



Third Quarter 2023 Results Presentation

Jinhui Shipping and Transportation Limited

29 November 2023



Disclaimer

A decorative graphic on the left side of the slide consists of several hexagons. There is a large orange hexagon in the center, a smaller light blue hexagon above it, a white outline hexagon to its left, and a small orange hexagon below it.

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

Q3 2023 Financial Highlights

- ↳ Revenue for the quarter: US\$20M
- ↳ EBITDA for the quarter: US\$4M
- ↳ Net loss for the quarter: US\$8M
- ↳ Basic loss per share: US\$0.074

9-Mth 2023 Financial Highlights

- ↳ Revenue for the period: US\$57M
- ↳ EBITDA for the period: US\$4M
- ↳ Net loss for the period: US\$27M
- ↳ Basic loss per share: US\$0.250
- ↳ Gearing ratio as at 30 September 2023: 10%

Highlights for Q3 2023



Given the considerable pressure in freight rates of shipping driven by rising interest rates, tighter monetary conditions due to inflationary pressure, as well as heightened geopolitical tensions, the Group reported consolidated net loss for the current quarter of US\$8 million;



Reported EBITDA was US\$4 million for current quarter;



Chartering revenue decreased 49% to US\$20 million for the current quarter as compared to US\$40 million of corresponding quarter in 2022; due to the lackluster freight rates as compared with the same quarter in 2022;



Reported average TCE of the Group's fleet was US\$8,796 per day for Q3 2023, represented a decrease of 55% as compared to US\$19,562 per day for Q3 2022;



Decline in vessel running cost mainly due to drop in crew cost under cost reduction strategy and lower crew repatriation costs as Covid-related controls have been relaxed in 2023;



Net gain of US\$1 million on bunker was recognized during the quarter as compared to net loss of US\$4 million on bunker in corresponding quarter in 2022;



Highlights for Q3 2023



Other operating expenses decreased as the net loss on financial assets at fair value through profit or loss in current quarter narrowing to US\$0.1 million as compared to net loss of US\$4.3 million from corresponding quarter in 2022. Other operating expenses also included an impairment loss on assets held for sale of US\$1.9 million on disposal of a Supramax during the quarter which was delivered to the purchaser in mid November 2023;



Finance costs was increased for the current quarter mainly due to rising of average interest rates;



As at 30 September 2023, secured bank loans increased from US\$83 million as of 31 December 2022 to US\$85 million as of 30 September 2023; Current portion and non-current portion of secured bank loans was US\$31 million and US\$54 million respectively;



During 9-month 2023, net bank borrowings of US\$2 million;



CAPEX was under control, about US\$1.4 million was spent on dry-docking and installation of BWTS during the quarter;



Contract to acquire a 2014-built Supramax, at consideration of US\$20.4 million; the vessel was delivered in October 2023;

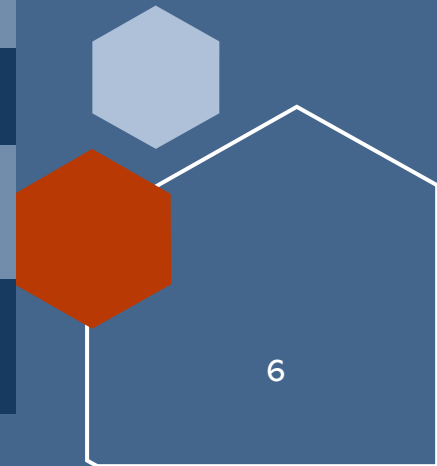


One Supramax was contracted to dispose at consideration of US\$8.08 million and was delivered to the purchaser in mid November 2023.

Financial Highlights

For the quarter and nine months ended 30 September 2023

US\$'000	Q3 2023 (Unaudited)	Q3 2022 (Unaudited)	9M 2023 (Unaudited)	9M 2022 (Unaudited)	2022 (Audited)
Revenue	20,038	39,579	57,265	122,844	152,466
Net gain on disposal of owned vessels	-	-	-	6,146	5,636
Impairment loss on owned vessels, net	-	-	-	-	(49,326)
EBITDA	4,025	12,279	4,071	70,234	36,215
Operating profit (loss)	(6,275)	1,353	(23,129)	41,608	(3,655)
Finance costs	(1,804)	(1,064)	(4,211)	(1,954)	(3,438)
Net profit (loss) for the periods / year	(8,079)	289	(27,340)	39,638	(7,113)
Basic earnings (loss) per share	US\$(0.074)	US\$0.003	US\$(0.250)	US\$0.363	US\$(0.065)



Key Financial Ratios as at 30 September 2023

	Q3 2023 (Unaudited)	Q3 2022 (Unaudited)	2022 (Audited)
Total assets (US\$'000)	494,767	605,060	538,312
Net equity (US\$'000)	371,652	456,587	411,137
Secured bank loans (US\$'000)	85,092	94,888	82,838
Current ratio ¹	1.77 : 1	1.31 : 1	1.64 : 1
Net gearing ²	10%	7%	5%
Working capital (US\$'000)	36,927	22,392	34,153
Available liquidity (US\$'000) ³	49,622	62,078	61,504

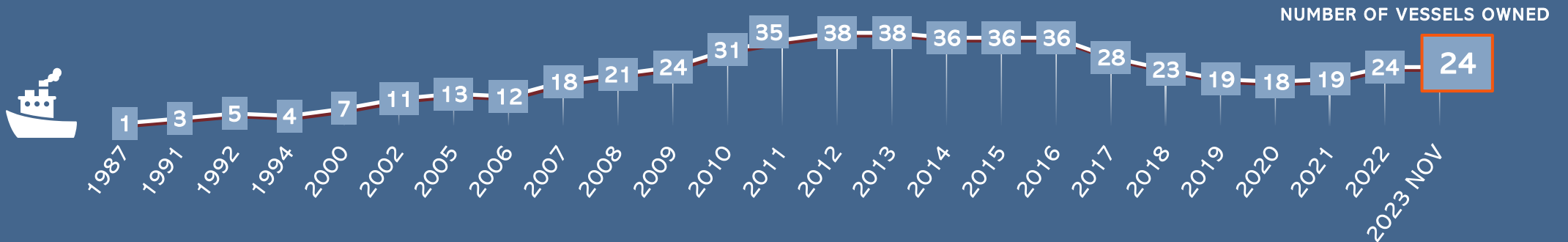
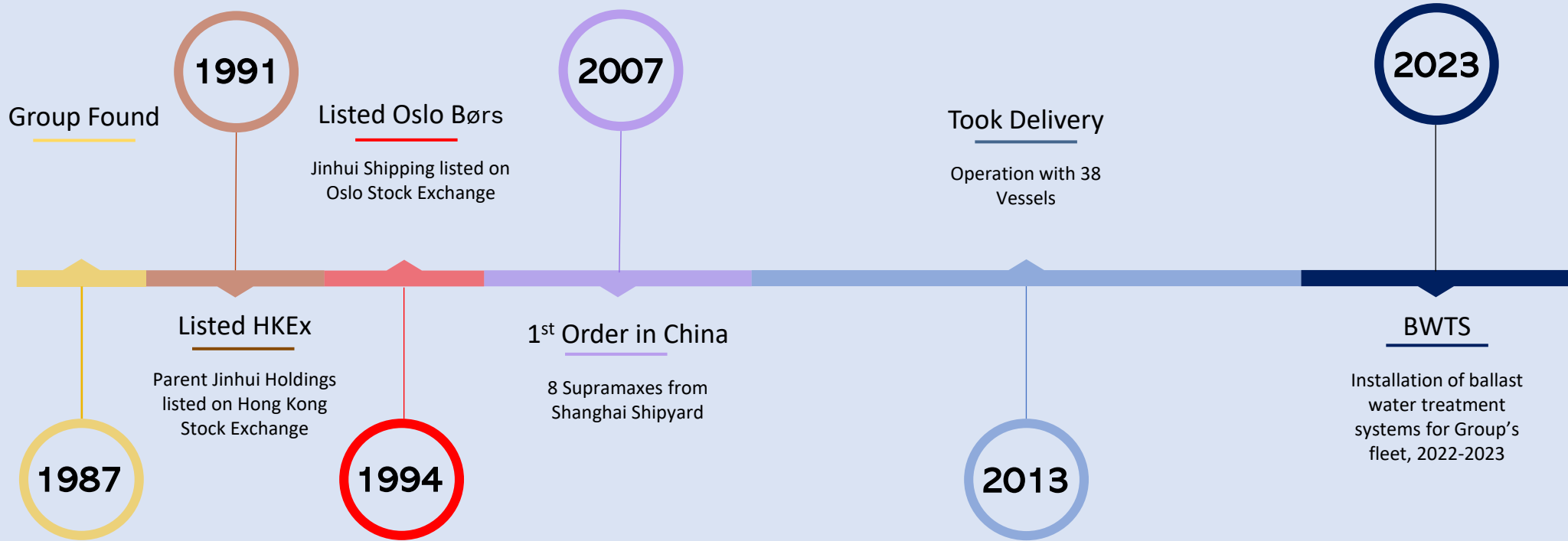
1. Current ratio is calculated based on current assets divided by current liabilities.

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 28 November 2023)



Jinhui Fleet of 24 Supramax Vessels

As of 28 November 2023, we are operating 24 owned vessels with total capacity of deadweight 1,383,971 metric tons and average age of 13.42 years.

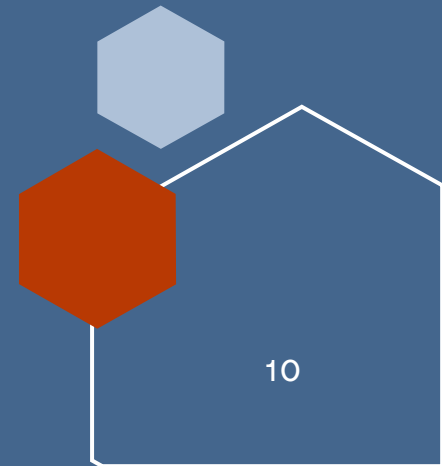


Fleet	Size (dwt)	Year built	Shipyard	Fleet	Size (dwt)	Year built	Shipyard
1 JIN HENG	63,518	2014	Jiangsu Hantong	13 JIN WAN	56,897	2009	Shanghai Shipyard
2 JIN PING	63,485	2014	Jiangsu Hantong	14 JIN JUN	56,887	2009	Shanghai Shipyard
3 JIN CHAO	63,469	2014	Jiangsu Hantong	15 JIN RONG	58,729	2008	Tsuneishi
4 JIN RUI	63,435	2014	Jiangsu Hantong	16 JIN SUI	56,968	2008	Shanghai Shipyard
5 JIN XIANG	61,414	2012	Oshima	17 JIN TONG	56,952	2008	Shanghai Shipyard
6 JIN MAO	56,469	2012	Jiangsu Hantong	18 JIN AN	55,866	2007	Kawasaki
7 JIN BI	56,361	2012	Jiangsu Hantong	19 JIN SHUN	53,350	2007	Shanghai Shipyard
8 JIN HONG	61,414	2011	Oshima	20 JIN YUAN	55,496	2007	Oshima
9 JIN YUE	56,934	2010	Shanghai Shipyard	21 JIN YI	55,496	2007	Oshima
10 JIN AO	56,920	2010	Shanghai Shipyard	22 JIN XING	55,496	2007	Oshima
11 JIN GANG	56,927	2009	Shanghai Shipyard	23 JIN QUAN	52,525	2006	Tsuneishi
12 JIN JI	56,913	2009	Shanghai Shipyard	24 JIN SHENG	52,050	2006	IHI

Jinhui Chartered-in Vessel

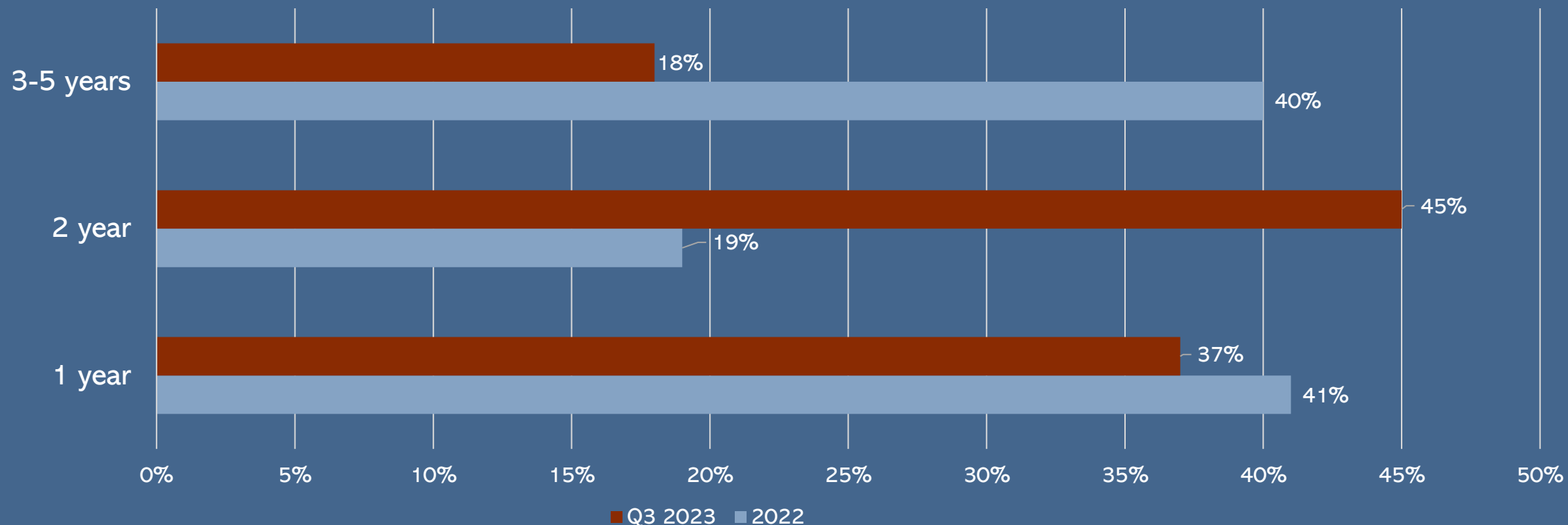
As of 28 November 2023, we are operating 1 chartered-in vessel.

Fleet	Type	Size (dwt)	Year built	Chartered-in date	Expiry
TAHO CIRCULAR	Panamax / Kamsarmax	84,484	2022	Jun 2022	Feb 2029



Debt Maturity Profile

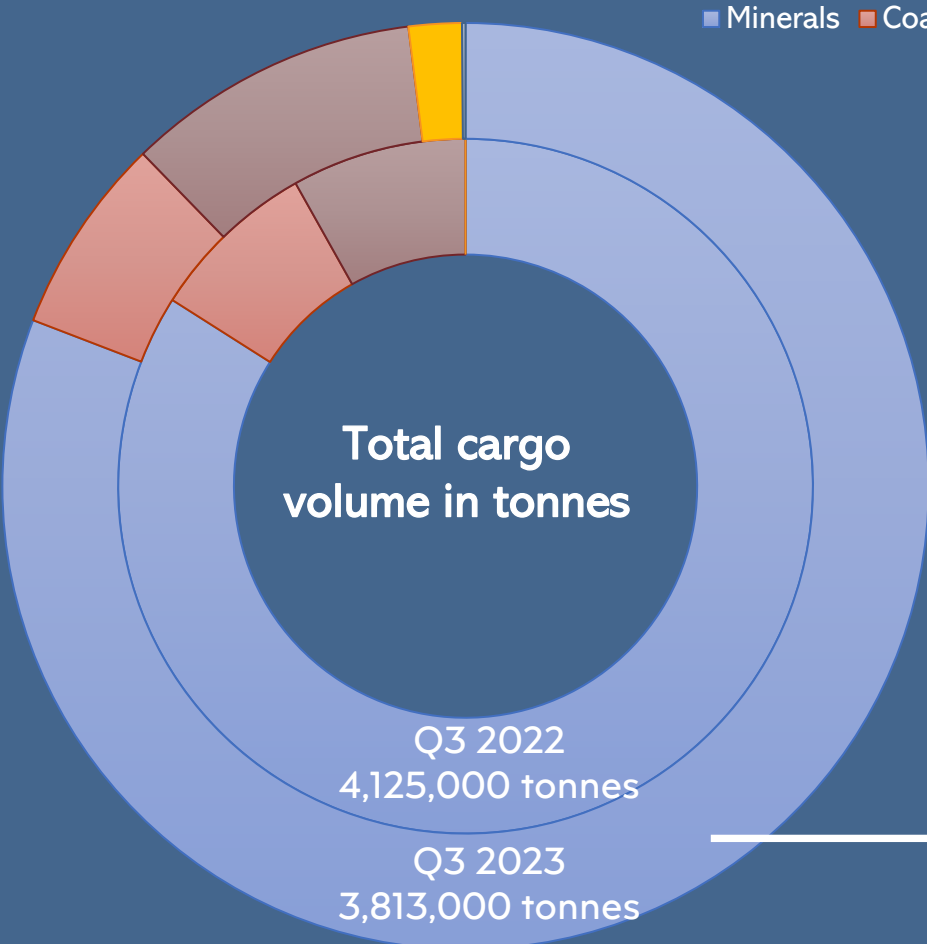
Total debt as of 30 Sep 2023:
US\$85 million
(2022: US\$83 million)



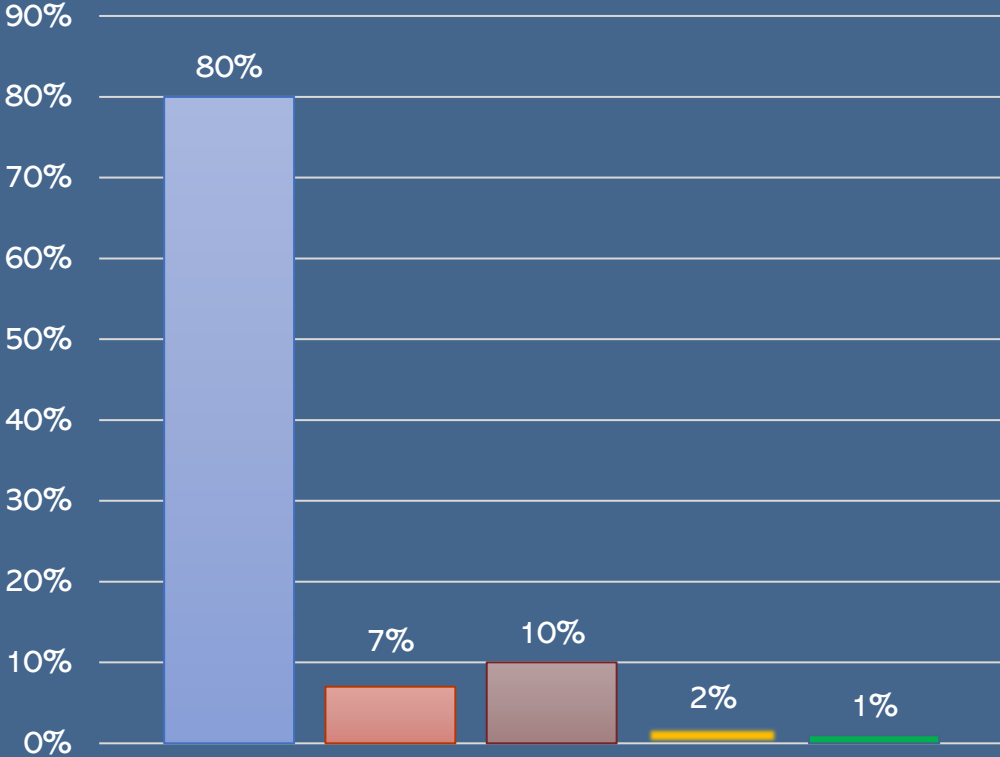
(Based on information up to 30 September 2023)

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



■ Minerals ■ Coal* ■ Steel Products ■ Agricultural Products ■ Others



Q3 2023 Cargo Mix (%)

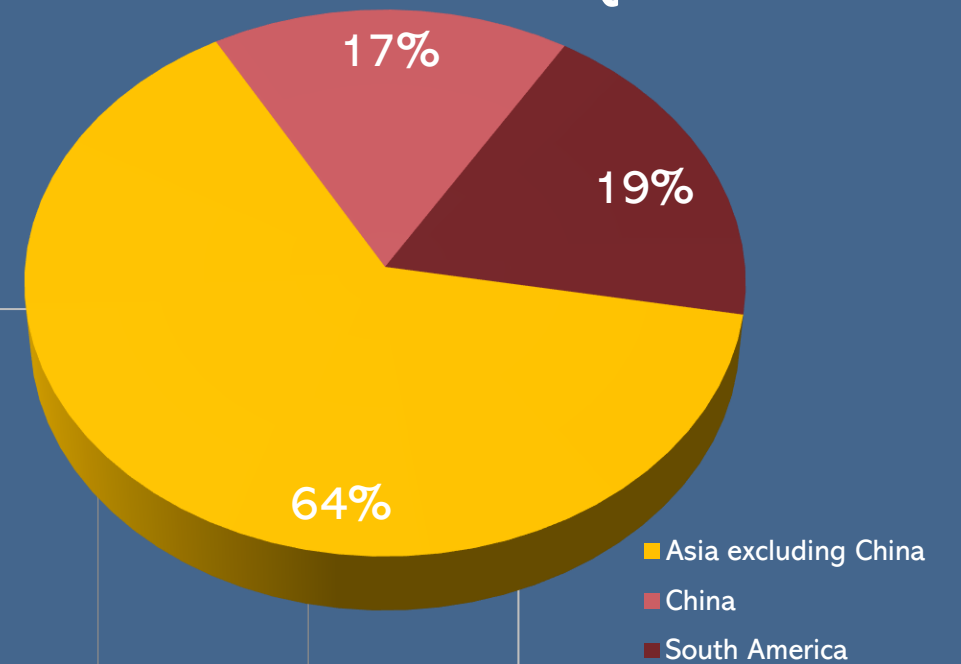
* Including steaming coal and coking coal

Distribution of Cargo

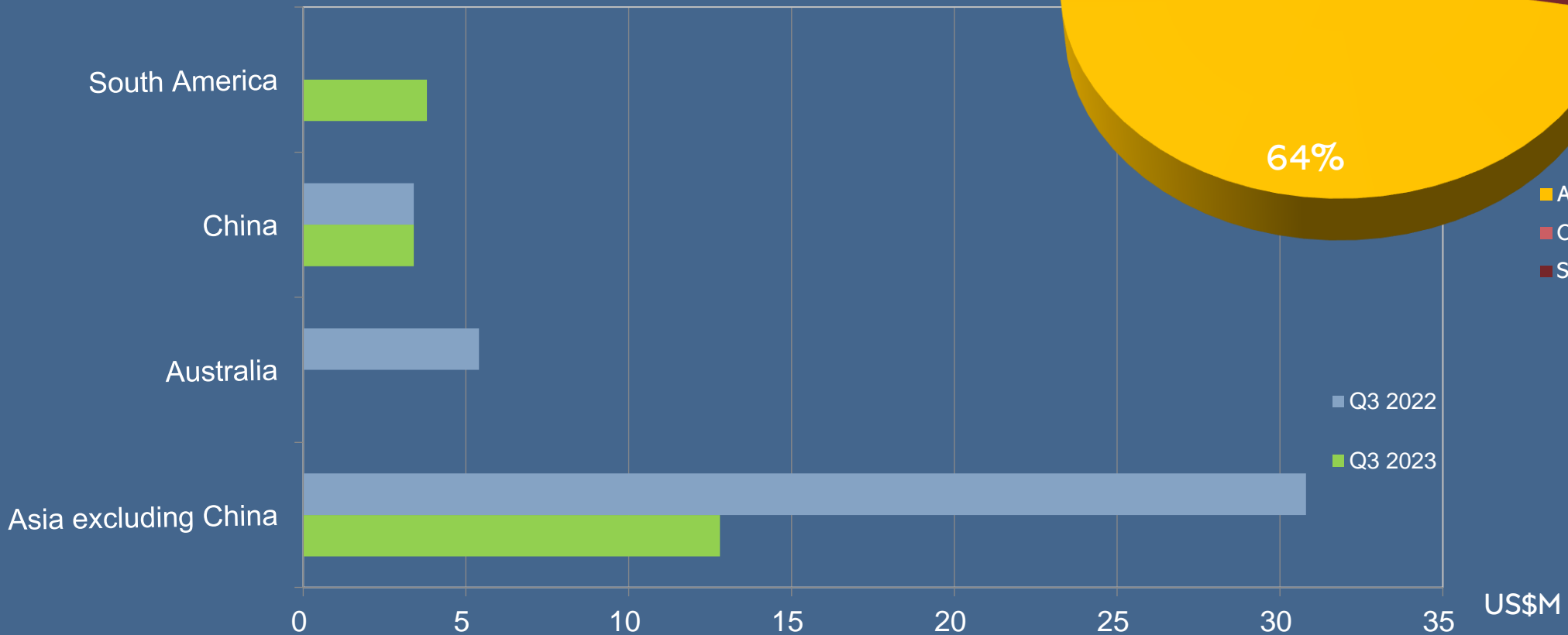
Loading Port Analysis Q3 2023

Chartering revenue expressed by Loading Ports

Q3 2023



Q3 2023 vs Q3 2022



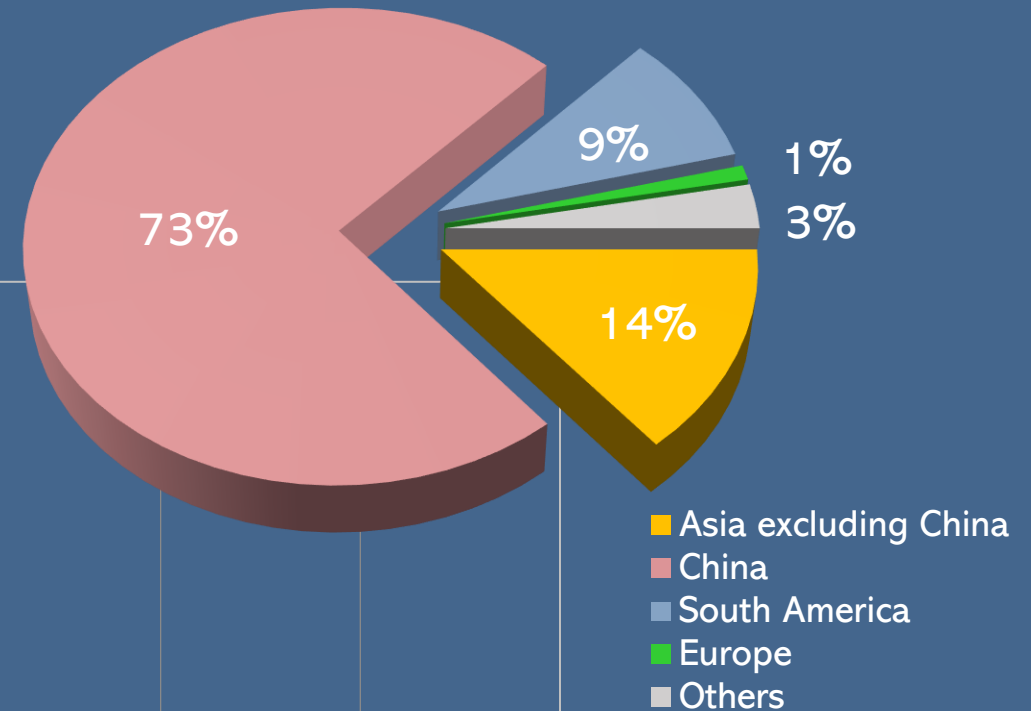
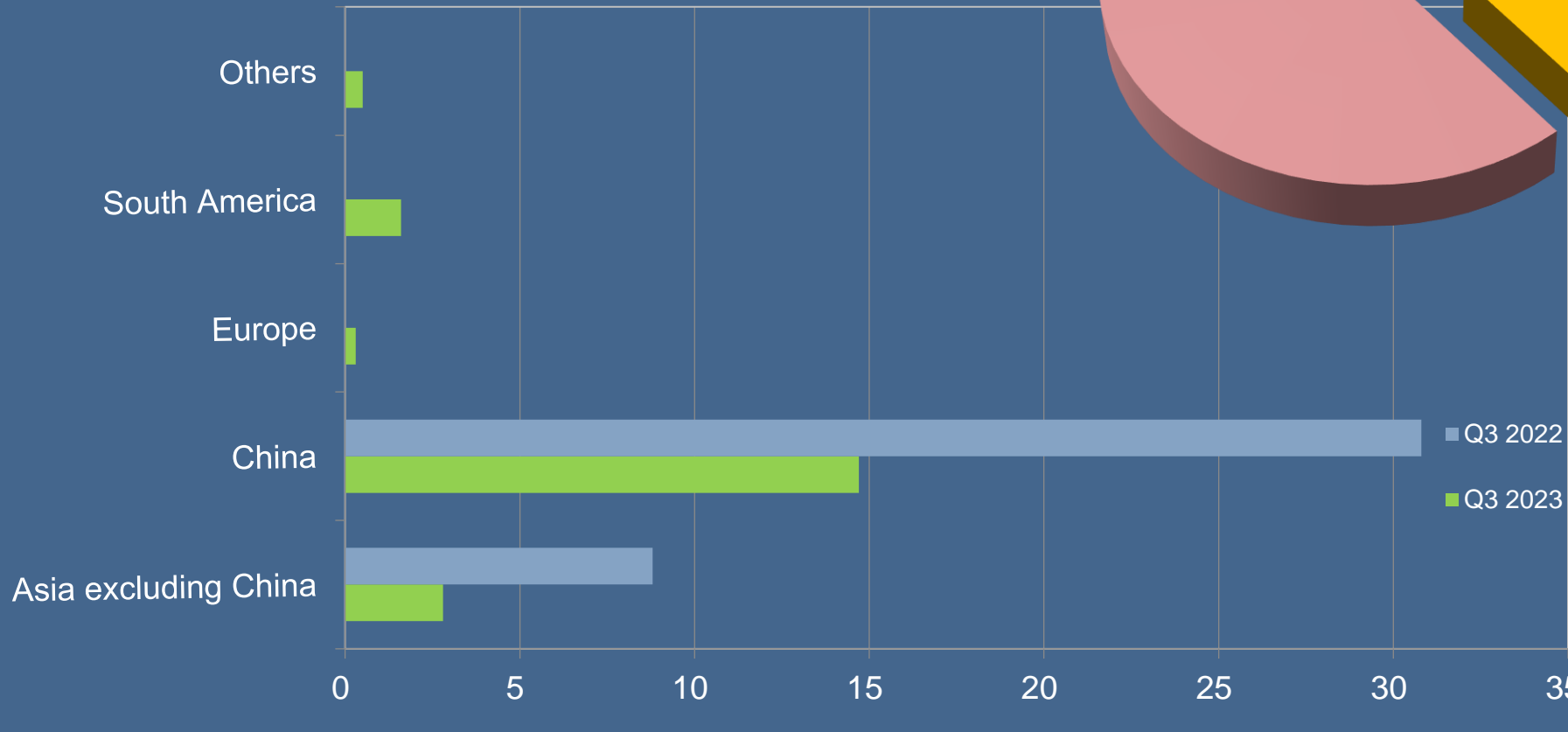
Distribution of Cargo

Discharging Port Analysis Q3 2023

Chartering revenue expressed by Discharging Ports

Q3 2023

Q3 2023 vs Q3 2022

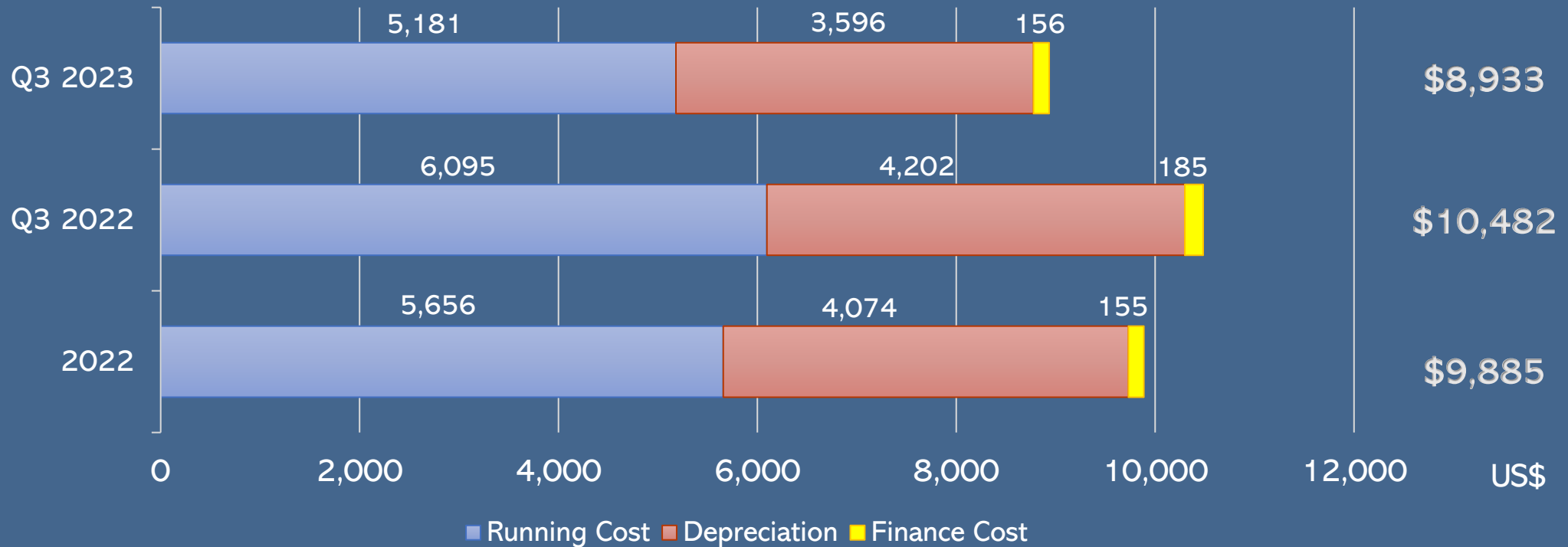


TCE of Jinhui Shipping's Fleet

Average daily time charter equivalent rate (TCE)	Q3 2023	Q3 2022	9M 2023	9M 2022	2022
	US\$	US\$	US\$	US\$	US\$
Post-Panamax / Panamax Fleet	15,104	20,607	10,987	21,593	20,180
Supramax Fleet	8,531	19,408	8,416	21,125	18,681
In average	8,796	19,562	8,520	21,168	18,813

Daily Vessel Running Costs of Owned Vessels

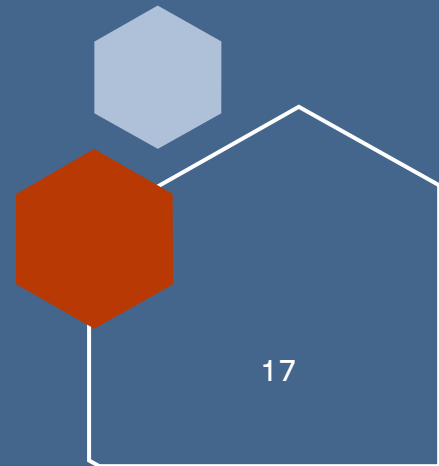
(Based on information up to 30 September 2023)



- 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 period. Decrease in daily running costs due to decrease in crew costs under cost reduction strategy and lower crew repatriation costs as Covid-related controls have been relaxed in 2023.
- Daily vessel finance cost is calculated as the aggregate of vessels' finance costs divided by ownership days during the period.
- Daily vessel depreciation is calculated as the aggregate of vessels' depreciation divided by ownership days during the period. The decrease during the quarter was mainly due to the decrease in carrying amounts of owned vessels after the recognition of impairment loss vessels in 2022.

Outlook

- ⚓ Supply of new vessels remain low;
- ⚓ Demand growth uncertain with slowing global growth;
- ⚓ Monetary environment discourages investments amid uncertain macro picture;
- ⚓ Will be opportunistic in tonnage management via charter or asset purchases.





Thank you

Raymond Ching

www.jinhuiship.com