



# Diamond S Shipping Inc.

ASBA CARGO  
CONFERENCE  
September 2019

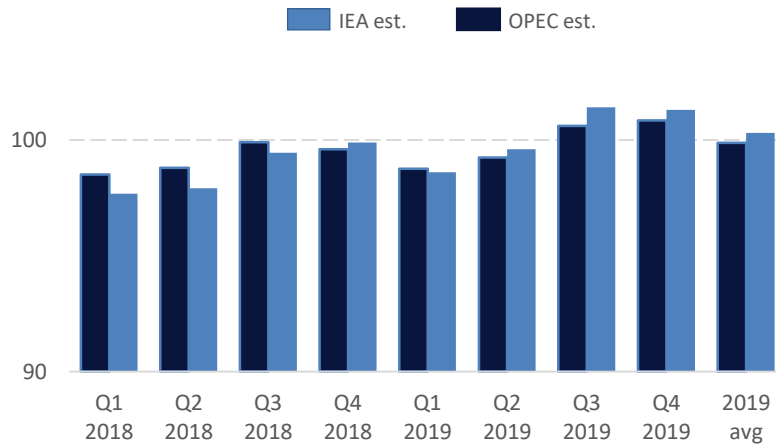


# Key Oil Market Factors



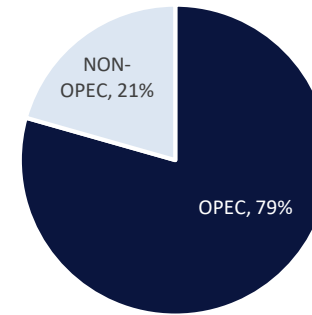
Macro indicators suggest that shipping is poised for a recovery

## OIL DEMAND EXPECTED TO HIT 100MMBPD THIS YEAR

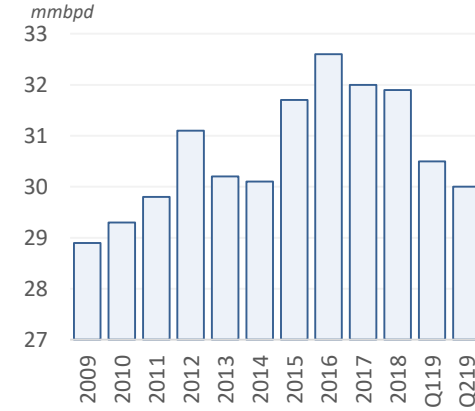


## OPEC PRODUCTION IMPACTS TANKER BUSINESS

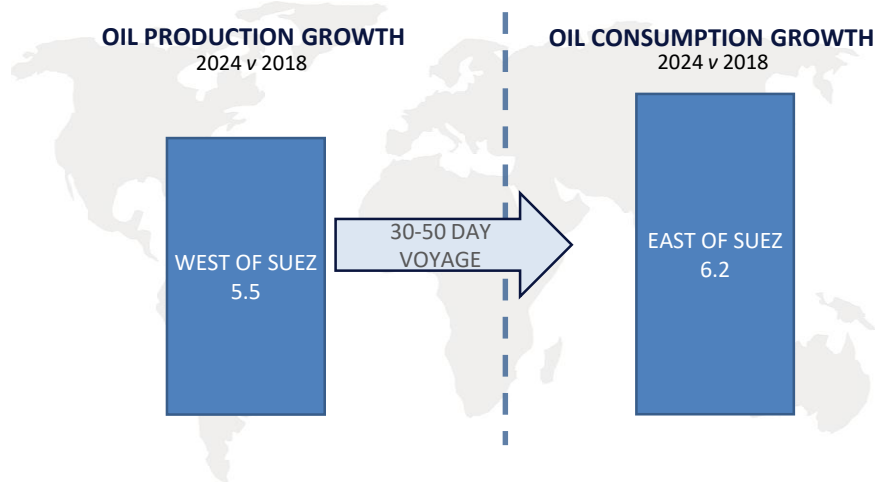
PROVEN RESERVES (2018)



COVERS 1/3 OF WORLD OIL PRODUCTION

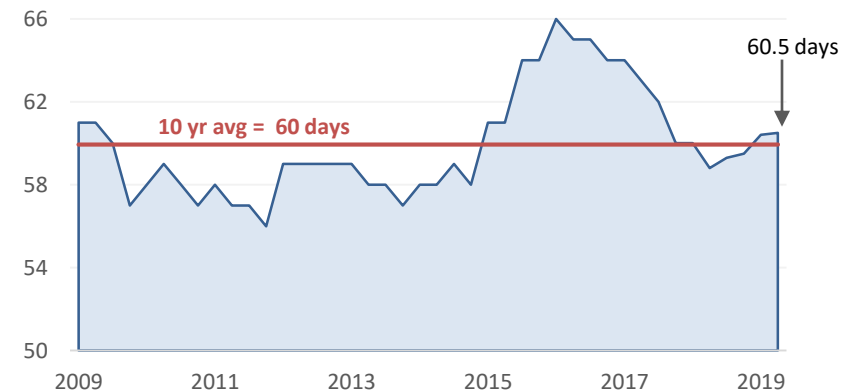


## GROWING DISTANCE OF OIL SUPPLY GROWTH AND DEMAND GROWTH



## GLOBAL INVENTORIES AROUND 10 YR AVERAGE

OECD DAYS FORWARD DEMAND OF COMMERCIAL INVENTORY (CRUDE AND PRODUCTS)

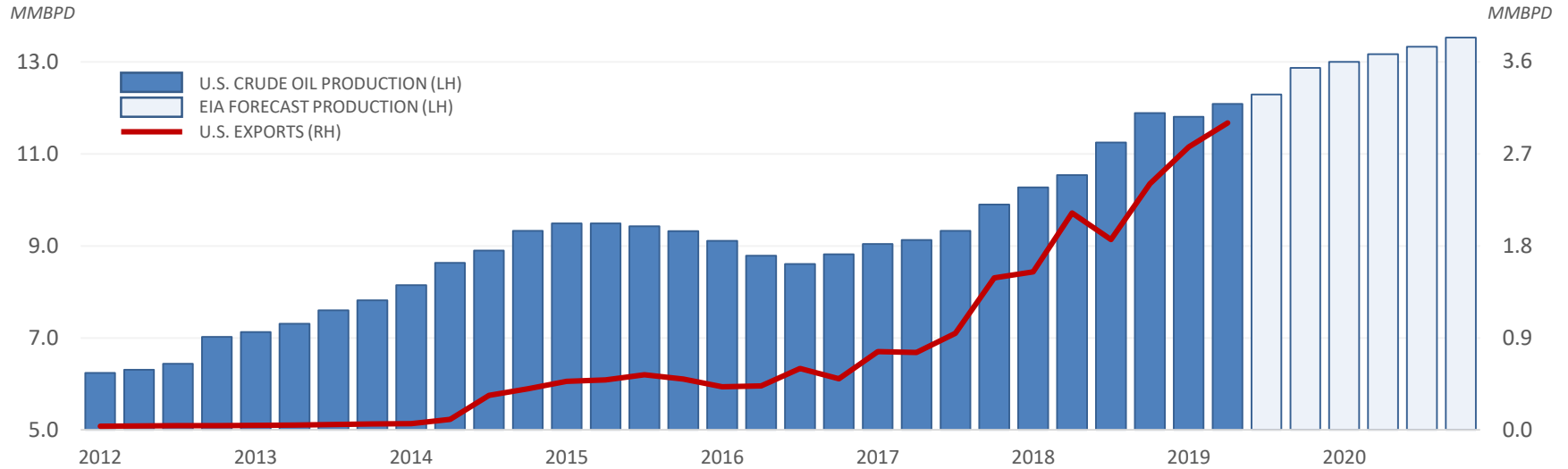


# Suezmax Crude Carrier Overview



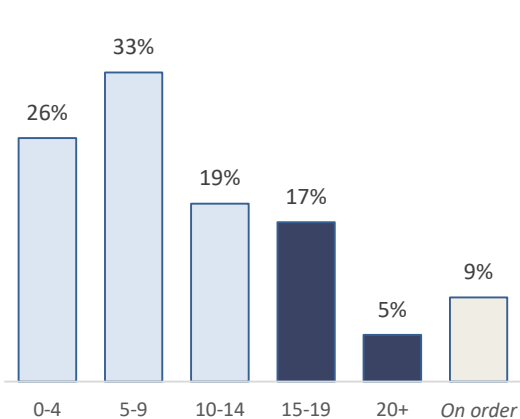
Suezmaxes are well-positioned to benefit from the strengthening crude oil market fundamentals due to the growing distance between production growth and oil demand growth.

## PRODUCTION GROWTH CREATES OPPORTUNITY FOR EXPORTS



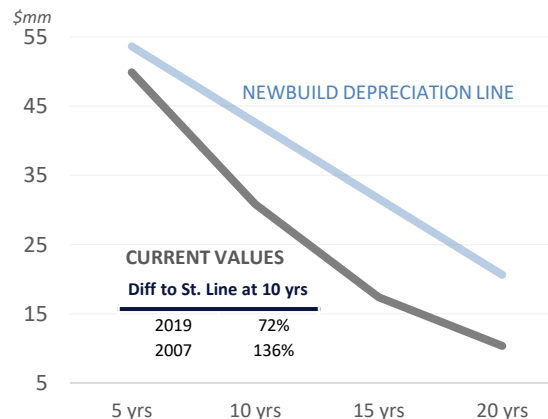
## LOW ORDERBOOK < SCRAPPING CANDIDATES

GROUPED AGE OF FLEET (yrs)



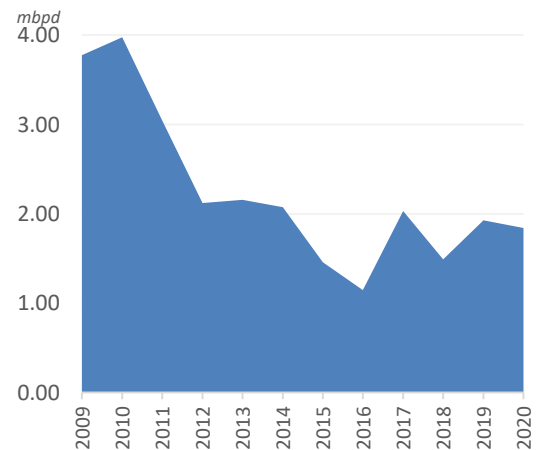
## NEWBUILD PARITY

SIGNIFICANT VALUE IN OLDER VESSELS



## OPEC SURPLUS CAPACITY

SURPLUS COULD BE USED FOR EXPORT



Source: Clarkson Research, August 2019

Source: vv.com, VV matrix, July 2019

Source: EIA, August 2019

# MR Product Carrier Overview

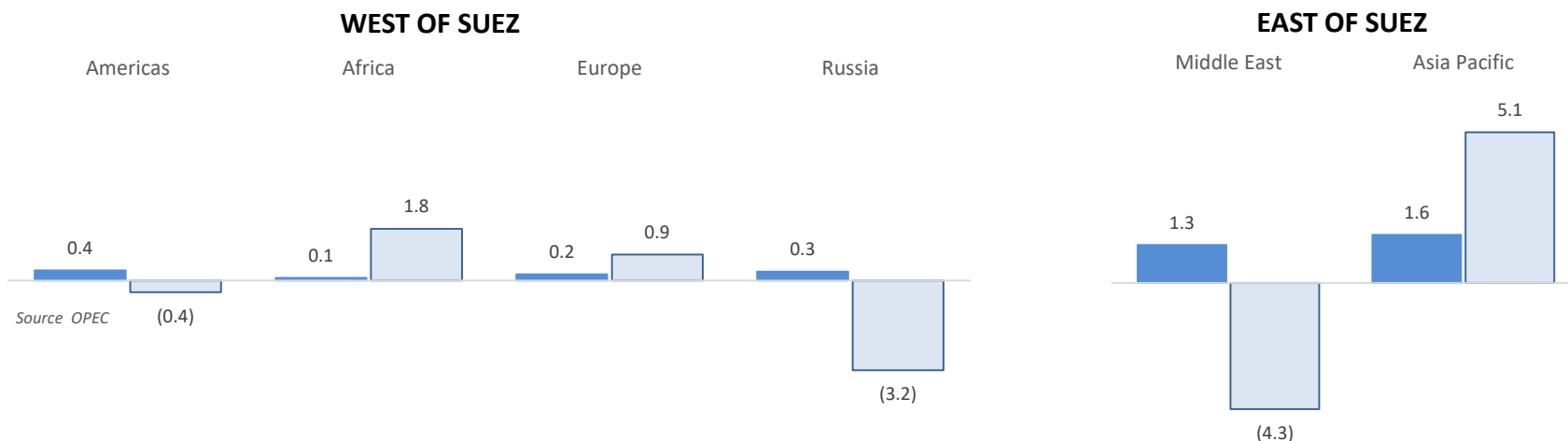


New refining capacity is primarily being built for export purposes increasing the demand for product tankers generating ton-mile growth.

## REFINING CAPACITY ADDITIONS MOSTLY BUILDING FOR EXPORT (MMBPD)

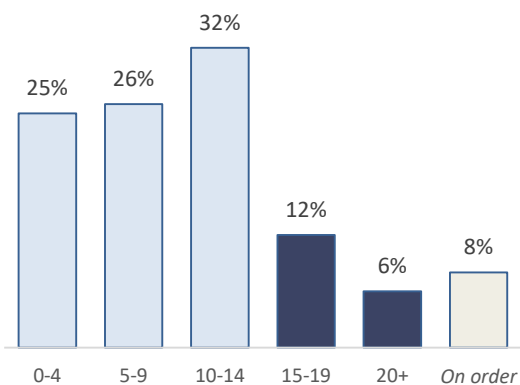
World capacity additions/product flows 2020

■ Refinery capacity additions    □ Refined product imports (exports), net



## LOW ORDERBOOK < SCRAPPING CANDIDATES

GROUPED AGE OF FLEET (yrs)

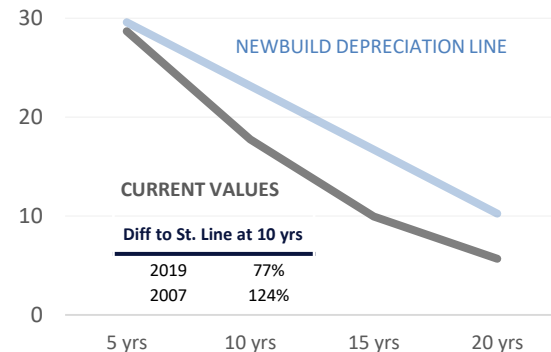


Source: Clarkson Research, August 2019

## NEWBUILD PARITY

SIGNIFICANT VALUE IN OLDER VESSELS

\$mm

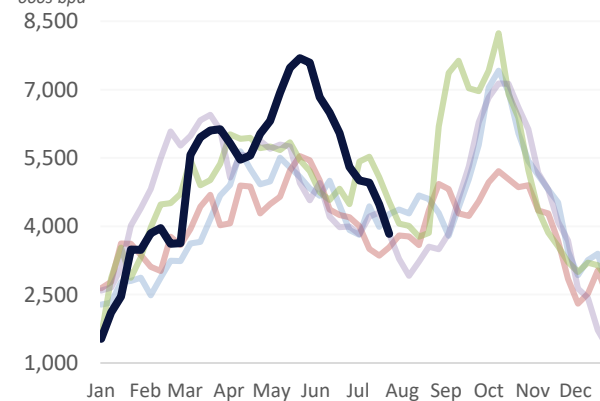


Source: vv.com, VV matrix, July 2019

## ACCELERATION OF 2019 REFINERY MAINTENANCE

— 2015 — 2016 — 2017 — 2018 — 2019

000s bpd



Source: Bloomberg, July 2019

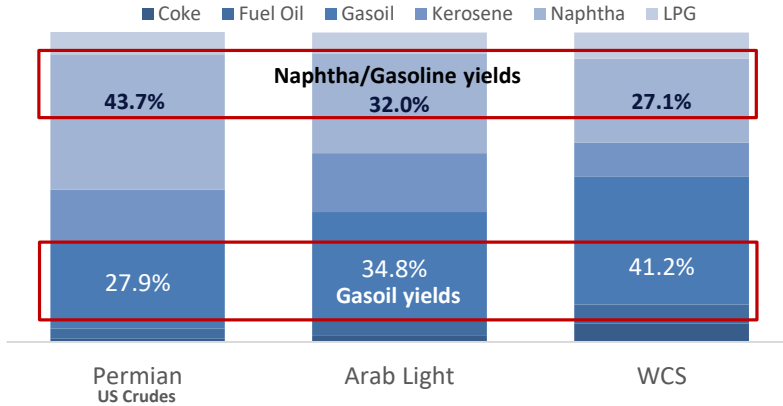
# Marine Fuels – Regulatory Change in Sulfur Emissions (IMO 2020)



IMO 2020 is the most significant regulatory-driven change in the tanker industry since the Oil Protection Act of 1990.

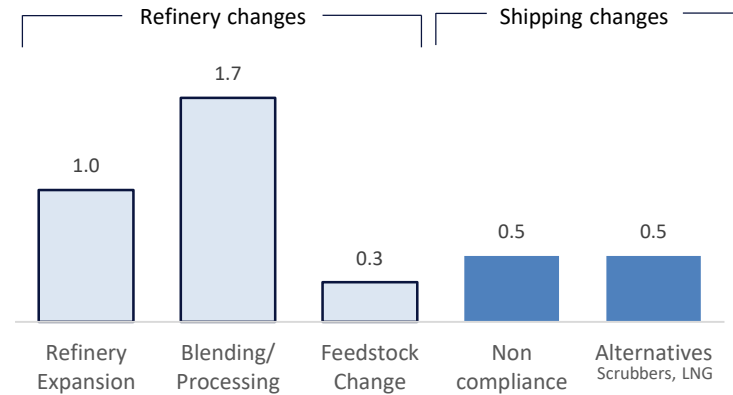
## COMPLIANT FUELS DEMAND MORE GASOIL FOR BLENDING YET LIGHT CRUDE YIELD MORE NAPHTHA TYPE PRODUCTS

YIELDS OF CERTAIN CRUDE OILS FOR A COMPLEX REFINERY



Source: Fearnleys, IEA, May 2019

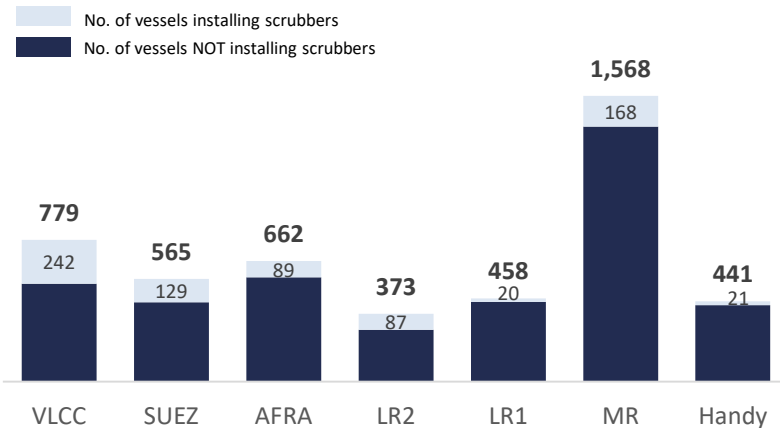
## ABOUT 3-4 MMBPD OF BUNKER FUEL DEMAND LIKELY TO BE DISPLACED BY A DISTILLATE BLEND



Source: Evercore, April 2018

## SCRUBBER INSTALLATIONS

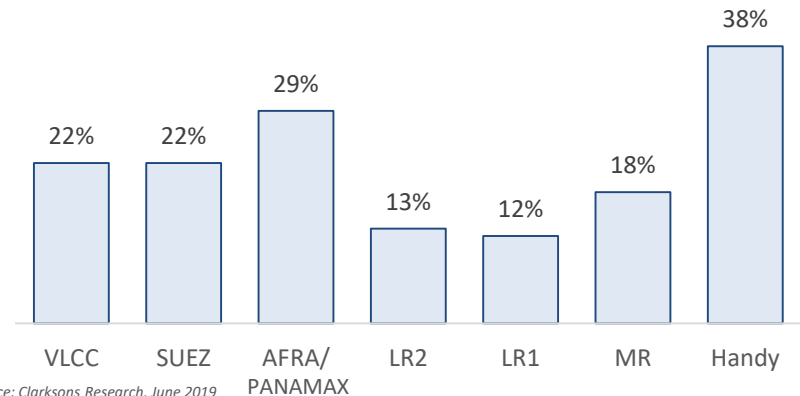
LESS THAN 16% OF THE TANKER FLEET INSTALLING SCRUBBERS



Source: Clarksons Research, August 2019

## POTENTIAL FOR OLDER VESSELS TO PHASE OUT

PERCENT OF VESSELS OLDER THAN 15 YRS



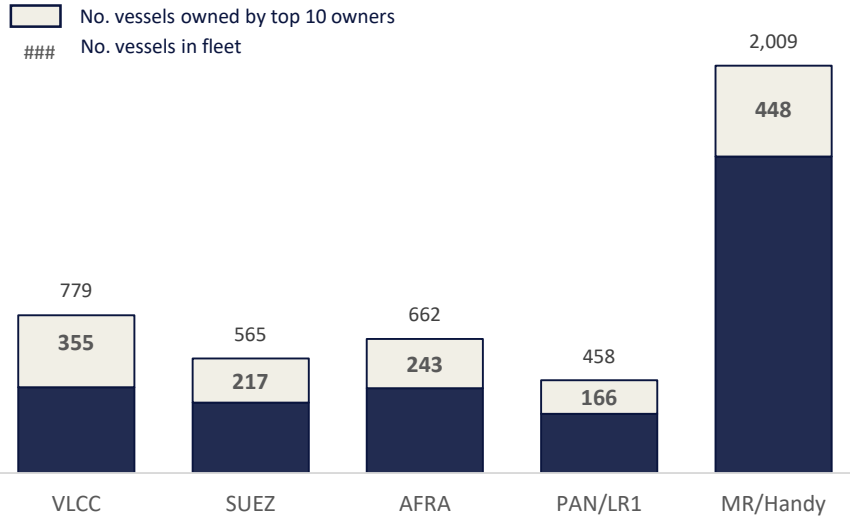
Source: Clarksons Research, June 2019

# Highly Fragmented Market



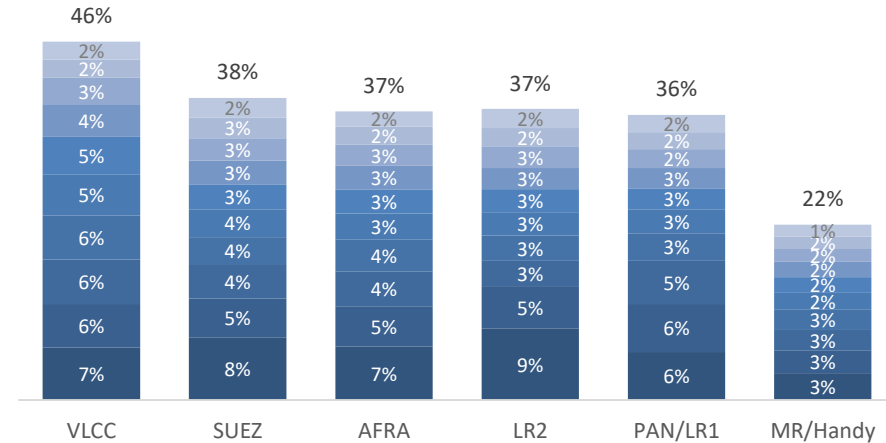
Substantial opportunity to consolidate based on current tanker market landscape.

## TOP 10 OWNERSHIP SHARE BY SHIP COUNT



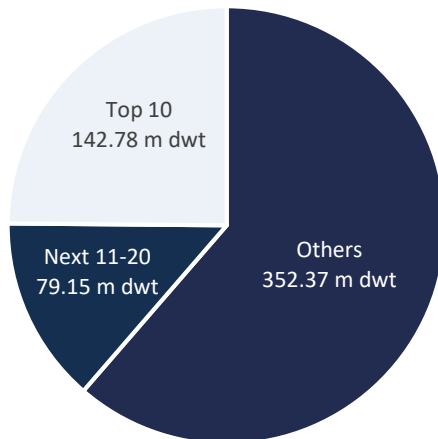
## TOP 10 OWNERS INDIVIDUAL BY SHIP COUNT

No individual owner has 10% market share in any tanker class.



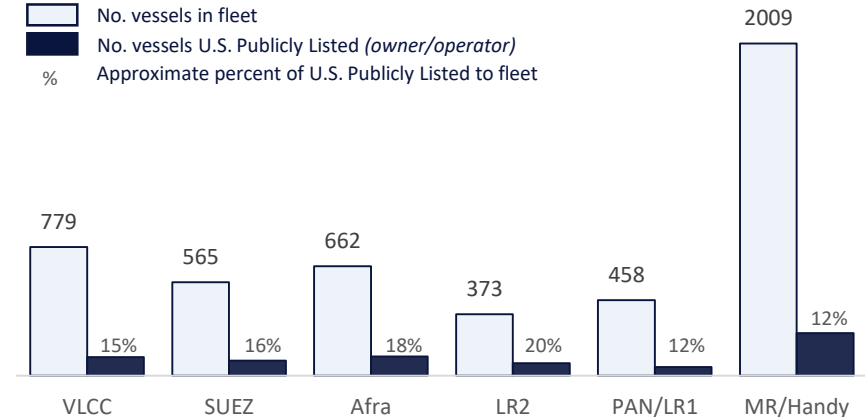
## TOTAL FLEET OWNERSHIP ACROSS ALL TANKERS

The top multi-class shipowners consist of less than 25% of the global fleet.



## U.S. PUBLICLY LISTED VESSEL OWNER/OPERATORS

No. vessels in fleet  
 No. vessels U.S. Publicly Listed (owner/operator)  
 % Approximate percent of U.S. Publicly Listed to fleet



# Fleet List



## CRUDE FLEET

Aframax		
Vessel Name	Built	DWT
1 Aristaios	2017	113,689
Suezmax		
Vessel Name	Built	DWT
2 Miltiadis M II	2006	162,397
3 Aias	2008	150,393
4 Amoureux	2008	149,993
5 Brazos	2012	158,537
6 Colorado	2012	158,615
7 Frio	2012	159,000
8 Pecos	2012	158,465
9 Red	2012	159,068
10 Rio Grande	2012	159,056
11 Sabine	2012	158,493
12 San Saba	2012	159,018
13 Loire	2016	157,463
14 Namsen	2016	157,543
15 San Jacinto	2016	158,658
16 Trinity	2016	158,734

## PRODUCT FLEET

MR			MR (cont'd)		
Vessel Name	Built	DWT	Vessel Name	Built	DWT
17 Assos	2006	47,872	51 Atlantic Mirage	2009	51,476
18 Akeraios	2007	47,781	52 Atlantic Muse	2009	51,498
19 Anemos I	2007	47,782	53 Atlantic Pisces	2009	49,999
20 Apostolos	2007	47,782	54 Atlantic Polaris	2009	49,999
21 Atlantic Breeze	2007	49,999	55 Ayrton II	2009	51,260
22 Atlantic Frontier	2007	49,999	56 Pacific Jewel	2009	48,012
23 Atrotos	2007	47,786	57 Alpine Maya	2010	51,501
24 Avax	2007	47,834	58 Alpine Melina	2010	51,483
25 Axios	2007	47,872	59 Active	2015	50,136
26 Citron	2007	49,999	60 Amadeus	2015	50,108
27 Alexandros II	2008	51,258	61 Amor	2015	49,999
28 Alpine Madeleine	2008	49,999	62 Anikitos	2016	50,082
29 Alpine Mathilde	2008	49,999			
30 Alpine Mia	2008	49,999			
31 Aris II	2008	51,218			
32 Aristotelis II	2008	51,226			
33 Atlantic Aquarius <sup>(1)</sup>	2008	49,999			
34 Atlantic Gemini	2008	49,999			
35 Atlantic Grace	2008	49,999			
36 Atlantic Leo <sup>(1)</sup>	2008	49,999			
37 Atlantic Lily	2008	49,999			
38 Atlantic Olive	2008	49,999			
39 Atlantic Rose	2008	49,999			
40 Atlantic Star	2008	49,999			
41 Atlantic Titan	2008	49,999			
42 Citrus	2008	49,995			
43 High Jupiter	2008	51,603			
44 High Mars	2008	51,542			
45 High Mercury	2008	51,501			
46 High Saturn	2008	51,527			
47 Adriatic Wave	2009	51,549			
48 Aegean Wave	2009	51,510			
49 Alpine Moment	2009	49,999			
50 Alpine Mystery	2009	49,999			

### Handysize

Vessel Name	Built	DWT
63 Agisilaos	2006	36,760
64 Aktoras	2006	36,759
65 Alkiviadis	2006	36,721
66 Arionas	2006	36,725
67 Atlantas II	2006	36,760
68 Aiolos	2007	36,725