d’Amico International Shipping S.A.
Half-Yearly / Second Quarter 2021 Financial Report

This document is available on www.damicointernationalshipping.com
d’Amico International Shipping S.A.
Registered office at 25C Boulevard Royal, Luxembourg
Share capital US$ 62,051, 650.30 as at 30 June 2021

CONTENTS

BOARD OF DIRECTORS AND CONTROL BODIES

BOARD OF DIRECTORS

Chairman, Chief Executive Officer
Paolo d'Amico

Directors
Antonio Carlos Balestra di Mottola, *Chief Financial Officer*
Cesare d'Amico – Executive Director
Marcel C. Saucy – Non-executive, Lead Independent Director
Tom Loesch – Non-executive, Independent Director
Monique I.A. Maller – Non-executive, Independent Director

INDEPENDENT AUDITORS

MOORE Audit S.A.

KEY FIGURES

FINANCIALS

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED	*US$ Thousand*	H1 2021	H1 2020
46,135	78,660	Time charter equivalent (TCE) earnings*	88,891	150,074
18,865	46,518	EBITDA*	33,017	79,502
40.89%	*59.14%*	*as % of margin on TCE*	*37.14%*	*52.98%*
2,662	25,053	EBIT*	386	38,946
5.77%	*31.85%*	*as % of margin on TCE*	*0.43%*	*25.95%*
(5,411)	15,622	Net profit / (loss)	(15,179)	17,139
(11.73)%	*19.86%*	*as % of margin on TCE*	*(17.08)%*	*11.42%*
(5,581)	20,089	Adjusted Net profit / (loss)**	(15,446)	26,431
(0.004)	0.013	Earnings / (loss) per share	(0.012)	0.014
11,925	33,384	Operating cash flow	18,533	59,062
(2,215)	(5,263)	Gross CAPEX*	(4,184)	(7,028)
			As at 30 June 2021	**As at 31 December 2020**
		Total assets	986,138	1,032,590
		Net financial indebtedness*	545,875	561,543
		Shareholders' Equity	352,499	365,734

**see Alternative Performance Measures on page 9 to 10;*
*** Excluding results on disposal and non-recurring financial items, as well as the effects of IFRS 16 – please refer also to the summary of financial results for the first half of 2021.*

OTHER OPERATING MEASURES*

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED		H1 2021 UNREVIEWED	H1 2020 UNREVIEWED
13,893	19,555	**Daily operating measures** - TCE earnings* per employment day (US$)[1]	13,371	17,930
38.0	44.4	**Fleet development** - Total vessel equivalent*	38.4	45.2
20.0	23.3	- Owned	19.8	23.4
8.0	9.0	- Bareboat chartered-in	8.2	9.0
10.0	12.2	- Time chartered-in	10.4	12.8
-	1.5	Vessels-equivalent under commercial management	-	1.9
4.1%	3.5%	Off-hire days/ available vessel days[2] (%)	4.3%	2.6%
46.7%	62.6%	Fixed rate contract/ available vessel days[3] (coverage %)	48.1%	63.7%

**see Alternative Performance Measures on page 9 to 10*

[1] This figure represents time charter ("TC") equivalent earnings for vessels employed on the spot market and time charter contracts, net of commissions. Please refer to the Alternative Performance Measures included further on in this report. This figure excludes TCE Earnings generated by the 'vessels under commercial management', as DIS passes these earnings on to the vessels' owners, after deducting a 2% commission on all their gross revenues.

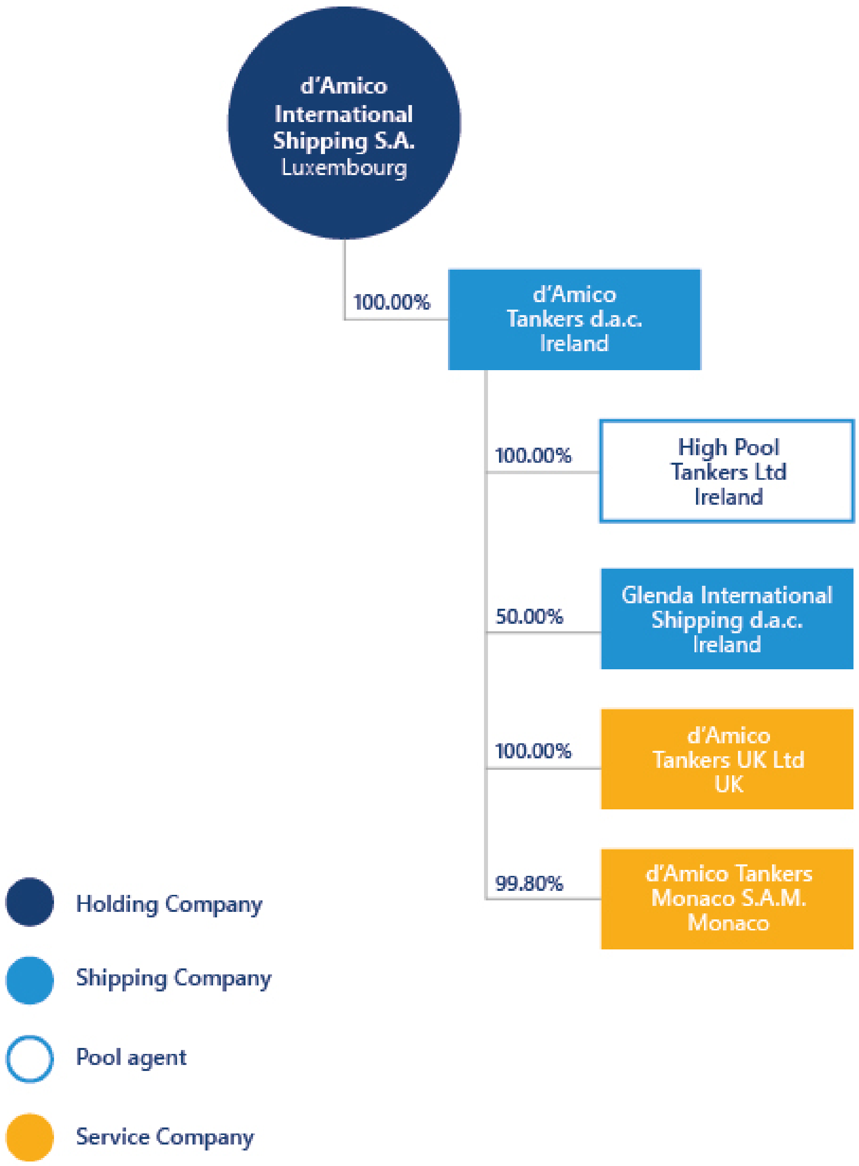
[2] This figure is equal to the ratio of the total off-hire days, including those from dry-docks, and the total number of available vessel days.

[3] Fixed rate contract days/available vessel days (coverage ratio): this figure represents the proportion of available vessel days, including off-hire days, employed through time charter contracts.

CONSOLIDATED INTERIM MANAGEMENT REPORT

GROUP STRUCTURE

Set out below is d'Amico International Shipping Group's structure as at 30 June 2021:



D'AMICO INTERNATIONAL SHIPPING GROUP

d'Amico International Shipping S.A. (DIS, the Group, d'Amico International Shipping or the Company) is an international marine transportation company, part of the d'Amico Group (d'Amico), which traces its origins to 1936. d'Amico International Shipping operates, mainly through its fully owned subsidiary, d'Amico Tankers d.a.c. (Ireland), which as at 30 June 2021, controlled a fleet of 38.0 vessels, of which 28.0 owned and bareboat vessels (with purchase obligations), with an average age of approximately 6.9 years, compared to an average in the product tankers industry of 11.8 years for MRs (25,000 – 54,999 dwt) and of 11.5 years for LR1s (55,000 - 84,999 dwt). All DIS' vessels are double-hulled and are primarily engaged in the transportation of refined oil products, providing worldwide shipping services to the major oil companies and trading houses. All the vessels are compliant with IMO (International Maritime Organization) regulations, including MARPOL (the International Convention for the Prevention of Pollution from Ships), with the requirements of oil-majors and energy-related companies and other relevant international standards. Based on MARPOL/IMO rules, cargoes such as palm oil, vegetable oil and other chemicals can only be transported by vessels that meet certain requirements (IMO Classed). As at 30 June 2021, 76.3% of DIS' controlled fleet was IMO Classed, allowing the Group to transport a large range of products.

d'Amico International Shipping's revenue is mainly generated from the employment, either directly or through its partnerships, of the vessels of its fleet under spot contracts and time charters, for the marine transportation of refined petroleum products. Vessels operating under fixed rate contracts, including time charters, usually provide more steady and predictable cash flows than vessels operating on the spot market. Spot contracts offer the opportunity to maximise DIS' revenue during periods of increasing market rates, although they may result in lower earnings than time charters during periods of decreasing rates. This employment mix varies according to prevailing and forecasted market conditions. Gains or losses can also arise from the sale of the vessels in DIS' fleet.

DIS believes that it benefits from a strong brand name and an established reputation in the international market due to its long operating history and that such a reputation is important in maintaining and strengthening its long-term relationships with its partners and existing customers and in developing relationships with new customers. Its partners and customers appreciate the transparency and accountability, which have been priorities for the Group from its early days. Accountability, transparency and a focus on quality are pillars of its operations and key to DIS' success.

The quality of its fleet is preserved through scheduled maintenance programmes, by aiming for exacting standards on owned vessels and, by chartering-in vessels from owners who meet high-quality standards.

DIS' Global Footprint

DIS has a presence in Luxembourg, Dublin (Ireland), London (U.K.), Monte Carlo (Monaco), Singapore and Stamford, CT (USA). These offices are located in the key maritime centres around the world. DIS believes that its international presence allows it to meet the needs of its international clients in different geographical areas, strengthening the Group's recognition and its brand name worldwide. In addition, through the different opening hours of offices located in several time zones, DIS can continuously monitor its operations and assist its customers.

As at 30 June 2021, the Group employed an equivalent of 587 seagoing personnel and 24 onshore personnel.

Fleet

DIS controlled as at 30 June 2021, either through ownership or charter arrangements a modern fleet of 38.0 product tankers (31 December 2020: 40.0 product tankers). DIS' product tanker vessels range from approximately 36,000 to 75,000 dwt.

Since 2012, DIS has ordered 22 newbuildings, the last of which was delivered in October 2019. All these newbuildings are fuel-efficient and in compliance with recent environmental legislation. They can therefore cater to the high standards required by the Group's oil major customers, in addition to offering significant cost savings.

Operating a large fleet enhances the generation of earnings and operating efficiencies. A large fleet strengthens the Group's ability to advantageously position vessels and improves the fleet's availability and scheduling flexibility, providing DIS with a competitive advantage in securing spot voyages. In particular, the scale of its operations provides it with the flexibility necessary to enable it to capitalise on favourable spot market conditions to maximise earnings and negotiate favourable contracts with suppliers.

The following table sets forth information about DIS' fleet on the water as at 30 June 2021.

Name of vessel	Dwt	Year built	Builder, Country[4]	IMO classed
LR1 fleet				
Owned				
Cielo di Londra	75,000	2019	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
Cielo di Cagliari	75,000	2018	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
Cielo Rosso	75,000	2018	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
Cielo di Rotterdam	75,000	2018	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
Cielo Bianco	75,000	2017	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
Bareboat with purchase options and purchase obligation				
Cielo di Houston	75,000	2019	Hyundai Mipo, South Korea (Vinashin, Vietnam)	-
MR fleet				
Owned				
High Challenge	50,000	2017	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
High Wind	50,000	2016	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
High Tide	51,768	2012	Hyundai Mipo, South Korea	IMO II/III
High Seas	51,678	2012	Hyundai Mipo, South Korea	IMO II/III
GLENDA Melissa[5]	47,203	2011	Hyundai Mipo, South Korea	IMO II/III
GLENDA Meryl[6]	47,251	2011	Hyundai Mipo, South Korea	IMO II/III
GLENDA Melody[7]	47,238	2011	Hyundai Mipo, South Korea	IMO II/III
GLENDA Melanie[8]	47,162	2010	Hyundai Mipo, South Korea	IMO II/III
High Venture	51,087	2006	STX, South Korea	IMO II/III
High Valor	46,975	2005	STX, South Korea	IMO II/III
High Priority	46,847	2005	Nakai Zosen, Japan	-
Bareboat with purchase options and purchase obligations				
High Trust	49,990	2016	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
High Trader	49,990	2015	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
High Loyalty	49,990	2015	Hyundai Mipo, South Korea	IMO II/III
High Freedom	49,990	2014	Hyundai Mipo, South Korea	IMO II/III
High Discovery	50,036	2014	Hyundai Mipo, South Korea	IMO II/III
High Fidelity	49,990	2014	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
High Voyager	45,999	2014	Hyundai Mipo, South Korea	IMO II/III
TC-in long-term with purchase options				
High Leader	50,000	2018	Japan Marine, Japan	IMO II/III
High Navigator	50,000	2018	Japan Marine, Japan	IMO II/III
High Explorer	50,000	2018	Onomichi, Japan	IMO II/III
High Adventurer	50,000	2017	Onomichi, Japan	IMO II/III
Crimson Pearl	50,000	2017	Minaminippon Shipbuilding, Japan	IMO II/III
Crimson Jade	50,000	2017	Minaminippon Shipbuilding, Japan	IMO II/III
TC-in long-term without purchase options				
Green Planet	50,843	2014	Daesun Shipbuilding, South Korea	IMO II/III
High Prosperity	48,711	2006	Imabari, Japan	-
High SD Yihe	48,700	2005	Imabari, Japan	-

[4] Hyundai Mipo, South Korea (Vinashin, Vietnam) refers to vessels ordered at Hyundai Mipo and built at their Vinashin (Vietnam) facility.
[5] 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.
[6] Vessel owned by GLENDA International Shipping d.a.c. (in which DIS has 50% interest).
[7] Vessel owned by GLENDA International Shipping d.a.c. (in which DIS has 50% interest).
[8] 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.

Handy-size fleet				
Owned				
Cielo di Salerno	39,043	2016	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
Cielo di Hanoi	39,043	2016	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
Cielo di Capri	39,043	2016	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
Cielo di Ulsan	39,060	2015	Hyundai Mipo, South Korea (Vinashin, Vietnam)	IMO II/III
Cielo di New York	39,990	2014	Hyundai Mipo, South Korea	IMO II/III
Cielo di Gaeta	39,990	2014	Hyundai Mipo, South Korea	IMO II/III

Fleet Employment and Partnership

As at 30 June 2021, d'Amico International Shipping directly employed 38.0 Vessels: 6 LR1s ('Long Range 1'), 10 MRs ('Medium Range') and 3 Handy-size vessels on term contracts at a fixed rate, whilst 16 MR and 3 Handy-size vessels were at the same date employed on the spot market. Some of these DIS' vessels are employed through its joint venture *GLENDA International Shipping d.a.c.*, a jointly controlled entity with the Glencore Group, in which d'Amico Tankers d.a.c. has a 50% interest. As at 30 June 2021, the JV operator owned 4 MR vessels built between February 2010 and February 2011, of which two were time-chartered to d'Amico Tankers d.a.c. and two to the Glencore Group.

d'Amico International Shipping is part of the d'Amico Group one of the world's leading privately-owned marine transportation companies, with over 70 years of experience in the shipping business, whose ultimate parent company is d'Amico Società di Navigazione S.p.A. (Italy). As at 30 June 2021, the d'Amico Group controlled a wide fleet of owned and chartered-in vessels, of which 38.0 were part of the DIS fleet, operating in the product tanker market. d'Amico International Shipping also benefits from the expertise of the d'Amico Group, which provides technical management services, including crewing and insurance arrangements, as well as safety, quality and environmental services for DIS' vessels.

ALTERNATIVE PERFORMANCE MEASURES (APM)

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

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

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

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

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

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

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

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

IFRS 16 impact
The standard eliminates the classification of leases as either operating leases or finance leases for a lessee; instead, all leases are treated in a similar way to finance leases applying IAS 17. Leases are "capitalised" by recognising the present value of lease payments and showing them either as leased assets (right-of-use assets, RoU) or together with property, plant, and equipment (PPE). Lease items of low value (under US$ 5 thousand) or for which the lease duration is shorter than one year are excluded from this treatment and are expensed as incurred. If lease payments are made over time, the company also recognises a financial liability representing its obligation to make future lease payments. The most significant effect is an increase in lease assets (or PPE) and financial liabilities, leading to changes in key financial metrics derived from balance sheet data.

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

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

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

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

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

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

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

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

OTHER DEFINITIONS

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

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

SUMMARY OF THE RESULTS IN THE SECOND QUARTER AND FIRST HALF OF 2021

The tanker market remains weak and despite the partial easing of OPEC+ output cuts in May-June, significant supply cuts are still in place, whilst global oil demand continues to suffer from the Covid-19 pandemic; both crude and product trade volumes are, therefore, still well below 2019 levels.

According to the IEA's July report, following two consecutive months of decline, global oil demand surged by an estimated 3.2 million b/d to 96.8 million b/d in June. This strong recovery came on the back of falling Covid-19 cases in India, Brazil, and Argentina, as well as seasonally rising mobility in the northern hemisphere, made possible by the continuing expansion of vaccination campaigns. An increase in oil burn in the Middle East due to rising power demand also boosted consumption. The expected sharp rebound in global oil demand in June declines lifted growth in 2Q 2021 to 1.2 million b/d quarter-on-quarter and 11.8 million b/d year-on-year.

Both the USA and China have shown signs of oil demand recovery in the first-half of the year, with the consumption of gasoline and diesel rising particularly fast in the US, having recently overtaken pre-Covid levels. Demand has also shown signs of improvement in Europe, UK and more recently in India. Demand for jet fuel, however, remains substantially below pre-Covid levels, suffering especially from the drop in long-haul flights.

Furthermore, the fast-spreading Delta virus variant is on the march through a largely unvaccinated Southeast Asia, forcing restrictions on work and mobility that are taking the shine off the wider region's recovery in energy demand. Indonesia, Southeast Asia's biggest economy, is being affected by a particularly brutal wave of Covid-19, with movement curbed in the industrial heartland of Java and the tourist enclave of Bali. Malaysia is still confronting of a nationwide lockdown, while Thailand has just stepped up restrictions, curtailing any nascent recovery. In parts of Europe and the US, the Delta variant is also spreading fast, leading to the adoption of more restrictive measures by some countries.

The overhang in global oil stocks that built up in 2020 has already been reabsorbed, with OECD industry stocks now well below historical averages. These stock drawdowns dampened demand for seaborne transportation but contribute to a healthier market and bode well for a not-too-distant recovery in rates.

The one-year time-charter rate is always the best indicator of spot market expectations and as of the end of June 2021 was assessed at around US$ 12,000 per day for a conventional MR2, with an Eco MR2 assessed at a premium of around US$ 2,000 / 2,500 per day.

In H1 2021, DIS recorded a Net loss of US$ (15.2) million vs. a Net profit of US$ 17.1 million posted in the same period of last year. Such negative variance is attributable to a much weaker product tanker market relative to the first semester of 2020. In Q2 2021, DIS posted a Net loss of US$ (5.4) million vs. a Net profit of US$ 15.6 million registered in the second quarter of last year, but significantly better than the US$ (9.8) million Net loss recorded in Q1 2021.

DIS generated an EBITDA of US$ 33.0 million in H1 2021 vs. US$ 79.5 million achieved in H1 2020, whilst its operating cash flow was positive for US$ 18.5 million compared with US$ 59.1 million generated in the same period of last year.

In terms of spot performance, **DIS achieved a daily spot rate of US$ 11,355 in H1 2021** vs. US$ 21,238 in H1 2020 (Q2 2021: US$ 12,720 vs Q2 2020: US$ 25,118), as a result of the much weaker market relative to the same period of last year. However, the daily spot rate of US$ 12,720 achieved in Q2 2021 was 28.2% (i.e. US$ 2,796/day) higher than the average obtained in the previous quarter.

At the same time, **48.1% of DIS' total employment days in H1 2021, were covered through 'time-charter' contracts at an average daily rate of US$ 15,546** (H1 2020: 63.7% coverage at an average daily rate of US$ 16,042). A good level of time charter coverage is one of the pillars of DIS' commercial strategy and allows it to mitigate the effects of the spot market volatility, securing a certain level of earnings and cash generation even throughout the negative cycles. **DIS' total daily average rate (which includes both spot and time-charter contracts) was of US$ 13,371 in the first half of 2021** compared with US$ 17,930 achieved in the same period of the previous year.

Operating Performance

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED	*US$ Thousand*	H1 2021	H1 2020
62,916	90,987	Revenue	122,037	185,342
(16,781)	(12,327)	Voyage costs	(33,146)	(35,268)
46,135	**78,660**	**Time charter equivalent earnings***	**88,891**	**150,074**
(1,361)	(4,300)	Time charter hire costs	(1,620)	(11,255)
(21,714)	(25,367)	Other direct operating costs	(46,191)	(53,017)
(3,650)	(2,911)	General and administrative costs	(6,990)	(6,183)
(545)	436	Result on disposal of fixed assets	(1,073)	(117)
18,865	**46,518**	**EBITDA***	**33,017**	**79,502**
(16,203)	(21,465)	Depreciation and impairment	(32,631)	(40,556)
2,662	**25,053**	**EBIT***	**386**	**38,946**
433	27	Net financial income	1,019	68
(8,416)	(9,370)	Net financial (charges)	(16,423)	(21,691)
(5,321)	**15,710**	**Profit (loss) before tax**	**(15,018)**	**17,323**
(90)	(88)	Income taxes	(161)	(184)
(5,411)	**15,622**	**Net profit (loss)**	**(15,179)**	**17,139**

**see Alternative Performance Measures on pages 9 to 10*

Revenue was US$ 122.0 million in H1 2021 (US$ 185.3 million in H1 2020) and US$ 62.9 million in Q2 2021 (US$ 90.9 million in Q2 2020). The decrease in gross revenue compared with the same period in the previous year is attributable mainly to a lower number of vessels operated on average by DIS (H1 2021: 38.4 vs. H1 2020: 45.2). In addition, the percentage of off-hire days in H1 2021 (4.3%) was higher than in the same period of the previous year (2.6%), mainly due to commercial off-hires and the timing of dry-docks.

Voyage costs reflect the mix of spot and time-charter employment contracts. These costs, which occur only for vessels employed on the spot market, amounted to US$ (33.1) million in H1 2021 compared with US$ (35.3) million in H1 2020 (Q2 2021: US$ (16.8) million vs. Q2 2020: US$ (12.3) million). The lower costs reflect DIS' smaller controlled fleet, partly compensated by a higher exposure to the spot market and by higher bunker prices, relative to the same period of last year.

Time charter equivalent earnings were US$ 88.9 million in H1 2021 vs. US$ 150.1 million in H1 2020 and US$ 46.1 million in Q2 2021 vs. US$ 78.7 million in Q2 2020. The total amount for H1 2020 included US$ 6.2 million 'time charter equivalent earnings' generated by vessels under commercial management at the time (there wasn't any income from such contracts in the first semester of 2021), which was offset by an almost equivalent amount reported under 'time-charter hire costs'.

In detail, DIS realized a **daily average spot rate of US$ 11,355 in H1 2021** compared with US$ 21,238 in H1 2020[9], and of US$ 12,720 in Q2 2021 compared with US$ 25,118 in Q2 2020. Such negative variance relative to the first six months of last year is attributable to the much weaker market conditions.

In H1 2021 DIS maintained a **good level of 'coverage'** (fixed-rate contracts), securing an average of **48.1%** (H1 2020: 63.7%) of its available vessel days at a **daily average fixed rate of US$ 15,546** (H1 2020: US$ 16,042). In addition to securing revenue and supporting the operating cash flow generation, these contracts enabled DIS to strengthen its historical relationships with the main oil majors.

[9] 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.

DIS' total daily average TCE (Spot and Time charter)[10] was **US$ 13,371 in H1 2021** vs. US$ 17,930 in H1 2020 (Q2 2021: US$ 13,893 vs. Q2 2020: US$ 19,555).

DIS TCE daily rates (US dollars)	2020						2021		
	Q1	*Q2*	***H1***	*Q3*	*Q4*	*FY*	*Q1*	*Q2*	*H1*
Spot	17,354	25,118	**21,238**	12,866	11,699	16,771	9,923	12,720	11,355
Fixed	15,864	16,236	**16,042**	16,038	17,866	16,429	15,842	15,231	15,546
Average	16,391	19,555	**17,930**	14,864	15,192	16,560	12,853	13,893	13,371

Time charter hire costs. IFRS 16 Leases is effective for annual periods beginning on or after 1 January 2019 and has been adopted by the Company. IFRS 16 substantially changes the Group's Consolidated Financial Statements, significantly affecting the treatment by lessees of contracts which in previous periods were treated as operating leases. With some exceptions, liabilities for payments on contracts previously classified as operating leases are now discounted at the lessee's incremental borrowing rate, leading to the recognition of a lease liability and a corresponding right of use asset (amounting to the liability plus the present value of any restoration costs and any incremental costs in entering the lease, as well as any lease payments made prior to commencement of the lease, minus any lease incentives already received). Therefore, starting from 1 January 2019, 'time-charter hire costs' includes only time-charter contracts whose residual term is shorter than 12 months as at that date or for contracts starting later, whose duration is shorter than 12 months from their commencement date. The application of IFRS16 reduced 'charter hire costs' by US$ 25.8 million in H1 2021 and by US$ 29.5 million in H1 2020, as within the Income Statement, these costs were replaced with other direct operating costs, interest and depreciation.

The total amount for the first half of 2020 included also US$ 6.1 million in hire costs in relation to vessels under commercial management (1.9 average equivalent vessels), which was offset by an almost equivalent amount reported under 'time charter equivalent earnings', after deducting a 2% commission on the gross revenue generated by these ships in the period; there wasn't any income or related costs from such contracts in 2021. Excluding the cost related to the vessels under commercial management and the effect of IFRS 16, DIS' H1 2021 'time-charter hire costs' would have amounted to US$ 27.4 million, lower than US$ 34.5 million for the same period of last year. In fact, DIS operated a lower number of chartered-in vessels in H1 2021 (10.4 equivalent ships) relative to the first half of last year (12.8 equivalent ships).

Other direct operating costs mainly consist of crew, technical and luboil relating to the operation of owned vessels, together with insurance expenses for both owned and chartered-in vessels. The adjustment to 'other direct operating costs' arising from the application of IFRS 16 increases such expenses by US$ 11.7 million in H1 2021 (US$ 13.6 million increase in H1 2020), as within the Income Statement, time-charter hire costs are replaced by other direct operating costs, interest and depreciation. Excluding the effects of IFRS 16, DIS' 'other direct operating costs' would have amounted to US$ (34.5) million in H1 2021 vs. US$ (39.4) million in H1 2020. In the first six months of 2021, the Company operated a smaller fleet of owned and bareboat vessels relative to the same period of last year (H1 2021: 28.0 vs. H1 2020: 32.4). DIS constantly monitors its operating costs, while focusing on crew with appropriate skills, high SQE (Safety, Quality & Environment) standards and full compliance with very stringent market regulations. Maintaining a 'high-quality' fleet represents an essential part of d'Amico's vision and strategy.

General and administrative costs amounted to US$ (7.0) million in H1 2021 vs. US$ (6.2) million in H1 2020. These costs relate mainly to onshore personnel, together with office costs, consultancies, travel expenses and others.

Result on disposal of vessel was negative for US$ (1.1) million in H1 2021 vs. US$ (0.1) million in H1 2020. The amount refers to the amortisation of the net deferred result on all vessels sold and leased back in the previous years.

EBITDA was of US$ 33.0 million in H1 2021 compared with US$ 79.5 million in the same period of last year (Q2 2021: US$ 18.9 million vs. Q2 2020: US$ 46.5 million), reflecting the weaker freight markets experienced in the first six months of the current year.

Depreciation, impairment and impairment reversal amounted to US$ (32.6) million in H1 2021 vs. US$ (40.6)

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

million in H1 2020 (Q2 2021: US$ (16.2) million vs. Q2 2020: US$ (21.5) million). The H1 2020 amount included 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.

EBIT was **positive for US$ 0.4 million in H1 2021** vs. US$ 38.9 million in H1 2020 (Q2 2021: US$ 2.7 million vs. Q2 2020: US$ 25.1 million).

Net financial income was of US$ 1.0 million in H1 2021 vs. US$ 0.07 million in H1 2020 (Q2 2021: US$ 0.4 million vs. Q2 2020: US$ 0.03 million). The amount of H1 2021 comprises mainly US$ 0.7 million unrealized gain in relation to the ineffective part of DIS' interest rate swap agreements, US$ 0.1 million unrealized gain on freight derivative instruments used for hedging purposes, US$ 0.2 million commercial foreign exchange gain, as well as bank interest income on funds held with financial institutions on deposit and current accounts.

Net financial charges amounted to US$ (16.4) million in H1 2021 vs. US$ (21.7) million in H1 2020 (Q2 2021: US$ (8.4) million vs. Q2 2020: US$ (9.4) million). The H1 2021 amount comprises US$ (16.3) million in interest expenses and amortized financial fees due on DIS' bank loan facilities, actual expenses on interest rate swaps and interest on lease liabilities, as well as US$ (0.1) million of unrealised losses mainly in relation to the ineffective part of DIS' interest rate swap agreements. The amount recorded in the same period of last year included US$ (19.2) million in interest expenses and amortized financial fees due on DIS' bank loan facilities, actual expenses on interest rate swaps and interest on financial leases, as well as US$ (2.4) million of unrealised losses in relation to the ineffective part of DIS' interest rate swap agreements.

DIS recorded a **Loss before tax of US$ (15.0) million in H1 2021** vs. a profit of US$ 17.3 million in H1 2020 and a loss of US$ (5.3) million in Q2 2021 vs. profit of US$ 15.7 million in Q2 2020.

Income taxes amounted to US$ (0.2) million in H1 2021, in line with the same period of last year.

Due to the challenging market experienced in the first half of the year, DIS recorded a ***Net loss* of US$ (15.2) million in H1 2021** compared with a Net profit of US$ 17.1 million in H1 2020 and a Net loss of US$ (5.4) million in Q2 2021 vs. a Net profit of US$ 15.6 million in Q2 2020.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

(US$ Thousand)	**As at 30 June 2021**	**As at 31 December 2020**
ASSETS		
Non-current assets	891,661	918,187
Total current assets	94,477	114,403
Total assets	**986,138**	**1,032,590**
LIABILITIES AND SHAREHOLDERS' EQUITY		
Shareholders' equity	352,499	365,734
Non-current liabilities	493,442	539,382
Total current liabilities	140,197	127,474
Total liabilities and shareholders' equity	**986,138**	**1,032,590**

Non-current assets mainly relate to DIS' owned vessels net book value, including right-of-use assets (there are no vessels under construction as at 30 June 2021). According to the valuation report provided by a primary broker, the estimated market value of DIS' owned and bareboat fleet as at 30 June 2021 was of US$ 698.5 million.

Gross Capital expenditures (Capex) were of US$ 4.2 million in H1 2021 vs. US$ 7.0 million in H1 2020. The amounts for H1 2021 and H1 2020 include only the capitalised dry-dock costs pertaining to owned and bareboat vessels.

Current assets as at 30 June 2021 amounted to US$ 94.5 million. As at the same date, in addition to the working capital items (inventories and trade receivables amounting to US$ 10.7 million and US$ 31.2 million, respectively), current assets include 'cash and cash equivalent' of US$ 48.7 million and US$ 1.0 million relating to funds deposited by d'Amico Tankers d.a.c. with financial institutions in respect of interest rate swap contracts.

Non-current liabilities were of US$ 493.4 million as at 30 June 2021 and mainly consist of the long-term portion of debt due to banks (disclosed under the Net Indebtedness section of the report) and of lease liabilities.

Current liabilities, other than the debt due to banks and other lenders (disclosed under the Net Indebtedness section of the report), includes as at 30 June 2021, working capital items amounting to US$ 24.1 million (mainly relating to trade and other payables), US$ 36.2 million in lease liabilities, and US$ 6.5 million in other current financial liabilities.

Shareholders' equity amounted to US$ 352.5 million as at 30 June 2021 (US$ 365.7 million as at 31 December 2020). The variance relative to year-end 2020 is due to the Net result generated in H1 2021, partially offset by the change in the valuation of cash-flow hedges.

NET INDEBTEDNESS*

DIS' Net debt as at 30 June 2021 amounted to **US$ 545.9 million** compared to US$ 561.5 million as at 31 December 2020. These balances include an additional liability due to the application of IFRS 16, amounting to US$ 92.6 million as at the end of June 2021 vs. US$ 96.4 million as at the end of 2020. The net debt (excluding IFRS16) / fleet market value ratio was of 64.9% as at 30 June 2021 vs. 65.9% as at 31 December 2020 and compared with 64.0% as at the end of 2019 and 72.9% as at the end of 2018.

US$ Thousand	**As at 30 June 2021**	**As at 31 December 2020**
Liquidity - *Cash and cash equivalents*	48,715	62,071
Other current financial assets	3,748	2,565
Other current financial assets – related party	36	2,160
Total current financial assets	**52,499**	**66,796**
Bank loans and other lenders– current	73,293	46,523
Liabilities from leases	36,218	43,411
Other current financial liabilities – 3rd parties	6,511	6,824
Other current financial liabilities – related party	-	4,309
Total current financial debt	**116,022**	**101,067**
Net current financial debt	**63,523**	**34,271**
Other non-current financial assets – third parties	11,090	12,110
Total non-current financial assets	**11,090**	**12,110**
Bank loans – non-current	232,115	263,089
Liabilities from leases – non-current	257,627	269,941
Other non-current financial liabilities – 3rd parties	3,700	6,352
Total non-current financial debt	**493,442**	**539,382**
Net non-current financial debt	**482,352**	**527,272**
Net financial indebtedness	**545,875**	**561,543**

* *See Alternative Performance Measures on pages 9 to 10*

The balance of *Total Current Financial Assets* was of US$ 52.5 million as at the end of June 2021. The total amount comprises *Cash and cash equivalents* of US$ 48.7 million, and the current portion of deferred losses on disposal on leased-back transactions, amounting to US$ 3.7 million.

Total Non-Current Financial Assets comprise mainly deferred losses on disposal on lease-back transactions.

The total outstanding bank debt (*Bank loans*) as at 30 June 2021 amounted to US$ 305.4 million, of which US$ 73.3 million is due within one year. In addition to some short-term credit lines, DIS' debt as at 30 June 2021 comprises mainly the following long-term facilities granted to d'Amico Tankers d.a.c. (Ireland), the key operating company of the Group:

(i) US$ 279.0 million (originally US$ 250.0 million) term-loan facility granted by a pool of nine primary financial institutions (Crédit Agricole Corporate and Investment Bank, Nordea Bank, ING Bank, Banca IMI, Commonwealth Bank of Australia, Skandinaviska Enskilda Banken (SEB), The Governor and Company of the Bank of Ireland, Credit Industriel et Commercial, DnB), to provide financing for 5 existing vessels, with an outstanding debt of US$ 106.7 million;
(ii) Crédit Agricole Corporate and Investment Bank and ING term-loan facility to refinance 1 MR vessel built in 2016, 2 MR vessels built in 2005 and 1 additional MR vessel built in 2006, with an outstanding debt of US$ 26.3 million;
(iii) DnB NOR Bank 5-years term-loan facility to finance 1 MR vessel built in 2012, with an outstanding debt of US$ 12.6 million;
(iv) ING 5-years term-loan facility to finance 1 MR vessel built in 2012, with an outstanding debt of US$ 12.1 million;
(v) ABN Amro 6-years term-loan facility to finance 1 Handysize vessel built in 2014 with an outstanding debt of US$ 11.6 million;
(vi) Banca IMI (Intesa Group) 7-years term-loan facility to finance 2 Handy-size vessels built respectively in 2015 and 2016, with a total outstanding debt of US$ 29.3 million;
(vii) Monte dei Paschi di Siena 5-years term-loan facility to finance 1 LR1 vessel (delivered in November 2017), with an outstanding debt of US$ 19.7 million;
(viii) Century Tokyo Leasing 6-years term-loan facility to finance 2 Handy-size vessels delivered respectively in July and October 2016 and 1 MR vessel delivered in January 2017, with a total outstanding debt of US$ 46.3 million;
(ix) In addition, DIS' debt comprises also its portion of the bank loans of its joint venture 'Glenda International Shipping d.a.c.' with Standard Chartered Bank, amounting to US$ 19.7 million, to finance 4 Glenda International Shipping d.a.c. vessels built between 2010 and 2011.

Lease liabilities include the leases on M/T High Fidelity, M/T High Discovery, M/T High Freedom, M/T High Trust, M/T High Loyalty, M/T High Trader, M/T Cielo di Houston and M/T High Voyager, which were sold and leased back between 2017 and 2019. In addition, 'lease liabilities' include as at 30 June 2021, US$ 92.6 million arising from the application of IFRS 16 on contracts classified until 2018 as 'operating leases'.

Other Non-current financial liabilities include the negative fair value of derivative hedging instruments (interest rate swap agreements) and the deferred profit on disposal on sale and leaseback transactions.

CASH FLOW

In **H1 2021**, **DIS' Net cash flow was negative for US$ (10.7) million** vs. US$ 15.5 million in H1 2020.

Q2 2021 UNREVIEWED	**Q2 2020** UNREVIEWED	*US$ Thousand*	**H1 2021**	**H1 2020**
11,925	33,384	Cash flow from operating activities	18,533	59,062
(2,215)	12,940	Cash flow from investing activities	(984)	11,648
(17,422)	(25,348)	Cash flow from financing activities	(28,235)	(55,237)
(7,712)	**20,976**	**Change in cash balance**	**(10,686)**	**15,473**
42,320	12,014	Cash and cash equivalents net of bank overdrafts at the beginning of the period	45,294	17,517
34,608	**32,990**	**Cash and cash equivalents net of bank overdrafts at the end of the period**	**34,608**	**32,990**
48,715	50,448	Cash and cash equivalents at the end of the period	48,715	50,448
(14,107)	(17,458)	Bank overdrafts at the end of the period	(14,107)	(17,458)

Cash flow from operating activities was positive, **amounting to US$ 18.5 million in H1 2021** vs. US$ 59.1 million in H1 2020. This negative variance is attributable to the much weaker spot market in H1 2021 relative to the same period of last year.

The net ***Cash flow from investing activities*** was negative for US$ (1.0) million in H1 2021 vs. US$ 11.7 million in H1 2020. The amount for H1 2021 comprises only the costs relating to drydocks which occurred in the period, partially off-set by the reimbursement of US$ 3.2 million of a sellers' credit relating to the sale and TC-back of two MRs in 2017. The amount for the first half of last year comprised costs relating to drydocks occurred in the period, off-set by US$ 18.2 million generated from the sale of M/T Cielo di Guangzhou and M/T Glenda Meredith in Q2 2020 and by US$ 0.5 million arising from the reduction of d'Amico Tankers' shareholders loan to DM Shipping, following the sale of its two vessels in FY 2019.

Cash flow from financing activities was negative, amounting to US$ (28.2) million in H1 2021. This figure comprises mainly: (i) US$ (16.0) million in scheduled bank debt repayments; ii) US$ 13.8 million bank debt drawdown, deriving from a US$ 3.8 million refinancing with Crédit Agricole of M/T High Priority (a MR vessel, which was leased by d'Amico Tankers as at 31 December 2020 and whose purchase option was exercised on 5 February 2021), and a US$ 10.0 million draw-down on the hot-money credit line with Banca Intesa; iii) US$ (26.8) million repayment of lease liabilities, including US$ (9.6) million deriving from the exercise of the purchase option on M/T High Priority; (iv) US$ (0.3) million acquisition of DIS' treasury shares.

SIGNIFICANT EVENTS OF THE FIRST SEMESTER

In H1 2021, the main events for the d'Amico International Shipping Group were the following:

D'AMICO INTERNATIONAL SHIPPING:

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

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

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

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

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

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

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

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

Fourth exercise period of DIS' Ordinary shares warrants 2017-2022: On 31 May 2021, d'Amico International Shipping S.A. confirmed that the holders of "d'Amico International Shipping's Warrants 2017 – 2022", ISIN code n. LU1588548724 (the "Warrants") could apply for their Warrants to be exercised on any Banking Day (days on which banks in Luxembourg and in Italy are generally open for business as defined in the terms and conditions of the Warrants) starting from 1st June, 2021 until 30th June, 2021, both dates included (the "Fourth Exercise Period"), with the right to subscribe for newly issued ordinary shares of DIS admitted to trading on the MTA market organized and managed by Borsa Italiana S.p.A., each without par value and with the same rights and features as 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 Fourth Exercise Period amounted to EUR 0.382 (zero point three hundred and eighty-two Euros) per Warrant Share.

D'AMICO TANKERS D.A.C.:

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

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

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

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

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

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

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

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

SIGNIFICANT EVENTS SINCE THE END OF THE PERIOD AND BUSINESS OUTLOOK

D'AMICO INTERNATIONAL SHIPPING S.A.:

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

D'AMICO TANKERS D.A.C.:

'**Time Charter-Out' Fleet**: In July 2021, d'Amico Tankers d.a.c. fixed one of its Handy-size vessels with a reputable counterparty for 6 months with an option for a further 3 months, starting from July 2021.

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

	As at 30 June 2021				As at 29 July 2021			
	LR1	MR	Handysize	Total	LR1	MR	Handysize	Total
Owned	5.0	9.0	6.0	20.0	5.0	9.0	6.0	20.0
Bareboat chartered*	1.0	7.0	0.0	8.0	1.0	7.0	0.0	8.0
Long-term time chartered	0.0	9.0	0.0	9.0	0.0	9.0	0.0	9.0
Short-term time chartered	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Total	6.0	26.0	6.0	38.0	6.0	26.0	6.0	38.0

* with purchase obligation

Business Outlook

According to Clarksons' June report, crude tanker demand is expected to grow by 3.4% in '21, while product tanker demand is expected to expand by an even more robust 7.8%, remaining, however, for both segments below 2019 levels as impacts from Covid-19 linger.

Over the remainder of the year robust global economic growth, rising vaccination rates, steadily increasing mobility levels and the easing of social distancing measures should combine to underpin stronger global oil demand, with second-half 2021 oil demand on course to rise by 4.6 million b/d versus first half 2021 levels, to 98.7 million b/d.

The IEA's oil demand growth forecast mirrors the economic trend and the assumed expansion of vaccination campaigns to prevent a resurgence of Covid-19 cases. The global economy is expected to continue expand steadily in the remainder of the year and in 2022. According to the IEA's latest estimates, world GDP is expected to expand by 6.2% in 2021 and by 4.6% in 2022, largely unchanged versus their June report. US GDP growth should be particularly strong, at close to 7% in 2021, thanks to high vaccination rates, savings accumulated by households during the Covid-19 crisis and continuing fiscal and monetary measures. Furthermore, fiscal stimulus packages will not end in 2021, with the American Jobs Plan expected to boost US GDP growth in 2022 to 4.3%. In Europe, the recent lifting of some Covid restrictions has had a positive effect on the economy. Pent-up demand, the re-opening of hotels and restaurants, and large household savings should contribute to a strong rebound in economic activity during the summer, pushing European growth close to 4.9% in 2021. Growth should remain above 4.5% in 2022, assuming vaccination campaigns continue to expand.

Oil supply should largely follow the demand developments. At the 19th OPEC+ Ministerial Meeting, members agreed to raise output by around 400,000 b/d per month from August until the remaining 5.8 million b/d of current supply cuts are fully unwound. At the same meeting it was also agreed that baseline production for several countries including the UAE, will be raised from May '22. The IEA estimates, however, that despite the agreed output increases the oil market will remain undersupplied by around 1.5 million bpd in the second-half of this year.

Despite the ongoing improvements, considerable uncertainty remains regarding the strength and timing of the recovery. In countries where vaccination campaigns are lagging, the latest dominant and more transmissible variant may have a devastating impact. Covid cases are surging in Indonesia, with Vietnam and Thailand also recording a fast rise in contamination rates. Recent data from various sources show that several African countries show new Covid cases rising strongly in recent weeks. Japan and Korea have been forced to introduce very strict measures. This new wave of infections is cutting mobility and oil demand in many countries with low rates of vaccinations and could very well slow the economic (and oil demand) recovery currently underway.

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

Product Tanker Demand

- According to IEA's July report, global refinery throughput in June is estimated to have surged 1.6 million b/d month-on-month, the largest monthly increase since July 2020. In May, refinery intake was flat from April levels, but up 7 million b/d from May 2020, the lowest point during the pandemic. Runs are expected to ramp up another 2.7 million b/d through August from June levels.

- According to the IEA, OECD total industry oil stocks at the end of Q2 '21 stood at 2 945 million barrels, 75.8 million barrels below the 2016-2020 average and 10.8 million barrels below the pre-Covid 2015-19 average. Preliminary June data for the US, Europe and Japan show that industry stocks fell by a combined 21.8 million barrels.

- More than 70% of new refining capacity in the next four years will be located east of Suez. The EIA estimates that around 800,000 b/d of refining capacity has been closed in North America since the pandemic began. Engen have announced the conversion of their 120,000 b/d refinery in Durban (responsible for approximately 17% of the country's fuel production) into a terminal / storage facility. In the long run, recovering demand and structural shifts in the refining landscape are likely to boost long-haul product trades.

Product Tanker Supply

- At the beginning of the year Clarksons estimated 97 MRs and LR1s would have been delivered in 2021, of which 50 in the first-half of the year; actual deliveries in the first six months of '21 were, however, of only 38 vessels.

- In their June 2021 outlook, Clarksons estimate that in 2022 the product tanker fleet will grow by 1.8% while the demand for the transportation of refined products will grow by 5.5%.

- A large number of demolition yards were temporarily shut in 2020 during the pandemic. However, the rebound in steel prices has improved demand for tonnage recycling. According to Clarksons around 43 product tankers have been sold for scrap in the first half of 2021. This equates to around 2 million tonnes of deadweight capacity, of which 26 tankers (1.13 million deadweight) are in the MR sector.

- According to Clarksons, 6.6% of the MR fleet and LR1 fleet is over 20 years old.

- According to Clarksons, the orderbook to fleet ratio (in dwt) at the end of June '21, for the MR and LR1 product tankers fleet, stood at only 4.6%.

- The IMO's 2030 and 2050 targets for reducing greenhouse gas emissions are high on the shipping agenda. Many owners and banks now require 'green recycling' of vessels in line with EU and IMO conventions, while the EU is set to include shipping in its Emissions Trading Scheme. Furthermore, important cargo charterers including oil majors such as Shell and Total, as well as leading trading houses such as Trafigura, have recently signed the Sea cargo charter with the aim of disclosing the CO_2 emissions of the vessels they operate, and reducing these in line with the IMO targets. During the Marine Environmental Committee's (MEPC) last meeting (MEPC 76) in June this year, measures were adopted which will be enforceable from 1 November 2022, requiring operators to measure their vessels' energy efficiency existing ship index (EEXI), reflecting their technical efficiency, and their carbon intensity indicator (CII), reflecting how efficiently they are managed. Both of these measures aim to cut emissions progressively from 2023 to 2030.

- The expected technological change to meet increasingly demanding environmental and other regulations is reducing appetite for newbuilding orders, since such vessels could be obsolete soon after delivery.

D'AMICO INTERNATIONAL SHIPPING GROUP
CONDENSED CONSOLIDATED INTERIM FINANCIAL STATEMENTS AS AT 30 JUNE 2021

CONDENSED CONSOLIDATED INTERIM INCOME STATEMENT

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED	*US$ Thousand*		H1 2021	H1 2020
62,916	90,987	Revenue	(2)	122,037	185,342
(16,781)	(12,327)	Voyage costs	(3)	(33,146)	(35,268)
46,135	**78,660**	**Time charter equivalent earnings***	(4)	**88,891**	**150,074**
(1,361)	(4,300)	Time charter hire costs	(5)	(1,620)	(11,255)
(21,714)	(25,367)	Other direct operating costs	(6)	(46,191)	(53,017)
(3,650)	(2,911)	General and administrative costs	(7)	(6,990)	(6,183)
(545)	436	Result on disposal of fixed assets	(8)	(1,073)	(117)
18,865	**46,518**	**EBITDA***		**33,017**	**79,502**
(16,203)	(21,465)	Depreciation and impairment	(11)	(32,631)	(40,556)
2,662	**25,053**	**EBIT***		**386**	**38,946**
433	27	Net financial income	(9)	1,019	68
(8,416)	(9,370)	Net financial charges	(9)	(16,423)	(21,691)
(5,321)	**15,710**	**Profit (loss) before tax**		**(15,018)**	**17,323**
(90)	(88)	Income tax	(10)	(161)	(184)
(5,411)	**15,622**	**Net profit (loss)**		**(15,179)**	**17,139**
The net result is attributable to the equity holders of the Company					
(0.004)	**0.013**	**Profit (loss) per share in US$ [1]**		**(0.012)**	**0.014**

**see Alternative Performance Measures on pages 9 to 10*

CONDENSED CONSOLIDATED INTERIM STATEMENT OF COMPREHENSIVE INCOME

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED	*US$ Thousand*	H1 2021	H1 2020
(5,411)	15,622	Profit (loss) for the period	(15,179)	17,139
		Items that can subsequently be reclassified into Profit or Loss		
1,160	97	Cash flow hedges	2,274	(4,054)
14	(82)	Exchange differences in translating foreign operations	(15)	(166)
(4,237)	**15,637**	**Total comprehensive income for the period**	**(12,920)**	**12,919**

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 1,222,919,375 and to 1,230,890,447 in the first half of 2021 and in the first half of 2020 respectively and on an average number of outstanding shares equal to 1,222,726,095 and to 1,230,890,447 in the second quarter of 2021 and in the second quarter of 2020 respectively. In H1/Q2 2021 and H1/Q2 2020 diluted e.p.s. was equal to basic e.p.s..

CONDENSED CONSOLIDATED INTERIM STATEMENT OF FINANCIAL POSITION

US$ Thousand		As at 30 June 2021	As at 31 December 2020
ASSETS			
Property, plant and equipment (PPE) and right-of-use assets (RoU)	(11)	880,571	901,765
Investments in jointly controlled entities	(12)	-	4,312
Other non-current financial assets	(13)	11,090	12,110
Total non-current assets		**891,661**	**918,187**
Inventories	(14)	10,743	8,885
Receivables and other current assets	(15)	31,235	38,722
Other current financial assets	(13)	3,784	4,725
Cash and cash equivalents	(16)	48,715	62,071
Total current assets		**94,477**	**114,403**
TOTAL ASSETS		**986,138**	**1,032,590**
SHAREHOLDERS' EQUITY AND LIABILITIES			
Share capital	(17)	62,053	62,053
Accumulated losses	(17)	(58,486)	(43,307)
Share Premium	(17)	368,839	368,853
Other reserves	(17)	(19,907)	(21,865)
Total shareholders' equity		**352,499**	**365,734**
Banks and other lenders	(18)	232,115	263,089
Non-current lease liabilities	(19)	257,627	269,941
Other non-current financial liabilities	(13)	3,700	6,352
Total non-current liabilities		**493,442**	**539,382**
Banks and other lenders	(18)	73,293	46,523
Current lease liabilities	(19)	36,218	43,411
Payables and other current liabilities	(20)	24,116	26,367
Other current financial liabilities	(13)	6,511	11,133
Current tax payable	(21)	59	40
Total current liabilities		**140,197**	**127,474**
TOTAL SHAREHOLDERS' EQUITY AND LIABILITIES		**986,138**	**1,032,590**

29 July 2021

On behalf of the Board

Paolo d'Amico
Chairman, Chief Executive Officer

Antonio Carlos Balestra di Mottola
Chief Financial Officer

Condensed Consolidated Interim Statement of Cash Flows

Q2 2021 UNREVIEWED	Q2 2020 UNREVIEWED	*US$ Thousand*	H1 2021	H1 2020
(5,411)	**15,622**	**Profit (loss) for the period**	(15,179)	**17,139**
16,203	17,040	Depreciation and amortisation of PPE and RoU	32,631	34,549
-	4,425	Impairment	-	6,007
90	88	Current and deferred income tax	161	184
4,328	5,005	Lease cost	8,916	10,142
3,655	4,338	Other net financial charges (income)	6,488	11,481
(25)	(207)	Unrealised foreign exchange result	(25)	(207)
-	(975)	Result on disposal of fixed assets	-	(975)
545	539	Movement in deferred result on disposal of S&L assets	1,073	1,092
-	-	Reclassification off-hire against depreciation	-	(180)
49	-	Other non-cash changes in shareholders' equity	20	-
2	-	Balance on liquidation of equity accounted investee	2	-
19,436	**45,875**	**Cash flow from operating activities before changes in working capital**	**34,087**	**79,232**
(897)	2,141	Movement in inventories	(1,858)	1,775
4,803	2,058	Movement in amounts receivable	4,298	2,048
(3,180)	(6,663)	Movement in amounts payable	(2,497)	(5,021)
(74)	(281)	Taxes (paid) received	(143)	(463)
(4,329)	(5,002)	Payment of interest portion of lease liability	(8,917)	(10,137)
(3,834)	(4,744)	Net interest paid	(6,437)	(8,372)
11,925	**33,384**	**Net cash flow from operating activities**	**18,533**	**59,062**
(2,215)	(5,263)	Acquisition of fixed assets and dry-dock expenditures	(4,184)	(7,028)
-	18,185	Net proceeds from the sale of fixed assets	-	18,185
-	-	Deferred cash-in from the sale of fixed assets	3,200	-
-	18	Movement in financing to equity accounted investee	-	491
(2,215)	**12,940**	**Net cash flow from investing activities**	**(984)**	**11,648**
(14)	(5)	Other changes in shareholder's equity	(14)	(427)
-	-	Shareholders' financing	-	(5,000)
-	-	Purchase of Treasury shares	(336)	-
637	220	Movement in other financial assets	1,111	830
-	(954)	Net movement in other financial payable	-	(2,700)
(9,382)	(15,314)	Bank loan repayments	(15,960)	(28,991)
-	-	Bank loans drawdowns	13,756	-
(8,663)	(9,295)	Repayments of principal portion of lease liabilities	(26,792)	(18,949)
(17,422)	**(25,348)**	**Net cash flow from financing activities**	**(28,235)**	**(55,237)**
(7,712)	**20,976**	**Net increase/ (decrease) in cash and cash equivalents**	**(10,686)**	**15,473**
42,320	12,014	Cash and cash equivalents net of bank overdrafts at the beginning of the period	45,294	17,517
34,608	32,990	Cash and cash equivalents net of bank overdrafts at the end of the period	34,608	32,990
48,715	**50,448**	**Cash and cash equivalents at the end of the period**	**48,715**	**50,448**
(14,107)	(17,458)	Bank overdrafts at the end of the period	(14,107)	(17,458)

Financing activities not requiring the use of cash are reconciled within note 22.

Interim Condensed Statement of Changes in Consolidated Shareholders' Equity

US$ Thousand	Share capital	Retained Earnings (Accumulated losses)	Share premium	Other Reserves *Other*	Other Reserves *Cash-Flow hedge*	Total
Balance as at 1 January 2021	**62,053**	**(43,307)**	**368,853**	**(16,155)**	**(5,710)**	**365,734**
Treasury shares	-	-	-	(336)	-	**(336)**
Other changes	-	-	(14)	35	-	**21**
Total comprehensive income	-	(15,179)	-	(15)	2,274	**(12,920)**
Balance as at 30 June 2021	**62,053**	**(58,486)**	**368,839**	**(16,471)**	**(3,436)**	**352,499**

US$ Thousand	Share capital	Retained Earnings / (Accumulated losses)	Share premium	Other Reserves *Other*	Other Reserves *Cash-Flow hedge*	Total
Balance as at 1 January 2020	**62,052**	**(59,801)**	**368,846**	**(15,380)**	**(3,252)**	**352,465**
Treasury shares	-	**-**	-	(261)	-	**(261)**
Other changes	-	(63)	-	63		**-**
Total comprehensive income	-	17,139	-	(166)	(4,054)	**12,919**
Balance as at 30 June 2020	**62,052**	**(42,725)**	**368,846**	**(15,744)**	**(7,306)**	**365,123**

The following notes form an integral part of the interim consolidated financial report.

NOTES

d'Amico International Shipping S.A. (the "Company", DIS) a Sociéte Anonyme, was incorporated under the laws of the Grand-Duchy of Luxembourg on 9 February 2007; its statutory seat is in Luxembourg. The ultimate parent company of the Group is d'Amico Società di Navigazione. DIS is an international marine transportation company, operating, mainly through its fully owned subsidiary, d'Amico Tankers d.a.c. (Ireland), as well as other indirectly controlled subsidiaries. All DIS' vessels are double-hulled and are primarily engaged in the transportation of refined oil products, providing worldwide shipping services to the major oil companies and trading houses.

This condensed consolidated interim financial information as at, and for the six months period ended 30 June 2021 have been prepared in accordance with IAS 34 – Interim Financial reporting, as adopted by the European Union.

The interim condensed consolidated financial statements do not contain all information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual financial statements as at 31 December 2020.

The consolidated financial statements are prepared on the basis of the historic cost convention, with the exception of certain financial assets and labilities, which are stated at fair value through profit or loss or other comprehensive income for the effective portion of the hedges.

The financial statements are presented in U.S. Dollars, which is the functional currency of the Company and its principal subsidiaries. Rounding is applied to the nearest thousand.

1. ACCOUNTING POLICIES

The principal accounting policies, which have been consistently applied, are set out below.

Critical Accounting Judgments and Key Estimates

The preparation of the financial statements requires Directors to make accounting estimates and in some cases assumptions in the application of accounting principles. The Management decisions are based on historical experience as well as on expectations associated with the realization of future events, considered reasonable under the circumstances. Critical accounting estimates and judgments are exercised in all areas of the business and are reviewed on an ongoing basis.

Segment Information

d'Amico International Shipping provides transportation services of refined petroleum products and vegetable oil, operating in only one business segment, Product Tankers. Furthermore, the Group only has one geographical segment, employing all of its vessels worldwide, rather than in specific geographical areas. The Group's top management monitors, evaluates and allocates the Group's resources as a whole, operations are run in one single currency – the US$ – and DIS considers, therefore, the product tankers business as a single segment.

Accounting principles

The accounting policies adopted are consistent with those of the previous financial year.

Accounting principles adopted from 1 January 2021

There are no new accounting principles that have been adopted for the accounting period ending 30 June 2021.

Accounting principles, amendments, and interpretations not yet effective

Interest Rate Benchmark Reform

US$ LIBOR rates for periods of 3 months and 6 months, which are the reference rates for all of our mortgage loans, should not be published anymore from 30 June 2023. We are currently assessing how the replacement of US$ LIBOR by a risk-free-rate will impact our loans and interest rate hedging exposures, but a final assessment is not possible until the Alternative Reference Rates committee in the US has defined the terms for a forward-looking term rate.

There are no standards that are not yet effective and that would be expected to have a material impact on the entity in the current or future reporting periods and on foreseeable future transactions. Early adoption of any new standard is not currently envisaged.

2. Revenue

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Revenues from voyage-charter (spot) – freight and demurrage	27,955	37,251	56,759	80,515
Revenue from operating leases (time-charter)	27,443	29,973	48,136	60,267
Revenue from subleasing (time-charter)	7,290	20,459	14,692	39,349
Other revenues	228	3,304	2,450	5,211
Total	**62,916**	**90,987**	**122,037**	**185,342**

Revenue represents vessel income comprising time charter hire, freight and demurrage and is recognized over time. DIS has only one revenue stream and it is originated from the employment of the vessels for the transportation of refined petroleum products. All contractual revenues – as defined by IFRS15 – result from freight and demurrage: for these revenues, payment is settled at completion of the voyage, and therefore no performance obligations are recognised to be outstanding. Costs to fulfil a contract (ballast days to the first loading port) are recognised over time and are capitalised at the reporting date; they amount to US$ 0.1 million as at 30 June 2021 and will be amortised throughout the term of the relevant contracts.

Income from operating leases represent income from owned vessels that are time-chartered-out.

Income from subleasing represents revenue on vessels controlled through time-charter-in contracts, that are time-charted-out.

Other revenues comprise income from deviations, including compensation for bunker expenses.

3. Voyage costs

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Bunkers (fuel)	(10,226)	(7,518)	(19,293)	(22,015)
Commissions	(1,603)	(2,282)	(3,048)	(4,367)
Port charges	(4,017)	(2,445)	(8,995)	(7,778)
Other	(935)	(82)	(1,810)	(1,108)
Total	**(16,781)**	**(12,327)**	**(33,146)**	**(35,268)**

Voyage costs arise from the employment, directly or through our partnerships, of DIS' vessels, through voyage charters or contracts of affreightment. When vessels are employed through time-charters they do not incur voyage costs.

4. TIME CHARTER EQUIVALENT EARNINGS

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Time-charter equivalent earnings	**46,135**	**78,660**	**88,891**	**150,074**

Time charter equivalent earnings represent revenue less voyage costs. In the first half of 2021 vessel days on fixed rate contracts represented about 48.1% of total available vessel days (H1 2020: 63.7%).

5. TIME CHARTER HIRE COSTS

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Time-charter hire costs	**(1,361)**	**(4,300)**	**(1,620)**	**(11,255)**

Time charter hire costs represent the cost of chartering-in vessels from third parties. The amounts relate essentially to the cost of chartering-in vessels with terms that are shorter than one year at their start date (short-term leases; please also refer to note 1 of the Group's 2020 consolidated financial statements).

6. OTHER DIRECT OPERATING COSTS

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Crew costs	(9,439)	(9,759)	(18,836)	(20,404)
Technical expenses	(2,470)	(2,182)	(5,933)	(7,509)
Luboil	(527)	(715)	(1,103)	(1,486)
Technical and quality management	(2,585)	(4,343)	(5,350)	(6,469)
Insurance	(917)	(1,449)	(2,139)	(2,566)
Operating costs related to leased vessels	(5,544)	(6,517)	(11,732)	(13,582)
Other costs	(232)	(402)	(1,098)	(1,001)
Total	**(21,714)**	**(25,367)**	**(46,191)**	**(53,017)**

Other direct operating costs include crew costs, technical expenses, lubricating oils, technical and quality management fees and sundry expenses originating from the operation of the vessel, including insurance costs. Service costs related to leased vessels represent one of the non-lease components of a TC contract, which is expensed in the income statement.

Personnel

As at 30 June 2021, d'Amico International Shipping S.A. and its subsidiaries had 611 employees, of which 587 seagoing and 24 onshore personnel. Onshore personnel costs are included under general and administrative costs. The Group has no liabilities with regards to pensions and other post-retirement benefits.

7. GENERAL AND ADMINISTRATIVE COSTS

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Personnel	(1,669)	(1,144)	(2,944)	(2,478)
Other general and administrative costs	(1,981)	(1,767)	(4,046)	(3,705)
Total	**(3,650)**	**(2,911)**	**(6,990)**	**(6,183)**

Personnel costs relate to on-shore personnel salaries, including the amount expensed relating to the Long Term Incentive Plan granted to the key managers and executive directors of DIS, adopted in 2019; for the period ending 30 June 2021, no charge has been recorded for payments under such plan.

The other general and administrative costs comprise consultancy, office rental fees, and other sundry expenses originating from the operation of d'Amico International Shipping Group companies. They include intra-group management fees on brand and for commercial, operational, administrative, internal audit, legal and IT services, amounting to US$ 2.9 million in H1 2021 and US$ 1.4 million in Q2 2021. They also include negligible expenses relating to short-term leases, relating mainly to office equipment, and Net Wealth Tax for the holding company (accrued in the first six months of 2021 for an amount of US$ 2.4 thousand).

8. RESULT FROM DISPOSAL OF FIXED ASSETS

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Result from disposal of vessels	**(545)**	**436**	**(1,073)**	**(117)**

The amounts in H1 2021 and Q2 2021 refer to the amortisation of the deferred results on the disposal of all vessels sold and leased-back.

The amounts in H1 2020 and Q2 2020 refer to the amortisation of the deferred results on the disposal of all vessels sold and leased-back (US$ 1.1 million loss in H1 2020 and US$ 0.5 million in Q2), and to the results on the disposal of the vessels, M/T Glenda Meredith and M/T Cielo di Guangzhou. It also includes the income from a US$ 1.0 claim in our favour, resulting from the failure of a potential buyer of the MT Glenda Megan to perform its obligations resulting from a signed MOA in Q4 2019.

9. NET FINANCIAL INCOME (CHARGES)

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Financial Income				
Loans and receivables at amortised cost:				
Interest Income	8	26	20	66
Realised exchange differences	2	-	90	-
Realised on derivative instruments	53	1	53	2
At fair value through income statement:				
Unrealised gains on derivative instruments	-	-	856	-
Unrealised exchange differences	370	-	-	-
Total financial income	**433**	**27**	**1,019**	**68**
Financial Charges				
Financial liabilities at amortised cost:				
Interest expense and financial fees	(3,829)	(4,209)	(7,370)	(9,082)
Lease cost	(4,330)	(5,007)	(8,920)	(10,145)
Realised exchange differences	(188)	-	-	(23)
At fair value through income statement:				
Unrealised losses on derivative instruments	(69)	(154)	(133)	(2,441)
Total financial charges	**(8,416)**	**(9,370)**	**(16,423)**	**(21,691)**
Net financial charges	**(7,983)**	**(9,343)**	**(15,404)**	**(21,623)**

In H1 2021, financial income includes realised interest income amounting to US$ 0.02 million deriving from funds held with financial institutions on deposit and current accounts, US$ 0.1 million realised commercial foreign exchange differences and US$ 0.05 million realised gains on foreign exchange hedging instruments. Unrealised gains totalling US$ 0.9 million represent changes in the fair value of the ineffective portion of interest-rate swap hedging instruments (US$ 0.7 million) and freight forward agreements (US$ 0.1 million).

Financial charges in the first half of 2021 include realised expenses of US$ 16.3 million, comprising US$ 7.4 million interest on bank loans relating to DIS' owned vessels, interest on overdraft facilities and the realised result on interest rate swaps, US$ 0.8 million financial fees, as well as US$8.9 million interest implicit in leases. Unrealised losses represent changes in the fair value of the ineffective portion of hedging interest-rate swaps, amounting to US$ 0.1 million.

10. TAX

US$ thousand	Q2 2021	Q2 2020	H1 2021	H1 2020
Current income tax	**(90)**	**(88)**	**(161)**	**(184)**

d'Amico Tankers d.a.c. (DTL) and Glenda International Shipping d.a.c. (GIS) qualified to be re-elected under the terms of the Tonnage Tax regime in Ireland, for a period of 10 years, ending on 31 December 2024 for DTL and on 31 December 2028 for GIS.

The income tax liability under the tonnage tax regime is based on the controlled fleet's notional shipping income, which in turn depends on the total net tonnage of the controlled fleet. The first-half 2021 total tonnage tax provision for d'Amico Tankers d.a.c. and Glenda International Shipping d.a.c. amounts to US$ 161 thousand (US$ 90 thousand in Q2 2021). Current income tax includes also charges relating to activities that are not eligible for tonnage tax and are taxed at either 12.5% or 25%.

11. PROPERTY, PLANT AND EQUIPMENT (PPE) AND RIGHT-OF-USE ASSETS (ROU)

US$ thousand	Fleet	Other	Total PPE	RoU	Total PPE & RoU
At 1 January 2021					
Cost or valuation	775,269	2,936	778,205	394,508	1,172,713
Accumulated depreciation	(190,138)	(2,901)	(193,039)	(77,909)	(270,948)
Net book amount	**585,131**	**35**	**585,166**	**316,599**	**901,765**
Period ended 30 June 2021					
Addition - assets	20,370	32	20,402	9,069	29,471
Addition - depreciation fund	(2,283)	-	(2,283)	-	(2,283)
Change in contractual terms	-	-	-	(906)	(906)
Write-off	(1,557)	-	(1,557)	(841)	(2,398)
Disposal - assets	-	-	-	(25,356)	(25,356)
Disposal - depreciation fund	-	-	-	12,917	12,917
Depreciation charge	(15,392)	(8)	(15,400)	(17,231)	(32,631)
Exchange differences	-	2	2	(10)	(8)
Closing net book amount	**586,269**	**61**	**586,330**	**294,241**	**880,571**
At 30 June 2021					
Cost or valuation	791,799	2,970	794,769	376,464	1,171,233
Accumulated depreciation	(205,530)	(2,909)	(208,439)	(82,223)	(290,662)

Plant, Property and Equipment

US$ thousand	Fleet / Vessels	Fleet / Dry-docks	Other	Total PPE
At 1 January 2021				
Cost or valuation	765,780	9,489	2,936	778,205
Accumulated depreciation	(186,704)	(3,434)	(2,901)	(193,039)
Net book amount	**579,076**	**6,055**	**35**	**585,166**
Period ended 30 June 2021				
Addition of assets	13,219	7,151	32	20,402
Addition of depreciation fund	(2,073)	(210)	-	(2,283)
Write-off	-	(1,557)	-	(1,557)
Depreciation charge	(14,463)	(929)	(8)	(15,400)
Exchange differences	-	-	2	2
Closing net book amount	**575,759**	**10,510**	**61**	**586,330**
At 30 June 2021				
Cost or valuation	776,926	14,873	2,970	794,769
Accumulated depreciation	(201,167)	(4,363)	(2,909)	(208,439)

Right-of-Use Assets

US$ thousand	Fleet / RoU Vessels ex-IAS17	Fleet / Other RoU Vessels	Fleet / RoU Dry-dock	RoU Other	Total RoU
At 1 January 2021					
Cost or valuation	244,080	140,688	6,756	2,984	394,508
Accumulated depreciation	(24,229)	(50,988)	(1,313)	(1,379)	(77,909)
Net book amount	**219,851**	**89,700**	**5,443**	**1,605**	**316,599**
Period ended 30 June 2021					
Additions	-	8,134	935	-	9,069
Change in contractual terms	(494)	(397)	-	(15)	(906)
Write-off	-	-	(841)	-	(841)
Disposal of RoU	(13,195)	(10,602)	(1,559)	-	(25,356)
Disposal of RoU depreciation fund	2,073	10,602	210	32	12,917
Depreciation charge	(4,427)	(11,983)	(518)	(303)	(17,231)
Exchange differences	-	-	-	(10)	(10)
Closing net book amount	**203,808**	**85,454**	**3,670**	**1,309**	**294,241**
At 30 June 2021					
Cost or valuation	230,391	137,823	5,291	2,959	376,464
Accumulated depreciation	(26,583)	(52,369)	(1,621)	(1,650)	(82,223)

For comparison purpose here below are reported the relevant summarised values for the year 2020:

US$ thousand	**Fleet**	**Other**	**Total PPE**	**RoU**	**Total PPE & RoU**
At 1 January 2020					
Cost or valuation	786,878	2,927	789,805	397,404	1,187,209
Accumulated depreciation	(180,793)	(2,408)	(183,201)	(45,696)	(228,897)
Net book amount	**606,085**	**519**	**606,604**	**351,708**	**958,312**
Period ended 31 December 2020					
Reclassification of cost	(20,622)	-	(20,622)	-	(20,622)
Reclassification of accumulated depreciation	20,612	-	20,612	-	20,612
Additions	5,946	6	5,952	3,484	9,436
Change in contractual terms	-	-	-	(1,027)	(1,027)
Transfer from Assets held-for-sale (assets)	36,971	-	36,971	-	36,971
Transfer from Assets held-for-sale (accumulated depreciation)	(22,527)	-	(22,527)	-	(22,527)
Impairment upon classification to Assets held-for-sale	(33)	-	(33)	-	(33)
Impairment reversal upon classification from Assets held-for-sale	2,256	-	2,256	-	2,256
Disposals at cost – asset	(30,058)	-	(30,058)	(5,405)	(35,463)
Write-off – asset	(6,069)	-	(6,069)	-	(6,069)
Disposal at cost – depreciation fund	23,981	-	23,981	5,405	29,386
Depreciation charge	(31,411)	(493)	(31,904)	(37,618)	(69,522)
Exchange differences	-	3	3	52	55
Closing net book amount	**585,131**	**35**	**585,166**	**316,599**	**901,765**
At 31 December 2020					
Cost or valuation	775,269	2,936	778,205	394,508	1,172,713
Accumulated depreciation	(190,138)	(2,901)	(193,039)	(77,909)	(270,948)

The net book value of DIS' property plant and equipment and right of use assets as at 30 June 2021, amounts to US$ 880.6 million, comprising right of use assets amounting to US$294.2 million and of property plant and amounting to US$586.3 million.

The net book value of DIS' Fleet (the Group's shipping related assets, owned or leased) amounts to US$879.2 million as at 30 June 2021, and consists of the net book value of the Fleet on the water and associated dry-docks, amounting to US$586.3 million, as well as the capitalised and depreciated value of DIS' shipping related lease obligations and associated dry-docks (Rights of Use assets, as per IFRS 16), amounting to US$292.9 million. A detailed description of the Fleet is provided in the relevant section of the management report.

The value of other non-shipping related PPE and ROU assets as at 30 June 2021 amounts to US$1.4 million and comprise mostly office rental lease obligations and the net book value of fixture, fittings and office equipment.

Leased vessels for which a purchase obligation or a bargain purchase option exists, amount to US$ 212.7 million as at 30 June 2021.

In the month of February 2021, DIS' operating subsidiary, d'Amico Tankers d.a.c., exercised its purchase option on the M/T High Priority, for a consideration of US$ 9.7 million; the vessel had been sold and leased back by d'Amico Tankers in 2017, for a 5-year period, with purchase options starting from the 2nd anniversary and a purchase obligation at the end of the 5th year.

The following table indicates purchase obligations and options for all vessels sold and leased-back through bareboat contracts:

Vessel name, M/T	Year the lease begins	Purchase obligation	Option to repurchase the vessel
High Voyager	2019	10th year from sale	from 3rd year
Cielo di Houston	2019	n.a.	from 5th year
High Freedom, High Trust, High Loyalty, High Trader	2018	10th year from sale	from 2nd year
High Fidelity, High Discovery	2017	10th year from sale	from 3rd year

The capitalised and depreciated value of DIS' leases obligations (Rights of Use assets) are discounted using DIS' marginal borrowing rate, which is obtained by adding to the swap interest rate for liabilities with the same term as the lease obligations, the margin applied to the most recent third-party financings; for leases previously identified as such in accordance with IAS 17, the lease payments are discounted using DIS' (the lessee's) implicit rate in the lease.

Dry-dock includes expenditure for the fleet's dry-docking programme and associated amortization; additions in the period ended 30 June 2021, relate to instalments paid to the yard for dry-docks, for both PPE and RoU assets, corresponding to US$ 5.6 million (US$7.3 million including the transfer of the residual capitalised balance of the dry-dock for the High Priority from right of use assets to owned assets) and US$ 1.0 million, respectively. In the first semester of 2021 three of DIS' vessels dry-docked and completed their respective dry-docks in the period.

All financings on the vessels owned by the Group are secured through mortgages.

The total fair value of the Group's fleet as 30 June 2021, amounts to US$ 698.5 million and includes DTL's owned vessels, DTL's Right-of-use assets and DIS' share of the fleet value of Glenda International Shipping Ltd (a joint-operation, consolidated with the proportional method). The value of DIS' owned vessels and of its leased vessels with purchase obligations and bargain purchase options is based on charter-free broker valuations, while for the remaining Right-of-use Assets it is based on their value-in-use, as described below.

DIS Fleet's Recoverable Amount (Value-in-Use, Fair Value and Impairment Testing)

The Fleet's recoverable amount is defined as the higher of its fair value less costs to sell and its value-in-use, represented by the net present value of the cash flows from the vessels' remaining useful life. Impairments and their reversal are ***non-recurring*** and will be based on the management's assessment of the fleet's recoverable amount.

For impairment test purposes, management estimates take into consideration the market information available, including reported sales of similar vessels, as well as past experience and future expectations. Value-in-use calculations have been based on the following key assumptions: (i) Earnings under contracts concluded and estimates of future time-charter equivalent rates; (ii) Useful economic life of 25 years; (iii) Estimated economic value at end of vessels' life based on the average of the last 10 years' demolition prices (iv) General and administrative costs reflecting DIS current corporate structure; (v) a nominal discount rate of 6.12%, which represents the Group's weighted average cost of capital based on the Group's estimated cost of debt financing and DIS' estimate of its required return on equity. Since a nominal discount rate is used for the projected cash-flows, including revenue, costs, capital expenditures and residual values, for consistency, these cash-flows are adjusted to reflect an expected inflation of 2.0%, equal to the last ten years' average US core consumer price index (vi) The effects of COVID-19 were taken into account in our value-in-use calculations since management used significantly lower time-charter equivalent rates for its 2021 open days (available vessel days still not covered through contracts) than the applicable 10-year market averages, to reflect the current weak market conditions and the expectation of a recovery only from 2022. Management does not consider that COVID-19 had a negative impact on its operating and general and administrative expenses, which were therefore not adjusted as a result of the pandemic (please refer also to the Significant Events of the period for further disclosure of COVID-19's impact on the Group). Management notes that the calculations are particularly sensitive to changes in the key assumptions for future charter rates and discount rates.

At the reporting date the value-in-use calculation is higher than the net book value of the vessels. The headroom between the recoverable amount for the Fleet's Cash Generating Unit (CGU) and its net book value as of 30 June 2021 was estimated to amount to US$ 110.2 million, of which US$ 27.2 million relating to owned vessels and US$ 82.9 million relating to right-of-use vessels.

The management of the Group therefore does not consider necessary to recognise an impairment of the Fleet's value; they confirm to closely monitor DIS' vessels market values and value-in-use calculations.

12. INVESTMENT IN ASSOCIATES AND JOINTLY CONTROLLED ENTITIES

US$ thousand	As at 30 June 2021	As at 31 December 2020
Eco Tankers Limited	-	4,312
DM Shipping d.a.c	-	-
Equity accounted investments	**-**	**4,312**

As of 30 June 2021, there was no investments accounted for using the equity method. Eco Tankers was struck-off Malta's business register in June 2021.

13. OTHER FINANCIAL ASSETS (LIABILITIES)

US$ Thousand	As at 30 June 2021			As at 31 December 2020		
	Non-current	Current	Total	Non-current	Current	Total
Fair value of derivative instruments	415	300	715	320	237	557
Financial receivable	88	1,156	1,244	48	2,160	2,208
Deferred tax asset	53	-	53	54	-	54
Deferred loss on leased assets	10,534	2,328	12,862	11,688	2,328	14,016
Total other financial assets	**11,090**	**3,784**	**14,874**	**12,110**	**4,725**	**16,835**
Fair value of derivative instruments	(2,820)	(5,387)	(8,207)	(5,406)	(5,639)	(11,045)
Other financial liabilities	(61)	(982)	(1,043)	(57)	(5,352)	(5,409)
Deferred profit on leased assets	(819)	(142)	(961)	(889)	(142)	(1,031)
Total other financial liabilities	**(3,700)**	**(6,511)**	**(10,211)**	**(6,352)**	**(11,133)**	**(17,485)**

As at 30 June 2021, non-current financial assets amount to US$ 11.1 million and include mainly the cumulated deferred losses on the sale and leasebacks of vessels, which will be amortised over the term of such contracts, amounting to US$ 10.5 million; among other long-term financial assets are included the fair value of hedging instruments of US$ 0.4 million and a finance lease receivable (sublease of office space by the subsidiary d'Amico Tankers UK Ltd) of US$ 0.09 million. The Group's exposure to various risks associated with the financial instruments and the derivative instruments fair value calculation techniques are discussed within note 23.

As at 30 June 2021, current financial assets amount to US$ 3.8 million. This value includes mainly US$ 2.3 million deferred losses on vessels sold and leased back, US$ 1.1 million deposit of collateral funds with financial institutions and the fair value of hedging instruments of US$ 0.3 million.

As at 30 June 2021, other non-current financial liabilities amount to US$ 3.7 million, including mainly the fair value of interest-rate-swap hedging instruments totalling US$ 2.8 million and US$ 0.8 million deferred profit on the disposal of vessels sold and leased back.

As at 30 June 2021, other current financial liabilities amount to US$ 6.5 million, comprising the fair value of interest-rate-swap hedging instruments of US$ 5.4 million, US$ 1.0 million of financial interest accrued on bank loans, and an US$ 0.1 million deferred profit on disposal of vessels sold and leased back.

14. INVENTORIES

US$ thousand	As at 30 June 2021	As at 31 December 2020
Inventories	**10,743**	**8,885**

Inventories represent stocks of Intermediate Fuel Oil (IFO), Marine Diesel Oil (MDO) – collectively bunker fuels – and lube-oils on board vessels. The amounts expensed during the period are detailed in notes 3 and 6.

15. RECEIVABLES AND OTHER CURRENT ASSETS

US$ Thousand	As at 30 June 2021	As at 31 December 2020
Contractual receivables	20,627	24,720
Contract assets (accruals)	4,811	4,117
Prepayments (TC) charters, other receivables & accruals	2,040	4,287
Other debtors	3,757	5,598
Total	**31,235**	**38,722**

As at 30 June 2021, receivables and other current assets include contractual receivables amounting to US$ 20.6 million, net of allowance for credit losses of US$ 0.2 million. Contractual receivables are recognised when the right to consideration becomes unconditional, that is in the case of voyage charters, when the voyage is completed, and the customer is billed.

Revenue-related contract assets represent accrued income arising from the Group's right to consideration for work performed but not billed at the reporting date on voyage charters (conditional right to consideration for the part of the contractual obligation performed, which is invoiced at the end of the performance obligation) and amounts to US$ 4.8 million as at 30 June 2021.

Prepayments, other receivables and accruals amount to US$ 2.0 million as at 30 June 2021 and represent prepayments for TC-in contracts, other prepayments, and rebillable expenses.

The balance of Other debtors as at 30 June 2021 consists of non-trade receivables and agency advances (US$ 2.4 million), amounting to US$ 3.8 million, including a US$ 0.4 million tax receivable.

16. CASH AND CASH EQUIVALENTS

US$ thousand	As at 30 June 2021	As at 31 December 2020
Cash and cash equivalents	**48,715**	**62,071**

Cash and cash equivalent represent cash-on-board, cash at bank and short-term deposits with a maturity of up to 3 months, with no cash restrictions.

17. SHAREHOLDERS' EQUITY

Changes to Shareholders' equity during the first six months of 2021 are detailed in the relevant primary statement.

Share capital

As at 30 June 2021, the share capital of d'Amico International Shipping amounts to US$ 62,052,650.30, corresponding to 1,241,053,006 ordinary shares with no nominal value. As indicated in the subsequent events, within the management report, a capital increase totalling €UR 131 has taken place on 2 July 2021.

Retained earnings / Accumulated losses

As at 30 June 2021, the item includes the previous years' and current year's net results after deductions for dividends distributed.

Share premium reserve

The share premium reserve initially arose as a result of the Group's IPO and related increase of share capital in May 2007 and thereafter as a result of further capital increases, of which the latest, as at 30 June 2021, had occurred in December 2020. By statutory provision these reserves are available for distribution. Certain costs and charges connected with the listing process and further capital raises (mainly bank commissions and related advisory fees and charges), have been deducted from the share premium reserve and are reported under Other changes within the consolidated Statement of changes in equity.

Other reserves

Other reserves include the following items:

US$ Thousand	**As at 30 June 2021**	**As at 31 December 2020**
Total Other reserves	**(19,907)**	**(21,865)**
Hedging reserve (trough OCI)	(3,436)	(5,710)
Other Reserves	(16,471)	(16,155)
of which		
Treasury shares	*(19,316)*	*(18,980)*
Retranslation reserve (through OCI)	*(240)*	*(225)*
Legal and Consolidation Reserves	*3,046*	*3,050*
Share based payment reserve	*39*	*-*

Treasury shares

Treasury shares as at 30 June 2021 consist of 18,326,911 ordinary shares, with a book value of US$ 19.3 million, and corresponding to 1.48% of the outstanding issued shares as at the same date. These shares were acquired as part of DIS' authorised own shares buyback programmes. A new own shares buyback programme was authorised by the last Annual General meeting of the shareholders held on 20 April 2021, and subsequently enacted by the DIS' Board on 6 May 2021, allowing the Company to purchase up to 186,157,950 of its own ordinary shares (including the Own Shares already repurchased and held in the Company's portfolio, in compliance with Article 430-15 of the Luxembourg Law). The purpose of the new Programme is the same as that of the previous Programme that terminated in April 2021. In the period ending 30 June 2021, DIS purchased 2,849,015 own shares.

Hedging reserve

The reserve represents the valuation of the Group's interest rate swap agreements transacted to hedge some bank facilities. Details of the fair value of the derivative financial instruments is set out in note 23.

Retranslation reserve

The reserve is the result of the translation into US$ of the shareholders' equity of the Group companies having functional currency denominated in currencies other than the United States Dollars.

Legal Reserve

This reserve is legally required in Luxembourg and is not distributable.

18. BANKS AND OTHER LENDERS

US$ thousand	As at 30 June 2021	As at 31 December 2020
Banks and other lenders – *Non-current liabilities*	232,115	263,089
Banks and other lenders – *Current liabilities*	73,293	46,523
Total	**305,408**	**309,612**

The following tables show the carrying amounts for each facility as at the balance sheet closing dates of 30 June 2021 and 31 December 2020, expressed in US$ thousand.

Lender / Details	Asset	Repayment terms	interest%	Loan-to-value covenant	Financial Covenants	Short-term	Long-term	Total 30 June 2021
DTL								
Crédit Agricole CIB + 8 syndicated Banks/ March 2016 US$ 250m Term Loan Facility (supplemented and amended from time to time)	Cielo di New York Cielo di Rotterdam Cielo di Cagliari Cielo Rosso Cielo di Londra	17/27 consecutive quarterly instalments + balloon at maturity (total balloon = US$ 89.06m)	US$ LIBOR + 2.0 % or + 2.15% according to vessel employment	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	7,787	98,869	106,656
Crédit Agricole CIB & ING Bank N.V. ondon Branch/ November 2020 US$ 29.0m Term Loan Facility	High Venture High Valor	10 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR + 2.50%	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	3,207	3,207	6,414
	High Priority	9 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR + 2.50%	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,669	1,669	3,338
	High Wind	20 consecutive quarterly instalments + US$ 10.91m balloon at maturity	US$ LIBOR + 2%-2.15% for first year and 2.50% for the remaining period	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,263	15,332	16,595
DNB Bank ASA/ December 2018 US$ 16.25m Term Loan Facility	High Seas	20 consecutive quarterly instalments + US$ 8.87m balloon at maturity	US$ LIBOR + 2.80%	< 74.1%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,476	11,084	12,560
ING Bank N.V., London Branch/ December 2018 US$ 15.6m Term Loan Facility	High Tide	20 consecutive quarterly instalments + US$ 8.5m balloon at maturity	US$ LIBOR + 2.70%	< 74.1%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,418	10,636	12,054
MPS Capital Services SpA/July 2015 US$ 58m Term Loan Facility	Cielo Bianco	10 consecutive semi-yearly instalments + US$ 17.9m balloon at maturity	US$ LIBOR + 2.25%	< 80.0%	Liquid assets > US$ 25m Equity > US$ 100m Equity ratio > 25%	19,673	-	19,673
Banca IMI SpA / October 2014 US$ 45.08m Term Loan Facility	Cielo di Ulsan Cielo di Capri	14 consecutive semi-yearly instalments + US$ 12m balloon for each vessel at maturity	US$ LIBOR + 2.65%	< 75.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	3,011	26,259	29,270
ABN Amro N.V./ December 2016 US$19.5m Term Loan Facility	Cielo di Gaeta	24 consecutive quarterly instalments + US$ 9.7m balloon at maturity	US$ LIBOR + 2.4% per annum during the charter period to the Key charter thereafter 2.30%	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,279	10,308	11,587
Tokyo Century Corporation/ December 2014 US$ 41.6m Term Loan Facility	Cielo di Hanoi Cielo di Salerno	24 consecutive quarterly instalments + US$ 12.5m balloon for each vessel at maturity	US$ LIBOR + 2.3%	<87.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	2,776	25,985	28,761
Tokyo Century Corporation/ November 2015 US$ 21.78m Term Loan Facility	High Challenge	24 consecutive quarterly instalments + US$ 13.1m balloon at maturity	US$ LIBOR + 2.175%	<87.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,452	14,157	15,609
Tokyo Century Corporation/ August 2016 US$ 10.472m General Working Capital Facility	High Challenge Cielo di Hanoi Cielo di Salerno	22 consecutive quarterly instalments, no balloon	US$ LIBOR + 2.45%	n.a.	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,750	168	1,918

Banca Intesa US$ 10m Hot Money	n.a.	n.a.	n.a.	n.a.	n.a.	10,000	-	10,000
Bank of Ireland / Overdraft for working capital	n.a.	n.a.	n.a.	n.a.	n.a.	5,784	-	5,784
Monte dei Paschi di Siena / Overdraft	n.a.	n.a.	n.a.	n.a.	n.a.	2,714	-	2,714
Banco Popolare/ Overdraft	n.a.	n.a.	n.a.	n.a.	n.a.	2,003	-	2,003
GIS								
Standard Chartered Bank/ September 2020 US$ 45m Term Loan Facility *	Glenda Melanie Glenda Melissa Glenda Melody Glenda Meryl	24 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR +2.40%	< 75.2% for first 3Y then < 70.4%	n.a.	3,750	15,938	19,688
DIS								
UniCredit SpA/ Overdraft for working capital	n.a.	n.a.	n.a.	n.a.	n.a.	3,605	-	3,605
Financial fees						(1,324)	(1,497)	(2,821)
Total as at 30 June 2021						**73,293**	**232,115**	**305,408**

(1) This figure corresponds to 100% of the balloons. GIS is, however, a proportionally consolidated subsidiary. In DIS' consolidated accounts we therefore include only 50% of such loans, a portion which is equivalent to d'Amico Tankers d.a.c. participation in GIS' share capital.

Lender / Details	Asset	Repayment terms	interest%	Loan-to-value covenant	Financial covenants	Short-term	Long-term	Total 31 Dec. 2020
DTL								
Crédit Agricole CIB + 8 syndicated Banks / March 2016 US$ 250m Term Loan Facility (supplemented and amended from time to time)	Cielo di New York Cielo di Rotterdam Cielo di Cagliari Cielo Rosso Cielo di Londra	19/20 consecutive quarterly instalments + balloon at maturity (total balloon = US$ 89.056m)	US$ LIBOR + 2.0 % or + 2.15% according to vessel employment	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	7,787	102,764	110,551
Crédit Agricole CIB & ING Bank N.V. ondon Branch/ November 2020 US$ 29.0m Term Loan Facility	High Venture High Valor	10 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR + 2.50%	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	3,206	4,810	8,016
	High Wind	20 consecutive quarterly instalments + US$ 10.91m balloon at maturity	US$ LIBOR + 2%-2.15% for first year and 2.50% for the remaining period	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,263	15,963	17,226
DNB Bank ASA/ December 2018 US$ 16.25m Term Loan Facility	High Seas	20 consecutive quarterly instalments + US$ 8.87m balloon at maturity	US$ LIBOR + 2.80%	< 74.1%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,476	11,822	13,298
ING Bank N.V., London Branch/ December 2018 US$ 15.6m Term Loan Facility	High Tide	20 consecutive quarterly instalments + US$ 8.5m balloon at maturity	US$ LIBOR + 2.70%	< 74.1%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,418	11,345	12,763
MPS Capital Services Banca per le Imprese SpA/July 2015 US$ 58m Term Loan Facility	Cielo Bianco	10 consecutive semi-yearly instalments + US$ 17.9m balloon at maturity	US$ LIBOR + 2.25%	< 80.0%	Liquid assets > US$ 25m Net Worth > US$ 100m Equity ratio > 25%	1,764	18,791	20,555
Banca IMI SpA/ October 2014 US$ 45.080m Term Loan Facility	Cielo di Ulsan Cielo di Capri	14 consecutive semi-yearly instalments + US$ 12m balloon for each vessel at maturity	US$ LIBOR + 2.65%	< 75.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	3,011	27,764	30,775
ABN Amro Bank N.V./ December 2016 US$19.5m Term Loan Facility	Cielo di Gaeta	24 consecutive quarterly instalments + US$ 9.7m balloon at maturity	US$ LIBOR + 2.4% per annum during the charter period to the Key charter, thereafter 2.30%	< 76.9%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,279	10,947	12,226
Tokyo Century Corporation/ December 2014 US$ 41.6m Term Loan Facility	Cielo di Hanoi Cielo di Salerno	24 consecutive quarterly instalments + US$ 12.5m balloon for each vessel at maturity	US$ LIBOR + 2.3%	<87.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	2,776	27,373	30,149
Tokyo Century Corporation/ November 2015 US$ 21.78m Term Loan Facility	High Challenge	24 consecutive quarterly instalments + US$ 13.1m balloon at maturity	US$ LIBOR + 2.175%	<87.0%	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,452	14,883	16,335

Tokyo Century Corporation/ August 2016 US$ 10.47m General Working Capital Facility	Cielo di Hanoi Cielo di Salerno High Challenge	22 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR + 2.45%	n.a.	Liquid assets > US$ 25m Net worth > US$ 100m Equity ratio > 25%	1,904	966	2,870
Intesa Sanpaolo SpA/ Overdraft	n.a.	within 12 months	n.a.	n.a.	n.a.	4,898	-	4,898
Bank of Ireland/ Overdraft for working capital	n.a.	n.a.	n.a.	n.a.	n.a.	6,003	-	6,003
Banco Popolare/ Overdraft	n.a.	n.a.	n.a.	n.a.	n.a.	1,960	-	1,960
GIS								
Standard Chartered Bank/ September 2020 US$ 45m Term Loan Facility *	Glenda Melanie Glenda Melissa Glenda Melody Glenda Meryl	24 consecutive quarterly instalments, no balloon at maturity	US$ LIBOR +2.40%	< 75.2% for first 3Y then < 70.4%	n.a.	3,750	17,813	21,563
DIS								
UniCredit SpA/ Overdraft for working capital	n.a.	n.a.	n.a.	n.a.	n.a.	3,916	-	3,916
Financial fees						(1,340)	(2,152)	(3,492)
Total as at 31 December 2020						**46,523**	**263,089**	**309,612**

*GIS is a proportionally consolidated subsidiary. In DIS' consolidated accounts we therefore include only 50% of such loans, a portion which is equivalent to d'Amico Tankers d.a.c. participation in GIS' share capital.

All bank loans are guaranteed by d'Amico International Shipping S.A. and comply with their respective covenants.

19. LEASE LIABILITIES

Lease liabilities are repaid over the lease term. They have the following residual lease terms at the interim balance sheet date:

US$ Thousand	**As at 30 June 2021**	**As at 31 December 2020**
Total future minimum lease payments (gross investment)	**367,367**	**396,823**
due within one year	52,369	61,657
due in one to five years	190,993	197,448
due over five years	124,005	137,718
Principal component of minimum lease payments	**293,845**	**313,352**
due within one year	36,218	43,411
due in one to five years	145,894	148,160
due over five years	111,733	121,781
Finance charge included in the minimum lease payments	73,522	83,471
of which pertaining to the period	8,920	19,871

The carrying amount of the assets held as Right-of-Use, as well as the main lease terms, are disclosed in note 11; the average annual rate of return on these leases reflect market rates at the time those transactions were closed.

20. PAYABLES AND OTHER CURRENT LIABILITIES

US$ thousand	As at 30 June 2021	As at 31 December 2020
Trade payables	21,585	23,030
Other creditors	1,349	935
Accruals & deferred income	1,182	2,402
Total	**24,116**	**26,367**

Payables and other current liabilities as at 30 June 2021, mainly include trade payables. The Group has financial risk management policies in place to ensure all payables are settled within agreed terms (refer to note 23).

21. CURRENT TAX PAYABLE

US$ thousand	As at 30 June 2021	As at 31 December 2020
Current tax liabilities	**59**	**40**

The balance as of 30 June 2021 reflects the balance of income taxes and tonnage taxes payable by the Group's subsidiaries.

22. CHANGES IN LIABILITIES ARISING FROM FINANCING ACTIVITIES

US$ Thousand	As at 31 December 2020	NET CASH-FLOWS	NON-CASH CHANGES							As at 30 June 2021
			Amortised financial fees	Financial lease cost	Change in contractual terms	Inception of lease	Derivatives P&L realised movements	Derivatives P&L unrealised movements	Cash-flow hedge OCI	
Lease liabilities	313,352	(35,711)	-	8,920	(850)	8,134		-	-	293,845
Banks and other lenders	309,612	(4,874)	670	-	-		-	-	-	305,408
Liabilities from derivative instruments	10,488	53	-	-	-		(53)	(723)	(2,274)	7,491

23. RISK MANAGEMENT

Shipping freight rates and vessel values can vary significantly during the business cycle. Furthermore, the Company is a multinational that has operations throughout the world and is therefore exposed to the market risk of changes in foreign currency exchange rates. Since deposits and credit facilities necessary to fund investments in new-buildings or the purchase of vessels earn or pay interest at variable rates, the Group is also exposed to interest rate risk. DIS is also exposed to fluctuations in the price of bunkers.

d'Amico International Shipping constantly monitors the above financial risks and seeks to reduce its exposure to them also through derivative hedging instruments.

These half-year condensed financial statements do not include all financial risk management information and disclosures required in the annual financial statements and for a detailed description of this information they should be read in conjunction with the Group's annual financial statements as at 31 December 2020, note 28; DIS' financial risk situation as described in its last annual report, has not changed significantly in the six months to 30 June 2021. There have been no changes in the risk management policies since the year end.

FINANCIAL INSTRUMENTS – FAIR VALUES AND RISK MANAGEMENT

Fair value risk and valuation techniques

The fair value of financial assets and financial liabilities are determined as follows:

- The fair value of financial assets and financial liabilities with standard terms and conditions and traded on active liquid markets are determined with reference to quoted market prices.
- The fair values of derivative instruments are calculated using quoted prices. Where such prices are not available, a discounted cash-flow analysis is performed. *Foreign currency forward contracts* are measured using quoted forward exchange rates and yield curves derived from quoted interest rates matching the maturities of the contracts. *Interest rates swaps* are measured as the present value of the estimated future cash-flow and discounted based on the applicable yield curves derived from quoted interest rates. *Forward Freight Agreements* and *Bunker Swaps* are calculated using quoted prices.
- The fair value of other financial assets and financial liabilities (excluding those described above) are determined in accordance with generally accepted pricing models based on discounted cash-flow analysis.
- The fair value of financial instruments accounts for the counterparty risk (financial assets) and the entity's own credit risk (liabilities).

Accounting classification and fair values

The following table shows the carrying amounts and the fair values of financial assets and liabilities, together with their levels within the fair value hierarchy.

	As of 30 June 2021			
	Total	Fair Value		Total
US$ thousand		Level 1	Level 2	
Assets				
Non-current financial assets	11,090	-	415	415
Receivables and other current assets	31,235	-	-	-
Other current financial assets	3,784	-	300	300
Cash and cash equivalents	48,715	-	-	-
Liabilities				
Banks and other lenders	305,408	-	-	-
Lease liabilities	293,845	-	-	-
Other non-current financial liabilities	3,700	-	2,820	2,820
Payables and other current liabilities	24,116	-	-	-
Other current financial liabilities	6,511	-	5,387	5,387

The following table presents the Group's assets and liabilities that are measured at fair value as at 31 December 2020, together with their levels within the fair value hierarchy.

	31 December 2020			
	Total	Fair Value		Total
US$ Thousand		Level 1	Level 2	
Assets				
Non-current financial assets	12,110	-	320	320
Receivables and other current assets	38,722	-	-	-
Other current financial assets	4,725	-	237	237
Cash and cash equivalents	62,071	-	-	-
Liabilities				
Banks and other lenders	309,612	-	-	-
Liabilities from leases	313,352	-	-	-
Other non-current financial liabilities	6,352	-	5,406	5,406
Payables and other current liabilities	26,367	-	-	-
Other current financial liabilities	11,133	-	5,639	5,639

The Level 2 financial instruments in the above tables refer to derivative instruments and their fair value is obtained through valuations provided by the corresponding bank at the end of the period. Counterparties are financial institutions which are rated from A1 to B1; taking this into consideration, no adjustments for non-performance risk are deemed necessary.

The carrying value of assets and liabilities, such as short-term trade receivables and payables, which are not measured at fair value, approximates their fair value.

24. RELATED PARTY TRANSACTIONS

Pursuant to IAS 24, the Company's related parties are entities and individuals capable of exercising control, joint control or significant influence over DIS and its subsidiaries, companies belonging to the d'Amico Group, and joint ventures of d'Amico International Shipping. Furthermore, members of the DIS' Board of Directors, and executives with strategic responsibilities and their families are also considered related parties.

DIS carries out transactions with related parties, including its immediate parent company d'Amico International S.A., a company incorporated in Luxembourg, its ultimate Italian parent company, d'Amico Società di Navigazione S.p.A (DSN) and certain of DSN's subsidiaries (d'Amico Group).

During the first six months of 2021 the most significant financial transactions included a management service agreement (for technical, crewing and IT services) with d'Amico Group companies, a brand fee with d'Amico Società di Navigazione S.p.A., a personnel service agreement with d'Amico Shipping Singapore and d'Amico Shipping USA and a service agreement for the purchase of Intermediate Fuel Oil and Marine Diesel Oil, with Rudder SAM, a d'Amico Group controlled company.

The effects of related party transactions on the Group's consolidated income statement for the first half of 2021 and first half of 2020, are the following:

	H1 2021		H1 2020	
US$ thousand	Total	Of which related parties	Total	Of which related parties
Revenue	122,037	3,735	185,342	5,226
Voyage costs	(33,146)	(163)	(35,268)	(2)
Time-charter hire costs	(1,620)	-	(11,255)	-
Other direct operating costs	(46,191)	(3,683)	(53,017)	(4,290)
General and administrative costs	(6,990)	(2,851)	(6,183)	(2,474)
Result on disposal of fixed assets	(1,073)	-	(117)	-
Depreciation and impairment	(32,631)	(252)	(40,556)	(287)
Net financial income (charges)	(15,404)	(28)	(21,623)	(52)

The effects of related party transactions on the Group's consolidated balance sheets as of 30 June 2021 and 31 December 2020 not elsewhere disclosed in the present report, are the following:

	As at 30 June 2021		As at 31 December 2020	
US$ Thousand	Total	Of which related parties	Total	Of which related parties
ASSETS				
Non-current assets				
Property, plant and equipment and right-of-use assets	880,571	792	901,765	1,245
Investment in jointly controlled entities	-	-	4,312	-
Other non-current financial assets	11,090	88	12,110	48
Current assets				
Inventories	10,743	-	8,885	-
Receivables and other current assets	31,235	4,231	38,722	1,401
Current financial assets	3,784	36	4,725	2,160
Cash and cash equivalents	48,715	-	62,071	-
LIABILITIES				
Non-current liabilities				
Banks and other lenders	232,115	-	263,089	-
Non-current lease liabilities	257,627	772	269,941	32
Other non-current financial liabilities	3,700	-	6,352	-
Current liabilities				
Banks and other lenders	73,293	-	46,523	-
Current lease liabilities	36,218	326	43,411	30
Payables and other current liabilities	24,116	5,524	26,261	1,362
Other current financial liabilities	6,511	-	11,133	4,710
Current tax payable	59	-	40	-

25. COMMITMENTS AND CONTINGENCIES

Ongoing disputes

The Group is currently involved in a number of on-going commercial disputes concerning both our owned and chartered vessels. The majority are cargo contamination claims. The disputes are mostly covered by the P&I Club insurance and therefore no significant financial exposure is expected.

Tonnage tax deferred taxation

All Irish operating companies are qualified to be taxed under the Tonnage Tax regime in Ireland.
The regime includes a provision whereby a proportion of capital allowances previously claimed by the Group may be subject to tax in the event that vessels are sold, or the Group fails to comply with the ongoing requirements to remain within the regime.

There are neither contingent liabilities nor commitments made by the Group which are not recognized at the reporting date in relation with the Group's interests in its joint ventures.

26. D'AMICO INTERNATIONAL SHIPPING GROUP'S COMPANIES

The table below shows the complete list of the Group's companies, and for each of these companies d'Amico International Shipping's percentage ownership, its method of consolidation, registered office, share capital and currency.

Name	Registered Office	Share Capital	Currency	Interest %	Consolidation Method
d'Amico International Shipping S.A.	Luxembourg	62,051,624	US$	n.a.	Integral
d'Amico Tankers d.a.c.	Dublin / Ireland	100 001	€	100.0%	Integral
High Pool Tankers Limited	Dublin / Ireland	2	€	100.0%	Proportional
Glenda International Shipping d.a.c.	Dublin / Ireland	202	US$	50.0%	Proportional
d'Amico Tankers Monaco SAM	Monaco	150 000	€	99.8%	Integral
d'Amico Tankers UK Ltd	London / UK	50 000	US$	100.0%	Integral

The consolidation area in H1 2021 does not include Eco Tankers Limited (ETL), since the company was struck-off Malta's business register in June 2021.

29 July 2021

On behalf of the Board

Paolo d'Amico
Chairman, Chief Executive Officer

Antonio Carlos Balestra di Mottola
Chief Financial Officer

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

Antonio Carlos Balestra di Mottola
Chief Financial Officer

MOORE Audit S.A.
5, rue de Turi
L-3378 Livange

T +352 26 26 84 1
F +352 26 26 84 99
E mail@moore-audit.lu

www.moore-audit.lu

To the Shareholders of
d'Amico International Shipping S.A.
25C, Boulevard Royal
L-2449 Luxembourg

Livange, 29 July 2021

Report on Review of the Condensed Consolidated Interim Financial Statements

Introduction

We have reviewed the accompanying condensed consolidated interim financial statements of **d'Amico International Shipping S.A.** and its subsidiaries (the "Group"), which comprise the condensed consolidated interim statement of financial position as at 30 June 2021 and the related condensed consolidated interim income statement, condensed consolidated interim statement of comprehensive income, condensed consolidated statement of cash flows and condensed interim statement of changes in consolidated shareholders' equity for the six-month period then ended, and notes, comprising a summary of significant accounting policies and other explanatory notes.

Board of Directors' responsibility for the condensed consolidated interim financial statements

The Board of Directors is responsible for the preparation and fair presentation of these condensed consolidated interim financial statements in accordance with International Accounting Standard 34, "*Interim financial reporting"* as adopted by the European Union, and for such internal control as the Board of Directors determines is necessary to enable the preparation of condensed consolidated interim financial statements that are free from material misstatement whether due to fraud or error.

Responsibility of the "Réviseur d'Entreprises Agréé"

Our responsibility is to express a conclusion on these condensed consolidated interim financial statements based on our review.

We conducted our review in accordance with International Standard on Review Engagements ("ISRE") 2410 *"Review of Interim Financial Information Performed by the Independent Auditor of the Entity"* as adopted for Luxembourg by the "Institut des Réviseurs d'Entreprises". This standard requires us to comply with relevant ethical requirements and conclude whether anything has come to our attention that causes us to believe that the condensed consolidated interim financial statements, taken as a whole, are not prepared in all material respects in accordance with the applicable financial framework.

MOORE

A review of condensed consolidated interim financial statements in accordance with ISRE 2410 is a limited assurance engagement. The "Réviseur d'Entreprises Agréé" performs procedures, primarily consisting of making inquiries of persons responsible for financial and accounting matters within the Group, and applying analytical and other review procedures.

A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying condensed consolidated interim financial statements are not prepared, in all material respects, in accordance with International Accounting Standard 34 *Interim financial reporting* as adopted by the European Union.

MOORE Audit S.A.

Raphael LOSCHETTER
Réviseur d'Entreprises Agréé