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PRESS RELEASE

The Board of Directors of d'Amico International Shipping S.A. approves Q2 & H1 2020 Results:
'DIS POSTED A VERY STRONG RESULT IN THE FIRST HALF OF 2020:
NET PROFIT OF US$ 17.1 M IN H1'20 VS. LOSS OF US$ (24.3) M IN H1'19;
ADJUSTED NET PROFIT OF US$ 26.4 M VS. LOSS OF US$ (9.2) M IN H1'19;
EBITDA OF US$ 79.5 M IN H1'20, 66% HIGHER THAN IN H1'19;
OPERATING CASH FLOW OF US$ 59.1 M, 196% HIGHER THAN IN H1'19.

IN Q2'20, DIS POSTED ITS BEST QUARTERLY RESULT SINCE Q2'15, WITH A NET PROFIT OF US$ 15.6 M VS. US$ (18.8) M LOSS RECORDED IN THE SAME QUARTER OF LAST YEAR'

FIRST HALF 2020 RESULTS

- Time charter equivalent earnings (TCE) of US$ 150.1 million (US$ 126.3 million in H1'19)
- Gross operating profit/EBITDA of US$ 79.5 million (53% on TCE) (US$ 47.9 million in H1'19)
- Net result of US$ 17.1 million (US$ (24.3) million in H1'19)
- Adjusted Net result (excluding IFRS 16 and non-recurring) of US$ 26.4 million (US$ (9.2) million in H1'19)
- Cash flow from operating activities of US$ 59.1 million (US$ 20.0 million in H1'19)
- Net debt of US$ 620.4 million (US$ 509.7 million excluding IFRS16) as at 30 June 2020 (US$ 628.8 million and US$ 560.0 excluding IFRS 16, respectively, as at 31 December 2019)

SECOND QUARTER 2020 RESULTS

- Time charter equivalent earnings (TCE) of US$ 78.7 million (US$ 62.4 million in Q2'19)
- Gross operating profit/EBITDA of US$ 46.5 million (US$ 25.5 million in Q2'19)
- Net result of US$ 15.6 million (US$ (18.8) million in Q2'19)
- Adjusted Net result (excluding IFRS 16 and non-recurring) of US$ 20.1 million (US$ (4.8) million in H1'19)

Luxembourg - July 30th, 2020 – 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 the half-year and second quarter 2020 statutory and consolidated financial results.

MANAGEMENT COMMENTARY

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

'I am proud to report DIS' results for the first half of 2020, in which our Company made a Net profit of US$ 17.1 million vs. US$ (24.3) million Net loss recorded in the same period of last year. Excluding some non-recurring effects from both H1 2020 and H1 2019, ***DIS' Adjusted net result amounted to US$ 26.4 million for the first six months of 2020*** *compared with US$ (9.2) million in the same period of last year, an increase of US$ 35.6 million year-on-year. The second quarter of the year was characterized by a very strong product tanker market, leading DIS to post its most profitable quarter since Q2 2015, with a Net profit of US$ 15.6 million vs. US$ (18.8) million loss recorded in Q2 2019.*

***In H1 2020, DIS realized a daily spot rate of US$ 21,238** vs. US$ 13,326 in H1 2019 (i.e. +59.4% and +US$ 7,912/day) and **in Q2 2020, our Company achieved a daily spot rate of US$ 25,118** vs. US$ 13,074 in Q2 2019 (i.e. +92.1% and +US$ 12,044/day). In particular, in the second quarter of the year we achieved our best quarterly spot result since Q3 2008.*

DIS had a high proportion of fixed-rate contract coverage in the first half of the year, equal to 63.7% of its total vessel days at an average daily rate of US$ 16,042. In addition, since we realised that the buoyant freight markets in April and May this year were not sustainable for long and that a correction beckoned, we decided to take a prudent approach further increasing in Q2 our time-charter coverage for the remainder of the year, at profitable levels. In fact, I can anticipate that in the usually weaker third quarter of the year DIS can count today on a time-charter coverage of approximately 62% of its vessel days at an average daily rate of US$ 16,314. Our realistic and conservative commercial strategy should reward us in Q3.

DIS' total blended daily TCE (spot and time-charter) was of US$ 17,930 in H1 2020 vs. US$ 13,879 in H1 2019 and US$ 19,555 in Q2 2020 vs. US$ 13,710 in Q2 2019.

The first quarter of the year was characterized by the outbreak of COVID-19, resulting in countries adopting various containment and lockdown measures in the attempt to control the spread of the pandemic. This had a very negative effect on oil demand and refining activity. At the beginning of the year, product tanker rates softened considerably reaching a bottom around mid-February.

In early March, however, OPEC+ members failed to reach an agreement on production cuts to offset falling oil prices caused by the outbreak of the virus. This led to an all-out price war between Russia and Saudi Arabia, with oil-producing countries no longer bound by any output quota, and to a sharp drop in the oil price which went from US$ 60 per barrel in mid-February to US$ 20 per barrel in March. The increase in oil production, combined with a steep decline in oil demand, moved the oil curve into a steep contango, providing a strong incentive to increase oil stocks worldwide. Land-based storage facilities quickly reached almost their full capacity and pushed large quantities of crude and petroleum products into tankers as floating storage (close to 15 million deadweight of product tankers was being used for storage by mid-May). This increase in floating storage and the increase in port congestion resulting from the lack of onshore storage space, sharply reduced the effective supply of vessels, resulting in a spike in product tanker freight rates around the end of April, hitting record levels in several routes and geographical areas.

In April, OPEC and other world oil producers agreed to reduce crude oil supply by almost 14 million b/d on average from April to June.. The oil price recovered from the US$ 20 per barrel in April to close to US$ 40 per barrel by the end of June. This together with the gradual unwinding of the lock-down measures, led to a partial rebound in oil demand with oil prices rising and the forward oil price curve flattening. The resulting decrease in floating storage, with vessels slowly returning to the market, coupled with the strong oil supply curtailment, led to a sharp fall in almost all tanker sectors in June, with low freight rates persisting on most routes throughout July.

As we all know, predicting the near-term demand for the seaborne transportation of refined products is currently an arduous task, also because of the risk of a second wave of Covid-19 contagion followed by the possibility of further partial lockdowns worldwide. Longer-term we maintain a very positive outlook for the product tanker industry, whose underlying fundamentals continue to be strong. The orderbook is at historical lows, mainly thanks to capital constraints and to uncertainties regarding technological development to meet the IMO 2030/2050 emission reductions targets. On the demand side, seaborne transportation of refined products is on a long-term upward path, as most planned refinery additions are in the Middle East and Asia, in countries which are already important net exporters of products.

In this uncertain short-term outlook, I think DIS is very well positioned to adequately face any kind of market:

- *As we are often proud to highlight, in recent years we invested approximately US$ 755 million to order 22 newbuilding product tankers. Thanks to our investment plan, today our Company operates one of the most modern and efficient product tanker fleets in the world;*
- *Furthermore, in the last three years we have been focused on strengthening our financial structure and through asset disposals as well as equity and debt transactions, we have consistently improved our liquidity position while managing our financial gearing, with an objective of reducing it when possible. In this regard, we sold two of our oldest vessels (one controlled by our 50/50 JV with the Glencore Group) in Q2 2020, generating approximately US$ 18.0 million in net cash and we recently announced the sale of two further ships (built in 2005) which should generate approximately US$ 16.3 million in net cash at the vessels' delivery to their new owners, in the second half of the year.*
- *At the same time, also through investments in technology, we have managed to cut our costs whilst always ensuring a top-quality service both onboard and onshore. I believe today our Company is very competitive also in terms of breakeven.*
- *In addition, thanks to our well-balanced commercial strategy we have been able to secure a high level of TC coverage at profitable rates for the second part of the year, which should help us navigate any potential market volatility.*

I do believe all these key elements will definitely allow our Company to weather near-term headwinds while generating in the long-term attractive positive returns for our Shareholders.'

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

'I am very pleased of the results achieved by DIS in the first half of the year. Our Company posted a Net profit of US$ 17.1 million in H1 2020 vs. a Net loss US$ (24.3) million in H1 2019 and an Adjusted net profit (excluding IFRS 16 and some non-recurring effects) of US$ 26.4 million in H1 2020 vs. US$ (9.2) million in H1 2019. The second quarter of the year was particularly strong, leading to a Net profit of US$ 15.6 million vs. US$ (18.8) million loss recorded in Q2 2019 and an Adjusted net profit (excluding IFRS 16 and some non-recurring effects) of US$ 20.1 million vs. US$ (4.8) million in Q2 2019.

DIS' EBITDA amounted to US$ 79.5 million in the first half of the year, representing an increase of 66% relative to the same period of last year. This was clearly reflected also in the very strong generation of Operating cash flow in the period, equal to US$ 59.1 million compared with US$ 20.0 million in H1 2019 and with US$ 59.3 million generated in the entire FY 2019.

As we stated numerous times, we firmly intend to be financially conservative and continue deleveraging our balance sheet, as we strongly believe that having a sound financial structure will increase our strategic and operational flexibility going forward, very valuable assets in the highly cyclical business we operate in. In this context, I am particularly proud of seeing the ratio between DIS' Net financial position (excluding IFRS 16) and its Fleet market value improving quarter after quarter, reaching 62.0% at the end of June 2020 vs. 63.3% as at the end of March 2020, 64.0% as at the end of 2019 and 72.9% as at the end of 2018. At the end of 2019, DIS had Cash and cash equivalents of US$ 33.6 million (including a US$ 5 million loan received from DIS' parent company), while at the end of June 2020 this amount had increased to US$ 50.4 million (having also fully reimbursed the aforementioned shareholder loan).

We achieved such an improvement in liquidity and gearing ratios through a combination of sale-leaseback transactions, straight sales of older vessels, and equity capital increases in both 2017 and 2019, while always benefitting from the strong support of our controlling shareholder.

I expect our financial position will improve further, in particular after the market has digested some of the effects of Covid-19 and spot freight rates return to healthier levels, driven by our market's strong long-term fundamentals. In fact, we have very limited capital commitments, which only related to vessel maintenance expenses, and our cash breakeven is significantly lower relative to previous years, thanks to lower bank-debt amortizations and to cost efficiencies achieved in recent years.

Our Company operates a modern, efficient and flexible product tanker fleet, can count on a solid financial position, a competitive cost structure, strong industry relationships, and a well-balanced commercial strategy. These are all key ingredients that should ensure our Company is successful, generously rewarding DIS' shareholders in the long-term.'

FINANCIAL REVIEW

SUMMARY OF THE RESULTS IN THE SECOND QUARTER AND FIRST HALF RESULTS 2020

All tanker markets, in the beginning of Q2 2020, performed extremely well. Oil prices collapsed in March in the wake of OPEC plus other oil producing nations failing to reach an agreement on production. The resulting surge in oil supply coupled with the fall in demand linked to Covid-19, led to an oversupply of oil and a sharp drop in the oil price to US$ 20 per barrel from US$ 60 per barrel in mid-February. With future oil prices in contango and on-shore storage almost full, the demand for floating storage of crude and products increased rapidly – close to 15 million deadweight of product tankers was being used for storage by mid-May. This increase in floating storage and the increase in port congestion resulting from the lack of onshore storage space, sharply reduced the effective supply of vessels, resulting in a spike in product tanker freight rates around the end of April.

OPEC and other world oil producers reduced crude oil supply by almost 14 million b/d on average from April to June in response to an unprecedented collapse in demand and a surge in oil prices. During June, global oil output fell to a nine-year low after Saudi Arabia cut an extra 1 million b/d below its OPEC+ target and output in both Iraq and the US fell by around 0.5 million b/d. At 86.9 million b/d, production in June was down by 2.4 million b/d month-on-month and a very large 13.4 million b/d year-on-year. The oil price recovered from the US$ 20 per barrel lows in April to close to US$ 40 per barrel by the end of June.

According to the IEA's latest report global oil demand fell by 16.4 million b/d year-on-year in Q2 2020 as lockdowns were imposed to combat the Covid-19 pandemic. Demand rebounded strongly in China and India in May, increasing by 700,000 b/d and 1.1 million b/d month-on-month, respectively. World oil demand is projected to decline by 7.9 million b/d in 2020 and to recover by 5.3 million b/d in 2021. However, the recent increase in Covid-19 cases in the US, India and Brazil, followed by the possibility of further partial lockdowns worldwide makes such forecasts arduous, with a wide range of possible outcomes.

According to the IEA, oil product inventories increased by 64.5 million barrels (2.08 million b/d) to 1 621 million barrels in May. Middle distillate stocks led with a 37.9 million barrels increase, notably in the Americas (24.2 million barrels) and Europe (14.6 million barrels). Fuel oil and other oil inventories also rose by 5.1 million and 23.7 million barrels, respectively. Gasoline stocks, by contrast, fell by 2.1 million barrels, in line with the seasonal trend. The resulting oil stock overhang, in particular that held in floating storage, with vessels that are slowly returning to the market, as well as the destruction of oil demand, led to a sharp fall in almost all tanker sectors in June, with very low freight rates persisting in most regions throughout July.

The one-year time-charter rate is always the best indicator of spot market expectations, and at the beginning of Q2 was assessed at US$ 20,000 per day for a conventional MR2. However due to the current uncertainty and poor demand, by the end of the quarter the daily rate for the same type of contract had fallen to US$13,500, with an Eco MR2 assessed at a premium of around US$1,000 per day.

In H1 2020, DIS recorded a Net profit of US$ 17.1 million vs. a Net loss of US$ (24.3) million posted in the same period of last year. Excluding results on disposal and non-recurring financial items from H1 2020 and H1 2019, as well as the asset impairment and the effects of IFRS 16, DIS' Net result would have amounted to US$ 26.4 million in H1 2020 compared with US$ (9.2) million recorded in the same period of 2019. Therefore, excluding such non-recurring effects, DIS' H1 2020 Net result would have been US$ 35.6 million higher than in the same period of last year.

In Q2 2020, DIS posted its best quarterly result since Q2 2015, with a Net profit of US$ 15.6 million vs. US$ (18.8) million loss recorded in the same quarter of last year. Excluding non-recurring items from both Q2 2020 and Q2 2019, the Net result would have been of US$ 20.1 million and US$ (4.8) million respectively, for the two periods.

DIS generated an EBITDA of US$ 79.5 million in H1 2020 vs. US$ 47.9 million in the same period of last year, representing an increase of 66% year-on-year. Such strong improvement relative to the previous year is mainly attributable to better market conditions. This is reflected also in the **strong operating cash flow of US$ 59.1 million generated in H1 2020** compared with US$ 20.0 million in H1 2019 and with US$ 59.3 million generated in the entire FY 2019.

In fact, in terms of spot performance, **DIS achieved a daily spot rate of US$ 21,238 in H1 2020**, 59.4% (i.e. US$ 7,912/day) higher than the US$ 13,326 achieved in the same period of 2019. Thanks to a very strong product tanker market in **Q2 2020**, **DIS generated its best quarterly spot result since Q3 2008 with a daily spot average of US$ 25,118**, 92.1% higher than the US$ 13,074 achieved in Q2 2019.

At the same time, 63.7% of DIS' total employment days in H1 2020, were covered through 'time-charter' contracts at an average daily rate of US$ 16,042 (H1 2019: 47.3% coverage at an average daily rate of US$ 14,496). 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 US$ 17,930 in the first half of 2020** compared with US$ 13,879 achieved in the same period of the previous year.

OPERATING PERFORMANCE

Time charter equivalent earnings were US$ 150.1 million in H1 2020 vs. US$ 126.3 million in H1 2019 and US$ 78.7 million in Q2 2020 vs. US$ 62.4 million in Q2 2019. The total amount for H1 2020 includes US$ 6.2 million 'time charter equivalent earnings' (H1 2019: US$ 4.4 million) generated by vessels under commercial management, which is offset by an almost equivalent amount reported under 'time-charter hire costs'. The improvement relative to the previous year is a clear reflection of the much stronger freight markets in the first six months of 2020.

In detail, DIS realized a **daily average spot rate of US$ 21,238 in H1 2020**[1] compared with US$ 13,326 in H1 2019[2], and of US$ 25,118 in Q2 2020 compared with US$ 13,074 in Q2 2019. DIS' daily spot result for H1 2020 represents an improvement of 59.4% (i.e. US$ 7,912/day) relative to the same period of the previous year.

Following its strategy, in H1 2020 DIS maintained a **high level of 'coverage'** (fixed-rate contracts), securing an average of **63.7%** (H1 2019: 47.3%) of its available vessel days at a **daily average fixed rate of US$ 16,042** (H1

[1] Daily Average TCE of H1 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 of H1 2019 excludes US$ 4.4 million generated by the vessels under commercial management, as it is off-set by an equivalent amount of time charter hire costs after deducting a 2% commission on gross revenues.

2019: US$ 14,496). In addition to securing revenue and supporting its 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)[3] was **US$ 17,930 in H1 2020** vs. US$ 13,879 in H1 2019 (Q2 2020: US$ 19,555 vs. Q2 2019: US$ 13,710).

DIS TCE daily rates (US dollars)	2019 UNREVIEWED					2020 UNREVIEWED		
	Q1	*Q2*	***H1***	*Q3*	*Q4*	Q1	Q2	***H1***
Spot	13,583	13,074	**13,326**	11,616	17,242	17,354	25,118	**21,238**
Fixed	14,604	14,398	**14,496**	14,819	15,130	15,864	16,236	**16,042**
Average	14,057	13,710	**13,879**	13,264	15,965	16,391	19,555	**17,930**

EBITDA was of US$ 79.5 million in H1 2020 vs. US$ 47.9 million in H1 2019, representing an increase of 66% year-on-year (Q2 2020: US$ 46.5 million vs. Q2 2019: US$ 25.5 million). This substantial improvement relative to the first half of last year, is mainly attributable to the stronger freight markets of the first six months of 2020.

Depreciation, impairment and impairment reversal amounted to US$ (40.6) million in H1 2020 vs. US$ (49.3) million in H1 2019 (Q2 2020: US$ (21.5) million vs. Q2 2019: US$ (32.0) million). The H1 2020 amount includes US$ (6.0) million impairment booked on four 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 31 March 2020, with the difference between their fair value less cost to sell and their book value charged to the Income Statement. Two of these vessels (M/T Cielo di Guangzhou and M/T Glenda Megan) were sold in Q2 2020, whilst the remaining three vessels were still classified as 'assets held for sale' as at 30 June 2020. The H1 2019 amount included US$ (12.1) million impairment booked on two vessels owned by Glenda International Shipping.

EBIT was **positive for US$ 38.9 million in H1 2020** vs. US$ (1.4) million in H1 2019 (Q2 2020: US$ 25.1 million vs. Q2 2019: US$ (6.6) million)**.**

EBIT was **negative for US$ (1.4) million in H1 2019** vs. US$ (8.8) million in H1 2018 (Q2 2019: US$ (6.6) million vs. Q2 2018: US$ (9.7) million). The H1 2019 amount was positively impacted by US$ 5.0 million from the application of IFRS 16 but negatively impacted by US$ (12.1) million from the impairment booked in Q2 2019.

DIS' ***Net result*** for **H1 2020** was **US$ 17.1 million** vs. Net loss of US$ (24.3) million in H1 2019 and DIS' Net result for Q2 2020 was US$ 15.6 million vs. Net loss of US$ (18.8) million in Q2 2019. Excluding results on disposals and non-recurring financial items from H1 2020 (US$ (2.6) million[4]) and from H1 2019 (US$ (2.1) million[5]), as well as the asset impairment (US$ (6.0) million in H1 2020 and US$ (12.1) million in H1 2019) and the net effects of IFRS 16 from both periods (H1 2020: US$ (0.7) million and H1 2019: US$ (0.9) million), DIS' Net result would have amounted to US$ 26.4 million in H1 2020 compared with US$ (9.2) million recorded in the same period of the previous year. Therefore, **excluding the effects of the application of IFRS 16 and such non-recurring effects, DIS' Net result for H1 2020 would have been US$ 35.6 million higher than in the same period of 2019**. Q2 2020 represents also DIS' most profitable quarter since Q2 2015.

[3] Daily Average TCE of 2020 and 2019 exclude 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.

[4] US$ (0.1) million loss on disposal, US$ (2.4) million realized and unrealized loss on Interest rates swap agreements.

[5] US$ (0.9) million loss on disposal, US$ (2.1) million realized and unrealized loss on Interest rates swap agreements, US$ 0.2 million foreign exchange movements arising from the valuation of the DM Shipping financing, US$ 0.7 million reversal of impairment of an equity-invested asset.

CASH FLOW AND NET INDEBTEDNESS

n **H1 2020**, **DIS' Net Cash Flow was positive for US$ 15.5 million** vs. US$ 3.8 million in H1 2019.

Cash flow from operating activities was positive, **amounting to US$ 59.1 million in H1 2020** vs. US$ 20.0 million in H1 2019 (US$ 59.3 million in FY 2019). This improvement is attributable to the much stronger freight markets in H1 2020 relative to the same period of last year.

DIS' Net debt as at 30 June 2020 amounted to **US$ 620.4 million** compared to US$ 682.8 million as at 31 December 2019. These balances include the additional liability due to the application of IFRS 16, amounting to US$ 110.7 million at the end of June 2020 vs. US$ 122.8 as at the end of 2019. The net debt (excluding IFRS16) / fleet market value ratio was of 62.0% as at 30 June 2020 vs. 64.0% as at the end of 2019 and compared with 72.9% as at the end of 2018.

SIGNIFICANT EVENTS OF THE FIRST SEMESTER

In H1 2020, the main events for the d'Amico International Shipping Group were the following:

D'AMICO INTERNATIONAL SHIPPING:

- **Executed buyback program:** On 27 January 2020, d'Amico International Shipping S.A. announced that during the period between 20 January and 24 January 2020, n. 882,000 own shares (representing 0.07107% of the outstanding share capital of the Company) were repurchased on the regulated market managed by Borsa Italiana S.p.A. at the average price per share of Euro 0.1495, for a total consideration of Euro 131,869.20. As at 24 January 2020, d'Amico International Shipping S.A. held nr. 8,642,027 own shares, representing 0.7% of its outstanding share capital.

  On 20 March 2020, d'Amico International Shipping S.A. announced that during the period between 13 March and 19 March 2020, n. 1,500,000 own shares (representing 0.121% of the outstanding share capital of the Company) were repurchased on the regulated market managed by Borsa Italiana S.p.A. at the average price per share of Euro 0.0703, for a total consideration of Euro 105,434.40. As at 20 March 2020, d'Amico International Shipping S.A. held nr. 10,142,027 own shares, representing 0.82% 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).

- **Impact of COVID-19**: The virus outbreak had a major impact on the consumption of refined petroleum products. According to the IEA's latest report global oil demand fell by 16.4 million b/d year-on-year in Q2 2020 as lockdowns were imposed to combat the Covid-19 pandemic. Demand rebounded strongly in China and India in May, increasing by 700,000 b/d and 1.1 million b/d month-on-month, respectively. World oil demand is projected to decline by 7.9 million b/d in 2020 and to recover by 5.3 million b/d in 2021. However, the recent increase in Covid-19 cases in the US, India and Brazil, followed by the possibility of further partial lockdowns worldwide makes such forecasts arduous, with a wide range of possible outcomes.

  The large drop in demand for refined products, coupled with the failure by OPEC+ to reach an agreement on production levels in their March meeting, initially led to a surge in oil supply just as demand was collapsing. The resulting drop in oil prices that bottomed at around US$20 per barrell, led to a steep contango in the oil forward price curve, resulting in a surge in stocks both onshore and offshore. The resulting congestion at ports and increase in floating storage of both crude and refined products, greatly reduced effective vessel supply, just as the market was being flooded with oil, leading to a surge in freight rates, which reached unprecedent levels around the end of April 2020. However, OPEC+ decision to reduce crude oil supply by almost 14 million b/d on average from April to June, quickly rebalanced the market, leading to an increase in spot oil prices to around US$40 per barrel and flattening the oil forward price curve. This vigorous supply curtailment led to a large drop in the demand for the seaborne transportation of refined products and as storage became less profitable, some of the excess inventories started to be consumed, with vessels used for floating storage slowly returning to the market. These factors led to a large drop in freight rates from the beginning of June, with earnings staying depressed in most regions throughout July. OPEC+ supply curtailment will ease from August and demand has been rebounding in some important consumption markets. There is, however, still considerable uncertainty regarding the future path for oil demand and the time required to absorb the excess inventories and rebalance the market, factors which are required for the return to a healthier market with profitable and sustainable freight rates.

d'Amico International Shipping S.A.'s subsidiaries are also coping with operational challenges due to COVID-19, such as loading/unloading restrictions, and a 14-day quarantine for vessels and crews in certain ports, but we are working with our partners, customers and local authorities to find solutions that minimise the impact on our business. COVID-19 has also affected the procurement of spare parts for our vessels and logistics has become more complicated. Although in parts of the world, such as Europe and some parts of Asia, the situtation has improved recently, we are still experiencing problems in flying service engineers to the vessels and in arranging vetting inspections around the world. Crew rotation is and remains the main issue, however, the industry has adapated quite rapidly to this new reality, and we have been able to continue operating our vessels with the same level of care and safety.

- **Third exercise period of DIS' Ordinary shares warrants 2017-2022:** On 29 May 2020, 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 Borsa Italiana S.p.A. ("Borsa") trading day starting from 1st June, 2020 until 30th June 2020, both dates included (the "Third 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, without par value and with the same rights and features as the 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 Third Exercise Period amounted to EUR 0.354 (zero point three hundred and fifty-four Euros) per Warrant Share.

D'AMICO TANKERS D.A.C.:

- **'Time Charter-Out' Fleet:** In January 2020, d'Amico Tankers d.a.c. fixed one of its Handy-size vessels with a leading trading house for 12 months, starting from February 2020.

  In March 2020: i) d'Amico Tankers d.a.c. extended a time charter contract with leading trading house for one of its LR1 vessels for 6-9 months starting from April 2020; ii) d'Amico Tankers d.a.c. extended a time charter contract with an oil-major for one of its Handy-size vessels for 12 months starting from March 2020.

  In May 2020: d'Amico Tankers d.a.c. extended time charter contracts with an oil-major, for two of its Handy-size vessels for 12 months, starting respectively from May and June 2020.

  In June 2020: d'Amico Tankers d.a.c. extended a time charter contract with an oil-major for two of its MR vessels for respectively 12 months and 6 to 7 months, starting respectively from July and August 2020.

- **'Time Charter-In' Fleet and 'Commercial management' Fleet:**
In January 2020, the management contract for the M/T Falcon Bay ended and the vessel was redelivered to her owners;

In February 2020, the time-charter-in contract for the M/T Freja Baltic, an MR vessel built in 2008, ended and the vessel was redelivered to her owners.

In May 2020, the management contract for the M/T Eagle Bay ended and the vessel was redelivered to her owners;

In June 2020: i) the management contract for the M/T Philoxenia ended and the vessel was redelivered to her owners; ii) the time-charter-in contracts for the M/T Celsius Rimini, an MR vessel built in 2009, and M/T Carina, an MR vessel built in 2010, ended and the vessels were redelivered to their respective owners.

- **Vessel Sale:** In May 2020, d'Amico Tankers d.a.c signed a memorandum of agreement for the sale of the M/T Cielo di Guangzhou, a 38,877 dwt Handy-size product tanker vessel, built in 2006 by Guangzhou Shipyard International, China, for a consideration of US$ 8.8 million. The vessel was delivered to the buyers in Q2 2020.

GLENDA INTERNATIONAL SHIPPING D.A.C.:

- **Vessel Sale:** In April 2020, Glenda International Shipping d.a.c., the joint venture company with the Glencore Group, in which d'Amico Tankers holds a 50% participation, signed a memorandum of agreement for the sale of the M/T Glenda Meredith, a 46,147 dwt MR product tanker vessel, built in 2010 by Hunday Mipo, South Korea, for a consideration of US$ 19.0 million. The vessel was delivered to the buyers in Q2 2020.

SIGNIFICANT EVENTS SINCE THE END OF THE SEMESTER AND BUSINESS OUTLOOK

D'AMICO INTERNATIONAL SHIPPING:

Capital increase following the third exercise period of DIS' Ordinary shares warrants 2017-2022: on 1 July 2020 following the completion of the Third Warrants exercise period, in which 12,866 Warrants were exercised, leading to the issuance of 12,866 new ordinary shares, the Company's share capital amounted to US$ 62,052,267.00, divided into 1,241,045,340 shares with no nominal value.

D'AMICO TANKERS D.A.C.:

- **Vessel Sale:** In July 2020, d'Amico Tankers d.a.c signed a memorandum of agreement for the sale of the M/T High Progress and M/T High Performance, two 51,303 dwt MR product tanker vessel, built in 2005 by STX, South Korea, for a consideration of US$ 12.95 million per vessel.

- **'Time Charter-Out' Fleet:** In July 2020, d'Amico Tankers d.a.c. extended a time charter contract with a leading trading house for one of its LR1 vessels for 3-6 months starting from August 2020.

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

	As at 30 June 2020				As at 30 July 2020			
	LR1	MR	Handysize	Total	LR1	MR	Handysize	Total
Owned	5.0	11.0	6.0	22.0	5.0	11.0	6.0	22.0
Bareboat chartered*	1.0	8.0	0.0	9.0	1.0	8.0	0.0	9.0
Long-term time chartered	0.0	8.0	0.0	8.0	0.0	8.0	0.0	8.0
Short-term time chartered	0.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0
Total	6.0	30.0	6.0	42.0	6.0	30.0	6.0	42.0

* with purchase obligation

BUSINESS OUTLOOK

In their latest report, from June 2020, the IMF estimates worldwide GDP will contract by 4.9% in 2020, 1.9 percentage points below their April 2020 World Economic Outlook (WEO) forecast. The COVID-19 pandemic has had a more negative impact on activity in the first half of 2020 than anticipated, and the recovery is projected to be more gradual than previously forecast. In 2021 global growth is projected at 5.4%. Overall, this would leave 2021 GDP some 6.5 percentage points lower than in the pre-COVID-19 projections of January 2020.

The IEA July oil market report projects 2020 oil demand will decline 7.9 million b/d, versus a drop of 8.1 million b/d estimated last month and compared to the 9.3 million b/d decline it had forecast in April. It notes strong compliance with the OPEC+ cuts at 108% during June, which includes 1 million b/d of additional cuts from Saudi Arabia. World oil production has been cut by 14 million b/d since April, which points to significant destocking ahead considering demand in Q3 2020 is projected to be 11.4 million b/d higher than in Q2 2020. Continued compliance with OPEC+ is a key factor, as well as a moderate rebound in US oil production in the coming months. The IEA notes however that there is considerable uncertainty embedded in its demand growth forecasts given the recent increase in COVID-19 cases and new lockdown measures recently introduced and likely to be implemented in the near-future.

Oil product demand is recovering with the exception of jet fuel. Oil demand in Asia, particularly China and India, has been bouncing back since May. The Chinese economy is benefitting from an easing of restrictions, coupled with a Government stimulus package. Gasoline demand has returned to almost pre-pandemic levels in the United States and Europe.

Indian Oil Corp., the country's largest state-run refiner, has reached a run rate of 92-95% for most of its nine refineries, company officials said on July 10, riding on a pick-up in retail fuel demand due to the further easing of COVID-19 restrictions in Asia's third-largest economy from July 1st. The higher run-rate was mainly due to improvement in retail demand for diesel and gasoline.

The half-yearly 2020 financial report is available to the public, in its integral version, at DIS registered office and on the Investor Relations section of its website (www.damicointernationalshipping.com). The document has been also filed with Commissione Nazionale per le Società e la Borsa (CONSOB) and Commission de Surveillance du Secteur Financier (CSSF), disseminated through the e-market SDIR circuit and stored both 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 DIS Officially Appointed Mechanism (OAM).

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

The half-yearly and second quarter 2020 financial report has been prepared in accordance with provisions of Art. 4 of the Luxembourg Law dated 11 January 2008, as amended and supplemented on December 2016, which transposed Directive 2004/109/EC of the European Parliament and of the Council of 15 December 2004 on the harmonization of transparency requirements in relation to information about issuers whose securities are admitted to trading on a regulated market.

d'Amico International Shipping S.A. is a 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'.

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ANNEXES

CONSOLIDATED CONSOLIDATED INTERIM INCOME STATEMENT

Q2 2020 UNREVIEWED	Q2 2019 UNREVIEWED	*US$ Thousand*	H1 2020	H1 2019
90,987	87,387	Revenue	185,342	178,418
(12,327)	(24,938)	Voyage costs	(35,268)	(52,111)
78,660	**62,449**	**Time charter equivalent earnings***	**150,074**	**126,307**
(4,300)	(7,230)	Time charter hire costs	(11,255)	(17,450)
(25,367)	(26,433)	Other direct operating costs	(53,017)	(54,124)
(2,911)	(2,458)	General and administrative costs	(6,183)	(5,880)
436	(841)	Result on disposal of fixed assets	(117)	(948)
46,518	**25,487**	**EBITDA***	**79,502**	**47,905**
(21,465)	(32,009)	Depreciation and impairment	(40,556)	(49,339)
25,053	**(6,612)**	**EBIT***	**38,946**	**(1,434)**
27	766	Net financial income	68	578
(9,370)	(13,896)	Net financial charges	(21,691)	(25,228)
-	1,269	Profit share of equity method investees	-	1,251
-	(226)	Reversal of impairment of loan to an equity accounted investee	-	719
15,710	**(18,699)**	**Profit (loss) before tax**	**17,323**	**(24,114)**
(88)	(107)	Income taxes	(184)	(207)
15,622	**(18,806)**	**Net profit (loss)**	**17,139**	**(24,321)**
0.013	**(0.015)**	**Profit (loss) per share in US$ (1)**	**0.014**	**(0.020)**

**see Alternative Performance Measures on page 9*

CONDENSED CONSOLIDATED INTERIM STATEMENT OF COMPREHENSIVE INCOME

Q2 2020 UNREVIEWED	Q2 2019 UNREVIEWED	*US$ Thousand*	H1 2020	H1 2019
15,622	(18,806)	Profit (loss) for the period	17,139	(24,321)
		Items that can subsequently be reclassified into Profit or Loss		
97	(3,602)	Cash flow hedges	(4,054)	(4,917)
(82)	(21)	Exchange differences in translating foreign operations	(166)	99
15,637	**(22,429)**	**Total comprehensive income for the period**	**12,919**	**(29,269)**

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

([1]) Basic earnings per share (e.p.s.) were calculated on an average number of outstanding shares equal to 1,230,890,447 and to 888,723,323 in the first half of 2020 and in the first half of 2019 respectively and on an average number of outstanding shares equal to 1,230,890,447 and to 1,134,145,595 in the second quarter of 2020 and in the second quarter of 2019 respectively. In H1/Q2 2020 and H1/Q2 2019 diluted e.p.s. was equal to basic e.p.s..

CONDENSED CONSOLIDATED INTERIM STATEMENT OF FINANCIAL POSITION

US$ Thousand	As at 30 June 2020	As at 31 December 2019
ASSETS		
Property, plant and equipment and Right-of-use	927,979	958,312
Investments in jointly controlled entities	4,382	4,382
Other non-current financial assets	12,979	17,348
Total non-current assets	**945,340**	**980,042**
Inventories	8,305	10,080
Receivables and other current assets	40,360	41,433
Other current financial assets	9,150	7,265
Cash and cash equivalents	50,448	33,598
Current Assets	**108,263**	**92,376**
Assets held for sale	38,229	59,631
Total current assets	**146,492**	**152,007**
TOTAL ASSETS	**1,091,832**	**1,132,049**
SHAREHOLDERS' EQUITY AND LIABILITIES		
Share capital	62,052	62,052
Accumulated losses	(42,725)	(59,801)
Share Premium	368,846	368,846
Other reserves	(23,050)	(18,632)
Total shareholders' equity	**365,123**	**352,465**
Banks and other lenders	252,055	270,169
Non-current lease liabilities	296,183	313,418
Other non-current financial liabilities	10,683	7,282
Total non-current liabilities	**558,921**	**590,869**
Banks and other lenders	69,645	72,692
Current lease liabilities	35,784	37,736
Shareholders' short-term loan	-	5,000
Payables and other current liabilities	33,710	38,222
Other current financial liabilities	12,086	12,473
Current tax payable	63	342
Current liabilities	**151,288**	**166,465**
Banks associated to assets held-for-sale	16,500	22,250
Total current liabilities	**167,788**	**188,715**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	**1,091,832**	**1,132,049**

CONDENSED CONSOLIDATED INTERIM STATEMENT OF CASH FLOWS

Q2 2020 UNREVIEWED	Q2 2019 UNREVIEWED	*US$ Thousand*	H1 2020	H1 2019
15,622	**(18,807)**	**Profit (loss) for the period**	**17,139**	**(24,321)**
17,040	19,966	Depreciation and amortisation of PPE and RoU	34,549	37,203
4,425	12,136	Impairment	6,007	12,136
88	107	Current and deferred income tax	184	207
5,005	6,408	Lease cost	10,142	10,576
4,338	7,260	Other net Financial charges (income)	11,481	14,270
(207)	(539)	Unrealised foreign exchange result	(207)	(196)
-	(1,270)	Profit share of equity accounted investment	-	(1,252)
(975)	(841)	Result on disposal of fixed assets	(975)	(948)
-	226	Impairment reversal of a financial asset / v related pty.	-	(719)
-	(1,008)	Reclassification off-hire against depreciation	(180)	-
-	(589)	Movement in share option reserve	-	(607)
539	899	Movement in deferred result on disposal of S&L assets	1,092	1,114
45,875	**23,948**	**Cash flow from operating activities before changes in working capital**	**79,232**	**47,464**
2,141	647	Movement in inventories	1,775	2,100
2,058	1,980	Movement in amounts receivable	2,048	6,248
(6,663)	(12,541)	Movement in amounts payable	(5,021)	(15,857)
(281)	(164)	Taxes (paid) received	(463)	(217)
(5,002)	(6,408)	Payment of interest portion of lease liability	(10,137)	(10,576)
(4,744)	(4,248)	Net interest paid	(8,372)	(9,132)
33,384	**3,214**	**Net cash flow from operating activities**	**59,062**	**20,030**
(5,263)	(637)	Acquisition of fixed assets	(7,028)	(31,157)
18,185	-	Net proceeds from the sale of fixed assets	18,185	-
18	6,454	Movement in financing to equity accounted investee	491	6,304
12,940	**5,817**	**Net cash flow from investing activities**	**11,648**	**(24,853)**
	17,907	Share capital increase	-	17,907
(5)	(694)	Other changes in shareholder's equity	(427)	(955)
-	(1,620)	Shareholders' financing	(5,000)	-
220	(950)	Movement in other financial receivables / related party	830	(2,250)
(954)	4,259	Net movement in other financial payable	(2,700)	4,354
(15,314)	(38,920)	Bank loan repayments	(28,991)	(56,341)
-	26,305	Proceeds from disposal of assets subsequently leased back	-	63,676
(9,295)	(8,803)	Repayments of principal portion of lease liabilities	(18,949)	(17,770)
(25,348)	**(2,516)**	**Net cash flow from financing activities**	**(55,237)**	**8,621**
20,976	**6,515**	**Net increase/ (decrease) in cash and cash equivalents**	**15,473**	**3,798**
12,014	12,403	Cash and cash equivalents net of bank overdrafts at the beginning of the period	17,517	15,120
32,990	18,918	Cash and cash equivalents net of bank overdrafts at the end of the period	32,990	18,918
50,448	**35,739**	**Cash and cash equivalents at the end of the period**	**50,448**	**35,739**
(17,458)	(16,821)	Bank overdrafts at the end of the period	(17,458)	(16,821)

Financing activities not requiring the use of cash are reconciled within note 26.

The manager responsible for preparing the company's financial reports, Mr. Carlos Balestra di Mottola, in his capacity of Chief Financial Officer of d'Amico International Shipping SA (the "Company") declares to the best of his knowledge, that the consolidated and statutory financial statements prepared in accordance with the applicable set of accounting standards as published, 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 report on operation and the management report include 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.

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Carlos Balestra di Mottola
Chief Financial Officer

ALTERNATIVE PERFORMANCE MEASURES (APM)

Along with the most directly comparable IFRS measures, DIS management is regularly using Alternative Performance Measures, as they provide helpful additional information for users 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, 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 (voyage) 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 will be 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 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 operates a vessel controlling it 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 an 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 on a per-ton or lump-sum basis. The payment for the use of the vessel is known as freight. The disponent owner is responsible for paying both vessel operating expenses and voyage expenses. Typically, the charterer is responsible for any delay at the loading or discharging ports.

Time charter
Is a contract type through which the ship 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.

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