



Precious Shipping Public Company Limited



PSL was awarded Carbon Neutral Certification by the Thailand Greenhouse Gas Management Organization (TGO) in 2022 and 2023

PSL Analyst Meeting
5 Aug 2024

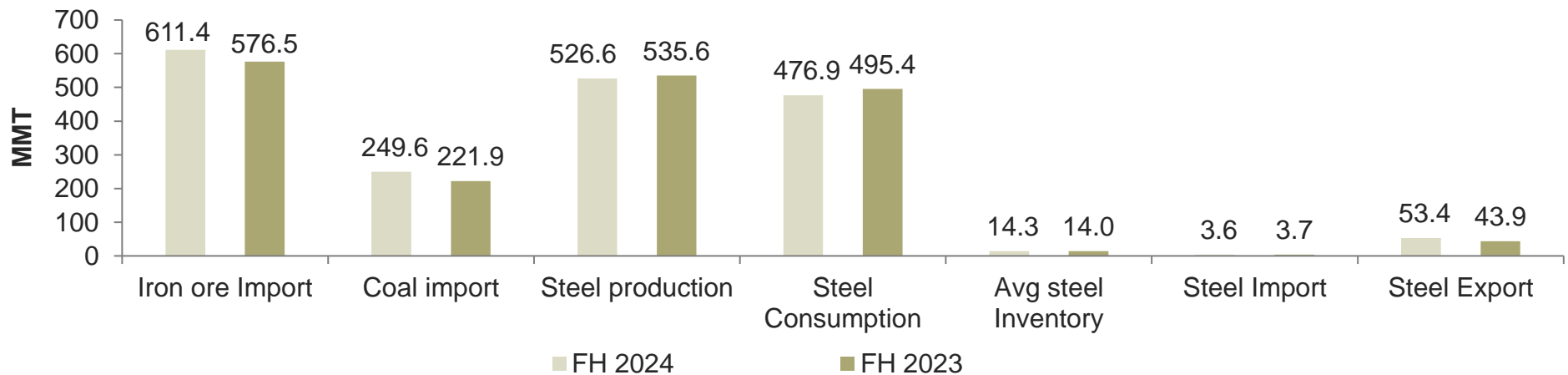
Look at China's performance in FH 2024!

Latest available Data points on China in FH 2024 Vs FH 2023.

- China's Iron Ore imports in FH 2024 was 611.4 MMT Vs 576.5 MMT FH 2023 up by 6.1%.
- China's Coal imports in FH 2024 was 249.6 MMT Vs 221.9 MMT FH 2023 up by 12.5%.
- China's Steel production in FH 2024 was 526.6 MMT Vs 535.6 MMT in FH 2023 down by 1.7%.
- Monthly average Steel inventory in FH 2024 was 14.3 MMT Vs 14.0 MMT FH 2023, up by 1.8%.
- Steel imports in FH 2024 was 3.6 MMT Vs 3.7 MMT in FH 2023 down by 3.3%.
- Steel exports in FH 2024 was 53.4 MMT Vs 43.9 MMT in FH 2023 up by 21.7%.
- Steel consumption in FH 2024 was 476.9 MMT Vs 495.4 MMT in FH 2023 down by 3.7%.

2023 vs 2022

+6.6%
+61.8%
+0.4%
-6.8%
-27.3%
+35.1%
-2.3%



China's property market is at risk of an overcorrection, not oversupply



- Significant oversupply/bubble territory in residential housing is characterized by:
 1. a prolonged contraction in transactions for resale homes, but in 2023, Chinese resale home transactions surged 44% by floor space.
 2. property development representing more than 7% of GDP. In China, this ratio hit 12% in 2013 but is expected to be just 5.5% in 2024.

- In 30 years, China has built 14.4 billion square meters of saleable homes; per capita urban space is 38.6 square meters, that can house 370 million, just 40% of its urban population of 920 million.

- China is on track to increase its urbanization from 65% to 73% by 2035, which will add 100 million to the urban population, and all will require housing. Latent demand for housing is substantial.

- At the end of 2023, China's home price index had slid 9% from its 2021 peak, creating a “negative wealth” effect dampening consumption and slowing the economy's transition from investment-led to consumption-driven.

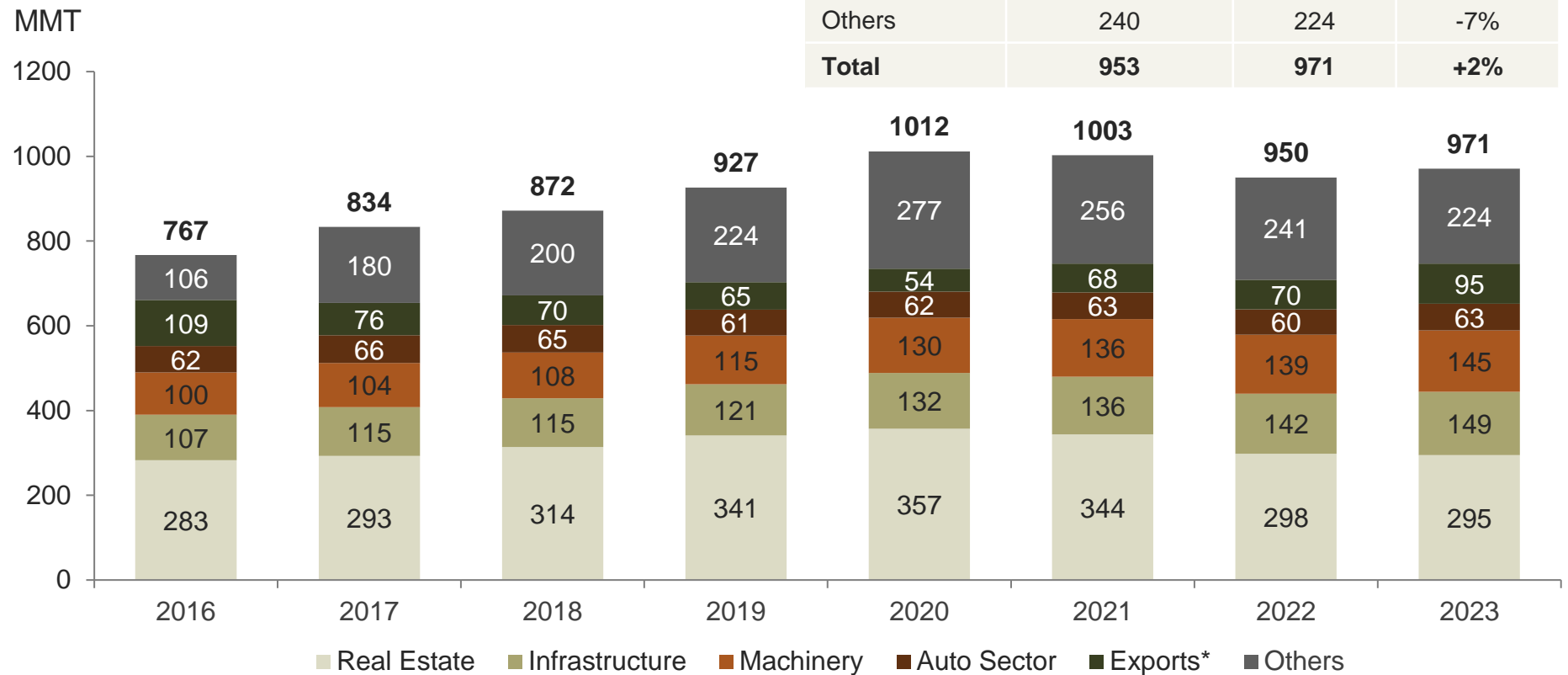
Will China's housing sector woes lead to a financial crisis?

- Average loan-to-value ratio of home mortgages in China's major cities is about 50%.
- Home loans have unlimited personal liabilities in China, so defaults are rare, and housing NPLs among Chinese banks remains below 1%.
- Bank exposure to developers is less than 5% of their loan book, all fully collateralized. Banks are well-capitalized at more than 15%, and an average NPL ratio of about 1.6%.
- Regulatory requirement for reserves to cover NPLs is more than 100%, making such debt not worth holding on to.
- The housing crisis continues to retard China's economic recovery. The property sector reduced GDP growth by 4% in 2022, by 1.3% in 2023, and by an expected 0.9% in 2024.
- Bankruptcies of property companies rose 5 times from 123 in 2022 to 590 in 2023, but household bank deposits increased by US\$2.5 t in 2022 and a further US\$2.36 t in 2023.
- In the US, residential properties represent only 25% of household wealth, but in China it is 59%.

Source: https://www.scmp.com/opinion/china-opinion/article/3257492/chinas-property-market-risk-overcorrection-not-oversupply?campaign=3257492&module=perpetual_scroll_0&pgtype=article

China's Steel Consumption by Sector

	2018-2022 Avg	2023	% Change
Real Estate	331	295	-11%
Infrastructure	129	149	+15%
Machinery	126	145	+15%
Auto Sector	62	63	+1%
Exports*	65	95	+45%
Others	240	224	-7%
Total	953	971	+2%



Source: Clarksons Chinese Steel Consumption Jan 2024
 *Clarksons Dec 2020 and Dec 2023 CHIM reports

17 May 2024 the Chinese government pledges to stabilize property sector

- Local governments are allowed to buy unused properties and unused land.
- Relaxed mortgage rules for all buyers.
- Pledged to deliver unfinished homes to stranded purchasers.
- Pledged \$42b to banks to lend to the property sector via the above areas.
- Issued One Trillion Yuan ultra-long sovereign bonds to further support Local governments.

Source: Clarksons Analyst Desk as of 20 May 2024

Despite slowdown in property sector, steel consumption not impacted

- Government focused on alternate steel consumption like infrastructure & manufacturing.
- Steel exports have grown by 35% in 2023 and grew by 22% in Jan-Jun 2024 y-o-y to 53.4 MMT.
- EVs and ship construction doing very well supporting steel consumption.
- Q1 freight market surprised the industry as it was much stronger than anticipated.
- Handy/Supra/Ultra ships benefited from China's steel exports, leading to a strong Pacific market.

Source: Clarksons Analyst Desk as of 20 May 2024

China's 'corrective measures' have come under threat

- Credit data from the PBOC in April showed negative growth for the first time since 2005.
- China's \$180b for property sector (\$42b + 1t Yuan), pales compared to \$700b by US in 2009.
- US has significantly increased tariffs on imports from China.
- The EU and UK are forced to employ similar tactics even if they don't agree. Since 4 Jul, EU has imposed 17.4% - 38.1% tariff on Chinese EVs on top of existing 10% import tax*.
- China may buy grain from South/Latin America, coal from Russia instead of US, that will support Supras/Ultras.

Source: Clarksons Analyst Desk as of 20 May 2024

*How will new EU tariffs on Chinese electric vehicles works?, The Guardian on 12 Jun 2024

India's performance in 5M 2024

Latest available data points on India in 5M 2024 Vs 5M 2023.

	2023 vs 2022
India's Iron Ore exports in 5M 2024 was 20.8 MMT Vs 19.3 MMT 5M 2023 up by 7.8%.	+170.7%
India's Rice exports in 5M 2024 was 7.4 MMT Vs 9.7 MMT 5M 2023 down by 23.6%.	-19.8%
India's Coal imports in 5M 2024 was 109.2 MMT Vs 98.0 MMT 5M 2023 up by 11.4%.	+3.7%
India's Steel production in 5M 2024 was 61.6 MMT Vs 53.7 MMT in 5M 2023 up by 14.8%.	+8.9%
Steel imports in 5M 2024 was 3.3 MMT Vs 2.6 MMT in 5M 2023 up by 29.3%.	+20.9%
Steel exports in 5M 2024 was 3.7 MMT Vs 3.5 MMT in 5M 2023 up by 3.9%.	-19.2%
Steel consumption in 5M 2024 was 58.8 MMT Vs 52.7 MMT in 5M 2023 up by 11.5%.	+11.3%

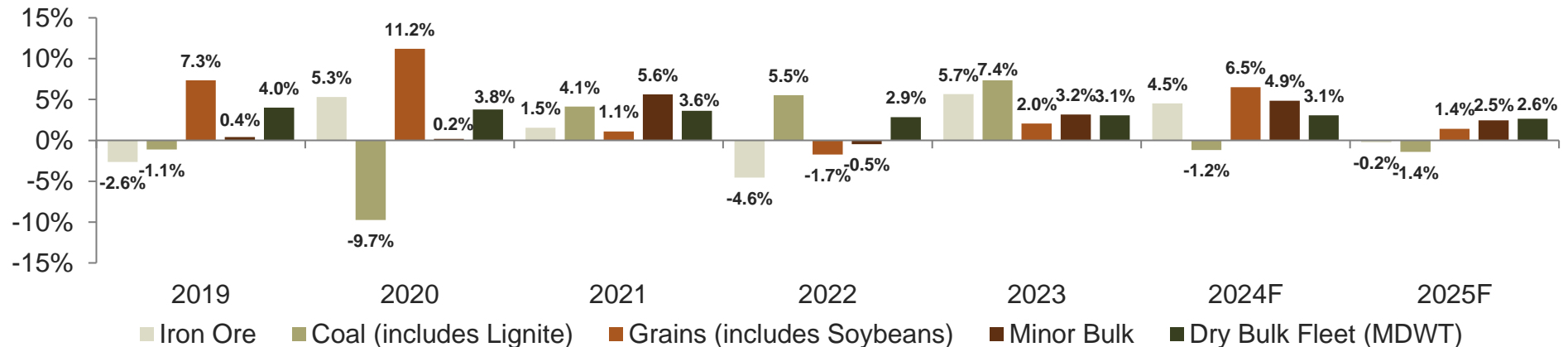
* Estimated from production, export, import and consumption figures

Source: Indian Ministry of Commerce and Industry, Indian Ministry of Coal, and Indian Ministry of Steel

Growth in seaborne dry bulk trade – billion tonne-miles (30 Jun 2024)

Seaborne Dry bulk Trade							
All Units In Billion Tonne-Miles	2019	2020	2021	2022	2023	2024F	2025F
Iron Ore	7,983	8,406	8,536	8,146	8,607	8,996	8,975
Coal (includes Lignite)	5,167	4,663	4,856	5,124	5,501	5,437	5,361
Grains (includes Soybeans)	3,395	3,776	3,817	3,751	3,828	4,077	4,135
Minor Bulk	11,448	11,469	12,115	12,058	12,439	13,043	13,362
Total	27,994	28,314	29,324	29,079	30,375	31,552	31,833
Total % Change In Trade	0.01%	1.14%	3.57%	-0.83%	4.46%	3.88%	0.89%
Dry Bulk Fleet (MDWT)*	879.9	913.3	946.2	973.2	1003.0	1033.7	1060.9
% Change in Dry Bulk Fleet (MDWT)*	4.0%	3.8%	3.6%	2.9%	3.1%	3.1%	2.6%

% age increase over the previous year



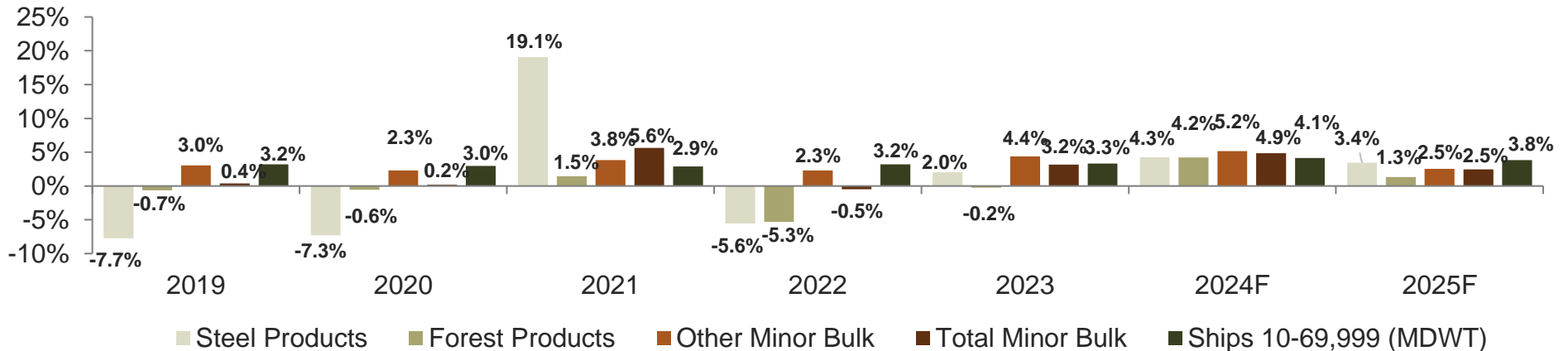
Source: Clarksons World Seaborne Trade Timeseries as on 30 Jun 2024

*Clarksons Jun 2024 DBTO

Growth in seaborne minor bulk trade – billion tonne-miles (30 Jun 2024)

Seaborne Minor Bulk Trade							
All Units In Billion Tonne-Miles	2019	2020	2021	2022	2023	2024F	2025F
Steel Products	1,846	1,712	2,039	1,926	1,965	2,049	2,119
Forest Products	2,292	2,279	2,312	2,190	2,185	2,277	2,307
Other Minor Bulk	7,310	7,478	7,764	7,942	8,289	8,717	8,936
Total Minor Bulk	11,448	11,469	12,115	12,058	12,439	13,043	13,362
% Change In Minor Bulk	0.40%	0.18%	5.63%	-0.47%	3.16%	4.85%	2.45%
Ships 10-69,999 (MDWT)*	314.1	323.4	332.7	343.3	354.7	369.4	383.6
% Change In 10-69,999 (MDWT)*	3.2%	3.0%	2.9%	3.2%	3.3%	4.1%	3.8%

% age increase over the previous year



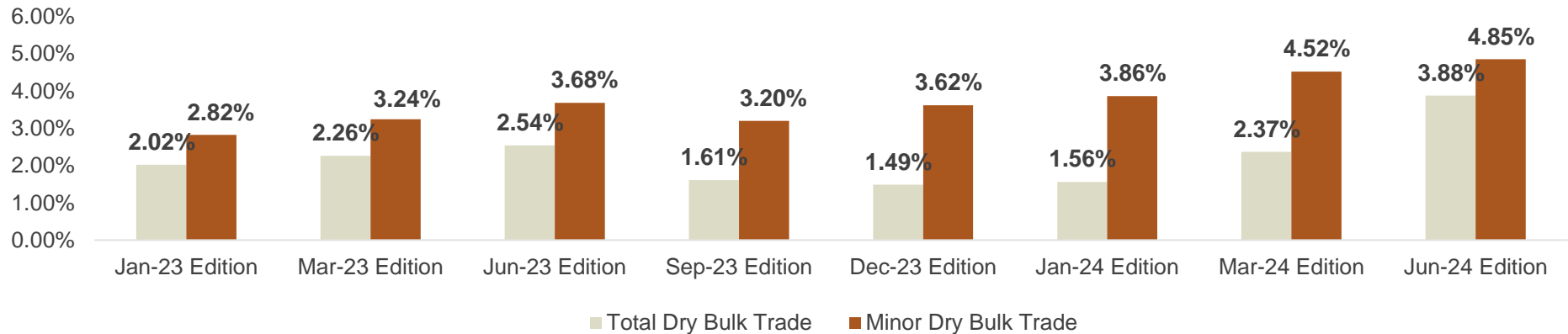
Source: Clarksons World Seaborne Trade Timeseries and Clarksons World Fleet Register as on 30 Jun 2024

*Clarksons Jun 2024 DBTO

2024 demand and supply forecast by Clarksons at different times

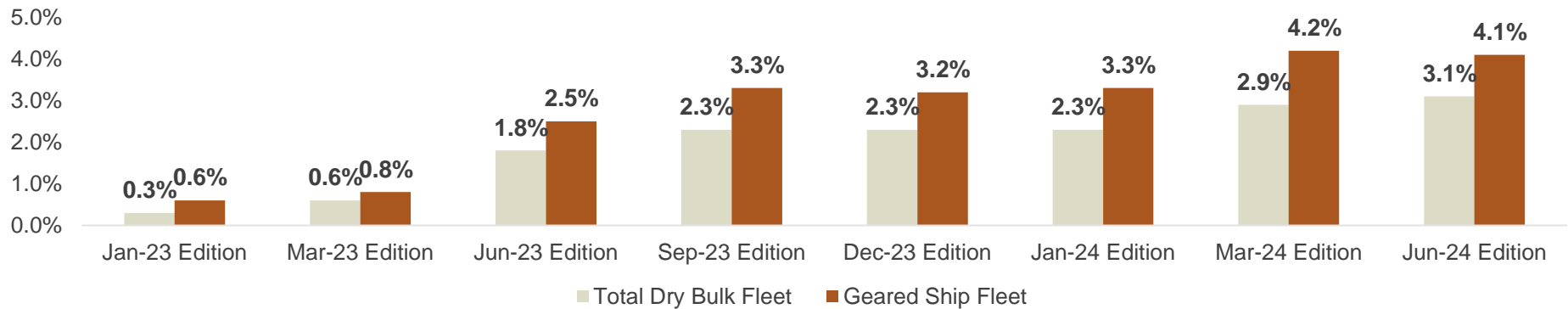
2024 Trade Growth

YoY Percentage Growth of Tonne-mile Demand



2024 Fleet Growth

YoY Percentage Growth of DWT Supply

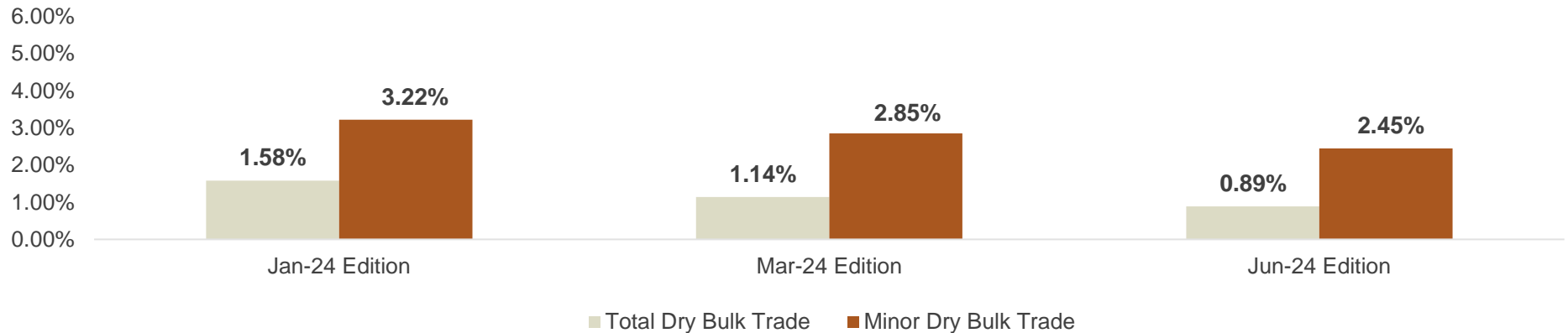


Source: Clarksons World Seaborne Trade Timeseries as on 31 Dec 2022, 31 Mar 2023, 30 Jun 2023, 30 Sep 2023, 31 Dec 2023, 31 Jan 2024, 31 Mar 2024 and 30 Jun 2024
Clarksons Jan 2023, Mar 2023, Jun 2023, Sep 2023, Dec 2023, Jan 2024, Mar 2024 and Jun 2024 DBTO

2025 demand and supply forecast by Clarksons at different times

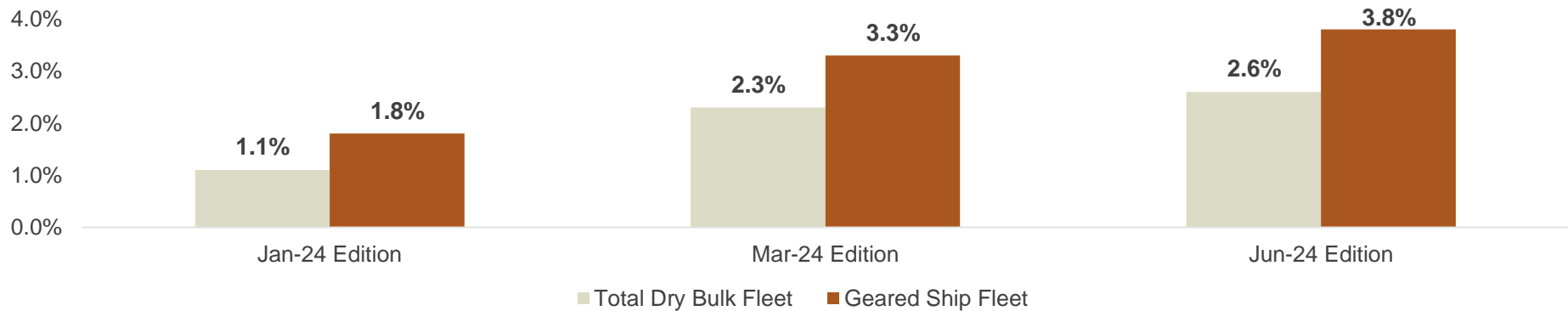
2025 Trade Growth

YoY Percentage Growth of Tonne-mile Demand



2025 Fleet Growth

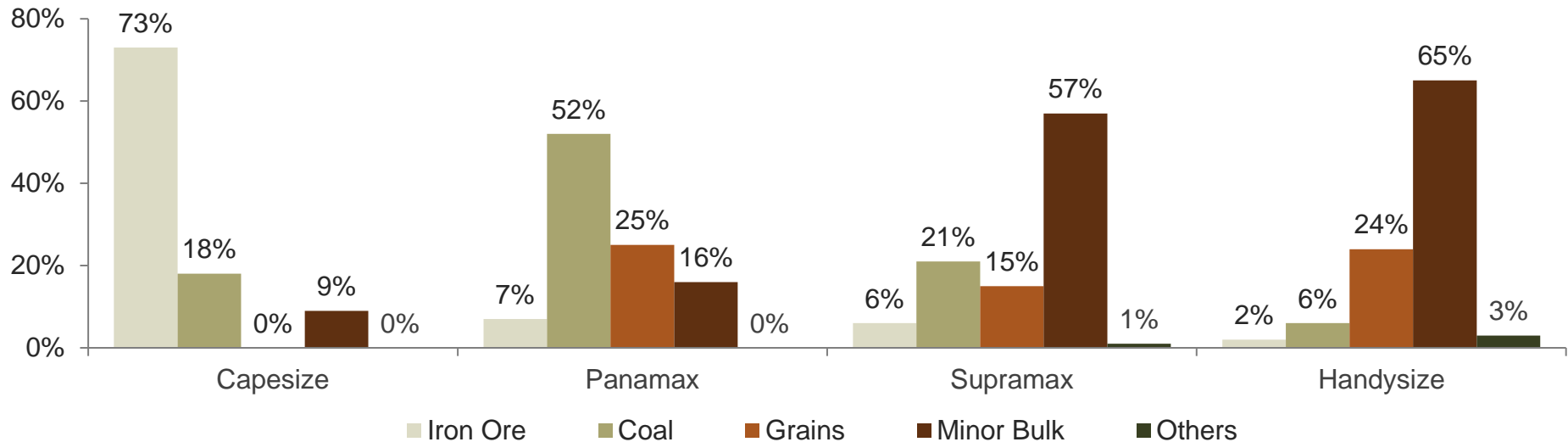
YoY Percentage Growth of DWT Supply



Source: Clarksons World Seaborne Trade Timeseries as on 31 Jan 2024, 31 Mar 2024 and 30 Jun 2024
Clarksons Jan 2024, Mar 2024 and Jun 2024 DBTO

Commodities share by different dry bulk sectors

Commodities	Capesize	Panamax	Supramax	Handysize
Iron Ore	73%	7%	6%	2%
Coal	18%	52%	21%	6%
Grains	-	25%	15%	24%
Minor Bulk	9%	16%	57%	65%
Others	-	-	1%	3%



Source: Maersk Broker as of FH 2024

Dry bulk fleet at the start of Jul 2024

Fleet Overview

Ship Type	DWT Range (MT)	Ships	Av Age (yrs)	Total DWT (m MT)	Av DWT (MT)	% of DWT
Handysize	10,000 – 44,999	4,781	13.92	131.38	27,480	12.95%
Supra/Ultramax	45,000 – 69,999	3,993	11.99	229.09	57,372	22.59%
Panamax	70,000 – 89,999	2,803	11.87	223.89	79,876	22.07%
Capesize	90,000+	2,350	11.21	429.9	182,937	42.39%
Total / Average		13,927	12.50	1,014.26	72,827	100.00%

Changes in FH 2024

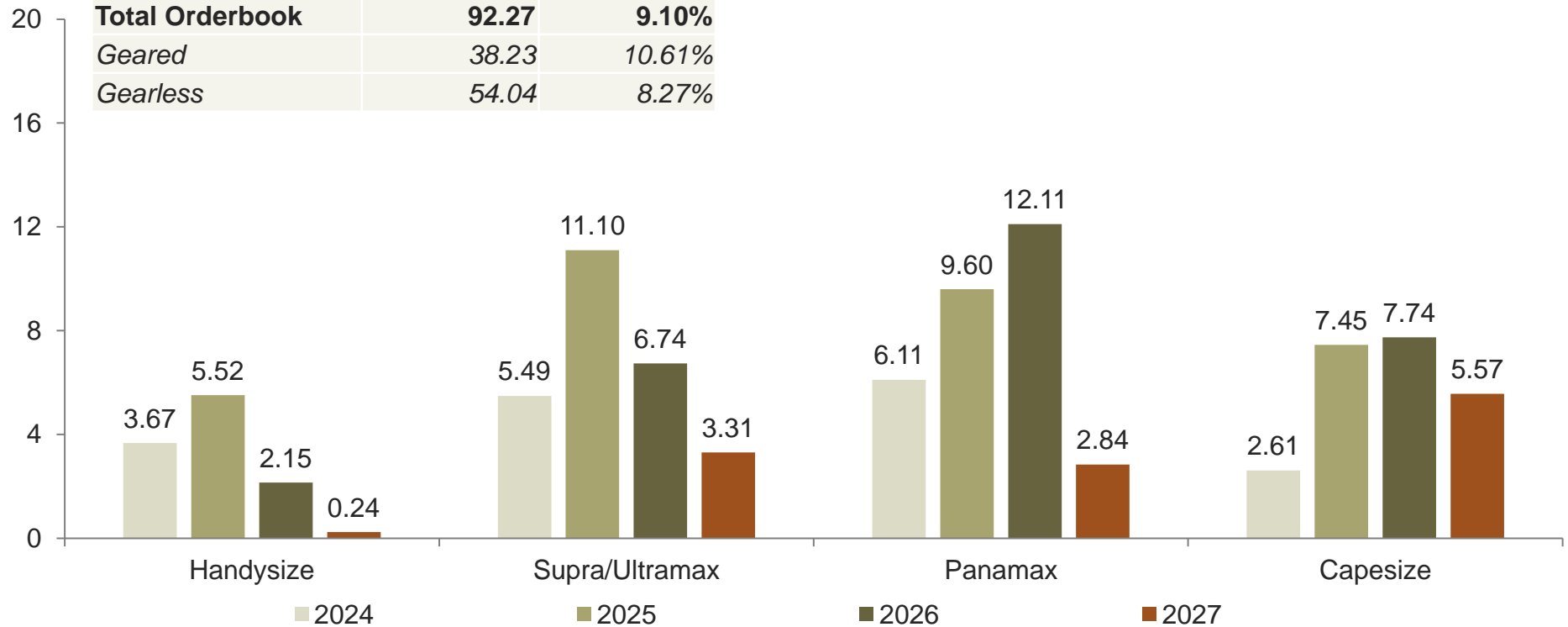
Ship Type	DWT Range (MT)	Ships No (%age)	DWT m MT (%age)
Handysize	10,000 – 44,999	+96 (+2.05%)	+2.77 (+2.15%)
Supra/Ultramax	45,000 – 69,999	+85 (+2.18%)	+5.34 (+2.39%)
Panamax	70,000 – 89,999	+57 (+2.08%)	+4.74 (+2.16%)
Capesize	90,000+	+23 (+0.99%)	+4.84 (+1.14%)
Total / Average		+261 (+1.91%)	+17.68 (+1.77%)

Note: Since Q2 2024, PSL's definitions of Handysize and Supra/Ultramax have changed from 10,000-39,999 and 40,000-69,999 to 10,000-44,999 and 45,000-69,999, respectively.

Source: Clarksons World Fleet Register as on 30 Jun 2024

Confirmed orders as of 1 Jul 2024 (MDWT) – 31 Dec 2027

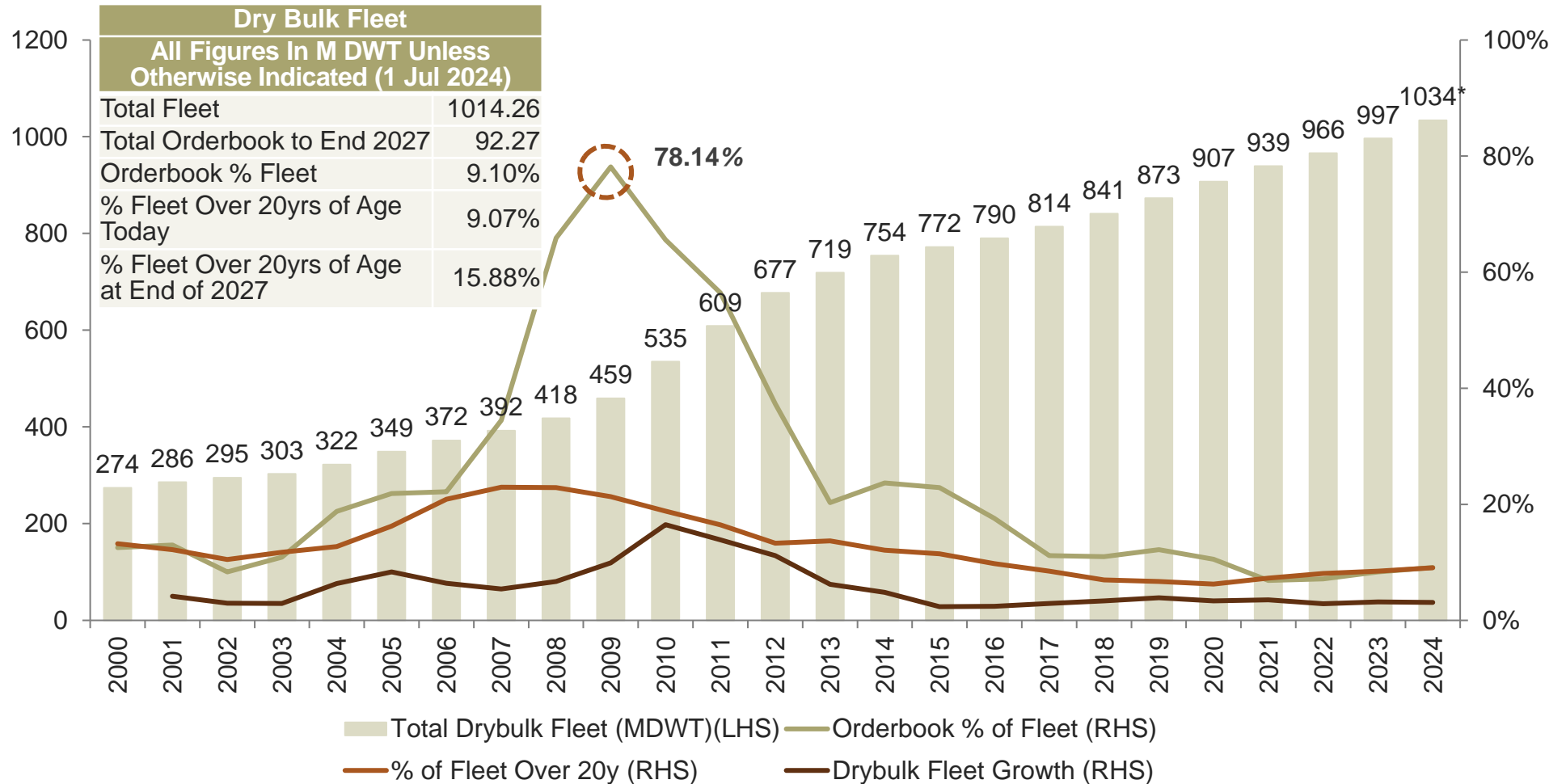
Total Confirmed Orders Until 2027		
Year	M DWT	% of Fleet
2024	17.89	1.76%
2025	33.67	3.32%
2026	28.74	2.83%
2027	11.97	1.18%
Total Orderbook	92.27	9.10%
<i>Geared</i>	38.23	10.61%
<i>Gearless</i>	54.04	8.27%



Note: Since Q2 2024, PSL's definitions of Handysize and Supra/Ultramax have changed from 10,000-39,999 and 40,000-69,999 to 10,000-44,999 and 45,000-69,999, respectively.

Source: Clarksons World Fleet Register as on 30 Jun 2024

Putting orderbook figures in context – overall dry bulk fleet



Source: Clarksons World Fleet Register as on 30 Jun 2024 and *End'24 Fleet Capacity and Growth from Clarksons Jun 2024 DBTO

Differences in 2003-2009, 2010-2020, 2021-2022, 2023, and 2024

Daily average Time Charter rate ^{5?}	2003 – 2009	2010 – 2020	2021-2022	2023	FH 2024
Capesize	67,101*	14,924***	24,807**	16,389**	23,482**
Panamax	32,793*	10,965***	23,836**	12,854**	15,910**
Supramax	28,013 ^{^^}	10,765***	24,475**	11,240**	13,975**
Handysize	18,753 ^{^^}	8,789***	23,533**	10,420**	12,514**
Annual Average Demand Billion Ton-miles	+5.5%	+4.3%	+1.4%	+4.46%	+3.88%
Average Speed (knots)	13.5 ^{^^^}	11.5 ^{^^^}	11.3	11.0	10.9
Chinese Stimulus	China enters WTO 2001	\$ 578 bn (2009)	\$667 bn (2021) \$2.3 trillion (2022) [^]	\$1.8 trillion [^]	\$417 bn [^]
Orderbook/Fleet Ratio per Year (start of each year)	+25.88%	+32.21%	+6.48%	+7.16%	+8.33%
Annual Average % of 20-year-old (start of each year)	+16.84%	+12.67%	+6.76%	+8.07%	+8.48%
Annual Average Net Supply Growth	+6.8%	+6.4%	+3.3%	+3.1%	+3.1%

The Future

At the start of 2022, for the first time this century, the 20+ year old fleet was larger than the forward order book, but at the start of Jul 2024 the 20+ year old fleet became marginally below the forward order book at 9.07% versus 9.10%, respectively.

Note: *BCI 172K (4TC), BPI 74K (4TC), BSI 52K (6TC), BHSI 28K (6TC).

**BCI 180K (5TC), BPI 82K (5TC), BSI 58K (10TC), BHSI 38K (7TC)

***Combine of above two classification

[^]Bloomberg calculated Chinese stimulus at \$ 5.3 trillion in 2022!, Bloomberg reported \$1.8 trillion of construction stimulus in Apr 2023, CNBC reported a plan of 2 trillion Yuan stimulus package

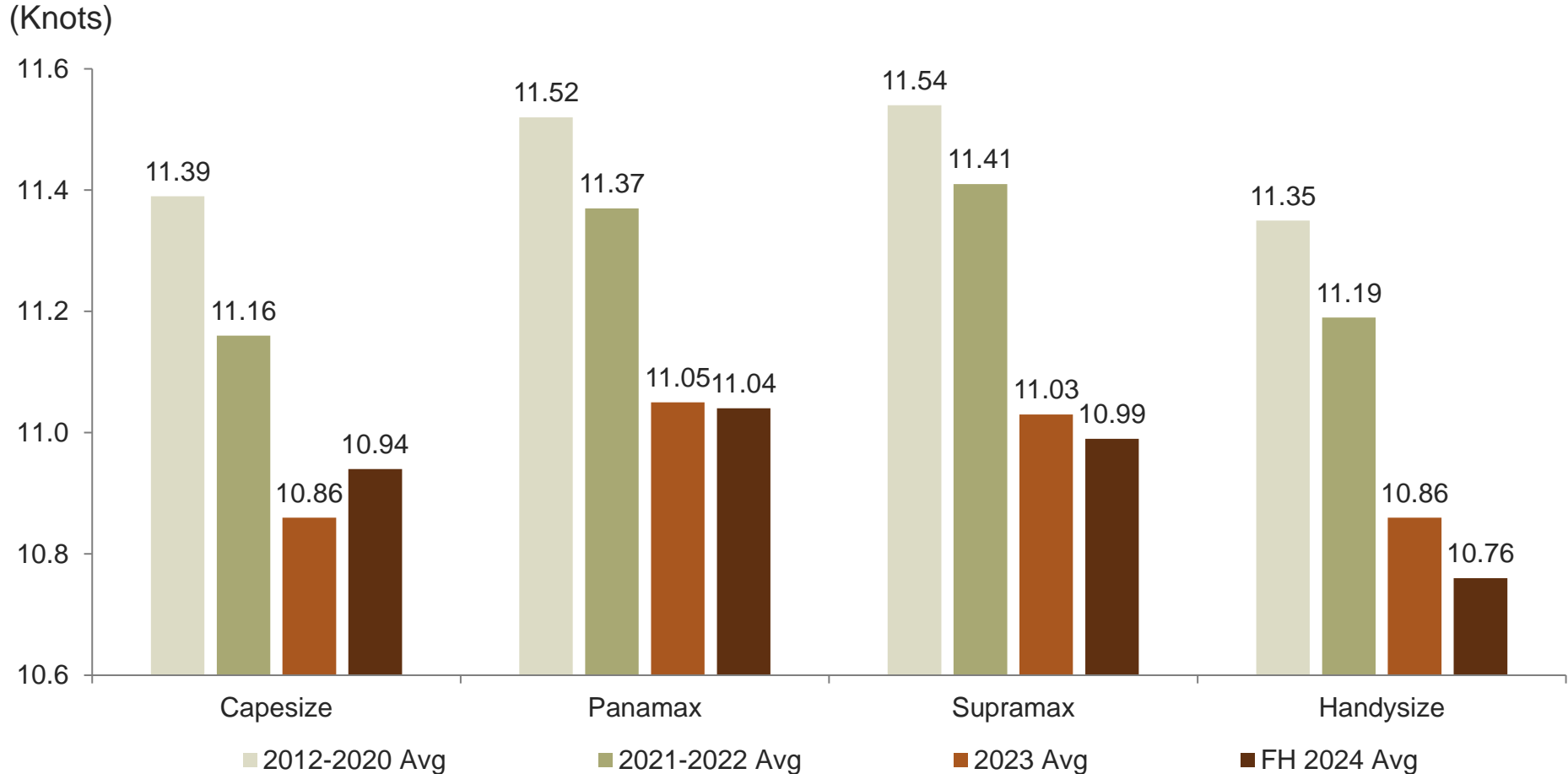
^{^^}1 Yr. TC 32K, 1 Yr. TC 52K used for years where there was no BHSI (2003-2006) or no BSI (2003-2005).

^{^^^}Average speed in 2008-2009 and in 2012-2020

Source: Clarksons Index Timeseries, Clarksons Speed Timeseries, and Clarksons World Fleet Register as on 30 Jun 2024

Supply Growth from Clarksons Jun 2024 DBTO and Demand Growth from Clarksons World Seaborne Trade Time Series as on 30 Jun 2024

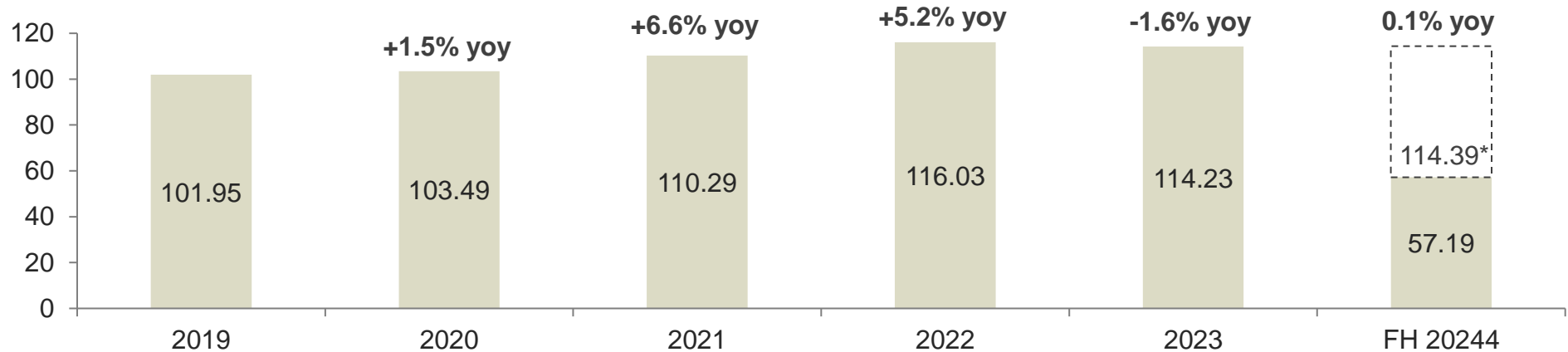
Average speed – till end of FH 2024



Source: Clarksons Speed Timeseries as on 30 Jun 2024

Port congestion – till end of FH 2024

Average number of 65k+ dwt bulkers at global ports (thousand vessels)



- Data basis 7-day average of vessels entering and leaving a defined port location at speed 1 knot or faster, excluding tugs.
- Number of 65k+ dwt bulkers at global ports peaked at 116.03k in 2022 and dropped to 114.23k in 2023.
- This figure stood at 57.19k in FH 2024 and 2024 estimate is 114.39k* basis extrapolating FH 2024 figure.
- 5 years (2019-2023) average stood at 109.20k.
- Clarksons data is available from 2019 onwards.

Source: Clarksons Global Bulkcarrier 65k+ dwt Port Calls as on 30 Jun 2024

DWT of dry bulk ships ordered in FH 2024 vs FH 2023, 2022 and 2021

Year	Avg. BDI	% Change in 2024	New Orders in MDWT	% Change in 2024
FH 2021	2,257	-19%	28.57	-41%
FH 2022	2,279	-19%	19.12	-11%
FH 2023	1,157	+59%	25.75	-34%
FH 2024	1,836	-	16.95	-

Source: Clarksons Index Timeseries, Clarksons World Fleet Register, and Clarksons Newbuild Contracts Timeseries as on 30 Jun 2024

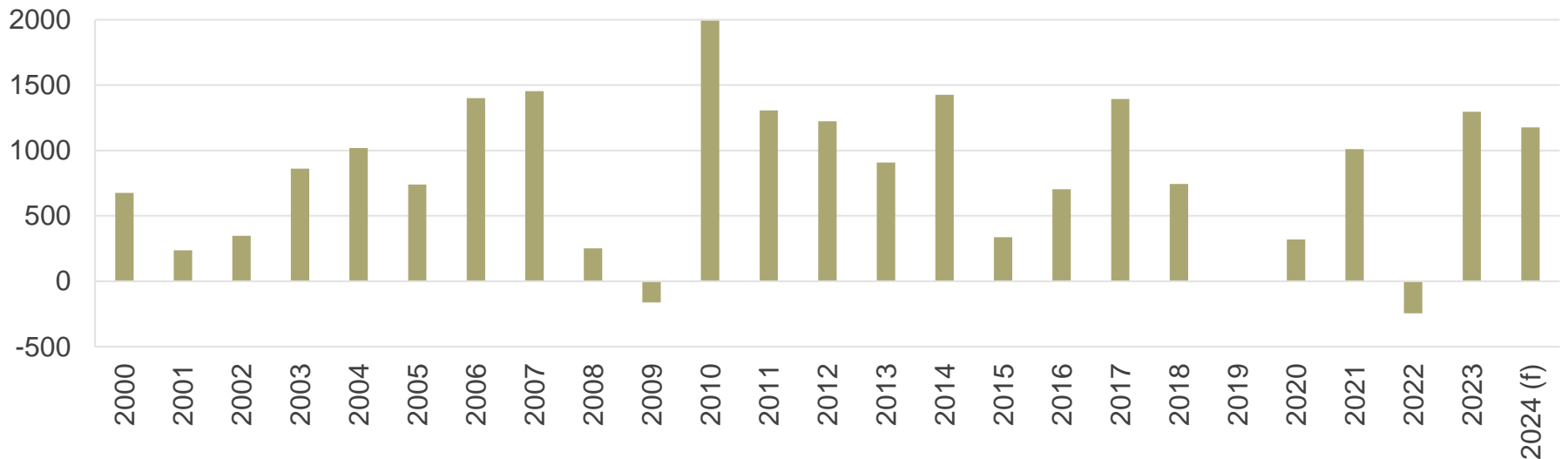
Reasons why new ship orders have not gone ballistic even though rates have skyrocketed

1. **LNG, Container, Car carriers, Gas, and Tanker, have booked all available slots** at shipyards and hence dry bulk has been ‘crowded out’ and can only **get ships in 2027** at the earliest.
2. **Shipyard capacity is still 40% below the peak, 180 active “large” yards in 2022 vs 320 in 2009.**
3. **Despite dry bulk owners having enough money to invest in new build ships, current legislation and expected regulations, will expedite the ‘death’ of IC fuel oil burning ships and the fear that such ships may become ‘stranded assets’, is constraining the orderbook.**
4. **The main engine availability is a significant constraint, as suppliers are struggling to meet the rising demand.**

Disruption adding to dry bulk haul

- In 2023, dry bulk trade in tonnes grew by 3.4%, but with the average distance increasing, dry bulk trade in tonne-mile grew by 4.5%. For 2024, estimated growth in tonnes is 2.3% but 3.9% in tonne-miles.
- The additional tonne-miles is less than last year's total, with 1,177 billion tonne-miles added vs 1,296 bn last year. A 10-year average is 699 bn additional tonne-miles, and an average since 2000 is 802 bn.
- The average haul of dry bulk trade, having grown by 1.1% last year, is projected to expand by 1.5% this year to 5,591 miles (2000: 5,126, 2014: 5,106).

Dry bulk tonne-mile trade growth, billion t-m



Source: Clarksons Seaborne Trade and Tonne-Mile Tables as of 30 Jun 2024, Clarksons Trade Growth Indicator as of 1 Jul 2024, Clarksons Red Sea Disruption: Market Impact Tracker as of 10 Jun 2024, and Clarksons SIW as of 28 Jun 2024

Disruption adding to dry bulk haul (cont.)

- Shifts in energy trade patterns related to the Russia-Ukraine conflict, drove increases in trade distance last year.
- This year, sustained disruption in the Red Sea following the onset of attacks on shipping by the Houthis late last year has been the major driver of increased tonne-miles. Vessel re-routing to avoid Red Sea/Suez, go around the Cape of Good Hope (arrivals there up 90% in June vs 1H Dec-23). The impact on Dry Bulk ~1.2% tonne-mile uplift, ~ 50% vessels re-routing of most affected flows.
- There has been firm growth of 3.7% in tonne-miles on dry bulk trade indicator growth in Jan-May supported by Atlantic exports to Asia (e.g., ore, coal, grain, bauxite).
- The result is additional dry bulk tonne-miles of 1,177 bn, and additional dry bulk tonnes added of 129 m in 2024.
- Additional dry bulk tonne-miles in 2023+2024 (>2,400 bn) exceeds most consecutive years except 2010/11 (~3,300 bn) and 2006/07 (~2,800 bn). And the 2024 total could be bigger if Red Sea disruption endures for the full year (one of a range of possible scenarios); the additional dry bulk tonne-miles would be >1200 bn and tonne-mile growth would be 4.1%.
- Of course, 2025 could be a very different case. If disruption in the Red Sea were to end, the trend could reverse with “lost miles” limiting tonne-mile expansion. Nonetheless, this year, seaborne demand is once again benefitting from volumes going the extra mile.

Source: Clarksons Seaborne Trade and Tonne-Mile Tables as of 30 Jun 2024, Clarksons Trade Growth Indicator as of 1 Jul 2024, Clarksons Red Sea Disruption: Market Impact Tracker as of 10 Jun 2024, and Clarksons SIW as of 28 Jun 2024

Key industry takeaways

- **The IMF** estimates a steady global GDP growth of **3.2% in 2024** (advanced economies by 1.7%, the EU by 0.9% and EM by 4.3%). IMF foresees US GDP growth of 2.6% in 2024, higher than the 2.5% in 2023 and 0.1% below its forecast of 3 months ago. And GDP growth of **3.3% in 2025**.
- The IMF and the Chinese Government forecast **China's GDP growth at 5.0% in 2024**, lower than the 5.2% growth in 2023. **China's Q1 and Q2 GDP growth stood at 5.3% and 4.7%**.
- **Ton-mile demand growth of 4.46% in 2023, was driven by China's economic recovery. Steel consumption in China** in 2023 was marginally **negative**, supported by **shipyards, EV makers, infrastructure, and steel exports**.
- China's **fixed asset investment was +3.0% and +3.9% in 2023 and FH 24, consumer spending had rebounded weakly**.
- **The dry bulk fleet grew by 3.1% in 2023 and is forecasted to grow steadily by 3.1% in 2024 (Jun 24 DBTO). But net supply will be further reduced due to lower speeds compliance with EEXI and CII regulations.**
- **Forward orderbook to fleet ratio at 9.10% as of 1 Jul 24 is marginally higher than the existing 20 year old fleet at 9.07%.**
- **Low water at Panama Canal; disruption at Suez Canal; congestion at South and North American grain ports; Climate change extreme weather events have resulted in disruptions, increased ton-mile demand, delays at Sea & congestion, and have pushed rates up.**
- **Supply/demand balance improves.**

PSL's Strategy



PSL fleet

As of	31 st Dec 2021	31 st Dec 2022	31 st Dec 2023	30 th June 2024
Number of Vessels	36	38	38	36
Average Age (Simple Avg)	10.3 years	11.0 years	12.0 years	11.9 years
Insured Value (US\$ million)	747.6	765.4	675.5	700.6
Book Value (US\$ million)	605.0	635.8	606.8	591.0
Total DWT	1,585,805	1,657,579	1,657,579	1,581,542
Total LDT	350,989	368,532	368,532	353,821
Average DWT per Vessel	44,050	43,621	43,621	43,932

Fleet variation

	Sold Vessels			Bought Vessels	
	Rattana Naree	Wikanda Naree	Charana Naree	Hansa Naree	Hatthaya Naree
Status	Sold in Mar 2024	Sold in Apr 2024	Sold in Jun 2024	In PSL Fleet since Apr 2024	In PSL Fleet since Jul 2024
Built / Age	Mar 2002 / 22 years	Jul 2013 / 11 years	Sep 2005 / 19 years	Apr 2018 / 6 years	Jan 2015 / 9 years
Price Purchased / Sold (\$M)	6.567	13.66	10.75	25.25	18.60
DWT (MT)	28,422	53,857	33,720	39,989	39,266
Draft (meters)	9.767	12.623	9.823	10.769	10.600
Speed (knots)	12	12	12	12	12
Consumption (MT/day)	19.5	26.0	19.5	16.3	16.5

Market segmentation Q2 2024

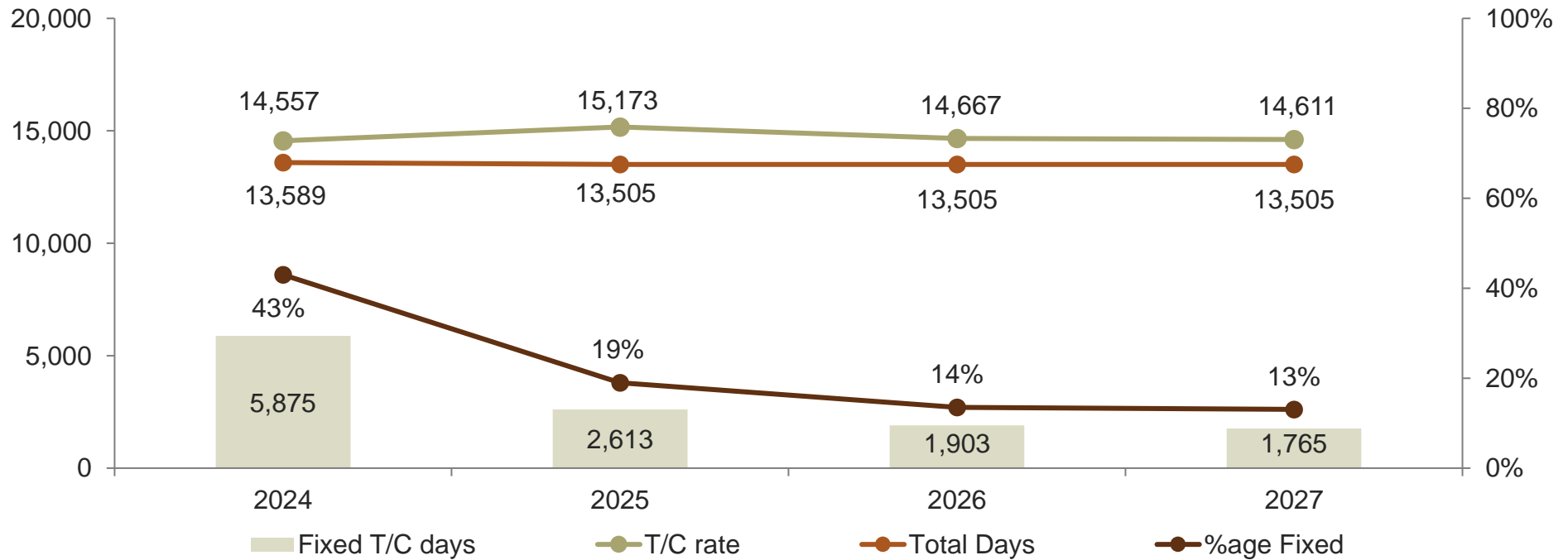
Index	Index Ship DWT	Index Speed/Con (1)	PSL Avg Ship DWT	PSL Avg Speed/Con (1)	PSL Ship Number	Q2 2024 Average Index	Market Av. TC Rate (2)	PSL Av. TC Rate	Performance vs Benchmark
BHSI (Handysize)	38,000	Laden: 12K/18T Ballast: 12K/17T	31,560*	Laden: 12K/20T Ballast: 12K/20T	17 Handysize & 4 Cement Ships	725	USD 13,051	USD 11,975	-8.24%
BSI (Supramax)	58,000	Laden: 12K/24T Ballast: 13K/23T	59,198*	Laden: 12K/26T Ballast: 13K/24T	9 Supramax & 8 Ultramax	1,364	USD 15,005	USD 15,362	2.38%

Notes:

1. Basis eco-speed.
2. * Our Handy ships are rated at a discount to the index ship of 25% due to size and fuel consumption, Supras/Ultras combined at a 10% discount due to similar reasons.
3. Rattana Naree, Wikanda Naree and Charana Naree were sold in Mar 2024, Apr 2024, and Jun 2024. Hansa Naree has joined the fleet since Apr 2024

Current and rolling 4-year forward book until 2027

Contract value	USD 85.52 m	USD 39.65 m	USD 27.91 m	USD 25.79 m	Total USD 178.87 m
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- This comprises charters on 5 ships on fixed rate charter and 16 ships on variable rate charters.
- Average T/C Rate/Day for the variable rate charters is estimated based on actual earnings until Jun 2024 and rates prevailing in Jul 2024 for the period thereafter.
- Rattana Naree, Wikanda Naree, and Charana Naree were sold in Mar 2024, Apr 2024, and Jun 2024. Hansa Naree and Hatthaya Naree have been included in the fleet since 11 Apr 2024 and 25 Jul 2024.



Financials

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Q2 2024 highlights

Q2 2024 Highlights

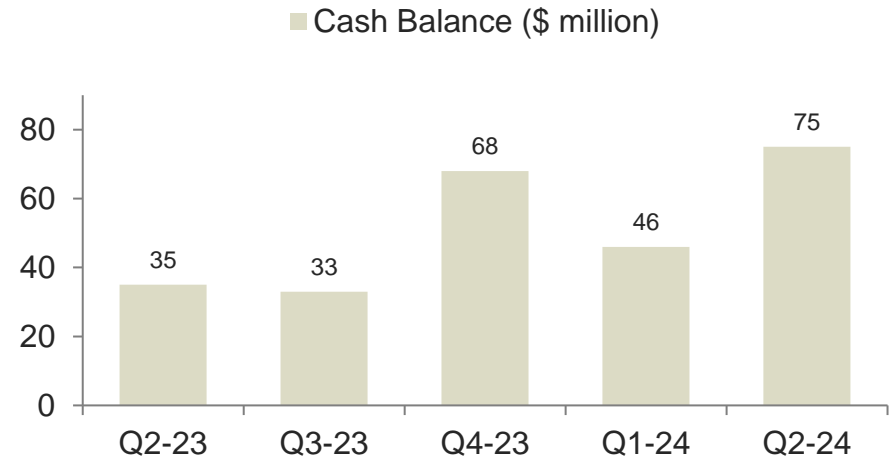
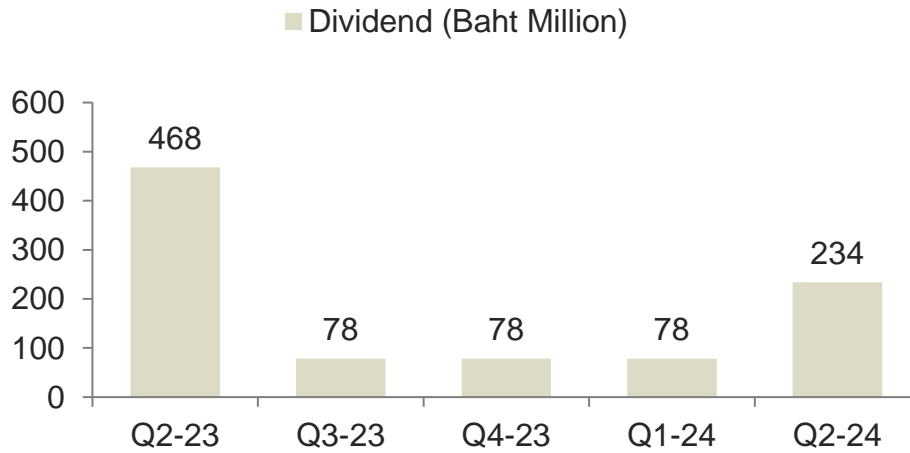
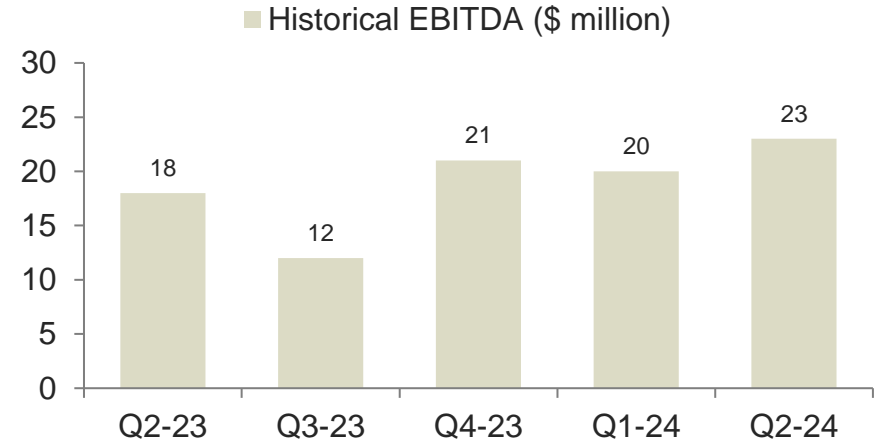
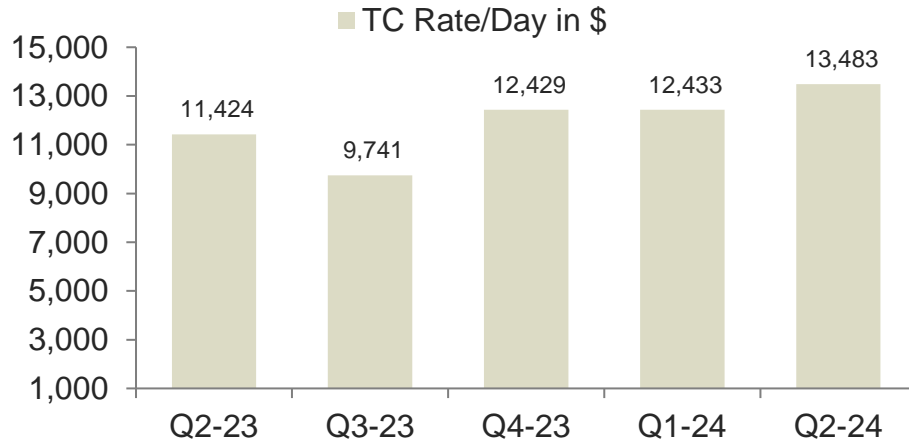
Quarterly Results	<ul style="list-style-type: none"> • Net profit of Baht 529.52 million (USD 14.36 million), or Baht 0.34 per share • EBITDA of Baht 842.50 million (USD 22.84 million)
Dividend	<ul style="list-style-type: none"> • Final dividend for 2024 of 5 Satang which was paid on 3 May 2024. • An interim dividend No.1 for 2024 of 10 Satang which was paid on 7 June 2024.
Disposal of vessels	<ul style="list-style-type: none"> • Sold 2013 built supramax bulk carrier Wikanda Naree. Delivered to buyers on 16 April 2024. • Sold 2005 built handysize bulk carrier Charana Naree. Delivered to buyers on 21 June 2024.
Acquisition of vessels	<ul style="list-style-type: none"> • Acquired 2018 built handysize bulk carrier Hansa Naree. The vessel was delivered to us on 11 April 2024. • Acquired 2015 built handysize bulk carrier Hatthaya Naree. The vessel was delivered to us on 25 July 2024. • Signed 4 shipbuilding contracts for 4 ultramax bulk carriers. • Signed 4 Memorandum of Agreement to acquire 4 secondhand handysize bulk carriers.
Long-term charter contracts	<ul style="list-style-type: none"> • 5 ships were under long-term time charter contracts at fixed rates, while 16 ships were under long-term time charter contracts at levels linked to the underlying index for vessels of that size.

Key figures

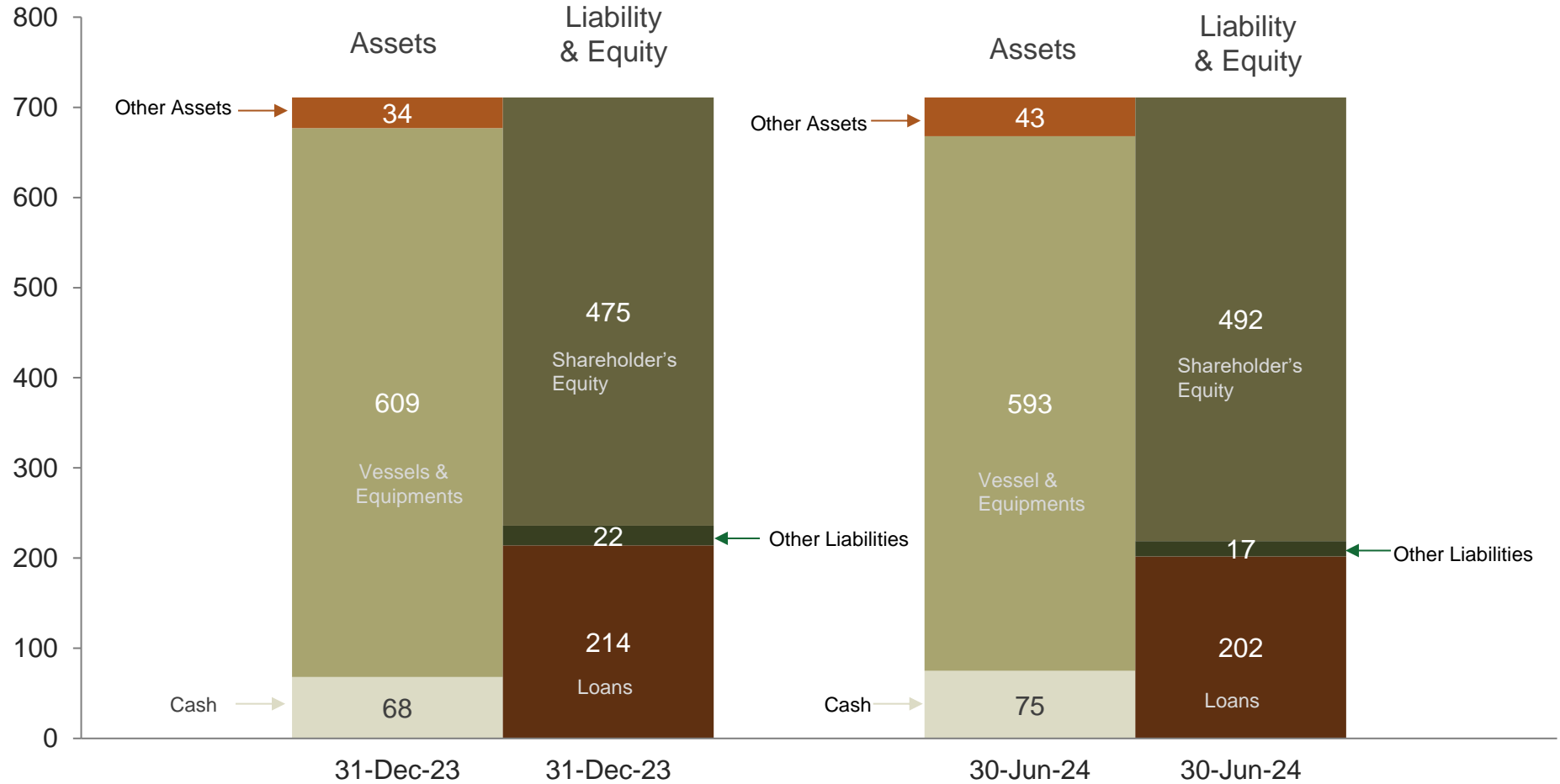
	Q2 2024	Q1 2024
Revenue (\$ million)	47.2	44.0
Net Profit (\$ million)	14.4	11.4
Earning per Share (Baht)	0.34	0.26
Return on Equity *	8.59%	7.60%
Net Debt / Equity Ratio	0.26	0.28
Number of Ships	36	37

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

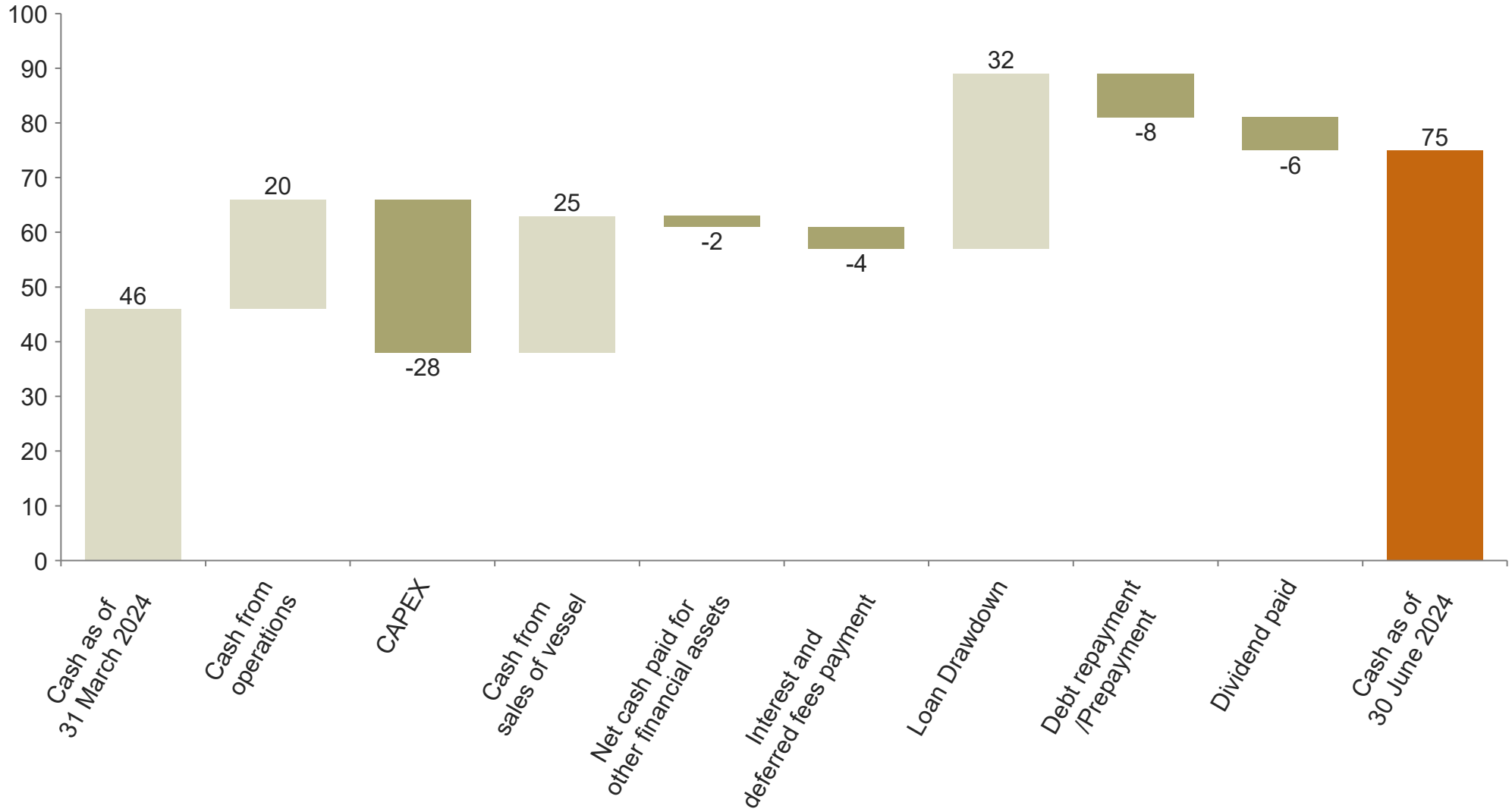
Earnings and liquidity



Statement of financial position (\$ million)



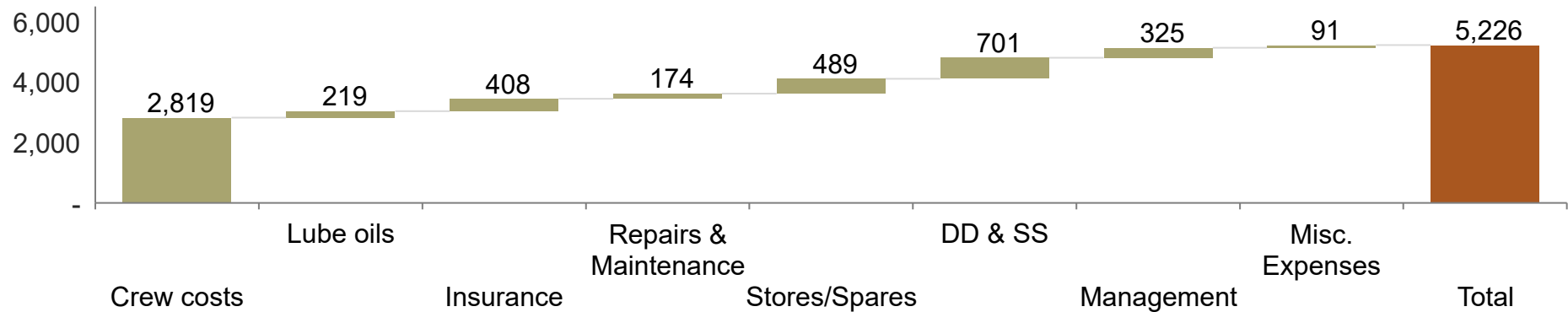
Cash movement in Q2 2024 (\$ million)



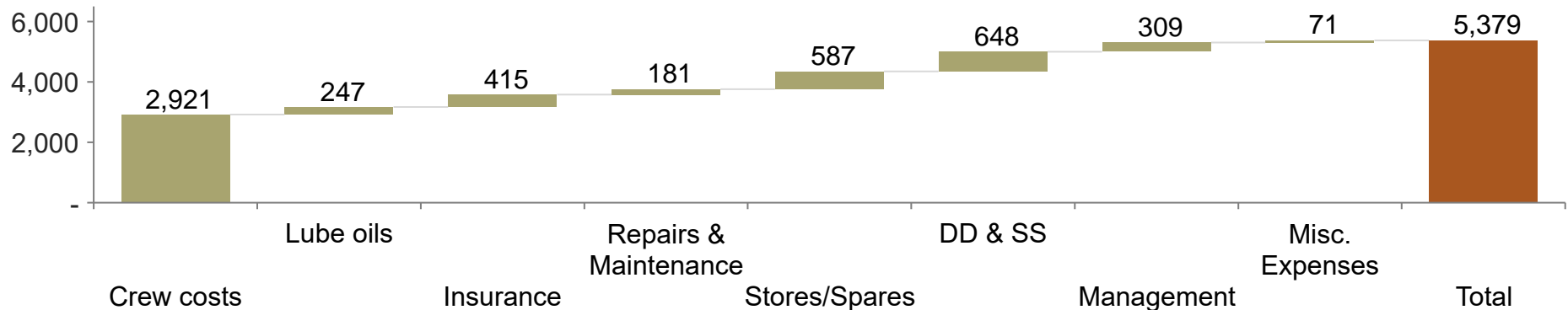
Operating expense analysis (\$/Day)

- These are the fixed costs required to run a ship and are evenly spread over 365 days.
- Our operating costs per day per ship for Q2 2024 and Q1 2024 were USD 5,226 and 5,379 respectively.

Q2 2024

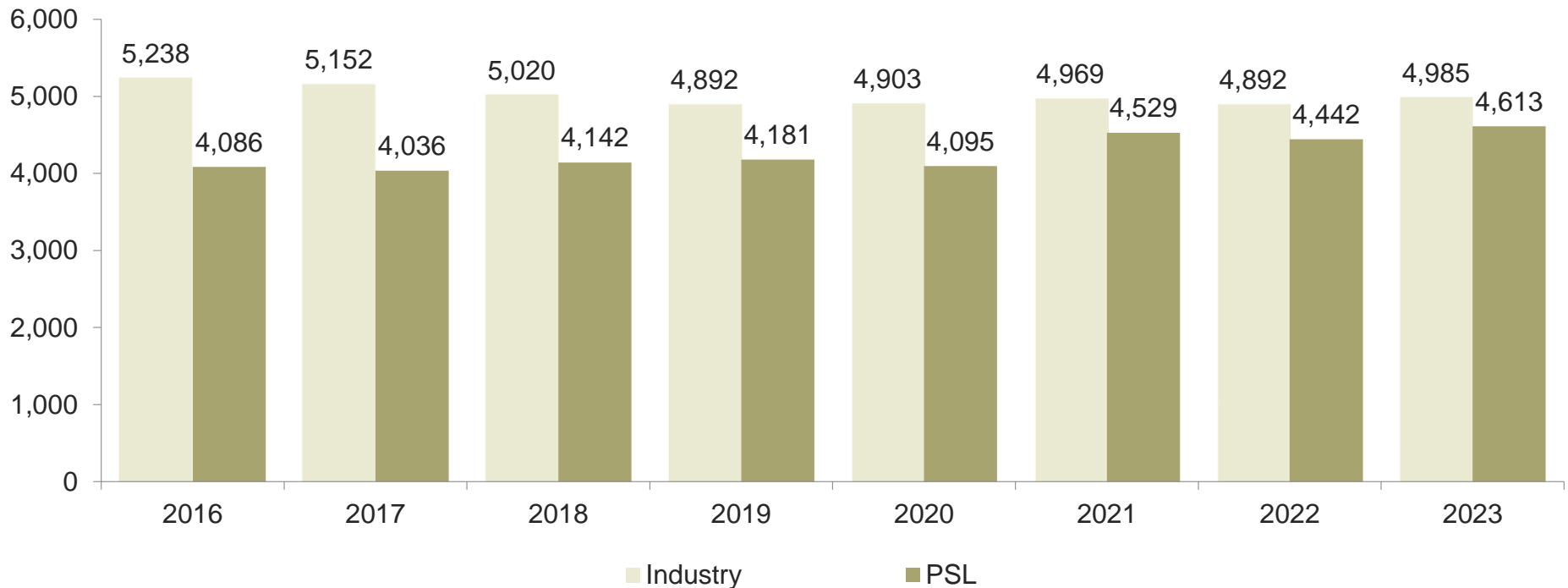


Q1 2024



Operating expenses industry comparison (\$/day)

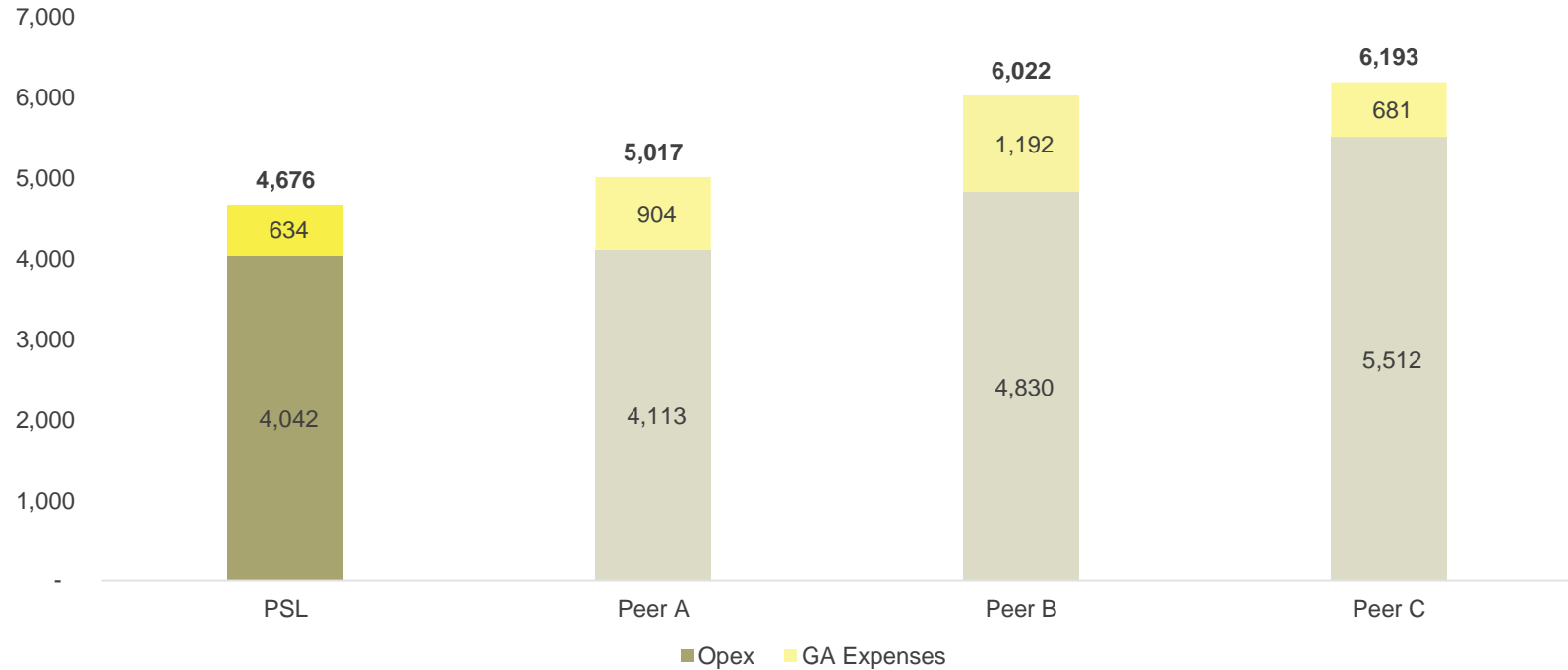
- 2016 – 2021 OPEX Comparison with Industry data compiled by BDO
- 2022 – 2023 OPEX Comparison with Industry data compiled by Braemar
- OPEX excludes dry dock and special survey costs



Note: OPEX industry is calculated by taking the simple average OPEX of Handysize and Handymax vessels.

Supramax/Ultramax sector peer analysis for Q1 2024

- For Q1 2024: PSL's Supramax/Ultramax average daily OPEX* + G&A came in at \$4,676 per vessel per day

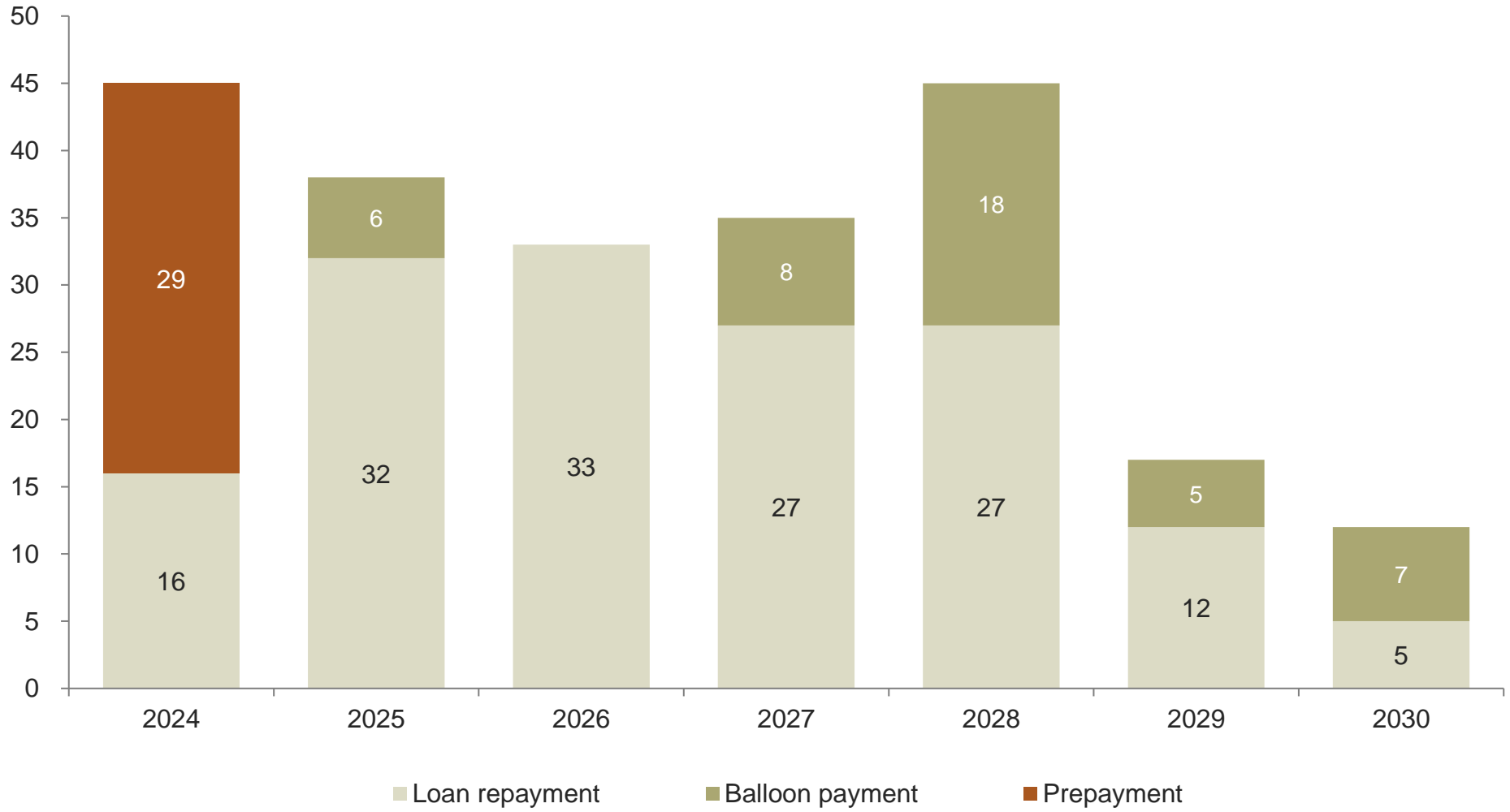


# EBITDA/Ship in Q1 2024 (\$ million)	0.77	0.90	0.40	0.79
# LTM EBITDA/Ship (\$ million)	2.48	2.55	0.94	3.45

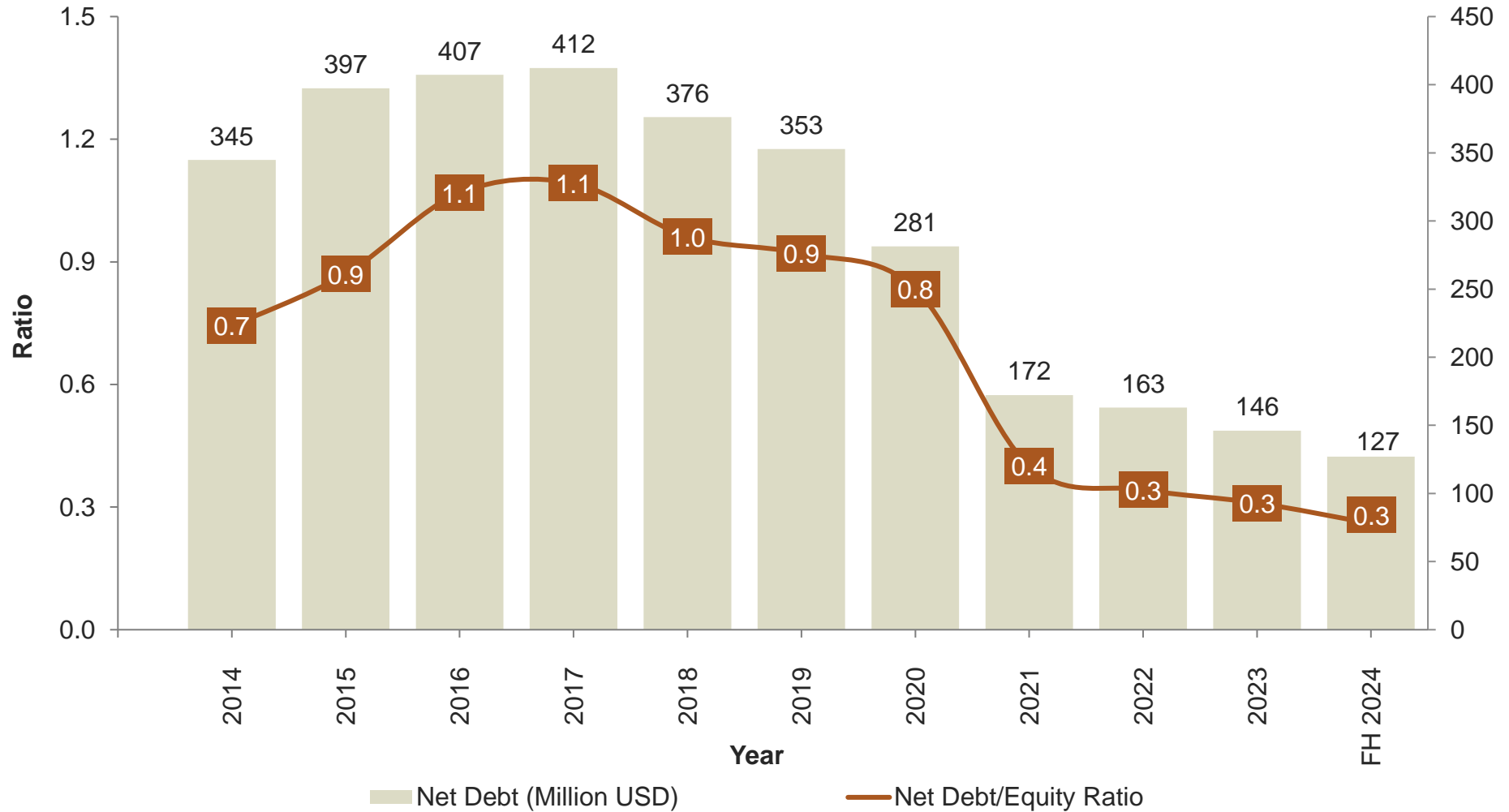
* Excluding DDSS expenses.

EBITDA for owned and chartered-in vessels in the Ultramax/Supramax category.

Debt maturity profile (\$ million)

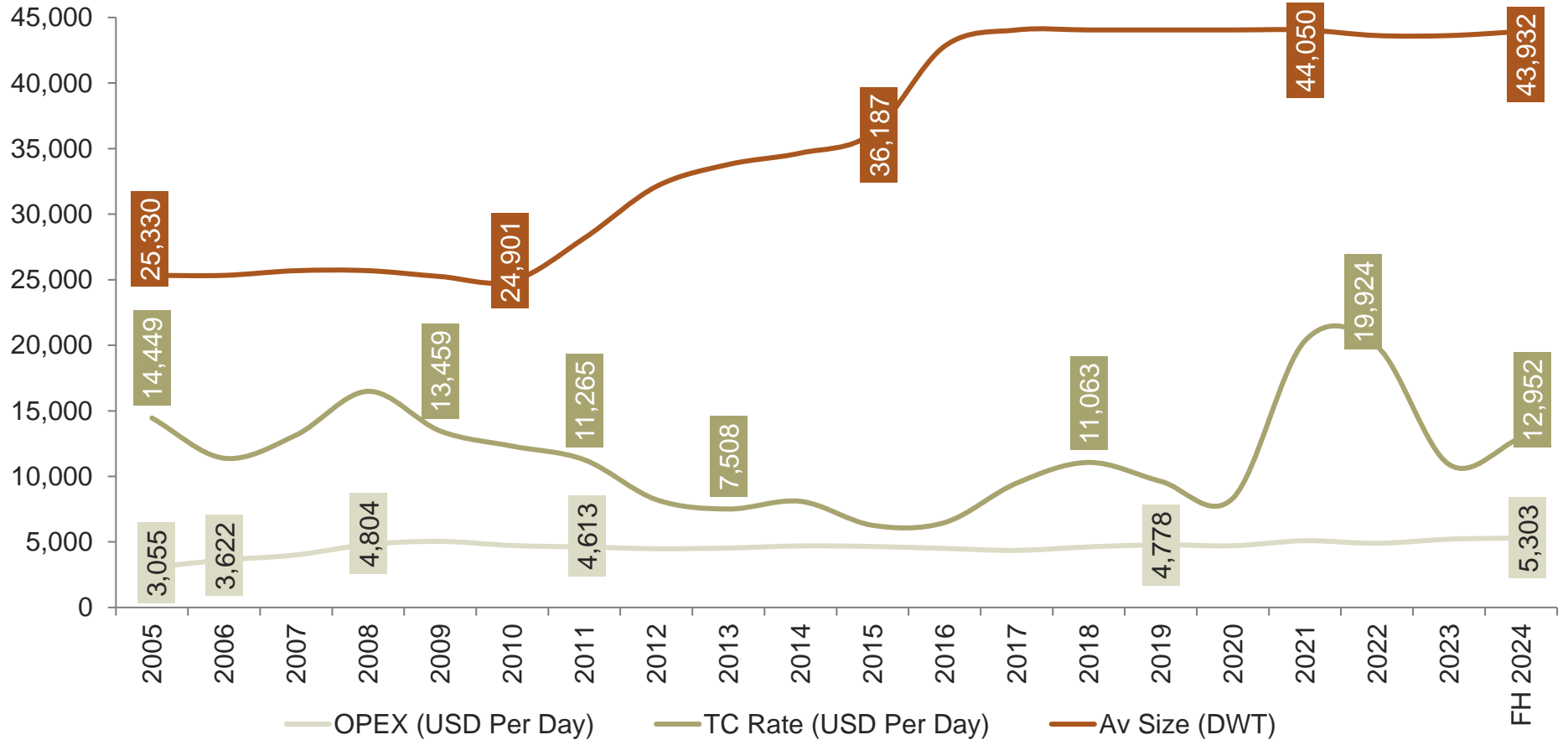


Net debt & net debt / equity ratio

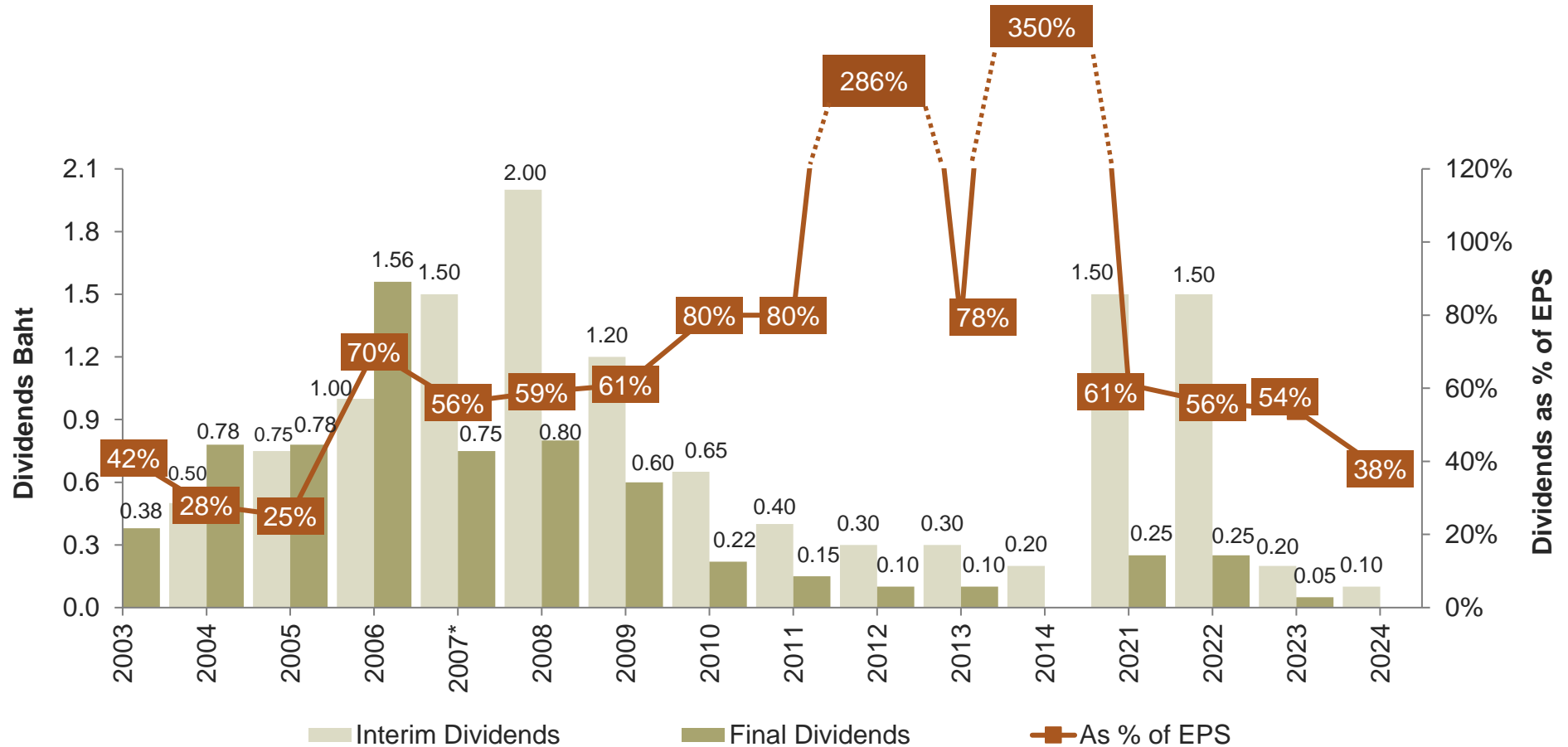


Average OPEX / TC rates

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	FH 2024
Avg Age	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	9.3	10.3	11.0	12.0	11.9



Dividends



Dividend Policy

Not less than 25% of net profit

**2007 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 - Q1'2021*

Financial highlights – Income statement

Particulars	FH 2024	FH 2023	Q2 2024	Q1 2024	Q2 2023
Total Revenues - USD Million	91.21	73.68	47.24	43.97	39.06
Net Profit (loss) - USD Million	25.75	10.52	14.36	11.39	8.21
Gain on sales of vessels	4.02	-	2.60	1.42	-
Gain (loss) on derivatives - USD Million	0.25	0.44	-	0.25	0.44
Exchange gain (loss) - USD Million	0.66	1.09	0.09	0.57	0.37
Net Profit (loss) excluding non-recurring items and exchange gain (loss) - USD Million	20.76	8.99	11.66	9.10	7.40
EBITDA - USD Million (Average per Ship)	43.02 (1.15)	30.85 (0.81)	22.84 (0.62)	20.18 (0.53)	18.38 (0.48)
Average TC Income per Ship per day (USD)	12,952	10,727	13,483	12,433	11,424
Average Ship Running Cost per Ship per day (USD)	5,303	5,172	5,226	5,379	5,113
Operating days (Average Number of Ships)	6,803 (37.38)	6,878 (38.00)	3,362 (36.95)	3,441 (37.81)	3,458 (38.00)
Earnings (loss) per share excluding non-recurring items and exchange gain (loss) (Baht)	0.49	0.20	0.28	0.21	0.17
Earnings (loss) per share (Baht)	0.60	0.23	0.34	0.26	0.18
Net Profit Margin (%)	28.23	14.28	30.39	25.91	21.02

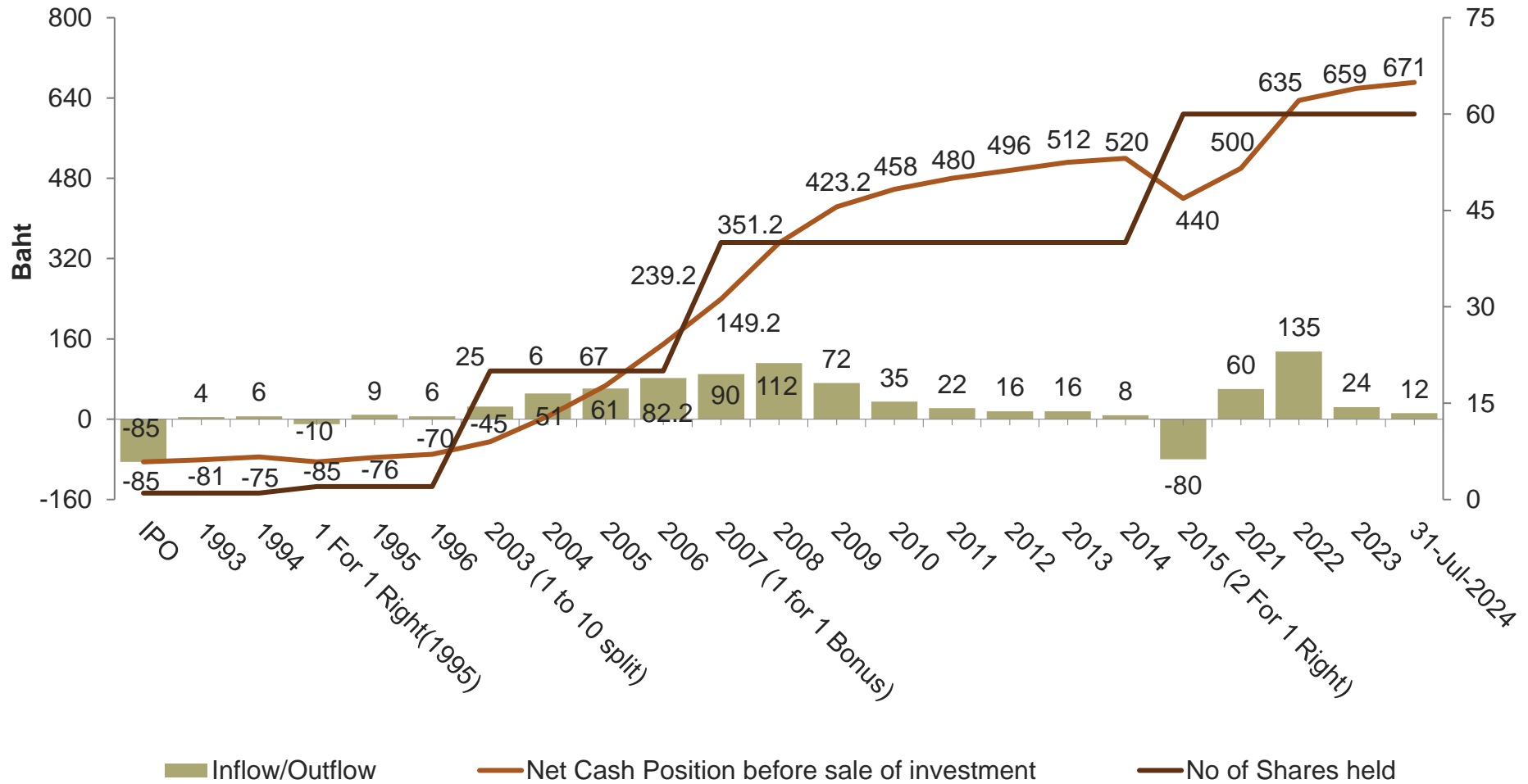
Financial profile

	FH 2024	2023	2022	2021	2020	2019
Liquidity (Cash & Cash Equivalents + Undrawn Commitments)	\$207.1m	\$206.5m	\$30.5m	\$73.9m	\$36.6m	\$95.2m
Cash & Cash Equivalents	\$75.0m	\$67.6m	\$30.5m	\$73.9m	\$36.6m	\$39.2m
Total Assets	\$711.2m	\$711.4m	\$703.2m	\$704.1m	\$712.3m	\$831.1m
Gross Debt	\$202.4m	\$214.1m	\$194.1m	\$245.9m	\$318.3m	\$391.7m
Net Debt	\$127.4m	\$146.4m	\$163.6m	\$172.0m	\$281.7m	\$352.5m
Equity	\$491.6m	\$474.7m	\$476.3m	\$429.8m	\$337.4m	\$383.3m
Gross Debt/Equity	0.41	0.45	0.41	0.57	0.94	1.02
Net Debt/Equity	0.26	0.31	0.34	0.40	0.83	0.92
No. of Vessels	36	38	38	36	36	36
EBITDA	\$43.0m	\$63.8m	\$180.3m	\$175.2m	\$36.3m	\$44.5m
Daily Earnings	\$12,952	\$10,907	\$19,924	\$20,338	\$8,332	\$9,622
Daily Opex	\$5,303	\$5,205	\$4,895	\$5,090	\$4,705	\$4,778
Net Profit (Loss)	\$25.8m	\$20.4m	\$138.6m	\$137.0m	(\$40.8)m	(\$7.2)m

Shareholder's returns



Total return to shareholders: 1993 to 31 July 2024



Basis the 8.25 Baht/share price on 31 July 2024, stockholders have earned a 15.76% IRR since the IPO in 1993.

Holding Period Return since IPO – Peer comparison

In August 2023, Splash 247 published an article titled 'Why Investing in Dry Bulk Companies Is a Bad Idea.' To support their argument, they displayed the percentage drop in the value of a \$10,000 investment at the time of the IPO (column A), the number of reverse splits (column B), and the resulting ratio compared to the shares issued at the IPO (column C).

Company Name	IPO / Listing Date	% Drop Since IPO (A)	Reverse Splits (B)	Ratio (C)
Star Bulk Carriers	3 Dec 2007	-2.00%	2	75
Safe Bulkers	29 May 2008	-24.00%	0	0
Diana Shipping	18 Mar 2005	-52.36%	0	0
Golden Ocean	6 Feb 1997	-57.00%	1	5
Navios Maritime	13 Nov 2007	-87.00%	1	10
Dryships	6 Feb 2005	-90.87%	8	11 760 000
Genco Shipping	22 Jul 2005	-91.60%	1	10
Eagle Bulk Shipping	22 Jun 2005	-97.45%	4	10 080
Scorpio Bulkers	12 Dec 2013	-97.97%	2	120
Paragon Shipping	9 Aug 2007	-99.60%	2	380

Alas, the publication overlooked including PSL in their analysis. If they had, they would have known that a THB 10,000 investment in PSL's 1993 IPO would be worth about THB 966,129 in April 2024, assuming all dividends are reinvested into PSL stock!

Reference: <https://splash247.com/why-investing-in-dry-bulk-companies-is-a-bad-idea/>

Investor Relations



Investor relations activities – FH 2024

The Company has joined many events for press/analyst briefings, which are attended personally by the Managing Director, the Executive Directors and/or IR team. Some of the major events in which the Company participated are enumerated herein as under:

Year/Times	Analyst Meetings/ Communications	Investors Meetings/ Communications	Presentations Road shows	Press & TV Interview	Total
FH 2024	8	12	12	2	34

Virtual Conference / Meetings (Times)	Domestic	Hong Kong	Singapore	USA	Europe	Other countries
FH 2024	11	4	8	-	-	2

Year/Times	Analyst Meetings/ Communications	Investors Meetings/ Communications	Presentations Road shows	Press & TV Interview	Total
2023	25	25	15	2	67
2022	29	15	9	11	64
2021	69	19	11	14	113



PSL and ESG

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PSL's ESG footprint

Environment

- PSL is one of 16 companies that have been recognized as an **'Outstanding' Climate Action Leading Organization (CALO)** by the Thai government for our commitment to greenhouse gas management.
- PSL was awarded **Carbon Neutral** Certification by the Thailand Greenhouse Gas Management Organization (TGO). This was accomplished by offsetting our scope 1 and 2 emissions for the year 2022 and 2023 through our support of a renewable energy project in Thailand.
- PSL was awarded **Carbon Footprint for Organization** certification for the year 2022 and 2023 by TGO, acknowledging our comprehensive carbon reporting practices.
- PSL is continually reducing its environmental impact through the adoption of new technologies and innovations. We replaced older, less fuel-efficient vessels between 2013 and 2017 with **"eco-vessels"** resulting in a reduction of CO₂ emissions. The PSL fleet's average gm CO₂/ton*nm has declined from 12.884 in 2014 to 6.80 in 2023.
- Part of our fleet is retrofitted with fuel-saving devices such as Mewis Duct, Pre-Shrouded Vanes, and Hub Vortex Absorbed Fins leading to **energy savings ranging between 3-5%**.
- We have a **formal environmental policy statement and guidelines since 2009, based on ISO 14001:2004 standards, which were updated to ISO 14001:2015** standards.
- PSL has joined the **Getting to Zero Coalition** as a founding member. This is an alliance of more than 200 companies within the maritime, energy, infrastructure and finance sector aiming to explore commercially viable zero carbon emitting vessels or ZEVs.

Social

- PSL provided a THB 1m donation to **Mechai Pattana School** in the rural Lamplaimat District of Buriram Province in 2023 and 2024.
- PSL has been providing a **scholarship scheme for students of the Merchant Marine Training Centre**, Thailand as well as donations for other activities every year since 1995. PSL provides scholarships to 42 students each year.
- In January 2024, the company held the **PSL Annual Maritime Day Run**, a 5 km race in Bangkok's renowned Lumpini Park.
- To mark **World Maritime Day in 2024**, PSL employees made contributions to the community and marine conservation in Rayong by cleaning up Saeng Chan Beach and building crab habitats at Phra Chedi Klang Nam.

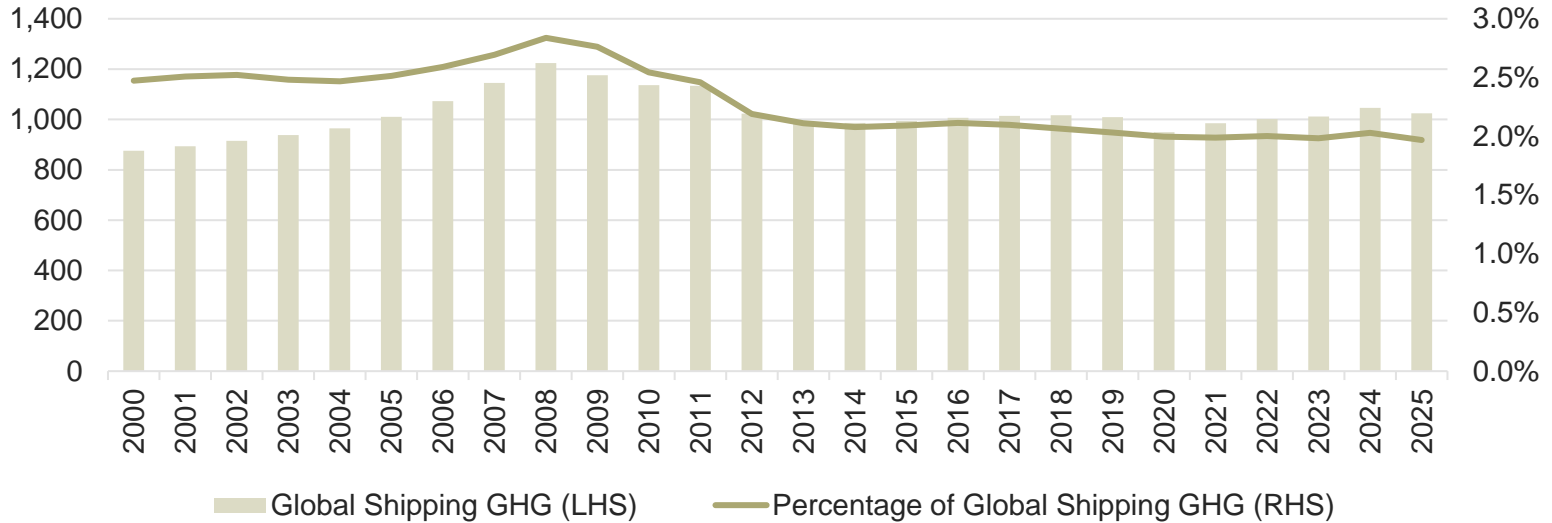
Governance

- PSL has been included in the Stock Exchange of Thailand's **Thailand Sustainability Investment (THSI)** list in 2022 and 2023.
- PSL won the **'Best Investor Relations Award'** for companies with a market cap of between Baht 10 to 30 Billion at the SET Awards 2023.
- Adjudged as a company with **"Excellent" Corporate Governance** for 14 consecutive years from 2010 to 2023, by IOD & National CG Committee.
- Earned **100 full AGM assessment** scores for seven consecutive years from 2018 to 2024, from the Thai Investors Association (TIA).
- PSL is the **Highest-ranked global dry-bulk shipping company** in the S&P corporate sustainability assessment (CSA) rankings for 2021 and in the top 12 percentile of global listed transportation companies for the year 2022.
- PSL has been certified as a **member of Thailand's Private Sector Collective Action Coalition Against Corruption (CAC)** since August 2019.

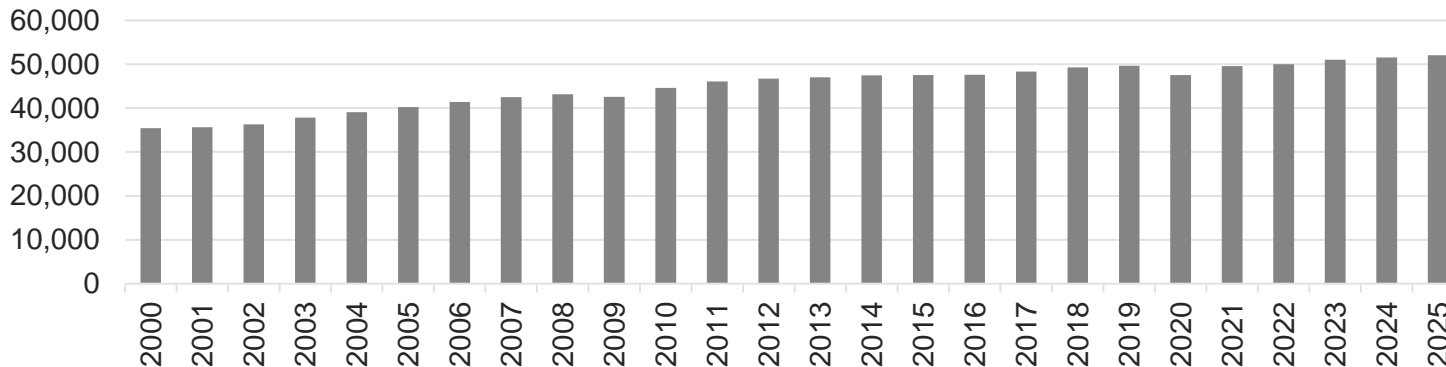
Global shipping GHG

Global Shipping GHG (CO2 Equivalent, Mil Tonnes)

Percentage of Shipping GHG over the Total



Total Global GHG (CO2 Equivalent, Mil Tonnes)



Source: Clarksons World Shipping Fleet GHG Emissions Well-to-Wake Basis and Global GHG Emission as of 9 Jul 2024

Thank You !



Precious Shipping Public Company Limited

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