

Q2 AND FIRST HALF 2024 RESULTS PRESENTATION

Jinhui Shipping and Transportation Limited

28 August 2024



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' 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

Q2 2024 FINANCIAL HIGHLIGHTS

- ▶ Revenue for the quarter: US\$41 million
- ▶ EBITDA: US\$21 million
- ▶ Net profit for the quarter: US\$9 million
- ▶ Basic earnings per share: US\$0.081

FIRST HALF 2024 FINANCIAL HIGHLIGHTS

- ▶ Revenue for the period: US\$69 million
- ▶ EBITDA: US\$34 million
- ▶ Net profit for the period: US\$11 million
- ▶ Basic earnings per share: US\$0.103
- ▶ Gearing ratio as at 30 June 2024: 7%

Highlights for Q2 and First Half 2024

- ▶ The Group reported consolidated net profit of US\$9 million for the current quarter and US\$11 million for the first half of 2024;
- ▶ Chartering revenue increased 81% to US\$41 million for the current quarter mainly due to rebound of freight rates as a result of positive sentiment on the dry bulk shipping market;
- ▶ Reported Q2 2024 average TCE of the Group's fleet significant stronger than Q2 2023; increased 52% to US\$15,407/day for Q2 2024 as compared to US\$10,132/day for Q2 2023;
- ▶ Achieved an average TCE of US\$17,702 for Panamax fleet and US\$15,110 for Ultramax/Supramax fleet for current quarter as compared to US\$4,719 for Panamax fleet and US\$10,360 for Ultramax/Supramax fleet for Q2 2023;
- ▶ Shipping related expenses increased US\$5.4 million mainly attributable to the rise in hire payments upon the increase in number of chartered-in vessels during the quarter. The average number of chartered-in vessels in operation in the second quarter of 2024 increased to ten vessels, as compared to one vessel in last corresponding quarter;
- ▶ The daily running costs of owned vessels slightly decreased from US\$5,429 of Q2 2023 to US\$5,396 of Q2 2024 as lower crew costs were incurred as our vessel running costs remained well controlled;

Highlights for Q2 and First Half 2024

- ▶ Net gain on financial assets at fair value through profit or loss of US\$1.7 million and settlement income of US\$3.5 million from a legal dispute over the non-performance of a charterparty were included in the other operating income;
- ▶ Finance cost slightly increased to US\$1.4 million for the current quarter from US\$1.1 million of last corresponding quarter as a result of recognition of interest expenses on lease liabilities of US\$0.4 million during the quarter;
- ▶ As at 30 June 2024, secured bank loans amounted to US\$64.7 million, with current portion and non-current portion of US\$15.2 million and US\$49.5 million respectively;
- ▶ During the first half of 2024, net repayment of US\$23.4 million bank borrowings in which the vessel mortgage loans were full repaid;
- ▶ To further enhance and improve fleet profile while limiting the capital expenditure of acquisition of vessels, the Group entered into certain inward time charters engagements during the first half of 2024, with total carrying capacity of approximately 705,000 metric tons;

Fleet Overview

- ▶ As at 30 June 2024, twenty three owned vessels and ten chartered-in vessels, with total carrying capacity of approximately 2,020,000 metric tons;
- ▶ Contract to acquire a 2012-built Capesize, at a consideration of US\$31 million; the vessel was delivered to the Group in August 2024;
- ▶ Contract to acquire a 2019-built Panamax, at a consideration of US\$31 million; the vessel was delivered to the Group in May 2024;
- ▶ Entered into two shipbuilding contracts for construction of two Ultramaxs, each at a consideration of US\$34 million, to be delivered in 2026 and 2027;
- ▶ Subsequent to reporting date, the Group entered into contract to acquire a 2008-built Capesize, at a consideration of US\$24 million, to be delivered in the fourth quarter of 2024;

Financial Highlights

For the quarter and six months ended 30 June 2024

US\$'000	Q2 2024 (Unaudited)	Q2 2023 (Unaudited)	1H 2024 (Unaudited)	1H 2023 (Unaudited)	2023 (Audited)
Revenue	41,245	22,797	69,139	37,227	81,868
Net loss on disposal of owned vessels	-	-	-	-	(880)
Impairment loss on owned vessels and right-of-use assets	-	-	-	-	(19,704)
EBITDA	20,850	2,493	33,796	46	(11,828)
Operating profit (loss)	10,263	(5,449)	14,163	(16,854)	(48,822)
Finance costs	(1,447)	(1,060)	(2,942)	(2,407)	(6,234)
Net profit (loss) for the periods / year	8,816	(6,509)	11,221	(19,261)	(55,055)
Basic earnings (loss) per share	US\$0.081	US\$(0.060)	US\$0.103	US\$(0.176)	US\$(0.504)

Key Financial Ratios

As at 30 June 2024			
	Q2 2024 (Unaudited)	Q2 2023 (Unaudited)	2023 (Audited)
Total assets (US\$'000)	488,347	501,571	483,633
Net equity (US\$'000)	359,919	387,215	349,930
Secured bank loans (US\$'000)	64,718	80,857	88,167
Current ratio ¹	1.20 : 1	1.83 : 1	1.75 : 1
Net gearing ²	7%	8%	7%
Working capital (US\$'000)	10,184	33,309	40,643
Available liquidity (US\$'000) ³	39,959	48,982	62,613

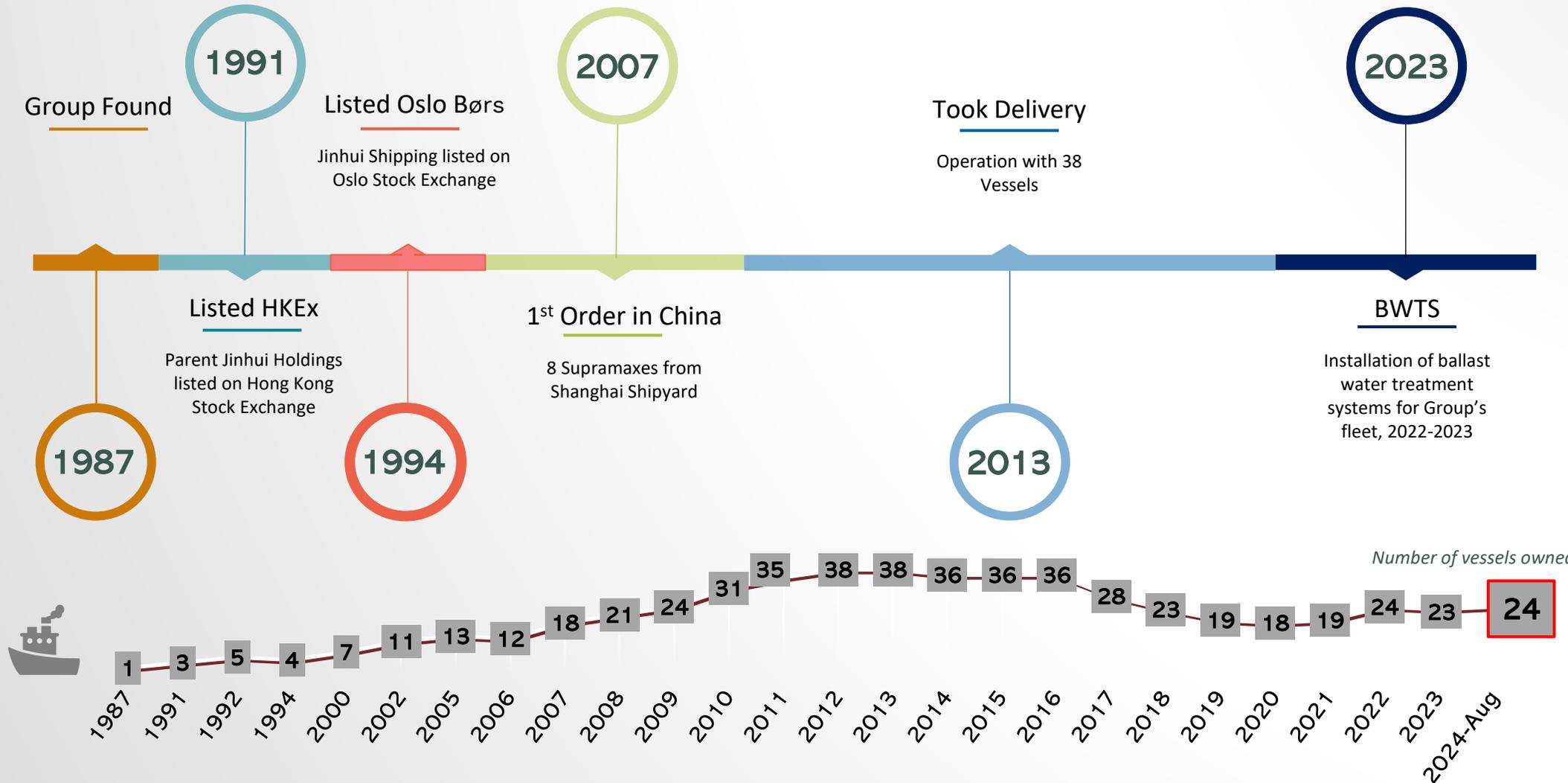
1. Current ratio is calculated based on current assets divided by current liabilities.

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

(Based on information up to 27 Aug 2024)



Jinhui Fleet

Owned vessels in operation

- operating 24 owned vessels
- total capacity of owned vessels was 1,542,242 deadweight metric tons
- average age of 13.63 years

(Based on information up to 27 Aug 2024)

	Vessel	Size (dwt)	Year built	Shipyard
1	JIN LI	81,567	2019	Jiangsu Hantong
2	JIN HENG	63,518	2014	Jiangsu Hantong
3	JIN PING	63,485	2014	Jiangsu Hantong
4	JIN CHAO	63,469	2014	Jiangsu Hantong
5	JIN RUI	63,435	2014	Jiangsu Hantong
6	JIN CHENG	181,279	2012	Imabari
7	JIN XIANG	61,414	2012	Oshima
8	JIN MAO	56,469	2012	Jiangsu Hantong
9	JIN BI	56,361	2012	Jiangsu Hantong
10	JIN HONG	61,414	2011	Oshima
11	JIN YUE	56,934	2010	Shanghai Shipyard
12	JIN AO	56,920	2010	Shanghai Shipyard
13	JIN GANG	56,927	2009	Shanghai Shipyard
14	JIN JI	56,913	2009	Shanghai Shipyard
15	JIN WAN	56,897	2009	Shanghai Shipyard
16	JIN JUN	56,887	2009	Shanghai Shipyard
17	JIN RONG	58,729	2008	Tsuneishi
18	JIN SUI	56,968	2008	Shanghai Shipyard
19	JIN TONG	56,952	2008	Shanghai Shipyard
20	JIN AN	55,866	2007	Kawasaki
21	JIN XING	55,496	2007	Oshima
22	JIN YI	55,496	2007	Oshima
23	JIN YUAN	55,496	2007	Oshima
24	JIN SHUN	53,350	2007	Shanghai Shipyard

Jinhui Fleet

Chartered-in vessels in operation

Type	Long Term Chartered	Short Term Chartered	Total
Panamax	2	1	3
Ultramax / Supramax	2	4	6
Total	4	5	9

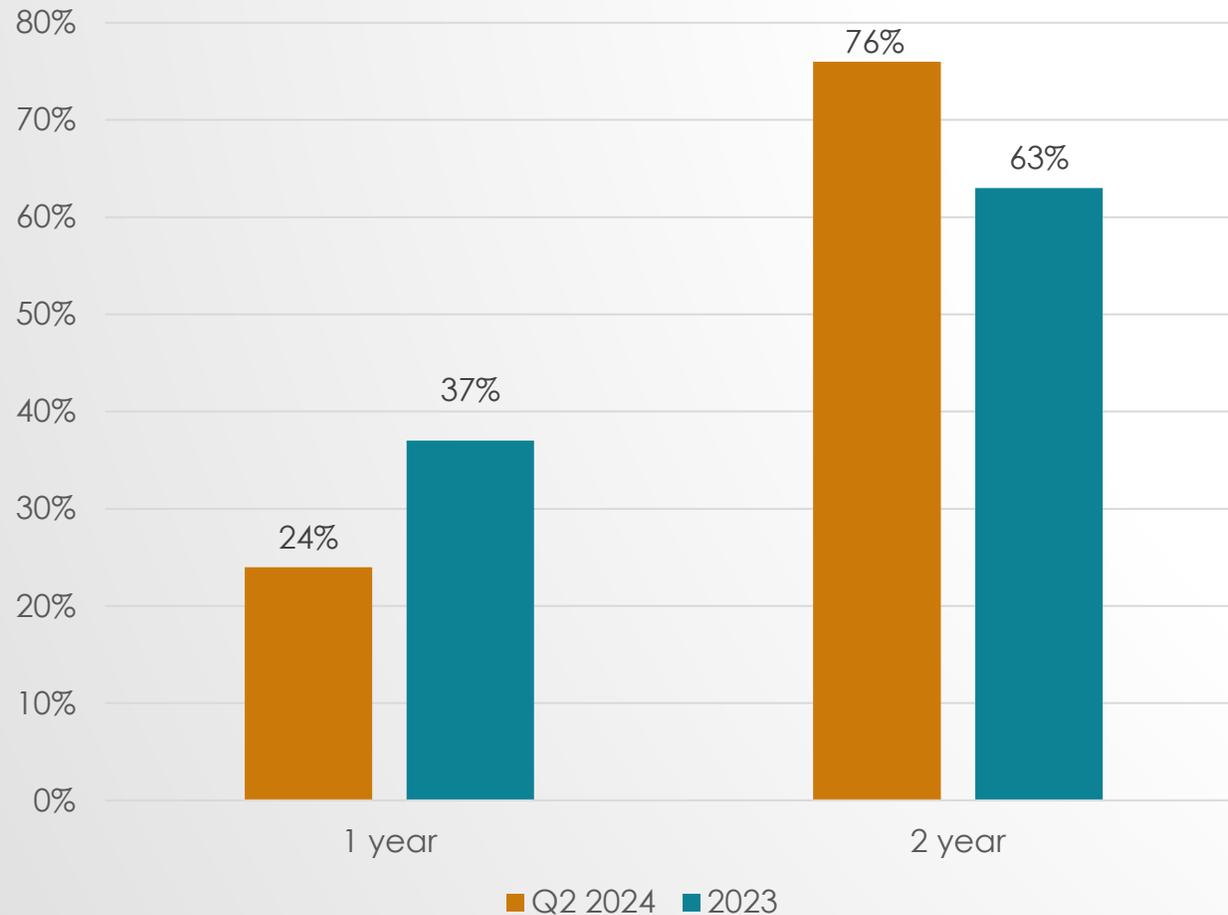


Long Term Chartered-in		
Vessel	Size (dwt)	Year built
1 PACIFIC LILY	61,452	2016
2 PACIFIC JASMINE	61,473	2016
3 EVER SHINING	81,842	2021
4 TAHO CIRCULAR	84,484	2022

Total capacity deadweight for chartered-in vessels was 610,123 deadweight metric tons

(Based on information up to 27 Aug 2024)

Debt Maturity Profile



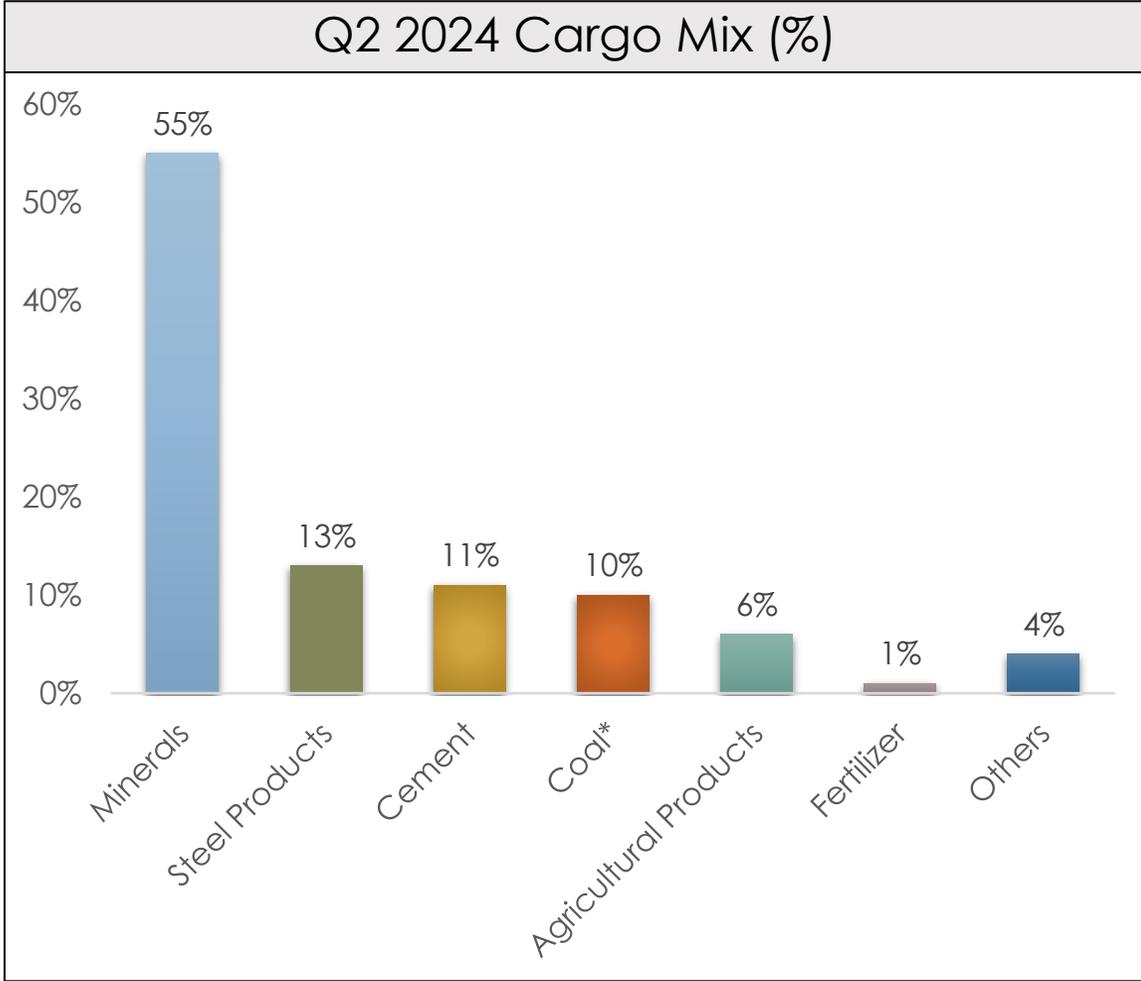
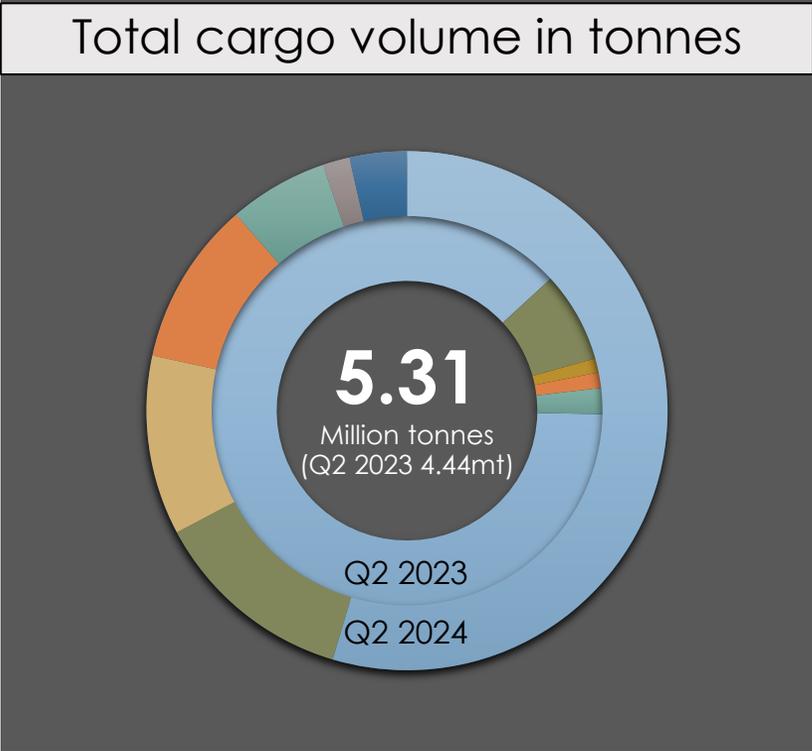
(Based on information up to 30 June 2024)

**Total debt as of 30 June 2024:
US\$64.7 million
(2023: US\$88.2 million)**

* Vessel mortgage loans were fully repaid in first half of 2024

* Secured bank loans represented vessel mortgage loans, revolving loans, term loans and property mortgage loans which were secured by the Group's motor vessels, land & buildings, investment properties and financial assets at fair value through profit or loss to secure credit facilities utilized by the Group.

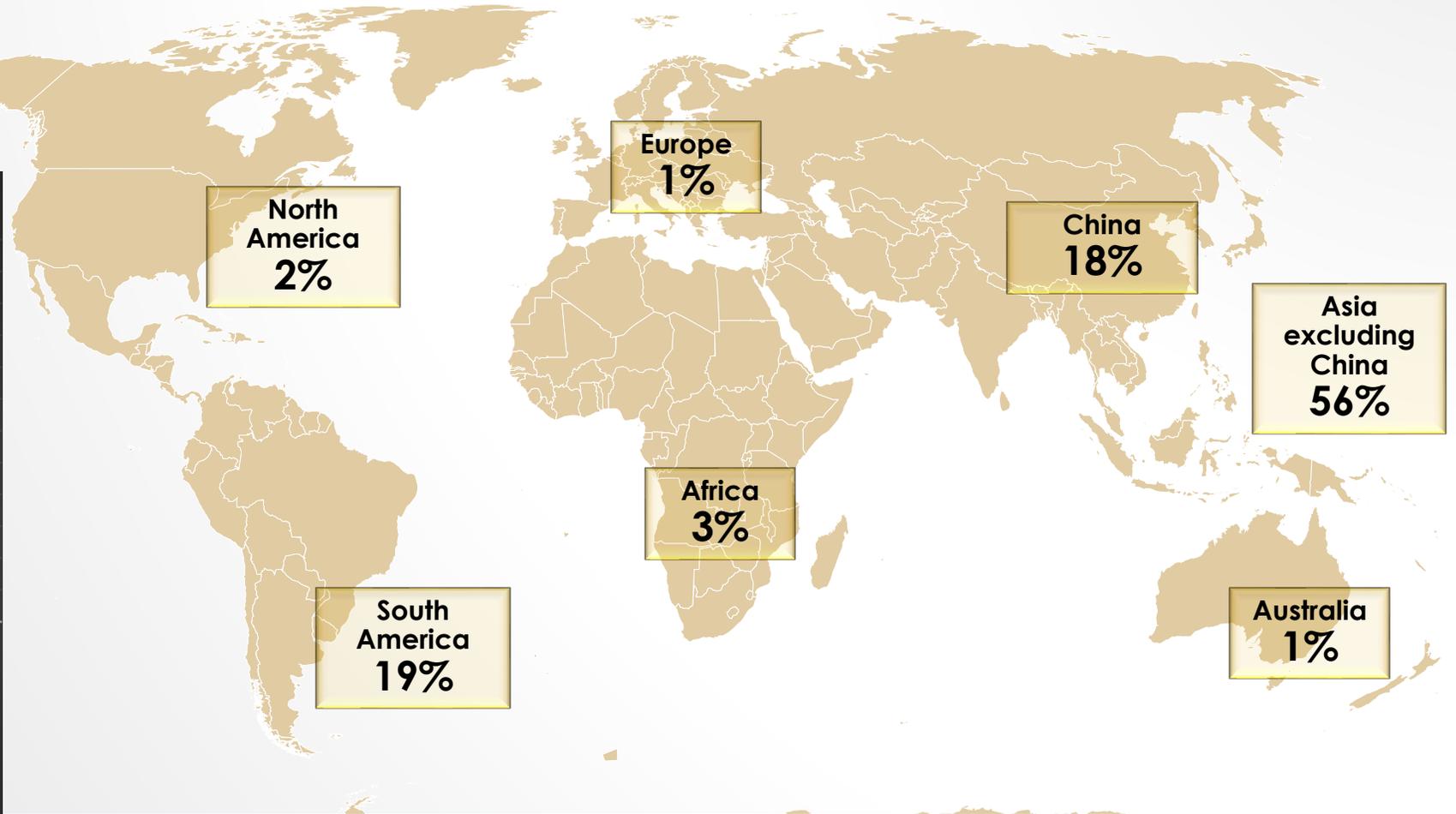
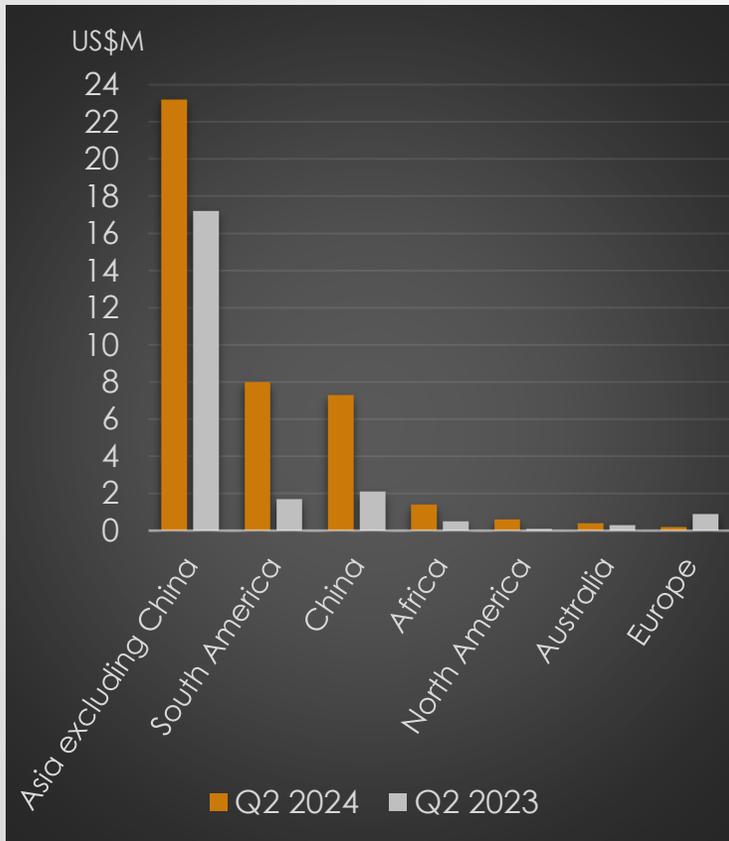
Cargo Mix Analysis



* Including steaming coal and coking coal

Distribution of Cargo

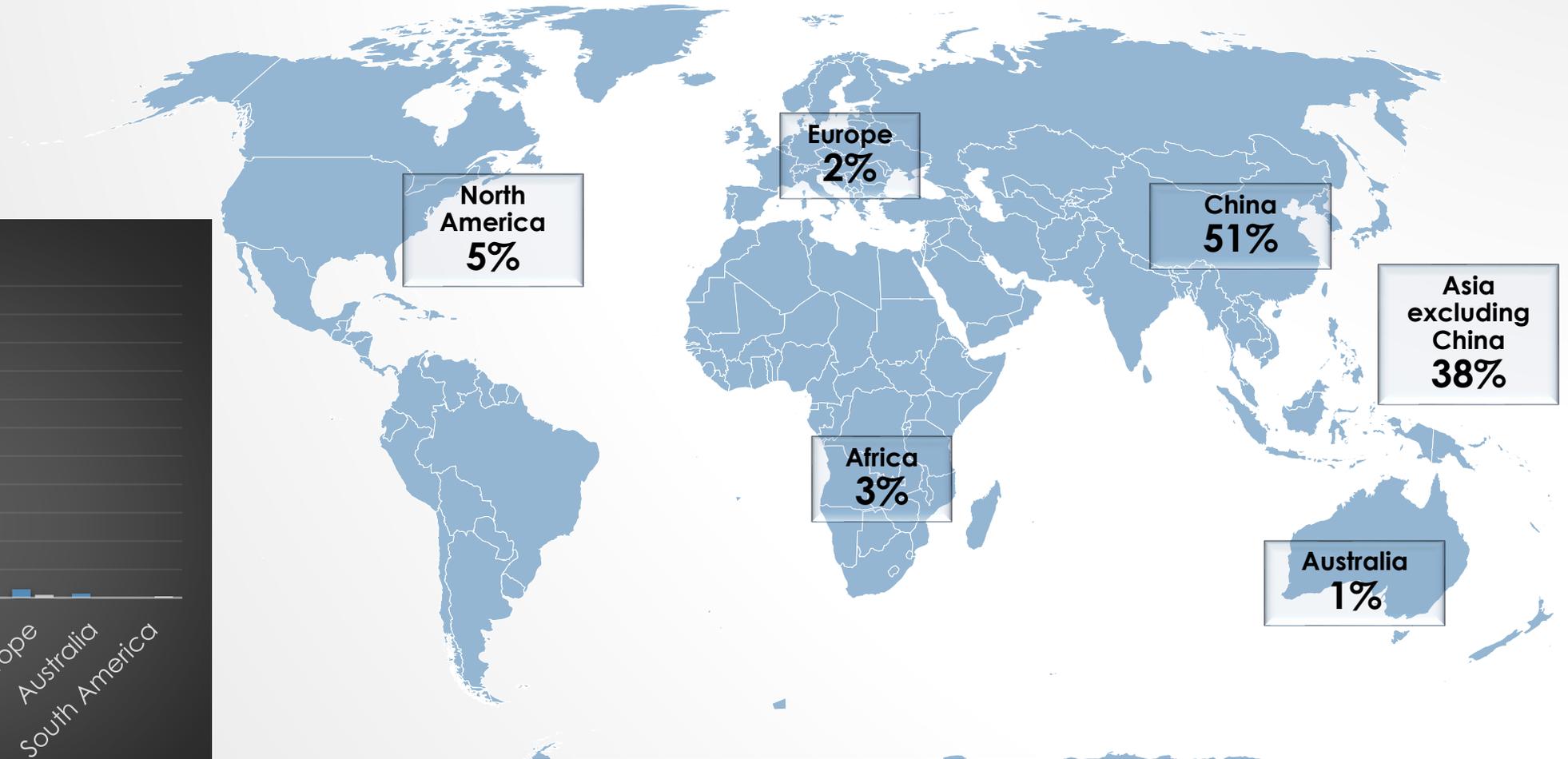
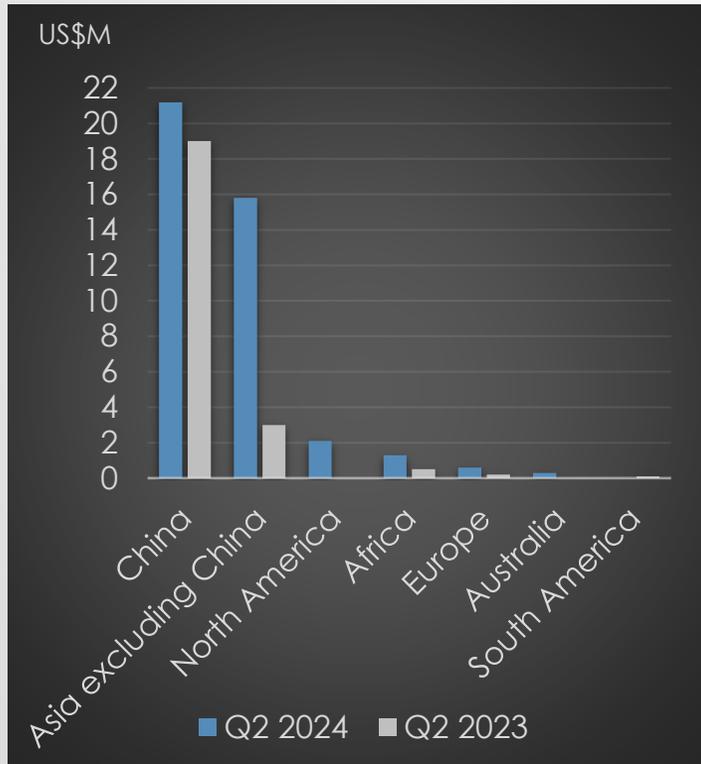
Loading Ports Analysis Q2 2024



Chartering revenue expressed by loading ports

Distribution of Cargo

Discharging Ports Analysis Q2 2024

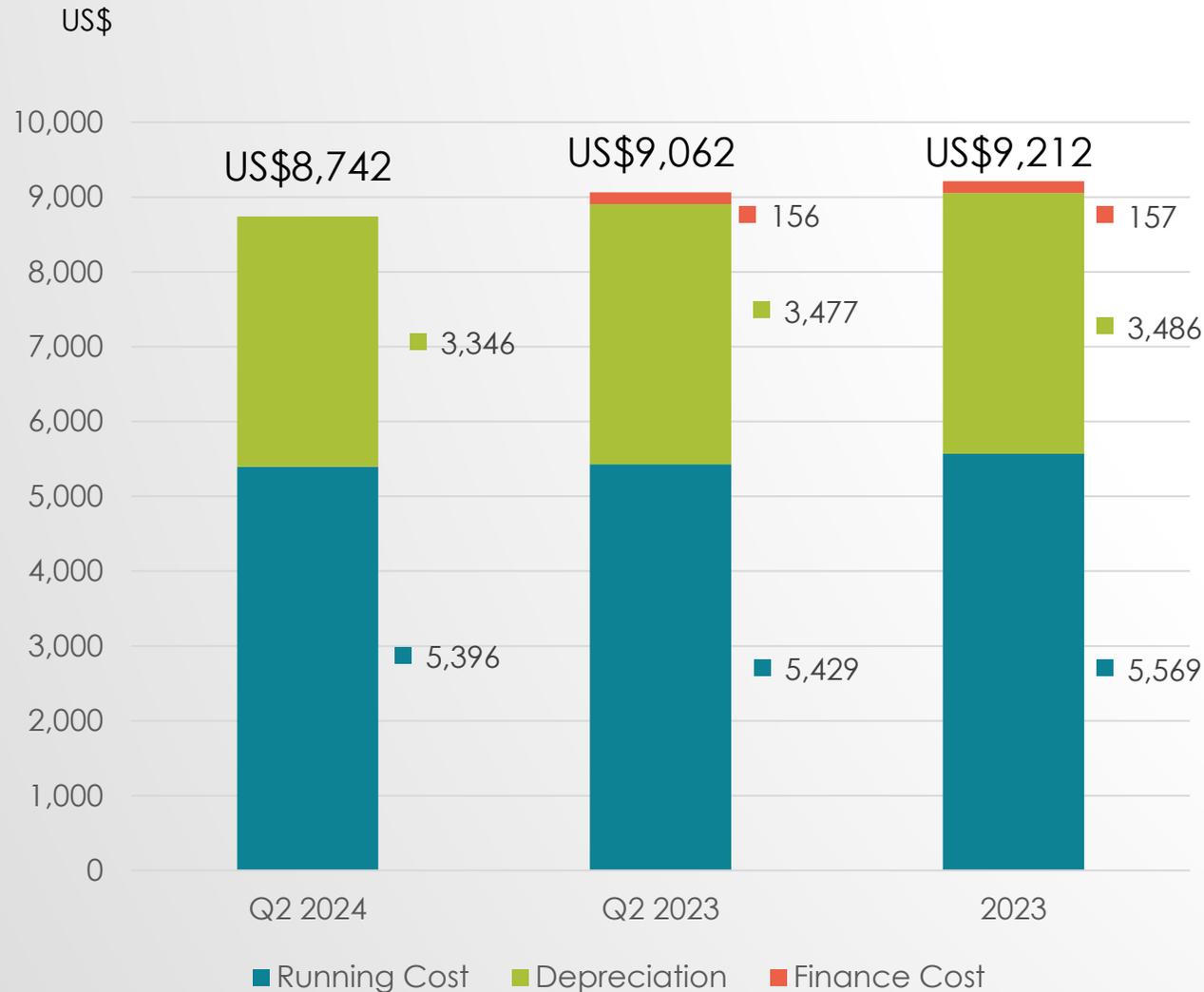


Chartering revenue expressed by discharging ports

TCE of Jinhui Fleet

Average Daily Time Charter Equivalent Rate (TCE)					
	Q2 2024	Q2 2023	1H 2024	1H 2023	2023
Type	US\$	US\$	US\$	US\$	US\$
Panamax Fleet	17,702	4,719	17,478	8,894	13,126
Ultramax / Supramax Fleet	15,110	10,360	13,560	8,357	8,892
In Average	15,407	10,132	13,939	8,379	9,063

Daily Vessel Running Costs of Owned Vessels



- **Daily vessel running cost** 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 year / period.
- Decrease in daily running costs due to decrease in crew costs under cost reduction strategy.
- **Daily vessel finance cost** is calculated as the aggregate of vessels' finance costs divided by ownership days during the year / period.
- Vessel mortgage loans were fully repaid during the quarter.
- **Daily vessel depreciation** is calculated as the aggregate of vessels' depreciation divided by ownership days during the year / period.
- The decrease during the quarter was mainly due to the decrease in carrying amounts of owned vessels after the recognition of impairment loss on vessels in 2023.

(Based on information up to 30 June 2024)

Outlook

- ▶ Supply of new vessels is currently low, with steady demand of cargo;
- ▶ Second hand values are currently high, with signs of dislocation with freight rates;
- ▶ However, economic growth on fragile footing and political risks persists;
- ▶ Continue to look for opportunities to refresh fleet profile.

Thank You
