

Precious Shipping Public Company Limited



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

SET Opportunity Day
8 May 2024

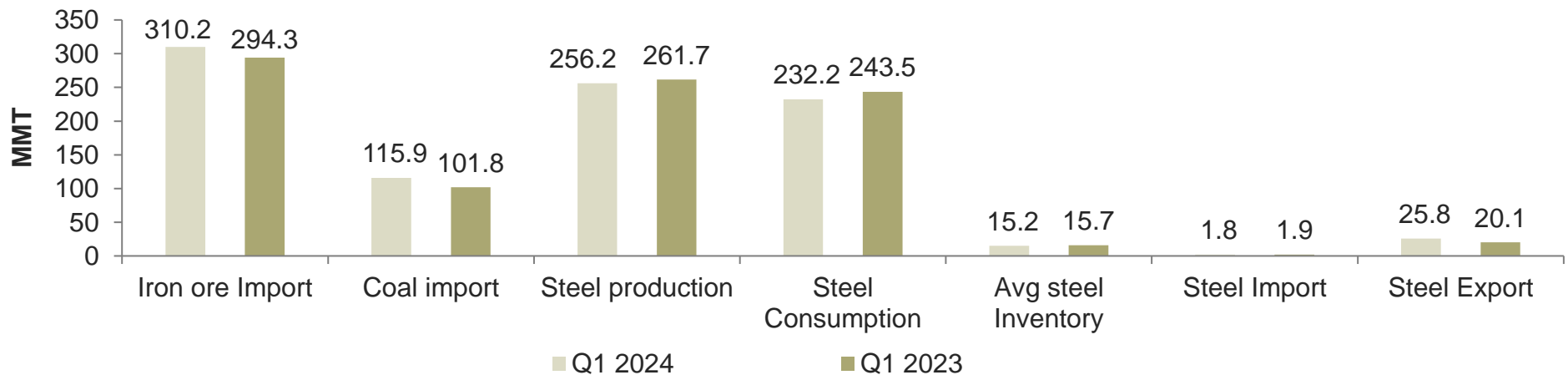
Look at China's performance in Q1 2024!

Latest available Data points on China in Q1 2024 Vs Q1 2023.

- China's Iron Ore imports in Q1 2024 was 310.2 MMT Vs 294.3 MMT Q1 2023 up by 5.4%.
- China's Coal imports in Q1 2024 was 115.9 MMT Vs 101.8 MMT Q1 2023 up by 13.9%.
- China's Steel production in Q1 2024 was 256.2 MMT Vs 261.7 MMT in Q1 2023 down by 2.1%.
- Monthly average Steel inventory in Q1 2024 was 15.2 MMT Vs 15.7 MMT Q1 2023 down by 2.6%.
- Steel imports in Q1 2024 was 1.8 MMT Vs 1.9 MMT in Q1 2023 down by 8.7%.
- Steel exports in Q1 2024 was 25.8 MMT Vs 20.1 MMT in Q1 2023 up by 28.5%.
- Steel consumption in Q1 2024 was 232.2 MMT Vs 243.5 MMT in Q1 2023 down by 4.7%.

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

- 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.

- Significant oversupply 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.

- 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.

- 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.

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 quintupled 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%.

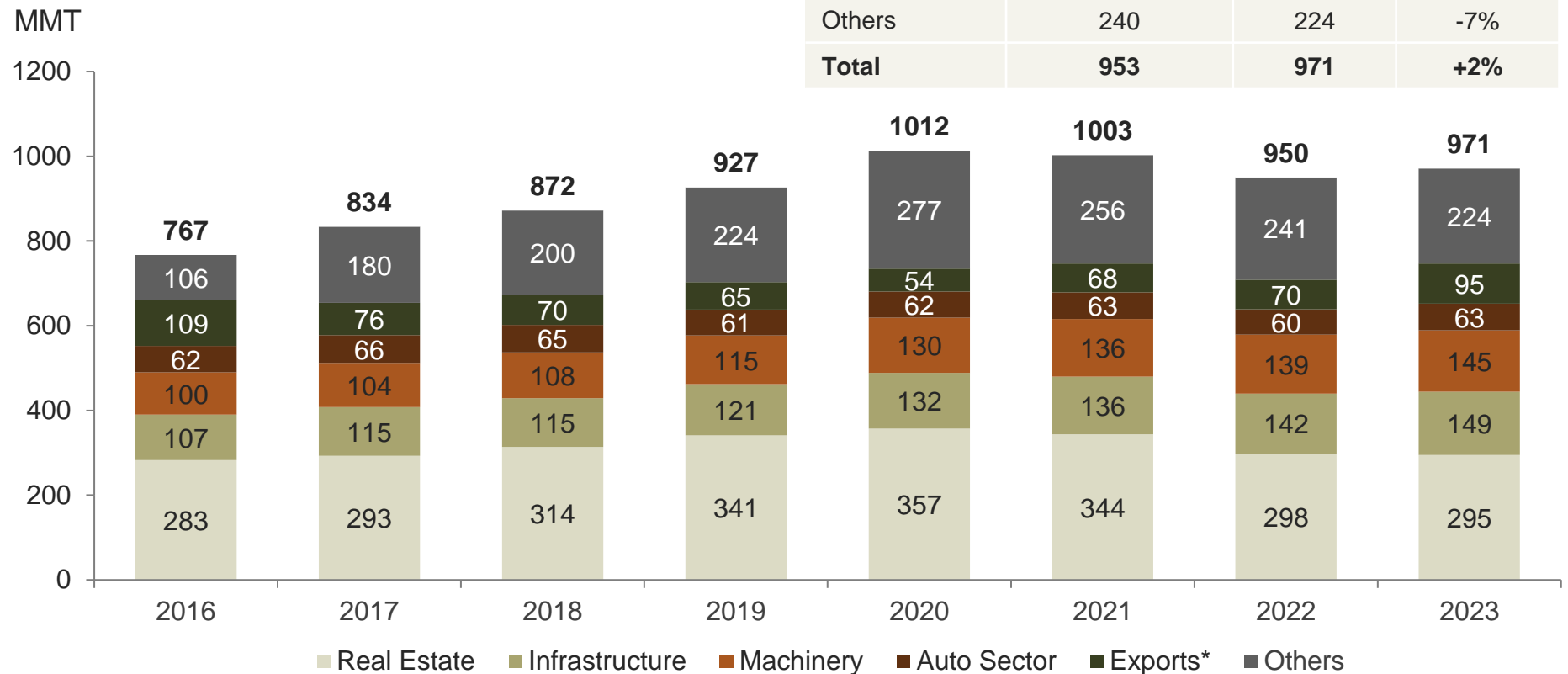
Source: https://www.scmp.com/opinion/china-opinion/article/3257492/chinas-property-market-risk-overcorrection-not-oversupply?campaign=3257492&module=perpetual_scroll_0&pgtype=article

China's Iron Ore and Steel Demand in 2023

- 2023 Chinese steel export numbers hit a seven-year high and increased by 35% from 2022.
- If you take total steel production, add imports, reduce net change in inventory and export figures, the 2023 Chinese steel consumption was apparently lower by -2.3% compared to 2022.
- 2023 Chinese steel demand for real estate/infrastructure was expected to decrease by 4.8% y-o-y but the decline was partially offset by increased demand from the infrastructure sector, according to MPI Research.
- 2023 steel demand in other sectors grew by: shipbuilding +15.4%, automotive +12.4%, and energy +5.6%, according to China Metallurgical Industry Planning and Research.
- Despite the decline in steel consumption, Chinese iron ore imports increased by 6.6% compared to 2022.
- Reuters analyzed that iron ore growth could be driven by a lifting of the government steel-output-cap policy and lower steel scrap availability for producing steel.
- Financial Times also cited some possible explanations for the growth of iron ore such as an infrastructure stimulus plan driving iron ore restocking and iron ore price appearing cheaper due to stronger yuan.

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

China's economy & seaborne trade outlook for 2024

- Despite record-breaking seaborne trade growth in 2023, Clarksons saw the Chinese economy stagnating in 2H 23 and expected more moderate growth in 2024, with flat import volumes and moderate export growth.
- Clarksons expects slowing iron ore and coal imports but rising grain and bauxite imports, in 2024.
- China is increasing energy trade with Russia, diversifying grain imports (i.e. Brazil, Australia, Canada, Africa), and growing container exports to Russia & emerging markets (ME*, ISC*, Africa, Latin America).
- Disruptions in the Red Sea and Panama canal: most notable impact on Chinese container exports with higher freight rates. Europe/Black Sea accounts for ~10% of Chinese grain imports and if re-routed via COGH will be very ton-mile intensive. Panama impact on grain: US is ~25% of Chinese imports, if shipped from USWC will strengthen Pacific market, if shipped from Brazil will increase ton-mile demand.
- No major stimulus is expected in 2024 as China is focusing on 'high quality' growth rather than rapid growth.
- The property sector remains under risk and consumer sentiment remains cautious driven by headwinds in the housing sector and volatility in the stock market constraining consumer spending.
- 2024 Chinese GDP growth is forecast at 4.5%-5.0%. The Chinese government and the IMF estimates it to be 5.0% and 4.6%.

India's performance in 2M 2024

Latest available data points on India in 2M 2024 Vs 2M 2023.

	2023 vs 2022
India's Iron Ore exports in 2M 2024 was 10.7 MMT Vs 7.4 MMT 2M 2023 up by 44.2%.	+170.7%
India's Wheat exports in 2M 2024 was 0.06 MMT Vs 0.02 MMT 2M 2023 up by 211%.	-97.7%
India's Rice exports in 2M 2024 was 2.9 MMT Vs 3.8 MMT 2M 2023 down by 24.8%.	-19.8%
India's Coal imports in 2M 2024 was 36.5 MMT Vs 34.1 MMT 2M 2023 up by 7.0%.	+3.7%
India's Steel production in 2M 2024 was 24.6 MMT Vs 20.6 MMT in 2M 2023 up by 19.3%.	+8.9%
Monthly average Steel inventory in 2M 2024 was 13.4* MMT Vs 9.7 MMT in 2M 2023, up by 38.6%.	+41.0%
Steel imports in 2M 2024 was 1.36 MMT Vs 1.19 MMT in 2M 2023 up by 14.4%.	+20.9%
Steel exports in 2M 2024 was 1.43 MMT Vs 1.16 MMT in 2M 2023 up by 23.0%.	-19.2%
Steel consumption in 2M 2024 was 24.5 MMT Vs 20.6 MMT in 2M 2023 up by 18.8%.	+11.3%

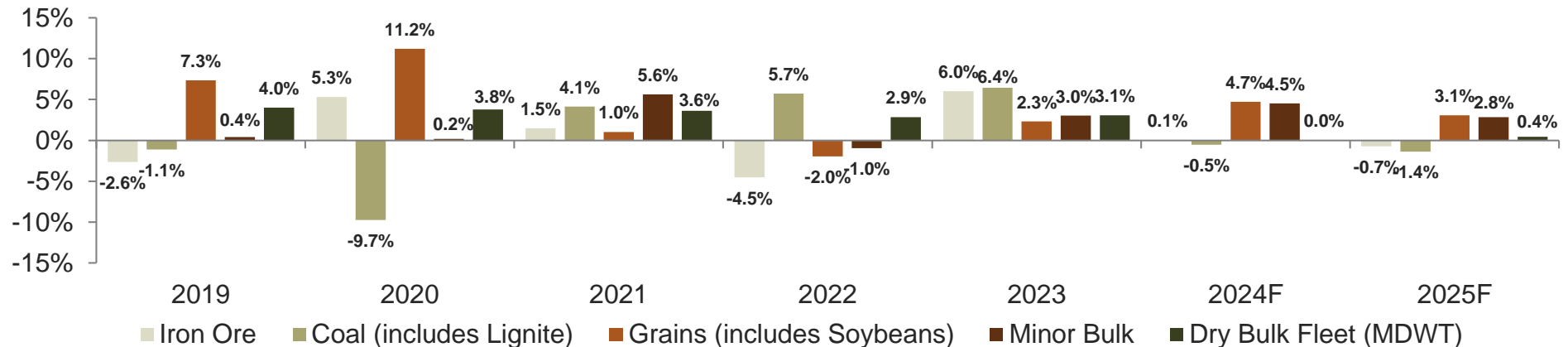
* Estimated from production, export, import and consumption figures

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

Seaborne Dry bulk Trade							
All Units In Billion Tonne-Miles	2019	2020	2021	2022	2023	2024F	2025F
Iron Ore	7,983	8,406	8,530	8,144	8,633	8,638	8,576
Coal (includes Lignite)	5,167	4,663	4,856	5,134	5,465	5,436	5,361
Grains (includes Soybeans)	3,395	3,776	3,814	3,739	3,826	4,006	4,128
Minor Bulk	11,448	11,469	12,115	11,998	12,360	12,919	13,287
Total	27,994	28,314	29,316	29,015	30,283	31,000	31,353
Total % Change In Trade	0.01%	1.14%	3.54%	-1.03%	4.37%	2.37%	1.14%
Dry Bulk Fleet (MDWT)*	879.9	913.3	946.3	973.3	1003.1	1032.6	1056.7
% Change in Dry Bulk Fleet (MDWT)*	4.0%	3.8%	3.6%	2.9%	3.1%	2.9%	2.3%

% age increase over the previous year



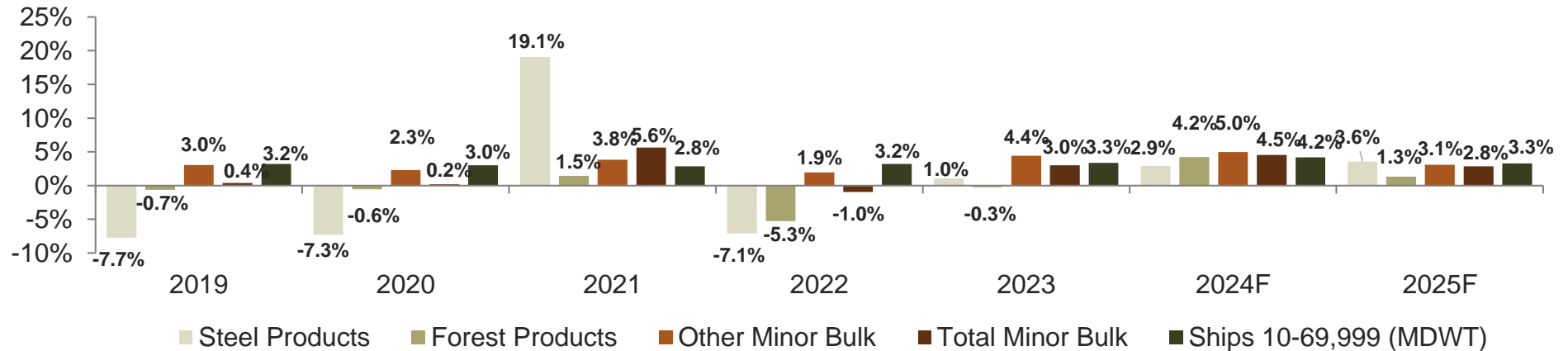
Source: Clarksons World Seaborne Trade Timeseries as on 31 Mar 2024

*Clarksons Mar 2024 DBTO

Growth in seaborne minor bulk trade – billion tonne-miles

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	1,894	1,913	1,969	2,039
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	7,914	8,262	8,674	8,942
Total Minor Bulk	11,448	11,469	12,115	11,998	12,360	12,919	13,287
% Change In Minor Bulk	0.40%	0.18%	5.63%	-0.97%	3.02%	4.52%	2.85%
Ships 10-69,999 (MDWT)*	314.1	323.5	332.7	343.3	354.8	369.7	381.9
% Change In 10-69,999 (MDWT)*	3.2%	3.0%	2.8%	3.2%	3.3%	4.2%	3.3%

% age increase over the previous year



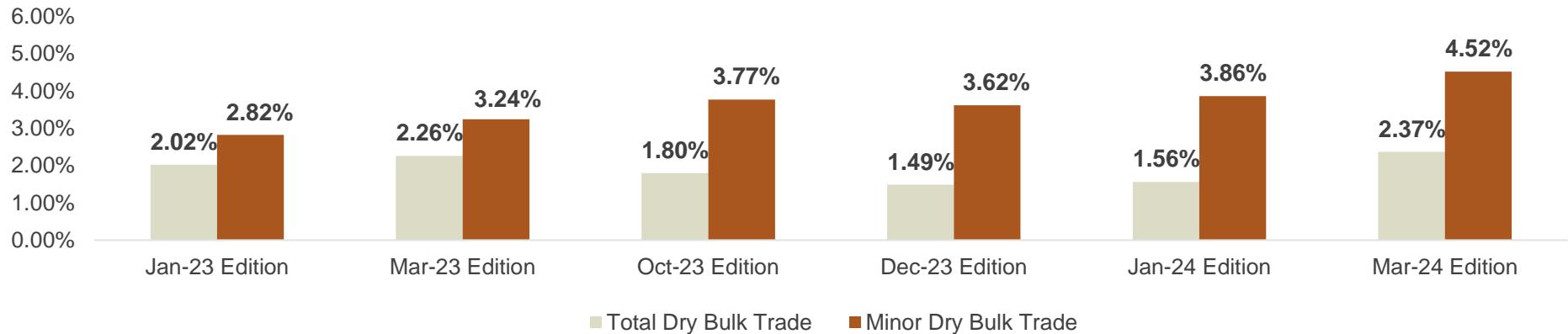
Source: Clarksons World Seaborne Trade Timeseries and Clarksons World Fleet Register as on 31 Mar 2024

*Clarksons Mar 2024 DBTO

Demand and supply forecast by Clarksons at different times

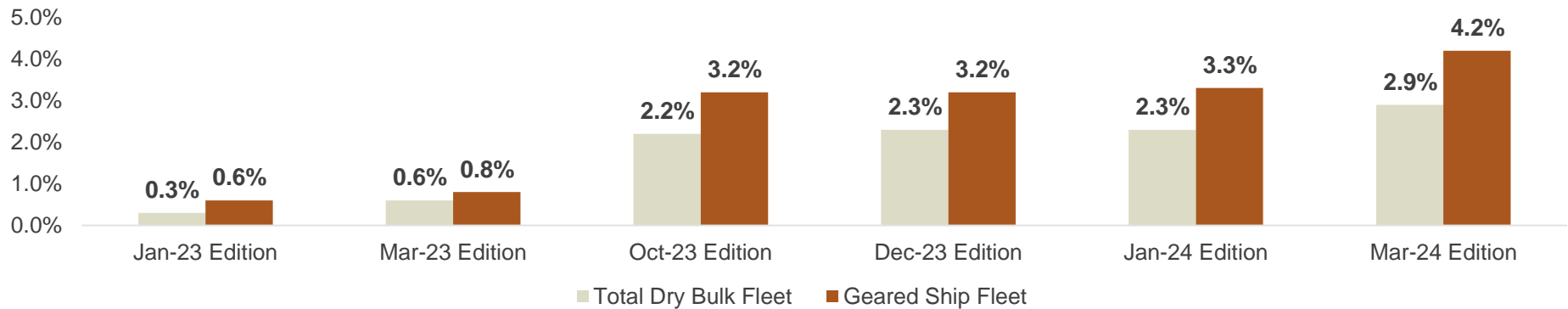
2024 Trade Growth

YoY Percentage Growth of Tonne-mile Demand



2024 Fleet Growth

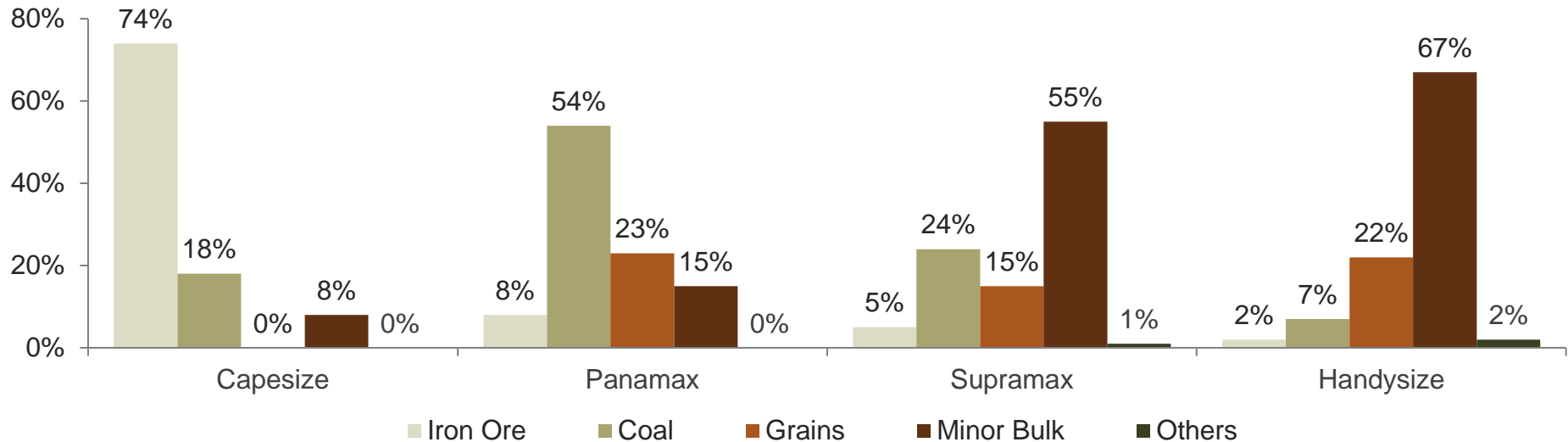
YoY Percentage Growth of DWT Supply



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

Commodities share by different dry bulk sectors

Commodities	Capesize	Panamax	Supramax	Handysize
Iron Ore	74%	8%	5%	2%
Coal	18%	54%	24%	7%
Grains	-	23%	15%	22%
Minor Bulk	8%	15%	55%	67%
Others	-	-	1%	2%



Source: Maersk Broker as of Q4 2023

Dry bulk fleet at the start of Apr 2024

Fleet Overview

Ship Type	DWT Range (MT)	Ships	Av Age (yrs)	Total DWT (m MT)	Av DWT (MT)	% of DWT
Handysize	10,000 – 39,999	4,469	14.00	118.84	26,591	11.81%
Supra/Ultramax	40,000 – 69,999	4,209	11.86	237.26	56,369	23.58%
Panamax	70,000 – 89,999	2,780	11.77	221.96	79,842	22.06%
Capesize	90,000+	2,341	11.01	427.92	182,795	42.54%
Total / Average		13,799	12.39	1,005.98	72,902	100.00%

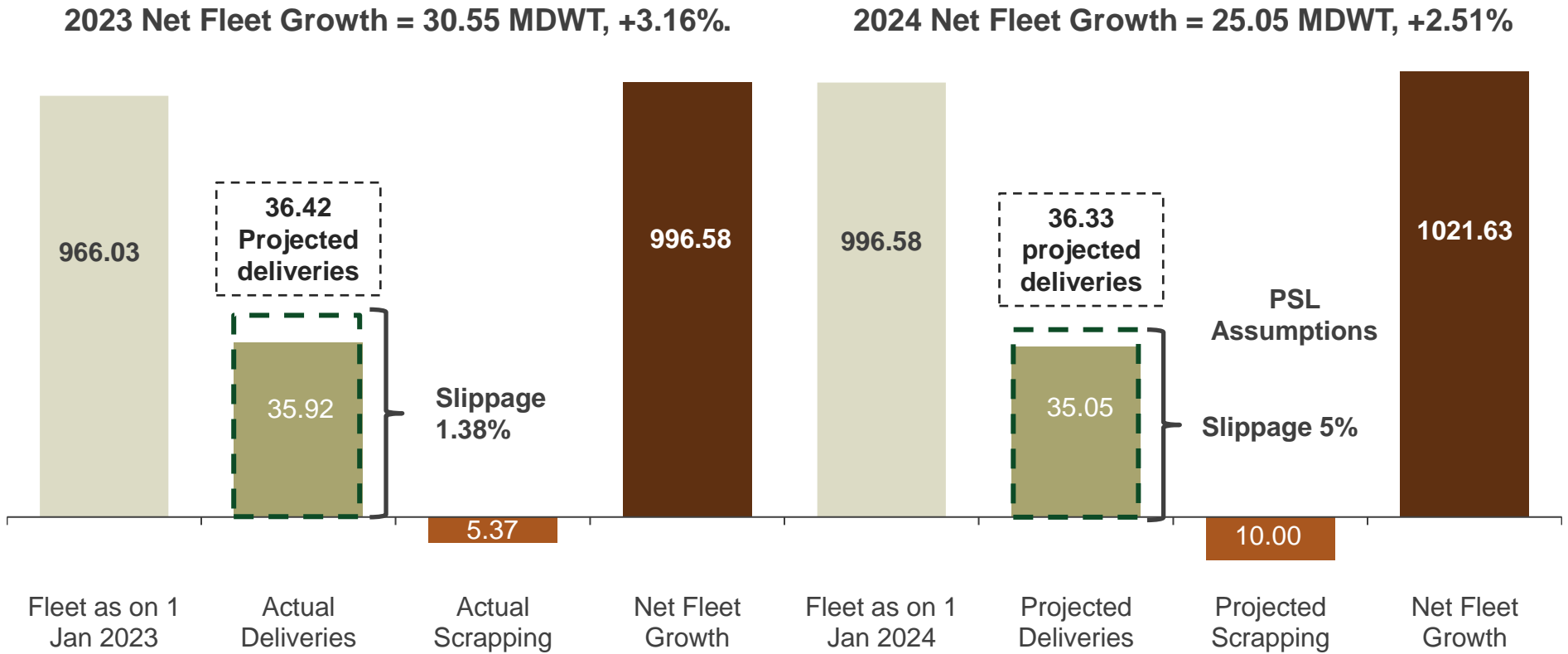
Changes in Q1 2024

Ship Type	DWT Range (MT)	Ships No (%age)	DWT m MT (%age)
Handysize	10,000 – 39,999	+30 (+0.68%)	+0.64 (+0.54%)
Supra/Ultramax	40,000 – 69,999	+55 (+1.32%)	+3.09 (+1.32%)
Panamax	70,000 – 89,999	+34 (+1.24%)	+2.81 (+1.28%)
Capesize	90,000+	+14 (+0.60%)	+2.86 (+0.67%)
Total / Average		+133 (+0.97%)	+9.40 (+0.94%)

Source: Clarksons World Fleet Register as on 31 Mar 2024

PSL dry bulk supply side forecast

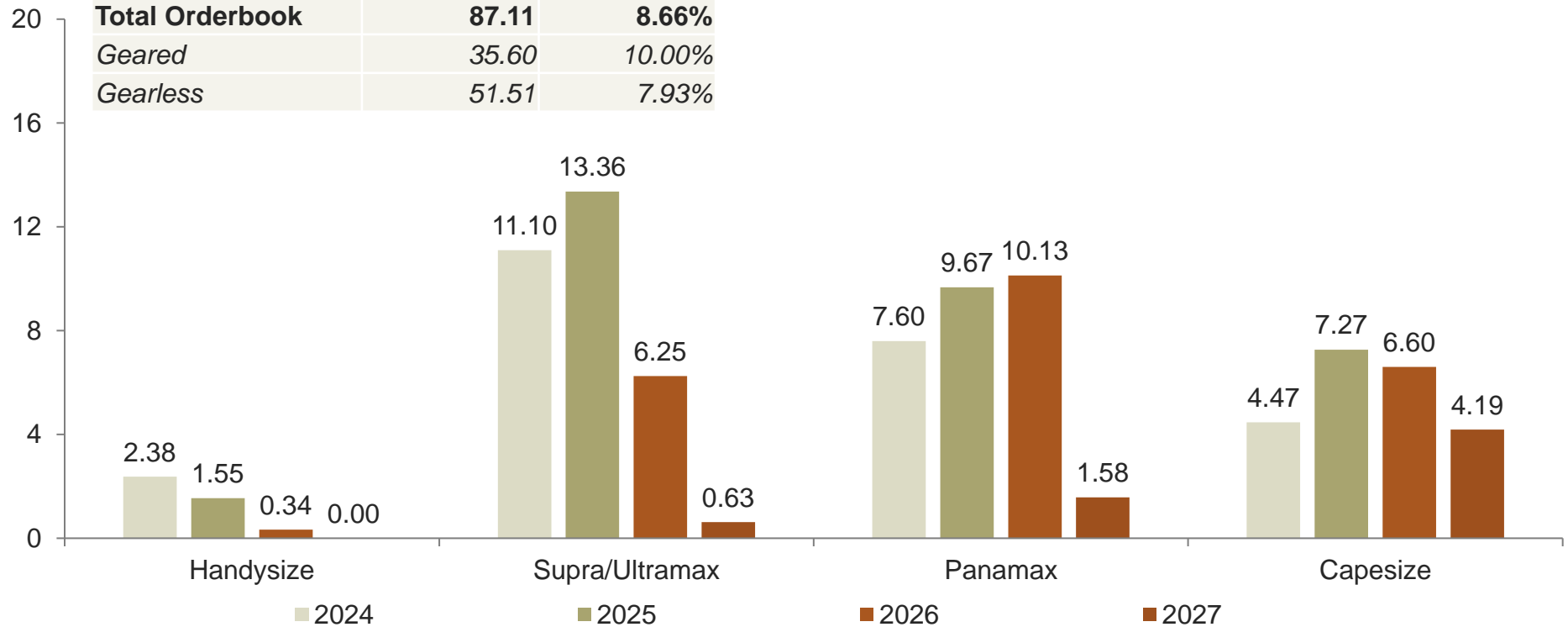
Actual data for 2023. PSL forecasts net fleet growth for 2024 at 2.51%, assuming 5% slippage and 10.00 MDWT of scrapping in 2024.



Source: Clarksons World Fleet Register as on 31 Mar 2024 and PSL internal estimate.

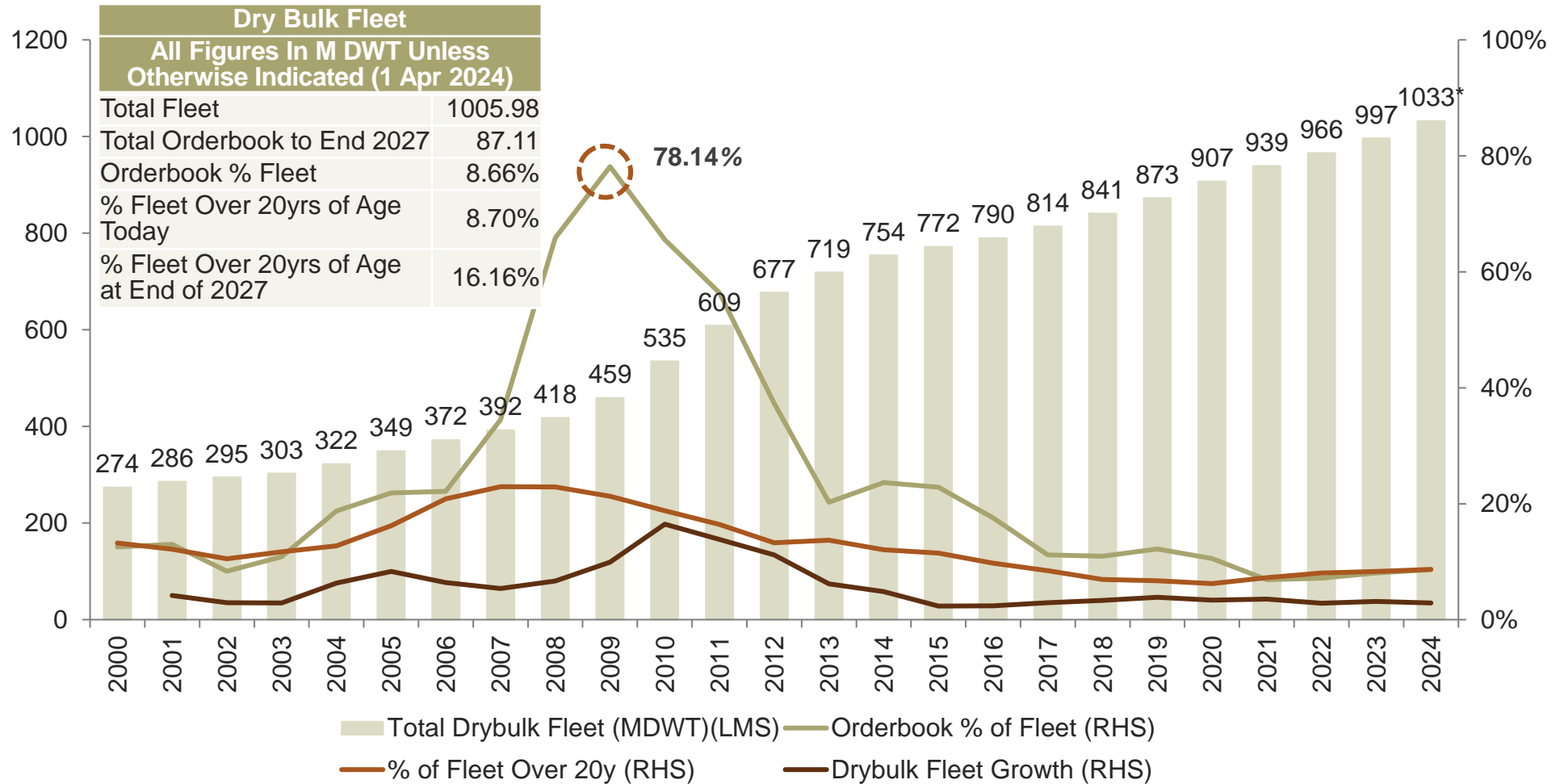
Confirmed orders as of 1 Apr 2024 (MDWT) – 31 Dec 2027

Total Confirmed Orders Until 2027		
Year	M DWT	% of Fleet
2024	25.54	2.54%
2025	31.85	3.17%
2026	23.32	2.32%
2027	6.41	0.64%
Total Orderbook	87.11	8.66%
<i>Geared</i>	35.60	10.00%
<i>Gearless</i>	51.51	7.93%



Source: Clarksons World Fleet Register as on 31 Mar 2024

Putting orderbook figures in context – overall dry bulk fleet



Source: Clarksons World Fleet Register as on 31 Mar 2024 and *End'24 Fleet Capacity and Growth from Clarksons Mar 2024 DBTO

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

Daily average Time Charter rate	2003 – 2009	2010 – 2020	2021-2022	2023	Q1 2024
Capesize	67,101*	14,924***	24,807**	16,389**	24,286**
Panamax	32,793*	10,965***	23,836**	12,854**	15,447**
Supramax	28,013^^	10,765***	24,475**	11,240**	12,961**
Handysize	18,753^^	8,789***	23,533**	10,420**	11,986**
Annual Average Demand Billion Ton-miles	+5.4%	+4.3%	+1.19%	+4.83%	+2.37%
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%	+2.9%

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, and at the start of Apr 2024 it was still 8.70% versus 8.66%, 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

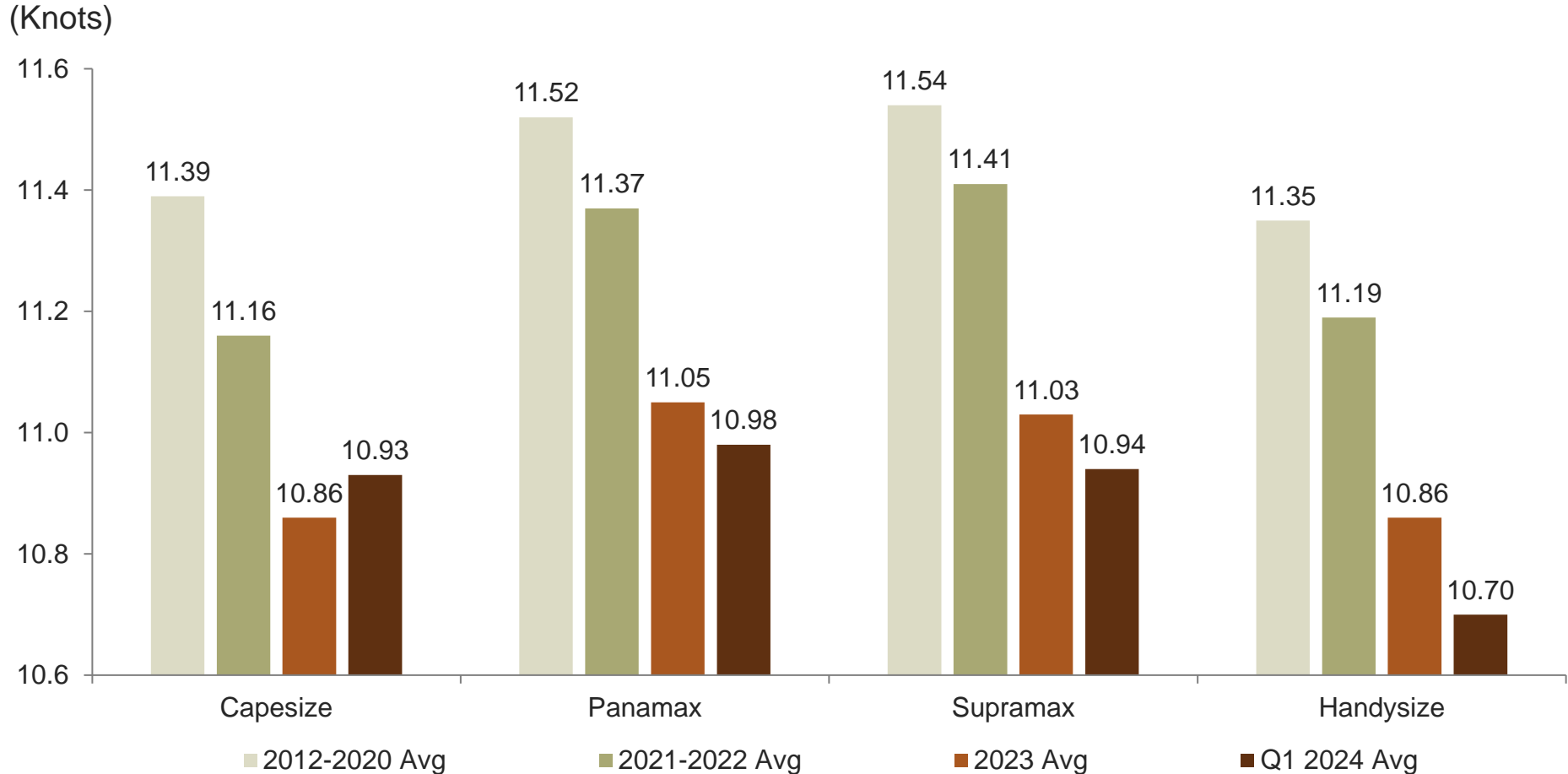
^^1 Yr. TC 32K, 1 Yr. TC 52K used for years where there was no BHSI (2003-2006) or no BSI (2003-2005).

^^^Average speed in 2008-2009 and average speed in 2012-2020

Source: Clarksons Index Timeseries, Clarksons Speed Timeseries, and Clarksons World Fleet Register as on 31 Mar 2024

Supply Growth from Clarksons Mar 2024 DBTO and Demand Growth from Clarksons World Seaborne Trade Time Series as on 31 Mar 2024

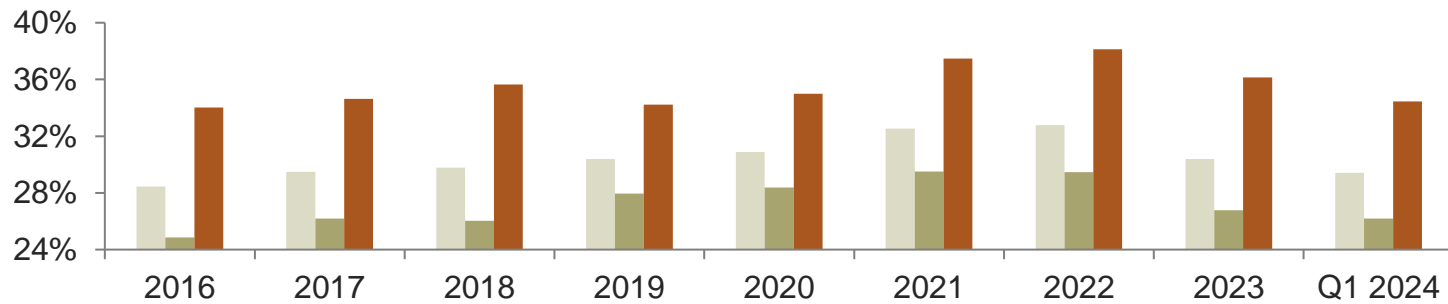
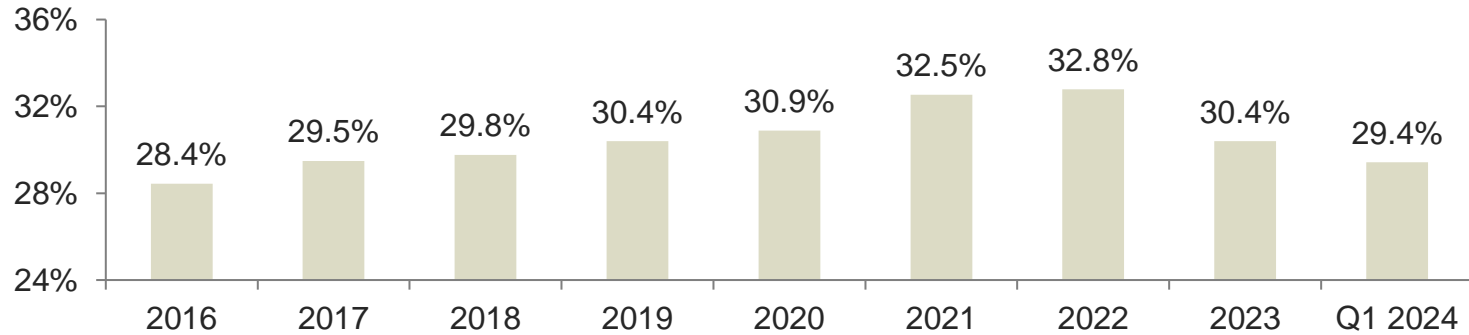
Average speed – till end of Q1 2024



Source: Clarksons Speed Timeseries as on 31 Mar 2024

Port congestion – till end of Q1 2024

Bulkcarrier (Capesize & Panamax) Port Congestion as % of Capesize & Panamax Fleet



- Bulkcarrier (Capesize & Panamax) Port Congestion as % of Capesize & Panamax Fleet
- Capesize Port Congestion as % of Capesize Fleet
- Panamax Port Congestion as % of Panamax Fleet

- Data basis vessels in a defined port or anchorage location based on vessel's closest to midday AIS signal.
- Capesize & Panamax port congestion stood at 30.4% of their fleet in 2023.
- In Q1 2024, this figure decreased to 29.4%
- 5 years (2016-2020) and 8 years (2016-2023) average stood at 29.8% and 30.6%

Source: Clarksons Port Congestion Timeseries as on 31 Mar 2024

Note: Clarksons suspended a provision of Supramax port congestion data

Port congestion data from Clarksons in previous PSL presentations were not comprehensive.

2024 Net Supply Growth Including Congestion

A full Supra/Ultramax congestion unwind back to pre-covid levels plus deliveries and scrapping could see the effective fleet growth by over 6%. Capes are seemingly the safest spot.

(% Fleet in DWT)

Ship Type	Deliveries	Scrapping	Congestion Unwind (Basis Pre-Covid)	Congestion Unwind (Basis 2023)	Net 2024 Fleet Growth (Pre-Covid Congestion)	Net 2024 Fleet Growth (Avg 2023 Congestion)
Handysize	4.6%	-1.0%	1.6%	1.1%	5.3%	4.7%
Supra/Ultramax	4.6%	-0.8%	2.3%	2.4%	6.1%	6.1%
Panamax	3.5%	-0.9%	1.6%	-0.4%	4.2%	2.2%
Capesize	2.3%	-0.5%	2.2%	-0.5%	4.0%	1.4%

Source: Arrow Dry Bulk Market Outlook, Mar 2024

DWT of dry bulk ships ordered in Q1 2024 vs Q1 2023, 2022 and 2021

Year	Avg. BDI	% Change in 2023	New Orders in MDWT	% Change in 2023
Q1 2021	1,739	+5%	13.37	-58%
Q1 2022	2,041	-11%	11.78	-52%
Q1 2023	1,011	+80%	9.33	-40%
Q1 2024	1,824	-	5.62	-

Source: Clarksons Index Timeseries, Clarksons World Fleet Register, and Clarksons Newbuild Contracts Timeseries as on 31 Mar 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, 119 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.**

Key industry takeaways

- **The IMF** estimates a steady global GDP growth of **3.2% in 2024** (advanced economies by 1.7%, the EU by 0.8% and EM by 4.2%). IMF foresees US GDP growth of 2.7% in 2024, higher than the 2.5% in 2023 and 0.6% above its forecast of 3 months ago. And GDP growth of **3.2% in 2025**.
- **China's GDP growth in 2023 was 5.2%**, and the Chinese government forecast for 2024 is 5.0%.
- **Ton-mile demand growth of 4.37% 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**.
- In 2023, China's fixed asset investment was **+3.0%**, consumer spending had rebounded.
- **The dry bulk fleet has grown by 3.1% in 2023 and forecast to grow by 2.9% in 2024** (Mar 24 DBTO). **But net supply will be reduced by 1.5-2.0% in 2024 - 2025** due to **lower speeds** due to compliance with **EEXI and CII regulations**.
- **Forward orderbook to fleet ratio at 8.66% as of 1 Apr 24 is marginally lower than the existing 20 year old fleet at 8.70%**.
- **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	31 st Mar 2024	16 th Apr 2024
Number of Vessels	36	38	38	37	37
Average Age (Simple Avg)	10.3 years	11.0 years	12.0 years	12.0 years	11.9 years
Insured Value (US\$ million)	747.6	765.4	675.5	698.5	710.5
Book Value (US\$ million)	605.0	635.8	606.8	594.4	607.4
Total DWT	1,585,805	1,657,579	1,657,579	1,629,137	1,615,269
Total LDT	350,989	368,532	368,532	362,146	361,142
Average DWT per Vessel	44,050	43,621	43,621	44,031	43,656

Market segmentation Q1 2024

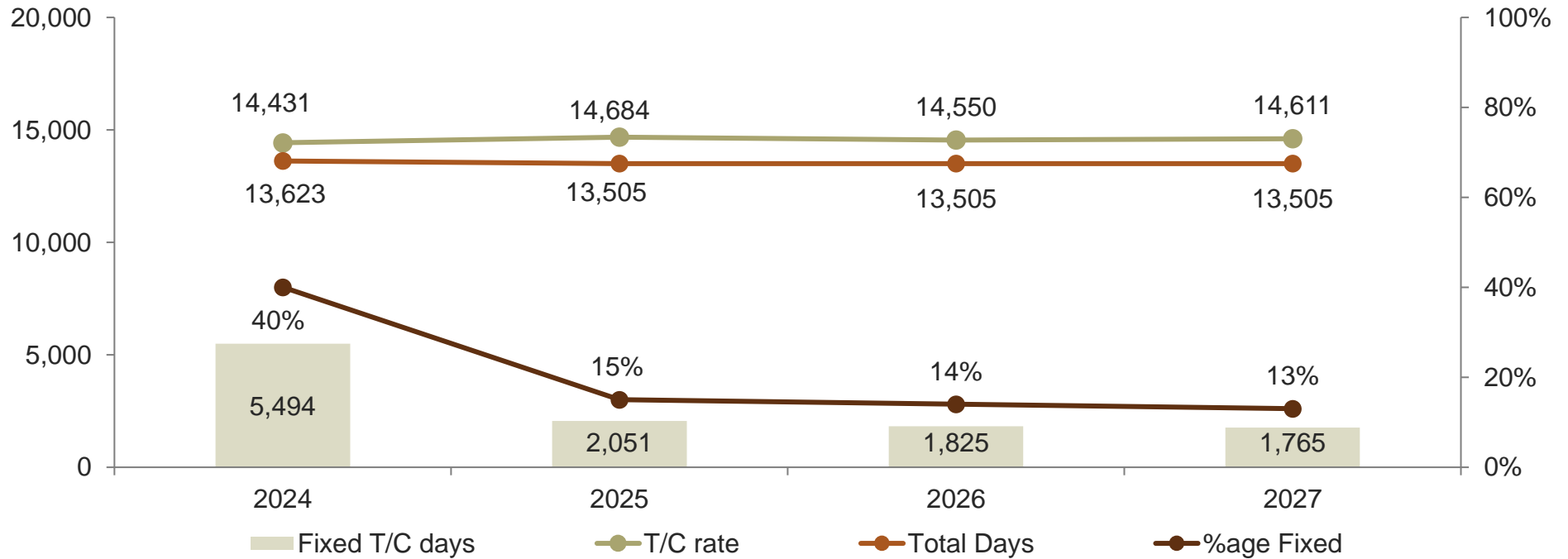
Index	Index Ship DWT	Index Speed/Con (1)	PSL Avg Ship DWT	PSL Avg Speed/Con (1)	PSL Ship Number	Q1 2024 Average Index	Market Av. TC Rate (2)	PSL Av. TC Rate	Performance vs Benchmark
BHSI (Handysize)	38,000	Laden: 12K/18T Ballast: 12K/17T	31,010*	Laden: 12K/20T Ballast: 12K/20T	17 Handysize & 4 Cement Ships	666	USD 11,986	USD 11,322	-5.54%
BSI (Supramax)	58,000	Laden: 12K/24T Ballast: 13K/23T	59,198* (Supramax & Ultramax)	Laden: 12K/26T Ballast: 13K/24T	9 Supramax & 8 Ultramax	1,178	USD 12,961	USD 13,794	+6.43%

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.

Current and rolling 4-year forward book until 2027

Contract value	USD 79.28 m	USD 30.12 m	USD 26.55 m	USD 25.79 m	Total USD 161.74 m
-----------------------	--------------------	--------------------	--------------------	--------------------	---------------------------



- This comprises charters on 5 ships on fixed rate charter and 15 ships on variable rate charters.
- Average T/C Rate/Day for the variable rate charters is estimated based on actual earnings until Mar 2024 and rates prevailing in Apr 2024 for the period thereafter.
- Rattana Naree and Wikanda Naree were sold on 15 Mar 2024 and 16 Apr 2024, and Hansa Naree has been included since 11 Apr 2024

Financials



Q1 2024 highlights

Q1 2024 Highlights

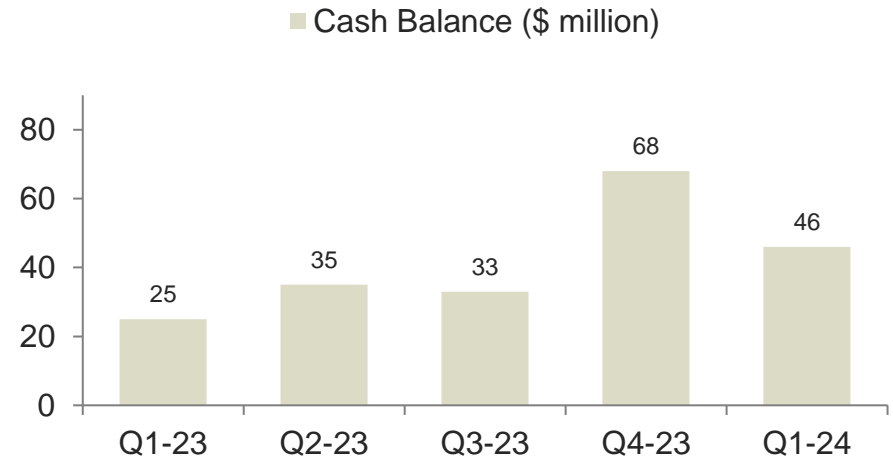
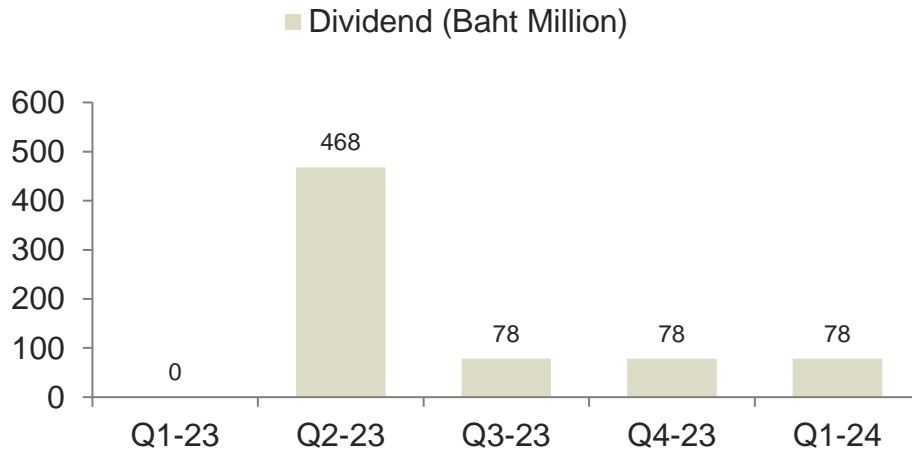
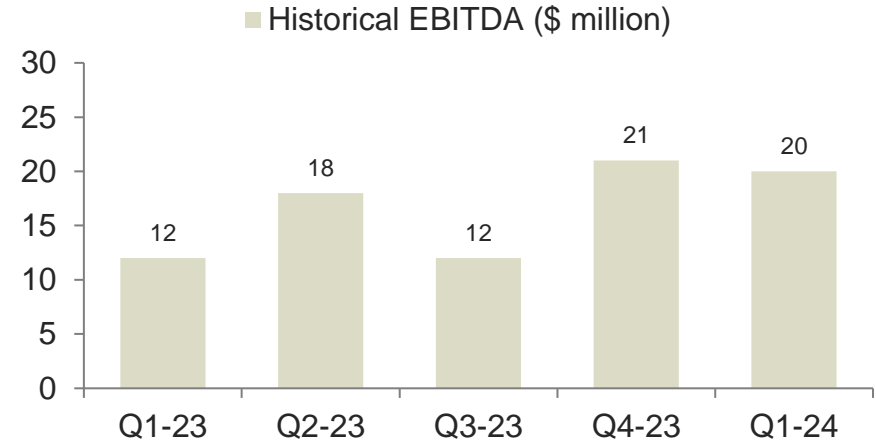
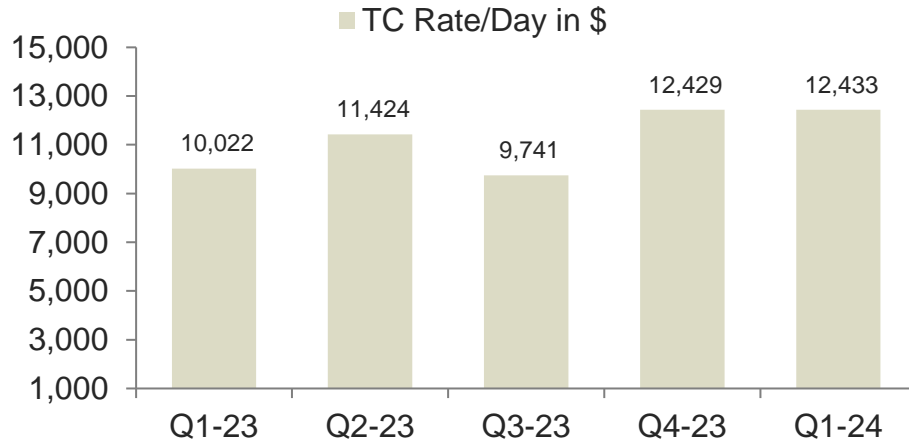
Quarterly Results	<ul style="list-style-type: none"> • Net profit of Baht 409.48 million (USD 11.39 million), or Baht 0.26 per share • EBITDA of Baht 725.34 million (USD 20.18 million)
Dividend	<ul style="list-style-type: none"> • Declared an interim dividend (No.4) of 5 Satang which was paid on 11 March 2024 • Declared a final dividend of 5 Satang which was paid on 3 May 2024.
Financing	<ul style="list-style-type: none"> • Entered into a USD 25.50 million credit facility agreement with the Export-Import Bank of Thailand on 8 March 2024.
Disposal of vessels	<ul style="list-style-type: none"> • Sold 2002 built handysize bulk carrier Rattana Naree. Delivered to buyers on 15 March 2024. • Sold 2013 built supramax bulk carrier Wikanda Naree. Delivered to buyers on 16 April 2024.
Acquisition of vessel	<ul style="list-style-type: none"> • Singapore subsidiary Precious Waves Pte. Ltd acquired 2018 built handysize bulk carrier Hansa Naree. The vessel was delivered to us on 11 April 2024.
Long-term charter contracts	<ul style="list-style-type: none"> • 5 ships were under long-term time charter contracts at fixed rates, while 15 ships were under long-term time charter contracts at levels linked to the underlying index for vessels of that size.

Key figures

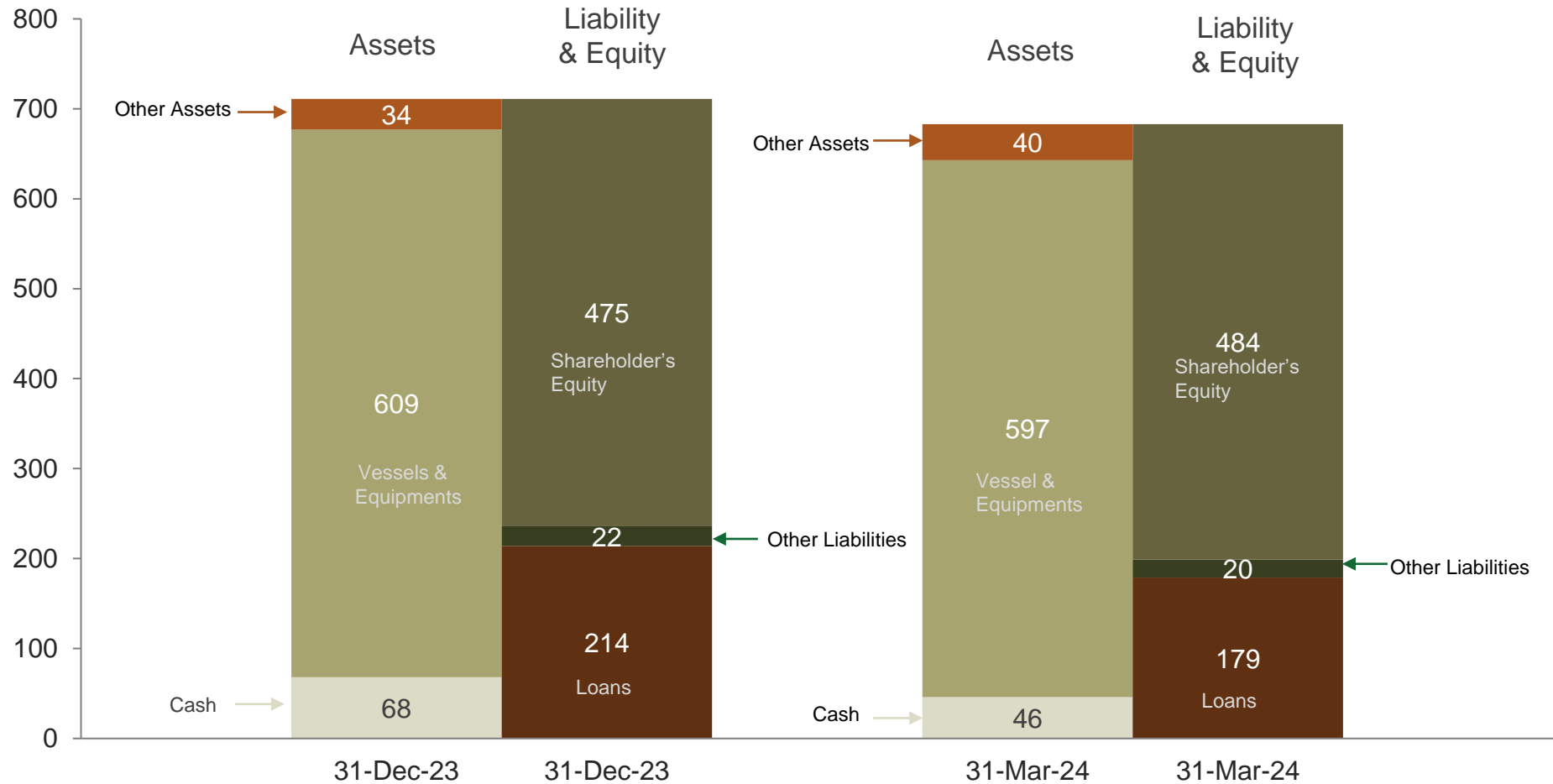
	Q1 2024	Q4 2023
Revenue (\$ million)	44.0	40.6
Net Profit (\$ million)	11.4	7.0
Earning per Share (Baht)	0.26	0.16
Return on Equity *	7.60%	3.99%
Net Debt / Equity Ratio	0.28	0.31
Number of Ships	37	38

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

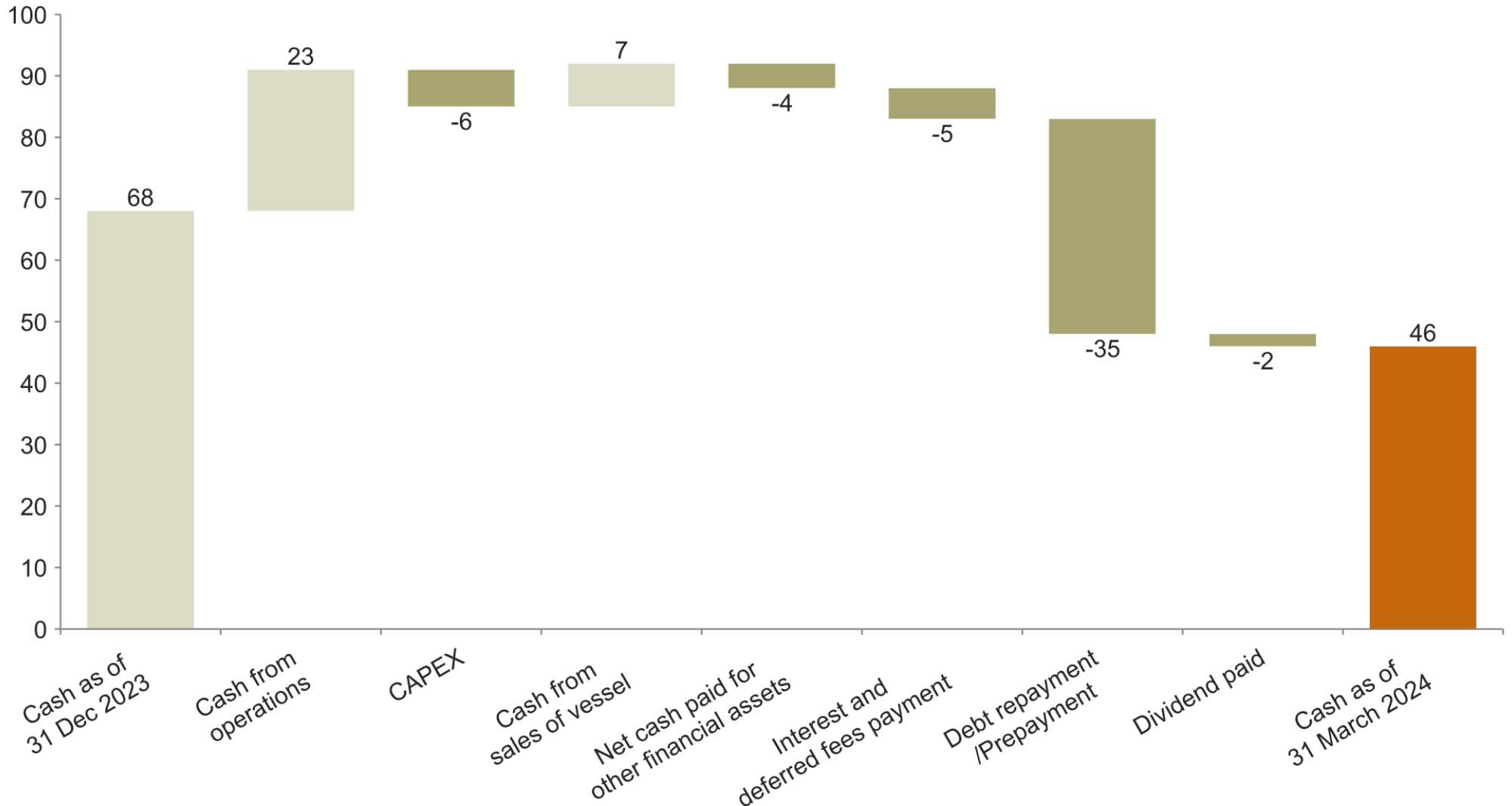
Earnings and liquidity



Statement of financial position (\$ million)



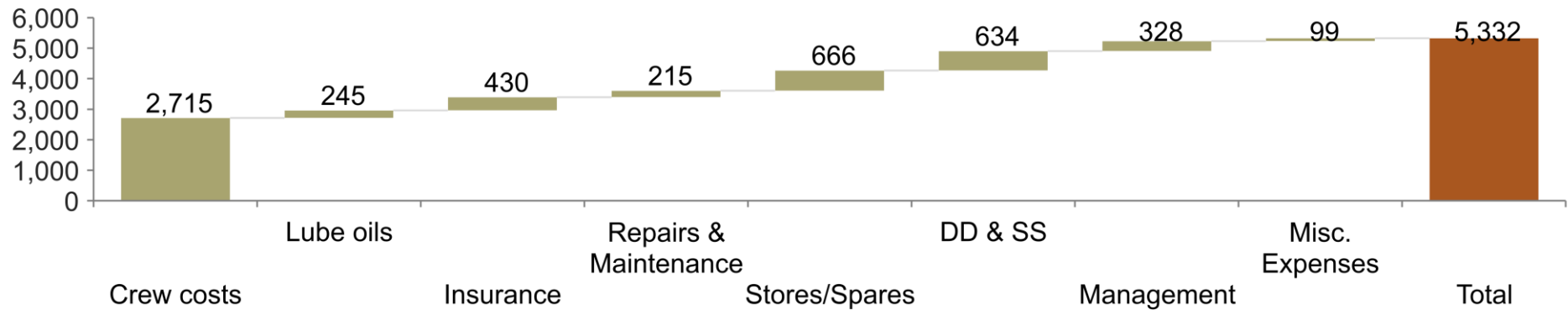
Cash movement in Q1 2024 (\$ million)



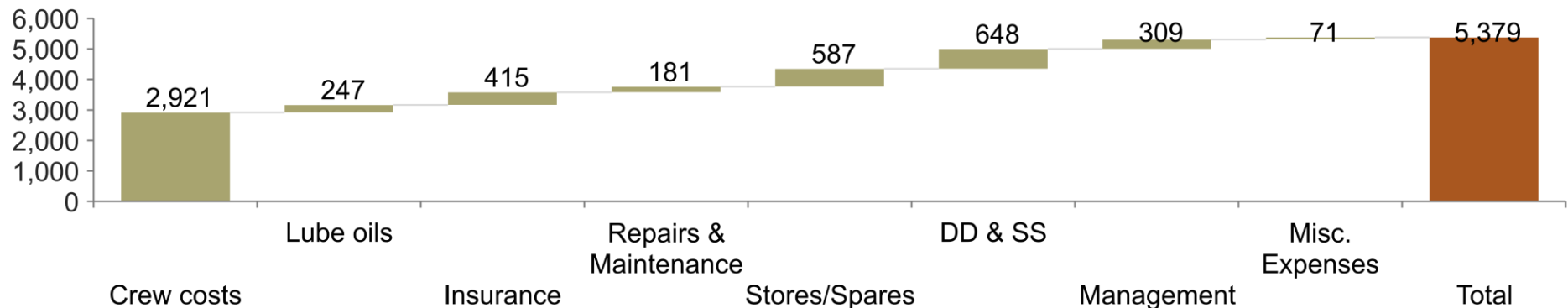
Operating expense analysis (\$/Day)

- 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 Q4 2023 and Q1 2024 were USD 5,332 and 5,379 respectively.

Q4 2023

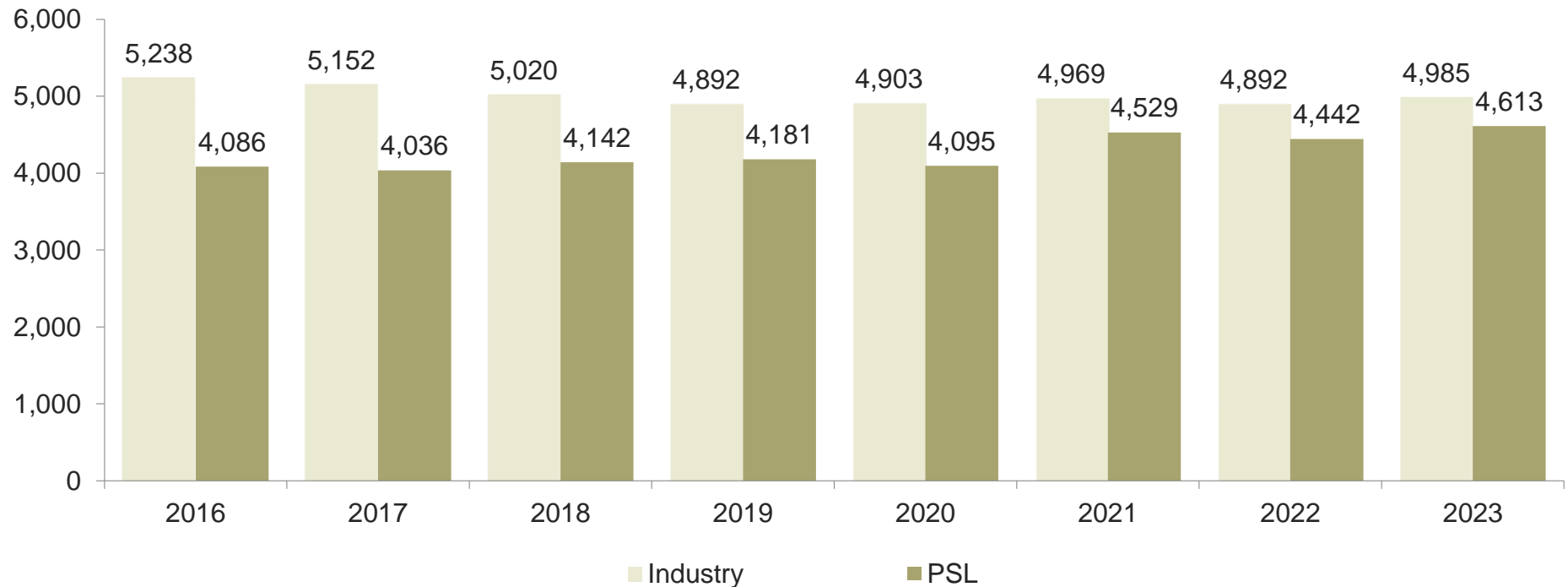


Q1 2024



Operating expenses industry comparison (\$/day)

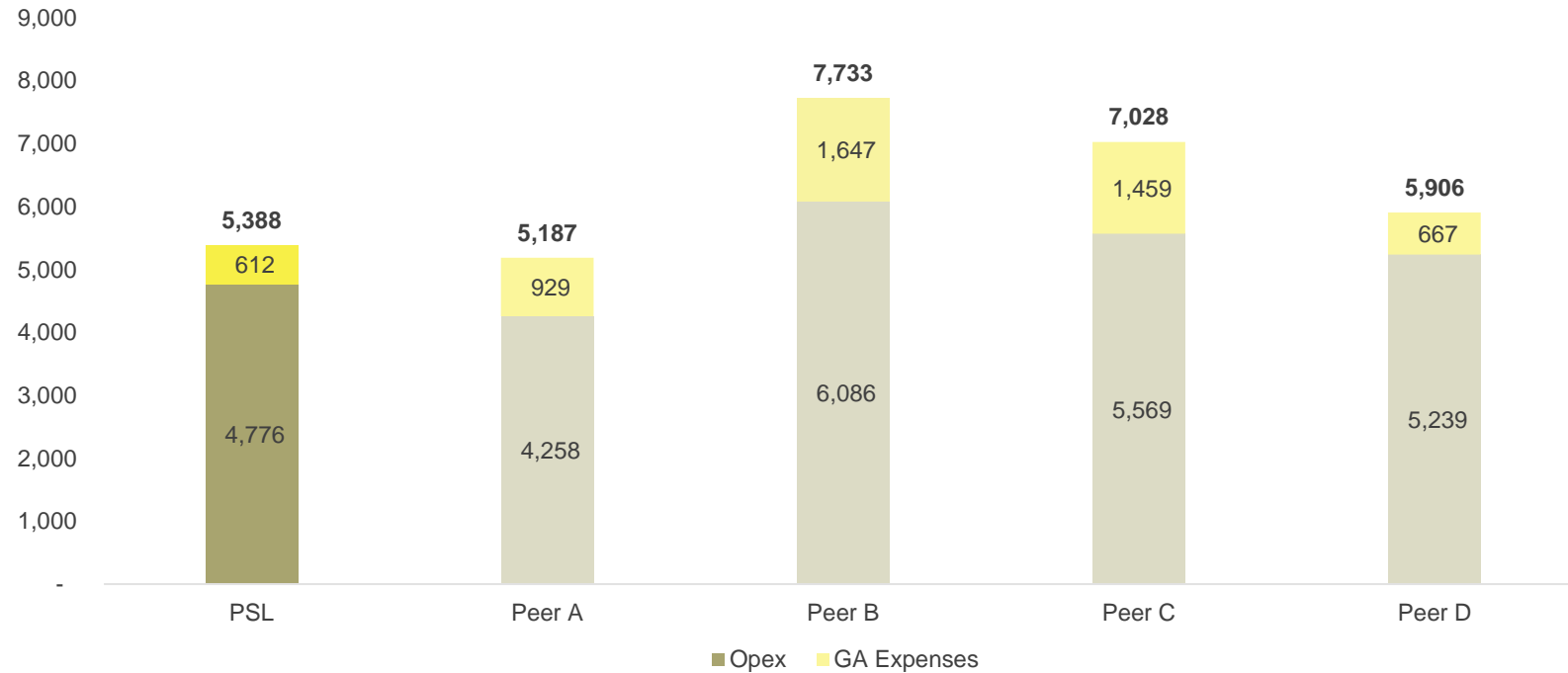
- 2016 – 2021 OPEX Comparison with Industry data compiled by BDO
- 2022 – 2023 OPEX Comparison with Industry data compiled by Braemar
- OPEX excludes dry dock and special survey costs



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

Supramax/Ultramax sector peer analysis for 2023

- For 2023: PSL's Supramax/Ultramax average daily OPEX* + G&A came in at \$5,388 per vessel per day

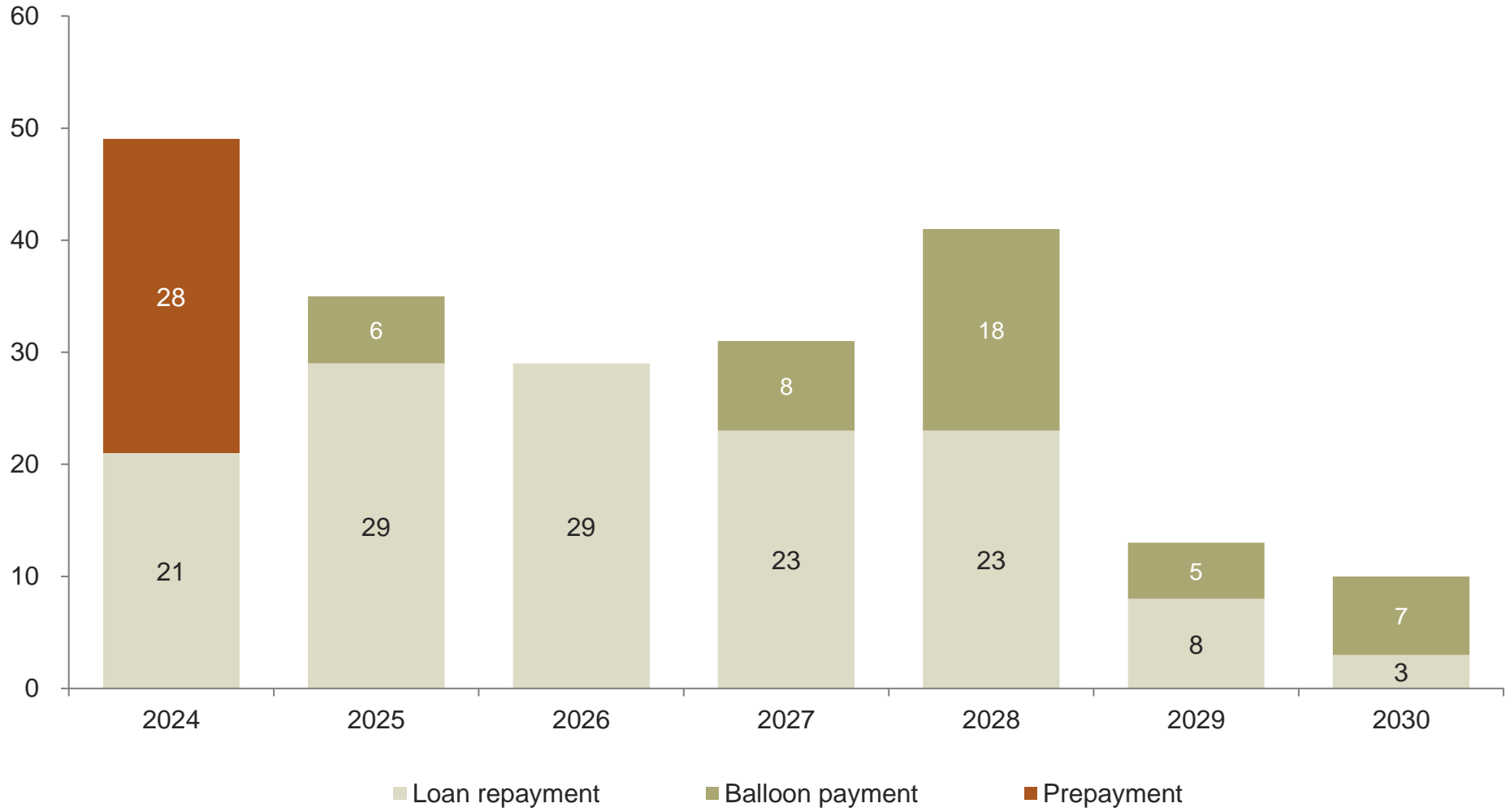


# LTM EBITDA/Ship (\$ million)	2.08	2.20	1.45	0.40	3.67
--------------------------------	------	------	------	------	------

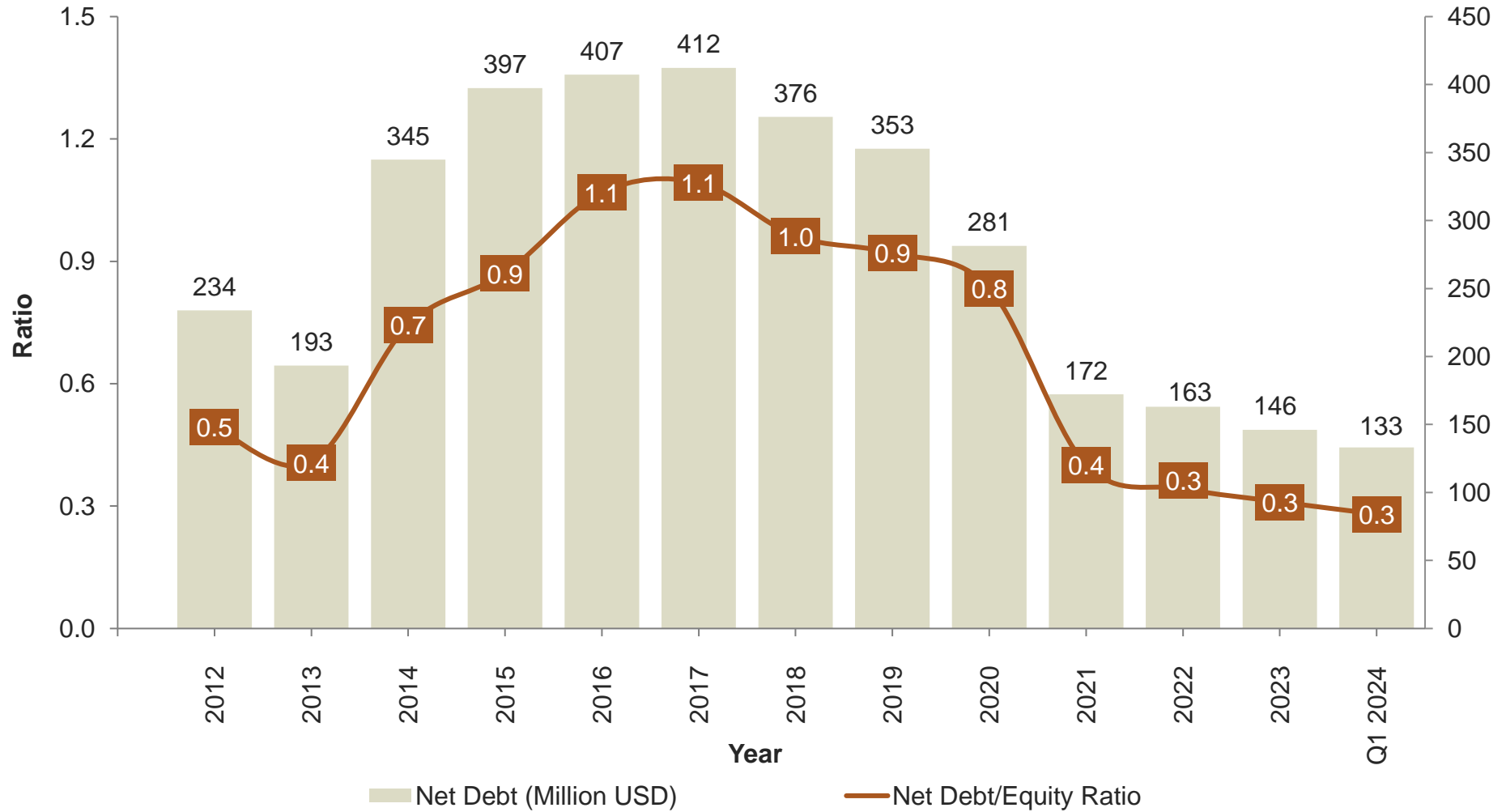
* Excluding DDSS expenses.

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

Debt maturity profile (\$ million)

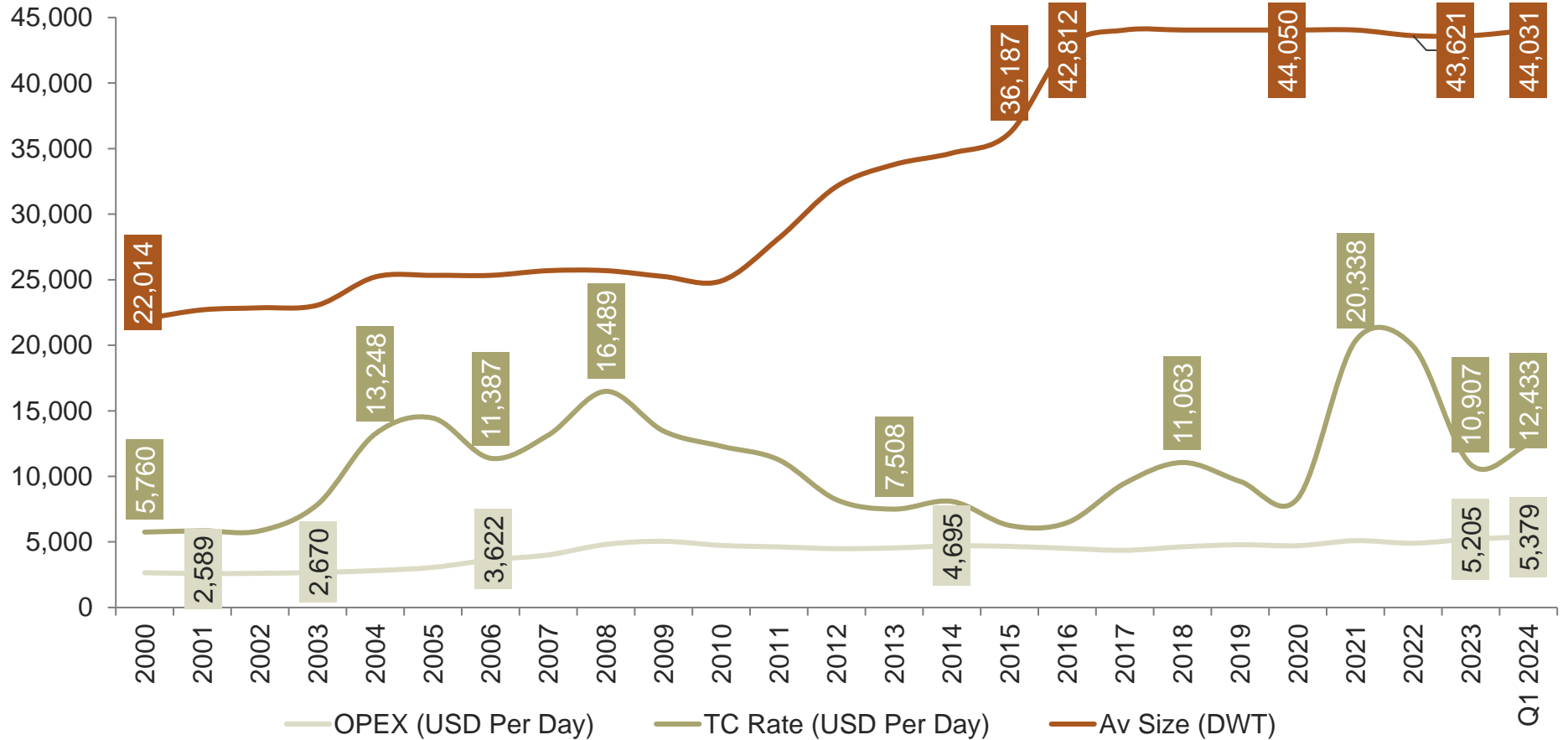


Net debt & net debt / equity ratio

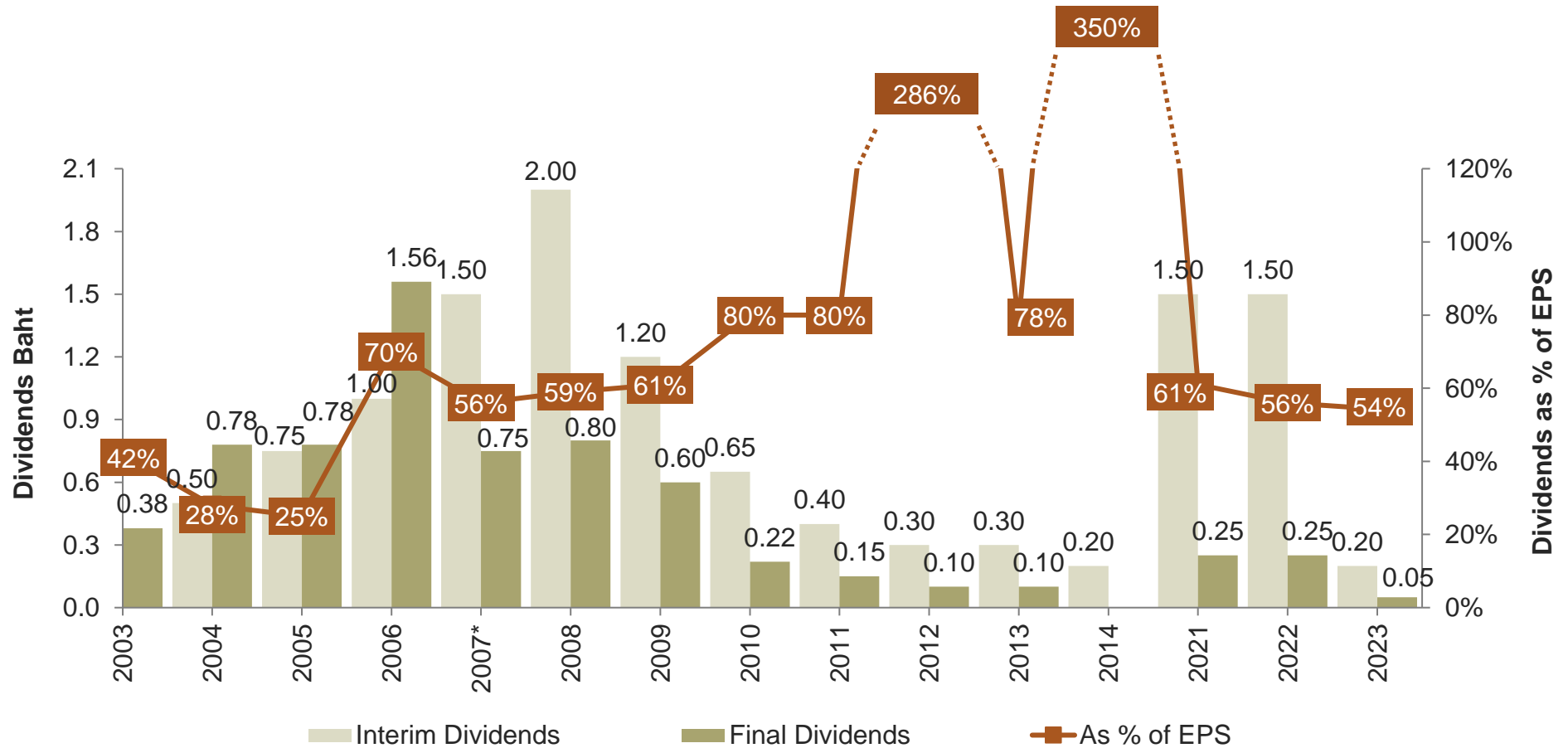


Average OPEX / TC rates

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Q1 2024
Avg Age	15.6	15.7	15.8	16.6	17.4	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	12.0



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	Q1-2024	Q4 2023 *	Q1 2023
Total Revenues - USD Million	43.97	40.55	34.62
Net Profit (loss) - USD Million	11.39	7.03	2.31
Gain on sales of vessels	1.42	-	-
Gain (loss) on derivatives - USD Million	0.25	(1.19)	-
Exchange gain (loss) - USD Million	0.57	(0.92)	0.72
Net Profit (loss) excluding non-recurring items and exchange gain (loss) - USD Million	9.10	9.14	1.59
EBITDA - USD Million (Average per Ship)	20.18 (0.53)	20.70 (0.54)	12.47 (0.33)
Average TC Income per Ship per day (USD)	12,433	12,429	10,022
Average Ship Running Cost per Ship per day (USD)	5,379	5,332	5,231
Operating days (Average Number of Ships)	3,441 (37.81)	3,496 (38.00)	3,420 (38.00)
Earnings (loss) per share excluding non-recurring items and exchange gain (loss) (Baht)	0.21	0.21	0.03
Earnings (loss) per share (Baht)	0.26	0.16	0.05
Net Profit Margin (%)	25.91	17.35	6.68

* Derived figures

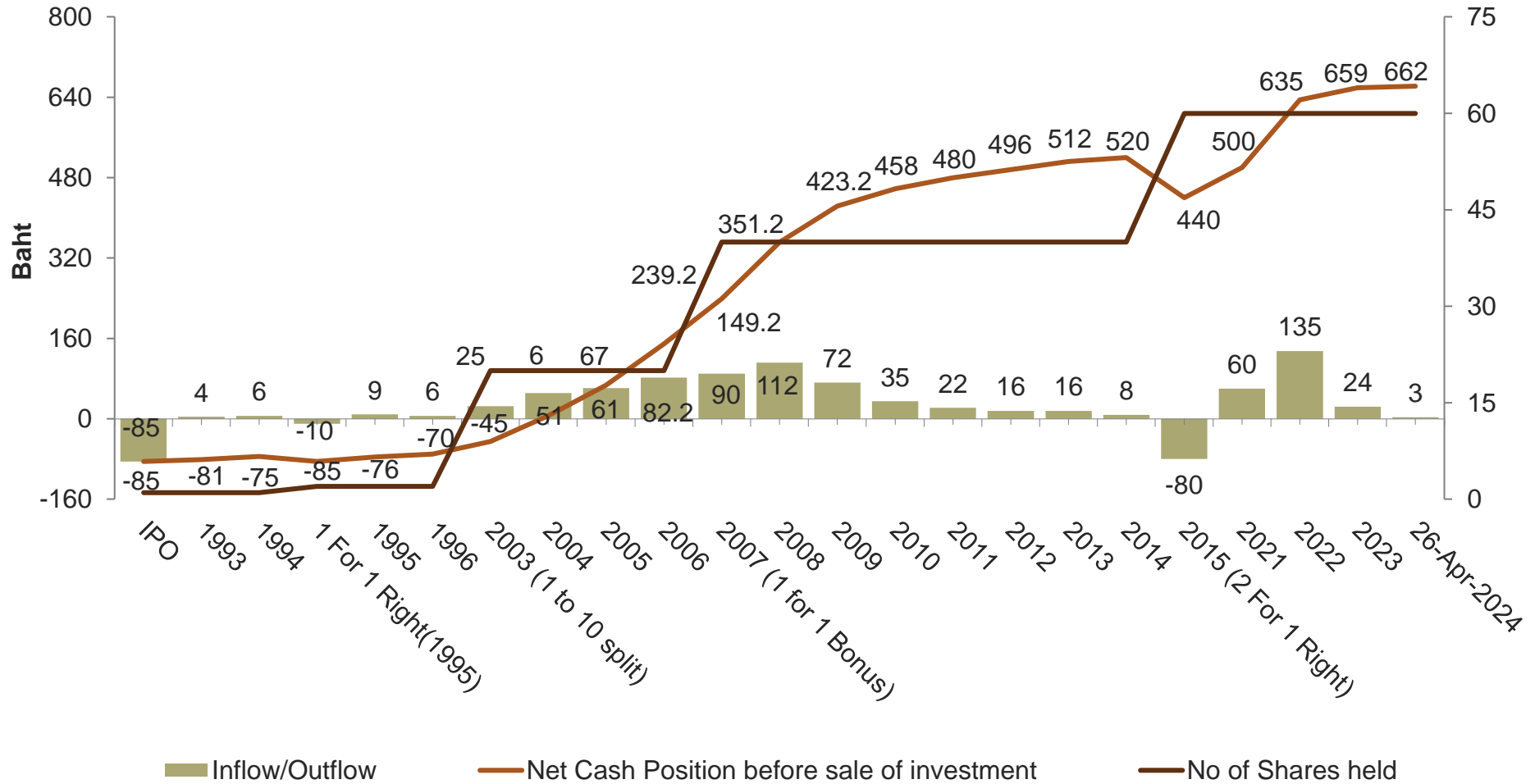
Financial profile

	Q1 2024	2023	2022	2021	2020	2019
Liquidity (Cash & Cash Equivalents + Undrawn Commitments)	\$210.2m	\$206.5m	\$30.5m	\$73.9m	\$36.6m	\$95.2m
Cash & Cash Equivalents	\$45.8m	\$67.6m	\$30.5m	\$73.9m	\$36.6m	\$39.2m
Total Assets	\$682.8m	\$711.4m	\$703.2m	\$704.1m	\$712.3m	\$831.1m
Gross Debt	\$178.9m	\$214.1m	\$194.1m	\$245.9m	\$318.3m	\$391.7m
Net Debt	\$133.1m	\$146.4m	\$163.6m	\$172.0m	\$281.7m	\$352.5m
Equity	\$483.8m	\$474.7m	\$476.3m	\$429.8m	\$337.4m	\$383.3m
Gross Debt/Equity	0.37	0.45	0.41	0.57	0.94	1.02
Net Debt/Equity	0.28	0.31	0.34	0.40	0.83	0.92
No. of Vessels	37	38	38	36	36	36
EBITDA	\$20.2m	\$63.8m	\$180.3m	\$175.2m	\$36.3m	\$44.5m
Daily Earnings	\$12,433	\$10,907	\$19,924	\$20,338	\$8,332	\$9,622
Daily Opex	\$5,379	\$5,205	\$4,895	\$5,090	\$4,705	\$4,778
Net Profit (Loss)	\$11.4m	\$20.4m	\$138.6m	\$137.0m	(\$40.8)m	(\$7.2)m

Shareholder's returns



Total return to shareholders: 1993 to 26 April 2024



Basis the 7.70 Baht/share price on 26 April 2024, stockholders have earned a 15.74% 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/>

A black and white photograph of a large industrial ship, likely a tanker, docked at a port. The ship's hull is dark, and the superstructure is white. A large crane with the ADM logo is visible on the deck. The ship's name 'ANANYA NAREE' is written in Thai and English on the side. A green banner with the text 'Investor Relations' is overlaid on the left side of the image.

Investor Relations

อนัญญา นารี
ANANYA NAREE

Investor relations activities – Q1 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
Q1 2024	6	5	12	2	25

Virtual Conference / Meetings (Times)	Domestic	Hong Kong	Singapore	USA	Europe	Other countries
Q1 2024	4	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

อนัญญา นารี
ANANYA NAREE

ADM

FIGEE

NO SM

PSL's ESG footprint

Environment	<ul style="list-style-type: none"> 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 through our support of a renewable energy project in Thailand. PSL was awarded Carbon Footprint for Organization certification 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 170 companies within the maritime, energy, infrastructure and finance sector aiming to explore commercially viable zero carbon emitting vessels or ZEVs.
Social	<ul style="list-style-type: none"> 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. PSL awarded 21 academic and need-based scholarships to support the children of our valued employees, including both floating and onshore staff. To mark World Maritime Day in 2023, PSL employees made contributions to marine conservation at Chonburi by cleaning the habitat of endangered sea turtles and by facilitating the release of blue swimmer crabs into their natural ocean environment. In January 2024, the company held the PSL Annual Maritime Day Run, a 5 km race in Bangkok's renowned Lumpini Park. In 2023, the company held two blood donation camps resulting in a total blood collection of 40,500 cc.
Governance	<ul style="list-style-type: none"> In 2022 & 2023, the company has been included in the Stock Exchange of Thailand's Thailand Sustainability Investment (THSI) list. The company 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 six consecutive years from 2018 to 2023, 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.

Thank You !



Precious Shipping Public Company Limited

Website: www.preciousshipping.com | E-mail: psl@preciousshipping.com, ir@preciousshipping.com



Precious Shipping Public Company Limited

SET Opportunity Day Q1/2024 held on 8th May 2024

Questions & Answers

1. **If China begins a gradually recover, particularly in property sector, will the company benefit, given that our fleets primarily transport minor bulk and grains rather than iron ore?**

Answer: Yes, we will stand to benefit, since other than iron ore, the property sector also consumes a substantial amount of construction materials. These are considered minor bulk cargoes and are primarily carried on smaller bulk carriers.

2. **What are the reasons behind Clarkson's forecast that minor bulk trade will experience greater growth compared to total dry bulk trade? What factors are driving the for minor bulk and grains?**

Answer: The two main drivers of dry-bulk trade growth are the expansion of the world's population and the increase in the rate of urbanization globally. Growth in these two factors drives greater demand for minor bulk commodities compared to major bulk. Therefore, grains and minor bulk commodities are more crucial to meet the needs arising from population growth and urbanization, compared to iron ore and coal.

3. **How flexible is the shipyard capacity to increase and what could potentially lead to unexpected additional supply for total fleet growth?**

Answer: This question has been addressed by showing how Clarkson is getting their forecast wrong. This is due to shipyards being able to produce more ships because (a) they become more efficient, and (b) they are taking over the assets of some of yards that have gone bankrupt in the past and closed down, absorbing that capacity within their own system. Will it make a difference in the future? I don't think so. Clarksons has changed the forecast from a very low 0.2% of total growth for this year to about 3.1%. So yes, it has grown quite substantially if you look at the initial forecast made in January 2023 for the supply coming in 2024. But now, there is not much change expected in the supply in 2024. We think that the forward supply book, as a percentage of existing fleet as of April 1st, is not significant.



Precious Shipping Public Company Limited

SET Opportunity Day Q1/2024 held on 8th May 2024

4. **Why have secondhand ships price risen so sharply? Does this trend impact the company's rising freight rate, or is it the other way around?**

Answer: The price of secondhand ships may not always align with their earning potential. Firstly, the steep increase in new building prices can be attributed to insufficient ship building capacity, particularly because the dry bulk sector delayed ordering new ships and yard capacity was already largely filled due to orders by container and gas carrier ship-owners. Secondly, market anticipation of high future earnings for both secondhand and new building ships keeps their prices elevated. This market expectation prevents prices from decreasing.

5. **If the current price holds until the end of the year, how many more ships will the company sell this year? Also, when are the new ships expected to arrive?**

Answer: So far, we have sold two ships. We booked the profit from one ship in the first quarter, and we will book whatever profit or loss will come from the second ship in the second quarter. We've already replaced the first ship with a much younger secondhand ship in the second quarter. We intend to replace every ship we sell with a secondhand purchase in the market or by placing a new building order if we can secure a slot at a reasonable price.

6. **Were the earnings from the sale of two ships already booked in 1Q23, or was just one booked?**

Answer: No, it wasn't. One has been booked in quarter one, and one will be booked in quarter two.

7. **How has the freight rate trended in 2Q24 up until today (QTD)? Is it still demonstrating strength compared to QoQ and YoY?**

Answer: We are not talking about our ships at the moment; we're talking about the index ships. If you look at the index ships, they performed better in Q2 than they did in Q1. Typically, Q1 is the weakest quarter, but this year has been quite strong, as



Precious Shipping Public Company Limited

SET Opportunity Day Q1/2024 held on 8th May 2024

evidenced by Gautam's presentation showing Time Charter earnings almost identical to Q4 2023. If the traditional pattern continues, you should expect Q1 to be the weakest quarter, Q2 to be higher than that, Q3 to dip slightly, and then a sharp rise from the middle of Q3 up to the middle of Q4, followed by a decline again. If this pattern holds, you can use the Q1 base to extrapolate.

- 8. What is the outlook for the average running cost of a ship in 2Q24 compared to QoQ and YoY?**

Answer: We can only give you these numbers after a quarter is over, not before that.

- 9. Will the percentage of long-term contracts increase this year if freight rate continues its momentum?**

Answer: Yes, it will increase. We normally engage in index-linked charters, and we will continue to do so. Additionally, we will enter into some fixed-priced contracts at opportunistic levels. Of course, if the index continues to improve, we will perform very well with our index-linked charters.

- 10. With the percentage of the fleet over 20 years of age projected to reach 16.16% by the end of 2027, what would be the expected average age of the fleet at that time? Given this increase from the current average age of 12 years, what would be the required capital expenditure over the next 3 years?**

Answer: The expected average age at the end of 2027 is 15.07 years (calculated with zero scrapping from Apr-2024 to Dec-2027). The required capital expenditure over the next 3 years is contingent upon ship purchase decisions and market conditions (e.g., price of new ships vs secondhand ships). Therefore, it is currently not possible to specify a definitive amount.



Precious Shipping Public Company Limited

SET Opportunity Day Q1/2024 held on 8th May 2024

- 11. As industry professionals, where do you foresee the Baltic Dry Index (BDI) heading in the near to medium term? Recognizing that predictions are inherently uncertain.**

Answer: The Company cannot give any forward-looking statements. But if you listen to what I just told you about the normal seasonal pattern of trading rates in the year, Q1 is the lowest quarter to begin with. Q2 goes up, Q3 comes down a little bit initially, but in the second half of Q3, it goes up quite sharply into the middle of Q4. Then again, it falls quite smoothly going down all the way to the end of quarter. That's the normal trade pattern. If that holds, then you can extrapolate from what you see in quarter one.

- 12. What was the impact of M.V. Phatra Naree being stranded at the Port of Baltimore following the bridge collapse? Are there any lessons learned from this incident?**

Answer: The impact of M.V. Phatra Naree being stranded at the Port of Baltimore following the bridge collapse was limited as she was on time charter to a European customer until at least June 2024. This incident had no direct commercial impact on PSL. However, the broader implications for coal exports from Baltimore are noteworthy. Baltimore exports around 25 million metric tons of coal annually, with a significant portion going to Asia, primarily to India. The short-term sentiment in Capes, the ships that typically carry coal cargoes, may turn negative due to potential delays and congestion at the port. This incident highlights the existing challenges and capacity constraints at other east coast ports like Norfolk and Hampton Roads. As a result, Asian countries may turn to alternative coal exporters such as Indonesia, Australia, Canada, and Colombia to meet their demand, potentially leading to increased ton-mile demand due to longer transport distances. Investors should consider the potential ripple effects on global coal trade and shipping dynamics when assessing investment strategies related to coal exports and shipping sectors.



Precious Shipping Public Company Limited

SET Opportunity Day Q1/2024 held on 8th May 2024

13. It was observed that EBITDA per ship for PSL is higher than the industry average, what factors contribute to this performance difference?

Answer: EBITDA per ship is higher because the average time charter (TC) income of our ships generally exceeds that of index ships, while our operating and general and administrative (G&A) expenses are generally below the industry average. This combination of incrementally higher revenues and lower-than-average operating expenses allows us to generate a higher EBITDA per ship.