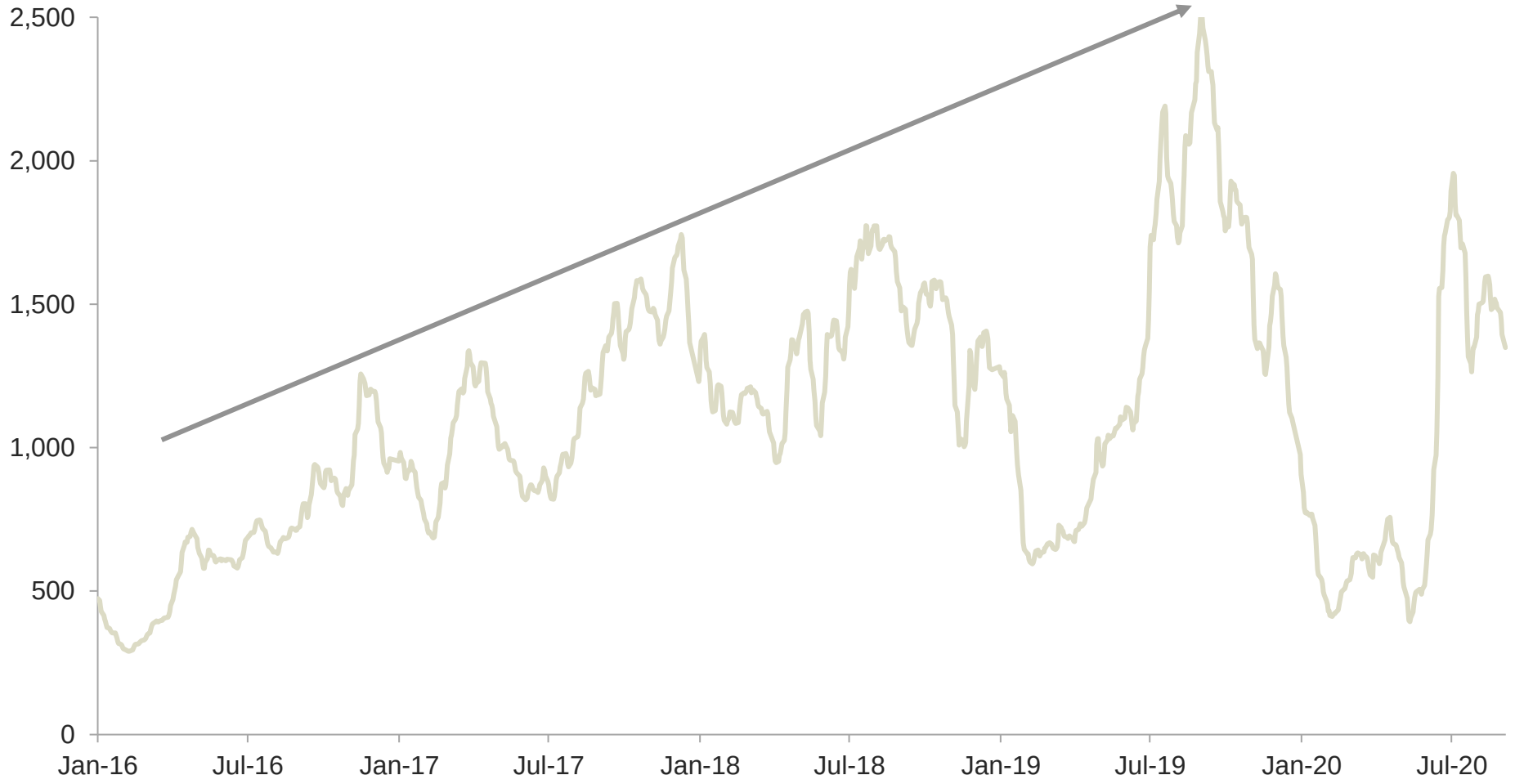
Precious Shipping Public Company Limited

SET Opportunity Day

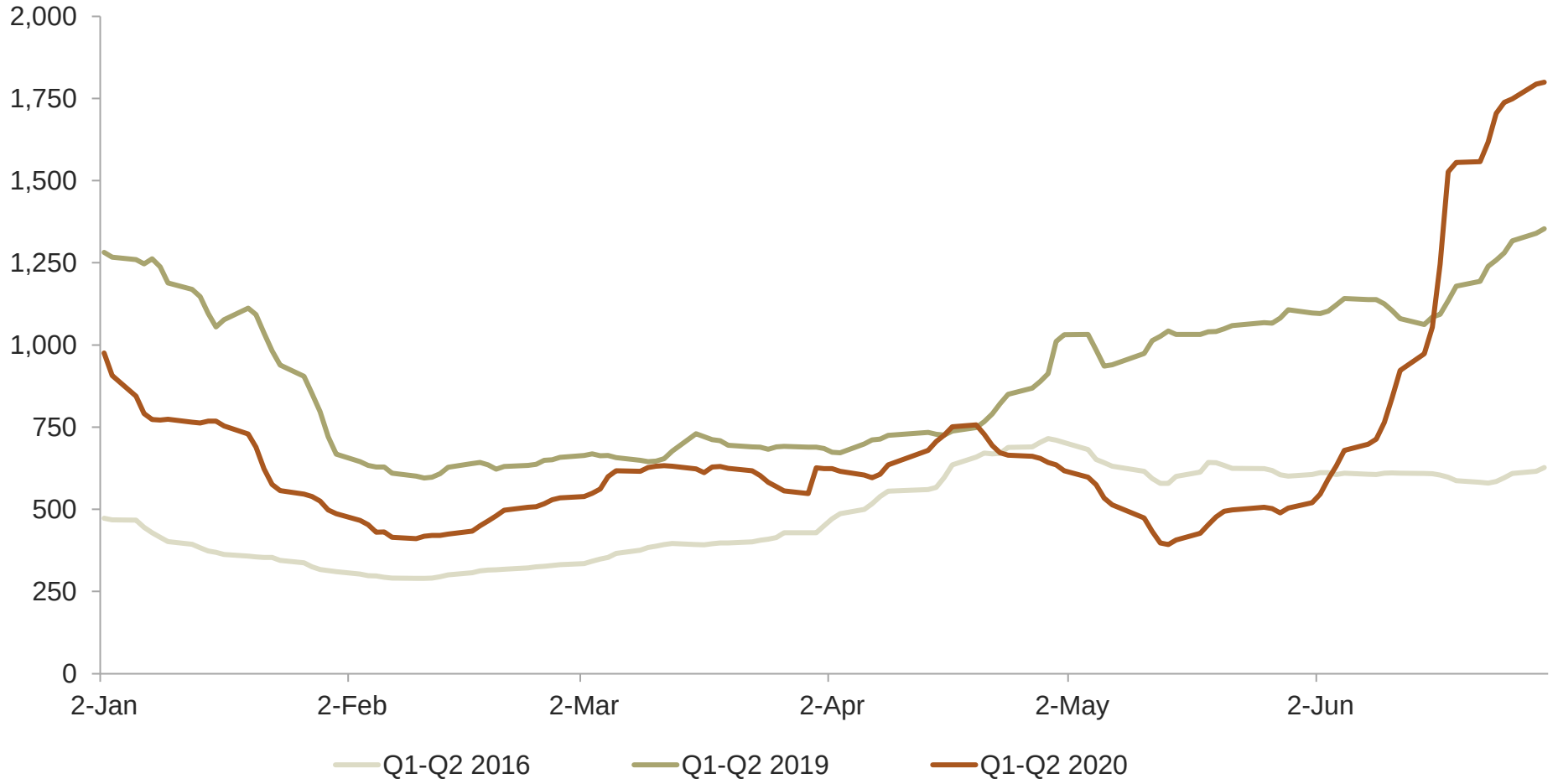
Date
10th September 2020

Evolution Of The Baltic Dry Index Since 2016



Source: Clarksons, 7 Sep 2020

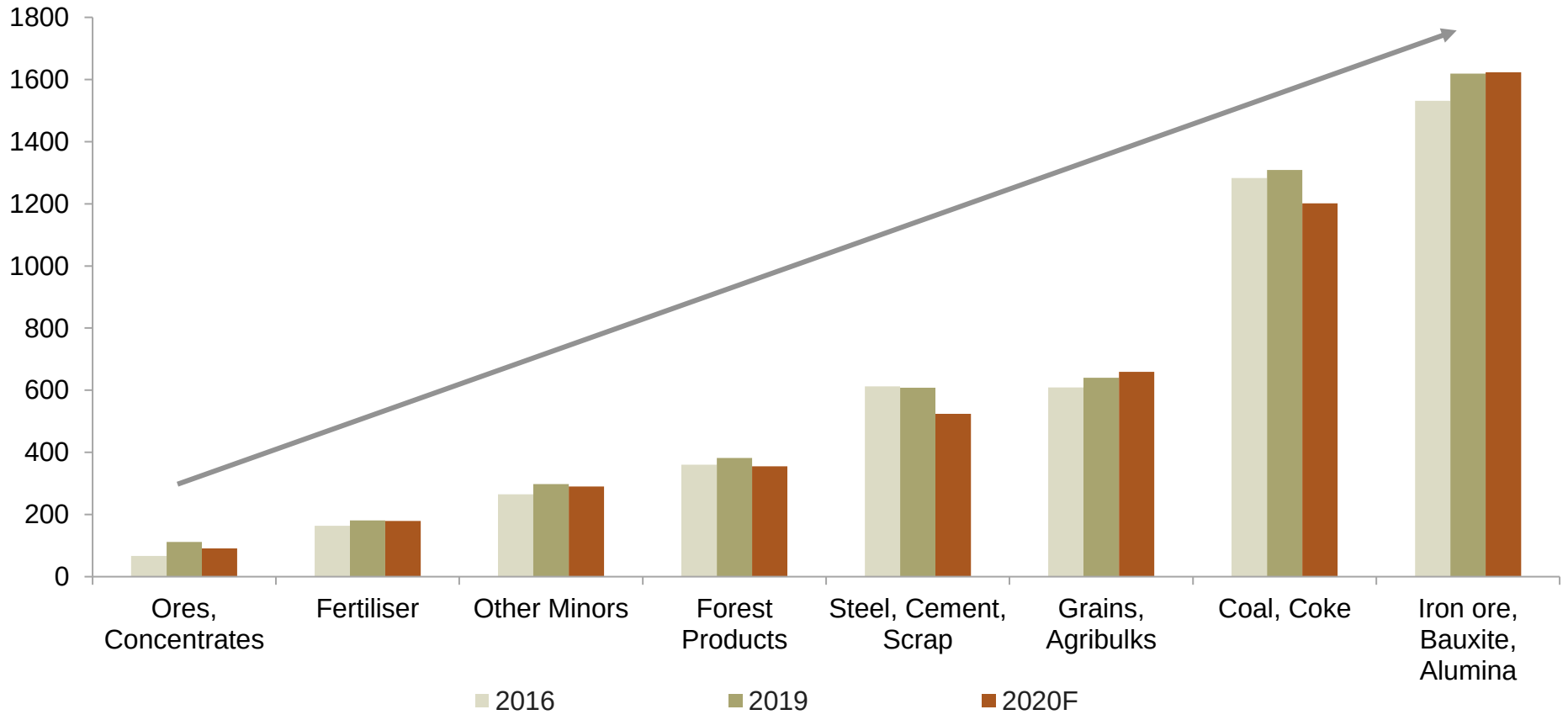
Q-O-Q Analysis Of The Baltic Dry Index



Source: Clarksons, 30 June 2020

Global Seaborne Drybulk Trade Volumes (MT): 2016, 2019, 2020F

Seaborne Drybulk trade volumes have been increasing despite COVID and the trade war

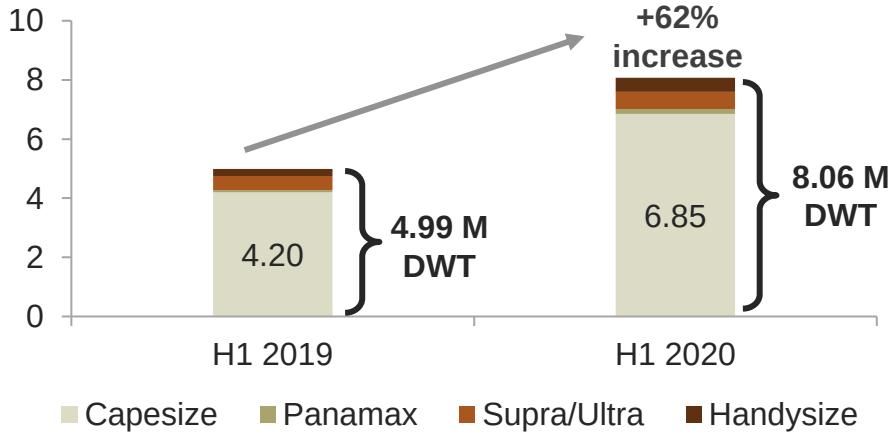


Source: Clarksons, 23 July 2020

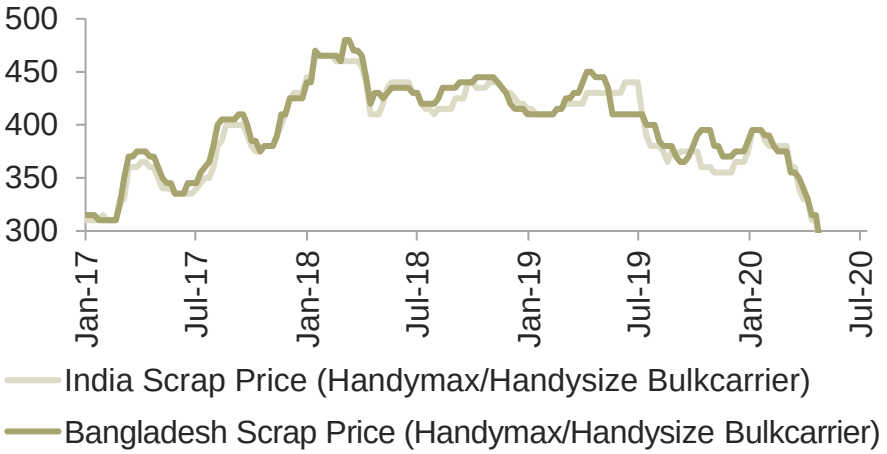
Drybulk Supply Side Improvements

- In response to the COVID-19 outbreak, drybulk **scrapping has picked up significantly** on a Y-O-Y basis.
- Most of the scrapping in 2020 has occurred **in the Capesize sector**.
- In response to robust scrapping in Q1 and Q2 2020, scrap prices in the Indian subcontinent went down in Mar/Apr/May but have since started to move upwards.
- **Despite lockdowns, scrapping in the Subcontinent was robust in the first half of 2020.**
- **Healthier recycling is expected for the remainder of 2020.**
- **PSL estimates that the drybulk fleet will grow by 4.43% in 2020.**
- **Clarksons projects net fleet growth of 2-3% for FY 2020.**

Y-o-Y Scrapping: H1 2019 and H1 2020 - MDWT



Scrap Prices – USD/Ton



Source: Clarksons, 22 July 2020

Is China's Import Growth Sustainable?

Latest available Data points on China for H1 2020 as compared to H1 2019

- China's Iron Ore imports for H1 2020 was 547.1 MMT, an **increase of 9.6%** over the 499.1 MMT for the same period in 2019. (ironore/chinas-iron-ore-imports-hit-33-month-high-in-june-idUSB9N2EK00G)
- China's Coal imports for H1 2020 was 174.1 MMT, an **increase of 13.3%** over the 153.6 MMT for the same period in 2019. (shippingnews.com/chinas-june-coal-imports-fall-6-7-y-y-on-port-curbs/)
- China's Steel production for H1 2020 was 503.3 MMT, an **increase of 2.4%** over the 491.6 MMT for the same period in 2019. (http://www.stats.gov.cn/english/PressRelease/202007/t20200716_1776318.html)
- Monthly average Steel inventory in the period Jan-Jun 2020 was 18.8 MMT, an increase of 39% over the monthly average of 13.5 MMT in 2019. (http://www.96369.net/indices/117)
- Steel imports in the period of Jan-Jun 2020 were 7.3 MMT, an **increase of 26.1%** over the 5.4 MMT for the same period in 2019
- Steel exports for H1 2020 down 14.1% to 28.7 MMT as compared to the 33.4 MMT exported in H1 2019. (0503/Chinas-June-steel-exports-at-8-y-low--imports-10-y-high.html)
- Steel consumption in H1 2020 **up by 3.9%** to 482 MMT compared to H1 2019, likely due to development of One Belt, One Road project.

Is China's Drybulk Role Significant?

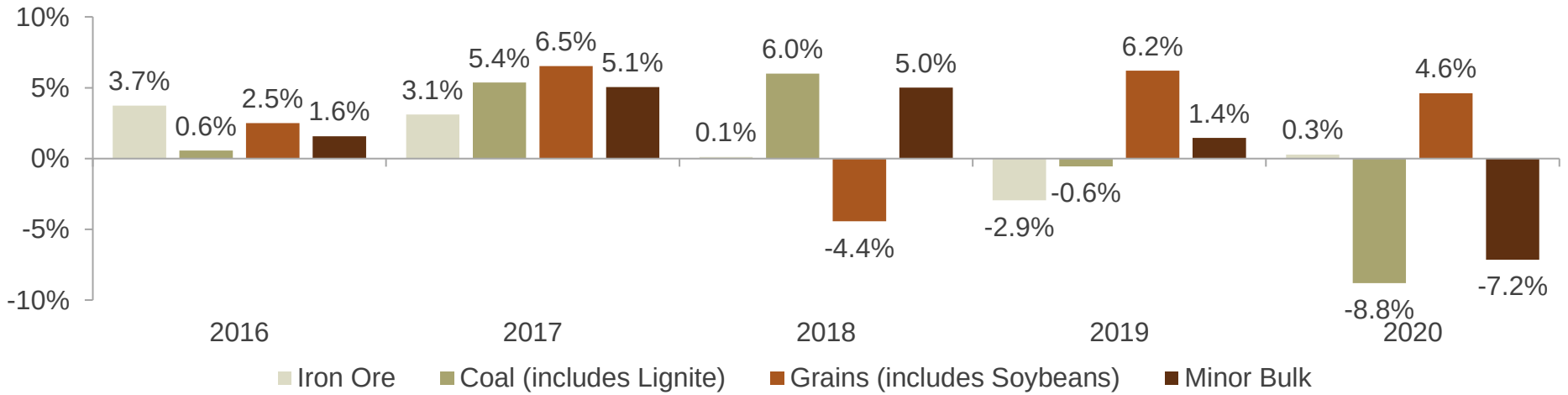
China Commodity Trade Flows					
Key Imports					
All Units In Million Tonnes	**July 2020 MT**	**M-o-M %**	**Y-o-Y %**	**Jan-July 2020 MT**	**Y-o-Y %**
Iron ore	112.65	10.80	23.8	659.80	11.6
Steel products	2.60	38.8	209.5	9.90	49.2
Coking coal	7.40	17.8	-4.9	45.50	3.5
Thermal coal	26.10	3.2	3.8	185.10	29.1
Bauxite	11.00	5.4	21.6	69.30	10.6
Nickel ore	4.90	41.9	-9.6	17.30	-33.8
Soybeans	10.10	-9.6	16.8	55.10	17.5
Grains (corn, wheat, barley, sorghum)	2.47	-4.8	124.4	11.10	23.8
Sugar	0.31	-24.2	-27.8	1.56	3.5
Key Exports					
Steel products	4.17	12.8	-25.0	32.90	-17.7

Source: Bancosta, August 2020

Historical Growth In Seaborne Drybulk Trade – Billion Tonne-Miles

Seaborne Drybulk Trade					
All Units In Billion Tonne-Miles	**2016**	**2017**	**2018**	**2019**	**2020 F**
Iron Ore	7,933	8,180	8,188	7,947	7,969
Coal (includes Lignite)	4,982	5,250	5,564	5,533	5,046
Grains (includes Soybeans)	3,209	3,418	3,267	3,469	3,629
Minor Bulk	11,057	11,625	12,197	12,374	11,488
Total	**27,181.0**	**28,463.9**	**29,216.3**	**29,323.3**	**28,132.2**
Total % Change In Trade	**2.1%**	**4.7%**	**2.6%**	**0.4%**	**-4.1%**

% age increase over the previous year

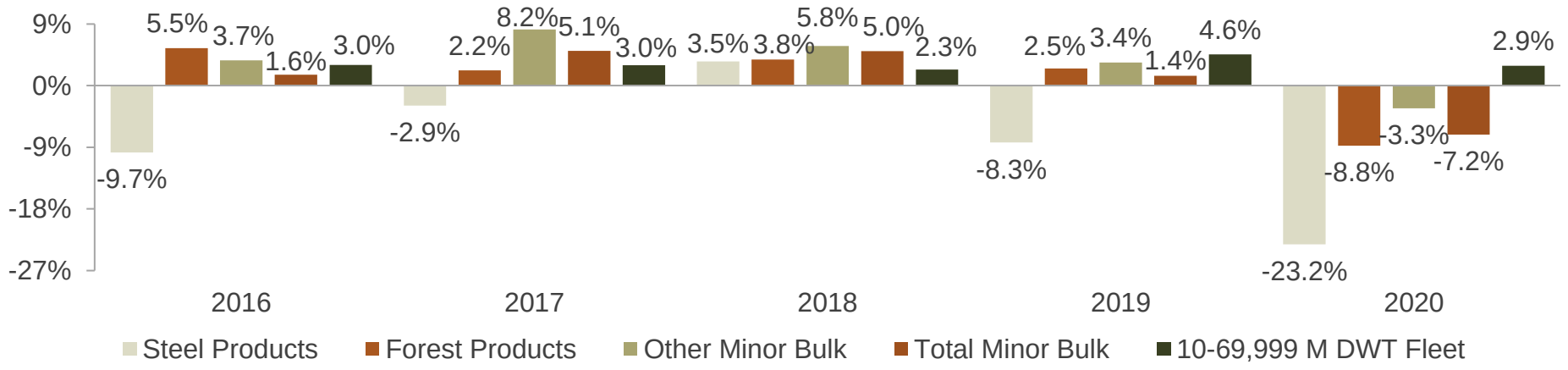


Source: Clarksons, as on 1 July 2020

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

Seaborne Minor Bulk Trade					
All Units In Billion Tonne-Miles	**2016**	**2017**	**2018**	**2019**	**2020 F**
Steel Products	1,812	1,759	1,821	1,670	1,283
Forest Products	2,439	2,492	2,587	2,652	2,419
Other Minor Bulk	6,807	7,364	7,790	8,052	7,786
Total Minor Bulk	11,057	11,615	12,197	12,374	11,488
% Change In Minor Bulk	**1.58%**	**5.05%**	**5.01%**	**1.45%**	**-7.16%**
Ships 10-69,999 (MDWT)	**284.5**	**292.9**	**299.7**	**313.4**	**323.0**
% Change In 10-69,999 (MDWT)	**3.1%**	**3.0%**	**2.3%**	**4.6%**	**3.1%**

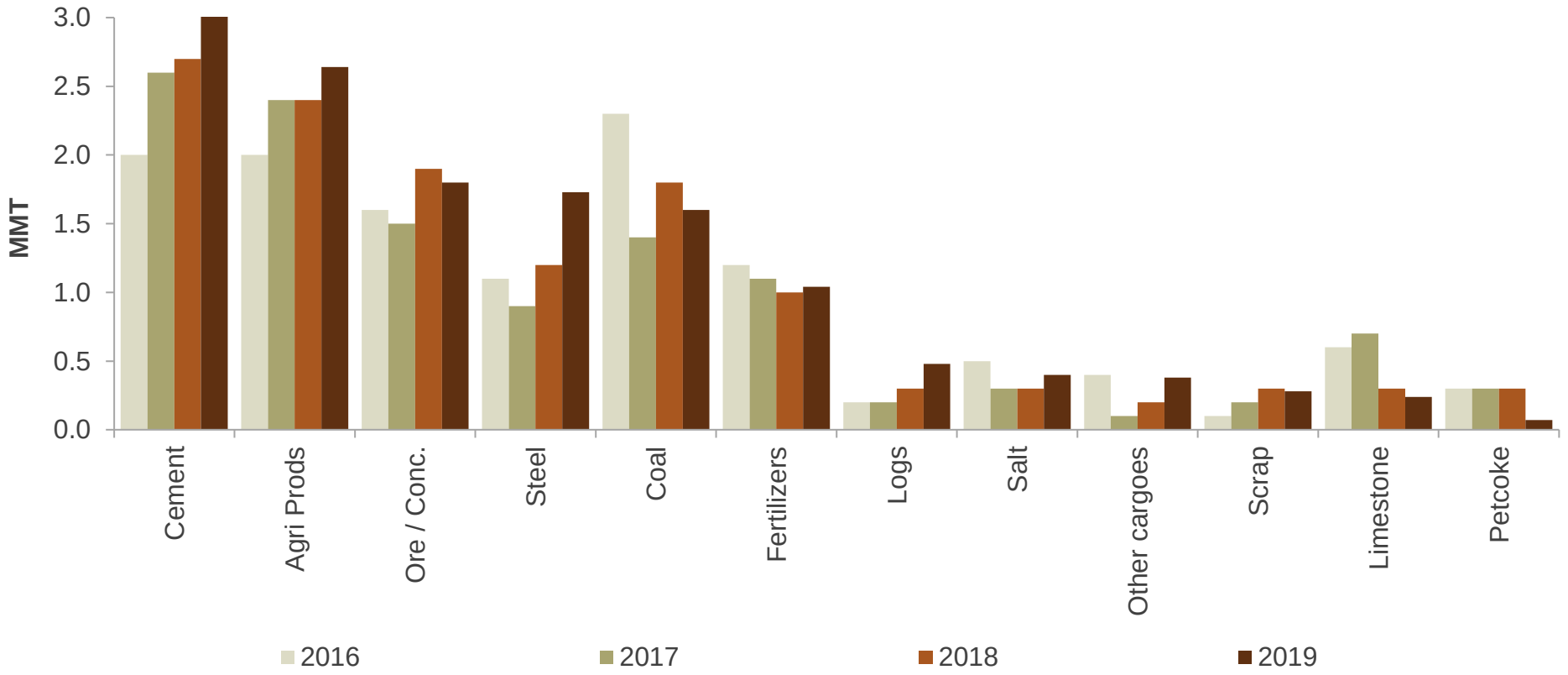
% age increase over the previous year



Source: Clarksons, as on 1 July 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

Drybulk Fleet As Of 30 June 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	4,006	12.16	108.97	27,204	12.19%
Supra/Ultramax	40,000 – 69,999	3,745	10.05	209.99	56,073	23.48%
Panamax	70,000 – 89,999	2,407	9.94	190.89	79,304	21.35%
Capesize	90,000+	2,124	8.78	384.31	180,937	42.98%
Total / Average		**12,282**	**10.50**	**894.16**	**72,802**	**100.00%**

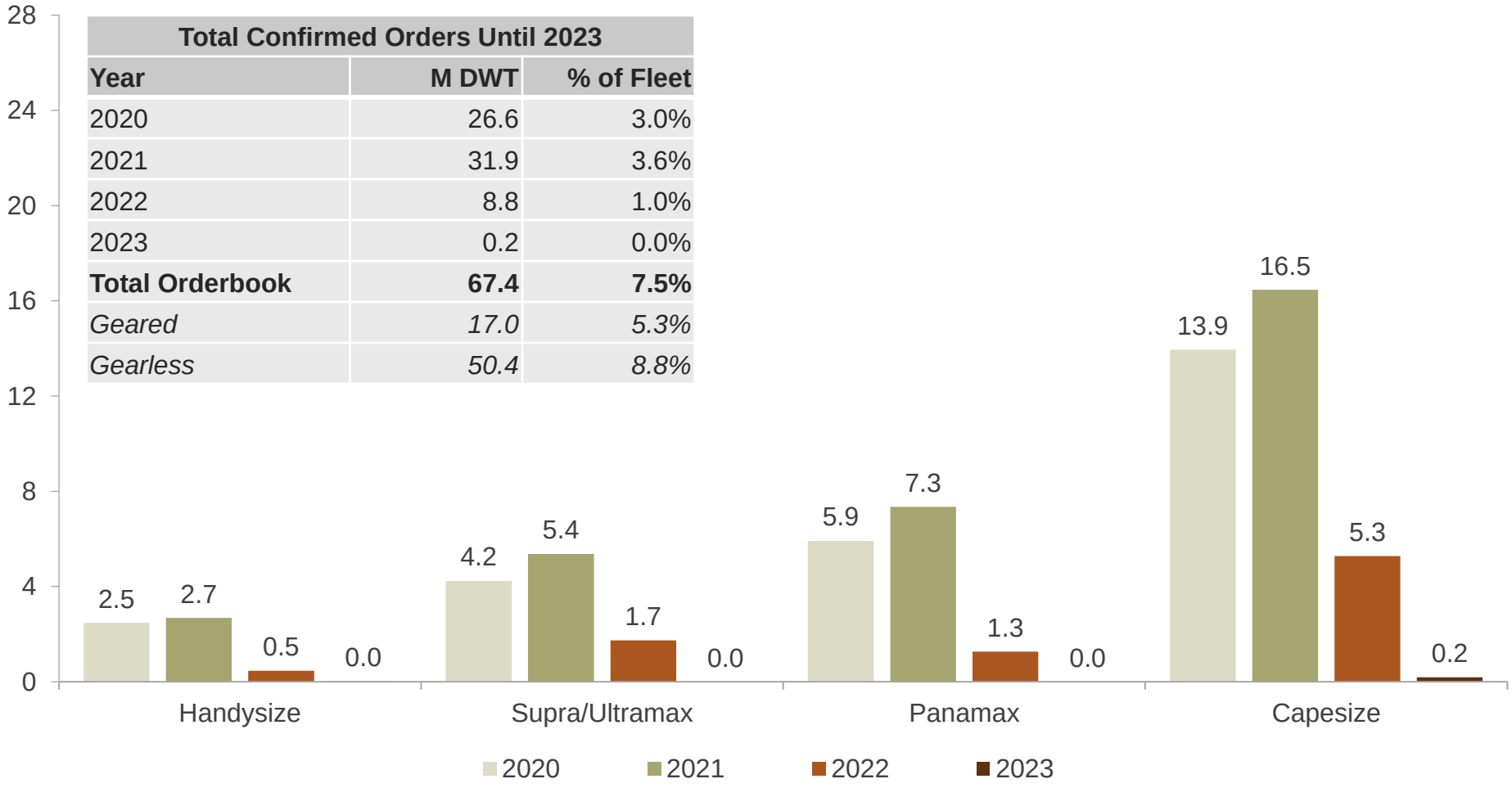
Changes in 2020

Ship Type	DWT Range (MT)	Ships No (%age)	DWT m MT (%age)
Handysize	10,000 – 39,999	+15 (+0.43%)	+0.63 (+0.58%)
Supra/Ultramax	40,000 – 69,999	+77 (+2.10%)	+4.91 (+2.39%)
Panamax	70,000 – 89,999	+91 (+3.93%)	+7.46 (+4.07%)
Capesize	90,000+	+39 (+1.87%)	+7.73 (+2.05%)
Total / Average		**+224 (+1.86%)**	**+20.73 (+2.37%)**

Source: Clarksons as on 22 July 2020

Confirmed Orders As Of 30 June 2020 (M DWT) – 31 Dec 2023

Total Confirmed Orders Until 2023		
Year	**M DWT**	**% of Fleet**
2020	26.6	3.0%
2021	31.9	3.6%
2022	8.8	1.0%
2023	0.2	0.0%
Total Orderbook	**67.4**	**7.5%**
Geared	*17.0*	*5.3%*
Gearless	*50.4*	*8.8%*

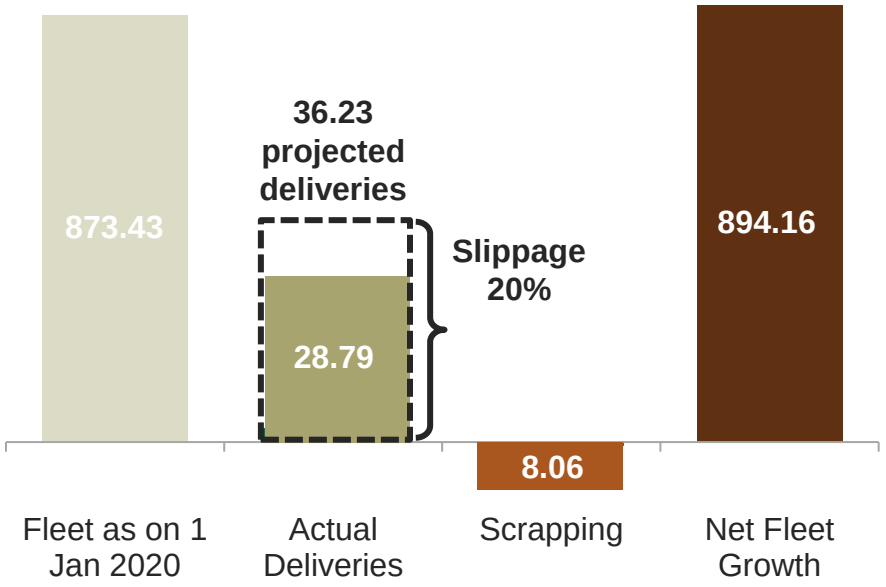


Source: Clarksons as on 1 July 2020

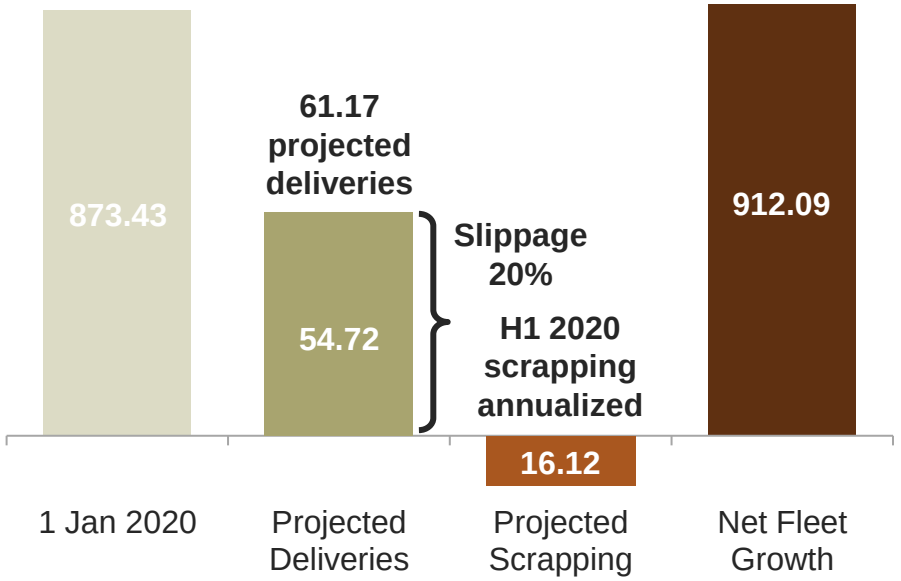
Drybulk Supply Side Improvements

- China's shipbuilding output in Q1 was 7M DWT, a decline of 27.3% year-on-year. Seatrade, 20 Apr 2020.
- Based on Q1 2020 data (annualized), **PSL projects net fleet growth for 2020 at 4.43%.**
- **Clarksons predicts net fleet growth of between 2-3%.**

H1 2020 Net Fleet Growth – 20.73 M DWT



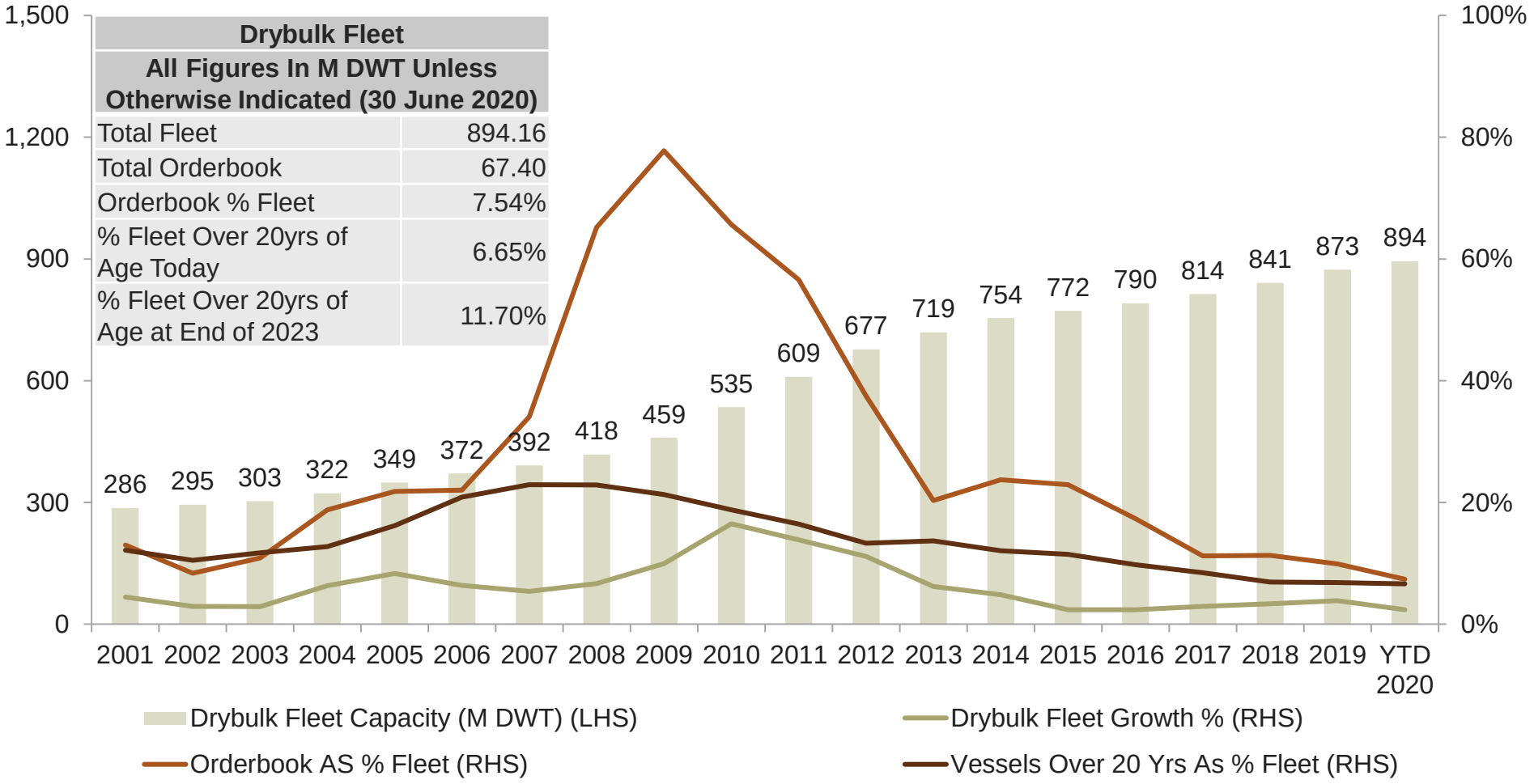
FY 2020 Net Fleet Growth – 38.66 M DWT



Source: Data from Clarksons, Internal Estimates

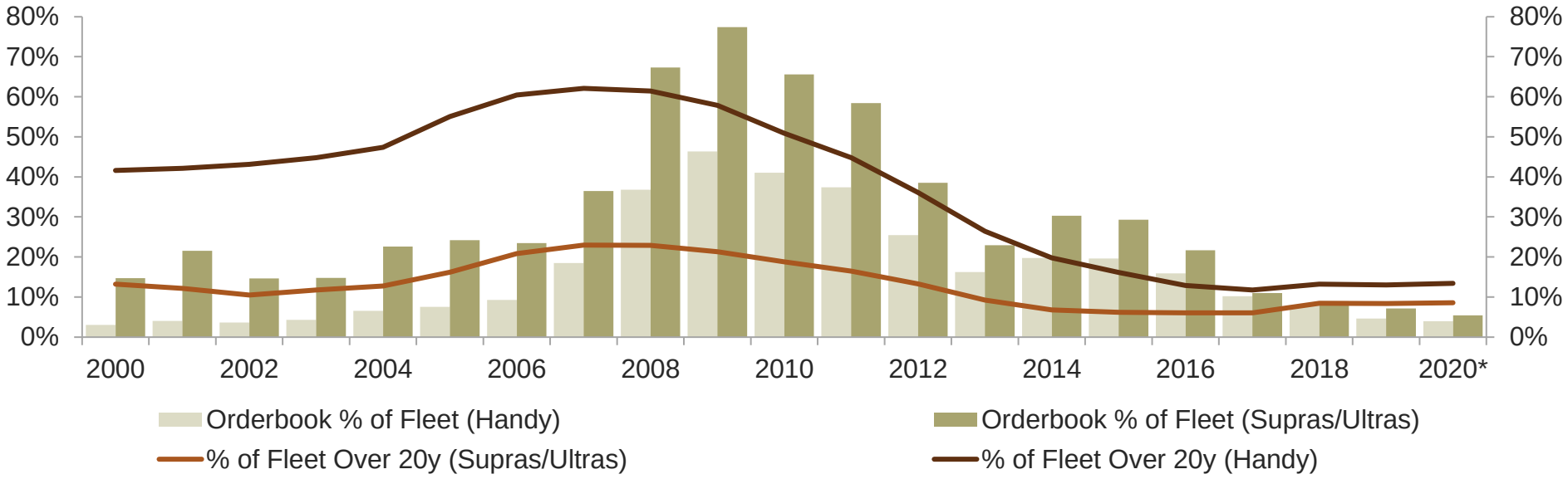
Putting Orderbook Figures In Context – The Overall Drybulk Fleet

Drybulk Fleet All Figures In M DWT Unless Otherwise Indicated (30 June 2020)	
Total Fleet	894.16
Total Orderbook	67.40
Orderbook % Fleet	7.54%
% Fleet Over 20yrs of Age Today	6.65%
% Fleet Over 20yrs of Age at End of 2023	11.70%



Source: Clarksons, as on 30 June 2020

Putting Orderbook Figures In Context – Geared Vessels Only

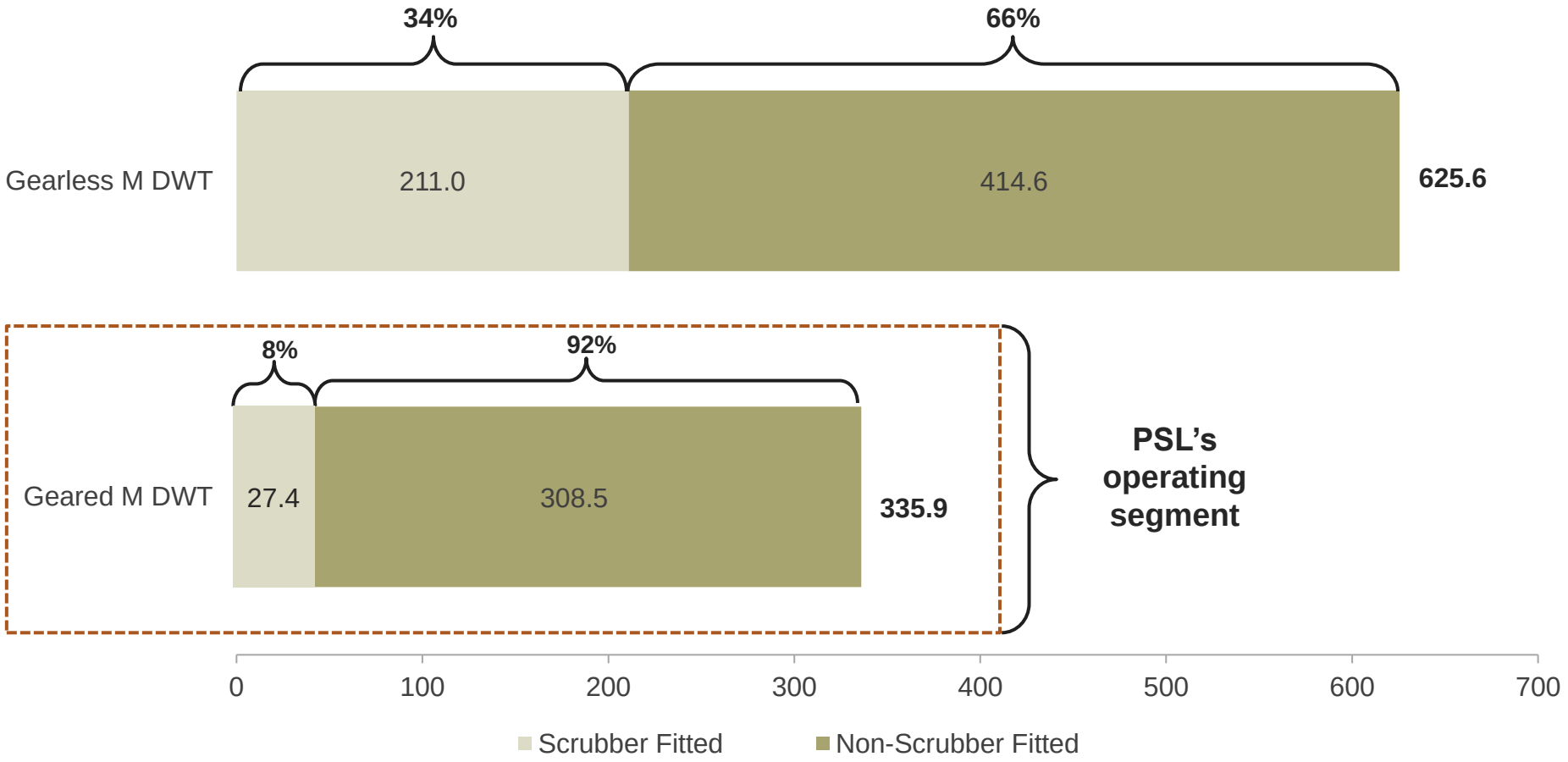


Handysize Fleet	
All Figures In M DWT Unless Otherwise Indicated (30 June 2020)	
Total Fleet	108.53
Total Orderbook	4.32
Orderbook % Fleet	3.96%
% Fleet Over 20yrs of Age Today	13.38%
% Fleet Over 20yrs of Age at End of 2023	17.21%

Supramax/Ultramax	
All Figures In M DWT Unless Otherwise Indicated (30 June 2020)	
Total Fleet	209.99
Total Orderbook	11.35
Orderbook % Fleet	5.41%
% Fleet Over 20yrs of Age Today	8.57%
% Fleet Over 20yrs of Age at End of 2023	13.67%

Source: Clarksons, as on 30 June 2020

Scrubbers Uptake In Drybulk



Note: Includes all vessels currently 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 30 June 2020, Data basis 1 July 2020

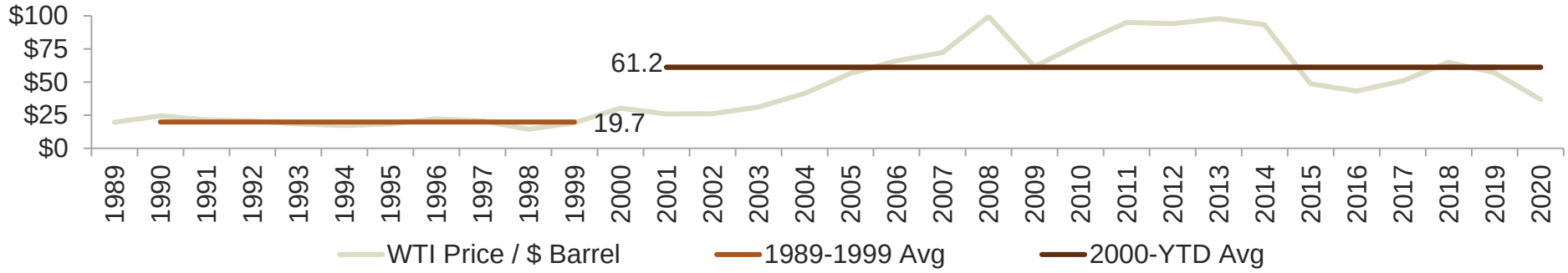
Impact of IMO 2020 On The Geared Segment

Era of Cheap Oil

- Engines not designed for fuel economy.
- Vessels built in this era, more than 20 years of age, will struggle to find employment in a high fuel oil price environment.

Era of Tight Oil

- Engines designed for fuel economy .
- IMO 2020 will cause LSFO prices to increase, thus rendering vessels with older engines less competitive.
- Older engines will also have operational with LSFO.



Impact of Scrubbers On The Geared Segment	
All Units In Million DWT	**Q1 2020**
Total Geared Fleet Capacity	319.0
% Of Geared Capacity 20-30 Years Of Age	11.6%
Geared Capacity	**319.0**
Potential Impact Of 0.5 Knots Slow Steaming - Basis 200 Sailing Days	4.2%
Net Adjusted Geared Capacity	**305.7**
Total Capacity Over 20 Years Of Age	36.9
% Of Fleet Over 20 Years Of Age	11.6%

Source: Internal Estimates, Clarksons, St Louis Federal Reserve, 30 June 2020

Key Takeaways

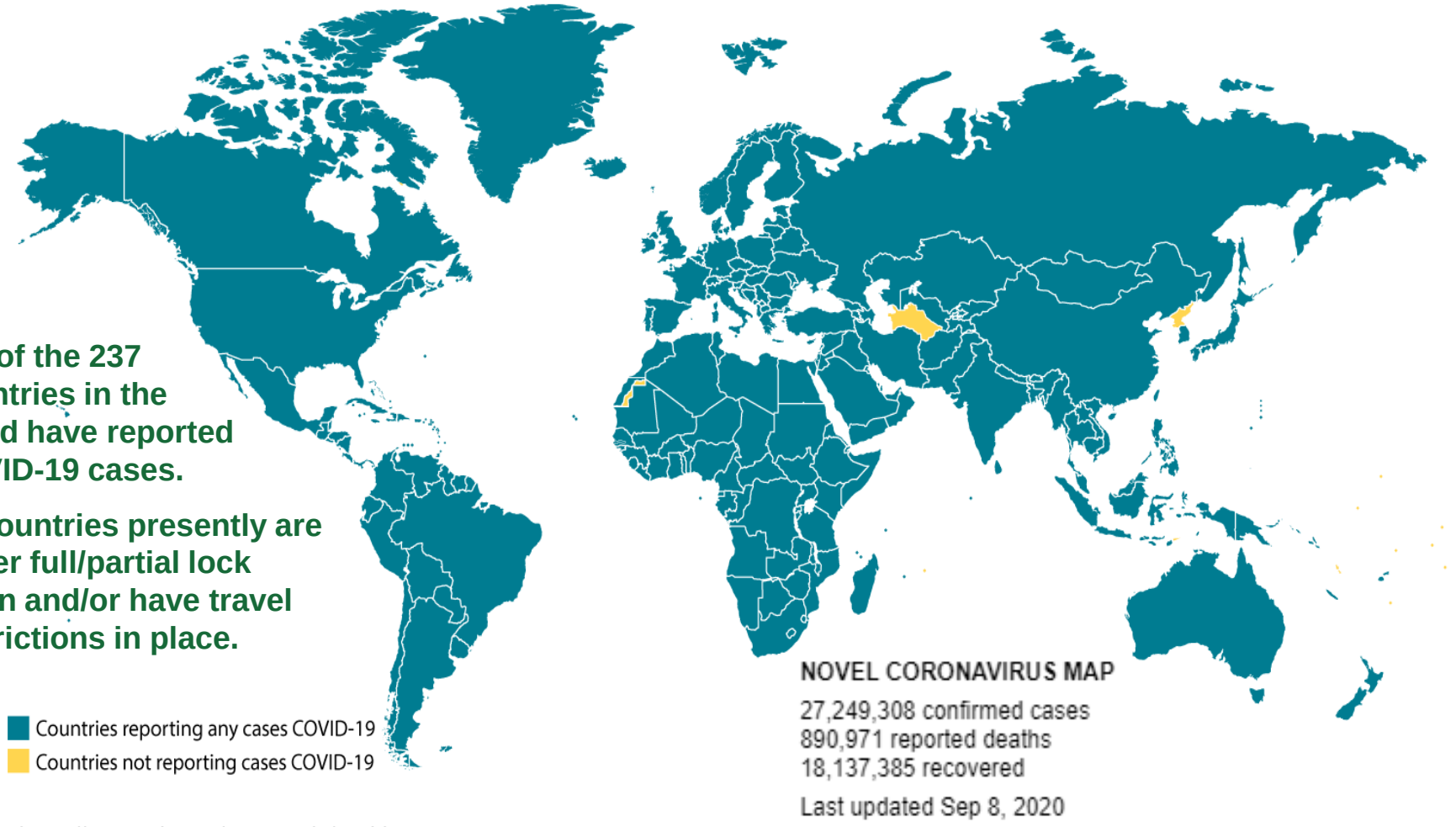
- The drybulk **market is recovering** along with the real economy, albeit in a more volatile way.
- While **China has been able to successfully reopen its economy**, the virus had a **negative impact on the rest of the world's economic activity from end March to end May.**
- **China's USD 667 billion stimulus is 15.8% larger than the stimulus after the GFC in 2008.**
- **Q2 has proved to be more challenging as about 55% of drybulk trade (ROW) was impacted due to virus counter measures.**
- **Global capital markets will remain frozen** as long as the virus poses a threat.
- **Vaccine developments around the world are encouraging and may be the first step towards resuming "normal economic activity".**
- **Governments and central banks around the world have responded to the pandemic robustly** by protecting jobs and businesses. This will ensure a smooth recovery once counter measures are lifted.
- Given the **time lag from the moment of announcement and the time it generates demand**, we can expect a material **improvement in dry bulk demand and rate recovery is in late Q3/early Q4 and during 2021**.
- **Until then, the market will remain under pressure**.

COVID-19's Impact

Locations with Confirmed COVID-19 Cases, by WHO Region

215 of the 237 countries in the world have reported COVID-19 cases.

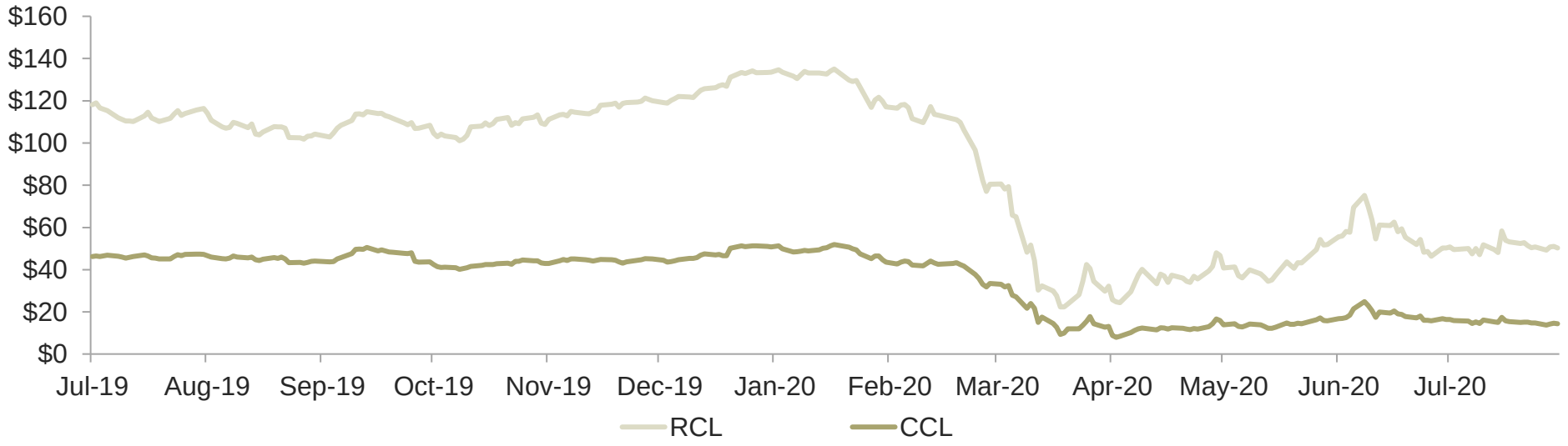
90 countries presently are under full/partial lock down and/or have travel restrictions in place.



Source: https://www.cdc.gov/& cna.asia/covid19

Impact On Shipping – Cruise Lines & Car Carriers

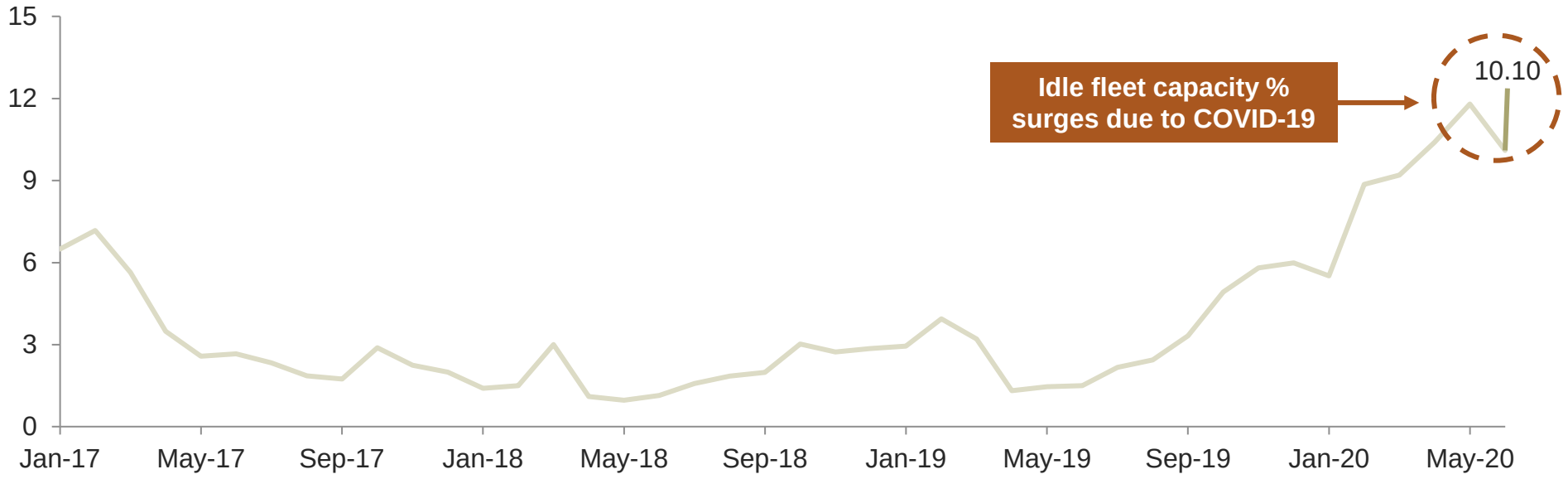
- **Monthly cash burn** rates among the largest two players remains at very high levels – **RCC: USD250m**, **CCL: USD1.0bn.**
- Carnival Cruise Lines reported the **largest quarterly loss in shipping history of USD4.4bn in Q1.**
- Norwegian Cruise Line reported **a USD1.9bn loss for Q1** 2020 versus a profit of USD118m for the same period last year.
- **As of H1 2020, there have been multiple bankruptcies in the cruise line space.**
- Wallenius Wilhelmsen (owner of **car carriers**) also **reported a USD285m loss in Q1** 2020.



Source: Yahoo Finance as in 22 July 2020, Various news sources

Impact On Shipping – Container Line

- Following **good supply side discipline, the Container sector could be set for a strong year!**
- Sea Intelligence estimates that the sector could see **between USD12-15 billion in profit**. However, should discipline break down, profits could erode.
- **For the first half of 2020, profits have surged 160% relative to the same period in 2019.**
- Based on current estimates, **if container volumes were to decline 5% profits would still be at reasonable levels.**

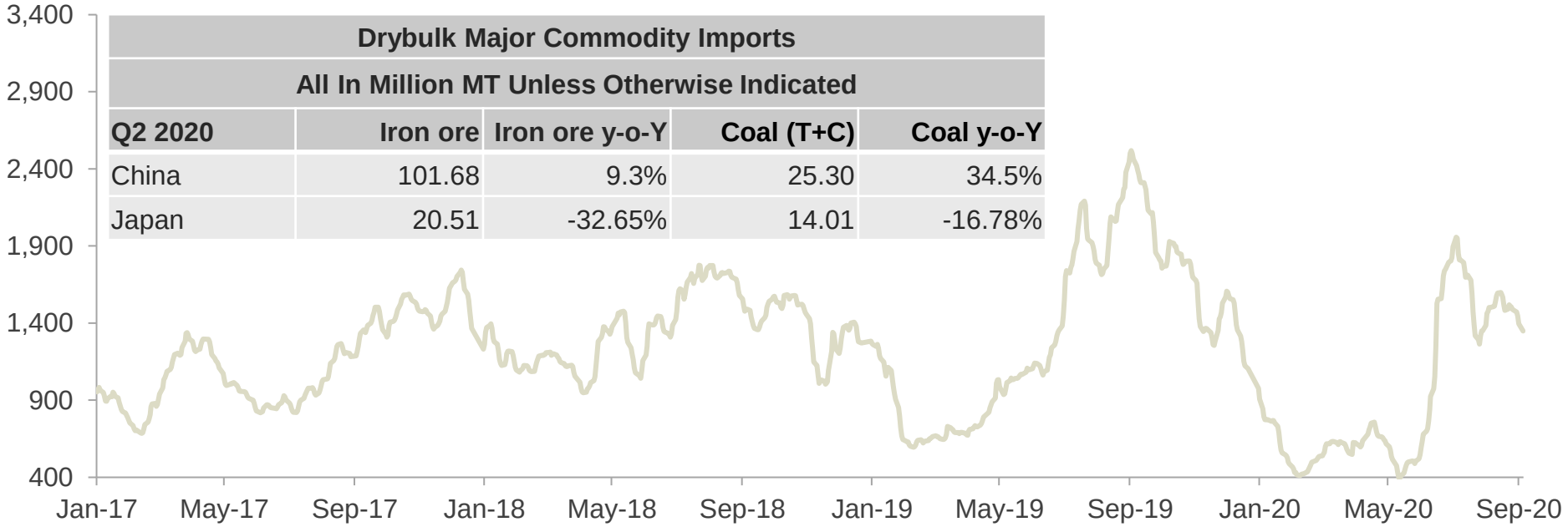


Source: Bloomberg, DNB Markets, Maritime Executive, Reuters, TradeWinds, Yahoo Finance, Clarksons as on 30 June 2020.

Impact On Shipping – Drybulk

- Compared to other bulk segments, **drybulk has shown a smaller loss in FH 2020**.
- **China**'s emergence from the pandemic **has led to a strong recovery in vessel earnings.**
- A steel intensive **stimulus of $667 (15.8% bigger than $576 after the GFC) in China will help demand** recover to healthier levels.
- **Seasonal forces should also assist the market in the later part of 2020.**

Drybulk Major Commodity Imports				
All In Million MT Unless Otherwise Indicated				
Q2 2020	**Iron ore**	**Iron ore y-o-Y**	**Coal (T+C)**	**Coal y-o-Y**
China	101.68	9.3%	25.30	34.5%
Japan	20.51	-32.65%	14.01	-16.78%

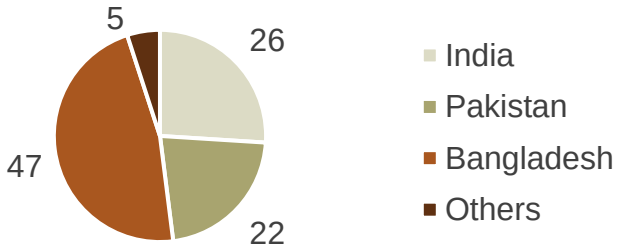


Source: Bloomberg, DNB Markets, Maritime Executive, Reuters, TradeWinds, Yahoo Finance, Clarksons as on 27 Aug 2020.

Lockdowns in The Indian Subcontinent slowed Recycling

- 90% of all recycling takes place in India, Pakistan, Bangladesh, China and Turkey.
- Lockdowns across the Indian subcontinent have stopped scrapping (lockdown start dates below)
  - Bangladesh – 22 March
  - India – 24 March
  - Pakistan – 2 April
- Migrant workers, who make up the bulk of the work force at scrap yards, have been forced to return to their homes
- Crews of vessels that were sold for scrap prior to the lockdown are unable to disembark

Share of Global Scrapping - % Total



Source: UNCTAD, NDTV

Migrant Worker, Whose Pic Went Viral, To Walk Home Despite Fracture

Bhanwarlal injured his three toes and ankle while working as a daily wage labourer in Madhya Pradesh's Pipariya town.

All India | Written by Anurag Dwary | Updated: March 31, 2020 05:49 pm IST

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ตามหุ้นเด่น หุ้นร้อน จะ Short หรือ Long ก็ได้ ไม่ยากอย่างที่คิด
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ประกันสุขภาพแบบเหมาจ่าย ไม่จำกัดวงเงิน เพียงยื่นบัตรนี้ สมัครเลย
(Generali Thailand)

HIGHLIGHTS

- On Madhya Pradesh highway, man cut through plaster on leg with scissors
- He plans to walk the remaining 240 kilometres to his village in Rajasthan
- After lockdown was announced, thousands of migrants started walking home

TRENDING

1 2 More Weeks Of COVID-19 Lockdown, PM Modi And States Agree

Coronavirus India Lockdown: Bhanwarlal became a national screenshot of the exodus of migrant workers.

The Recovery – Amazing Policy Response By Governments

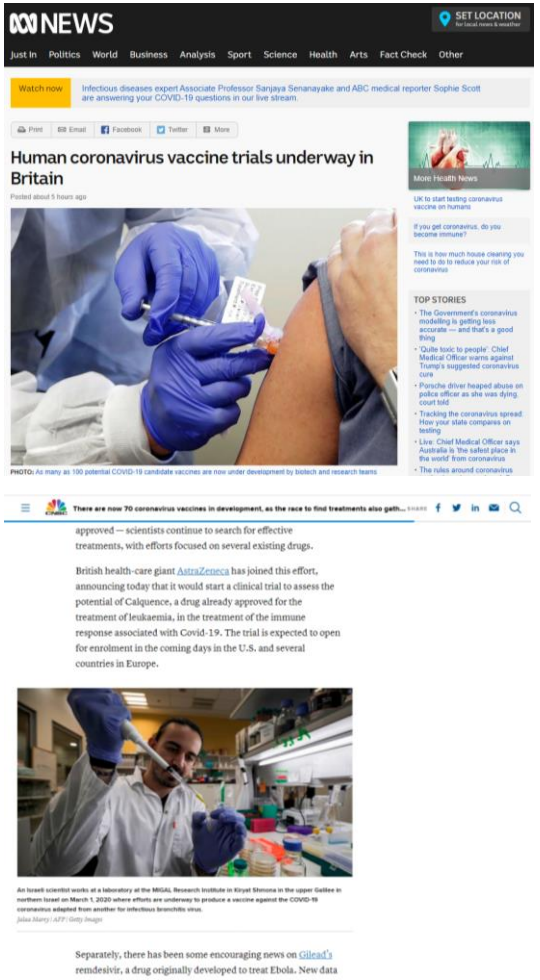
- Countries across the globe have engaged in a **combination of monetary and fiscal stimulus**.
- Policies are aimed at **protecting household consumption and ensuring businesses can continue to pay staff**.
- As of 30 June 2020, 33 million people are unemployed in the United States
- According to the Bureau of Labour Statistics, total nonfarm payroll employment rose by 4.8 million while the unemployment rate fell to 11.1%. This indicates that the US economy is beginning to recover from the initial coronavirus wave.
- St. Louis Federal Reserve Bank puts the US unemployment rate at 11.1% for June 2020, down from 13.3% in May 2020
- **Central banks around the world have issued 167 rate cuts and have pumped $8.4 trillion in monetary support** into the global economy. (Fortune – 12 Aug 2020)

Global Stimulus	
All Figures In USDbn	
Countries	**Stimulus Amount**
US	5,684
ECB	1,875
Germany	818
France	376
Italy	487
Spain	361
UK	471
Canada	174
Japan	2,178
China	667
India	282
South Korea	83
Australia	201
Brazil	280
New Zealand	30
South Africa	0
Total	**13,967**
2018 World GDP	**89,930**
Share of Stimulus	**15.53%**

Source: Reuters, Various news articles

The Recovery – Vaccines, Tests, Cures

- So far, existing medications have shown to be of little use in treating the virus.
- Currently, there are 142 vaccines in pre-clinical trials.
- As of 2 Aug 2020, there are 5 vaccines in large-scale efficacy trials.
- Duke-NUS Medical School has produced a Covid-19 test kit that takes just an hour, instead of the usual several days, to detect if someone has been infected before. (Strait Times – 15 May 2020)
- As of 15th July 2020, Moderna's vaccine has entered phase 3 clinical trials.
- Oxford University and AstraZeneca vaccine is currently in phase 2 trail in the UK and phase 3 trails in Brazil and South Africa
- Sinovac is developing a vaccine that is in phase 3 trials in Brazil.
- President Xi has promised to share any successful vaccine globally. In total, five vaccines developed by Chinese companies are being tested on humans, the most in any country. (Bloomberg – 26 May 2020)

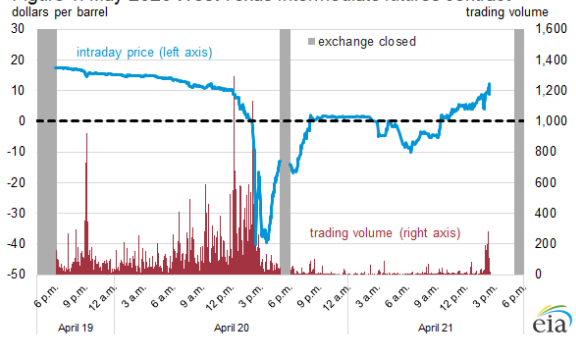


Source: Various news sources

Oil Prices

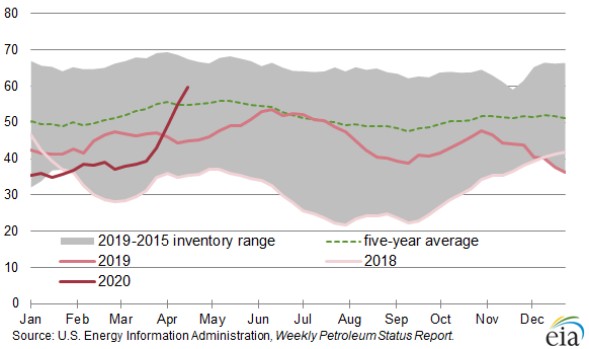
- Price of oil has been falling dramatically as demand has dried up due to the coronavirus.
- Increase in oil production from Saudi Arabia and Russia have also contributed to the oil price decline.
- May 20th Oil futures contract prices went negative as on the last trading day it was reported that there was limited storage at Cushing.

Figure 1. May 2020 West Texas Intermediate futures contract



Source: U.S. Energy Information Administration based on data from CME Group and Bloomberg, L.P.

Figure 2. Cushing, Oklahoma commercial crude oil inventories



Source: U.S. Energy Information Administration, *Weekly Petroleum Status Report*.

Major Oil Producers						
Million Barrels Per Day	**2015**	**2016**	**2017**	**2018**	**2019**	**2020F**
Saudi	12.4	12.6	12.1	12.4	11.8	12.1
Russia	11.1	11.3	11.3	11.5	11.6	11.7
USA	12.8	12.3	13.1	15.3	17.1	18.0
Iran	3.4	4.4	4.7	4.5	3.1	2.9
UAE	3.1	3.2	3.2	3.2	3.3	3.4
Kuwait	2.8	2.9	2.7	2.8	2.7	2.7
Iraq	4.1	4.5	4.5	4.6	4.8	4.8
Canada	3.7	3.7	4.0	4.3	4.4	4.4
Mexico	2.6	2.5	2.2	2.1	1.9	1.9
Venezuela	2.6	2.3	2.1	1.5	1.0	0.8
Brazil	2.5	2.6	2.7	2.7	2.9	3.2
Nigeria	2.2	1.8	1.9	2.0	2.1	2.1
Lybia	0.5	0.5	0.9	1.1	1.2	0.7
Algeria	1.4	1.3	1.3	1.3	1.2	1.2
Angola	1.8	1.8	1.7	1.7	1.6	1.5
Norway	1.6	1.6	1.6	1.5	1.4	1.7
UK	0.9	1.0	1.0	1.1	1.1	1.1
RoW	27.5	27.0	26.8	26.8	27.3	27.6
Total	**97.0**	**97.3**	**97.8**	**100.4**	**100.5**	**101.8**

Source: Clarksons, EIA

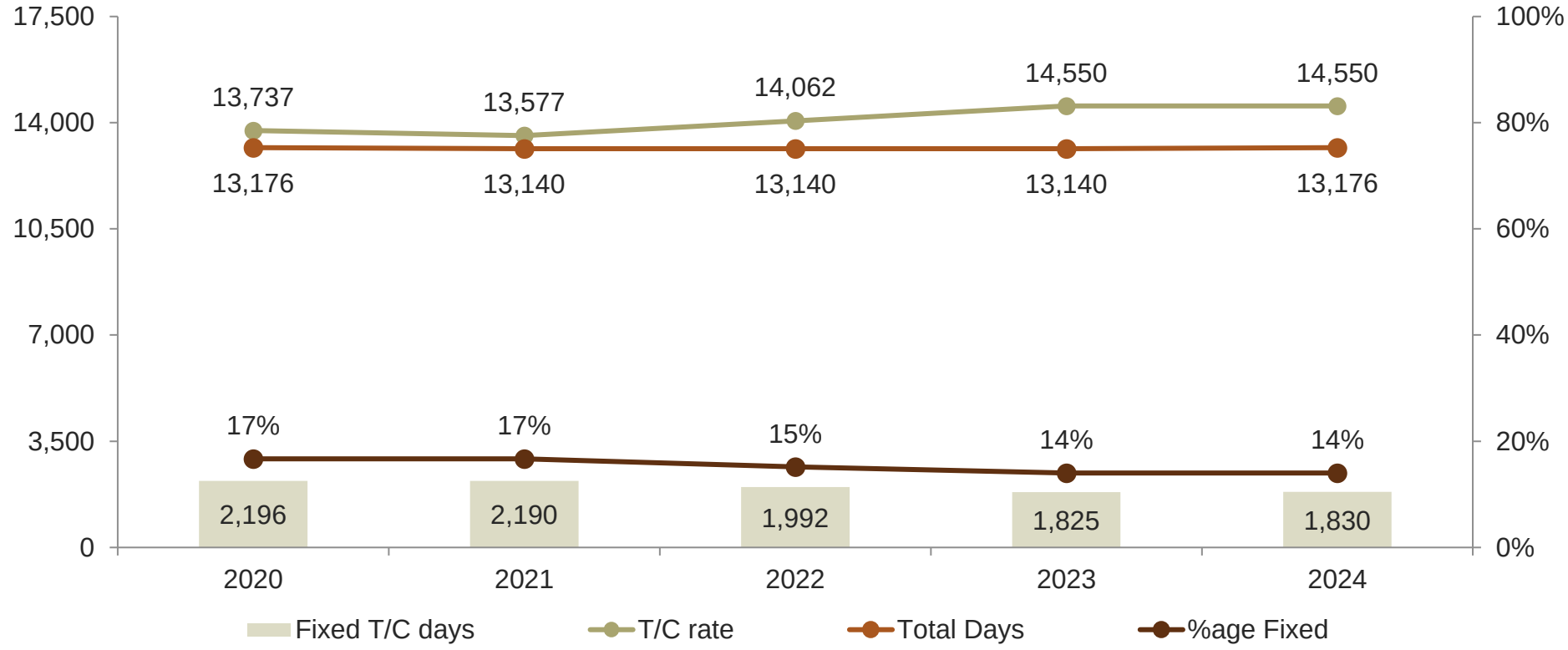
PSL's Strategy

PSL Fleet

As of	31st Dec 2016	31st Dec 2017	31st Dec 2018	31st Dec 2019	30th Jun 2020
Number of Vessels	36	36	36	36	36
Average Age (Simple Avg)	5.8 years	6.3 years	7.3 years	8.3 years	8.8 years
Insured Value (US$ million)	695.10	673.00	700.30	650.00	650.00
Book Value (US$ million)	715.55	717.19	689.37	664.89	648.41
Total DWT	1,541,244	1,585,805	1,585,805	1,585,805	1,585,805
Total LDT	343,372	350,989	350,989	350,989	350,989
Average DWT per Vessel	42,812	44,050	44,050	44,050	44,050

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

Contract value	USD 30.17 m	USD 29.73 m	USD 28.00 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 Q2'2020

Index	Index Ship DWT	Index Speed/Con (1)	PSL Avg Ship DWT	PSL Avg Speed/Con (1)	Q2 2020 Average Index	Market Av. TC Rate (2)	PSL Av. TC Rate	Performance vs Benchmark
BHSI (Handysize)	38,000	Laden: 12K/18T Ballast: 12K/17T	30,496	Laden: 12K/20T Ballast: 12K/20T	290	USD 5,221	USD 6,035	15.59%
BSI (Supramax)	58,000	Laden: 12K/24T Ballast: 13K/23T	55,707	Laden: 12K/26T Ballast: 13K/24T	498	USD 5,484	USD 3,607	-34.23%
Ultramax	NA	NA	63,126	NA	NA	USD 5,484	USD 9,053	65.08%

Notes:1) Basis eco-speed
2) Ultramax vessels are compared to the BSI as there is no appropriate Baltic Index

Financials

Amendment of two bonds

On **19th May and 30th July 2020**, PSL managed to successfully amend both of our outstanding bonds, June bond (PSL206A) and January bond (PSL211A), on the following terms:

1. Both bonds would have **maturity dates extended by 18 months**.
2. Both bonds would have **an increase in coupon of 150bps** during the extended maturity.
3. Both bonds would get **20% upfront payment**, for the June bond was paid out on the due date of 9th June 2020, for the January bond at any time between 30th July 2020 and 22nd Jan 2021.
4. PSL has the **right to buy back part or all the outstanding bond** during the extended maturity period for the June bond and from the 30th July 2020 till the end of the extended maturity period for the January bond.

These amendments have allowed us to **extend our cash runway**, a step which makes us more resilient and **better equipped to weather the impact of Covid-19**.

Arbitration with Sainty

The arbitration with Sainty has **come to an amicable end**. The result of this amicable settlement is as follows:

1. **PSL have received net cash payment of USD 40.5m on 29th July 2020**.
2. Against the above sum, **USD 67.90m was shown as an 'advance to ship builders**' on the asset side of our balance sheet.
3. That 'advance to ship builders' will be removed and **replaced by USD 40.5m in the cash portion of our balance sheet**.
4. We took a **non-cash loss of USD 27.4m in our Q2'2020 P&L account**.
5. This non-cash loss would **reduce our Equity** by USD 27.4m.
6. We did the above **to get much needed cash**, into PSL, as soon as possible.
7. **Savings of additional legal costs of about USD 3m per annum and management time.**

Operating Expenses

- These are the fixed costs required to run a ship and are evenly spread over 365 days.
- Our operating costs per ship per day for 2019 and H1'2020 were USD 4,778 and 4,566 respectively.

Breakdown of costs:

Particulars	2019		H1-2020	
	USD	%	USD	%
Crew costs	2,326	48.68%	2,309	50.57%
Manning Expenses	177	3.71%	80	1.75%
Victualing	156	3.27%	158	3.46%
Lube oils	187	3.91%	166	3.64%
Insurance	329	6.89%	362	7.93%
Repairs/Maintenance	127	2.66%	111	2.43%
Stores/Spares	402	8.41%	329	7.21%
Dry-dock/Special Surveys	597	12.49%	602	13.18%
Management Expenses	371	7.76%	354	7.75%
Misc. expenses	106	2.22%	95	2.08%
Total	**4,778**	**100.00%**	**4,566**	**100.00%**

OPEX Target For 2020: USD 4,650 per day per ship

Operating Expenses Comparison

- OPEX Comparison with Industry compiled by BDO LLP
- OPEX excluding dry dock and special survey cost
- Industry OPEX for 2019 will be published in October 2020

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**

Financial Profile

	H1-2020	2019	2018	2017	2016	2015
Cash & Cash Equivalents	$29.0m	$39.2m	$56.8m	$56.7m	$74.7m	$12.6m
Total Assets	$759.3m	$831.1m	$857.9m	$882.3m	$901.9m	$899.4m
Gross Debt	$385.0m	$391.7m	$432.8m	$469.4m	$482.1m	$410.4m
Net Debt	$356.0m	$352.5m	$376.0m	$412.6m	$407.4m	$397.8m
Equity	$336.1m	$383.3m	$391.2m	$377.5m	$381.2m	$456.8m
Gross Debt/Equity	1.15	1.02	1.11	1.24	1.26	0.90
Net Debt/Equity	1.06	0.92	0.96	1.09	1.07	0.87
No. of Vessels	36	36	36	36	36	45
EBITDA	$11.3m	$44.5m	$68.2m	$53.2m	$17.9m	$14.0m
Debt/EBITDA*	9.2	8.3	6.1	8.5	20.3	16.9
Daily Earnings	$7,249	$9,622	$11,063	$9,486	$6,476	$6,266
Daily Opex	$4,566	$4,778	$4,621	$4,355	$4,503	$4,652
Net Profit (Loss)	($41.0)m	($7.2)m	$14.1m	($3.8)m	($75.6)m	($69.4)m
Total Revenues	$54.9m	$135.3m	$153.6m	$130.2m	$107.5m	$123.6m

** Calculated per Debt Facility Agreements*

Financial Highlights - Income Statement

Particulars	H1-2020	H1-2019	Q2-2020	Q1-2020	Q2-2019
Total Revenues - US$ Million	54.94	62.76	20.86	34.08	32.32
Gross Profit - US$ Million	21.39	30.76	7.17	14.22	14.90
Net Profit (loss) - US$ Million	(41.00)	(7.15)	(37.32)	(3.68)	(4.48)
Gain on derivatives - US$ Million	0.55	0.00	0.55	0.00	0.00
Loss on settlement agreement with Sainty - US$ Million	(27.40)	0.00	(27.40)	0.00	0.00
Exchange gain (loss) - US$ Million	0.09	(0.14)	(0.68)	0.77	(0.11)
Net Profit (loss) excluding non-recurring items and exchange gain (loss) - US$ Million	(14.24)	(7.02)	(9.79)	(4.46)	(4.39)
EBITDA - US$ Million (Average per Ship)	11.34 (0.32)	19.10 (0.53)	2.63 (0.08)	8.71 (0.24)	8.46 (0.24)
Average TC Income per Ship per day (US$)	7,249	9,113	6,099	8,398	9,002
Average Ship Running Cost per Ship per day (US$)	4,566	4,875	4,531	4,602	4,934
Operating days (Average Number of Ships)	6,552 (36.00)	6,516 (36.00)	3,276 (36.00)	3,276 (36.00)	3,276 (36.00)
Earnings (loss) per share excluding non-recurring items and exchange gain (loss) (Baht)	(0.29)	(0.14)	(0.20)	(0.09)	(0.09)
Earnings (loss) per share (Baht)	(0.83)	(0.14)	(0.76)	(0.08)	(0.09)
Gross Profit Margin (%)	39.19	49.63	33.45	42.91	46.76
Net Profit Margin (%)	(74.62)	(11.40)	(178.88)	(10.80)	(13.87)

Financial Highlights - Financial Position

Particulars	30-Jun-2020	31-Dec-2019
Liquidity (Cash & Cash Equivalents + Undrawn Commitments) - US$ Million	39.06	67.17
Cash & Cash Equivalents - US$ Million	28.96	39.17
Total Current Assets - US$ Million	56.27	55.73
Advances to Sainty - US$ Million *	40.50	64.12
Ships Net - US$ Million	648.41	664.89
Fixed Assets Net - US$ Million	650.08	666.50
Total Assets - US$ Million	759.29	831.09
Total Current Liabilities - US$ Million **	11.17	20.81
Total Long-Term Loans - US$ Million	234.75	237.09
Debentures - US$ Million ^	165.97	182.82
Total Liabilities - US$ Million	423.20	447.76
Total Shareholders' Equity - US$ Million	336.09	383.33
Book Value per share (US$)	0.22	0.25
Book Value per share (Baht)	6.66	7.41
Return on Equity ^^ (%)	-7.61%	-1.82%
Return on Total Assets ^^ (%)	-3.44%	-0.84%
Total Liabilities / Equity Ratio	1.26	1.17
Number of Ships	36	36

** As of 29 July 2020, PSL received USD 40.50 million per Settlement Agreement with Sainty*

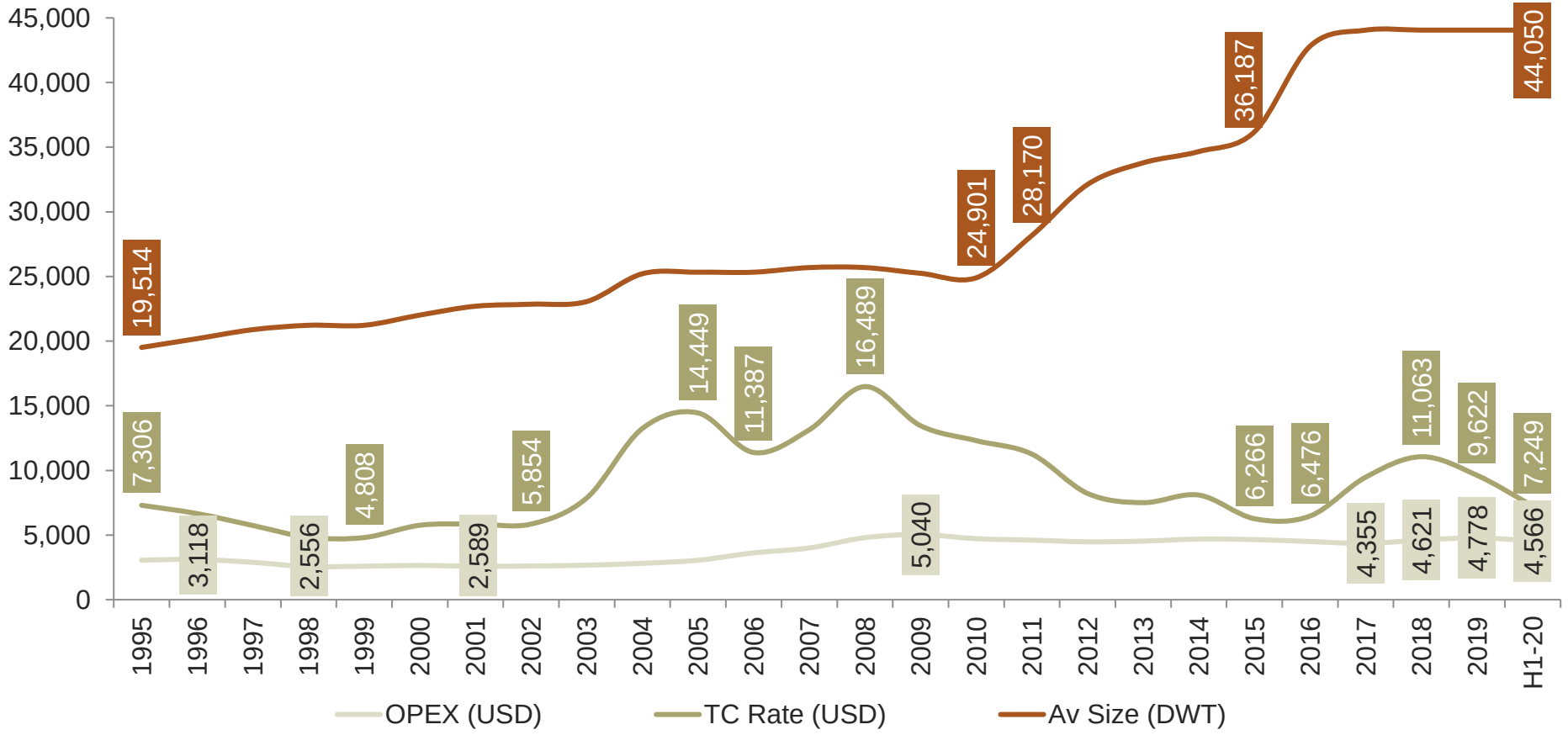
*** Excluding current portion of long-term loans and debentures*

^ Net Debentures is US$ 150.20 million after taking into account currency hedging instruments

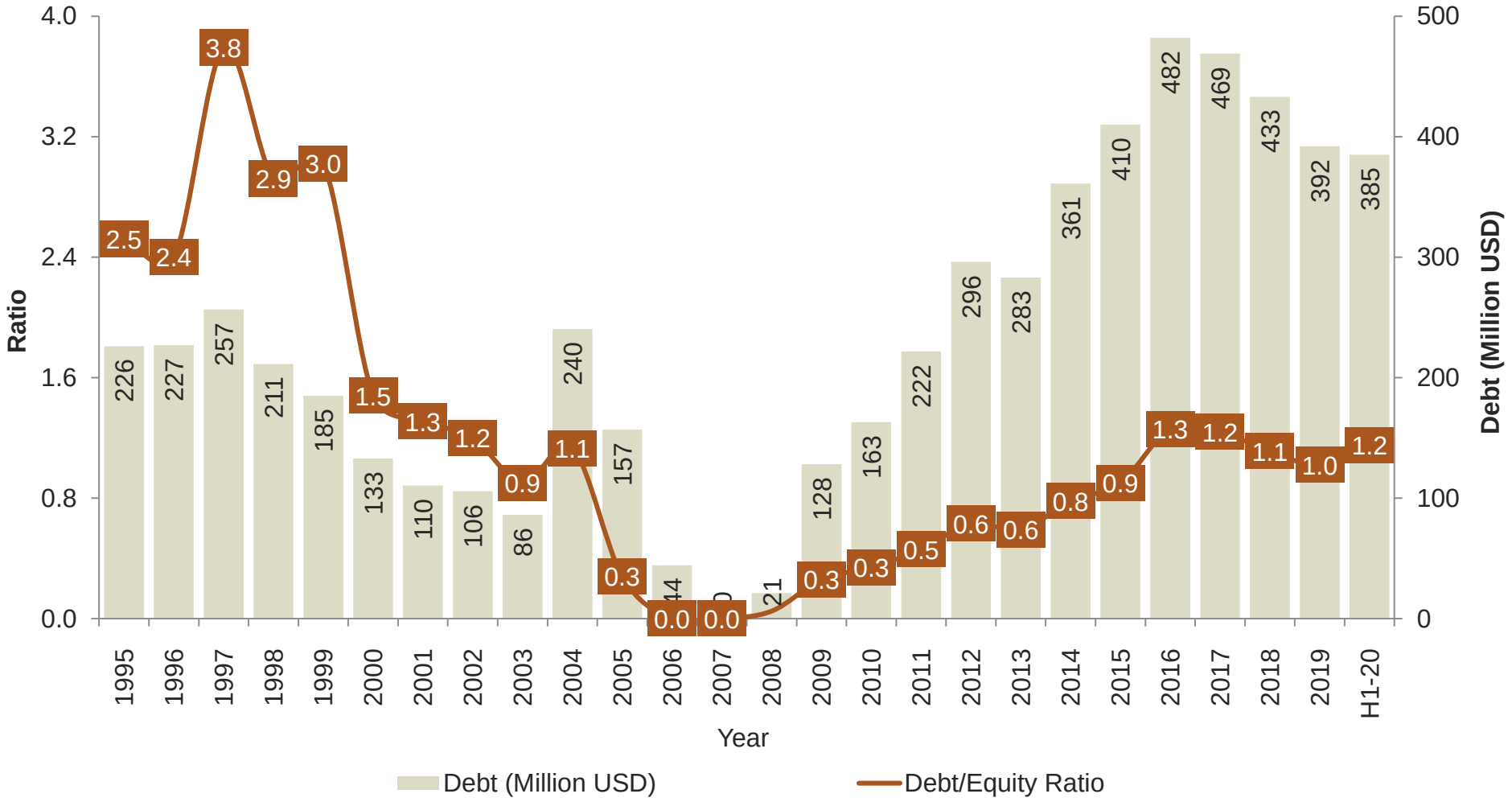
^^ Excluding exchange gain (loss) and non-recurring items

Average OPEX / TC Rates (1995 – H1'2020)

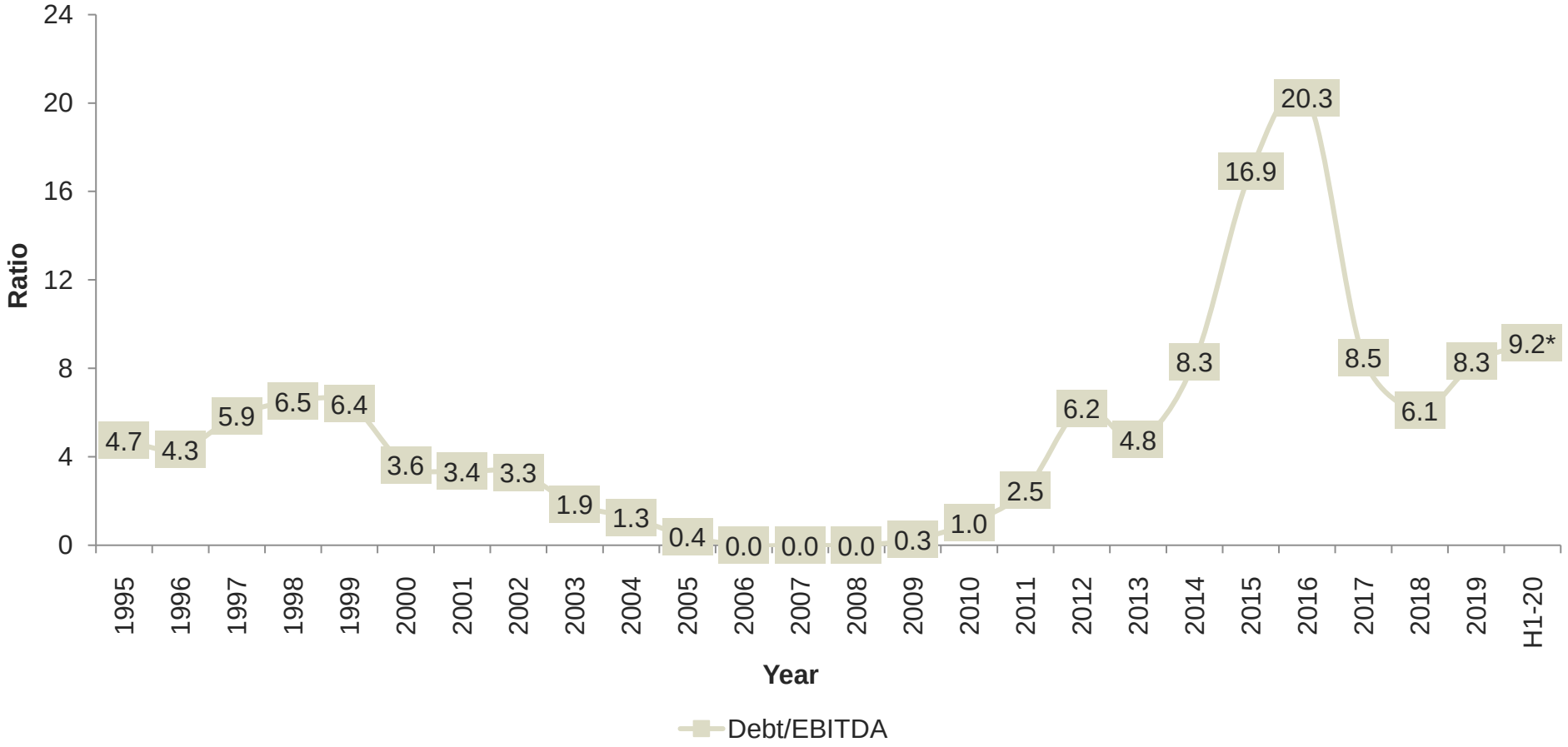
Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	H1-20
Avg Age	16.0	16.2	14.2	14.6	15.6	15.6	15.7	15.8	16.6	17.4	19.0	20.0	19.6	20.6	17.1	15.4	14.2	11.4	11.4	10.5	9.8	5.8	6.3	7.3	8.3	8.8



Debt & Debt / Equity Ratio (upto Jun 2020)

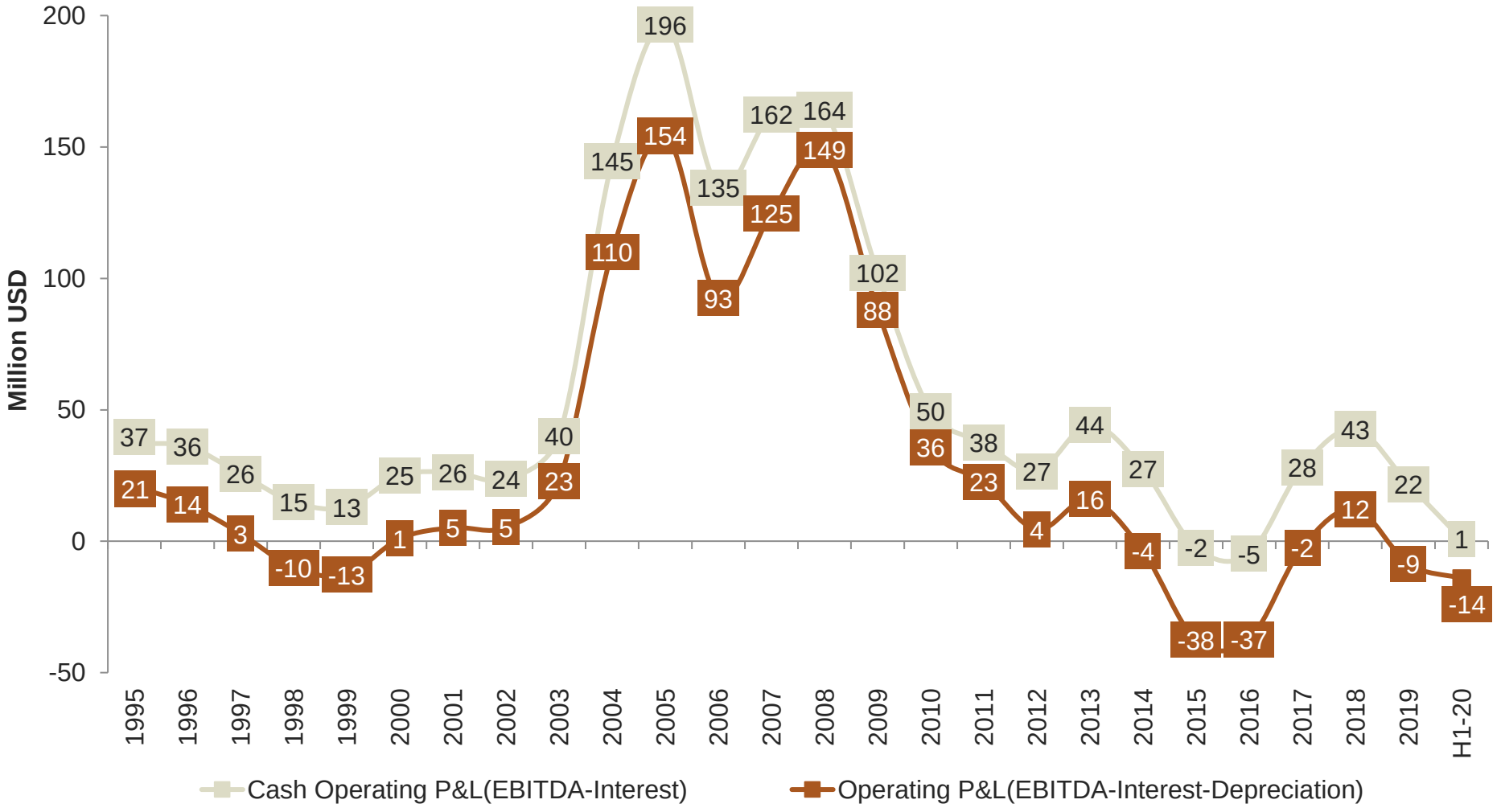


Debt / EBITDA (upto Jun 2020)

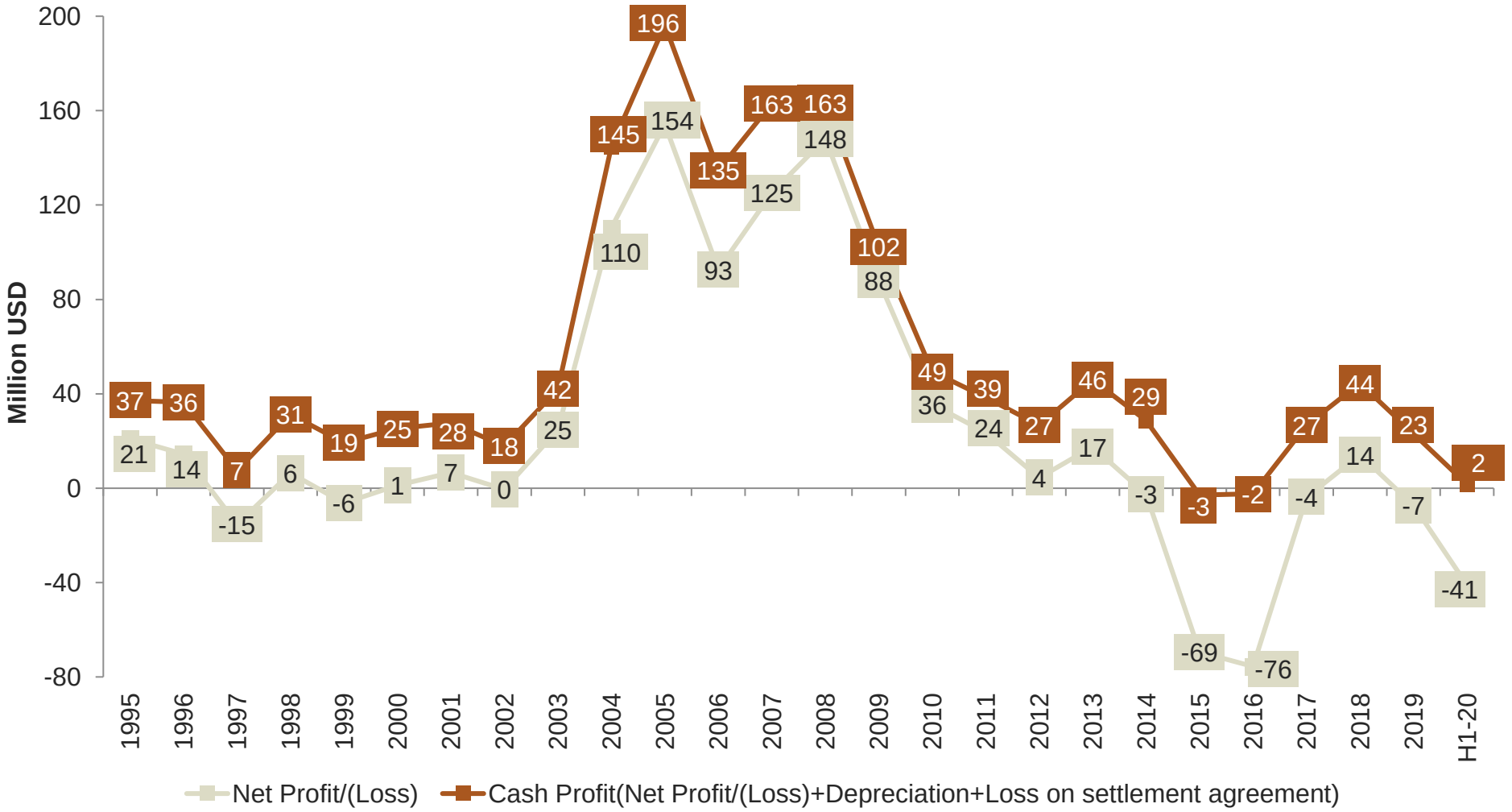


** Calculated per Debt Facility Agreements*

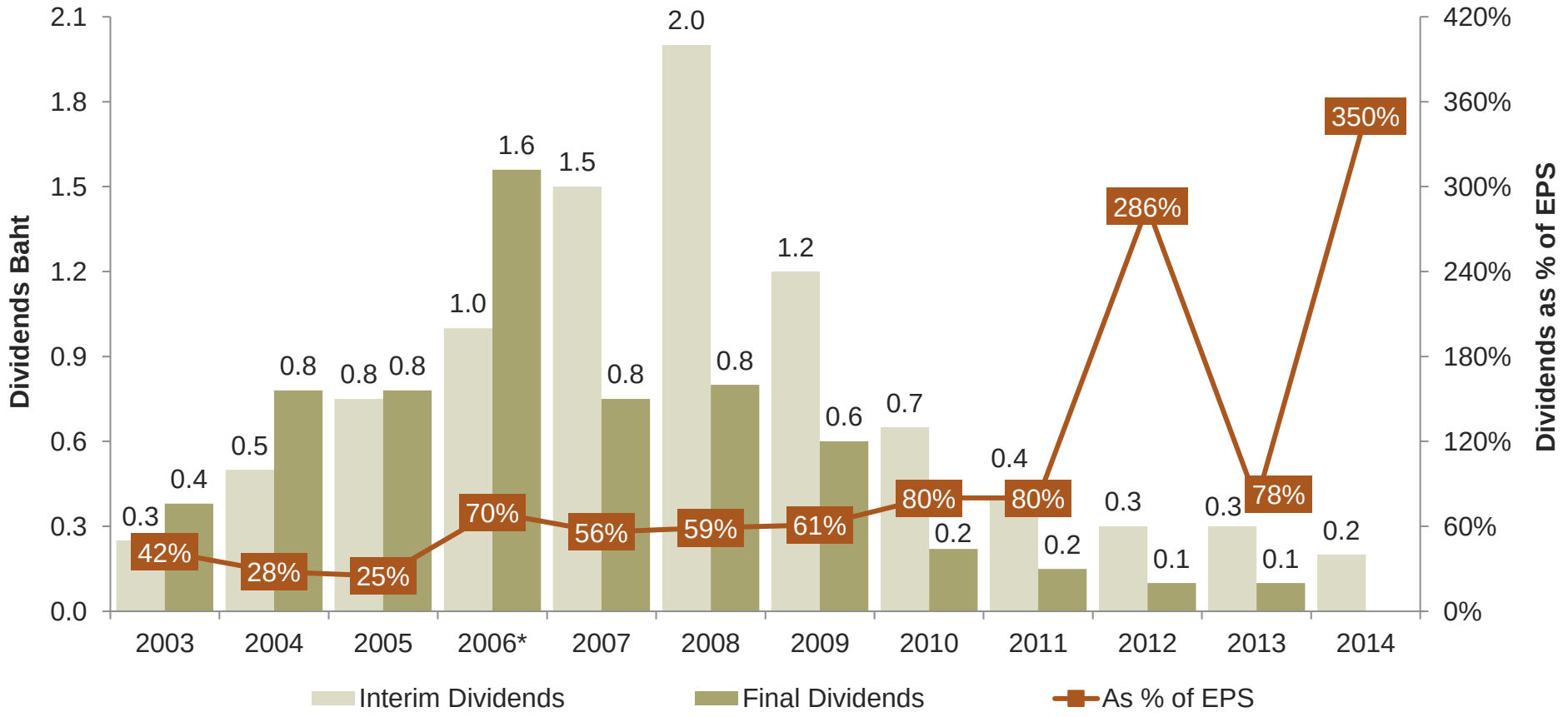
Cash Operating Profit / Operating Profit (upto Jun 2020)



Net Profit / Cash Profit



Dividends



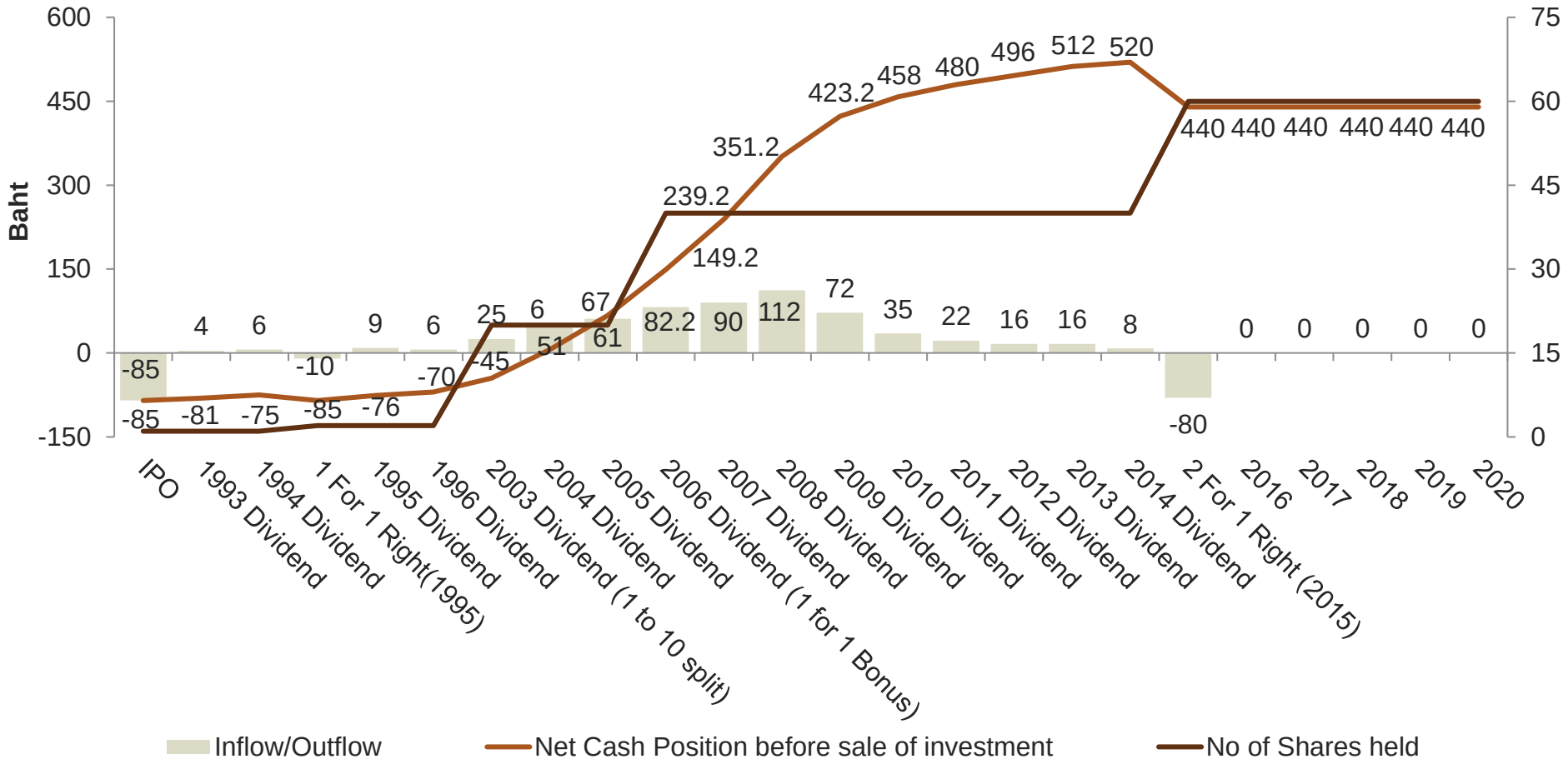
Dividend Policy

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 - H1'2020

Shareholder's returns

Total Return to Shareholders: 1993 to 2020



1 IPO share value after 27 years @ 5.45 Baht / share (as of 30th June 2020) adjusted for rights, splits and bonus = 327 Baht
Total net cash position = 767.00 Baht, Returns = 9.02 times

Value of Investment to Shareholders

Investment (Beginning of Year)	1993(IPO)	1995	2000	2005	2010	2015	2020
Cost of Investment (THB)	1,000	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	7.60
Shares Obtained (Nos.)	11.76	3.31	100.00	25.16	53.76	73.53	131.58
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 30.06.2020	705.89	198.68	3,000.00	75.47	80.64	110.29	131.58
Value as at 30.06.2020 (THB)	10,024	2,788	41,850	957	462	454	717

Thank You !

Precious Shipping Public Company Limited

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