



PRESS RELEASE

The Board of Directors of d'Amico International Shipping S.A. approves Q3 and 9M '21 Results:

***'IN THE FIRST 9 MONTHS OF 2021, DIS LIMITED THE EFFECTS OF THE WEAK FREIGHT MARKETS THANKS TO ITS PRUDENT COMMERCIAL STRATEGY AND TO ITS SOLID FINANCIAL STRUCTURE:
NET RESULT OF US\$ (28.9)M AND ADJUSTED NET RESULT OF US\$ (22.6)M IN 9M'21;
EBITDA OF US\$ 47.9M AND POSITIVE OPERATING CASH FLOW OF US\$ 24.4M IN 9M'21;
LIQUIDITY POSITION OF US\$ 42.0M AND NET DEBT (EXCLUDING IFRS16) TO FLEET MARKET
VALUE RATIO OF 60.9% AT THE END OF THE PERIOD.'***

NINE MONTHS 2021 RESULTS

- Time charter equivalent earnings (TCE) of US\$ 131.0 million (US\$ 204.2 million in 9M'20)
- Gross operating profit/EBITDA of US\$ 47.9 million (36.6% on TCE) (US\$ 103.4 million in 9M'20)
- Net result of US\$ (28.9) million (US\$ 15.4 million in 9M'20)
- Adjusted net result (excluding IFRS 16 and non-recurring) of US\$ (22.6) million (US\$ 26.1 million in 9M'20)
- Cash flow from operating activities of US\$ 24.4 million (US\$ 70.5 million in 9M'20)
- Net debt of US\$ 539.2 million (US\$ 452.3 million excluding IFRS16) as at 30 September 2021 (US\$ 561.5 million and US\$ 465.2 million excluding IFRS 16, as at 31 December 2020)

THIRD QUARTER 2021 RESULTS

- Time charter equivalent earnings (TCE) of US\$ 42.1 million (US\$ 54.1 million in Q3'20)
- Gross operating profit/EBITDA of US\$ 14.9 million (US\$ 23.9 million in Q3'20)
- Net result of US\$ (13.8) million (US\$ (1.7) million in Q3'20)
- Adjusted Net result (excluding IFRS 16 and non-recurring) of US\$ (8.2) million (US\$ (0.4) million in Q3'20)

Luxembourg - November 11th, 2021 – The Board of Directors of d'Amico International Shipping S.A. (Borsa Italiana: "DIS") (hereinafter: "the Company", "d'Amico International Shipping" or the "Group"), a leading international marine transportation company operating in the product tanker market, today examined and approved the Company's 2021 Third Interim Management Statements as at September 30th, 2021 (Q3 and 9M 2021 Financial Results).

MANAGEMENT COMMENTARY

Paolo d'Amico, Chairman and Chief Executive Officer of d'Amico International Shipping commented:

'In the first nine months of 2021, DIS posted a Net loss of US\$ (28.9) million and an Adjusted net loss of US\$ (22.6) million, due the challenging freight markets we had to confront in the period. However, thanks to our prudent commercial strategy we were able to limit to a certain extent the negative effects of the current spot market, whilst maintaining a very solid financial position.

Looking at our TCE performance, DIS achieved a daily spot rate of US\$ 10,635 in the first 9 months of 2021 (US\$ 18,592 in the first 9 months of 2020) and of US\$ 9,248 in Q3 2021 (US\$ 12,866 in Q3 2020). As usual, we maintained a high level of time-charter coverage throughout the period and we even extended it when possible. In fact, 48.2% of DIS' total employment days in the first 9 months 2021 were fixed through 'time-charter' contracts at an average daily rate of US\$ 15,414. Thus, we managed to achieve a total blended



daily TCE (spot and time-charter) of US\$ 12,939 in the first 9 months of 2021 and US\$ 12,113 in the third quarter of the year, significantly outperforming the current weak market.

Despite the weak demand in the third quarter of the year, we expect the product tanker market to show some signs of improvement towards the end of 2021, with an even stronger recovery going into 2022. In fact, robust global economic growth, rising vaccination rates, steadily increasing mobility levels and the easing of social distancing measures should benefit oil demand. The IEA has recently increased its demand forecast for 2021 and 2022, with global oil demand now expected to rise by 5.5 mb/d in 2021, and 3.3 mb/d in 2022 to reach 99.6 mb/d, slightly above pre-Covid levels. In addition, soaring natural gas prices have prompted a switch to oil that, according to the IEA, could boost demand by 500 kb/d compared with normal conditions. More oil will also be available for transportation with OPEC+ output volumes set to gradually increase up to September 2022.

Longer term we maintain a very positive outlook, as we see strong fundamentals both on the demand and the supply side. The pandemic put unprecedented pressure on refinery margins, pushing older and less competitive refineries out of the market and accelerating the dislocation process, which is gradually moving refineries far from some of the key consuming centres. In particular, we expect several of the older refineries located in Europe, in the US, in Australia and New Zealand will be replaced with modern units located mainly in Asia and the Middle East. As we stated several times, we expect this to be extremely beneficial for product tankers' ton-mile demand.

We also expect tonnage supply growth to be rather limited going forward. A large number of demolition yards were closed for most of 2020 due to the pandemic. However, the rebound in steel prices coupled with weak freight markets has increased tonnage recycling. In fact, only 10 MR and LR1 vessels were scrapped in 2020 vs. 44 ships in the first nine months of 2021. The new technical and operational standards required by the IMO (Energy Efficiency Existing Ship Index-EEXI and Annual operational carbon intensity indicator-CII) and by the EU (Emissions Trading Scheme-ETS and Fuel EU Maritime), will lead to a further acceleration in the scrapping of old, less efficient tankers and will force part of the world fleet to slow-steam to reduce emissions. Furthermore, important cargo charterers including oil majors such as Shell and Total, as well as leading trading houses such as Trafigura, have recently signed the 'Sea-cargo charter' with the aim of disclosing the CO2 emissions of the vessels they operate, and reducing these in line with the IMO targets. At the same time, we expect newbuilding activity to be limited, due to capital constraints, significant uncertainties regarding the technological developments required to meet the increasingly demanding environmental regulations, rising newbuilding costs (according to Clarksons new building prices for MR and LR1 have increased by just over 15% in 2021) and limited yard availability for deliveries over the next two years.

I believe DIS is in the perfect position to face the above regulatory headwinds, thanks to our top-quality technical management and to the large fleet renewal plan we implemented in the last years, through substantial newbuilding orders and the sale of old tonnage. In fact, DIS today owns and operates a very young (7.2 years average age for our owned and bareboat vessels vs. 11.5 years industry average age) and mainly 'Eco' fleet, positioning us amongst the top-tier product tanker players in the world.

Today DIS has the financial wherewithal to overcome the current weak markets before the imminent upswing. Our network, reputation and expertise as well as the strategic choices we have made in recent years, allow us to look at the future with optimism. I firmly believe our strategy will result in long-term value generation to the benefit of our Shareholders.'

Carlos Balestra di Mottola, Chief Financial Officer of d'Amico International Shipping commented:

'In the first 9 months of 2021, DIS' posted a Net loss of US\$ (28.9) million vs. a Net profit of US\$ 15.4 million in the same period of 2020 (Q3 2021: Net loss of US\$ (13.8) million vs. Q3 2020: Net loss of US\$ (1.7) million), as a result of the much weaker freight market relative to the same period of last year. In addition,



our 9 months 2021 results were negatively affected by US\$ (6.3) million non-recurring negative effects, mainly due to the impairment booked on a vessel owned by d'Amico Tankers d.a.c. classified as 'asset held for sale' (in accordance with IFRS 5) at the end of the period, with the difference between its fair value less cost to sell and its book value charged to the Income Statement.

DIS' daily spot rate was of US\$ 10,635 in the first 9 months of 2021 vs. US\$ 18,592 in the same period of last year (Q3 2021: US\$ 9,248 vs. Q3 2020: US\$ 12,866). However, thanks to our commercial strategy we benefited from a contract coverage of 48.2% in the first 9 months of the year, at a daily average rate of US\$ 15,414. Therefore, our total daily average rate (which includes both spot and time-charter contracts) was of US\$ 12,939 in the first 9 months of 2021 (US\$ 12,113 in Q3 2021), significantly outperforming the prevailing market.

DIS' EBITDA amounted to US\$ 47.9 million in the first 9 months of 2021 vs. US\$ 103.4 million achieved in the same period of 2020 and DIS' operating cash flow was positive, amounting to US\$ 24.4 million, compared with US\$ 70.5 million generated in the same period of last year.

Despite the weak tanker spot market, we saw market net asset value increasing in the second quarter of the year and gaining further momentum going into the third quarter, highlighting the positive medium-term outlook for our industry. According to the valuation report provided by a primary broker, the estimated market value of DIS' owned and bareboat fleet as at 30 September 2021 was of US\$ 743.3 million, having risen by 6.4% quarter-on-quarter and by 5.4% year-to-date.

Thanks to our deleveraging plan and the liquidity generated over the last few years through vessel disposals and equity capital increases, DIS can count today on a very strong financial structure, a strategic priority for our Company. As at the end of September 2021, DIS had Cash and cash equivalents of US\$ 42.0 million and the ratio between DIS' Net financial position (excluding IFRS 16) and its fleet market value was of 60.9% vs. 64.9% at the end of June 2021, 65.9% at the end of December 2020, 64.0% at the end of 2019 and 72.9% at the end as at the end of 2018.

Our strong balance sheet and the very modern and mainly 'Eco' fleet we operate today, provide us the needed strategic and operational flexibility, to comfortably navigate through the current market headwinds, whilst positioning us favourably to fully benefit from the upcoming recovery.'

FINANCIAL REVIEW

SUMMARY OF THE RESULTS IN THE THIRD QUARTER AND NINE MONTHS OF 2021

In the third quarter of the year, the tanker market continued to face challenges amid weak demand, especially in the crude sector, due to the lingering impacts of the Covid-19 pandemic and ongoing deep OPEC+ production cuts. The market is expected to see some improvements towards the end of 2021, with OPEC+ output volumes set to increase gradually in the remaining months of the year.

In August 2021, Hurricane Ida, one of the worst storms that has ever hit the US Gulf Coast, shut down 1.7 million b/d of oil production, resulting in a supply loss estimated by the IEA in 30 million barrels. With the crude market structure in backwardation since the beginning of the year, there has been a significant drawdown of global inventories and reduced demand for floating storage, putting further pressure on the tanker markets.

In Q3 2021, refinery throughput was much lower than expected earlier in the year by the IEA, resulting in draws in inventories of refined products of 1.7 million b/d during the quarter, the largest decrease in



stocks in eight years. This has likely been one of the driving forces behind the very strong refining margins, which doubled during the quarter in Europe and Singapore, reaching levels last seen in Q1 2020.

Demand developments continued posing challenges to refiners. Demand for LPG, naphtha, fuel oil and other niche products has been higher than pre-pandemic levels in both Q2 2021 and Q3 2021. Gasoline, diesel, and jet fuel overall are still lagging, despite weekly or monthly seasonal peaks registered in individual countries for road transport fuels. These three fuels remain the pillar for refinery margins for most refiners with the exception of petrochemical integrated plants.

The one-year time-charter rate is always the best indicator of spot market expectations and as at the end of September 2021 was assessed at around US\$ 11,750 per day for a conventional MR2, with an Eco MR2 assessed at a premium of around US\$ 2,000 / 2,500 per day.

In the first 9 months of 2021, DIS recorded a Net loss of US\$ (28.9) million vs. a Net profit of US\$ 15.4 million posted in the same period of last year. Such negative variance is attributable to a **much weaker product tanker market relative to the first nine months of 2020**. Excluding results on disposal and non-recurring financial items from the first 9 months of 2021 and 2020, as well as the asset impairment and the effects of IFRS 16, DIS' Net result would have amounted to US\$ (22.6) million in the first 9 months of the current year compared with US\$ 26.1 million recorded in the same period of 2020. In Q3 2021, DIS posted a Net loss of US\$ (13.8) million vs. a Net loss of US\$ (1.7) million registered in the third quarter of last year. Excluding non-recurring items from both Q3 2021 and Q3 2020, the Net result would have been of US\$ (8.2) million and US\$ (0.4) million respectively.

DIS generated an EBITDA of US\$ 47.9 million in the first 9 months of 2021 vs. US\$ 103.4 million achieved in the same period of last year, whilst its operating cash flow was positive for US\$ 24.4 million compared with US\$ 70.5 million generated in the same period of last year.

In terms of spot performance, **DIS achieved a daily spot rate of US\$ 10,635 in the first 9 months of 2021** vs. US\$ 18,592 in the same period of 2020 (Q3 2021: US\$ 9,248 vs Q3 2020: US\$ 12,866), as a result of the much weaker market relative to the same period of last year.

At the same time, **48.2% of DIS' total employment days in the first 9 months of 2021, were covered through 'time-charter' contracts at an average daily rate of US\$ 15,414** (9 months 2020: 63.5% coverage at an average daily rate of US\$ 16,041). A good level of time charter coverage is one of the pillars of DIS' commercial strategy and allows it to mitigate the effects of the spot market volatility, securing a certain level of earnings and cash generation even throughout the negative cycles. **DIS' total daily average rate (which includes both spot and time-charter contracts) was of US\$ 12,939 in the first 9 months of 2021** compared with US\$ 16,973 achieved in the same period of the previous year.

OPERATING PERFORMANCE

Time charter equivalent earnings were US\$ 42.1 million in Q3 2021 (US\$ 54.1 million in Q3 2020) and US\$ 131.0 million in the first 9 months of 2021 (and US\$ 204.2 million in the first 9 months of 2020). The total amount for the first 9 months of last year included US\$ 6.2 million 'time charter equivalent earnings' generated by vessels under commercial management at the time (there was no income generated from such contracts in the first nine months of 2021), which was offset by an almost equivalent amount reported under 'time-charter hire costs'.



In detail, **DIS realized a daily average spot rate** of US\$ 9,248 in Q3 2021 (US\$ 12,866 in Q3 2020) and of **US\$ 10,635 in the first 9 months of 2021** (US\$ 18,592 in the first 9 months of 2020¹). Such negative variance relative to the first nine months of last year is attributable to the much weaker market conditions.

In the first 9 months of 2021, DIS maintained a **good level of 'coverage'** (fixed-rate contracts), securing an average of **48.2%** (9 months 2020: 63.5%) of its available vessel days at a **daily average fixed rate of US\$ 15,414** (9 months 2020: US\$ 16,041). In addition to securing revenue and supporting the operating cash flow generation, these contracts enabled DIS to strengthen its historical relationships with the main oil majors.

DIS' total daily average TCE (Spot and Time Charter)² was US\$ 12,113 in Q3 2021 (US\$ 14,864 in Q3 2020) and **US\$ 12,939 in the first 9 months of 2021** (US\$ 16,973 in the first 9 months of 2020).

DIS TCE daily rates (US dollars)	2020 UNREVIEWED						2021 UNREVIEWED			
	Q1	Q2	Q3	9M	Q4	FY	Q1	Q2	Q3	9M
Spot	17,354	25,118	12,866	18,592	11,699	16,771	9,923	12,720	9,248	10,635
Fixed	15,864	16,236	16,038	16,041	17,866	16,429	15,842	15,231	15,163	15,414
Average	16,391	19,555	14,864	16,973	15,192	16,560	12,853	13,893	12,113	12,939

EBITDA was of US\$ 14.9 million in Q3 2021 (US\$ 23.9 million in Q3 2020) and US\$ 47.9 million in the first 9 months of 2021 (US\$ 103.4 million in the first 9 months of 2020), reflecting the weaker freight markets experienced in the first nine months of the current year.

Depreciation, impairment, and impairment reversal amounted to US\$ (22.2) million in Q3 2021 (US\$ (17.1) million in Q3 2020) and to US\$ (54.8) million in the first 9 months of 2021 (US\$ (57.6) million in the first 9 months of 2020). The amount for the first 9 months of 2021 includes US\$ (5.8) million impairment booked on a vessel owned by d'Amico Tankers d.a.c. classified as 'asset held for sale' (in accordance with IFRS 5) at the end of the period, with the difference between its fair value less cost to sell and its book value charged to the Income Statement. The amount for the first 9 months of 2020 includes US\$ (6.3) million impairment booked on five vessels owned by d'Amico Tankers d.a.c. and one vessel owned by Glenda International Shipping (a jointly controlled entity with the Glencore Group, in which d'Amico Tankers d.a.c. has a 50% interest), which were classified as 'assets held for sale' (in accordance with IFRS 5) as at 30 September 2020, with the difference between their fair value less cost to sell and their book value charged to the Income Statement.

EBIT was of US\$ (7.3) million in Q3 2021 (US\$ 6.9 million in Q3 2020) and of US\$ (6.9) million in the first 9 months of 2021 (US\$ 45.8 million in the first 9 months of 2020).

Due to the challenging market experienced in the current year, DIS recorded a *Net loss* of US\$ (13.8) million in Q3 2021 vs. US\$ (1.7) million in Q3 2020 and a **Net loss of US\$ (28.9) million in the first 9 months of 2021** vs. a Net profit of US\$ 15.4 million in the same period of last year.

¹ Daily Average TCE for the first 9 months of 2020 excludes US\$ 6.2 million generated by the vessels under commercial management, as it is almost offset by an equivalent amount of time charter hire costs after deducting a 2% commission on gross revenues.

² Daily Average TCE for 2020 excluded the amounts generated by the vessels under commercial management, since hire revenue for these vessels for each year is almost offset by an equivalent amounts of time charter hire costs, after deducting a 2% commission on gross revenues.



Excluding results on disposals and non-recurring financial items from Q3 2021 (US\$ 0.3 million³) and from the same period of 2020 (US\$ (0.7) million⁴), as well as the asset impairment (US\$ (5.8) million in the third quarter of 2021 and US\$ (0.3) million in the same period of 2020) and the net effects of IFRS 16 from both periods (Q3 2021: US\$ (0.1) million and Q3 2020: US\$ (0.4) million), **DIS' Net result would have amounted to US\$ (8.2) million in the third quarter of 2021** compared with US\$ (0.4) million recorded in the same quarter of last year.

Excluding results on disposals and non-recurring financial items from the first 9 months of 2021 (US\$ 0.05 million⁵) and from the same period of 2020 (US\$ (3.2) million⁶), as well as the asset impairment (US\$ (5.8) million in the first 9 months of 2021 and US\$ (6.3) million in the same period of 2020) and the net effects of IFRS 16 from both periods (9 months 2021: US\$ (0.6) million and 9 months 2020: US\$ (1.1) million), **DIS' Net result would have amounted to US\$ (22.6) million in the first 9 months of 2021** compared with US\$ 26.1 million recorded in the same period of the previous year.

CASH FLOW AND NET INDEBTEDNESS

DIS' net cash flow for the first 9 months of 2021 was negative for US\$ (20.9) million vs. US\$ 22.1 million in the same period of 2020 (Q3 2021: US\$ (10.2) million vs. Q3 2020: US\$ 6.7 million).

Cash flow from operating activities was positive, amounting to US\$ 5.8 million in Q3 2021 vs. US\$ 11.4 million in Q3 2020, and to US\$ 24.4 million in the first 9 months of 2021 vs. US\$ 70.5 million in the first 9 months of 2020. This negative variance is attributable to the much weaker spot market in the first 9 months of 2021 relative to the same period of last year.

DIS' net debt as at 30 September 2021 amounted to **US\$ 539.2 million** compared to US\$ 561.5 million as at 31 December 2020. Due to the application of IFRS 16 these balances include an additional liability, amounting to US\$ 86.9 million as at the end of September 2021 vs. US\$ 96.4 million as at the end of 2020. The net debt (excluding IFRS16) / fleet market value ratio was of 60.9% as at 30 September 2021 vs. 65.9% as at 31 December 2020 and compared with 64.0% as at the end of 2019 and 72.9% as at the end of 2018.

SIGNIFICANT EVENTS OF THE FIRST NINE MONTHS

In the first nine months of 2021 the main events for d'Amico International Shipping Group were the following:

D'AMICO INTERNATIONAL SHIPPING S.A.:

Executed buyback program: On 14 January 2021, d'Amico International Shipping S.A. announced that during the period between 5 January and 13 January 2021, n. 1,543,118 own shares (representing 0.124% of the outstanding share capital of the Company) were repurchased on the regulated market managed by Borsa Italiana S.p.A. at the average share price of Euro 0.0949, for a total consideration of Euro 146,469.26.

³ US\$ (0.5) million loss on disposal, US\$ 0.9 million mainly due to realized and unrealized loss on Interest rates swap agreements.

⁴ US\$ (0.6) million loss on disposal, US\$ (0.1) million mainly due to realized and unrealized loss on Interest rates swap agreements.

⁵ US\$ (1.61) million loss on disposal, US\$ 1.66 million mainly due to realized and unrealized loss on Interest rates swap agreements.

⁶ US\$ (0.7) million loss on disposal, US\$ (2.5) million mainly due to realized and unrealized loss on Interest rates swap agreements.



On 25 January 2021, d'Amico International Shipping S.A. announced that during the period between 14 January and 22 January 2021, n. 1,305,897 own shares (representing 0.105% of the outstanding share capital of the Company) were repurchased on the regulated market managed by Borsa Italiana S.p.A. at the average share price of Euro 0.0936, for a total consideration of Euro 122,217.85. As at 22 January 2021, d'Amico International Shipping S.A. held nr. 18,326,911 own shares, representing 1.48% of its outstanding share capital.

The transactions were made and coordinated by an independent equity broker duly engaged for this purpose, Equita SIM S.p.A., in compliance with the Board of Directors resolution of 13 November 2019 and under the authorization to purchase own shares approved by DIS Shareholders' Meeting on 20 April 2016 (as reminded by means of a press release issued on 13 November 2019).

Medium-to-Long Term Incentive Plan: With reference to the management of the bonus relating to the conclusion of the first cycle (vesting period 2019-2020) of the Medium-to-Long Term Incentive Plan adopted by the Company, (hereinafter the LTI Plan), since DIS reached the objectives set, the Beneficiaries were rewarded with the relevant "cash" portion of the bonus with the final balance paid in shares, through a deferred allocation over two years and in two tranches with the first one in 2022, according to the provisions of the Plan's Information Document (published in the Corporate Governance section of DIS' website).

Buyback programme: On 6 May 2021, the Board of Directors of d'Amico International Shipping S.A. resolved to start an own shares buy-back programme pursuant to the new authorization recently issued by the annual general meeting of shareholders held on 20 April 2021 (the "Programme"). As per the shareholders' new authorization, the Company can repurchase up to 186,157,950 ordinary shares of the Company (including the Own Shares already repurchased and held in the Company's portfolio in compliance with Article 430-15 of the Luxembourg Law).

According to the resolution of the Board of Directors the maximum value of own shares that can be repurchased under the Programme cannot exceed Euro 45,000,000.00.

The authorization to repurchase and sell the Company's own shares in one or more tranches has been granted to the Board of Directors, with the option to delegate, for a maximum period of five (5) years from April 20th, 2021 (i.e. date of the relevant shareholder's meeting approving the renewal of the authorization) and thus expiring on April 20th, 2026.

Regarding the Programme's implementation, the Company confirms that the repurchase and disposal of own shares shall be carried out in one or more tranches on the regulated market managed and organized by Borsa Italiana S.p.A. in accordance with the relevant provisions of the Market Abuse Regulation, so as to assure a fair deal to all the shareholders and will be executed and coordinated by Equita Sim S.p.A., an equity broker that was duly engaged for this purpose by the CFO, who will act completely independently and without any influence from the Company regarding the moment of such repurchases and disposals, in accordance with the relevant applicable laws and of the above mentioned Shareholders' new authorization. In all cases, each transaction shall be executed and publicized in accordance with Luxembourg and/or Italian laws and regulations where applicable, as well as according to the relevant provisions concerning exemptions from market abuse applicable legislation for buyback programs and stabilization of financial instruments. In particular, any authorized own shares sales operations shall be carried out at any time, not being subject to any time limit and notably in order to pursue the purposes of the Programme.

Fourth exercise period of DIS' Ordinary shares warrants 2017-2022: On 31 May 2021, d'Amico International Shipping S.A. confirmed that the holders of "d'Amico International Shipping's Warrants 2017



– 2022”, ISIN code n. LU1588548724 (the “Warrants”) could apply for their Warrants to be exercised on any Banking Day (days on which banks in Luxembourg and in Italy are generally open for business as defined in the terms and conditions of the Warrants) starting from 1st June, 2021 until 30th June, 2021, both dates included (the “Fourth Exercise Period”), with the right to subscribe for newly issued ordinary shares of DIS admitted to trading on the MTA market organized and managed by Borsa Italiana S.p.A., each without par value and with the same rights and features as DIS’ ordinary shares outstanding at the issue date (the “Warrant Shares”), in the ratio of one (1) ordinary DIS share for one (1) Warrant exercised. The exercise price for the Fourth Exercise Period amounted to EUR 0.382 (zero point three hundred and eighty-two Euros) per Warrant Share.

Capital increase following the fourth exercise period of DIS’ Ordinary shares warrants 2017-2022: on 2 July 2021 following the completion of the Fourth Warrants exercise period, in which 343 Warrants were exercised, leading to the issuance of 343 new ordinary shares, the Company’s share capital amounted to US\$ 62,052,667.45, divided into 1,241,053,349 shares with no nominal value.

D’AMICO TANKERS D.A.C.:

Vessel Purchase: In February 2021, d’Amico International Shipping S.A. announced that its operating subsidiary d’Amico Tankers d.a.c. exercised its purchase option on the M/T High Priority, a 46,847 dwt MR product tanker vessel, built in 2005 by Nakai Zosen, Japan, for a consideration of US\$ 9.7 million. The Vessel had been sold and leased back by d’Amico Tankers in 2017, for a 5-year period, with purchase options starting from the 2nd anniversary and a purchase obligation at the end of the 5th year.

‘Time Charter-Out’ Fleet: In January 2021, d’Amico Tankers d.a.c. extended a time charter-out contract with a leading trading house for two of its LR1 vessels for 9-18 months, both starting from January 2021.

In February 2021, d’Amico Tankers d.a.c. fixed one of its Handy-size vessels with an oil-major for 6 months with an option for a further 6 months, starting from March 2021.

In March 2021, d’Amico Tankers d.a.c. extended a time charter-out contract with an oil-major for one of its Handy-size vessels for 12 months, starting from the end of May 2021.

In April 2021, d’Amico Tankers d.a.c. fixed one of its Handy-size vessels with a leading trading house for 12 months with an option for further 12 months, starting from the end of April 2021.

In May 2021, d’Amico Tankers d.a.c. fixed one of its MR vessels with a leading trading house for 12 months with an option for further 12 months, starting from the end of May 2021, extended a time charter-out contract with an oil-major for one of its MR vessels for 24 months, starting from mid-September 2021 and extended a time charter-out contract with a leading trading house for one of its LR1 vessels for 6 months, starting from mid-September 2021.

In June 2021 d’Amico Tankers d.a.c. extended a time charter-out contract with an oil-major for one of its LR1 vessels for 6 months with an option for a further 6 months, starting from mid-July 2021 and fixed one of its MR vessels with a leading trading house for 12 months with an option for further 12 months starting mid-June 2021.

In July 2021, d’Amico Tankers d.a.c. fixed one of its Handy-size vessels with a reputable counterparty for 6 months with an option for a further 3 months, starting from July 2021.

In September 2021 d’Amico Tankers d.a.c. fixed one of its LR1 vessels with a leading trading house for 6 months with an option for further 6 months, starting in September 2021.



- **'Time Charter-In' Fleet:** the time-charter-in contracts for the M/T SW Southport I and M/T SW Tropez I, two MR vessels built in 2004, ended and the vessels were redelivered to their owners in January and February 2021, respectively.

SIGNIFICANT EVENTS SINCE THE END OF THE PERIOD AND BUSINESS OUTLOOK

D'AMICO TANKERS D.A.C.:

'Bareboat Charter-Out' Fleet: In October 2021, d'Amico Tankers d.a.c. fixed one of its LR1 vessels on a 5-year bareboat charter contract with a reputable industrial counterparty. In addition, the bareboat charterer has the option to extend the contract for two further years.

'Time Charter Out' Fleet: In October 2021, d'Amico Tankers d.a.c. extended a time charter out contract with a leading trading house on one of its MR vessels for 6 months with an option for further 6 months.

In November 2021, d'Amico Tankers d.a.c. fixed one of its LR1 vessels with a leading trading house for 6 months with an option for further 6 months, starting in November 2021.

Vessel Sale: In October 2021, d'Amico Tankers d.a.c signed a memorandum of agreement for the sale of the M/T High Venture, a 51,087 dwt MR product tanker vessel, built in 2006 by STX, South Korea, for a consideration of US\$ 10.7 million.

The profile of d'Amico International Shipping's vessels on the water is summarized as follows.

	As at 30 September 2021				As at 11 November 2021			
	LR1	MR	Handysize	Total	LR1	MR	Handysize	Total
Owned	5.0	9.0	6.0	20.0	5.0	9.0	6.0	20.0
Bareboat chartered*	1.0	7.0	0.0	8.0	1.0	7.0	0.0	8.0
Long-term time chartered	0.0	9.0	0.0	9.0	0.0	9.0	0.0	9.0
Short-term time chartered	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Total	6.0	26.0	6.0	38.0	6.0	26.0	6.0	38.0

* with purchase obligation

BUSINESS OUTLOOK

The key drivers that should affect the product tankers freight markets and d'Amico International Shipping's performance are (i) the growth in global oil supply, (ii) refinery margins and throughput, (iii) demand for refined products, (iv) the structure of forward prices for both crude oil and refined petroleum products, (v) the product tankers' fleet growth rate, (vi) the efficiency of the fleet due to among other congestion and average sailing speeds and (vii) average sailing distances. Some of the factors that could drive a recovery in the product tankers market in the medium-term are detailed below:

Product Tanker Demand

- In their October report, the IMF projected the global economy to grow by 5.9% in 2021 and by a still very fast 4.9% in 2022 (a decrease of 0.1 percentage points relative to their July 2021 forecast).

The downward revision for 2021 reflects lower estimates for advanced economies (in part due to supply disruptions) and for low-income developing countries, largely due to worsening pandemic dynamics. This is partially offset by stronger near-term prospects among some commodity-exporting emerging markets and other developing economies. Employment is generally expected to continue lagging the recovery in output. Beyond 2022, global growth is projected to moderate to about 3.3% over the medium term. In particular, advanced economies' output is forecasted to exceed pre-pandemic medium-term projections (largely reflecting sizable anticipated further policy support in the United States and Europe). By contrast, persistent output losses are anticipated for the emerging markets and developing economies due to slower vaccine rollouts and generally less policy support compared to advanced economies.

- According to the IEA, OECD total oil industry stocks posted a large decline for the third consecutive month in August, driving them outside the bottom of the most recent five-year range. OECD total industry stocks fell 27.9 million barrels, or 900,000 b/d, to 2,824 million barrels. A less than seasonal build in industry product stocks was the main driver. Total oil inventories stood 214.8 million barrels below the 2016-2020 average and at 162.2 million barrels lower than the pre-Covid 2015-2019 average. In terms of forward demand, OECD industry stocks covered 61.8 days at end-August, a decrease of 0.4 days month-on-month and 3.7 days less relative to the 2016-2020 five-year average.
- According to the IEA's October report, refinery runs are expected to increase by 3.2 million b/d between September and December '21, with December volumes expected to be nonetheless 2.3 million b/d lower than in the same month of 2019.
- A switch from gas to oil for electricity production, has the potential to create pent-up demand during the upcoming winter in the Northern hemisphere. According to the IEA's October '21 report the additional demand for power generation relative to normal conditions could amount to 0.5 million b/d.
- According to IEA's October '21 report oil demand in '22 is expected to increase by 3.3 million b/d relative to '21.
- In '22 the IEA expects refining throughputs to continue increasing, overtaking pre-Covid levels in the second-half of the year.
- In their September '21 outlook, Clarksons estimates that in '22 the product tanker demand will grow by 5.3%, well above the expected increase in fleet supply (see below).
- More than 70% of new refining capacity in the next four years will be located east of Suez. The EIA estimates that around 800,000 b/d of refining capacity has been closed in North America since the pandemic began. Engen have announced the conversion of their 120,000 b/d refinery in Durban (responsible for approximately 17% of the country's fuel production) into a terminal/storage facility. In the long run, recovering demand and structural shifts in the refining landscape are likely to boost long-haul product trades.

Product Tanker Supply

- At the beginning of the year Clarksons estimated 97 MRs and LR1s would have been delivered in 2021, of which 77 should have been launched in the first nine months of the year. In fact, only 57 such vessels were delivered in the first three quarters of 2021.



- In their September 2021 outlook, Clarksons estimates that in 2022 the product tanker fleet will grow by only 1.4%.
- A large number of demolition yards were temporarily shut in 2020 during the pandemic. However, the rebound in steel prices has improved demand for tonnage recycling. Demolition is expected to continue at a sustained pace in the near future, as long as the freight markets remain weak.
- According to Clarksons, new building prices for MR and LR1 have increased by just over 15% in 2021. This is attributed mostly to a reduction in tanker new building slots, due to sizeable orders in other sectors, and to an increase in the price of steel.
- According to Clarksons, 6.3% of the MR and LR1 fleet is over 20 years old, whilst the current orderbook in these segments represents only 4.8% of the current trading fleet.
- The IMO's 2030 and 2050 targets for reducing greenhouse gas emissions are high on the shipping agenda. Many owners and banks now require 'green recycling' of vessels in line with EU and IMO conventions, while the EU is set to include shipping in its Emissions Trading Scheme. Furthermore, important cargo charterers including oil majors such as Shell and Total, as well as leading trading houses such as Trafigura, have recently signed the Sea cargo charter with the aim of disclosing the CO2 emissions of the vessels they operate, and reducing these in line with the IMO targets. During the Marine Environmental Committee's (MEPC) last meeting (MEPC 76) in June this year, measures were adopted which will be enforceable from 1 November 2022, requiring operators to measure their vessels' energy efficiency existing ship index (EEXI), reflecting their technical efficiency, and their carbon intensity indicator (CII), assessing how efficiently they are managed. Both measures aim to cut emissions progressively from 2023 to 2030.

The expected technological change required to meet increasingly demanding environmental regulation is reducing appetite for newbuilding orders, since such vessels could be obsolete soon after delivery. Furthermore, the increase in newbuilding costs and decrease in yard availability is also negatively affecting the appetite for new constructions.

CONFERENCE CALL

At 2.00pm CET, 8.00am EST today a conference call will be held with the financial community during which the Group's economic and financial results will be discussed. It is possible to connect to the call by dialing the following numbers: from Italy + 39 02 8058811, from UK +44 808 23 89 561, from US +1 866 63 203 28. The presentation slides can be downloaded before the conference call from the Investor Relations page on DIS web site: www.damicointernationalshipping.com

From today this press release is available on the Investor Relations section of the Company's website, disclosed through the e-market SDIR circuit, filed with Commission de Surveillance du Secteur Financier (CSSF) and stored at Borsa Italiana S.p.A., through the e-market STORAGE system, and at Société de la Bourse de Luxembourg S.A. in its quality of OAM.



d'Amico
INTERNATIONAL SHIPPING S.A.

d'Amico International Shipping S.A. is an indirect subsidiary of d'Amico Società di Navigazione S.p.A., one of the world's leading privately owned marine transportation companies, and operates in the product tankers sector, comprising vessels that typically carry refined petroleum products, chemical and vegetable oils. d'Amico International Shipping S.A. indirectly controls, either through ownership or charter arrangements, a modern, high-tech and double-hulled fleet, ranging from 35,000 and 51,000 deadweight tons. The Company has a history and a long tradition of family enterprise and a worldwide presence with offices in key market maritime centres (London, Dublin, Monaco and Singapore). The company's shares are listed on the Milan Stock Exchange under the ticker symbol 'DIS'.

d'Amico International Shipping S.A

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ANNEXES

CONDENSED CONSOLIDATED INTERIM INCOME STATEMENT

Q3 2021	Q3 2020	US\$ Thousand	9 MONTHS 2021	9 MONTHS 2020
59,298	64,337	Revenue	181,335	249,679
(17,192)	(10,255)	Voyage costs	(50,338)	(45,523)
42,106	54,082	Time charter equivalent earnings*	130,997	204,156
(895)	(877)	Time charter hire costs	(2,515)	(12,132)
(22,564)	(25,618)	Other direct operating costs	(68,755)	(78,635)
(3,238)	(3,069)	General and administrative costs	(10,228)	(9,252)
(538)	(583)	Result on disposal of fixed assets	(1,611)	(700)
14,871	23,935	EBITDA*	47,888	103,437
(22,191)	(17,085)	Depreciation and impairment	(54,822)	(57,641)
(7,320)	6,850	EBIT*	(6,934)	45,796
1,117	182	Net financial income	2,136	250
(7,552)	(8,676)	Net financial (charges)	(23,975)	(30,367)
-	(70)	Losses on disposal of investments	-	(70)
(13,755)	(1,714)	Profit / (loss) before tax	(28,773)	15,609
4	(19)	Income taxes	(157)	(203)
(13,751)	(1,733)	Net profit / (loss)	(28,930)	15,406
<i>The net result is attributable to the equity holders of the Company</i>				
(0.011)	(0.001)	Earnings / (loss) per share in US\$⁽¹⁾	(0.024)	0.013

*see Alternative Performance Measures on page 9 to 11

CONDENSED CONSOLIDATED INTERIM STATEMENT OF COMPREHENSIVE INCOME

Q3 2021	Q3 2020	US\$ Thousand	9 MONTHS 2021	9 MONTHS 2020
(13,751)	(1,733)	Profit / (loss) for the period	(28,930)	15,406
<i>Items that can subsequently be reclassified into Profit or Loss</i>				
230	657	Cash flow hedges	2,504	(3,397)
(46)	73	Exchange differences in translating foreign operations	(61)	(89)
(13,567)	(1,003)	Total comprehensive income for the period	(26,487)	11,916

The net result is entirely attributable to the equity holders of the Company

⁽¹⁾ Basic earnings per share (e.p.s.) was calculated on an average number of outstanding shares equal to 1,222,854,116 in the first nine months of 2021 (1,230,890,447 shares in the first nine months of 2020) and on an average of 1,222,726,438 outstanding shares in the third quarter of 2021 (Q3, 2020: 1,230,890,447 outstanding shares). In Q3/nine months of 2021 and Q3/nine months 2020 diluted e.p.s. was equal to basic e.p.s.

CONDENSED CONSOLIDATED INTERIM STATEMENT OF FINANCIAL POSITION

<i>US\$ Thousand</i>	As at 30 September 2021	As at 31 December 2020
ASSETS		
Property, plant and equipment and Right-of-use assets	847,022	901,765
Investments in jointly controlled entities	-	4,312
Other non-current financial assets	10,346	12,110
Total non-current assets	857,368	918,187
Inventories	10,477	8,885
Receivables and other current assets	33,048	38,722
Other current financial assets	3,261	4,725
Cash and cash equivalents	42,045	62,071
Current Assets, excluding assets held for sale	88,831	114,403
Assets held for sale	10,486	-
Total current assets	99,317	114,403
TOTAL ASSETS	956,685	1,032,590
SHAREHOLDERS' EQUITY AND LIABILITIES		
Share capital	62,053	62,053
Accumulated losses	(72,237)	(43,307)
Share Premium	368,822	368,853
Other reserves	(19,724)	(21,865)
Total shareholders' equity	338,914	365,734
Banks and other lenders	212,017	263,089
Non-current lease liabilities	246,779	269,941
Other non-current financial liabilities	2,950	6,352
Total non-current liabilities	461,746	539,382
Banks and other lenders	87,388	46,523
Current lease liabilities	36,511	43,411
Payables and other current liabilities	22,867	26,367
Other current financial liabilities	6,307	11,133
Current tax payable	66	40
Current liabilities, excluding banks associated to assets held-for-sale	153,139	127,474
Banks associated to assets held-for-sale	2,886	-
Total current liabilities	156,025	127,474
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	956,685	1,032,590

CONDENSED CONSOLIDATED INTERIM STATEMENT OF CASH FLOWS

Q3 2021	Q3 2020	US\$ Thousand	9 MONTHS 2021	9 MONTHS 2020
(13,751)	(1,732)	Profit (loss) for the period	(28,930)	15,406
16,428	16,805	Depreciation and amortisation	49,059	51,354
5,763	2,300	Impairment	5,763	6,286
(4)	19	Current and deferred income tax	157	203
4,185	4,930	Net finance lease cost	13,101	15,072
2,250	3,564	Other Financial charges (income)	8,738	15,045
538	583	Result on disposal of fixed assets	1,611	(700)
-	70	Balance on disposal of investments	2	70
(71)	322	Other non-cash changes	(76)	(65)
15,338	24,839	Cash flow from operating activities before changes in working capital	49,425	104,071
267	708	Movement in inventories	(1,591)	2,483
(1,813)	(381)	Movement in amounts receivable	2,485	1,667
(1,131)	(6,217)	Movement in amounts payable	(3,628)	(11,238)
(41)	(43)	Taxes (paid) received	(184)	(506)
(4,183)	(4,935)	Net cash payments for the interest portion of IFRS16 related leases	(13,100)	(15,072)
(2,599)	(2,534)	Net interest paid	(9,036)	(10,906)
5,838	11,437	Net cash flow from operating activities	24,371	70,499
(970)	(2,090)	Acquisition of fixed assets	(5,154)	(9,118)
-	12,507	Proceeds from disposal of fixed assets	-	30,692
-	-	Deferred cash-in from the sale of fixed assets	3,200	-
-	19	Movement in financing to equity accounted investee	-	510
(970)	10,436	Net cash flow from investing activities	(1,954)	22,084
*-	5	Share capital increase	* -	5
(17)	73	Other changes in shareholder's equity	(31)	(354)
-	-	Purchase of treasury shares	(336)	-
-	-	Shareholders' financing	-	(5,000)
658	1,426	Movement in other financial receivables	1,769	2,256
-	-	Net movement in other financial payable	-	(2,700)
(6,996)	(17,627)	Bank loan repayments	(22,956)	(46,618)
-	9,956	Bank loan drawdowns	13,756	9,956
(8,717)	(9,053)	Repayments for the principal portion of the lease liability	(35,509)	(28,002)
(15,072)	(15,220)	Net cash flow from financing activities	(43,307)	(70,457)
(10,204)	6,653	Net increase/ (decrease) in cash and cash equivalents	(20,890)	22,126
34,608	32,990	Cash and cash equivalents net of bank overdrafts at the beginning of the period	45,294	17,517
24,404	39,643	Cash and cash equivalents net of bank overdrafts at the end of the period	24,404	39,643
42,045	59,339	Cash and cash equivalents at the end of the period	42,045	59,339
(17,641)	(19,696)	Bank overdrafts at the end of the period	(17,641)	(19,696)

* Following the exercise of the warrants, on 1 July 2021 a capital increase amounting to US\$ 157 occurred; that amount falls below DIS' US\$ thousand reporting threshold.

The manager responsible for preparing the company's financial reports, Mr. Carlos Balestra di Mottola, in his capacity as Chief Financial Officer of d'Amico International Shipping SA (the "Company") declares to the best of his knowledge, that the nine months/third quarter 2021 financial statements prepared in accordance with the applicable set of accounting standards as published in this report, give a true and fair view of the assets, liabilities, financial position and income statement of the Company and its consolidated subsidiaries and that the interim management report includes a fair review of the development and performance of the business and the position of the Company and its consolidated subsidiaries, together with a description of the principal risks and uncertainties that they face.

Carlos Balestra di Mottola - Chief Financial Officer

ALTERNATIVE PERFORMANCE MEASUREMENTS

Along with the most directly comparable IFRS measures, DIS' management regularly uses Alternative Performance Measures, as they provide helpful additional information for readers of its financial statements, indicating how the business has performed over the period, filling the gaps left by the reporting standards. APMs are financial and non-financial measures of historical or future financial performance, financial position or cash-flows, other than a financial measure defined or specified in the Group's applicable financial reporting framework and standards (IFRS); for this reason they might not be comparable to similarly titled measures used by other companies and are not measurements under IFRS or GAAP and thus should not be considered substitutes for the information contained in the Group's financial statements. The following section sets out the Group's definitions of used APMs:

FINANCIAL APMs (They are based on or derived from figures of the financial statements)

Time charter equivalent earnings

A shipping industry standard allowing the comparison of period-to-period net freight revenues, which are not influenced by whether the vessels were employed on Time charters (TC), Voyage charters or Contracts of affreightment (please see Non-Financial APM definitions below). As indicated in the Profit and Loss financial statement, it is equal to revenues less voyage costs.

EBITDA and EBITDA Margin

EBITDA is defined as the result for the period before the impact of taxes, interest, the Group's share of the result of joint ventures and associates, depreciation, and amortization. It is equivalent to the gross operating profit, which indicates the Group's revenues from sales less its cost of the services (transport) sold. EBITDA Margin is defined as EBITDA divided by Time charter equivalent earnings (as described above). DIS believes that EBITDA and EBITDA Margin are useful additional indicators investors can use to evaluate the Group's operating performance.

EBIT and EBIT Margin

EBIT is defined as the result for the period before the impact of tax, interest, and the Group's share of the result of joint ventures and associates. It is equivalent to the net operating profit and the Group uses it to monitor its return after operating expenses and the cost of the use of its tangible assets. EBIT Margin is defined as operating profit as a percentage of Time charter equivalent earnings and represents for DIS a suitable measure to show the contribution of the Time-Charter Earnings in covering both fixed and variable costs.

ROCE

Return on Capital Employed is a profitability ratio which measures how efficiently a company is using its capital. It is calculated dividing the EBIT by the capital employed, that is, by total assets less current liabilities.

Gross CAPEX

Gross capital expenditure, that is the expenditure for the acquisition of fixed assets as well as expenditures capitalised as a result of the intermediate or special surveys of our vessels, or of investments for the improvement of DIS vessels, as indicated under Net acquisition of fixed assets within the cash-flow from investing activities; it gives an indication about the strategic planning (expansion) of the Group (capital intensive industry).

Net Indebtedness

Comprises bank loans and other financial liabilities, less cash and cash equivalents and liquid financial assets or short-term investments available to service those debt items. The Group believes net indebtedness is relevant to investors as it is a metric on the overall debt situation of a company, indicating the absolute level of non-equity funding of the business. The relevant table in the net indebtedness section within the report on operations, reconciles net debt to the pertinent balance sheet line items.

IFRS 16 impact

The standard eliminates the classification of leases as either operating leases or finance leases for a lessee; instead, all leases are treated in a similar way to finance leases applying IAS 17. Leases are "capitalised" by recognising the



present value of lease payments and showing them either as leased assets (right-of-use assets, RoU) or together with property, plant, and equipment (PPE). Lease items of low value (under US\$ 5 thousand) or for which the lease duration is shorter than one year are excluded from this treatment and are expensed as incurred. If lease payments are made over time, the company also recognises a financial liability representing its obligation to make future lease payments. The most significant effect is an increase in lease assets (or PPE) and financial liabilities, leading to changes in key financial metrics derived from balance sheet data.

For companies with material off-balance sheet leases, IFRS 16 changes the nature of the expenses related to those leases: the straight-line operating lease expense (time-charter-in) are replaced with a depreciation charge for the lease asset (included within operating costs) and an interest expense on the lease liability (included within finance costs).

NON-FINANCIAL APMs (not derived from figures of the financial statements)

Available vessel days

Total theoretical number of days a vessel is available for sailing during a period. It provides an indication of the Group's fleet earnings potential during a period, which takes into account the date of delivery to and redelivery from the Group of the vessels in its fleet (please refer also to the Key figures, other operating measures).

Coverage

Ratio indicating how many available vessel days are already covered by fixed rate contracts (time charter contracts or contracts of affreightment). It provides an indication of how exposed the Group is to changes in the freight market during a certain period (please refer to Time charter equivalent earnings in the Management financial review).

Daily spot rate or daily TC rate

Daily spot rate refers to daily time-charter equivalent earnings (please refer to definition below) generated by employing DIS' vessels on the spot market (or on a voyage basis) and daily TC rate refers to daily time-charter earnings generated by employing DIS' vessels on 'time-charter' contracts (please refer to the Management financial review).

Off-hire

Means the period in which a vessel is unable to perform the services for which it is immediately required under a time charter. Off-hire periods can include days spent on repairs, dry-docking and surveys, whether or not scheduled. It can help to explain changes in time-charter equivalent earnings between different periods (please refer to Revenues, in the Management financial review).

Time charter equivalent earnings per day

A measure of the average daily revenue performance of a vessel or of DIS' fleet. DIS' method of calculating time charter equivalent earnings per day is consistent with industry standards and is determined by dividing voyage revenues (net of voyage expenses) by on-hire days for the relevant time period. Time charter equivalent earnings per day is a standard shipping industry performance measure used primarily to compare period-to-period changes in a shipping company's performance, since it is unaffected by the changes in the mix of charter contracts (i.e. spot charters, time charters and contracts of affreightment) through which the vessels are employed. It allows a comparison of the Group's performance with industry peers and market benchmarks (please refer to Key figures).

Vessels equivalent

The number of vessels equivalent in a period is equal to the sum of the products of the total available vessel days over that period for each vessel and the participation of the Group (direct or indirect) in that vessel, divided by the number of calendar days in that period. It provides an indication of the Group's fleet size and earnings potential over a period (please refer to Key figures).

OTHER DEFINITIONS

Bareboat charter

A contract type under which the ship owner is usually paid monthly in advance charter hire at an agreed daily rate for a specified period of time, during which the charterer is responsible for the technical management of the vessel, including crewing, and therefore also for its operating expenses (please refer to note 6). A bareboat charter is also known as a "demise charter" or a "time charter by demise".



Charter

A contract for the hire of a vessel for a specified period of time or to carry cargo from a loading port to a discharging port. The contract for a charter is commonly called a charter party and there are three main types of such contracts, a bareboat charter party, a voyage charter party and time charter party (refer to definitions in this section).

Contract of affreightment (COA)

An agreement between an owner and a charterer which obliges the owner to provide a vessel to the charterer to move specific quantities of cargo, at a fixed rate, over a stated time period but without designating specific vessels or voyage schedules, thereby providing the owner with greater operating flexibility than with voyage charters alone.

Disponent Owner

The company that controls a vessel, replacing the registered owner, either through a time-charter or a bareboat charter.

Fixed-rate contracts

For DIS these usually refer to revenues generated through time-charter contracts or contracts of affreightment (please refer to definitions in this section). Bareboat charter contracts are also usually fixed rate contracts but DIS controls rather than employs vessels through such contracts.

Spot charter or Voyage charter

A contract type through which a registered owner (owner) or disponent owner (please refer to definition in this section) is paid freight for transporting cargo from a loading port to a discharging port. The charterer pays the vessel owner or disponent owner on a per-ton or lump-sum basis. The payment for the use of the vessel is known as freight. The owner or disponent owner is responsible for paying voyage expenses. Typically, the charterer is responsible for any delay at the loading or discharging ports. A ship-owner or bareboat charterer operating its vessel on voyage charter is responsible for the technical management of the vessel, including crewing, and therefore also for its operating expenses.

Time charter

Is a contract type through which the registered owner (owner) or disponent owner (please refer to definition within this section) is paid usually monthly in advance charter hire at an agreed daily rate for a specified period of time (usually a fixed rate contract). With such contracts the charterer is responsible for paying the voyage expenses and additional voyage insurance. A ship-owner or bareboat charterer operating its vessel on time-charter is responsible for the technical management of the vessel, including crewing, and therefore also for its operating expenses.