



JINHUI SHIPPING AND TRANSPORTATION LIMITED

Q4 2021 and 2021 Annual
Results Presentation
28 February 2022

JINHUI SHIPPING

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.

2021 Highlights

Q4 2021 Financial Highlights

- Revenue for the quarter: US\$43 million
- Net profit for the quarter: US\$84 million
- EBITDA: US\$91 million
- Basic earnings per share: US\$0.769

Year 2021 Financial Highlights

- Revenue for the year: US\$131 million
- Net profit for the year: US\$194 million included reversal of impairment loss on owned vessels of US\$133.6 million
- EBITDA: US\$215 million
- Basic earnings per share: US\$1.777
- Gearing ratio as at 31 December 2021: 4%
- Proposed final dividend : US\$0.07 per share

2021 Highlights

- Consolidated net profit of US\$194 million for current year mainly due to:
 - chartering revenue increase 178% due to remarkable rebound of dry bulk shipping as compared to last year;
 - average daily time charter equivalent rates increase 165% to US\$19,233 for current year as compared to US\$7,269 for last year;
 - took delivery of six vessels in the year to date which brought additional hire income during the year;
 - performed reversal of impairment loss review on both 30 June and 31 December 2021 and recognized a total of US\$133.6 million reversal of impairment loss on owned vessels;
 - increase in shipping related expenses, mainly due to inflation and increase in number of owned vessels;

2021 Highlights

- net loss of US\$2.6 million on financial assets at fair value through profit or loss as compared to net loss of US\$3.9 million in last year;
- fair value loss of US\$1.3 million on investment properties;
- the Group drawn US\$12.6 million and repaid US\$28.3 million bank loans during the year;
- capex of US\$81.3 million, mainly on acquisition of vessels during the year;
- Acquire eight Supramaxes and took delivery of six vessels during the year.

Financial Highlights

For the quarter and nine months ended 31 December 2021

US\$'000	Q4 2021 (Unaudited)	Q4 2020 (Unaudited)	2021 (Unaudited)	2020 (Audited)
Revenue	42,581	15,137	131,069	47,118
Reversal of impairment loss on owned vessels	68,085	-	133,606	-
Operating profit before depreciation / amortization and finance costs	90,599	12,174	214,984	3,266
Operating profit (loss)	84,407	8,324	196,136	(11,902)
Finance costs	(386)	(541)	(1,749)	(3,117)
Net profit (loss) for the period / year	84,058	7,550	194,197	(15,252)
Basic earnings (loss) per share	US\$0.769	US\$0.069	US\$1.777	US\$(0.140)

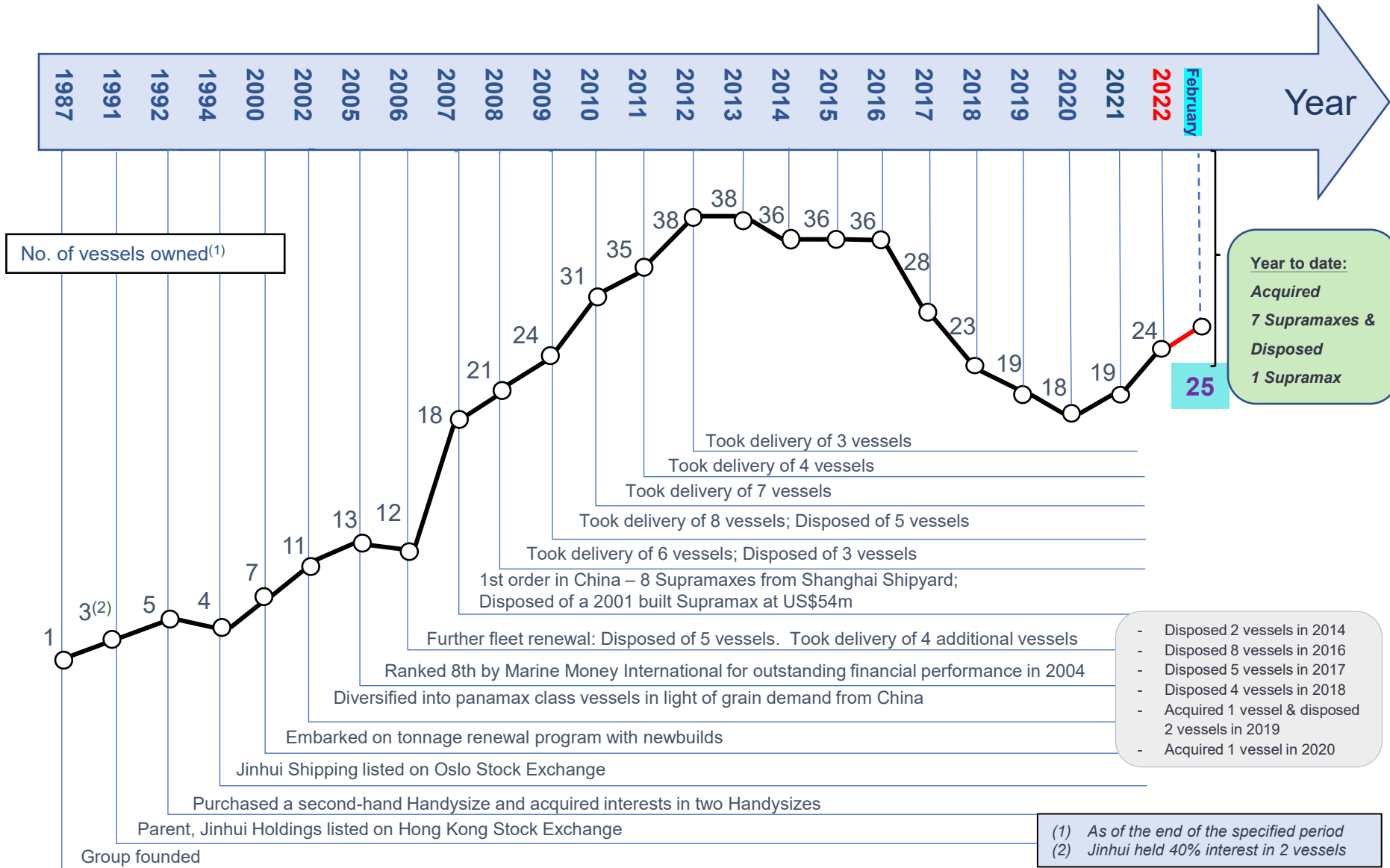
Key Financial Ratios

As at 31 December 2021

	2021 (Unaudited)	2020 (Audited)
Total assets (US\$'000)	547,725	366,164
Secured bank loans (US\$'000)	92,578	108,345
Current ratio ¹	1.50 : 1	1.38 : 1
Net gearing ²	4%	15%
Working Capital (US\$'000)	37,887	28,503
Available liquidity (US\$'000) ³	76,407	73,220
Return on equity ⁴	58%	N/A
Return on total assets ⁵	43%	N/A

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.
4. Return on equity is calculated as net profit divided by average of opening balance and closing balance of total equity during the year.
5. Return on total assets is calculated as net profit divided by average of opening balance and closing balance of total assets during the year.

Our Fleet Development



Jinhui Fleet of Vessels

	<u>Fleet</u>	<u>Type</u>	<u>Size (dwt)</u>	<u>Year built</u>	<u>Shipyard</u>
1	JIN LANG	Post-Panamax	93,279	2010	Jiangsu New Yangzi
2	JIN MEI	Post-Panamax	93,204	2010	Jiangsu New Yangzi
3	JIN XIANG	Supramax	61,414	2012	Oshima
4	JIN BI	Supramax	56,361	2012	Jiangsu New Hantong
5	JIN HONG	Supramax	61,414	2011	Oshima
6	JIN YUE	Supramax	56,934	2010	Shanghai Shipyard
7	JIN AO	Supramax	56,920	2010	Shanghai Shipyard
8	JIN GANG	Supramax	56,927	2009	Shanghai Shipyard
9	JIN JI	Supramax	56,913	2009	Shanghai Shipyard
10	JIN WAN	Supramax	56,897	2009	Shanghai Shipyard
11	JIN JUN	Supramax	56,887	2009	Shanghai Shipyard
12	JIN RONG	Supramax	58,729	2008	Tsuneishi
13	JIN SUI	Supramax	56,968	2008	Shanghai Shipyard
14	JIN TONG	Supramax	56,952	2008	Shanghai Shipyard
15	JIN AN	Supramax	55,866	2007	Kawasaki
16	JIN SHUN	Supramax	53,350	2007	Shanghai Shipyard
17	JIN YUAN	Supramax	55,496	2007	Oshima
18	JIN YI	Supramax	55,496	2007	Oshima
19	JIN XING	Supramax	55,496	2007	Oshima
20	JIN QUAN	Supramax	52,525	2006	Tsuneishi
21	JIN SHENG	Supramax	52,050	2006	IHI
22	JIN CHENG	Supramax	53,806	2004	New Century
23	JIN FENG	Supramax	52,686	2004	Oshima
24	JIN YAO	Supramax	52,050	2004	IHI
25	ATLANTICA	Supramax	50,259	2001	Shanghai Shipyard

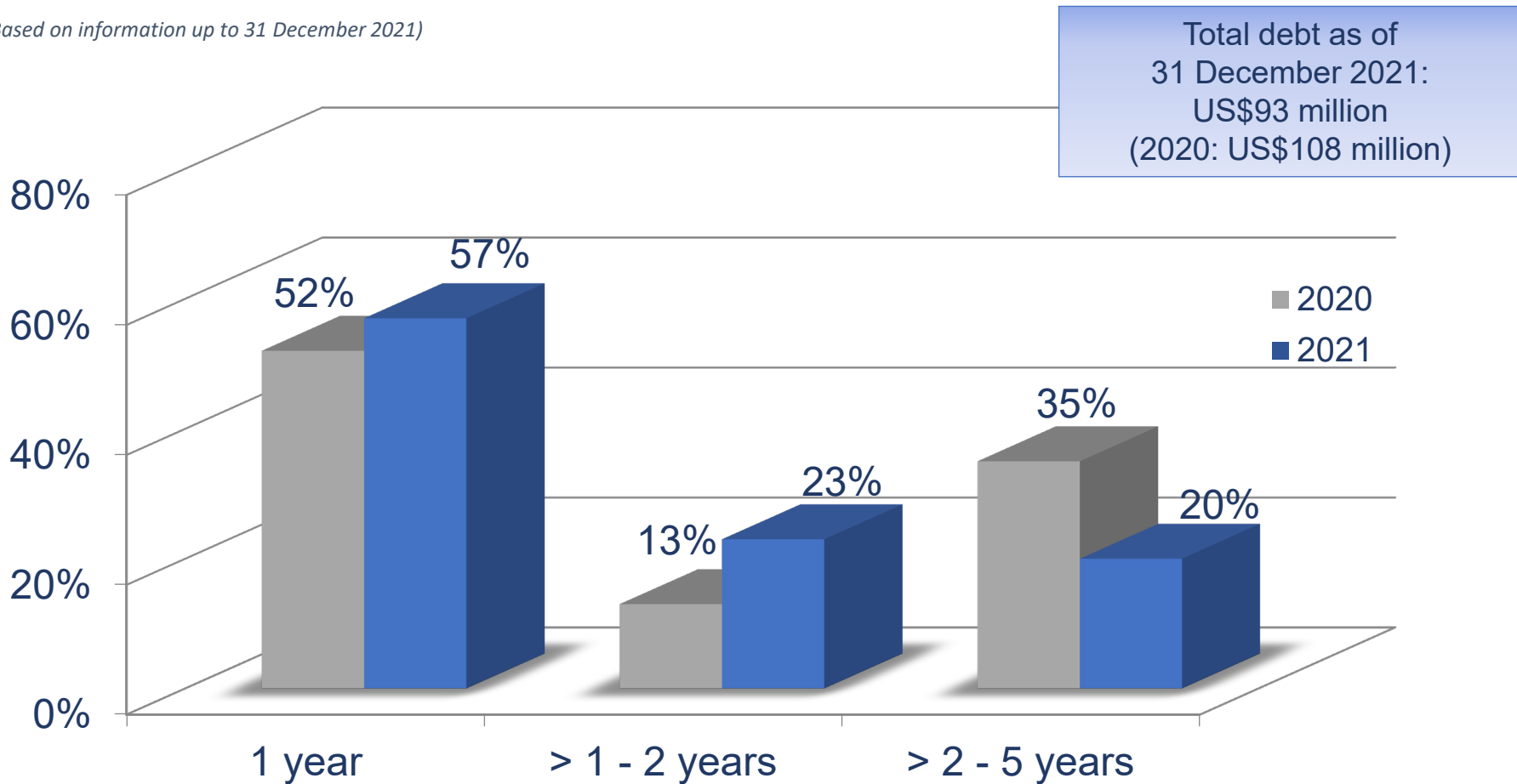
➤ As of 27 February 2022, we operated 25 motor vessels with total capacity of deadweight 1,468,879 metric tons and average age of 13.2 years.

Installation of ballast water treatment systems

	<u>Fleet</u>	<u>Type</u>	<u>Size (dwt)</u>	<u>Year built</u>	<u>Installation of ballast water treatment systems</u>
1	JIN XIANG	Supramax	61,414	2012	Year 2022
2	JIN BI	Supramax	56,361	2012	Year 2022
3	JIN HONG	Supramax	61,414	2011	Year 2022
4	JIN LANG	Post-Panamax	93,279	2010	Year 2022
5	JIN MEI	Post-Panamax	93,204	2010	Year 2022
6	JIN YUE	Supramax	56,934	2010	Year 2022
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15	JIN SHUN	Supramax	53,350	2007	Year 2022
16	JIN SHENG	Supramax	52,050	2006	Year 2022
17	JIN YAO	Supramax	52,050	2004	Year 2022
18	ATLANTICA	Supramax	50,259	2001	Year 2022
19	JIN RONG	Supramax	58,729	2008	Year 2023
20	JIN SUI	Supramax	56,968	2008	Year 2023
21	JIN GANG	Supramax	56,927	2009	Year 2024

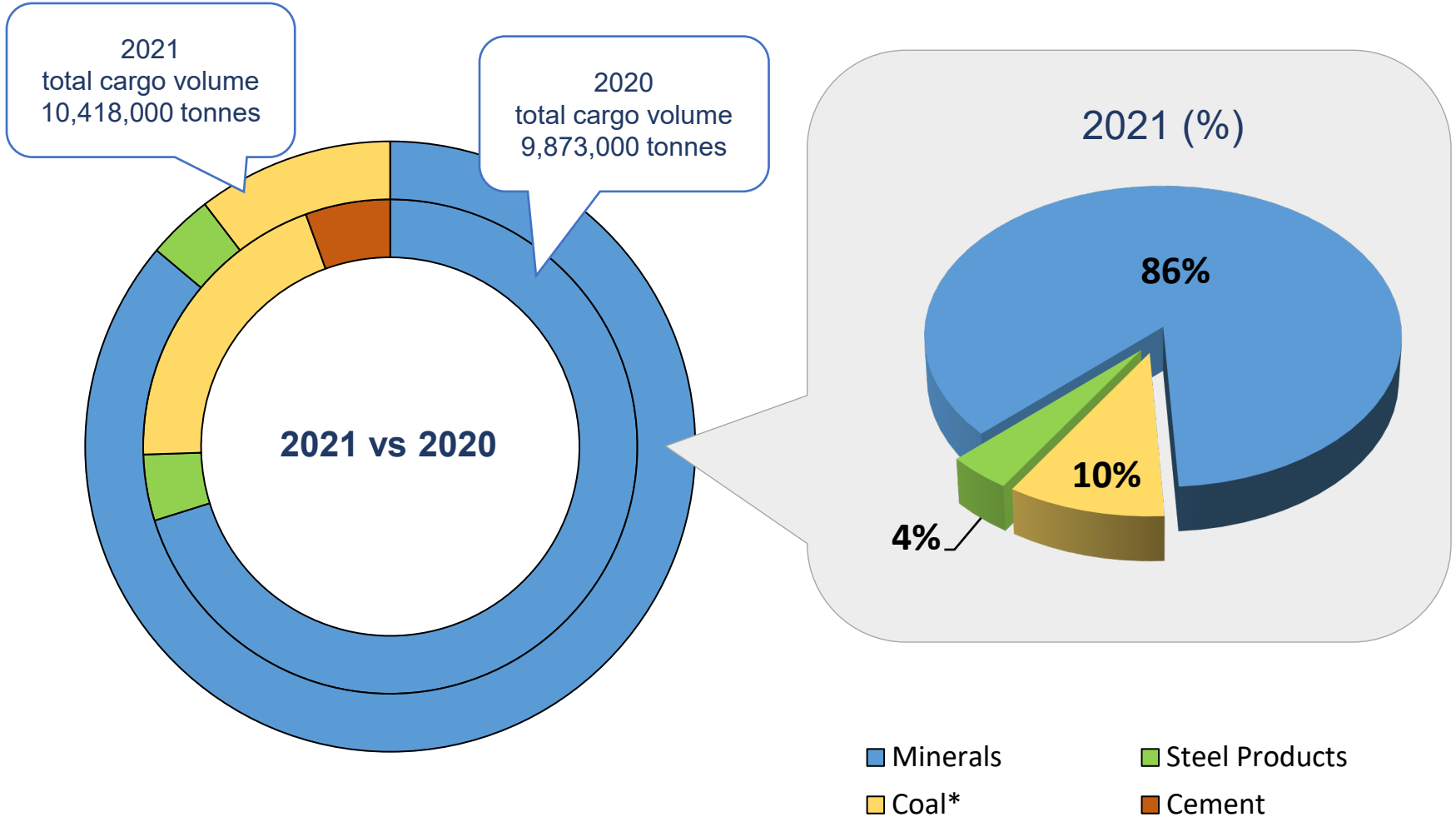
Debt Maturity Profile

(Based on information up to 31 December 2021)



- 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, financial assets at fair value through profit or loss and loan receivables to secure credit facilities utilized by the Group.

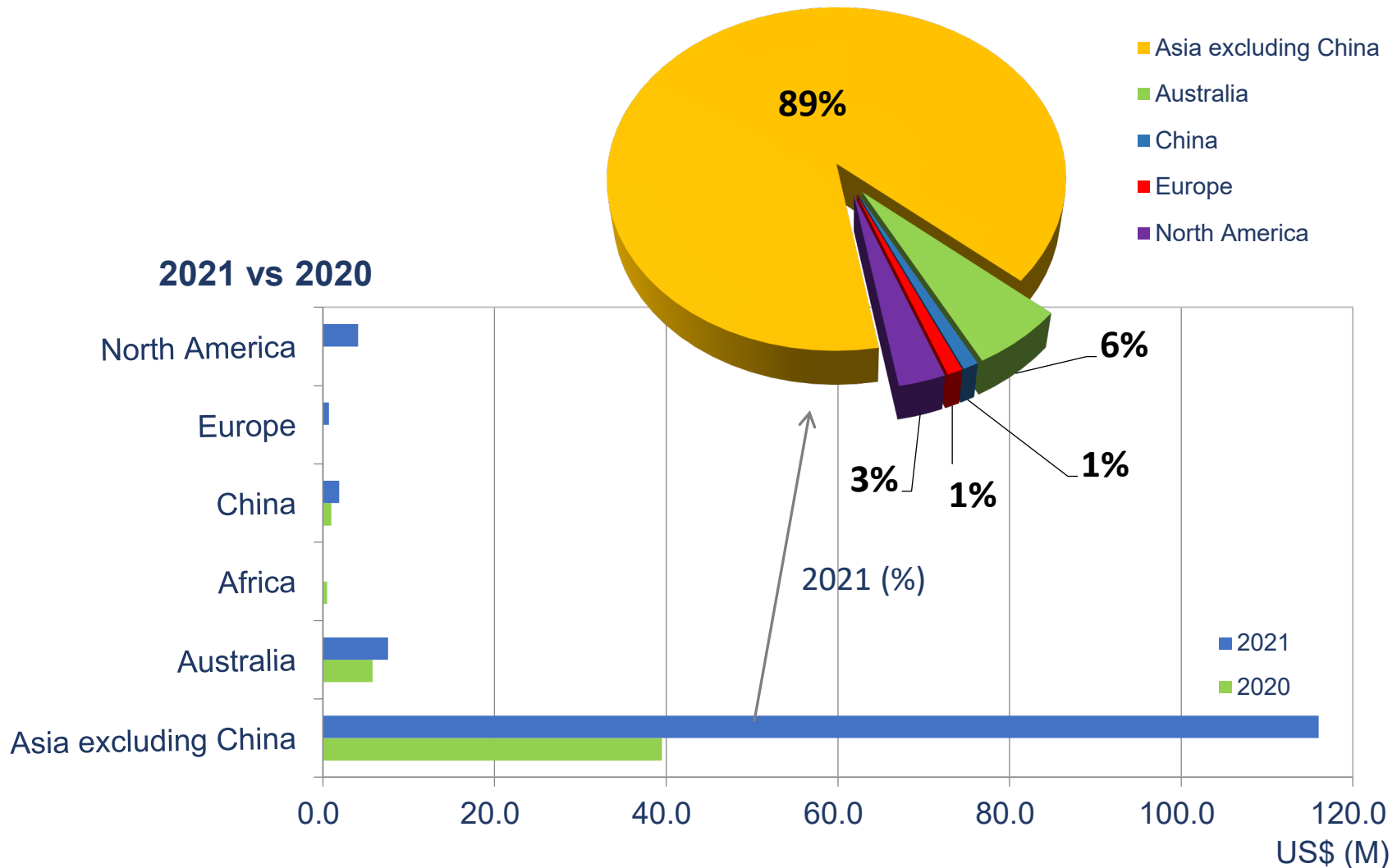
Cargo Volume Analysis 2021



* Including steaming coal and coking coal

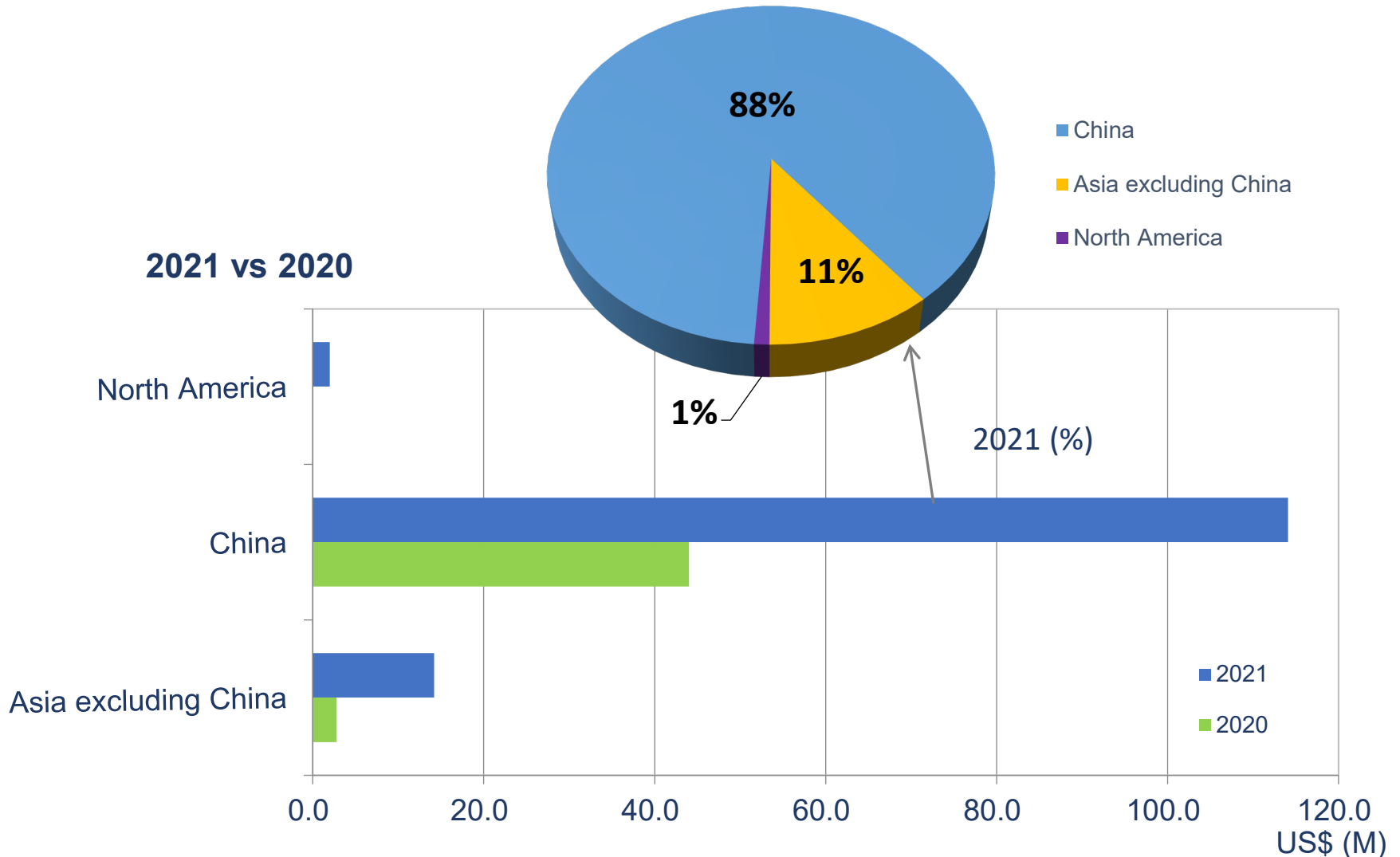
Loading Port Analysis 2021

Chartering revenue expressed by Loading Ports



Discharging Port Analysis 2021

Chartering revenue expressed by Discharging Ports

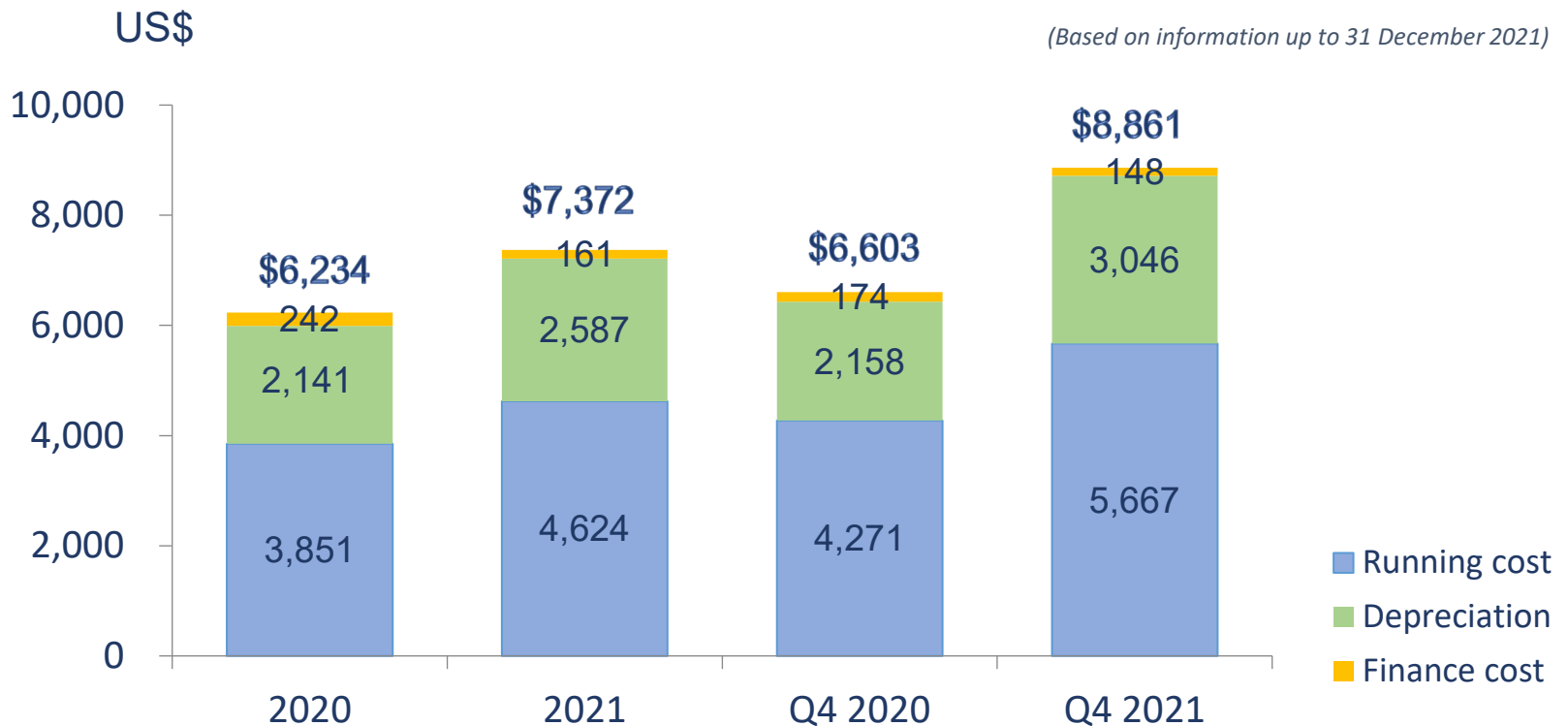


TCE of Jinhui Shipping's Owned Vessels

(Based on information up to 31 December 2021)

Average daily time charter equivalent rate (TCE)	Q4 2021	Q4 2020	2021	2020
	US\$	US\$	US\$	US\$
Post-Panamax Fleet	31,580	11,891	19,116	9,929
Supramax Fleet	21,845	9,173	19,247	6,986
In average	22,808	9,487	19,233	7,269

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.

The increase in running cost during the year mainly due to increase in crew costs.

Daily finance cost is calculated as the aggregate of vessels' finance costs divided by ownership days during the year. The decrease was mainly due to the drop in interest rate and repayment of secured bank loan during the year.

Outlook

- Supply demand in favor of freight market in coming months;
- Surge in COVID spread means tighter controls at ports;
- Geopolitical tensions could cause further expected volatility;
- Opportunistic approach to tonnage management.