



JINHUI SHIPPING AND TRANSPORTATION LIMITED

Q4 2019 and 2019 Annual
Results Presentation
28 February 2020

Disclaimer

This presentation may contain forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including the Company's management's examination of historical operating trends. Although the Company believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties which are difficult or impossible to predict and are beyond its control, the Company cannot give assurance that it will achieve or accomplish these expectations, beliefs or targets.

Key risk factors that could cause actual results to differ materially from those discussed in this presentation will include but not limited to the way world economies, currencies and interest rate environment may evolve going forward, general market conditions including fluctuations in charter rates and vessel values, financial market conditions including fluctuations in marketable securities value, counterparty risk, changes in demand in the dry bulk market, changes in operating expenses including bunker prices, crewing costs, drydocking and insurance costs, availability of financing and refinancing, inability to obtain restructuring or rescheduling of indebtedness from lenders in liquidity trough, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents, piracy or political events, and other important factors described from time to time in the reports filed by the Company.

Highlights

Q4 2019 Financial Highlights

- Revenue for the quarter: US\$20 million
- Net profit for the quarter: US\$6 million
- EBITDA: US\$10.6 million
- Basic earnings per share: US\$0.052

Year 2019 Financial Highlights

- Revenue for the year: US\$63 million
- Net profit for the year: US\$4 million
- EBITDA: US\$24.2 million
- Basic earnings per share: US\$0.041
- Gearing ratio as at 31 December 2019: 14%

Highlights

- In 2019, the Group disposed of 2 Supramaxes with payment terms of the balance of approximately US\$4.4 million and US\$4 million which will be repayable in three years, the purchasers provided first priority ship mortgage of the 2 vessels to the Group;
- In 2019, the Group entered into six facility agreements to provide the aggregated amount of US\$38 million loans to six borrowers under terms of three to five years;
 - loans are collateralized
 - stable and recurring interest income
 - value of collateral ships US\$61.4 million
 - reasonable allocation of capital into income generating assets that is asset-light
- Additional US\$2.7 million has been paid to the co-investment property project in Shanghai; with total paid amount of US\$7.5 million as of Dec 2019;
- Invested US\$5.2 million in real estate market which expected generate steady and recurring stream of income for the Group;
- During the year, the Group drawn new secured bank loans of US\$79.8 million and repaid US\$36 million, the increase in borrowings was for working capital and capital management purposes.

Financial Highlights

For the quarter and year ended 31 December 2019

US\$'000	2019 Q4 (Unaudited)	2018 Q4 (Unaudited)	QoQ	2019 (Unaudited)	2018 (Audited)	YoY
Revenue	19,790	17,716	12%	63,160	76,113	-17%
Net gain on disposal of owned vessels	90	425	-79%	90	5,437	-98%
EBITDA	10,568	1,841	474%	24,180	29,467	-18%
Operating profit (loss)	6,764	(2,254)	400%	8,818	11,874	-26%
Net profit (loss) for the period / year	5,649	(3,076)	284%	4,495	8,713	-48%
Basic earnings (loss) per share	US\$0.052	US\$(0.028)	284%	US\$0.041	US\$0.080	-48%

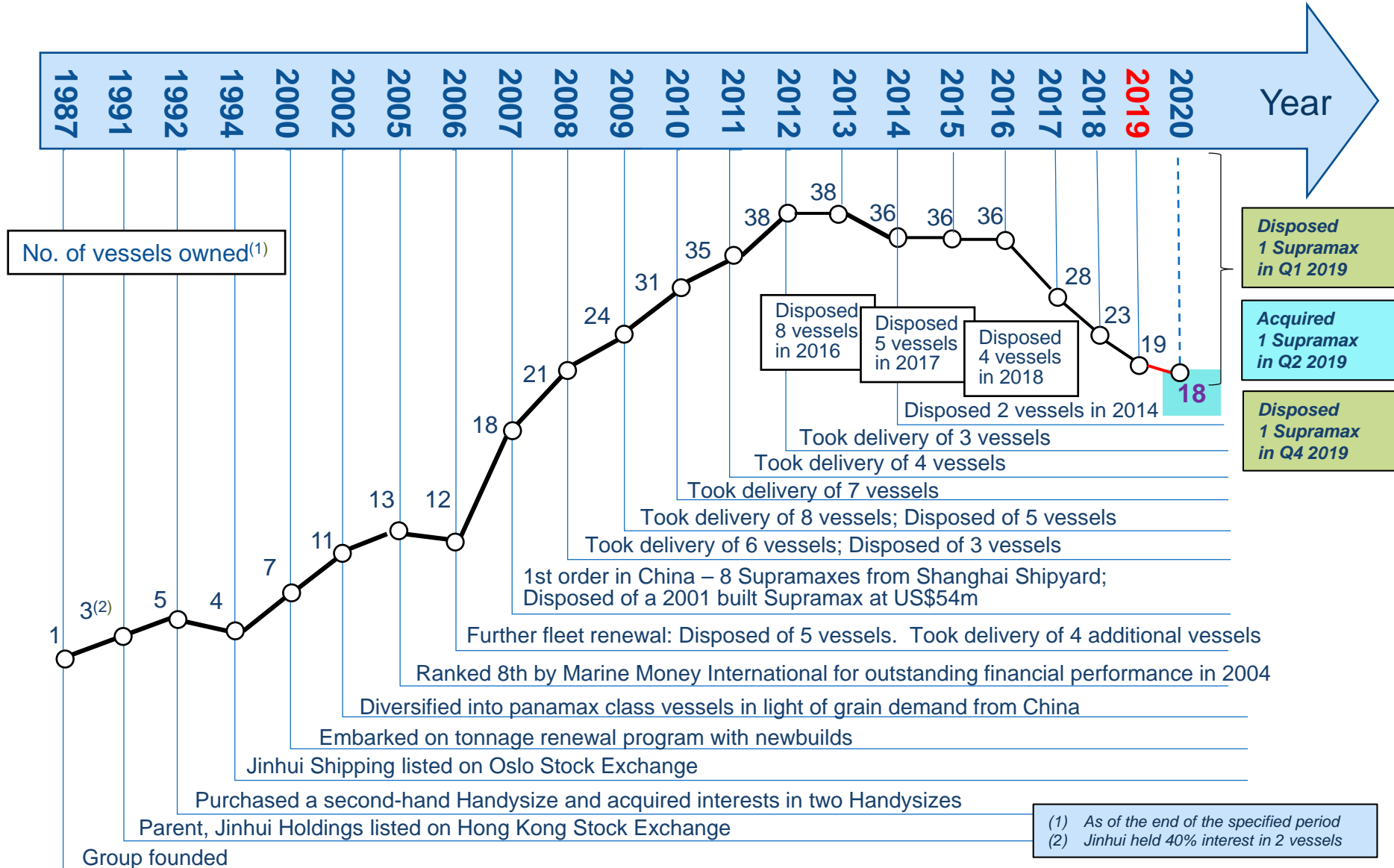
Key Financial Ratios

As at 31 December 2019

	2019 (Unaudited)	2018 (Audited)
Total assets (US\$'000)	406,433	361,637
Total debt borrowings (US\$'000)	133,915	90,183
Current ratio ¹	1.39 : 1	2.54 : 1
Net gearing ²	14%	0.65%
Available liquidity (US\$'000) ³	97,662	88,551

1. Current ratio is calculated based on current assets divided by current liabilities.
2. Net gearing is calculated on the basis of net debts (total interest-bearing debts net of equity and debt securities, bank balances and cash) over total equity.
3. Available liquidity included bank and cash balances, equity and debt securities as of reporting date.

Our Fleet Development



Competitive Fleet with High Cargo Flexibility

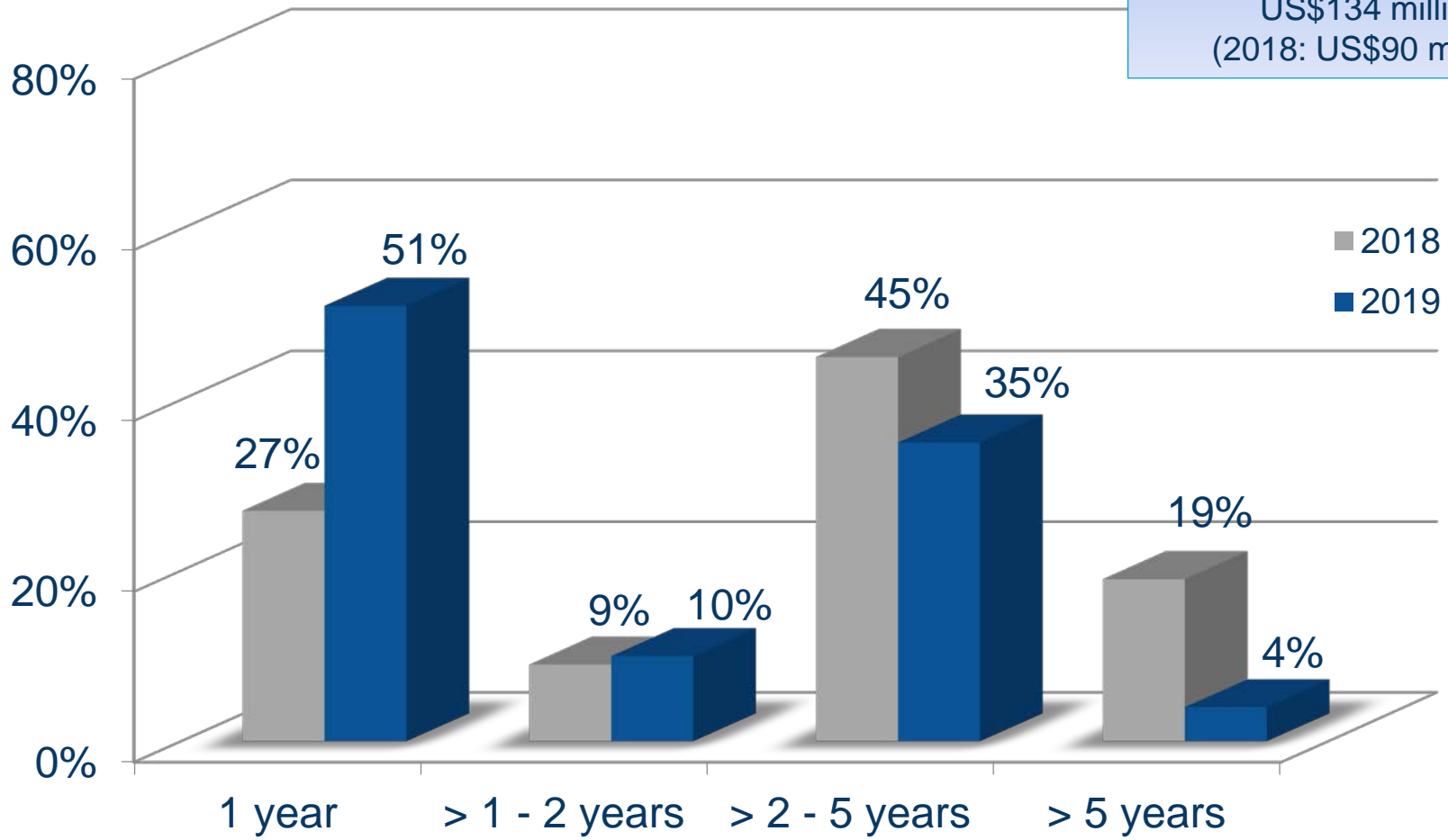
	Fleet	Type	Size (dwt)	Year built	Status	Shipyard	<u>Installation of ballast water treatment systems</u>
1	Jin Lang	Post-Panamax	93,279	2010	Owned	Jiangsu New Yangzi	Year 2022
2	Jin Mei	Post-Panamax	93,204	2010	Owned	Jiangsu New Yangzi	Year 2022
3	Jin Xiang	Supramax	61,414	2012	Owned	Oshima	Year 2020
4	Jin Hong	Supramax	61,414	2011	Owned	Oshima	Year 2020
5	Jin Yue	Supramax	56,934	2010	Owned	Shanghai Shipyard	Year 2021
6	Jin Ao	Supramax	56,920	2010	Owned	Shanghai Shipyard	Year 2022
7	Jin Gang	Supramax	56,927	2009	Owned	Shanghai Shipyard	Year 2024
8	Jin Ji	Supramax	56,913	2009	Owned	Shanghai Shipyard	Year 2021
9	Jin Wan	Supramax	56,897	2009	Owned	Shanghai Shipyard	Year 2021
10	Jin Jun	Supramax	56,887	2009	Owned	Shanghai Shipyard	Year 2021
11	Jin Sui	Supramax	56,968	2008	Owned	Shanghai Shipyard	Year 2023
12	Jin Tong	Supramax	56,952	2008	Owned	Shanghai Shipyard	Year 2021
13	Jin Yuan	Supramax	55,496	2007	Owned	Oshima	Year 2022
14	Jin Yi	Supramax	55,496	2007	Owned	Oshima	Year 2022
15	Jin Xing	Supramax	55,496	2007	Owned	Oshima	Year 2022
16	Jin Sheng	Supramax	52,050	2006	Owned	IHI	Year 2022
17	Jin Yao	Supramax	52,050	2004	Owned	IHI	Year 2021
18	Jin Ping	Supramax	50,777	2002	Owned	Oshima	Year 2022

➤ As of 27 February 2020, we operated 18 motor vessels with total capacity of deadweight 1,086,074 metric tons and average age of 10.78 years.

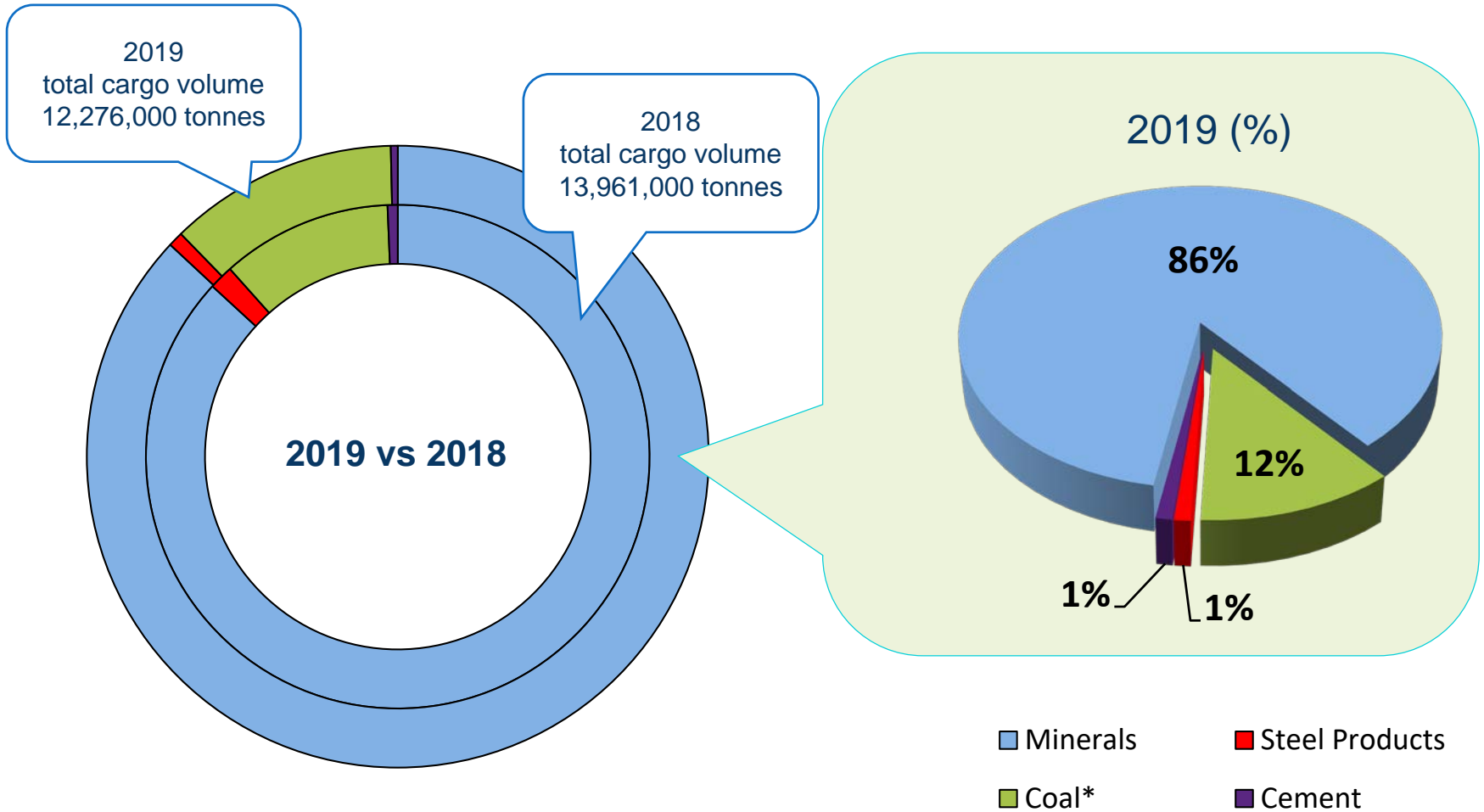
Debt Maturity Profile

(Based on information up to 31 December 2019)

Total debt as of
31 December 2019:
US\$134 million
(2018: US\$90 million)



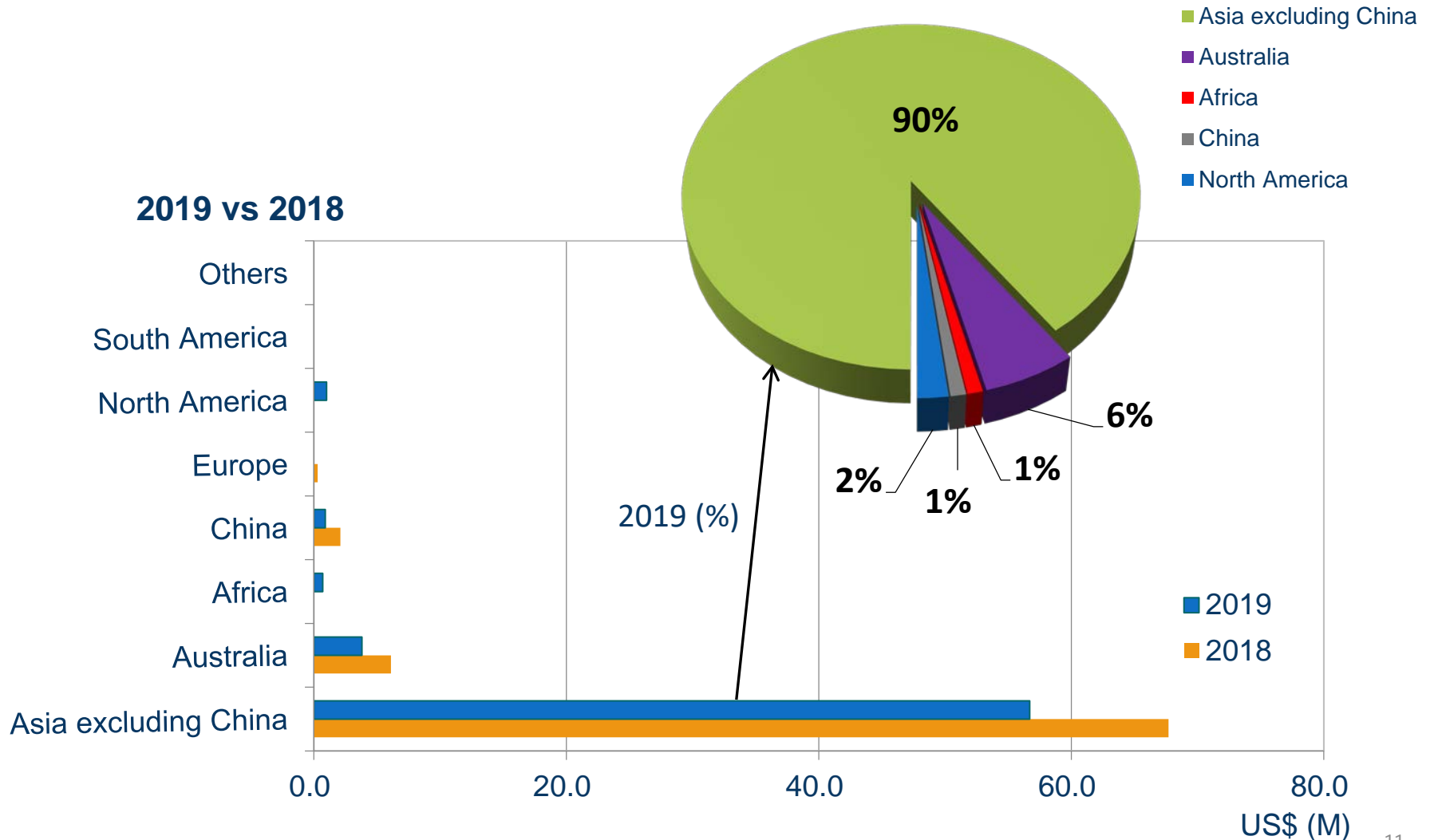
Cargo Volume Analysis 2019



* Including steaming coal and coking coal

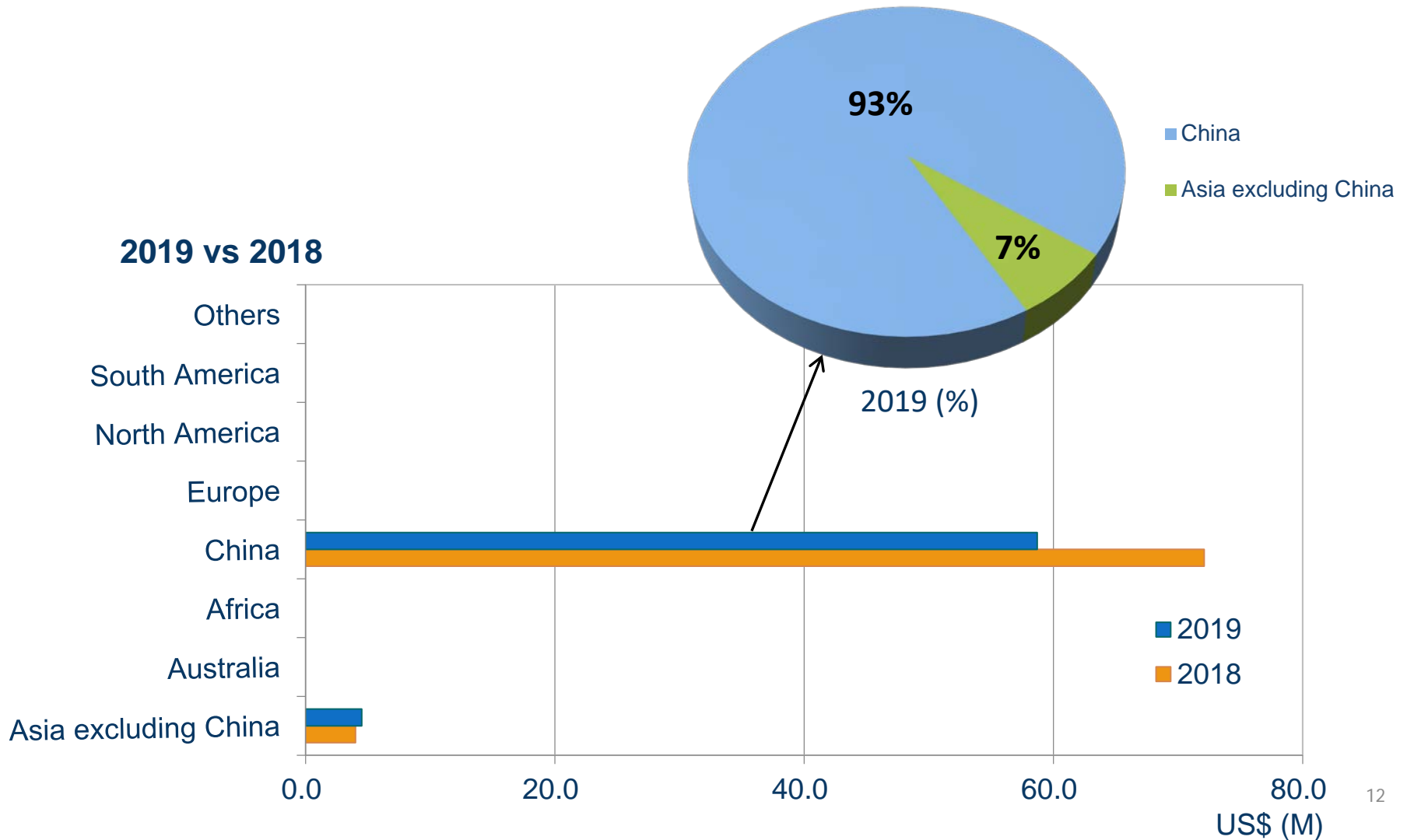
Loading Port Analysis 2019

Chartering revenue expressed by loading ports



Discharging Port Analysis 2019

Chartering revenue expressed by discharging ports

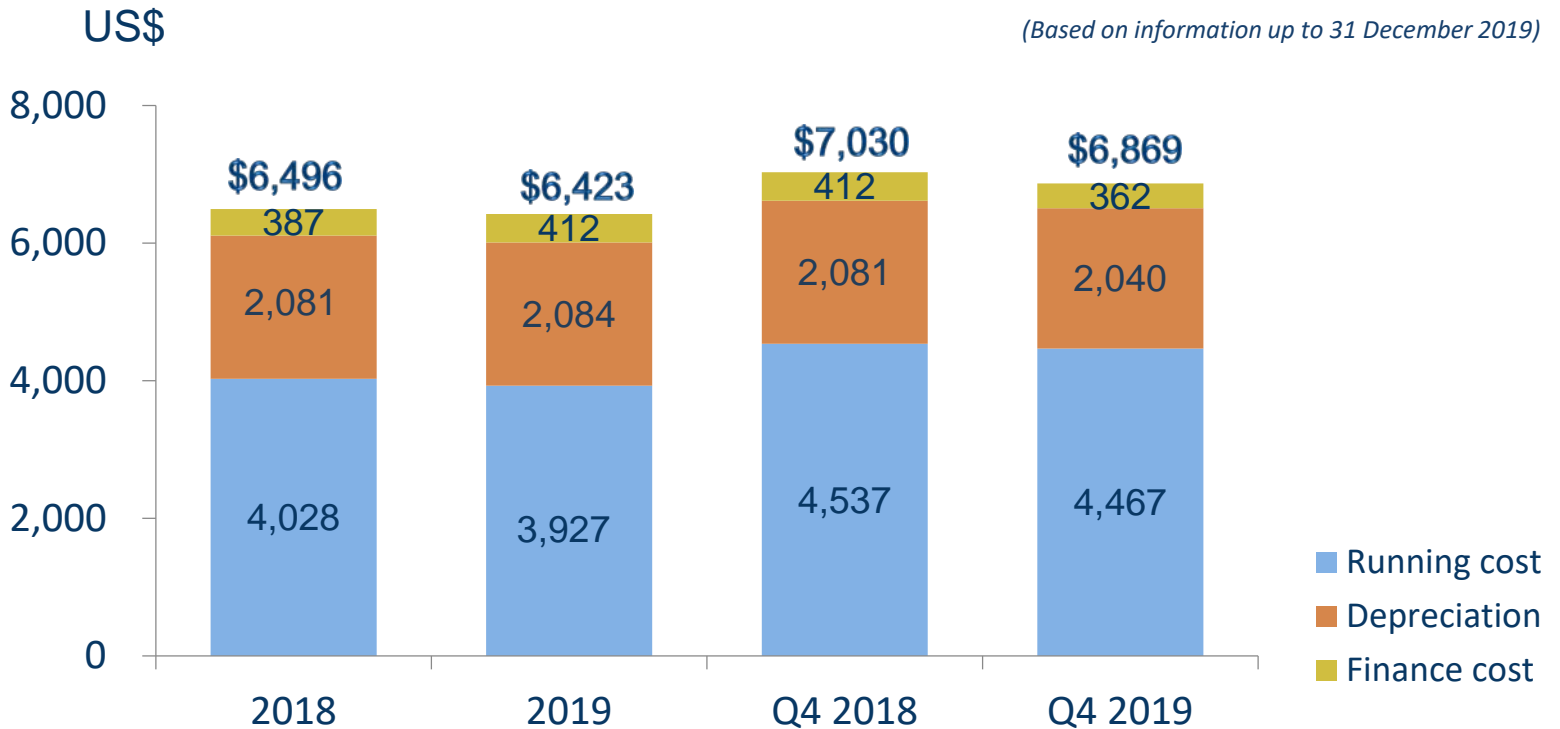


TCE of Jinhui Shipping's Owned Vessels

(Based on information up to 31 December 2019)

Average daily time charter equivalent rate (TCE)	2019 Q4	2018 Q4	2019	2018
	US\$	US\$	US\$	US\$
Post-Panamax Fleet	12,122	12,072	9,628	11,689
Supramax Fleet	11,336	9,559	9,522	9,743
In average	11,419	9,815	9,533	9,922

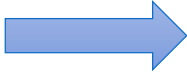
Daily Vessel Costs of Owned Vessels



Daily running costs is calculated as the aggregate of crew expenses, insurance, consumable stores, spare parts, repairs and maintenance and other vessels' miscellaneous expenses divided by ownership days during the period.

Increase in finance cost in 2019 mainly due to the impact of rising interest rate as the Group's bank borrowings were committed on floating rate basis and increase in new secured bank loans for the year.

Market Outlook

- US China trade relations eased off.....for now;
- Supply is in check, the big question is how economic growth will affect demand;
- IMO 2020 - a much lesser issue in front of other challenges;
- Coronavirus (COVID-19)  no longer an Asian issue?
- When will the freight market recover 