchange gain (loss) (Baht)	(0.14)	0.30	0.02	(0.02)	0.10
Earnings (loss) per share (Baht)	(0.15)	0.29	0.02	(0.02)	0.10
Gross Profit Margin (%)	52.17	58.15	54.85	53.78	55.07
Net Profit Margin (%)	(5.36)	9.18	2.26	(2.80)	11.08

** Derived figures*

Financial Highlights - Financial Position

Particulars	31-Dec-2019	31-Dec-2018
Liquidity (Cash & Cash Equivalents + Undrawn Commitments) - US$ Million	67.17	74.79
Cash & Cash Equivalents - US$ Million	39.17	56.79
Total Current Assets - US$ Million	55.73	71.41
Advances to Sainty - US$ Million *	64.12	64.12
Ships Net - US$ Million	664.89	689.37
Fixed Assets Net - US$ Million	666.50	690.58
Total Assets - US$ Million	831.09	857.85
Total Current Liabilities - US$ Million **	20.81	13.29
Total Long-Term Loans - US$ Million	237.09	278.20
Debentures - US$ Million ^	182.82	169.82
Total Liabilities - US$ Million	447.76	466.62
Total Shareholders' Equity - US$ Million	383.33	391.23
Book Value per share (US$)	0.25	0.25
Book Value per share (Baht)	7.41	8.14
Return on Equity ^^ (%)	-1.82%	3.71%
Return on Total Assets ^^ (%)	-0.84%	1.64%
Total Liabilities / Equity Ratio	1.17	1.19
Number of Ships	36	36

** For 9 Shipbuilding Contracts which are under the arbitration process*

^ Net Debentures after the currency swap is US$ 154.62 million

*** Excluding current portion of long-term loans and debentures*

^^ Excluding non-recurring items and exchange gain (loss)

Operating Expenses

- These are the fixed costs required to run a ship and are evenly spread over 365 days.
- PSL's Opex per day per ship for 2018 and 2019 was USD 4,621 and 4,778 respectively. Broken into:

Particulars	2018		2019	
	USD	%	USD	%
Crew costs	2,328	50.38%	2,326	48.68%
Manning Expenses	174	3.77%	177	3.71%
Victualing	158	3.42%	156	3.27%
Lube oils	164	3.55%	187	3.91%
Insurance	295	6.38%	329	6.89%
Repairs/Maintenance	121	2.62%	127	2.66%
Stores/Spares	454	9.82%	402	8.41%
Dry-dock/Special Surveys	479	10.37%	597	12.49%
Management Expenses	384	8.31%	371	7.76%
Misc. expenses	64	1.38%	106	2.22%
Total	**4,621**	**100.00%**	**4,778**	**100.00%**

OPEX Target For 2020: USD 4,750 per day per ship

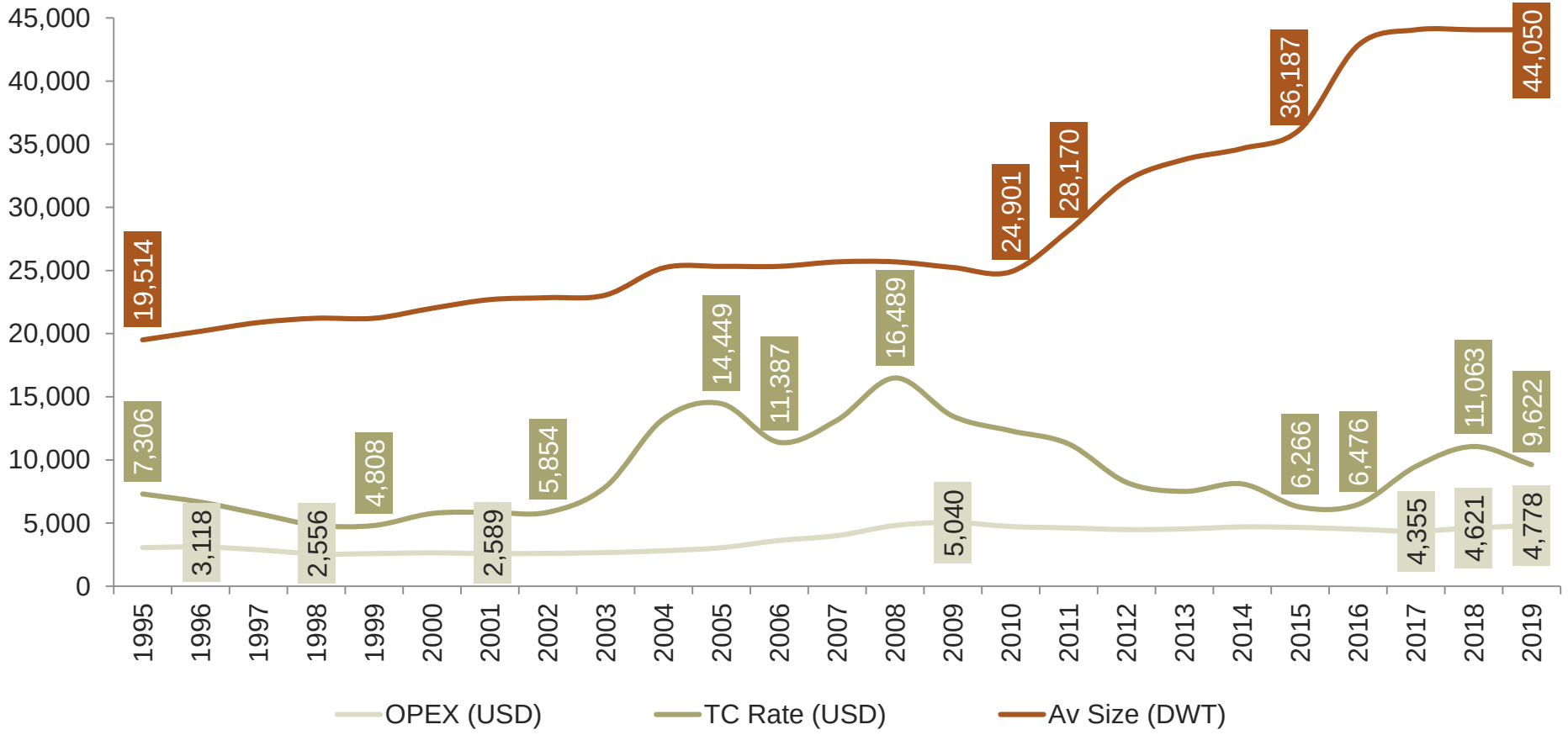
Operating Expenses Comparison

- OPEX Comparison with Industry compiled by BDO LLP (formally known as Moore Stephens & Co.)
- OPEX excluding dry dock and special survey cost

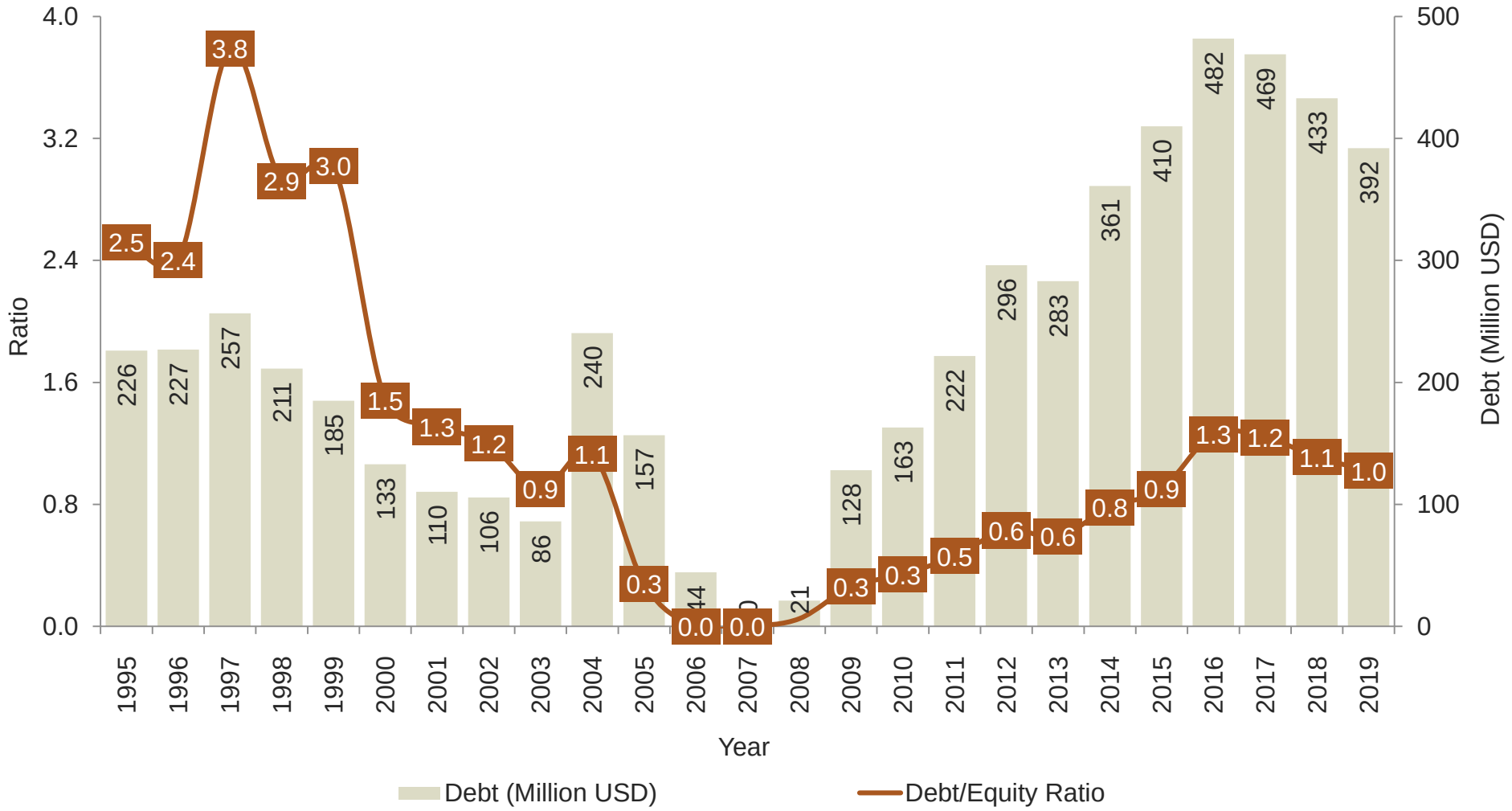
For Years	2014		2015		2016		2017		2018		2019
Particulars US$ (Per Day)	**Industry**	**PSL**	**Industry**	**PSL**	**Industry**	**PSL**	**Industry**	**PSL**	**Industry**	**PSL**	**PSL**
Crew Cost	2,581	2,648	2,641	2,769	2,621	2,728	2,639	2,646	2,637	2,660	2,659
Stores	587	459	548	400	521	370	506	375	483	379	376
Repairs & Maintenance	748	388	702	259	683	328	659	326	661	360	340
Insurance	458	359	432	378	411	302	391	298	357	295	329
Administration	817	371	785	342	759	358	734	391	703	448	477
Total Operating Costs	**5,191**	**4,225**	**5,108**	**4,148**	**4,995**	**4,086**	**4,929**	**4,036**	**4,841**	**4,142**	**4,181**

Average OPEX / TC Rates (1995 – 2019)

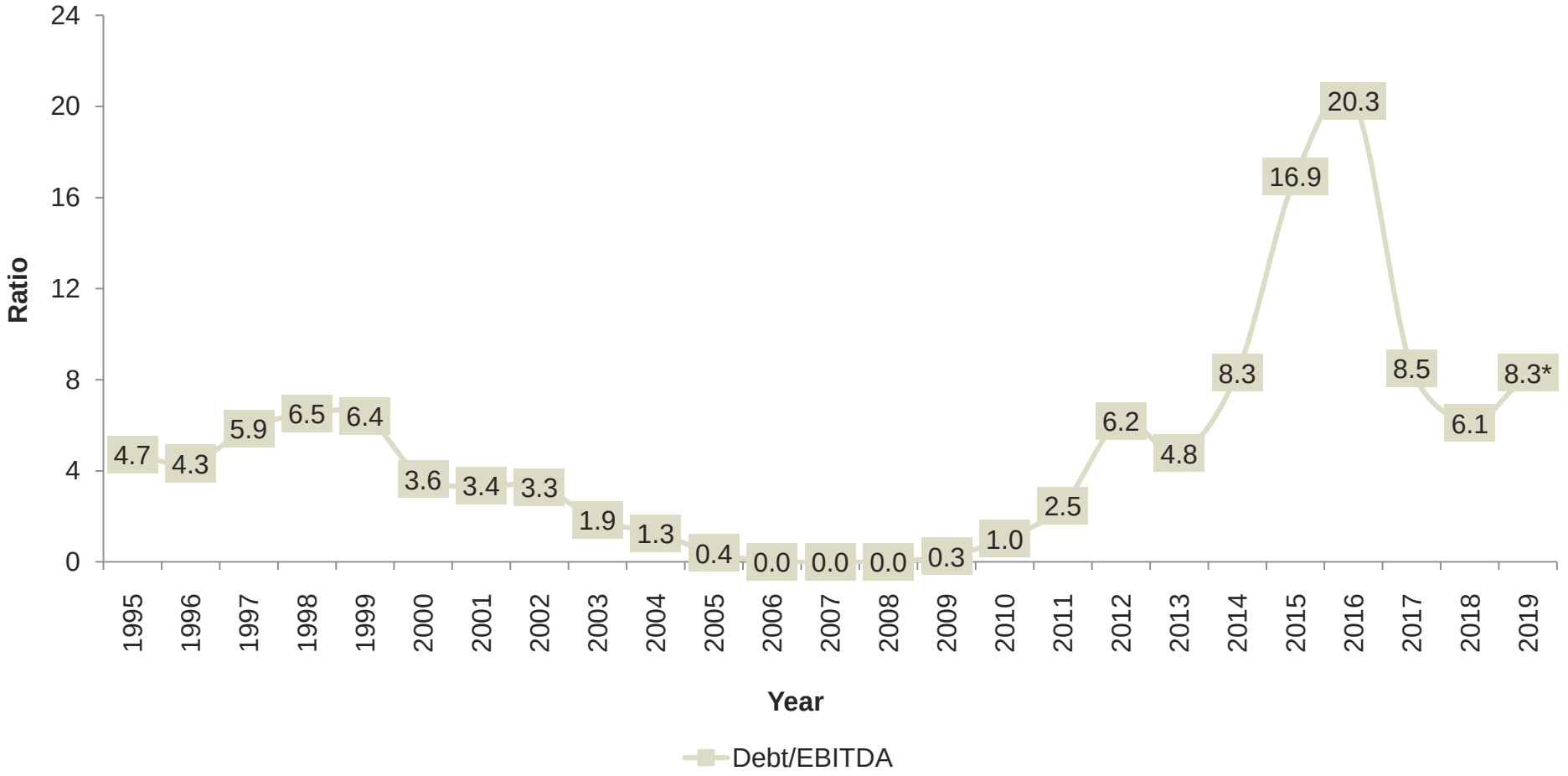
Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Avg Age	16.0	16.2	14.2	14.6	15.6	15.6	15.7	15.8	16.6	17.4	19.0	20.0	19.6	20.6	17.1	15.4	14.2	11.4	11.4	10.5	9.8	5.8	6.3	7.3	8.3



Debt & Debt / Equity Ratio (2019)

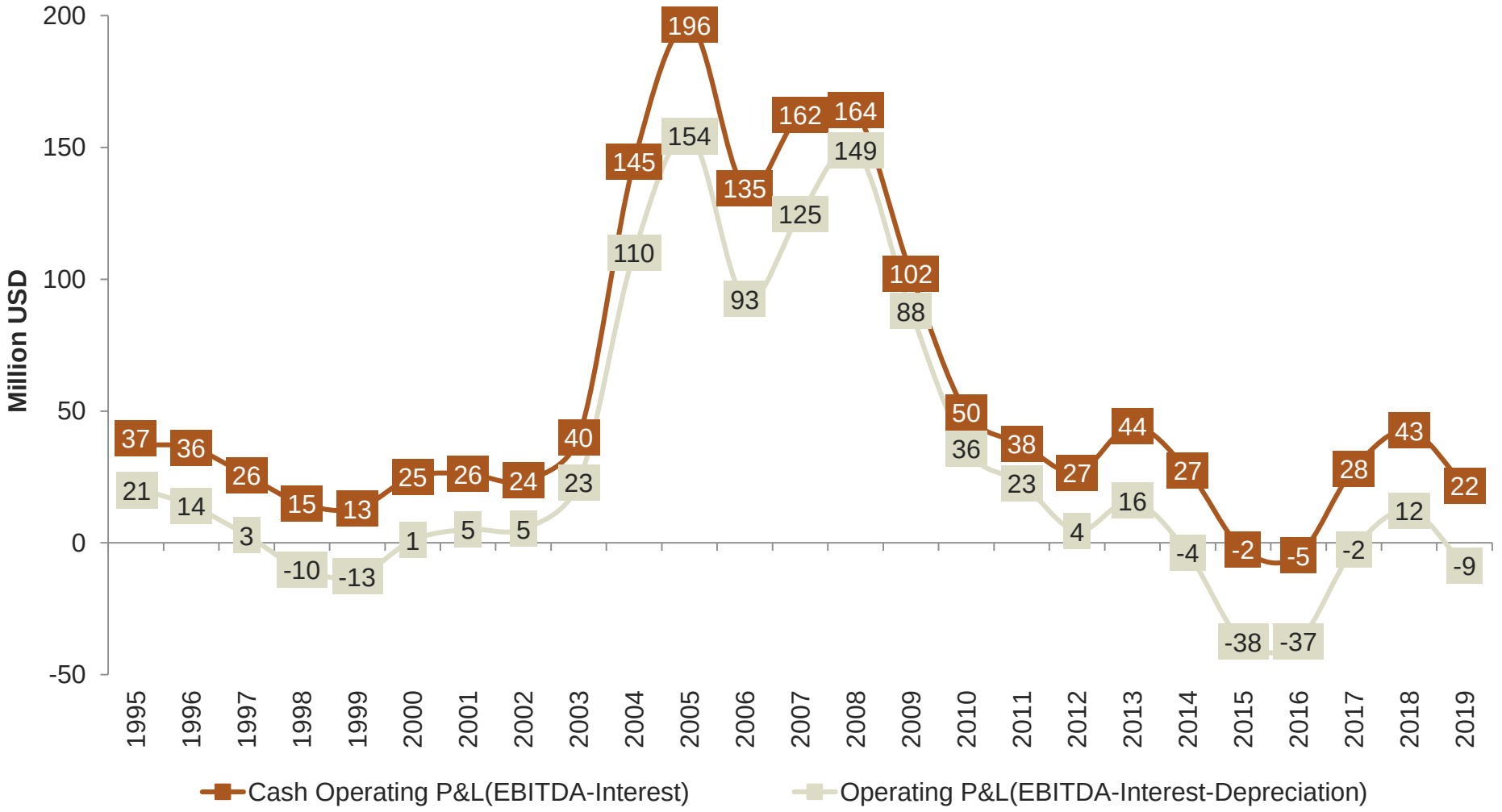


Debt / EBITDA (upto 2019)

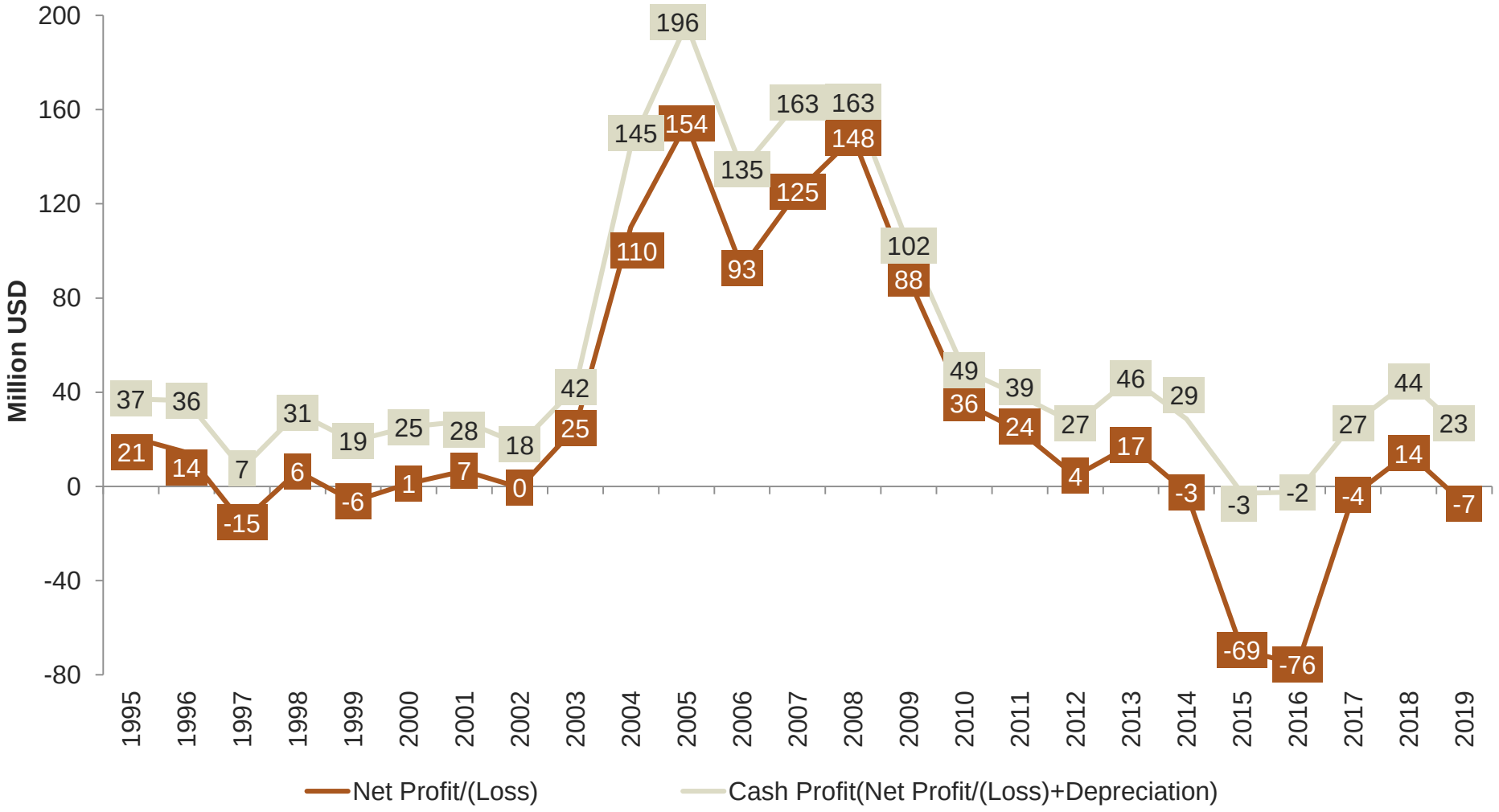


** Calculated per Debt Facility Agreements*

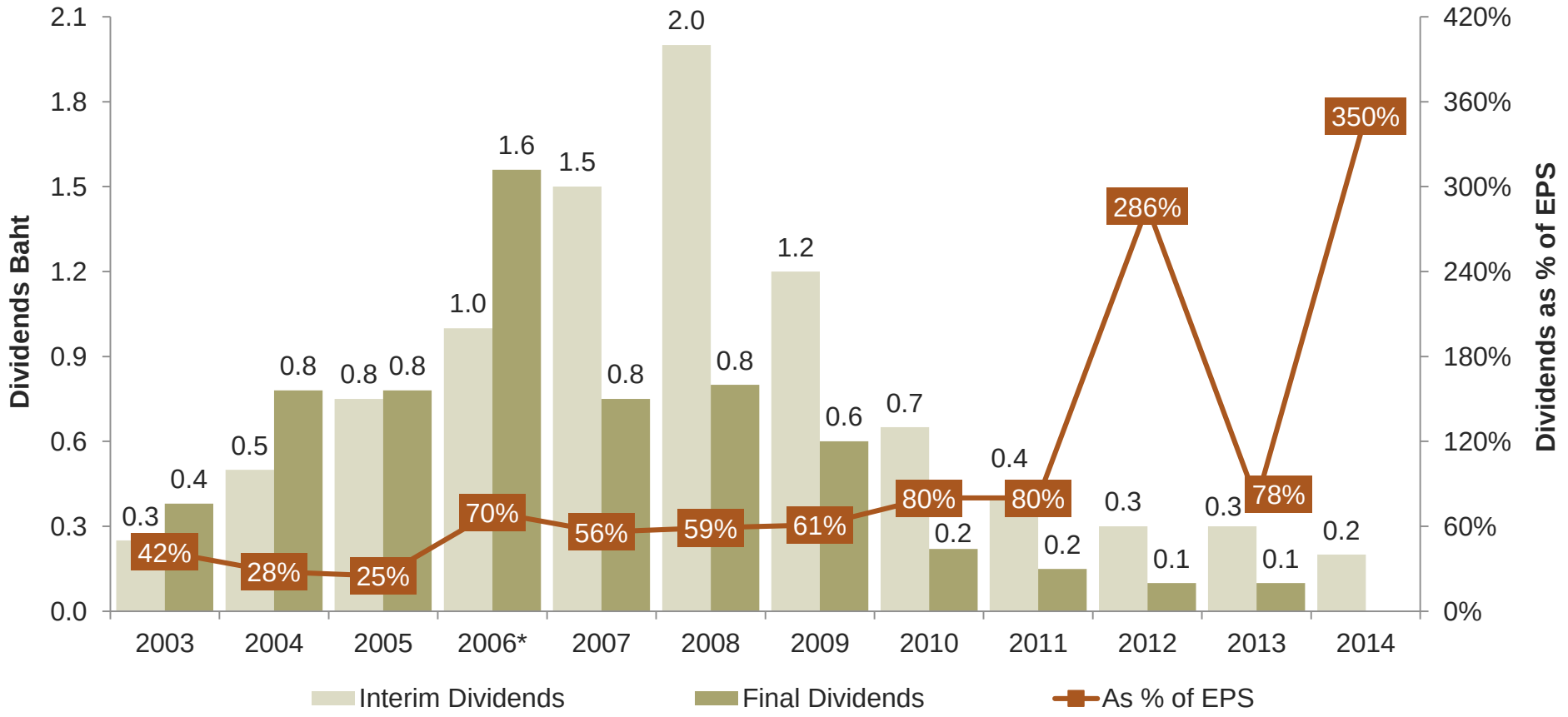
Cash Operating Profit / Operating Profit (2019)



Net Profit / Cash Profit



Dividends



Dividend Policy

Not less than 25% of net profit

** 2006 Final Dividend includes 1:1 bonus share at par*
All dividends shown adjusted for 1:1 bonus shares at par
No Final Dividends for 2014 and No Dividends for 2015 - 2019

Financial Profile

	2019	2018	2017	2016	2015	2014
Cash & Cash Equivalents	$39.2m	$56.8m	$56.7m	$74.7m	$12.6m	$16.2m
Total Assets	$831.1m	$857.9m	$882.3m	$901.9m	$899.4m	$846.7m
Gross Debt	$391.7m	$432.8m	$469.4m	$482.1m	$410.4m	$361.4m
Net Debt	$352.5m	$376.0m	$412.6m	$407.4m	$397.8m	$345.2m
Equity	$383.3m	$391.2m	$377.5m	$381.2m	$456.8m	$463.7m
Gross Debt/Equity	1.02	1.11	1.24	1.26	0.90	0.78
Net Debt/Equity	0.92	0.96	1.09	1.07	0.87	0.74
No. of Vessels	36	36	36	36	45	44
EBITDA	$44.5m	$68.2m	$53.2m	$17.9m	$14.0m	$42.9m
Debt/EBITDA	8.3*	6.1*	8.5*	20.3*	16.9*	8.3
Daily Earnings	$9,622	$11,063	$9,486	$6,476	$6,266	$8,096
Daily Opex	$4,778	$4,621	$4,355	$4,503	$4,652	$4,695
Net Profit (Loss)	($7.2)m	$14.1m	($3.8)m	($75.6)m	($69.4)m	($2.5)m
Total Revenues	$135.3m	$153.6m	$130.2m	$107.5m	$123.6m	$143.3m

** Calculated per Debt Facility Agreements*

Awards and Achievements

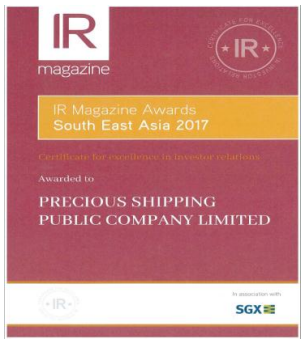
Industry Awards and Honors

- PSL was adjudged as a Finalist for Ship Owner/Operator Award in the 11th Seatrade Maritime Awards Asia 2018.
- GCSA (PSL's wholly owned subsidiary) was adjudged as a Finalist for Ship Manager Award in the 11th Seatrade Maritime Awards Asia 2018.
- PSL was a Finalist of ClassNK Dry Bulk Operator of the Year Award in the Lloyd's List Asia Pacific Awards 2018.
- GCSA (PSL's wholly owned subsidiary) was a Finalist of Ship Manager of the Year Award in the Lloyd's List Asia Pacific Awards 2018.
- PSL was a Finalist of Bulk Ship Operator of the Year Award in the International Bulk Journal's IBJ Awards 2018.
- Apinya Naree, our cement carrier was a Finalist of Bulk Ship of the Year Award in the International Bulk Journal's IBJ Awards 2018.
- PSL was adjudged as the Third Best in "Industrials Sector" category for Investor Relations Awards at the IR Magazine Awards South East Asia 2017.
- PSL won the Public Debt Deal of the Year for 2016 from Marine Money.

Industry Awards and Honors

- The PSL Board was among 10 finalists for the Board of the Year award instituted by the Thai Institute of Directors & the Stock Exchange of Thailand, in the category for companies with a market capitalization below Baht 30,000 million.
- PSL was one of the recipients of the Thailand Sustainability Investment Awards at the SET Sustainability Awards 2015 on 16 October 2015.

Industry Awards and Honors



Corporate Governance

- Certified as a member of the Private Sector Collective Action Against Corruption (CAC) since August 2019.
- Classified as one of the listed companies with “Excellent” Corporate Governance conducted by IOD & National CG Committee for ten consecutive years from 2010 to 2019.
- Also, for the years 2012 - 2018, PSL has consistently been ranked among the “Top Quartile” of listed companies in terms of Corporate Governance in PSL’s respective market cap categories over this period (No announcement for top quartile of listed companies in 2019).
- PSL received a full score on the evaluation of the quality of annual general meetings of shareholders for 6 years: 2012, 2013, 2014, 2015, 2018 and 2019 by the Thai Investors Association.
- Classified as one of the top 50 publicly listed Companies in Thailand from ASEAN Corporate Governance Scorecard guidelines for 2013/2014 and 2015.
- Conferred the “Thailand Sustainability Investment” Award in 2015 at the SET Sustainability Awards 2015.
- Precious Shipping PCL awarded with trophy at IRMA South East Asia 2015 award ceremony for "Best in Sector: Industrials" category in Investor Relations.

Marine Money International Rankings 2013-2018

Particulars	1st Rank 2018	PSL Rank 2018	1st Rank 2017	PSL Rank 2017	1st Rank 2016	PSL Rank 2016	1st Rank 2015	PSL Rank 2015	1st Rank 2014	PSL Rank 2014	1st Rank 2013	PSL Rank 2013
	SITC	16	SITC	32	Golar LNG Partners	62	Matson	74	Golar LNG Partners	55	Safe Bulkers	52
Total Return to Shareholders (TRS)	14	37	8	28	4	10	18	55	26	66	5	36
Total Assets Turnover Rate	8	63	8	74	42	79	1	68	39	49	49	58
Profit Margin	67	22	63	27	5	50	62	59	5	33	10	36
Return on Equity (ROE)	3	36	3	57	2	79	6	79	1	58	8	37
Return on Assets (ROA)	1	23	2	40	2	76	6	80	2	55	4	57
Price / Book Value	1	16	2	14	4	25	1	61	3	46	16	58

PSL Rank in 2018:

- ***16th of 97 Rank in Overall Performance***
- ***22nd of 97 Rank in Profit Margin***

Source: Marine Money

Ranking 2016-2018 – Dry Bulk Sector

Particulars	1st Rank result in Dry Bulk Sector 2018	Pangaea ranking in Dry Bulk Sector 2018	PSL Rank in Dry Bulk Sector 2018	PSL result 2018	1stRank in Dry Bulk Sector 2017	PSL Rank in Dry Bulk Sector 2017	1st Rank in Dry Bulk Sector 2016	PSL Rank in Dry Bulk Sector 2016
	Pangaea Logistics Solutions		2		Pangaea Logistics Solutions	3	Pangaea Logistics Solutions	6
Total Return to Shareholders (TRS)	-17.66%	9	8	-17.62%	12	10	5	3
Total Assets Turnover Rate	0.85	1	17	0.17	1	13	1	11
Profit Margin	14.61%	18	4	49.33%	17	4	10	6
Return on Equity (ROE)	10.81%	1	9	3.65%	1	8	1	13
Return on Assets (ROA)	8.42%	1	7	4.40%	1	3	1	11
Price / Book Value	0.57	9	2	1.06	7	2	4	2

- ***PSL was ranked 2nd of 19 Listed Dry Bulk Companies in Marine Money International Rankings for 2018***
- ***19 Dry Bulk Companies in Marine Money International Rankings for 2018 and 2016***
- ***18 Dry Bulk Companies in Marine Money International Rankings for 2017***

Source: Marine Money

Top 10 Ranked Companies during 2005 - 2012

According to Marine Money June/July 2013, PSL was ranked in Top 10 Companies based on performance since year 2005.

CHAMPAGNE TOAST!

Quote from Marine Money

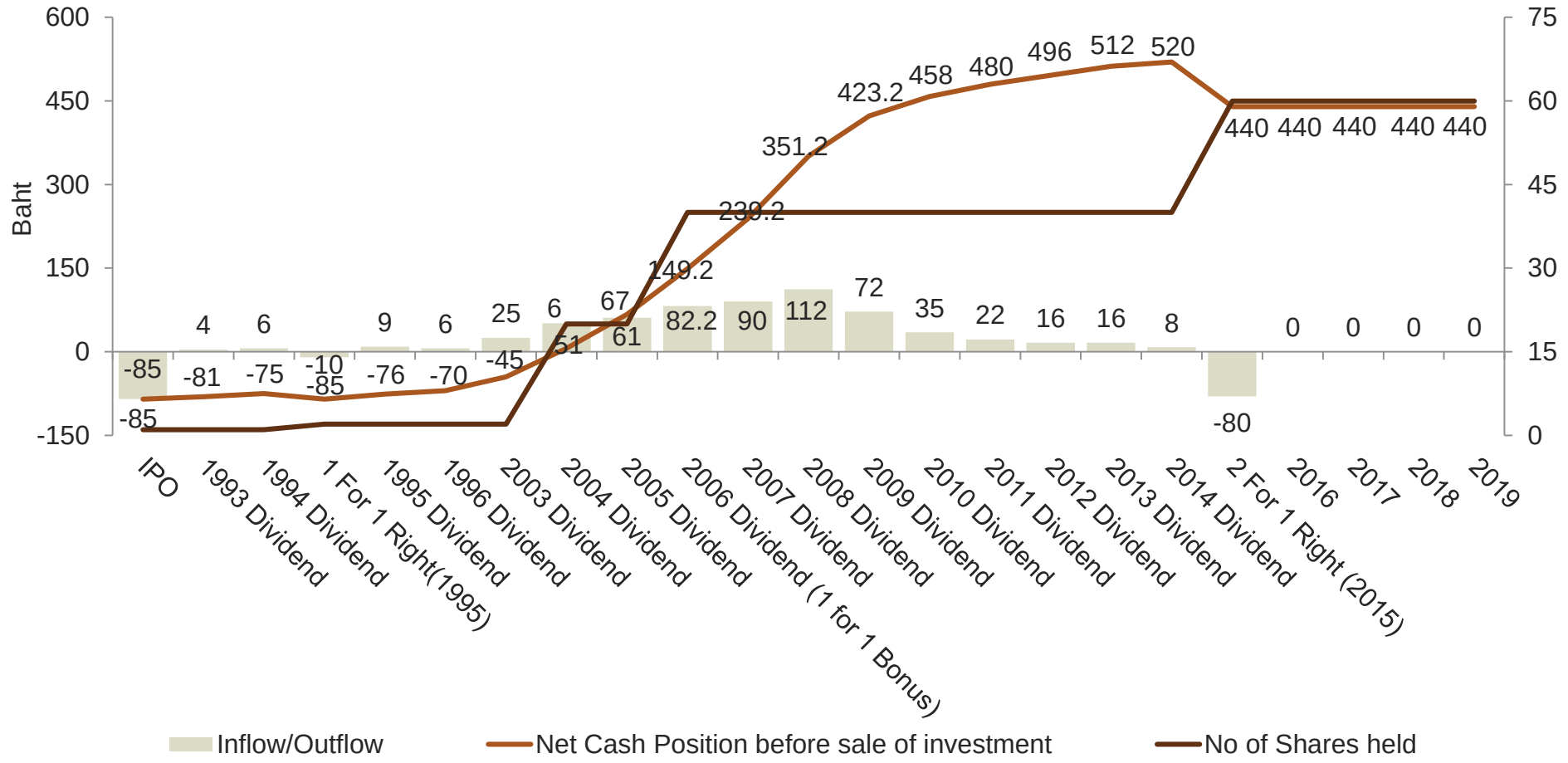
“ Let’s celebrate for a minute the top performers from Marine Money’s Top Ranked companies over the past eight years. It is, in fact, an eclectic group, proving that management, strategic focus, financial structure and a little bit of sectoral good fortune is critical.

The following ranked the highest based on their annual placement: Norden, Frontline Ltd, SFI, CMB, Precious Shipping, U-Ming, Grindrod, Safe Bulkers, Kirby Corp, and Navios Maritime.

The rankings weigh Total Return to Shareholders, Turnover, Profit, RoE, RoA and Price/Book for a final Ranking and so, are a broad based spectrum of results. That some seemingly pure commodity companies are at the top over time is a testament to management’s skills through a cycle and worthy of note.”

Shareholder's returns

Total Return to Shareholders: 1993 to 2019



1 IPO share value after 26 years @ 7.60 Baht / share (as of 30th December 2019) adjusted for rights, splits and bonus = 456 Baht Total net cash position = 896 Baht
Returns = 10.54 times

Value of Investment to Shareholders

Investment (Beginning of Year)	1993(IPO)	1995	2000	2005	2010	2015
Cost of Investment (THB)	1,000	1,000	1,000	1,000	1,000	1,000
Share price (THB)	85.00	302.00	10.00	39.75	18.60	13.60
Shares Obtained (Nos.)	11.76	3.31	100.00	25.16	53.76	73.53
Dividends Received (THB)	7,235.29	2,003.31	29,500.00	646.54	130.11	-
Paid for Rights (THB)	-1,058.83	-298.01	-4,000.00	-100.62	-107.52	-147.06
No. of Shares as at 31.12.2019	705.89	198.68	3,000.00	75.47	80.64	110.29
Value as at 31.12.2019 (THB)	11,541	3,215	48,300	1,119	635	691

Thank You !

Precious Shipping Public Company Limited

***Website*:** www.preciousshipping.com | **E-mail:** psl@preciousshipping.com, ir@preciousshipping.com