Q1 2021 Presentation
d'Amico International Shipping

May 6th, 2021

d'Amico International Shipping S.A.

DISCLAIMER.

There shall be no offering or sale of any securities of d'Amico International Shipping S.A. in the United States of America, Switzerland, Canada, Australia, Japan, the United Kingdom or any jurisdiction in which such offer, solicitation or sale would be unlawful prior to its registration or qualification under the laws of such jurisdiction or to or for the benefit of any person to whom it is unlawful to make such offer, solicitation or sale. No steps have been taken or will be taken regarding the offering of securities of d'Amico International Shipping S.A. outside Luxembourg and Italy in any jurisdiction where such steps would be required. The issuance, exercise, or sale of securities of d'Amico International Shipping S.A. and the subscription to or purchase of such securities are subject to specific legal or regulatory restrictions in certain jurisdictions. d'Amico International Shipping S.A. is not liable in case these restrictions are infringed by any person.

This communication is not for distribution, directly or indirectly, in or into the United States (including its territories and dependencies, any State of the United States and the District of Columbia). This communication does not constitute or form a part of any offer or solicitation to purchase or subscribe for securities in the United States. The securities mentioned herein have not been, and will not be, registered under the United States Securities Act of 1933 (the "Securities Act"). Accordingly, unless an exemption under relevant securities laws is applicable, any such securities may not be offered, sold, resold, taken up, exercised, renounced, transferred, delivered or distributed, directly or indirectly, in or into the United States or any other jurisdiction if to do so would constitute a violation of the relevant laws of, or require registration of such securities in, the relevant jurisdiction. The securities may not be offered or sold in the United States except pursuant to an exemption from the registration requirements of the Securities Act. There will be no public offer of securities in the United States.

If you are not permitted to view the documents on this website or are in any doubt as to whether you are permitted to view these documents, please exit this webpage. The information contained herein does not constitute an offer of securities for sale in the United States, Switzerland, Canada, Japan, Australia, the United Kingdom or any jurisdiction in which such offers or sales are unlawful, and these documents must not be released or otherwise forwarded, distributed or sent in or into the United States, Switzerland, Canada, Japan, Australia, the United Kingdom or any jurisdiction in which such offers or sales are unlawful. Persons receiving these documents (including custodians, nominees and trustees) must not distribute or send it in, into or from the United States, Switzerland, Canada, Japan, Australia, the United Kingdom or any other jurisdiction in which accessing such documents is unlawful.

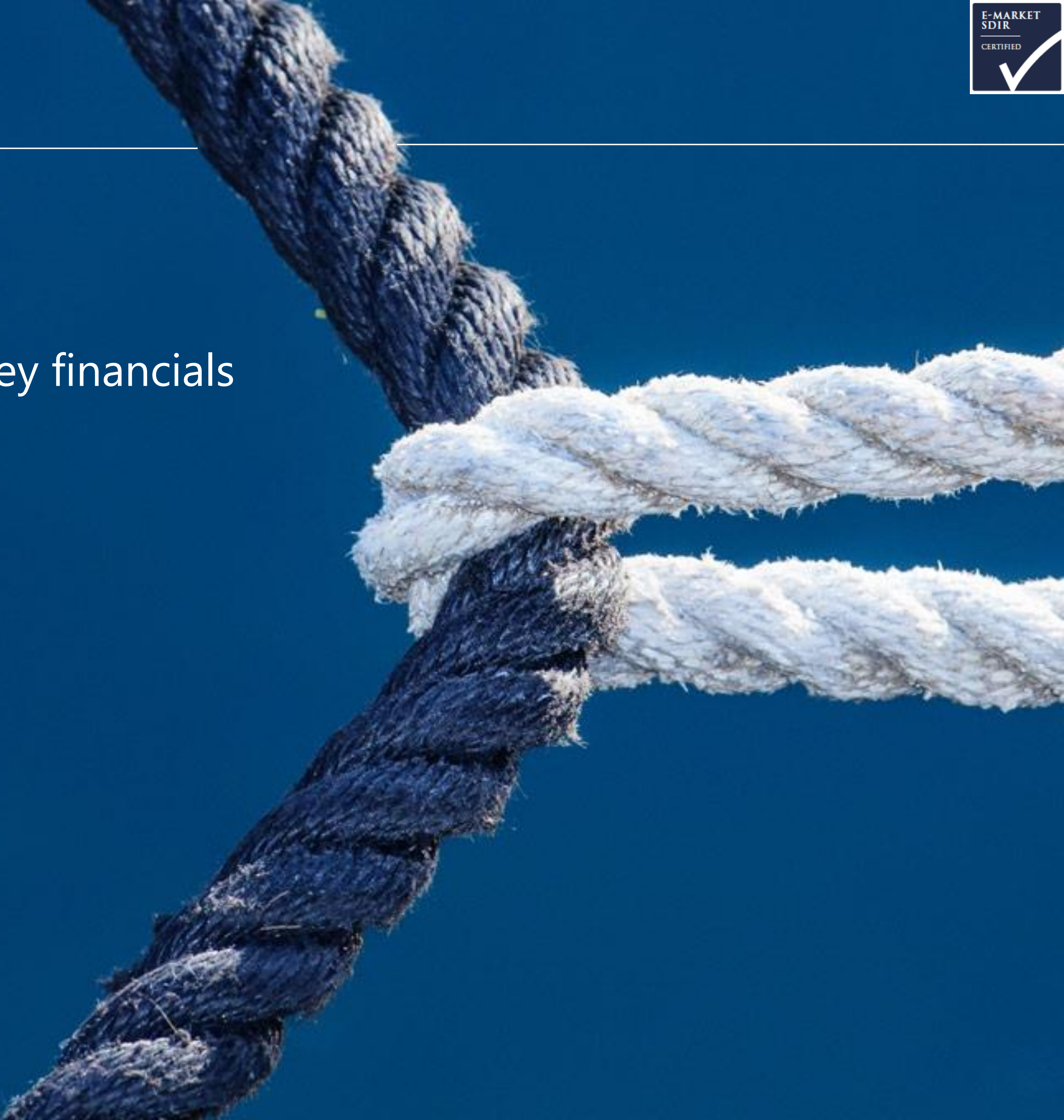
Confirmation of understanding and acceptance of disclaimer

I warrant that I am not located in the United States and am not resident or located in Switzerland, Canada, Japan, Australia, the United Kingdom or any other jurisdiction where accessing these materials is unlawful, and I agree that I will not transmit or otherwise send any materials contained in this website to any person in the United States, Switzerland, Canada, Japan, Australia, the United Kingdom or any other territory where to do so would breach applicable local law or regulation.

I have read and understood the disclaimer set out above. I understand that it may affect my rights and I agree to be bound by its terms. I confirm that I am permitted to proceed to electronic versions of the materials.

AGENDA.

- Executive summary
- DIS’ overview and key financials
- Market overview
- Why invest in DIS
- DIS’ ESG
- Appendix



Executive summary.

- **Net result –** Due to the challenging market experienced **in Q1'21, DIS recorded a Net loss of US$ (9.8)m** vs. US$ 1.5m in the same quarter of last year.

- **TCE –** DIS' daily spot rate was US$ 9,923 in Q1'21 vs. US$ 17,354 achieved in the same quarter of last year. Such negative variance relative to the first quarter of 2020 is attributable to the much weaker market conditions this year. In Q1'21, **49.5% of DIS'** employment days were 'covered' through TC contracts at an average daily rate of US$ 15,842 (Q1'20: 64.6% coverage at US$ 15,864/day). **DIS achieved a total daily average rate of US$ 12,853 in Q1'21** vs. US$ 16,391 in Q1'20.

- **Solid financial structure –** The challenging market in Q1'21 caused also a softening in DIS' asset values. DIS, however, can still count on a healthy financial structure, thanks the strong freight markets of the first half of 2020 and to the deleveraging plan implemented in the last few years, through vessel disposals and equity capital increases. DIS can therefore confront a near-term soft patch in the market, whilst retaining the strategic and operational flexibility deriving from a strong balance sheet. As at the end of Mar'21, DIS had a Net Financial Position (NFP) of US$ (562.0)m and **Cash and cash equivalents of US$ 56.1m.** DIS' **NFP (excluding IFRS16) to FMV ratio was of 68.5% at the end of Q1'21** vs. 65.9% at the end of FY'20, 64.0% at the end of FY'19, and 72.9% at the end of FY'18.

- **Exercise of purchase option –** In Feb'21, **DIS purchased the M/T High Priority, an MR vessel, built in 2005, for a consideration of US$ 9.7m**. 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 date and a purchase obligation at the end of the 5th year. This transaction is fully in line with DIS' strategy of reducing its financial leverage and break-even. In fact, the previous lease was substituted with a bank-loan financing at a much lower leverage and at a substantially lower cost of debt.

- **Share buyback program –** In Q1'21 DIS invested around € 0.3 million in share repurchases, in addition to around € 0.7 million already invested in FY'20. As at the end of Q1'21, DIS held nr. 18,326,911 own shares, representing 1.48% of its outstanding share capital.

DIS' overview and key financials

E-MARKET SDIR CERTIFIED

d'Amico International Shipping S.A.

A modern, high-quality and versatile fleet.

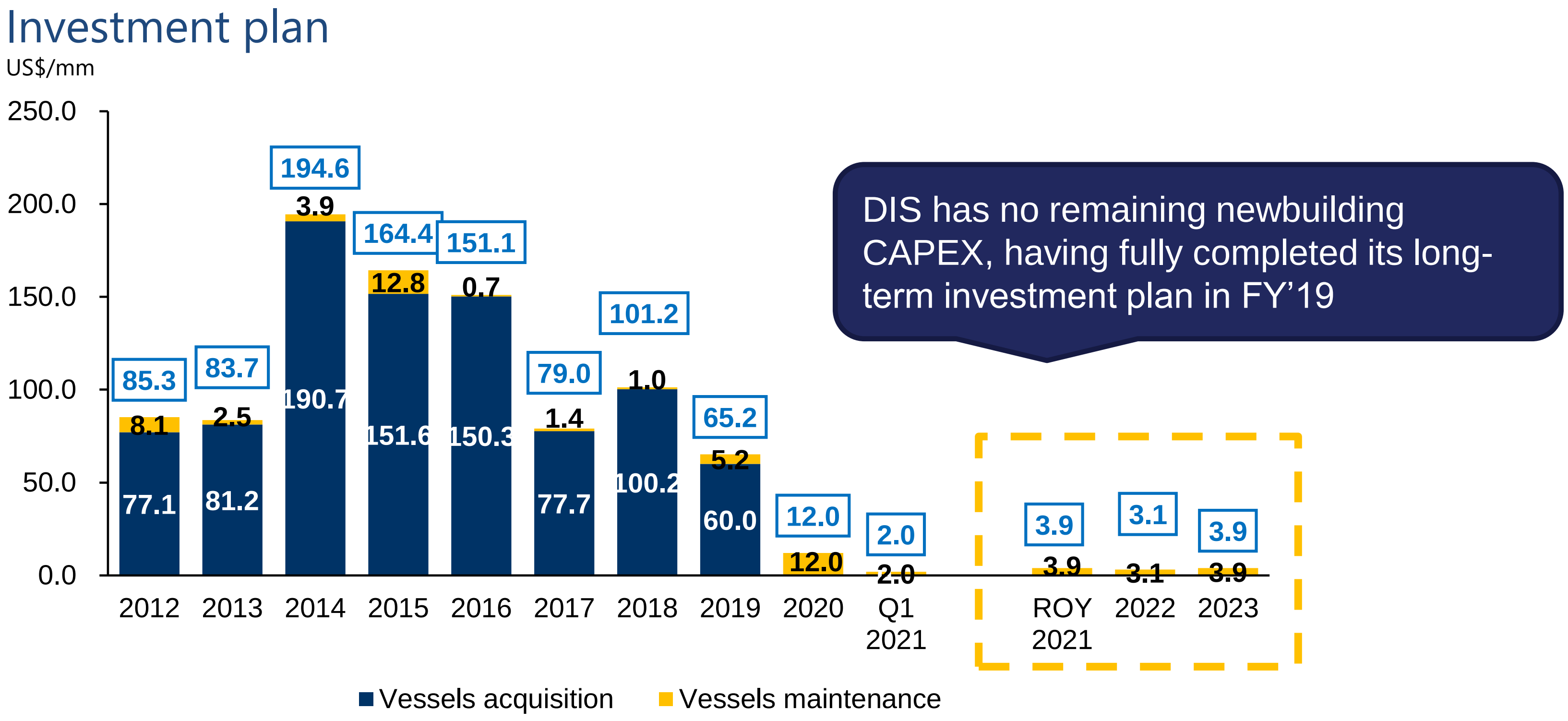
DIS Fleet[1]	March 31st, 2021				
	LR1	MR	Handy	Total	%
Owned	5.0	9.0	6.0	20.0	*52.6%*
Bareboat chartered	1.0	7.0	0.0	8.0	*21.1%*
Time chartered-in long-term	0.0	9.0	0.0	9.0	*23.7%*
Time chartered-in short-term	0.0	1.0	0.0	1.0	*2.6%*
TOTAL	**6.0**	**26.0**	**6.0**	**38.0**	***100.0%***

- DIS controls a modern fleet of 38.0 product tankers.
- Flexible, young and efficient double-hull fleet:
  - ✓ 76.3% IMO classed (industry average[2]: 39%);
  - ✓ An average age of the owned and bareboat fleet of 6.7 years (industry average[2]: 11.8 years for MRs and 11.8 years LR1s (25,000 –84,999 dwt));
  - ✓ 75% of owned and bareboat vessels and 74% of the entire controlled fleet is 'Eco-design' (industry average[2]: 25.9%).
- Fully in compliance with very stringent international industry rules and long-term vetting approvals from the main Oil Majors.
- **22 newbuildings ordered since 2012** (10 MRs, 6 Handys, 6 LR1s), all delivered between Q1'14 and Q4'19.
- **DIS' aims to maintain a top-quality TC coverage book**, by employing part of its eco-newbuilding vessels with Oil Majors, which for long-term contracts currently have a strong preference for these efficient and technologically advanced ships. At the same time, DIS' older tonnage is employed mainly on the spot market.

DIS has a modern fleet, a balanced mix of owned and TC-in vessels, and strong relationships with key market players.

1. Actual number of vessels as at the end of March'21.
2. Source: Clarkson Research Services as at April'21.

Rapidly declining CAPEX[1] commitments.



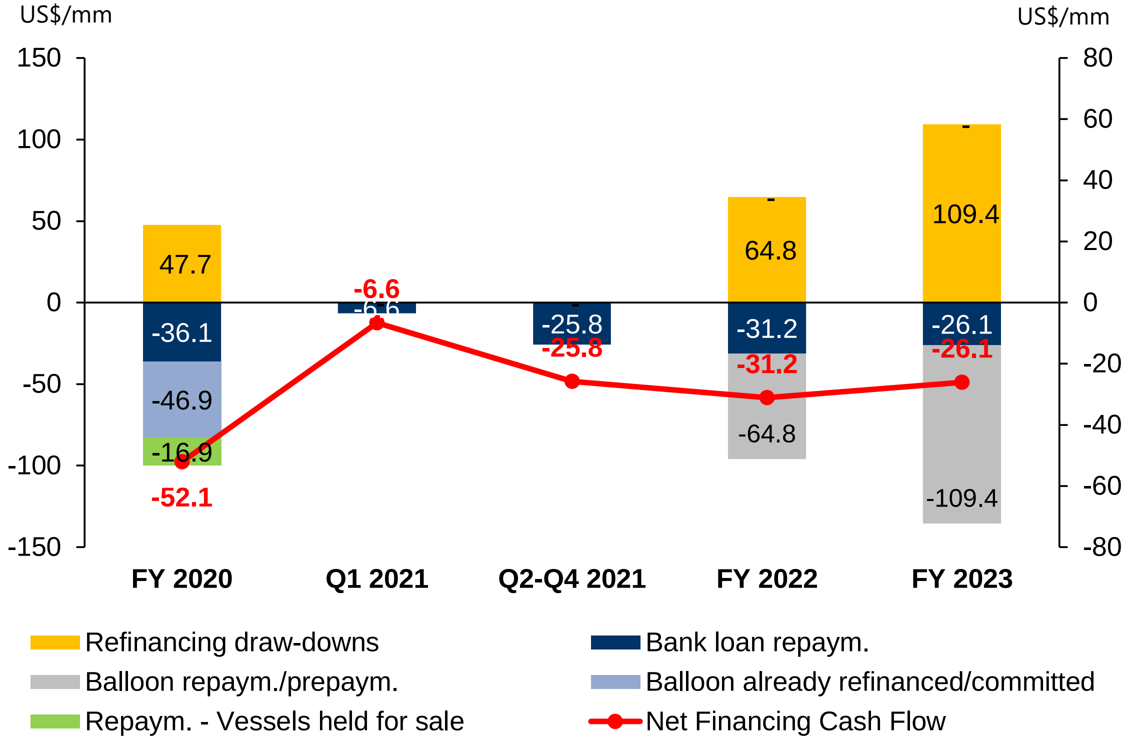
- DIS invested US$ 924.4m from FY'12 to FY'19, mostly related to the 22 newbuildings ordered since 2012.
- **DIS has no remaining investments for newbuildings**, since the delivery of its last LR1 in Oct'19.
- Maintenance CAPEX from 2021 to 2023 is likely to fall relative to figures included in the graph above, as DIS sells some of its older vessels.

DIS' large investment plan, which led to an important renewal of its owned fleet, consisting now mostly of eco-vessels, was completed in Oct'19. DIS' Capex fell substantially in 2020 and will continue declining in the next two years.

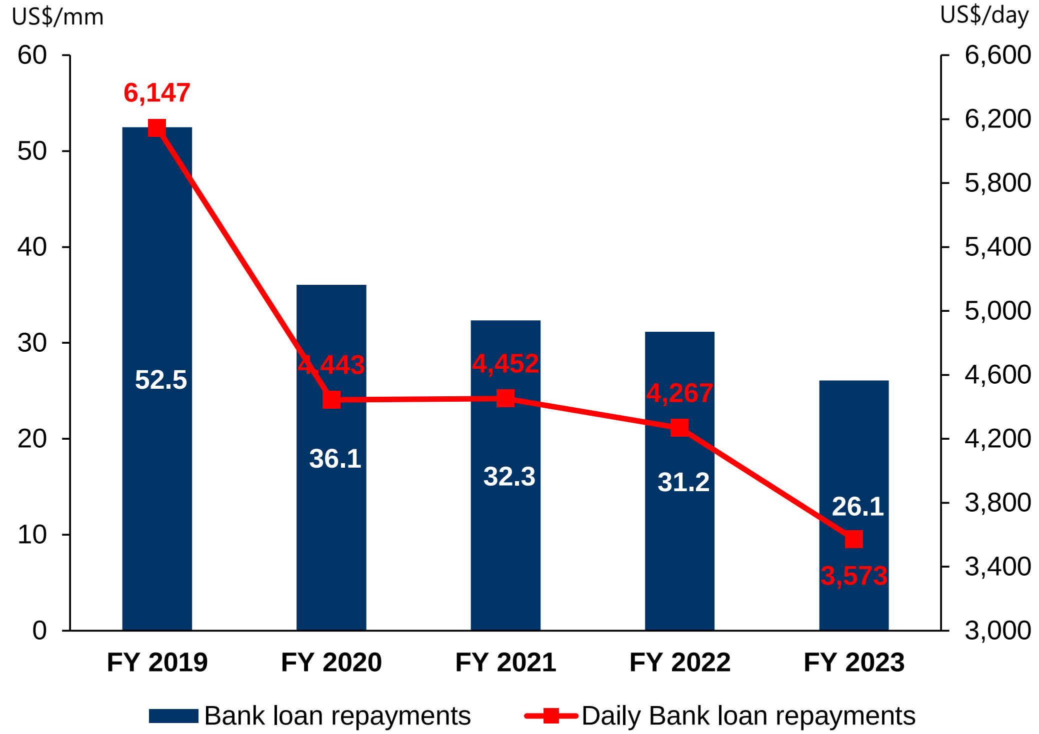
1. In addition to yard Instalments, total CAPEX includes also cost of supervision, first supply and the installation of one scrubber costing US$ 2.2 million on the last LR1 delivered in Oct'19.

Lighter bank debt repayments and low refinancing risk.

Forecasted bank debt financing cash-flow
(Excluding overdraft facilities)[1,2,3]



Daily bank loan repayment on owned vessels
(Excluding overdraft facilities)[1,2,3]



DIS does not have refinancing needs in 2021. The company since 2020 also benefits from significantly lower debt repayments, which will continue to fall over the next few years.

1. Based on the evolution of the current outstanding bank debt – with the exception of overdraft facilities.
2. Only balloon repayments are assumed to be refinanced. Some older vessels whose existing facilities' fully amortise during their respective terms (without balloons), are assumed to remain debt free thereafter.
3. Daily bank loan repayments is equal to bank loan repayments (excluding balloons), divided by owned vessel days.

DIS' purchase options on leased vessels.

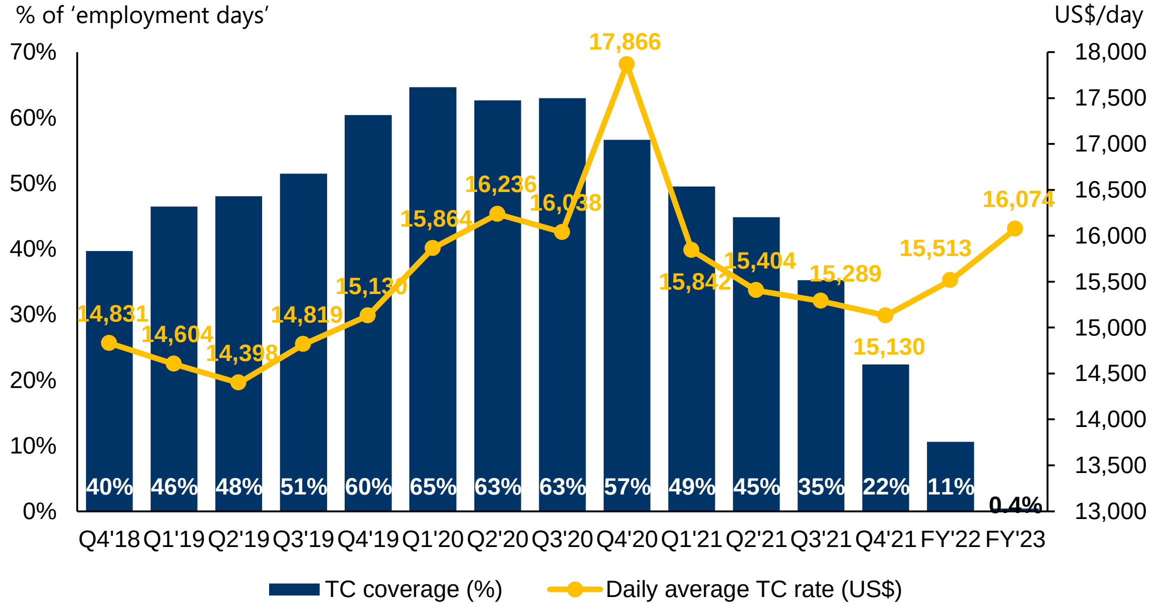
Vessel Name	Build Date	Purch. Option First Ex. Date	Purch. Obligation Date	First Ex. Option (In/Out of the money)[1]
High Priority[2]	Mar-05	Oct-19	Oct-22	Exercised in Q1'21
High Freedom	Jan-14	Feb-20	Feb-28	In the money
High Fidelity	Aug-14	May-20	May-27	In the money
High Trust	Jan-16	Jul-20	Jul-28	In the money
High Discovery	Feb-14	Sep-20	Sep-27	In the money
High Loyalty	Feb-15	Oct-20	Oct-28	In the money
High Trader[3]	Oct-15	Dec-20	Dec-28	Out of the money
High Voyager	Nov-14	Apr-21	Apr-29	In the money
Cielo di Houston	Jan-19	Mar-24	Sep-25	In the money

DIS has flexible purchase options on all its bareboat-in vessels, allowing it to acquire all the vessels with three months' notice from the first purchase option exercise date. Based on today's depreciated market values and their respective first exercise prices, all of these options except one are "theoretically" in the money. One of these options (High Priority) was exercised in Feb'21 and seven additional options are already exercisable as of today.

1. Market values as at December 31, 2020 depreciated linearly up to first exercise date (based on 25 years vessels' useful life less scrap value), less first exercise price.
2. On Feb 5 2021, DIS announced the exercise of its purchase option on the MT High Priority for a consideration of US$ 9.7m.
3. The purchase option on High Trader became exercisable in Dec 2020 and it was 'out of the money' as at the end of March 2021.

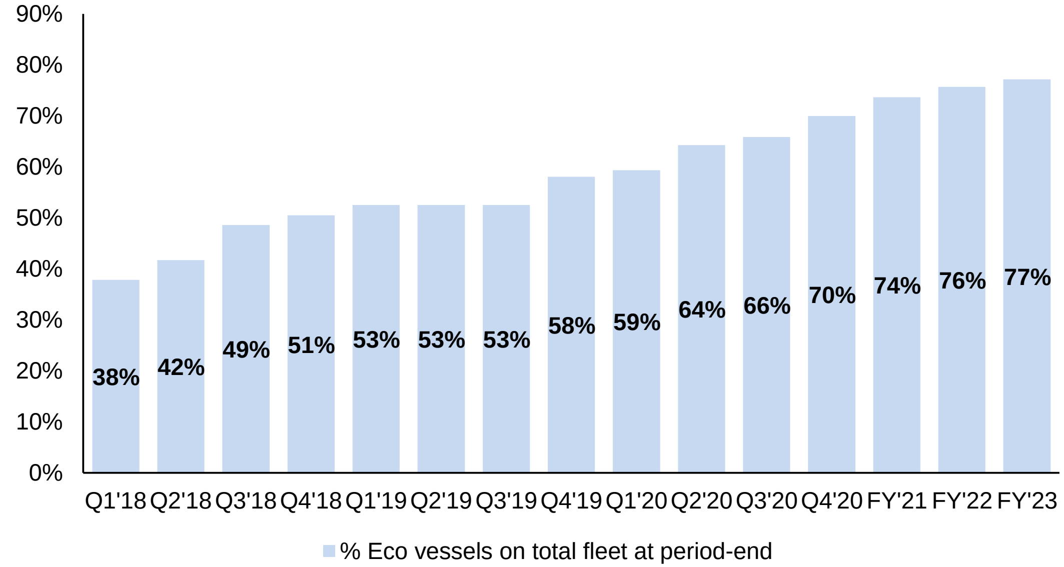
Contracts and fleet mix to drive future results.

Increasing average TC rates[1]



- After peaking in 2020, current contracts rates decline throughout 2021; the proportion of the fleet covered also falls gradually throughout the year.
- **TC contracts allows DIS to:**
  - ✓ **consolidate strategic relationships with Oil Majors** (Chevron, Exxon, Total, Saudi Aramco) and leading trading houses;
  - ✓ **hedge against spot market volatility** allowing DIS to secure TCE Earnings (Q2-Q4'21 US$ 53.2m; FY'22 US$ 21.7m; FY'23 US$ 0.9m, are already secured as of today);
  - ✓ **improve its Operating Cash Flow** (TC Hires are paid monthly in advance).
- **DIS aims usually for a TC coverage of between 40% and 60%.**
- For Q2'21, DIS has covered ~45% of its available vessel days at an average daily rate of US$ 15,404.

DIS' increasing % of 'Eco' fleet (based on all controlled vessels)

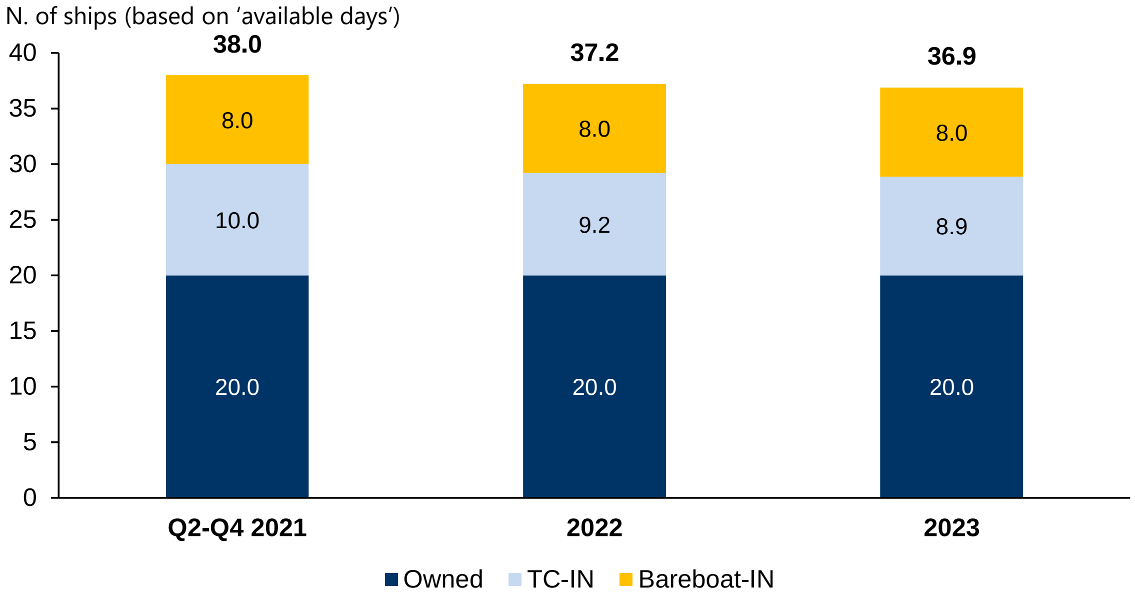


- **DIS' percentage of 'Eco' vessels** was of only 38% in Q1'18, increasing to 74% in FY'21 and **expected to reach 77% in FY'23.**
- **The eco percentage should rise even higher than indicated on the chart on the left,** as during the next two years DIS is likely to sell some of its older vessels in a stronger market.
- **An increasing percentage of 'Eco' vessels will increase DIS' earnings potential**, given the premium rates achieved by these vessels.

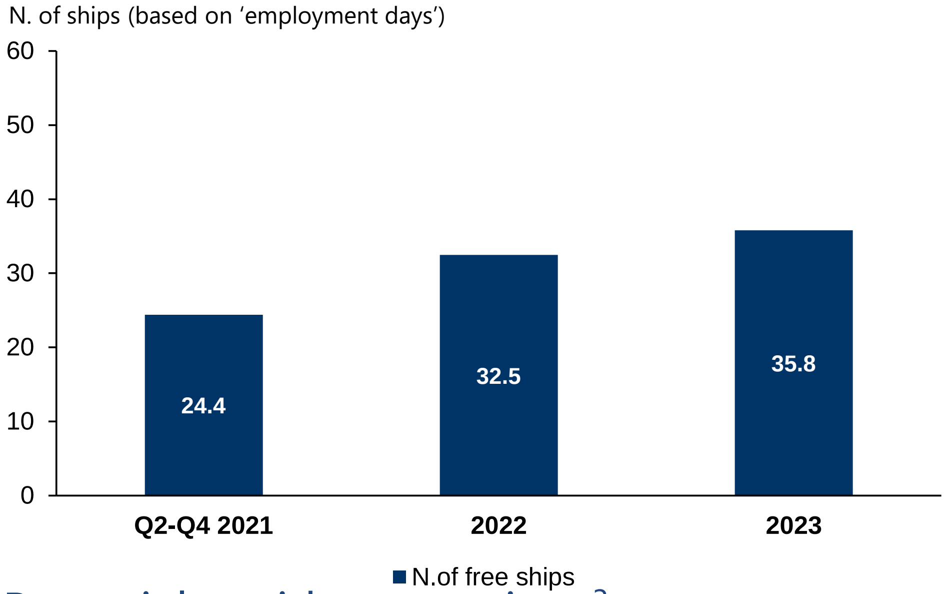
1. Situation based on TC 'employment days' (net of estimated off-hire days), and on current contracts in place, which are always subject to changes.

Large potential upside to earnings.

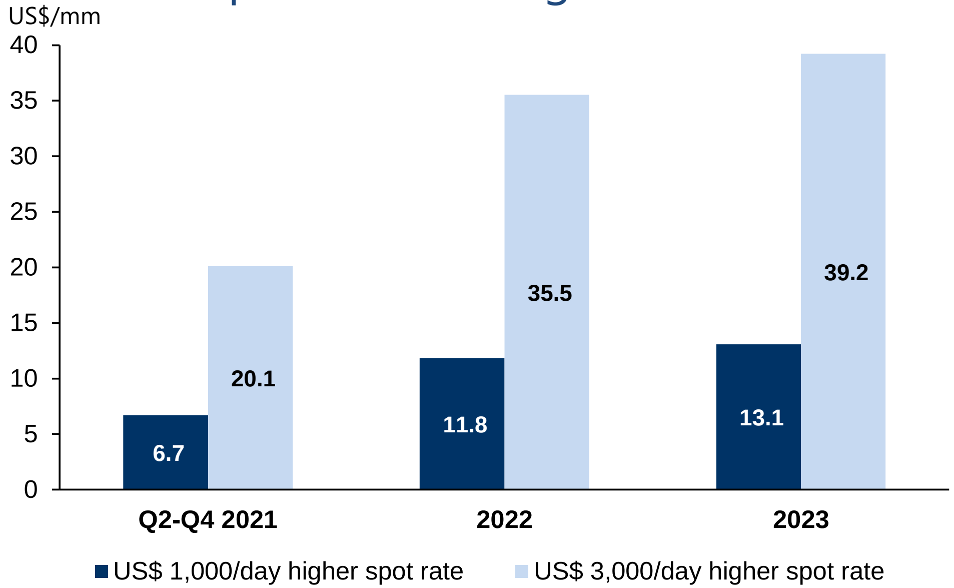
Estimated Fleet Evolution (Avg. N. of Vessels)[1,2]



Estimated Spot Exposure (Avg. N of Vessels)[3]



Potential upside to earnings[3]



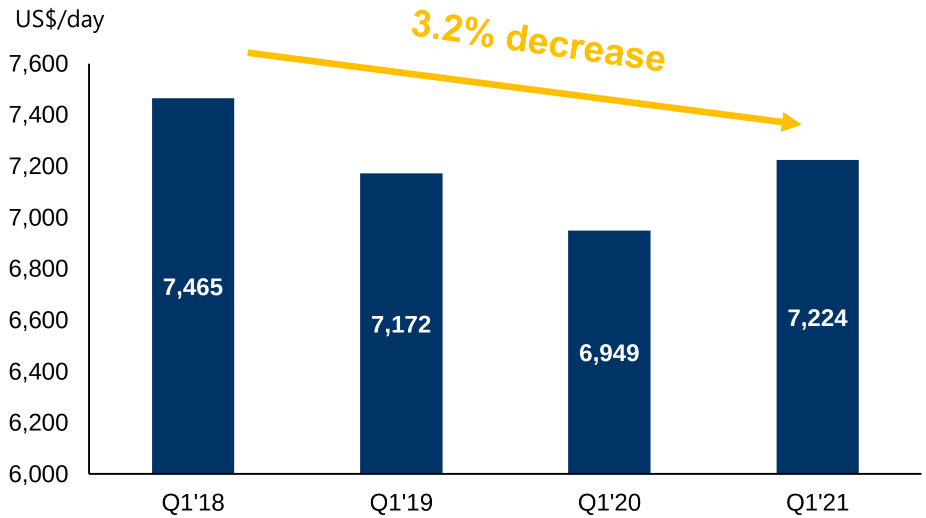
Based on DIS' estimated spot exposure, every US$ 1,000/day increase/decrease in spot rates equals to:

- **US$ 6.7m higher/lower net result and cash flow in Q2-Q4'21**;
- **US$ 11.8m higher/lower net result and cash flow in FY'22**;
- **US$ 13.1m higher/lower net result and cash flow in FY'23**.

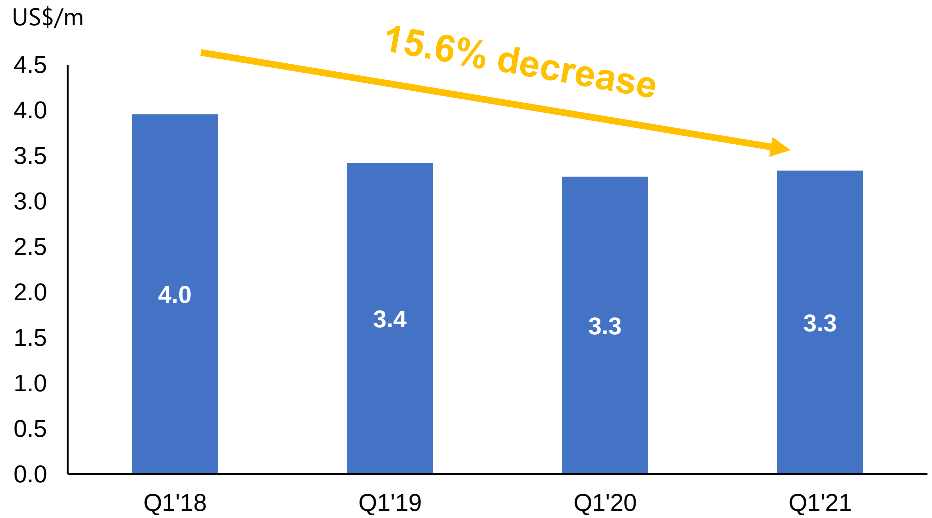
1. Average number of vessels in each period based on contracts in place as of today and subject to changes.
2. Based on total estimated 'available days'.
3. Based on estimated spot 'employment days' (i.e. net of estimated off-hire days).

DIS focused also on cost savings.

Daily Operating Costs – Owned and bareboat vessels[1]



General & Administrative Costs – Total Fleet



DIS has focused not only on increasing the top line but also on managing its vessels more efficiently, obtaining significant cost savings in the last years.

Operating costs in 2020 benefitted from some non-recurring positive effects linked to the Covid pandemic; currency effects also play a role in the Q1’ 21 increase in these costs.

1. Daily operating costs are equivalent to direct operating expenses (excluding costs related to TC-In vessels) divided by cost days of owned and bareboat-in ships.

Financial results. Net financial position

(US$ million)	**Dec. 31st, 2020**	**Mar. 31st, 2021**
Gross debt	(532.0)	(523.8)
IFRS 16 – additional liabilities	(96.4)	(98.5)
Cash and cash equivalents	62.1	56.1
Other current financial assets[1]	4.7	4.2
Net financial position (NFP)	**(561.5)**	**(562.0)**
Net financial position (NFP) excl. IFR16	**(465.2)**	**(463.5)**
Fleet market value (FMV)	**705.5**	**676.5**
NFP (excluding IFRS 16) / FMV	**65.9%**	**68.5%**

- **Net Financial Position (NFP)** of **US$ (562.0)m** and **Cash and cash equivalents of US$ 56.1m** as at the end of Mar'21 vs NFP of US$ (561.5)m at the end of FY'20 and of US$ (682.8)m at the end of FY'19;
- **The NFP (excluding IFRS16) to FMV ratio was of 68.5% as at the end of Mar'21** vs. 65.9% as at the end of Dec'20, 64.0% as at the end of FY'19 and 72.9% as at the end of FY'18. This improvement relative to 2018 is attributable to DIS' 2019 equity capital increase and to the Company's strong operating cash generation and additional vessel sales in FY'20, which was unfortunately partially offset by a recent decrease in its fleet's market value, due to the current challenging market conditions.
- In Q1'21, DIS **exercised its purchase option on the M/T High Priority, an MR vessel, built in 2005, for a consideration of US$ 9.7m**. 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 date and a purchase obligation at the end of the 5th year. DIS refinanced this vessel with a US$ 3.75m drawdown of a bank loan facility already secured at the end of last year.
- **US$ (2.0)m in investments** in Q1'21 comprise only drydock costs as DIS' long-term investment plan was fully completed in Q4'19. This amount was partially offset by a US$ 3.2 million reimbursement of a sellers' credit relating to the sale and TC-back of two MRs in 2017.

Despite a challenging market in Q1'21, which caused also a softening in asset values, DIS maintained a healthy financial structure as at the end of March'21, thanks to the deleveraging plan implemented in the last few years.

1. The amount as at 31.03.21 comprises short-term financial receivables of US$ 1.7 million, which mainly consist of funds deposited by d'Amico Tankers d.a.c. with financial institutions with respect to IRS contracts.

Financial results. Q1’21 Results

(US$ million)	Q1’20	Q1’21
TCE Earnings	**71.4**	**42.8**
Result on disposal of vessels	(0.6)	(0.5)
EBITDA	**33.0**	**14.2**
Asset impairment	(1.6)	-
EBIT	**13.9**	**(2.3)**
Net Result	**1.5**	**(9.8)**

Non-recurring items:

(US$ million)	Q1’20	Q1’21
Result on disposal of vessels	(0.6)	(0.5)
Non-recurring financial items	(2.3)	0.4
IFRS 16	(0.4)	(0.3)
Asset impairment	(1.6)	-
Total non-recurring items	**(4.8)**	**(0.4)**
Net Result excl. non-recurring items	**6.3**	**(9.3)**

- **TCE Earnings** – US$ 42.8m in Q1’21 vs. US$ 71.4m Q1’20. DIS’ **total daily average TCE was of US$ 12,853 in Q1’21** vs. US$ 16,391 in Q1’20 (see next slide for further details);

- **EBITDA** – **US$ 14.2m in Q1’21** compared with compared with US$ 33.0 million in the same quarter of last year, whilst DIS’ **operating cash flow was positive for US$ 6.6 million** compared with US$ 25.7 million generated in the same quarter of last year.;

- **Net Result** – **US$ (9.8)m Net loss in Q1’21 vs. US$ 1.5m Net profit in Q1’20**. Such negative variance is mainly attributable to a much weaker product tanker market relative to the first quarter of 2020.

Due to the difficult market of the first three months of the year, DIS recorded a net loss of US$ (9.8)m in the period. However, DIS was able to limit the negative effects of the weak freight markets thanks to its prudent commercial strategy and a solid financial structure.

Financial results. Key operating measures

Key Operating Measures	Q1 2020	Q2 2020	Q3 2020	Q4 2020	FY 2020	Q1 2021
Avg. n. of vessels	46.0	44.4	41.9	40.4	43.2	38.8
Fleet contact coverage	64.6%	62.6%	63.0%	56.6%	61.9%	49.5%
Daily TCE Spot *(US$/d)*	**17,354**	**25,118**	**12,866**	**11,699**	**16,771**	**9,923**
Daily TCE Covered *(US$/d)*	15,864	16,236	16,038	17,866	16,429	15,842
Daily TCE Earnings *(US$/d)*	16,391	19,555	14,864	15,192	16,560	12,853

- DIS' **daily average spot TCE** was of **US$ 9,923 in Q1'21** vs. US$ 17,354 in Q1'20, as a result of the much weaker market relative to the same quarter of last year

- At the same time and in line with its strategy, DIS maintained a good level of **coverage** (fixed-rate TC contracts) throughout Q1'21, securing through period contracts an average of **49.5%** of its available vessel days **at a daily average TCE rate of US$ 15,842** (Q1'20: 64.6% coverage at US$ 15,864/day).

- DIS' **total daily average TCE (Spot and Time charter)** was of **US$ 12,853 in Q1'21** vs. US$ 16,391 in Q1'20.

Thanks to TC contracts representing 49.5% its available vessel days, DIS was able to achieve a total daily TCE of US$ 12,853 in Q1'21, significantly outperforming the prevailing markets.

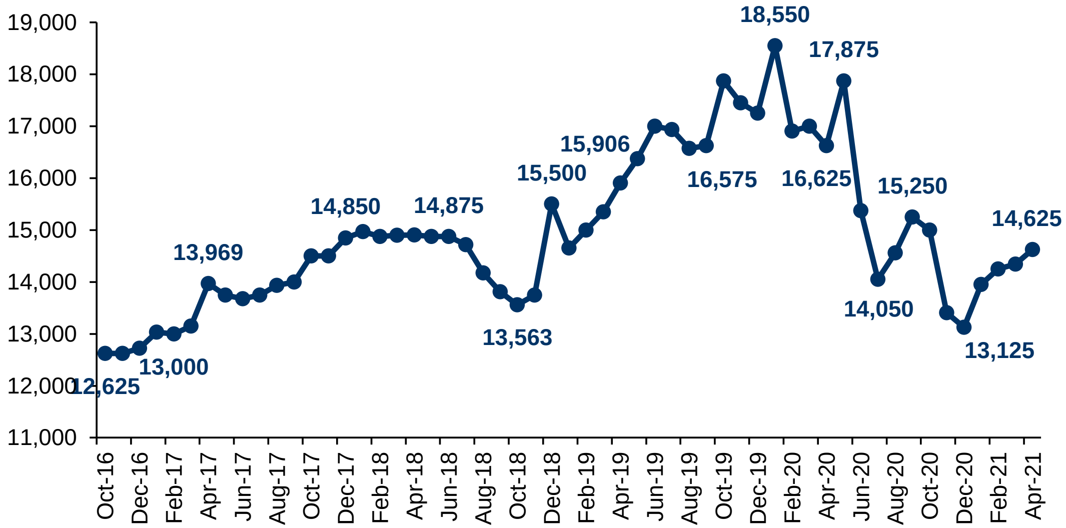
Market overview – market fundamentals

E-MARKET SDIR CERTIFIED

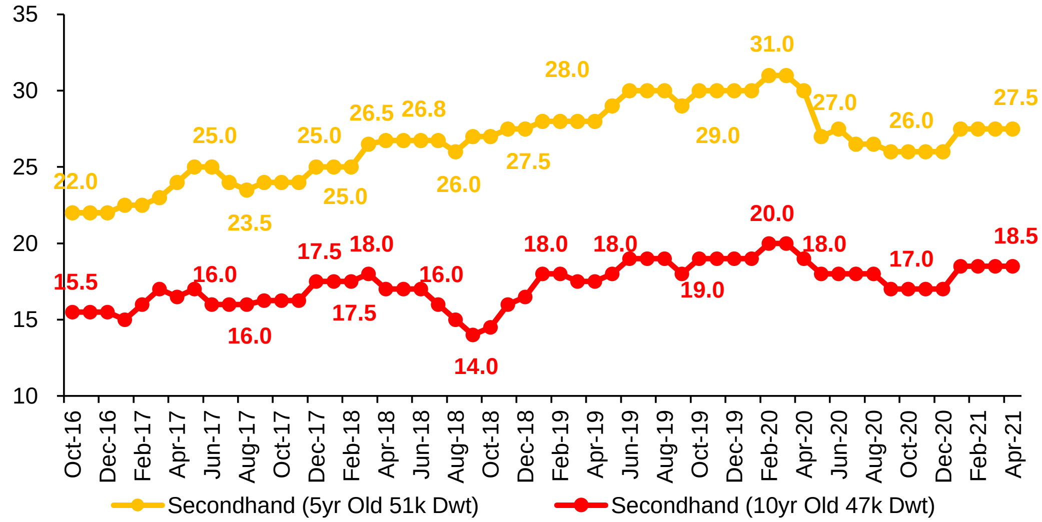
d'Amico International Shipping S.A.

TC rates and asset seem to have bottomed.

1 Year TC MR (Eco) rate[1]



5 & 10 year-old MR values[1]

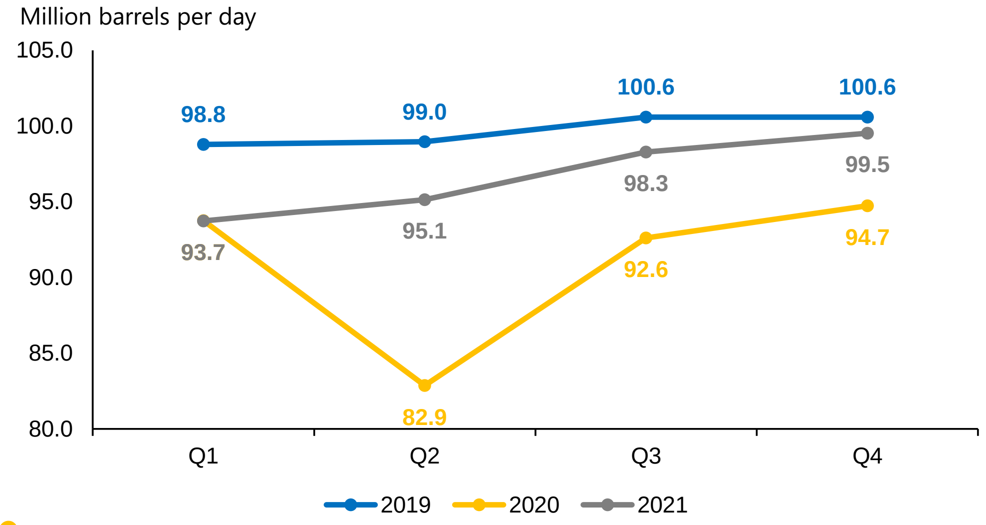


Albeit with some volatility, TC rates moved gradually up between October 2016 and May 2020, when they initially spiked because of Covid-19 before collapsing in the second-half of the year. TC-rates have experienced a small uptick in the first months of 2021. Asset values were more stable but followed a similar pattern.

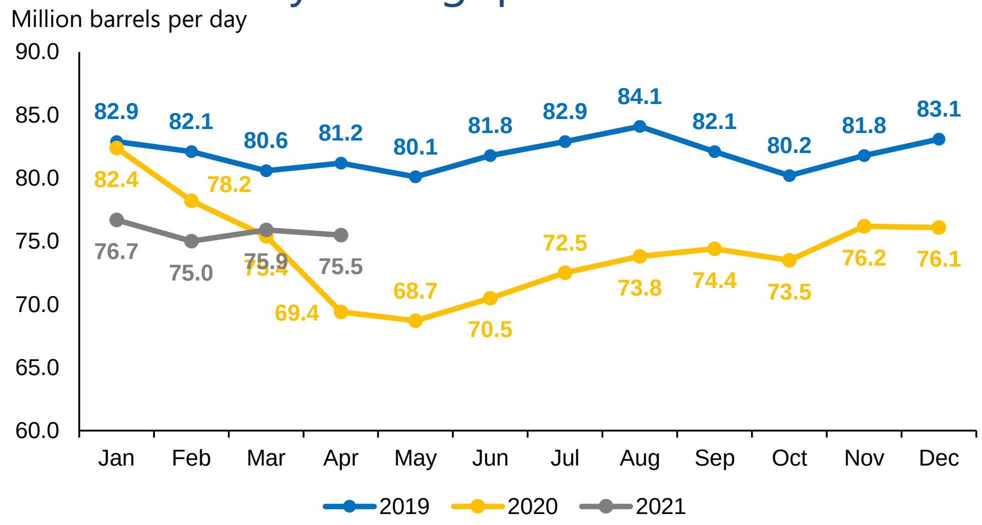
1. Source: Clarkson Research Services as at Apr'21.

Oil demand and refining throughputs recovering.

Global oil demand[1]



Global refinery throughputs[1]



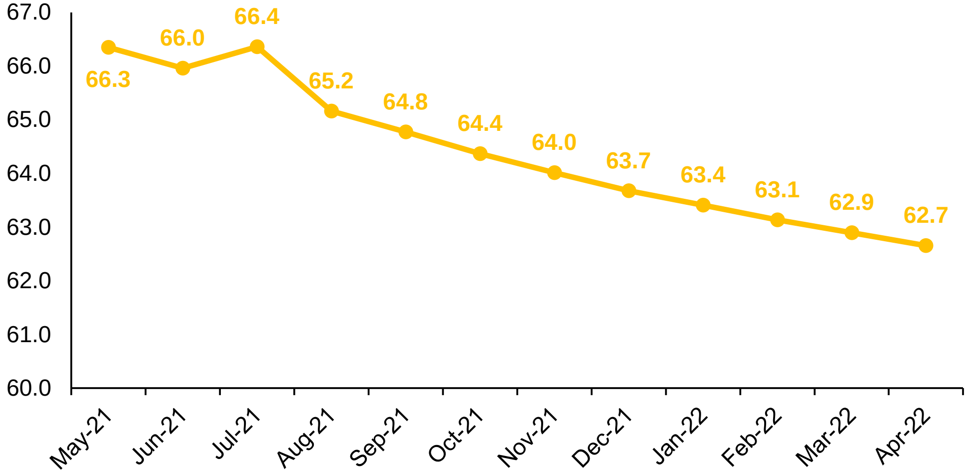
- In 2020, the reduction in oil demand linked to COVID-19 was unprecedented, according to the IEA, oil consumption, which was of 91.0m b/d fell by a record 8.7m b/d relative to the previous year. Nearly two-thirds of the decline occurred in the OECD, which was hit much harder by the Covid-19 pandemic.
- The IMF[2] recently raised its forecast for 2021 and 2022 global GDP growth to 6.0% and 4.4%, respectively. The improved outlook led the IEA to increase its global oil demand forecast for 2021 by 0.23m b/d, despite weaker-than-expected data for Q1. **World oil demand is now expected to expand by 5.7m b/d in 2021 to 96.7m b/d**. The upgrade was largely driven by the US and China. However, the recovery remains fragile due to the number of Covid cases surging in some major consuming countries (mainly Brazil and India).
- According to the IEA, **global refining activity** for Q1'21 was down 2.9m b/d relative to Q1'20, to 75.6m b/d, but **between April and August '21 is forecasted to expand by a sharp 6.8m b/d to 82.3m b/d**, as activity picks up to meet rising demand for refined products.
- The first indications of growth in the refining sector have already started to emerge. China, the US and Middle East are leading the way, while much of Europe remains under pressure from lockdowns amid a worsening Covid crisis.

A recovery in demand and refining throughputs is ongoing, with an acceleration anticipated over the next few months.

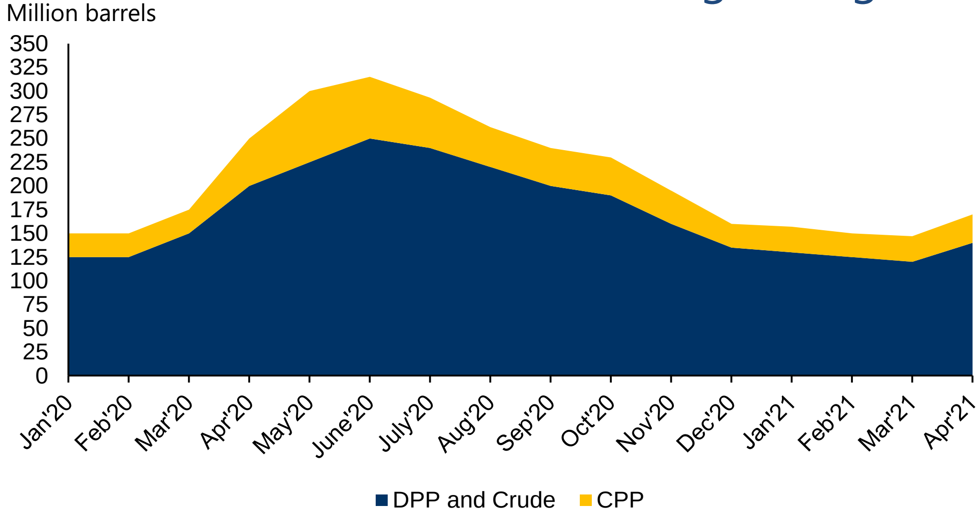
1. Source: IEA as at Apr'21.
2. IMF – World Economic Outlook – Apr'21

Large but temporary build-up in floating storage.

Crude oil price (Brent, US$ bbl), forward curve[1]



CPP vs DPP and Crude Oil Floating Storage[2]



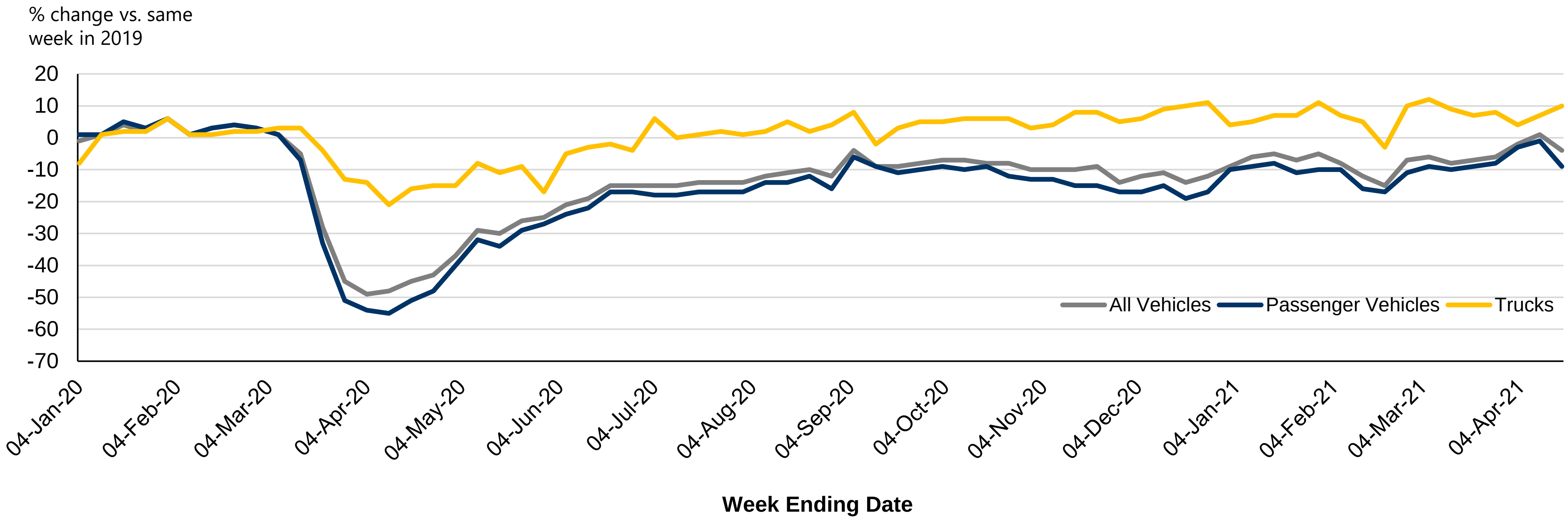
- The large drop in oil demand resulting from Covid-19 as well as the breakdown of OPEC+ negotiations in early March, which resulted in a temporary sharp increase in oil production, has led to a huge oversupply of oil, resulting in a sharp drop in prompt oil prices and the forward oil price curve moving into steep contango.
- As onshore facilities started to rapidly fill-up, oil started to be stored onboard vessels. According to Kpler and various broker reports, **floating storage of clean refined products increased from 25m barrels in December 2019 to a peak of 75m barrels as at early May 2020.**
- In response to this oversupply, OPEC+ cut production by around 10 million b/d with other voluntary shut-downs leading to a reduction in supply of almost 14 million b/d.
- The tighter market resulting from this supply curtailment eventually sent the forward oil price curve into a steep backwardation with **floating storage of clean refined products having come full circle and falling sharply to 25 million barrels by the end of '20**, and holding at around the same levels as at the end of April '21.
- On April 1 2021, **OPEC+ agreed to raise crude oil production by 2.1m b/d from May to July**, in order to keep the market better supplied when demand starts to accelerate in H2'21.

The market has been rapidly rebalancing with all the Covid related increase in floating storage unwound by the end of FY'20.

1. Source: 2020 ICE Data Derivatives, Inc. (formerly known as Super Derivatives Inc.) as at Apr 28,'21.
2. Source: Various shipbrokers as at Apr'21.

Near-term demand green shoots: vehicles are rolling.

Percentage change in US interstate vehicle miles traveled (VMT) relative to the same week of 2019[1]



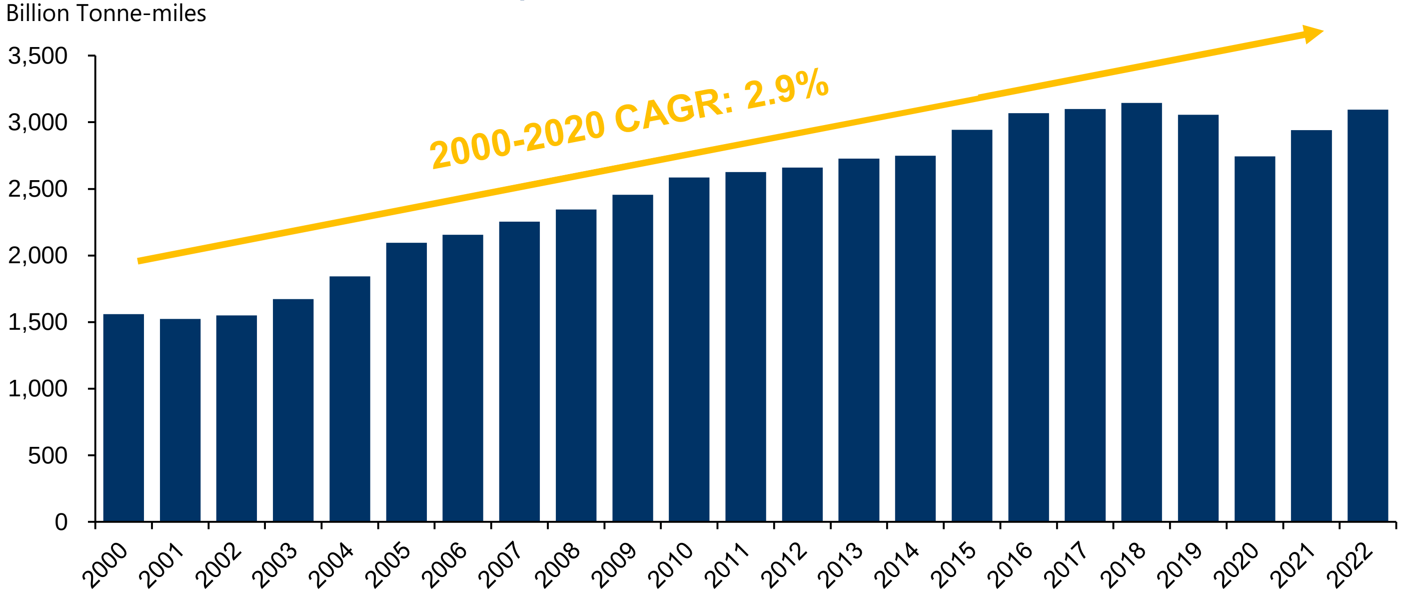
- Vehicle miles driven in the US have almost returned to pre-COVID levels, with an especially strong showing for trucks, driven also by the surge in online purchases.
- Also, individuals seem to be driving their cars more often to avoid public transportation and vehicles sales in the US are surging.
- Similar trends are being witnessed in other countries, such as:
  - Japan, where an explosion for drivers-license applications signals a lasting shift to car travel;
  - Hong Kong where traffic is already twice as congested as in 2019;
  - The streets of Tel-Aviv, Moscow and Bucharest, which are now all busier than they were before the pandemic, according to TomTom NV.

Vehicle miles driven in the US as well as in several other countries have been rising rapidly, spurring gasoline consumption.

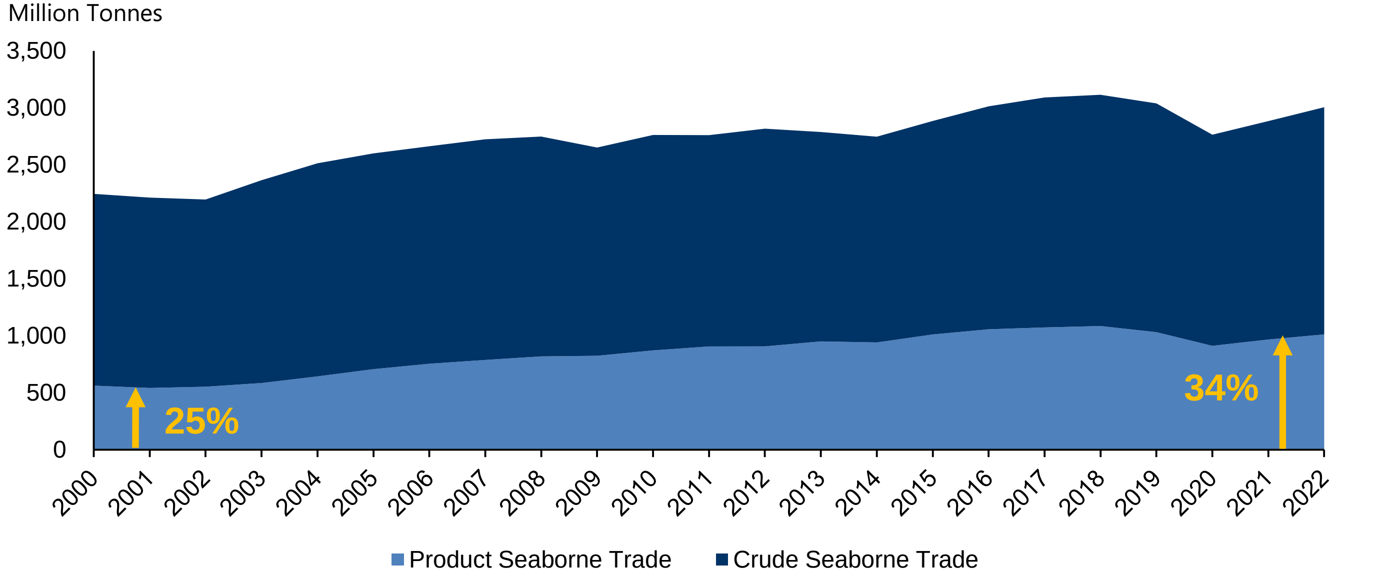
1. Source: US Department of Transportation, Federal Highway Administration, "Weekly Travel Volume Report": estimates the vehicle miles traveled (VMT) for interstate highways and how the total travel measured by VMT compares with travel that occurred in the same week of the previous year.

Longer-term: healthy and resilient demand growth.

World seaborne refined products trade[1]



Product share of Oil Seaborne trade[1]

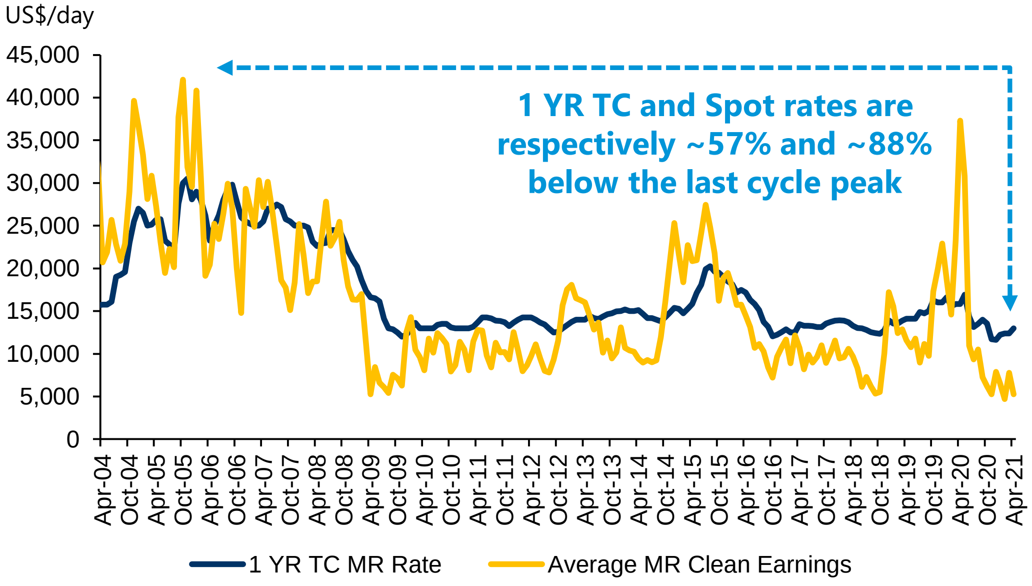


- Seaborne oil product trade demand has contracted in 2019 and fell sharply in 2020 before an expected sharp rebound in 2021 and 2022; **it grew at a CAGR of 3.6% between 2000 and 2019 and is expected to grow at a CARG of 6.2% between 2020 and 2022.**
- Furthermore, refineries are increasingly being built far from the main consuming areas, contributing to a rise in volumes transported by sea, and average distances sailed.
- Unsurprisingly, refined products have increased their share of the total oil seaborne trade from 25% in 2000 to 33% in 2020.

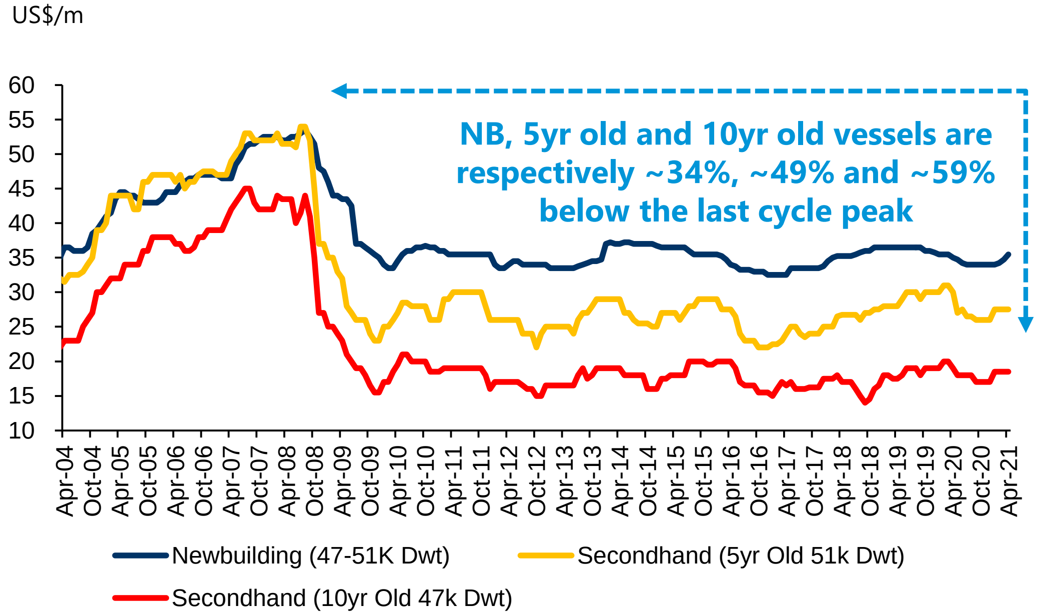
1. Source: Clarkson Research Services as at Apr'21.

Longer-term: large potential upside to asset values.

Historical MR TC and spot rates[1]



Historical MR asset values[1]

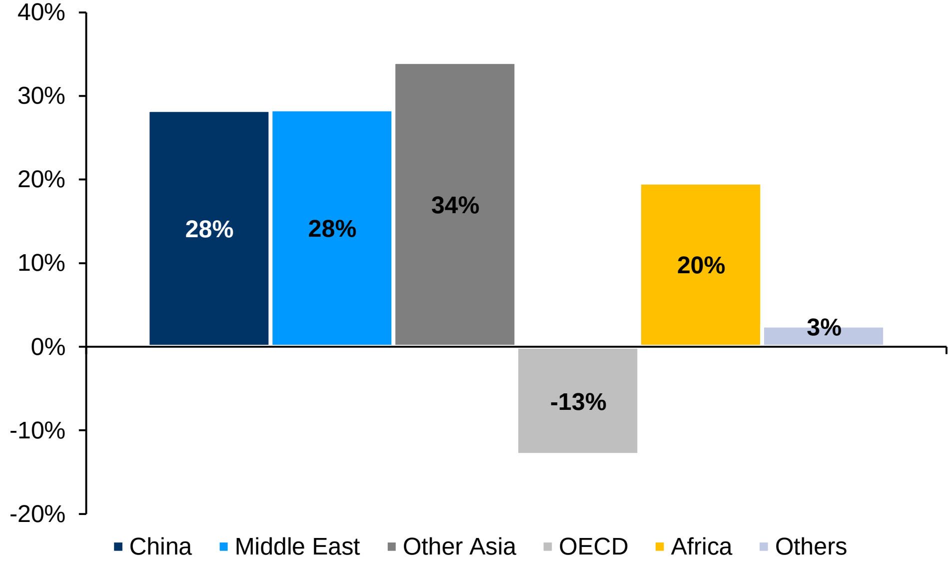


Current asset values are well below cycle peaks, providing a very attractive potential upside.

1. Source: Clarkson research services as at Apr'21.

Longer-term: dramatic changes in the refinery landscape.

Portion of net refinery capacity additions '21-'26



- Global refinery crude distillation capacity should rise by 4.8m b/d in the '21-26 period. Most of the expansion in the '21-26 period is expected in China (+1.4m b/d) and in the Middle East (+1.4m b/d).
- ~91% of the planned refinery net capacity additions in the '21-'26 period are in Asia and the Middle East.
- **The large increase in refining capacity in the Middle East** (0.5 million b/d in FY'20 and 0.8 million b/d expected between FY'21 and FY'22) **is likely to be very beneficial for product tankers, since it should also entail long sailing distances, as a large portion of their output is likely to be exported to Asia.**

- Older refineries in particular in Europe but also in other areas such Australia/New Zealand and the US have been suffering from poor margins and were destined for closure due to planned ramp-up in capacity from more modern refineries in the US and Asia. Covid-19 has accelerated this process with announcements of **~1.9 mbpd of confirmed capacity closures/conversions**, of which ~60% is expected to occur in FY'21.
- The majority of these announcements have been driven by the oil majors rationalising their refining footprint across the world. In fact, ~40% of confirmed capacity closures/conversions is expected to occur in the US, ~11% in Europe and ~15% in Australia/New Zealand.
- An **additional ~0.6 mbpd of capacity closures is currently under assessment**, of which ~45% is expected to occur in Europe and ~55% in Australia/New Zealand.
- According to the IEA, over the next few years, Europe and all the regions of the southern hemisphere are expected to remain reliant on product imports from the United States, Russia, the Middle East and China.

1. Source: IEA-Oil 2021 Market Report Series (Mar'21)

Longer-term: all Oceania's refineries at risk of closure.

Company	Refinery Location	Capacity (kbpd)	Notes
Refining NZ	New Zealand	45	To operate at reduced capacity in 2021
BP	Kwinana (Australia)	146	Converting to import terminal
Exxon Mobil	Altona (Australia)	90	Converting import terminal
Refining NZ	New Zealand	90	Still evaluating transition of reduced capacity to import terminal
Viva Energy	Geelong (Australia)	128	Considering long-term viability of asset
Ampol	Lytton (Australia)	109	Evaluating transition to terminal, continue op's or closure
Total		608	

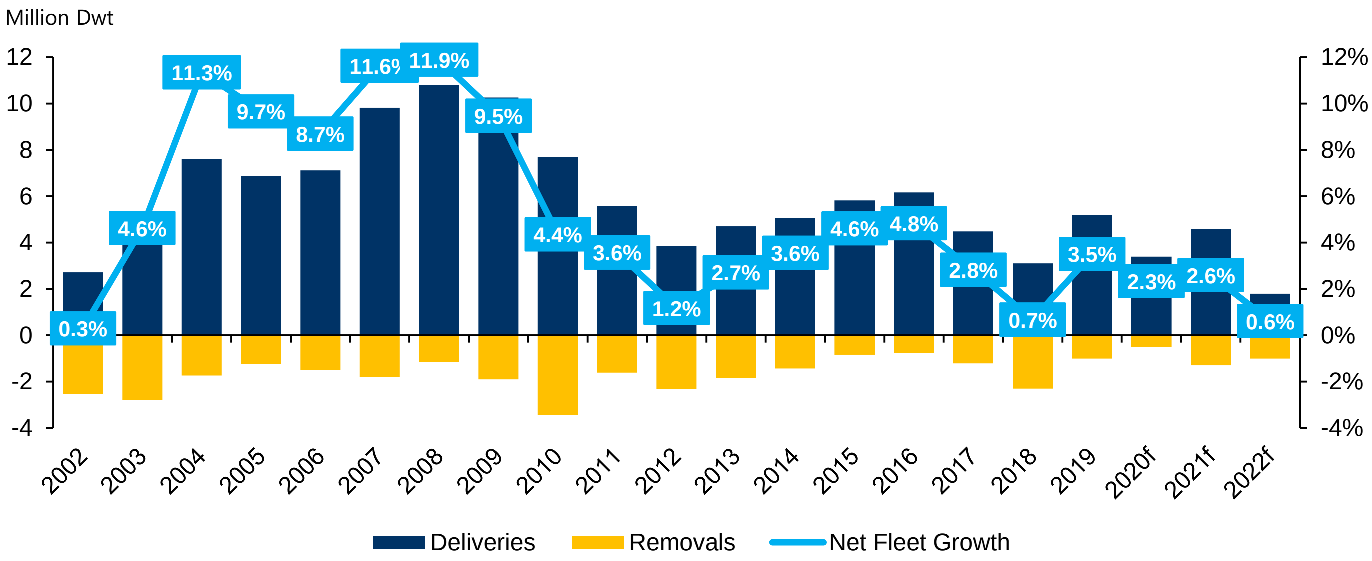
- **Back in 2010, Australia had 10 operating refineries, with a capacity of 740 kbpd. As of today, only 4 refineries are left with a capacity of ~473 kbpd**.
- **The recent decisions by BP and Exxon to close respectively their Kwinana and Altona refineries, will leave Australia with only 2 refineries, whose future is also highly uncertain**. The largest one, the Vitol Viva Refinery in Geelong has accepted a subsidy from the Australian federal government to stay open at least until the end of June 2021. Whilst, Ampol has announced a "comprehensive review" of its Lytton refinery in Brisbane. Therefore, it is possible that Australia will not have any domestic refinery industry in a few years.
- New Zealand is following a similar path and will probably soon need to import 100% of its refined oil products.
- Australia and New Zealand imports of refined products grew from 25% of total demand in 2010 to 54% in 2019. According to Poten & Partners, the recently announced conversions of refineries into import terminals is expected to increase this percentage to ~80% by the end of 2021.

Oceania's refineries low margins and the continued growth of large-scale export-oriented refineries in Asia and the Middle East have made it no longer economically viable to operate refineries locally. This should substantially increase imports of refined products into the region, providing a significant boost to product tankers' ton-mile demand.

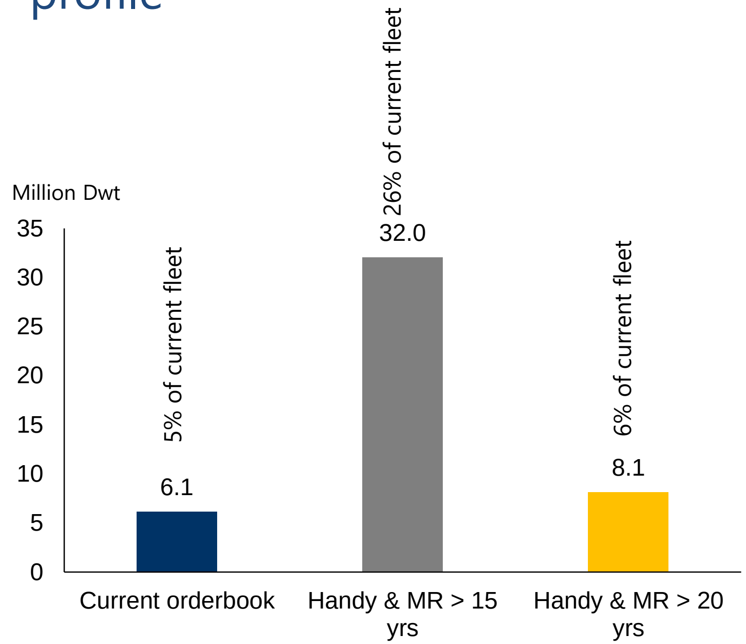
1. Source: Goldman Sachs Equity Research "The Future of Refining", Jan'21 (with the addition of Exxon Mobil's Altona refinery whose closure was announced on Feb 10 2021) and Poten & Partners, Feb'21.

Slowing fleet growth.

MR & LR1 deliveries and scrapping (m dwt) (lhs), and net fleet growth (%)[1] (rhs)



Current MR & LR1 fleet age profile[1]

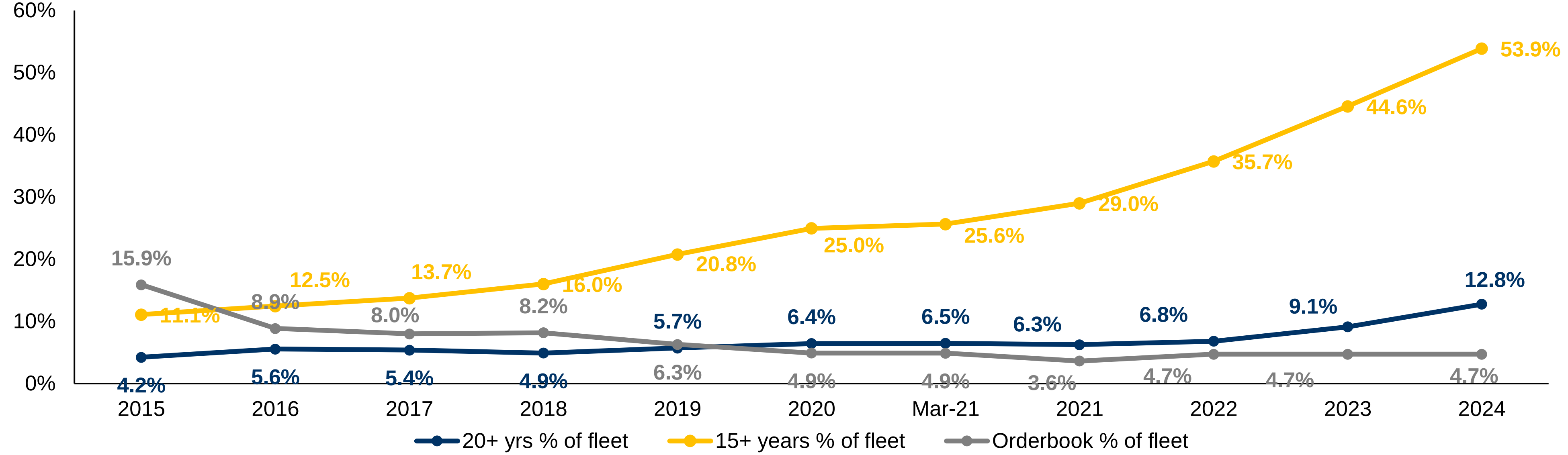


Scheduled deliveries are slowing. Even with limited scrapping, fleet growth is expected to be of only 2.6% in 2021 and 0.6% in 2022.

1. Source: Clarkson Research Services as at Apr'21 and Clarksons Oil & Tanker Trades Outlook – Apr'21

Rapidly ageing product tanker fleet.

Historical and forecasted fleet composition by age (MRs and LR1s) (dwt, as at period end)[1]



- The proportion of vessels which have more than 15 and 20 years has been rising rapidly and this trend is expected to accelerate over the coming years as many of the vessels that were delivered during the last 2003-2008 super cycle cross these age thresholds.
- Vessels that are more than 15 years old cannot call at certain terminals and several oil majors will not charter them, especially for long-term periods.
- In addition, several oil majors and leading trading houses recently signed the Sea Cargo Charter through which they commit to disclose the emissions of the vessels they charter. These players will therefore have a strong preference for chartering younger, less polluting tonnage.
- Older vessels are therefore increasingly moving to marginal trades, occasionally also involving sanctioned parties, so even if they wanted to move back to more mainstream routes, it might not be possible for them do so.

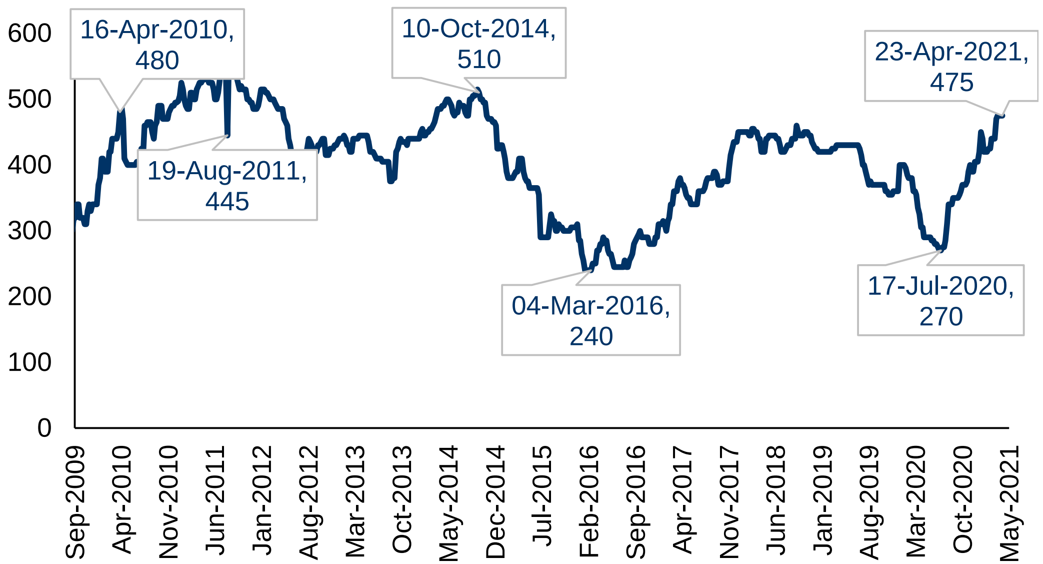
The ongoing sharp increase in the proportion of older vessels, should spur demolition and favor players with younger fleets such as DIS.

1. Source: Clarksons Research as at April 2020 and management estimates, including that new vessels ordered each year are equivalent to 2.5% of the previous year-end fleet and that demolitions each are equivalent to 25% of the previous year-end fleet.

Confluence of forces constraining fleet supply.

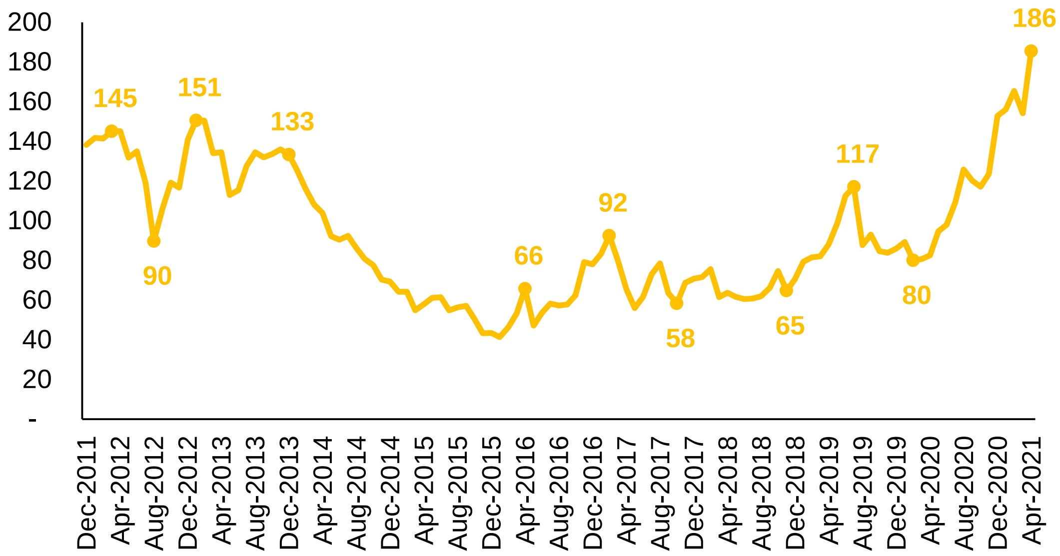
Scrap Steel Price[1]

US$/ldt



Iron Ore Price[2]

US$/Ton

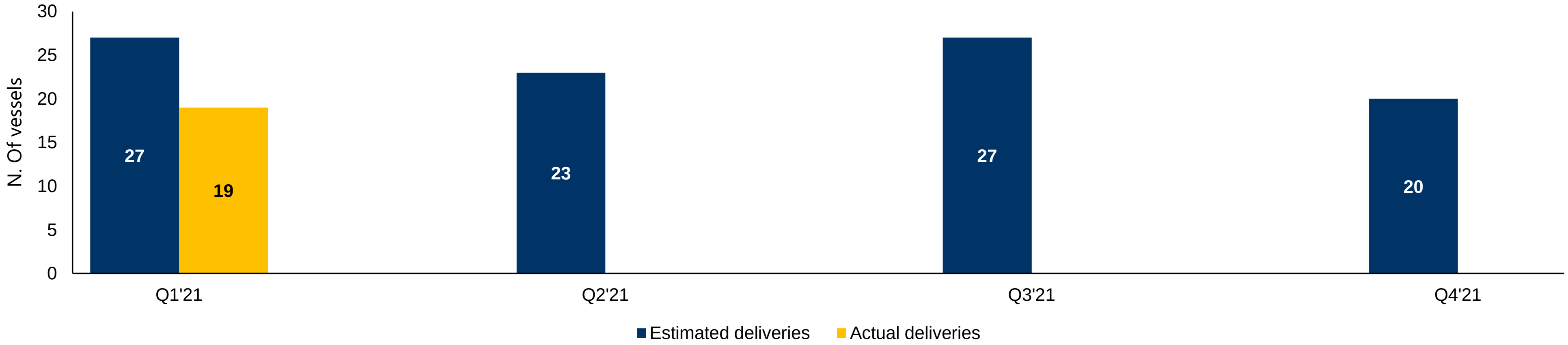


- The restocking phase following the pandemic, in addition to the important fiscal stimulus and infrastructural plans in several large economies is and is expected to continue spurring demand for **iron ore and steel, whose prices are currently near their 10-year highs**. This is likely to encourage demolitions on the one hand and to discourage newbuilding orders on the other hand, as construction prices rise.
- **Demolitions are also likely to be stimulated by the new regulations requiring owners to measure and meet targets for their fleet's Carbon Intensity Indicator (CII) and Energy Efficiency Existing Ship Index (EEXI)**. The least efficient vessels might need to derate their engines and/or sail slower, reducing effective capacity and the competitiveness of older tonnage. Furthermore, in Europe an Emission Trading Scheme (ETS), likely to be effective from early '23 and whose details still need to be approved, will also penalise the most polluting vessels.
- The leading shipping banks have signed the Poseidon Principles through which they commit to reduce the CO^2 footprint of the vessels they finance. **Older vessels are therefore finding it increasingly difficult to find bank financing**, which is usually either not available or is much more expensive and at lower leverage ratios.

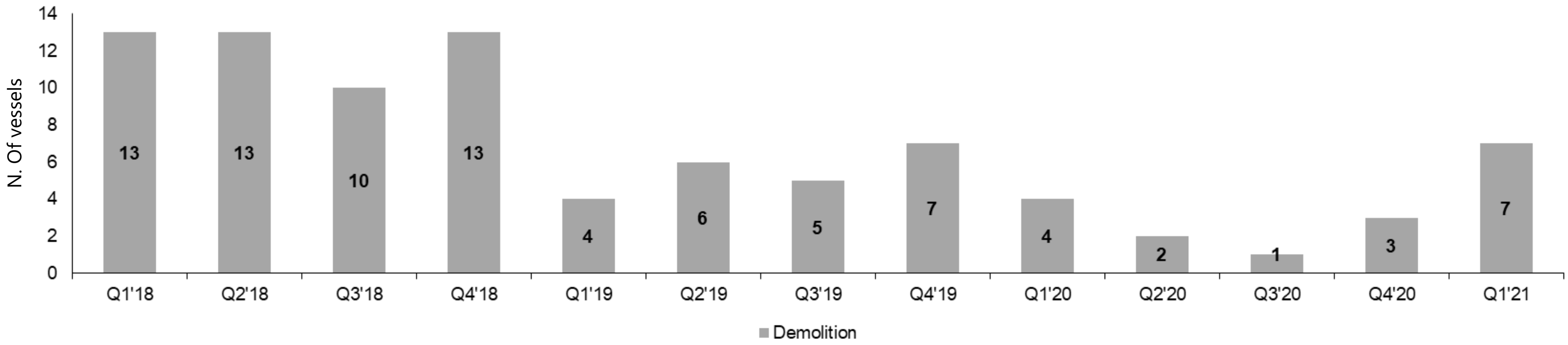
1. Source: Clarksons Research India Scrap Price (Suezmax/Aframax Tanker) – Apr'20.
2. Source: Bloomberg, as at 30 April '20

A pick-up in demolitions expected in 2021.

MR & LR1 deliveries, 2021[1]



MR & LR1 demolitions, 2018-2020[1]

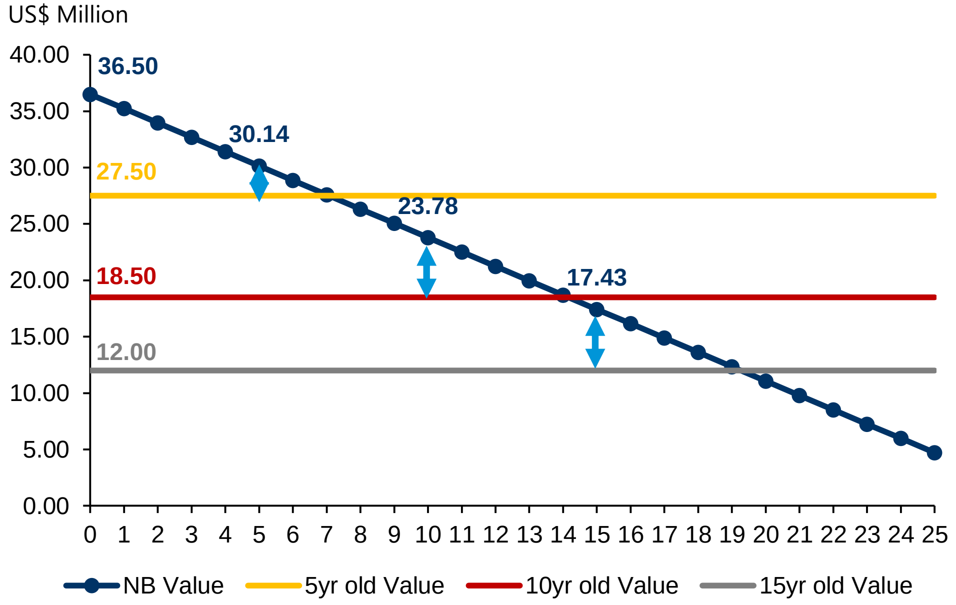


Demolitions, which were minimal in FY'20 since demolition yards were closed most of the time, have been rising over the last few quarters and are expected to further accelerate, contributing to slow fleet growth over the next two years. Clarksons estimates 94 MRs and 3 LR1s will be delivered in 2021.

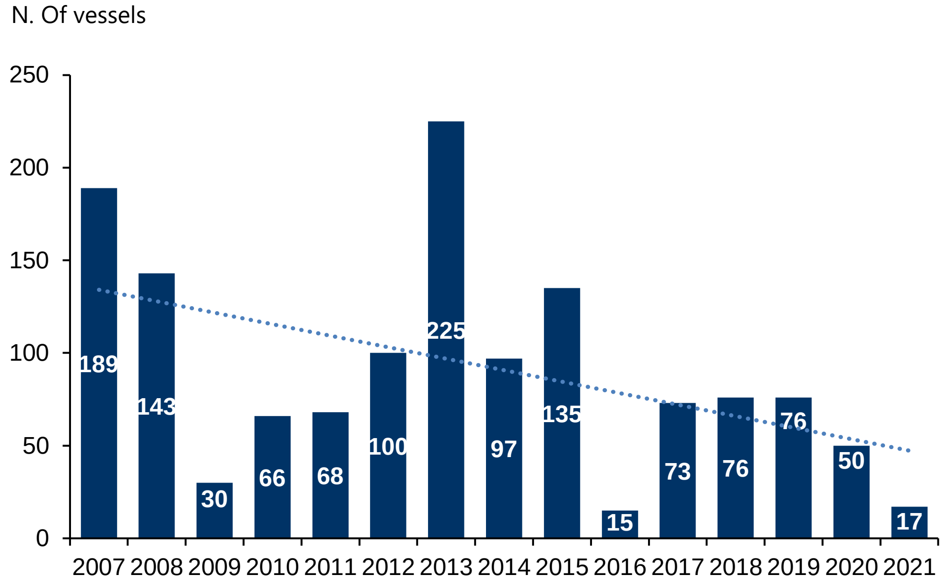
1. Source: Clarkson Research Services as at Apr'21.

Limited newbuild orders and yard production capacity.

MR Newbuilding parity curve vs second-hand values[1]



MR & LR1 orders

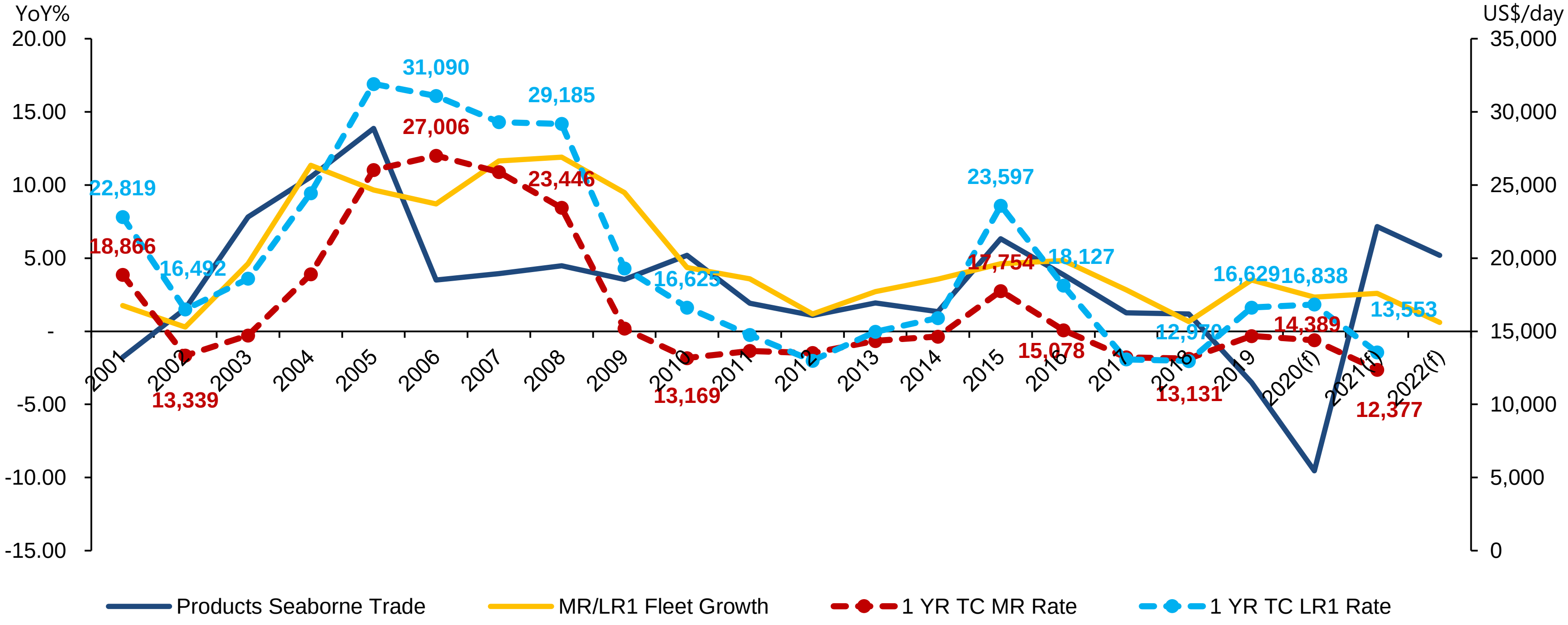


- Shipyards worldwide are facing severe financial difficulties, which has led to a **sharp reduction in shipbuilding capacity**.
- **Furthermore, a surge in container newbuild orders, in some of the same yards that build product tankers, further reduced availability of delivery slots**, for 2022 especially but also for 2023.
- **Newbuild costs are rising due to an increase in steel prices and due to a recently weaker US$.**
- Also due to the correction in freight rates since May 2020, **second-hand values of even young eco-vessels are again trading at a discount to newbuilding parity**.
- **Uncertainty regarding technological innovation to achieve the ambitious IMO targets for reduction in CO^2 emissions, is further reducing appetite for newbuilding orders**.
- **Finally, a lower interest in the sector from financial investors** (Private Equity), and limited capacity for further investments by industrial players, which have already renewed their fleets and currently have stretched balance sheets, is also contributing to a drop in new construction contracts. In FY'20 only 50 MRs and LR1s were ordered, the second lowest number in the last 10 years. In Q1'21 only 17 MRs were ordered.

1. Source: Vessel prices from Clarkson Research Services as at Apr'21. Newbuilding prices evolution based on 25 years depreciation, including US$ 1m first supply and US$ 4.71m scrap value.

Strong long-term fundamentals.

Seaborne volume and MR/LR1 fleet growth (lhs)%[1] vs 1year MR and LR1 TC rate (rhs)



The Covid-19 outbreak completely changed the market dynamics, leading to an unprecedent surge in freight rates in the spring of '20, followed by a sharp correction in the second half of the year. Demand for the seaborne transportation of refined products is currently still depressed, but is expected to rebound sharply in H2 of '21 and '22, by far outpacing the increase in tonnage supply.

1. Source: Clarkson Research Services and Seaborne Trade Monitor, as at Apr'21. Based on the current orderbook.

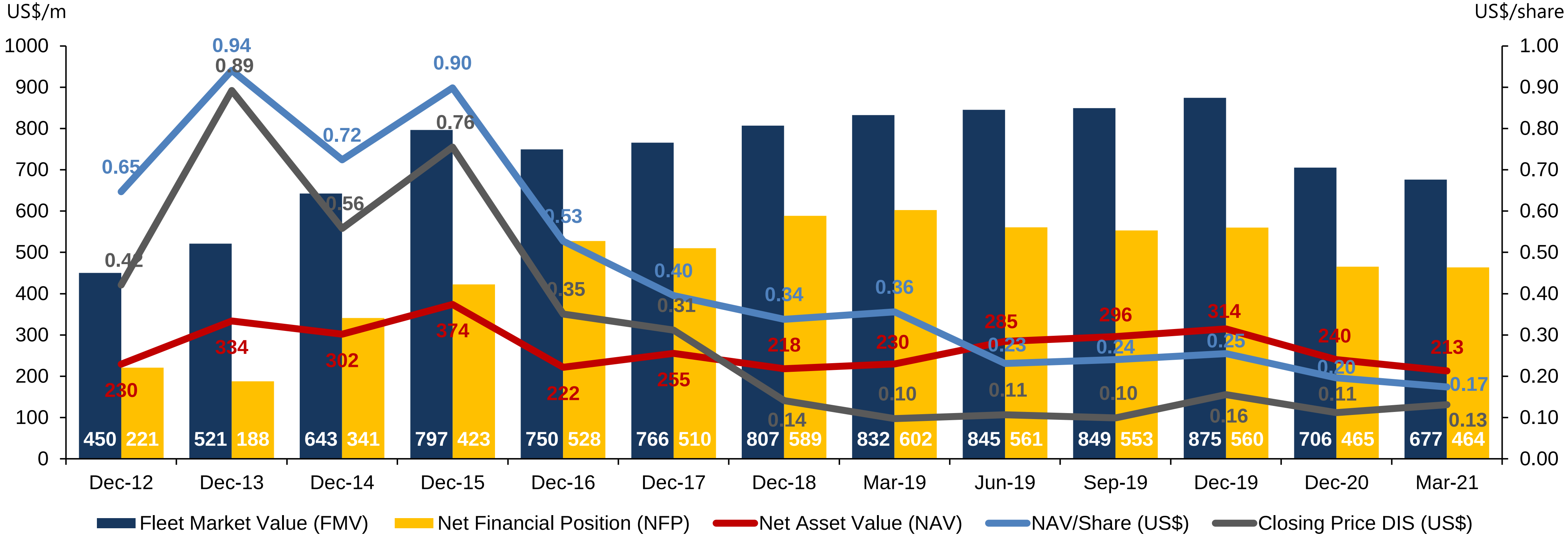
Why invest in DIS

E-MARKET SDIR CERTIFIED

d'Amico International Shipping S.A.

Historical NAV evolution.

DIS' Historical NAV evolution[1]



	Dec-12	Dec-13	Dec-14	Dec-15	Dec-16	Dec-17	Dec-18	Dec-19	Dec-20	Mar-21
Discount to NAV (End of Period)	35%	5%	23%	16%	34%	20%	58%	39%	43%	25%

As at 31 March 2021, DIS' NAV[1] was estimated at US$ 213.0m, its fleet market value at US$ 676.5m[2], and its closing stock price was 25% below its NAV/share.

1. DIS' owned and bareboat fleet market value according to a primary broker, *less* Net Debt, excluding the impact of IFRS 16. It includes the value of the leased assets for which DIS has a purchase obligation, less the discounted value of the financial payments on such leases.
2. Fleet valued as at March 31, 2021.

Why invest in DIS today.

- **Young-fleet, most of which acquired at historically attractive prices and at top-tier yards**. Furthermore, vessels are mostly eco-design (75% of owned and bareboat ships) and IMO classed (75% of owned and bareboat ships).
- **First-class in-house technical management** provides DIS **access to long-term charters** with demanding oil majors and allows it to **anticipate and benefit from regulatory changes**.
- Invested mostly in the MR1 and MR2, and more recently in the LR1, segments – **these vessels** are the workhorses of the industry, since they **are the most flexible commercially and also the most liquid on the S&P market**.
- **Prudent commercial strategy, always aiming to maintain between 40% and 60% of the fleet covered through long-term fixed-rate contracts** over the following 12 months.
- **International reach with chartering offices in 4 countries and 3 continents** (Stamford, London, Singapore, and Dublin), allowing DIS to maintain close relationships with clients and brokers, increasing employment opportunities for vessels.
- **Strong relationships with debt capital providers**, including with the top European shipping banks and Japanese leasing investors.
- **Attractive valuation of DIS in absolute terms** – **NAV discount of 25% as at the end of March 2021 – and relative to peers.**
- The market has almost fully absorbed the excess inventories built-up during the spring of 2020; **as oil demand and supply recovers, returning to pre-COVID 19 levels, the sector should benefit from very attractive market fundamentals, driven also by a historically low orderbook**.

DIS' ESG

DIS' CORE VALUES.

Long term vision

Guided by the values of family tradition, we build our success on long term planning and turning our promises into actions.

Focus on the environment and safety

We do not compromise when it comes to environmental concerns. Care and attention, prudence and respect for the environment are qualities imbedded in our daily operation. We aspire to prevent any human injury, to avoid damage to the environment and we pursue a policy of zero incidents and zero spills at sea.

Reliability

We strive to maintain a positive relationship, an open dialogue and a transparent way of doing business with all our stakeholders. Our ethical values are essential to the running of our business and an inspiring principle in the behaviour of our resources.

Professional excellence

We reach excellence by encouraging our employees to be responsible, flexible and professional. For that reason we prioritise the importance of developing their skills along professional growth.

Passion and commitment

We are passionate about shipping and the people who make up the company. Success is achieved through encouraging involvement and commitment.

Social responsibility

Our strong sense of social responsibility towards cultural, environmental and solidarity-related issues is an added value for our business and is valued highly by our stakeholders.

Teambuilding and multiculturalism

As a global operator, at all levels of the organisation, we embrace the spirit of teamwork and multicultural integration, both in our offices and on board our vessels.

Identification

Our daily work and our success are characterised by a strong sense of belonging between the company and its staff.

DIS' ESG at a glance.

	DIS' Key facts and figures:	DIS Figures	Industry Average
✓	IMO Classed Fleet[1] (%)	77.5%	39%
✓	Owned and bareboat fleet Age[1,3] (Years)	6.9	11.8
✓	Owned and bareboat Eco Fleet[1,3] (%)	75%	25.7%
✓	Vetting observations (SIRE) per inspection[2,4]	1.66	2.33
✓	Port state control (PSC) deficiencies per inspection (YTD)[2,5,6]	0.23	1.55

	DIS' Key facts and figures:	DIS Figures
✓	Lost Time Injury Frequency (LTIF YTD)[2,7]	0
✓	Percentage of female colleagues onshore[2]	43.5%
✓	Oil spills[2]	0
✓	Accidents[2]	0
✓	Injuries[2]	0
✓	Avg. CO2 emissions for owned vessels (g CO2 / mt nm)[2]	0.0217

INTERTANKO

SUSTAINABLE DEVELOPMENT GOALS

IMO INTERNATIONAL MARITIME ORGANIZATION

CONFITARMA
Confederazione Italiana Armatori

1. As at 31 December 2020.
2. Average for FY'20.
3. Industry average from Clarksons and based on MRs, LR1s
4. SIRE - The industry agreed Oil Companies' International Marine Forum (OCIMF) Ship Inspection Report Programme (SIR E) inspection format is used as the main ship inspection tool
5. PSC - A general inspection of several areas on board to verify that the overall condition of the ship complies wit h that required by the various Conventions
6. Industry average for FY 2019 since figures for FY 2020 still aren't available.
7. LTIF - Lost Time Injury Frequency measuring the number of lost time injuries occurring in a workplace per 1 million hours worked.

DIS' ESG – Corporate Governance.

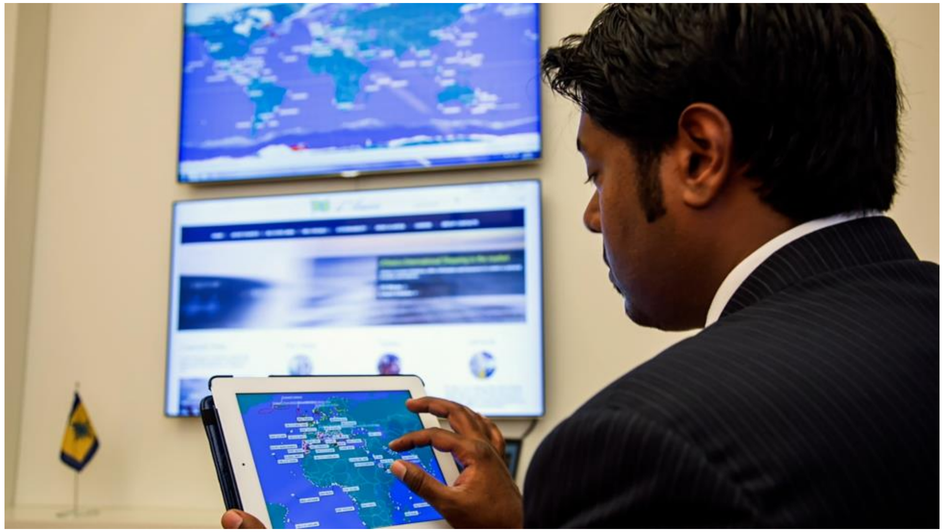
DIS is listed on the most demanding segment of the Milan stock exchange (the Star), and has therefore adopted a first-class corporate governance framework:

- Listed on the Star segment of the Milan Stock Exchange since 2007;
- High standards of corporate governance:
  - Internal committees entirely composed by independent directors with a major influence on the Board of Directors' decisions;
  - Supervisory committee;
  - Constantly updated Code of Ethics and Organizational and Control Model;
  - Updated anticorruption policy;
  - Newly released whistleblowing policy;
  - Diversity policy;
  - Internal auditor;
  - Long-term incentive based remuneration scheme.

DIS' ESG – Social responsibility.

DIS seeks a diverse and inclusive work environment, where team work is highly valued. The high levels of employee satisfaction result in high retention rates.

- 24 onshore personnel as at 31 December 2020;
- 600 seagoing personnel as at 31 December 2020;
- 74% retention rate for onshore personnel in 2020;
- 91.15% retention rate for seagoing personnel in the period 2018-2020;
- Cultural diversity in workforce with 10 nationalities represented as at the end of 2020;
- Balanced gender mix with women representing 43.5% of our employees;
- 46.9 hours of training onshore and 10,640 hours of training offshore in 2020.



DIS' ESG – Environment and Safety.

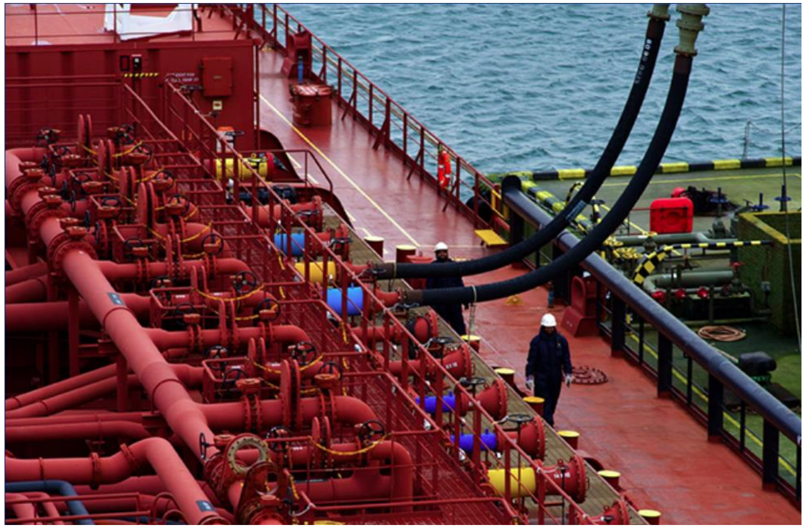
DIS seeks to be an industry leader on environmental and safety issues:

- Among the first fleets worldwide compliant with Monitoring Reporting and Verification criteria for CO2 emissions.
- Since 2011 DIS has a fleet performance monitoring department to optimize vessel efficiency.
- Health and safety goal reached on board: 0 injuries in 2020.
- Environmental goal reached: 0 accidents and spills in 2020.
- Digitalization of onboard record books.
- Implementation of condition based maintenance, enabling it to achieve the highest level required by the TMSA 3.
- Environmental certification ISO 14001.
- Energy efficiency certification ISO 50001.
- Safety certification OHSAS 18001.
- Quality certification ISO 9001.

Member of CISQ Federation

RINA IQNet

CERTIFIED MANAGEMENT SYSTEM
ISO 9001 - ISO 14001
BS OHSAS 18001
ISO 50001



- First in Italy to obtain the prestigious RINA Best 4 Plus: compliance certification for main maritime standards in force.
- Selection of suppliers according to quality and environmental certifications.
- Approved by the main oil-majors for long-term period contracts, of up to 5 years.
- Participation with leading roles in international organizations, such as INTERTANKO.
- US$ 755 million invested between 2012 and 2019 in 22 newbuilding Eco product tanker vessels (10 MRs, 6 Handys, 6 LR1s) all delivered between Q1'14 and Q4'19.
- 75% of DIS' owned and bareboat fleet is 'ECO' (industry average: 25.7%), as at December 31 2020.

E-MARKET SDIR CERTIFIED

UN's SUSTAINABLE DEVELOPMENT GOALS.

DIS' Sustainability Topics	Sustainable Development Goals
Vessel energy efficiency	7 Affordable and clean energy; 8 Decent work and economic growth
Innovation: Fleet efficiency and safety	9 Industry, innovation and infrastructure
High quality of services	8 Decent work and economic growth; 12 Responsible consumption and production
Business ethics	12 Responsible consumption and production; 16 Peace, justice and strong institutions
Protection of marine biodiversity	14 Life below water
Atmospheric emissions and climate change	3 Good health and well-being; 13 Climate action
Integrated management system for ongoing improvement	12 Responsible consumption and production; 16 Peace, justice and strong institutions
Occupational health and safety	8 Decent work and economic growth
People care	1 No poverty; 8 Decent work and economic growth
Value generated and distributed	8 Decent work and economic growth
Personnel training and development	4 Quality education
Sustainable supply chain	17 Partnerships for the goals
Ship recycling	12 Responsible consumption and production
Stakeholder engagement	12 Responsible consumption and production; 16 Peace, justice and strong institutions
Waste reduction and material recycling	12 Responsible consumption and production
Multicultural approach	4 Quality education; 5 Gender equality; 8 Decent work and economic growth; 10 Reduced inequalities
Promoting public attention towards social, cultural and environmental topics	12 Responsible consumption and production; 13 Climate action
Consumption of water and energy in offices	6 Clean water and sanitation; 7 Affordable and clean energy

SUSTAINABLE DEVELOPMENT GOALS

Our approach to sustainability starts with the United Nations Sustainable Development Goals. By aligning with these goals DIS has joined the movement towards a more peaceful and prosperous planet.

UN’s SUSTAINABLE DEVELOPMENT GOALS.

DIS’ Sustainability Topics	Sustainable Development Goals	Activity performed by DIS
Vessel energy efficiency	7 AFFORDABLE AND CLEAN ENERGY; 8 DECENT WORK AND ECONOMIC GROWTH	• Renewal of the fleet with “Eco” vessels, in line with IMO directives, thanks to the implementation of innovative technologies.
Innovation: Fleet efficiency and safety	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	• Projects aimed at improving vessel performance from an environmental viewpoint and in terms of onboard safety and efficiency.
High quality of services	8 DECENT WORK AND ECONOMIC GROWTH; 12 RESPONSIBLE CONSUMPTION AND PRODUCTION	• Highest attention to the service offered, through qualified and updated staff, appropriate equipment, on-board inspections, process control and effective internal communications; • Customer engagement through: direct communications, complaints and reports, internal ship reports and feedback on service quality.
Business ethics	12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 16 PEACE, JUSTICE AND STRONG INSTITUTIONS	• Compliance with laws and regulations; • Honesty, fairness and transparency in everyday actions, avoiding situations of conflict of interest and unfairness towards competitors; • Respect for personal data and confidential information; • Respect for the dignity of individuals; • Respect for the environment and the community.
Protection of marine biodiversity	14 LIFE BELOW WATER	• Minimum impact of activities on environmental integrity at all times and in all places; • Ongoing prevention of every possible form of pollution, with a zero pollution goal.
Atmospheric emissions and climate change	3 GOOD HEALTH AND WELL-BEING; 13 CLIMATE ACTION	• Activities to raise awareness on climate change issues in personnel and the community; • Implementation of activities seeking to reduce damages to individuals caused by water and air pollution.

SUSTAINABLE DEVELOPMENT GOALS

UN's SUSTAINABLE DEVELOPMENT GOALS.

DIS' Sustainability Topics	Sustainable Development Goals	Activity performed by DIS
Integrated management system for ongoing improvement	12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 16 PEACE, JUSTICE AND STRONG INSTITUTIONS	• Transparent statement of policies governing operations on board managed ships - in order to ensure safety and efficiency - and of the methods to respond to unscheduled events; • Identification of a basic reference for all the management documents needed for checking the Group's daily activities.
Occupational health and safety	8 DECENT WORK AND ECONOMIC GROWTH	• Protecting the health and well-being of employees by reducing occupational risks from exposure to hazards; • Preventing hazardous actions, injuries, illnesses, accidents to personnel, material and environmental damage; • Improving the safety of all employees by developing first of all an internal culture of safety.
People care	1 NO POVERTY; 8 DECENT WORK AND ECONOMIC GROWTH	• Application of adequate remuneration and economic benefits for personnel, also to ensure adequate social protection.
Personnel training and development	4 QUALITY EDUCATION	• Adequate training for all personnel, allowing them to carry out their job better and increase their skills and abilities, without distinction of sex or ethnicity.
Sustainable supply chain	17 PARTNERSHIPS FOR THE GOALS	• Accurate supplier assessment and selection, also based on energy performance and including possible performance of inspections and controls; • Collection of full and clear details on purchase orders and on responsibilities.

SUSTAINABLE DEVELOPMENT GOALS

UN's SUSTAINABLE DEVELOPMENT GOALS.

DIS' Sustainability Topics	Sustainable Development Goals	Activity performed by DIS
Ship recycling	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	• Preparation of hazardous material inventories on all new buildings and on the existing fleet.
Stakeholder engagement	12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 16 PEACE, JUSTICE AND STRONG INSTITUTIONS	• Stakeholder mapping and detection of needs and expectations of each category and of related actions.
Waste reduction and material recycling	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	• Plastic-free project in the Group's offices; • Separate waste collection in all d'Amico offices.
Multicultural approach	4 QUALITY EDUCATION; 5 GENDER EQUALITY; 8 DECENT WORK AND ECONOMIC GROWTH; 10 REDUCED INEQUALITIES	• Cultural integration in DIS' offices and onboard all ships.
Promoting public attention towards social, cultural and environmental topics	12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 13 CLIMATE ACTION	• Training activities in support of solidarity initiatives and cultural initiatives.
Consumption of water and energy in offices	6 CLEAN WATER AND SANITATION; 7 AFFORDABLE AND CLEAN ENERGY	• Reducing travel between offices and increasing use of video conference and conference call systems.

SUSTAINABLE DEVELOPMENT GOALS

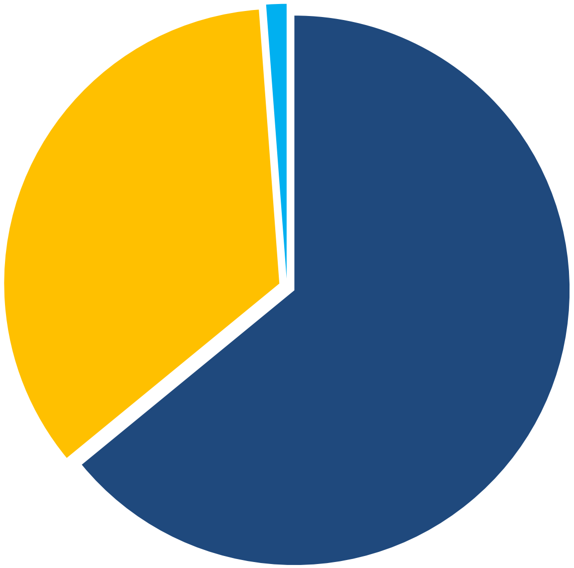
E-MARKET SDIR CERTIFIED

Appendix

d'Amico International Shipping S.A.

DIS' Shareholdings Structure.

Key Information on DIS' shares

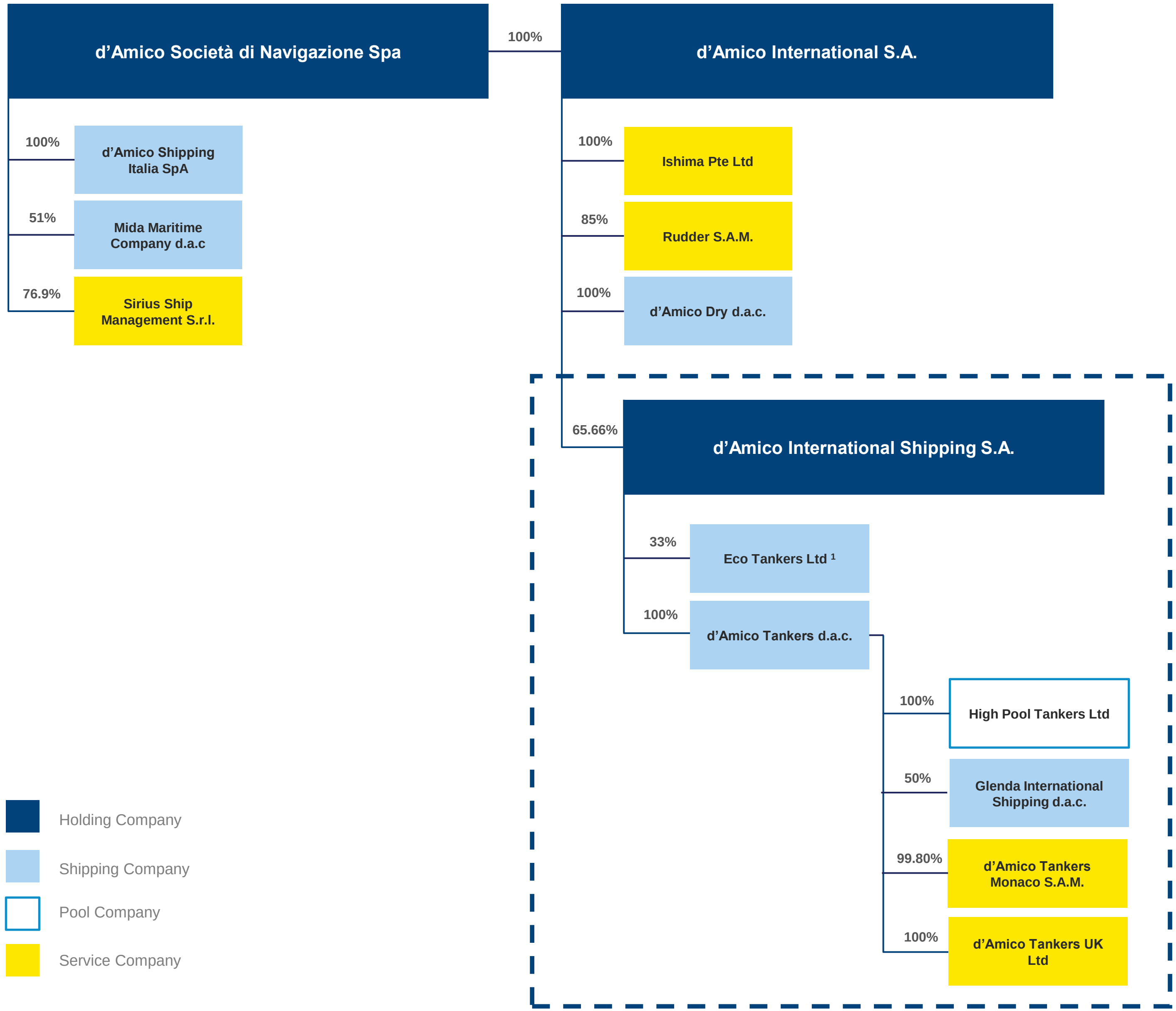


d'Amico International SA	***65.65%***
Others	***32.87%***
d'Amico International Shipping SA	***1.48%***
	100.00%

Listing market	Borsa Italiana, STAR
No. of shares	1,241,053,006
Market capitalisation[1]	€124.7 million
Shares repurchased / % of share capital	18,326,911/1.48%

1. Based on DIS' share closing price on May 04th, 2021 of Eur 0.102

d’Amico Group Structure.



DIS benefits from the support of d’Amico Società di Navigazione S.p.A.

1. Eco Tankers Ltd is currently under liquidation

Financial results. Consolidated Income Statement

US$ Thousand	Q1 2021	Q1 2020
Revenue	59,121	94,355
Voyage costs	(16,365)	(22,941)
Time charter equivalent earnings*	**42,756**	**71,414**
Time charter hire costs	(259)	(6,955)
Other direct operating costs	(24,477)	(27,650)
General and administrative costs	(3,340)	(3,272)
Result on disposal of vessels	(528)	(553)
EBITDA*	**14,152**	**32,984**
Depreciation and impairment	(16,428)	(19,091)
EBIT*	**(2,276)**	**13,893**
Net financial income	773	41
Net financial (charges)	(8,194)	(12,321)
Profit / (loss) before tax	**(9,697)**	**1,613**
Income taxes	(71)	(96)
Net profit / (loss)	**(9,768)**	**1,517**
Basic earnings / (loss) per share (1)	**US$ (0.008)**	**US$ 0.001**

1. Basic earnings/ loss per share (e.p.s.), have been calculated on an average number of shares outstanding equal to 1,223,144,312 in the first quarter of 2021 and 1,230,890,447 in the first quarter of 2020. In Q1 2021 and in Q1 2020 diluted e.p.s. was equal to basic e.p.s..

Financial results. Consolidated Balance Sheet

US$ Thousand	As at 31 March 2021	As at 31 December 2020
ASSETS		
Property, plant and equipment (PPE) and right-of-use assets (RoU)	895,610	901,765
Investments in jointly controlled entities	4,312	4,312
Other non-current financial assets	11,305	12,110
Total non-current assets	**911,227**	**918,187**
Inventories	9,847	8,885
Receivables and other current assets	36,036	38,722
Other current financial assets	4,179	4,725
Cash and cash equivalents	56,055	62,071
Total current assets	**106,117**	**114,403**
TOTAL ASSETS	**1,017,344**	**1,032,590**
SHAREHOLDERS' EQUITY AND LIABILITIES		
Share capital	62,053	62,053
Accumulated losses	(53,075)	(43,307)
Share Premium	368,853	368,853
Other reserves	(21,116)	(21,865)
Total shareholders' equity	**356,715**	**365,734**
Banks and other lenders	258,946	263,089
Non-current lease liabilities	270,794	269,941
Other non-current financial liabilities	4,662	6,352
Total non-current liabilities	**534,402**	**539,382**
Banks and other lenders	55,135	46,523
Current lease liabilities	32,799	43,411
Payables and other current liabilities	27,061	26,367
Other current financial liabilities	11,190	11,133
Current tax payable	42	40
Total current liabilities	**126,227**	**127,474**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES	**1,017,344**	**1,032,590**

Financial results. Consolidated Cash Flow Statement

US$ Thousand	Q1 2021	Q1 2020
Profit / (loss) for the period	**(9,768)**	**1,517**
Depreciation and amortisation PPE and RoU	16,428	17,509
Impairment	-	1,582
Current and deferred income tax	71	96
Net lease cost	4,588	5,137
Other net financial charges (income)	2,833	7,143
Movement in deferred result on disposal of fixed assets	528	553
Other non-cash items	(29)	(180)
Cash flow from operating activities before changes in working capital	**14,651**	**33,357**
Movement in inventories	(961)	(366)
Movement in amounts receivable	(505)	(10)
Movement in amounts payable	683	1,642
Taxes paid	(69)	(182)
Net cash payment for interest portion of lease liability	(4,588)	(5,135)
Net interest paid	(2,603)	(3,628)
Net cash flow from operating activities	**6,608**	**25,678**
Acquisition of fixed assets	(1,969)	(1,765)
Deferred cash-in from sale of fixed assets	3,200	-
Movement in financing to equity accounted investee	-	473
Net cash flow from investing activities	**1,231**	**(1,292)**
Treasury shares	(336)	**-**
Other changes in shareholders' equity	-	(422)
Shareholders' financing	-	(5,000)
Movement in other financial receivables	474	610
Net movement in other financial payables / related party	-	(1,746)
Bank loan repayments	(6,578)	(13,677)
Bank loans draw-down	13,756	-
Repayments of principal portion of lease liability	(18,129)	(9,654)
Net cash flow from financing activities	**(10,813)**	**(29,889)**
Net increase/ (decrease) in cash and cash equivalents	**(2,974)**	**(5,503)**
Cash and cash equivalents net of bank overdrafts at the beginning of the period	45,294	17,517
Cash and cash equivalents net of bank overdrafts at the end of the period	**42,320**	**12,014**
Cash and cash equivalents at the end of the period	56,055	32,406
Bank overdrafts at the end of the period	(13,735)	(20,392)

DIS'CURRENT FLEET OVERVIEW. LR1 & MR Fleet

Owned - LR1	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
Cielo di Londra	75,000	2019	Hyundai MIPO, South Korea (Vinashin)	100%	-
Cielo di Cagliari	75,000	2018	Hyundai MIPO, South Korea (Vinashin)	100%	-
Cielo Rosso	75,000	2018	Hyundai MIPO, South Korea (Vinashin)	100%	-
Cielo di Rotterdam	75,000	2018	Hyundai MIPO, South Korea (Vinashin)	100%	-
Cielo Bianco	75,000	2017	Hyundai MIPO, South Korea (Vinashin)	100%	-

Bare-Boat – LR1	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
Cielo di Houston	75,000	2019	Hyundai MIPO, South Korea (Vinashin)	100%	-

Owned - MR	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
High Challenge	50,000	2017	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
High Wind	50,000	2016	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
High Tide	51,768	2012	Hyundai MIPO, South Korea	100%	IMO II/IMO III
High Seas	51,678	2012	Hyundai MIPO, South Korea	100%	IMO II/IMO III
GLENDA Melissa[2]	47,203	2011	Hyundai MIPO, South Korea	100%	IMO II/IMO III
GLENDA Meryl[3]	47,251	2011	Hyundai MIPO, South Korea	50%	IMO II/IMO III
GLENDA Melody[2]	47,238	2011	Hyundai MIPO, South Korea	100%	IMO II/IMO III
GLENDA Melanie[3]	47,162	2010	Hyundai MIPO, South Korea	50%	IMO II/IMO III
High Venture	51,087	2006	STX, South Korea	100%	IMO II/IMO III
High Valor	46,975	2005	STX, South Korea	100%	IMO II/IMO III
High Priority	46,847	2005	Nakai Zosen, Japan	100%	-

Bare-Boat with purchase option/obligation	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
High Trust	49,990	2016	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
High Trader	49,990	2015	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
High Loyalty	49,990	2015	Hyundai MIPO, South Korea	100%	IMO II/IMO III
High Freedom	49,990	2014	Hyundai MIPO, South Korea	100%	IMO II/IMO III
High Discovery	50,036	2014	Hyundai MIPO, South Korea	100%	IMO II/IMO III
High Voyager	45,999	2014	Hyundai MIPO, South Korea	100%	IMO II/IMO III
High Fidelity	49,990	2014	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III

1. DIS' economic interest
2. Vessel owned by GLENDA International Shipping d.a.c. In which DIS has 50% interest and Time Chartered to d'Amico Tankers d.a.c.
3. Vessel owned by GLENDA International Shipping d.a.c. In which DIS has 50% interest

DIS'CURRENT FLEET OVERVIEW. MR Fleet

TC - IN Long Term with purchase option	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
High Leader	50,000	2018	Japan Marine United Co., Japan	100%	IMO II/IMO III
High Navigator	50,000	2018	Japan Marine United Co., Japan	100%	IMO II/IMO III
High Explorer	50,000	2018	Onomichi, Japan	100%	IMO II/IMO III
High Adventurer	50,000	2017	Onomichi, Japan	100%	IMO II/IMO III
Crimson Pearl	50,000	2017	Minaminippon Shipbuilding, Japan	100%	IMO II/IMO III
Crimson Jade	50,000	2017	Minaminippon Shipbuilding, Japan	100%	IMO II/IMO III
TC - IN Long Term without purchase option					
Green Planet	50,843	2014	Daesun Shipbuilding, South Korea	100%	IMO II/III
High Prosperity	48,711	2006	Imabari, Japan	100%	-
High SD Yihe[2]	48,700	2005	Imabari, Japan	100%	-

1. DIS' economic interest
2. Former High Presence sold by d'Amico Tankers in Feb'18 and taken back in time-charter for 6 years

DIS' CURRENT FLEET OVERVIEW. Handy Fleet

Owned	Tonnage (dwt)	Year Built	Builder, Country	Interest[1]	IMO Classified
Cielo di Salerno	39,043	2016	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
Cielo di Hanoi	39,043	2016	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
Cielo di Capri	39,043	2016	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
Cielo di Ulsan	39,060	2015	Hyundai MIPO, South Korea (Vinashin)	100%	IMO II/IMO III
Cielo di New York	39,990	2014	Hyundai MIPO, South Korea	100%	IMO II/IMO III
Cielo di Gaeta	39,990	2014	Hyundai MIPO, South Korea	100%	IMO II/IMO III

1. DIS' economic interest

Thank you!