Klaveness Combination Carriers

COMPANY PRESENTATION
JANUARY 2020

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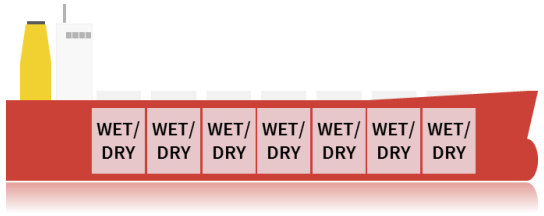
Klaveness Combination Carries (KCC)

The world leader in combination carriers

World leader in combination carriers



17
Fleet size (# of vessels)[1]

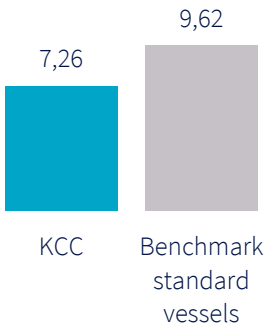
7.5
Average age (Years)[1]

~80%
KCC share of global combination carrier fleet

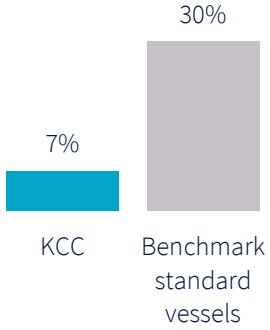
~2 000
# of successful dry/wet switches

Most carbon efficient deep-sea transportation system today

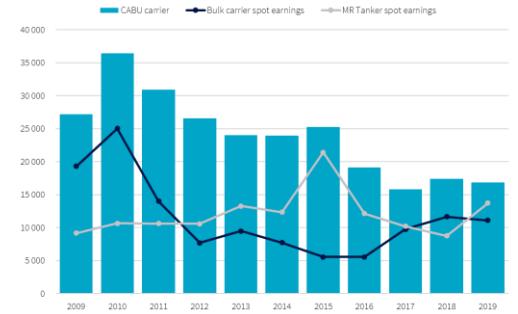
EEOI[2, 3]



Ballast share[2]



Consistent superior earnings with market diversification



1.5-2x
Earnings premium to standard tonnage

Diversified positive exposure to tanker, dry bulk and bunker markets

Long-lasting relationships with IG customers

Solid financial position

LISTED
OSLO AXESS

Shares listed on Oslo Stock Exchange

2.3bn
Market cap (NOK)[4]

47%
Equity Ratio[2]

Solid relationship with core lending banks

Klaveness Combination Carriers

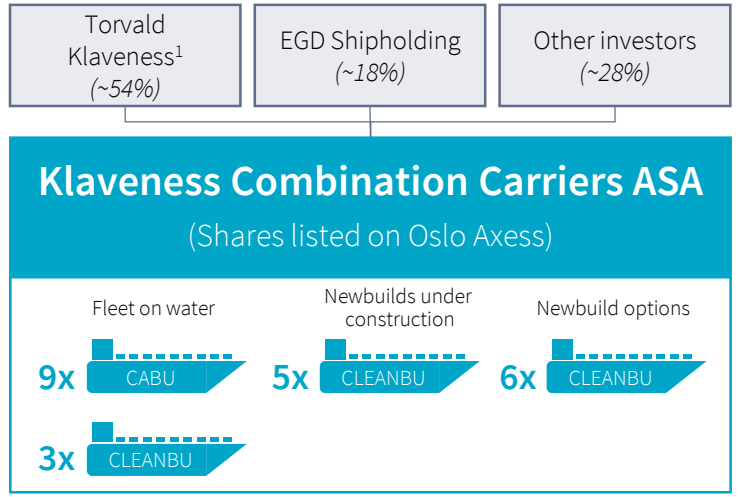
1) Fleet size: 12 vessels on water and 5 under construction, Average age as of expected delivery date of last vessel under construction
2) Figures for Q3 2019
3) EEOI = CO2 emission per ton transported cargo per nautical mile, Benchmark vessel is standard panama bulker, mr tanker lr1 tanker as defined by Baltic Exchange
4) Figures per 21 January 2020

Torvald Klaveness and KCC
Strong industrial sponsor giving substantial commercial and administrative synergies

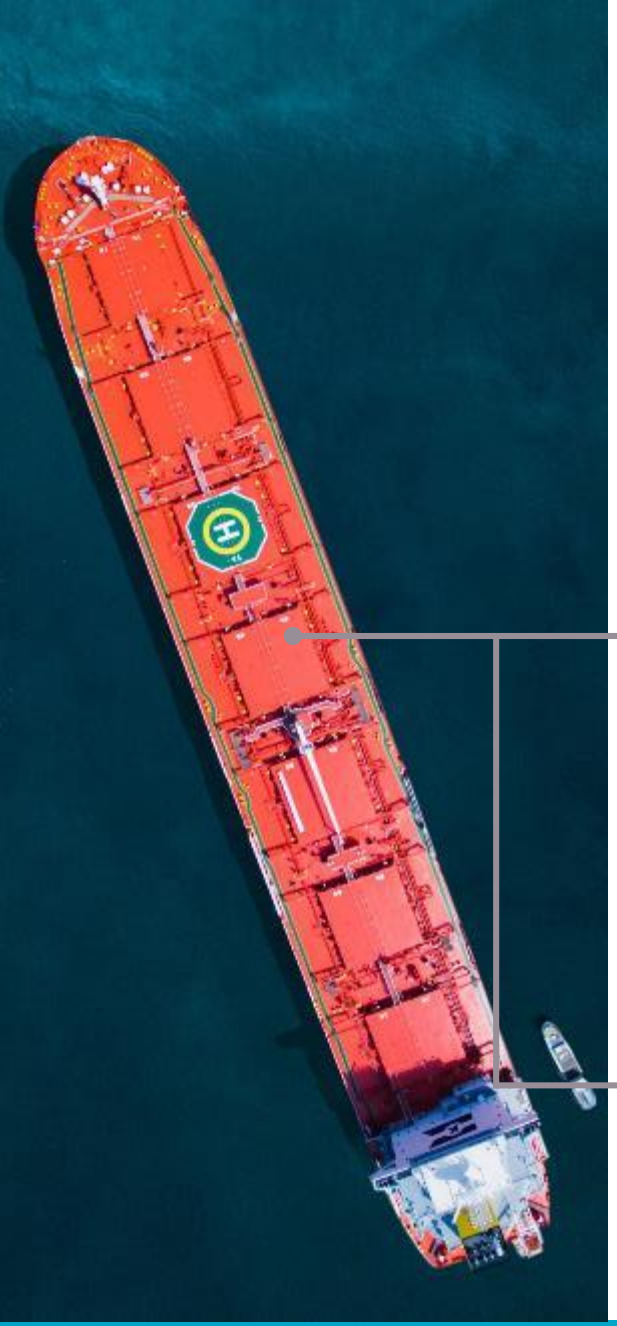
Torvald Klaveness – Industrial long-term majority owner ~70 years experience in combination carriers

Klaveness Combination Carriers ASA	Klaveness Container	Klaveness Dry bulk	Klaveness Digital	Klaveness Operations
12+5 combination carriers	8 feeder vessels	Operator AS Klaveness Chartering	SaaS CargoValue	Klaveness Ship Management AS
		Pool Manager Baumarine AS Bulkhandling AS	PaaS KPlatform	Global support services

KCC – Listed world leader in combination carriers



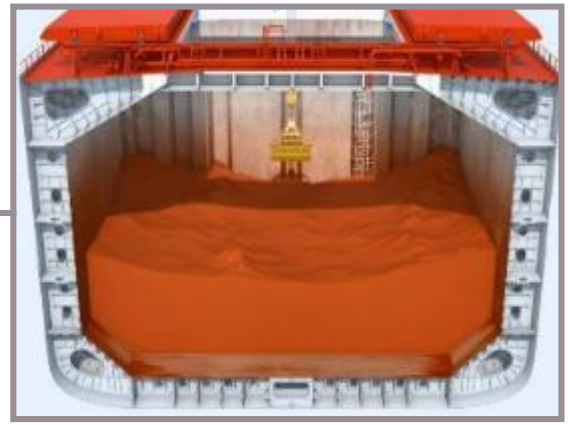
1) Torvald Klaveness' KCC shares held through Klaveness Ship Holding AS

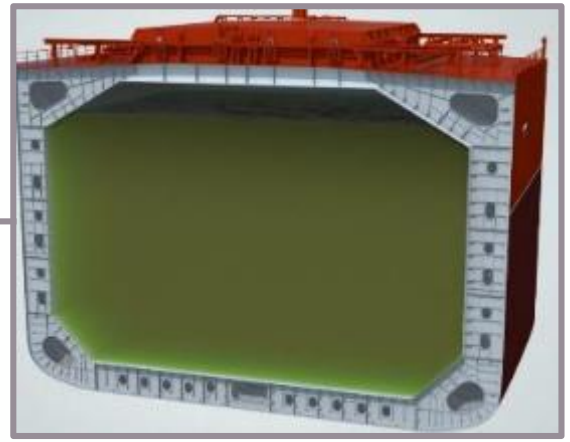


Purpose built vessels designed for efficient trading

Unique proprietary vessel designs

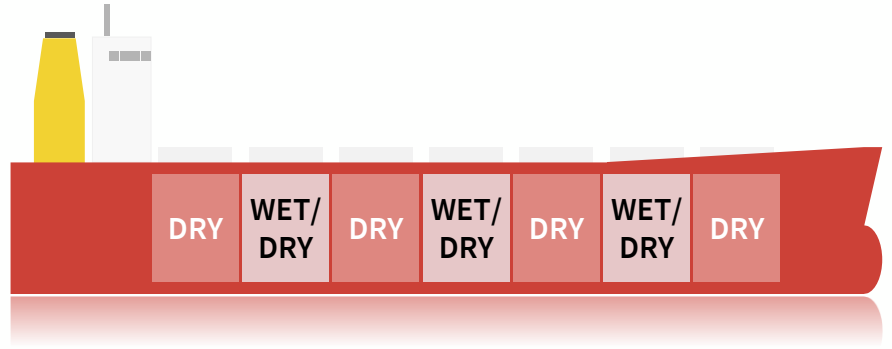
Designed to safely and efficiently carry and switch between dry and wet cargo





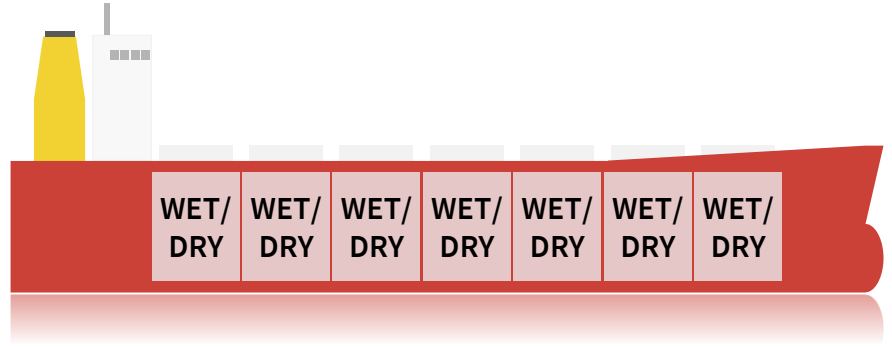
9x CABU vessels

Servicing the alumina/aluminium industry



3+5x CLEANBU vessels

Expanding service to the petroleum/petrochemical industries

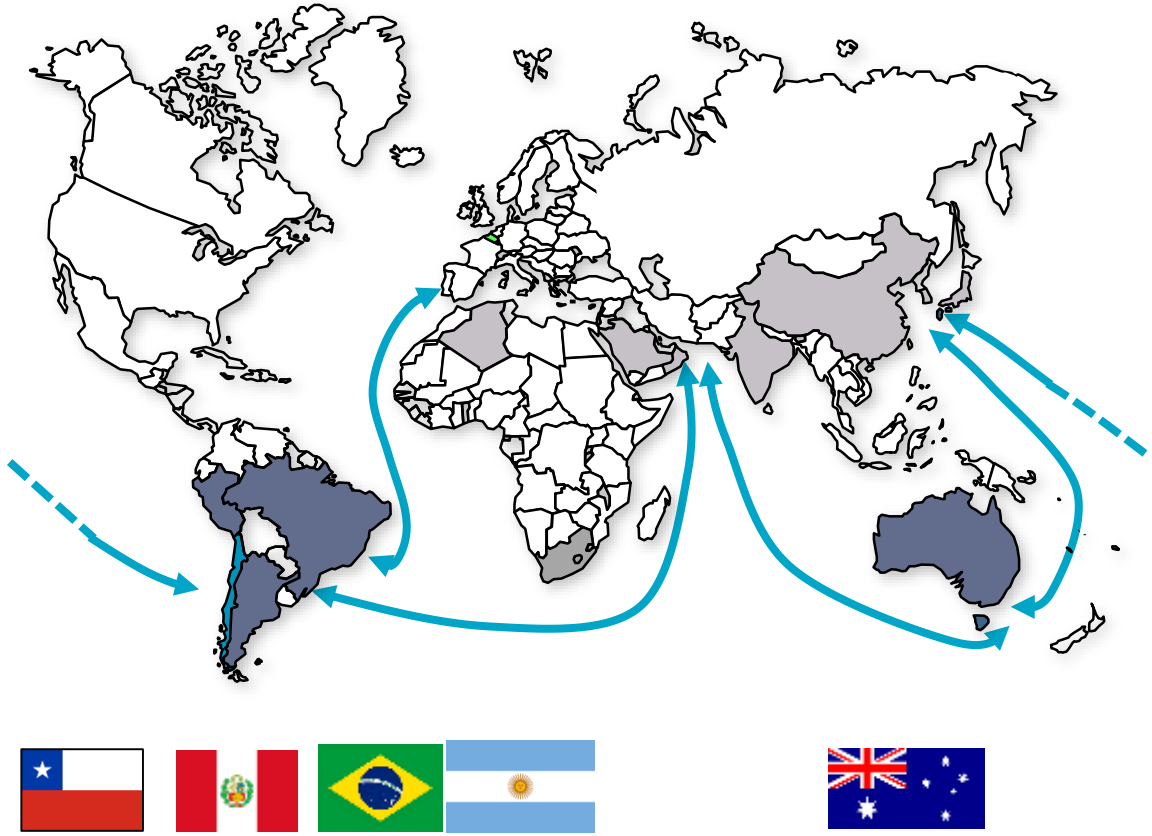


KCC efficiently ships wet cargoes to dry bulk export hubs in Australia and South America

CABU trading pattern

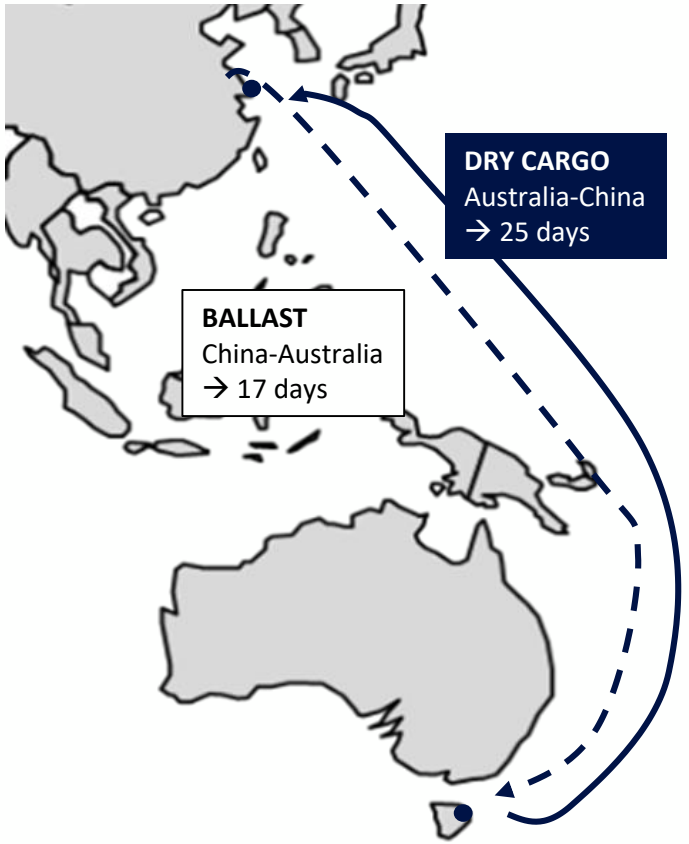
ALCOA SOUTH32 alba RioTinto Hydro

CLEANBU targeted trading pattern

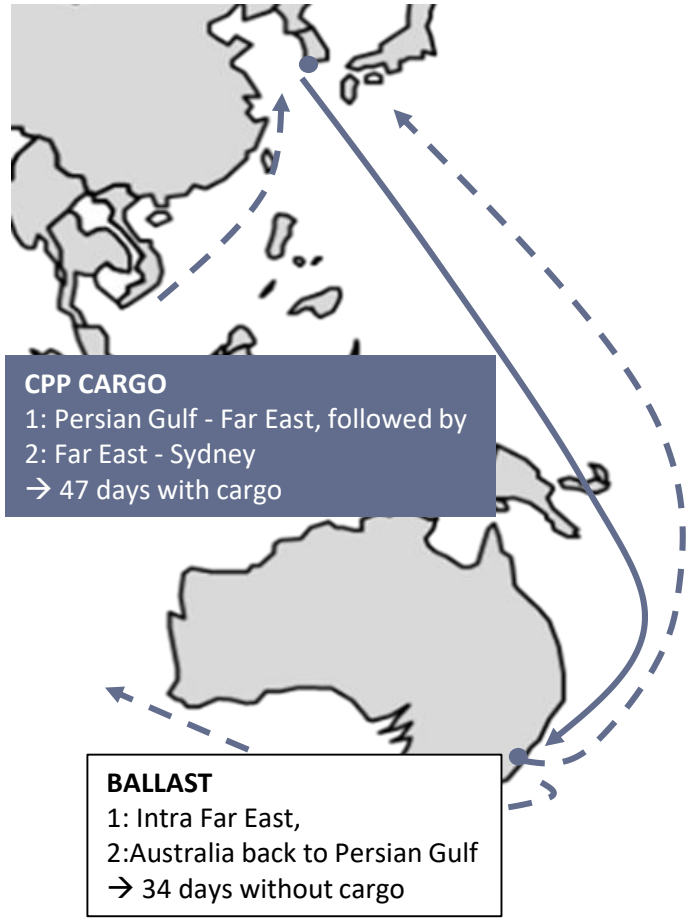


Substantially higher energy efficiency and lower CO2 emissions

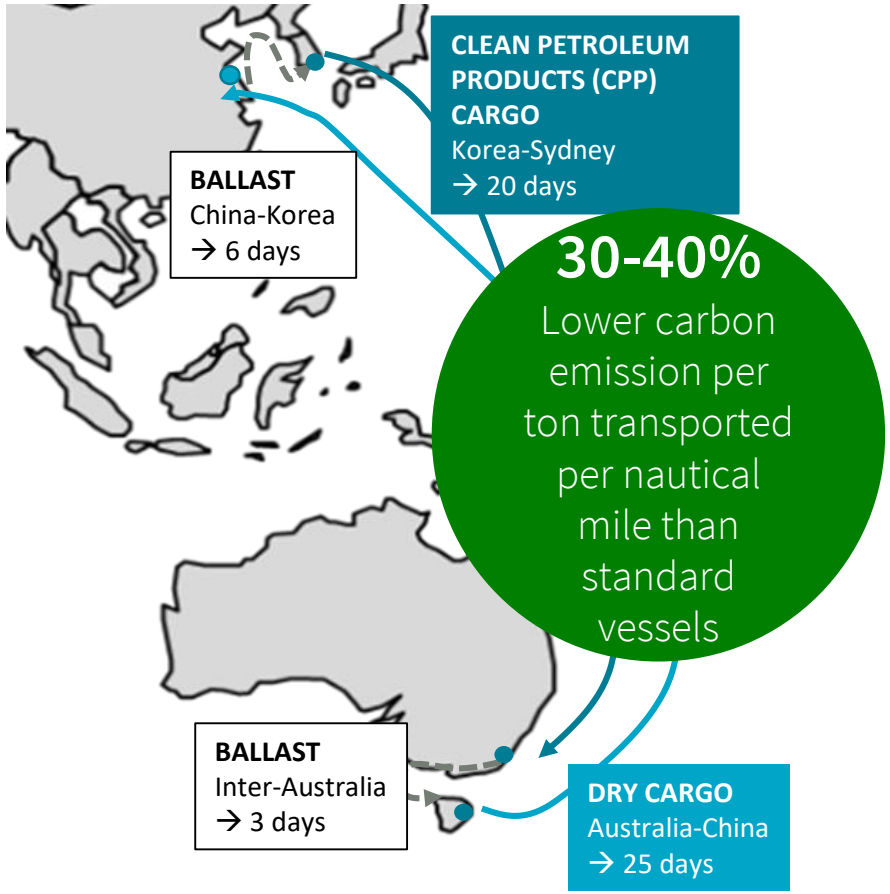
Standard panamax bulker



Standard LR1 product tanker[1]



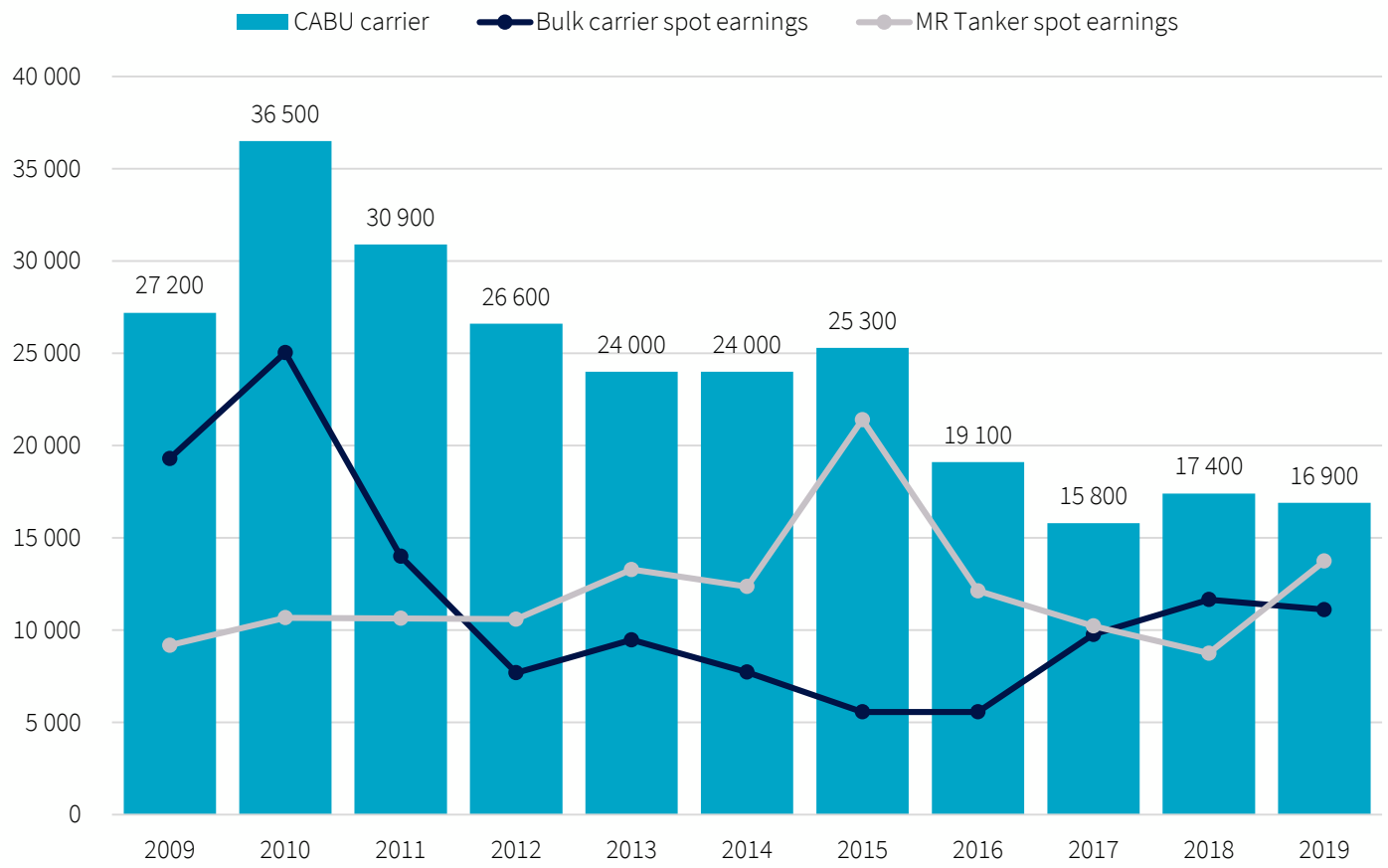
KCC's CLEANBU vessels



1) An LR1 tanker is likely to find triangular employment reducing the overall ballasting, thus performing a higher laden % compared to a Panamax dry bulk vessel

The CABUs have consistently outperformed standard tonnage by 1.5-2x

CABU historical TCE earnings vs standard tonnage (USD/day)[1,2]



~1.5-2.0x

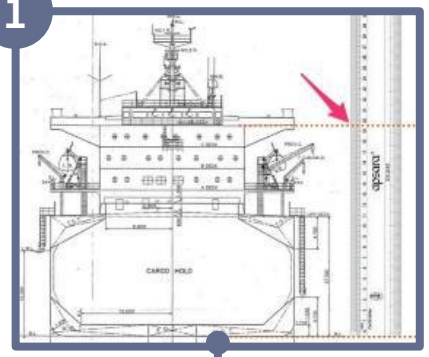
CABU historical TCE earnings premium to standard tonnage

History of strong debt service ability

1) Average monthly earnings per on-hire day for the period 2005 to 2019. 2019 earnings are preliminary figures. Gross of commissions and commercial management fees, Average of the 4 Spot Routes for Baltic Panamax Index (P4TC). Gross rate., Clarksons average MR Clean Earnings. Gross rate. Source: Company data and Clarksons.
2) CABU historical TCE earnings are defined and reconciled in enclosures to the presentation (slide 37-38) (Alternative performance measures).

Operating model with significant barriers to entry

1



Proprietary design and solutions

KCC has exclusivity on the CLEANBU design

2

Unique track record for dry/wet switching

KCC is the only shipping company with extensive and continuous technical and operational track record in combination carriers

3

Significant cargo and customer base in wet and dry

Long term contracts and synergies with Klaveness Dry Bulk business give scheduling flexibility/efficiency

4

High and increasing cost of vessel

Increasing newbuilding prices and limited interest in specialized vessels have increased vessel cost

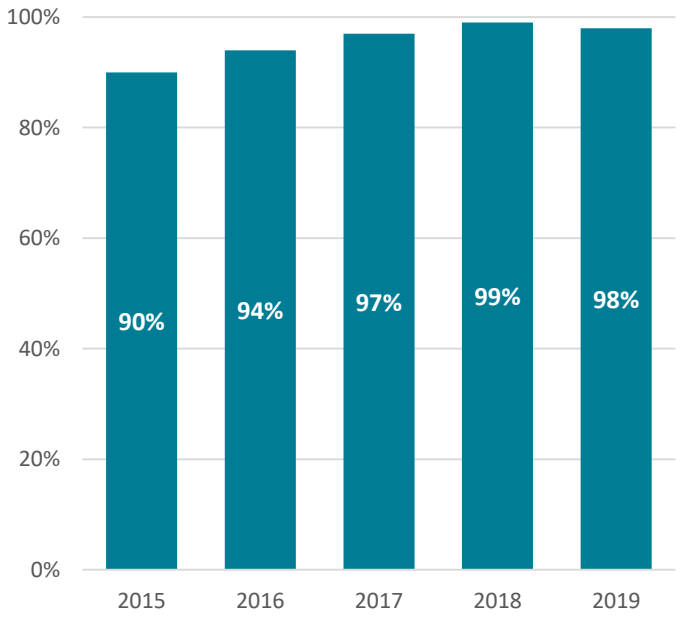
Social responsibility:
Dedication to crew development, safety, welfare and long term employment

In-house crew management and training

- Officers, ratings and trainees from Eastern Europe, the Philippines and South Africa
- Crew recruitment, training & development by Klaveness' partially owned manning agencies Barklav[1], Romania and Klaveness Maritime Agencies (KMA)[2], Philippines
- Semi-annual conferences and seminars for all ranks and frequent office visits
- Manpower Development Program (MDP) since 2003 providing job opportunities on-board for young maritime graduates from less fortunate areas in The Philippines

Industry leading officer retention rate

Stable officer retention rate onboard KCC's vessels at 97-99% over last 3 years



Klaveness' South Africa crewing program

- Klaveness is the only shipping company operating in South Africa with an own agreement with maritime authorities on skills development and union agreements
- Established a MDP for South African youngsters in the Ugo district in KwZulu-Natal together with tribal chief Xolo and Impande Foundation
- A total of 35 + officers, ratings and trainees serving in the fleet and more to come

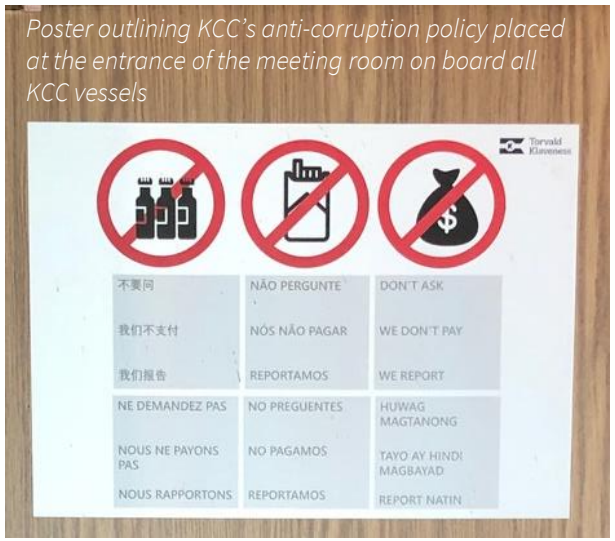
[1] Barklav located in Constanta, Romania is owned 50% by Klaveness and 50% by Wilhelmsen Ship Management
[2] KMA, based in Manila, Philippines, is owned 25% by Klaveness

Governance
Strong focus on compliance and anti-corruption

Anti-corruption and compliance

- Adopted Torvald Klaveness compliance program including company code of conduct and counterparty code of conduct
- Founding member of maritime anti-corruption network MACN
- First shipping company with ISO 37001 anti-corruption certification issued by DNV GL

MACN
Maritime Anti-Corruption Network



Poster outlining KCC's anti-corruption policy placed at the entrance of the meeting room on board all KCC vessels

Governance

- Key KCC Oslo personnel to be employed directly in KCC ASA from 1 February 2020
- All transactions with Klaveness companies priced on an arms-length basis
- Services provided by Klaveness companies are priced based on the OECD Transfer Pricing Guidelines
- No group-internal commissions except for a limited number of dry bulk fixtures to third parties being made through Klaveness

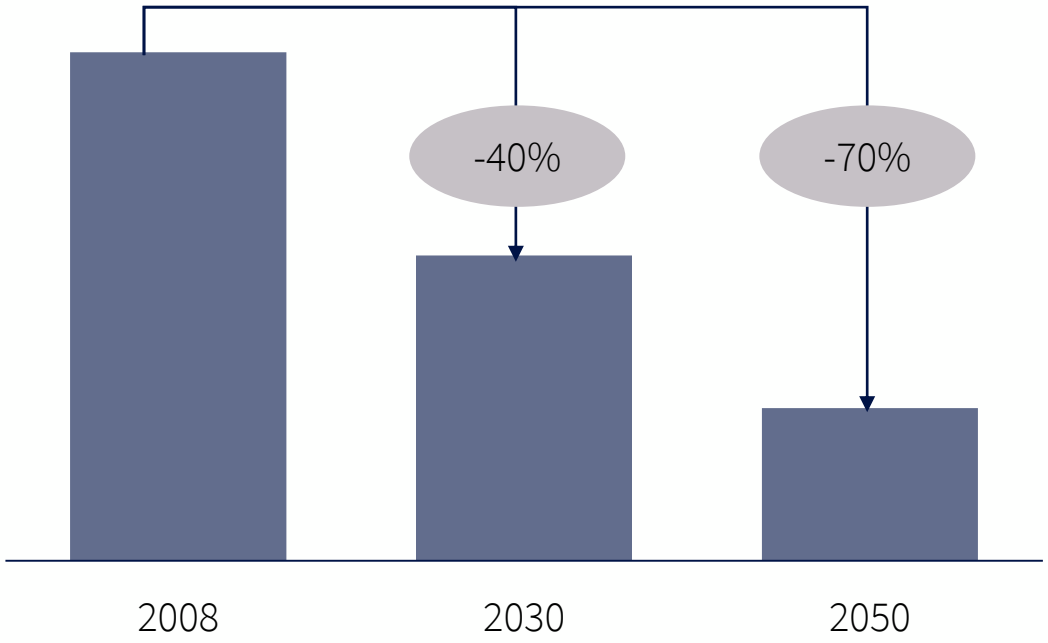
Decarbonization is a center-piece of KCC's strategy

Long term target of cutting the GHG emissions of KCC's business to zero

IMO's two fold emissions ambition includes both *relative* and *absolute* CO_2 emissions targets

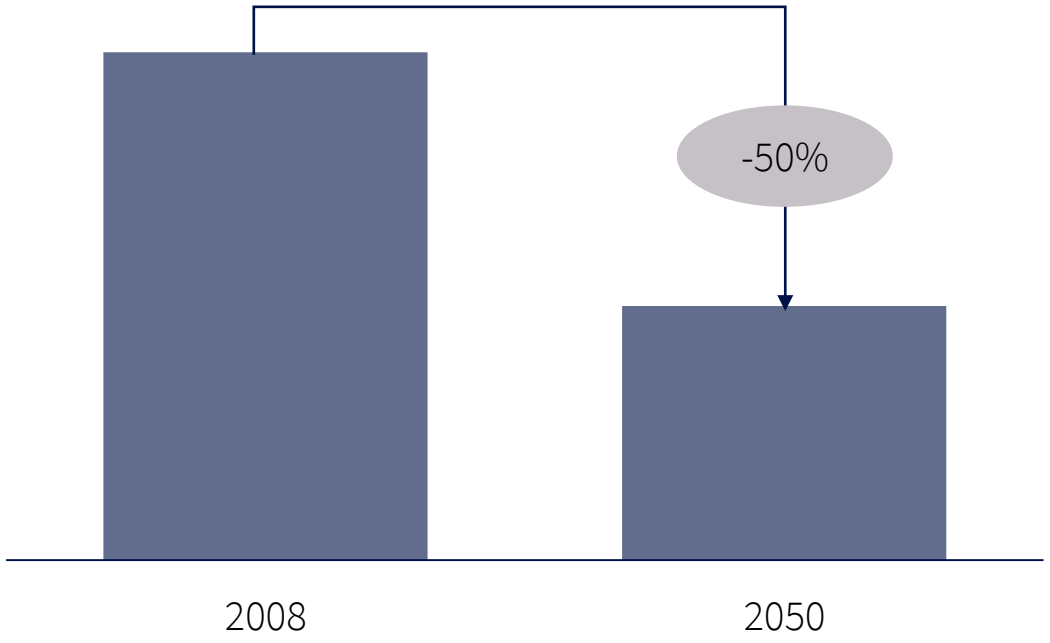
Relative target – reduce carbon intensity per transport work

Reduce average CO_2 emissions per transport work by 40% within 2030 and 70% within 2050 compared to 2008



Absolute target – reduce shipping's overall carbon emissions

Reduce total CO_2 emissions from international shipping by 50% by 2050 compared to 2008



Environmental policy and strategy

KCC's strong environmental position rests on 3 main pillars

1) A strong starting point:
The most carbon efficient deep-sea transportation system today

Up to 40% lower CO_2 emission per tonne-mile relative to standard vesses in KCC's trades

No current viable alternatives: Currently no other technical solution capable of cutting CO_2 emission of deepsea shipping by more than 10-15%

2) Ambitious strategy&roadmap:
Specific initiatives to meet or exceed IMO's carbon intensity and CO_2 emission reduction targets

Optimize & improve: Substantially improve energy and operational efficiency of current fleet , test, promote and use new low carbon fuels

Innovate: Develop a zero-emission vessel – target ready for contracting in 2030

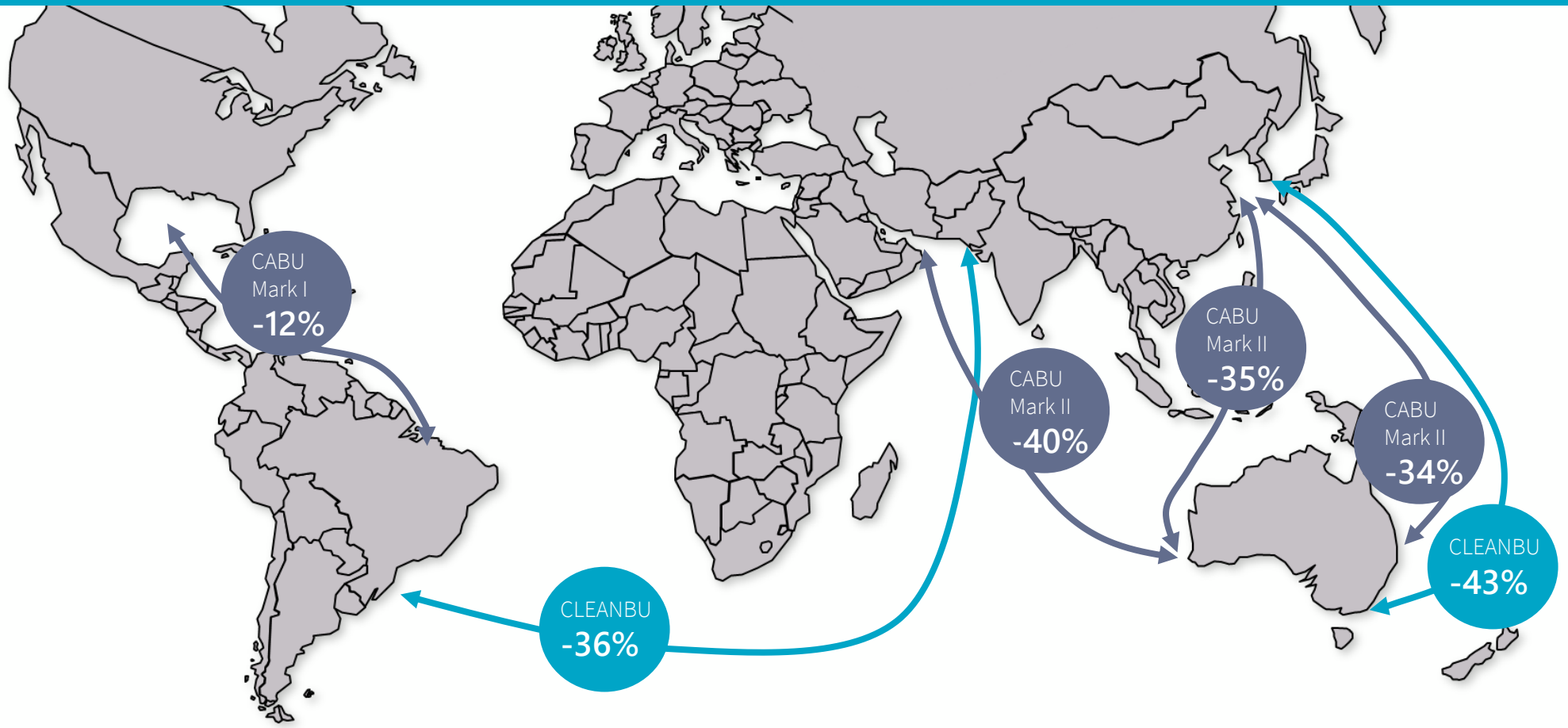
3) Transparent reporting :
Regular reporting of environmental KPIs and sustainability

Quarterly reporting Expand current quarterly reporting to 4 key KPIs reflecting KCC's operational efficiency, carbon intensity and CO_2 emissions

Annual sustainability reporting and third party audit of KPIs/ environmental impact calculations

The most carbon efficient deepsea transportation solution

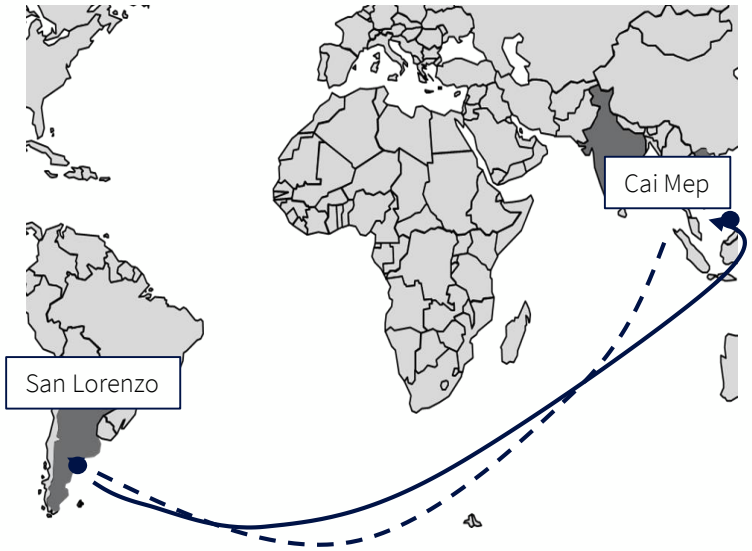
Substantial CO_2 emission savings per tonne-mile relative to standard tonnage in KCC's main trades



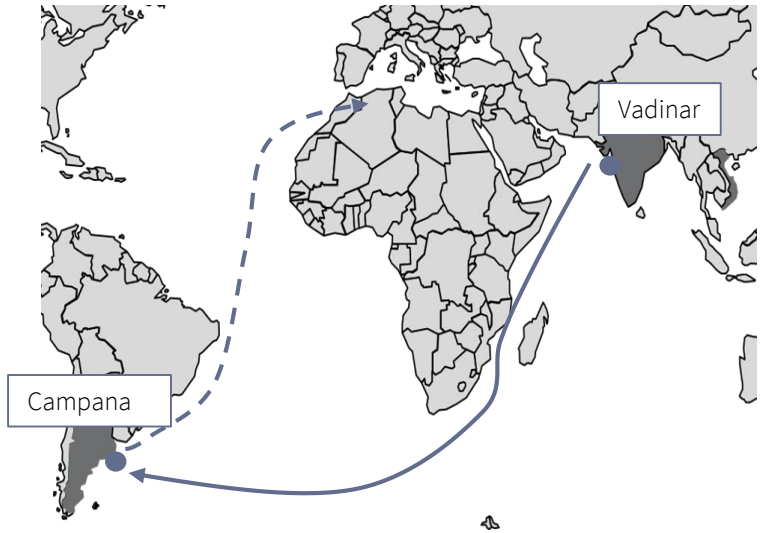
Environmental policy and strategy
…and here is an example

Compared to standard tonnage the CLEANBU vessel MV Baru generated ~36% bunker savings on a CPP cargo from India/Middle East to Argentina with Dry cargo on return to Far East

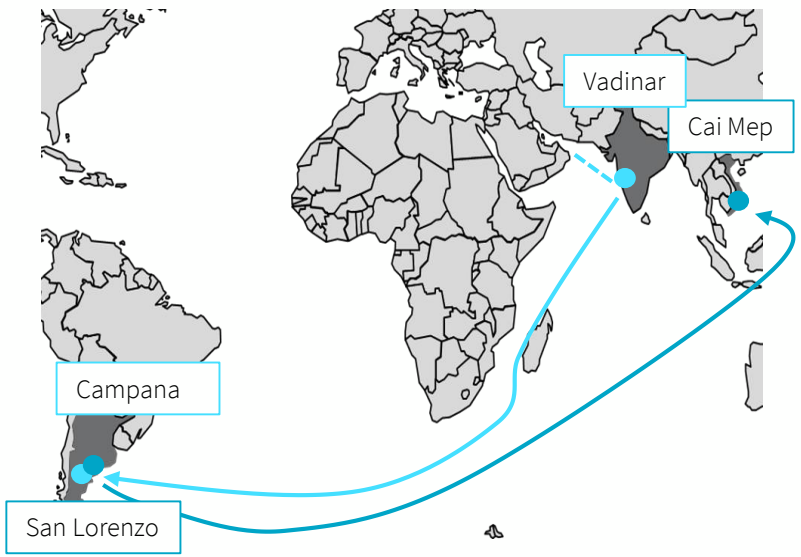
Standard panamax bulker



Standard LR product tanker



KCC's CLEANBU vessels



MT FUEL CONS./ VOYAGE	STANDARD DRY BULK CARRIER	STANDARD LR-TANKER	AVERAGE DRY BULK AND LR-TANKER	CLEANBU
Bunkers on ballast leg	702	433	567	72
Bunkers on laden leg	1021	1046	1034	959
Total fuel consumption per cargo	1723	1479	1601	1031
FUEL SAVINGS CLEANBU VESSELS VS. STANDARD VESSELS				36 %

1) Fuel consumption numbers as per Baltic Exchange description (see Appendix 1)
2) Trading patterns are basis AIS tracking and statistics provided by AXS Marine.(see Appendix 2)
3) Operational assumptions believed to reflect the actual market and vessels lot size capabilities.

Environmental policy and strategy

Reach IMO 2030 targets within 2022 and to be carbon neutral within 2030

1

Reaching IMO 2030 carbon intensity target

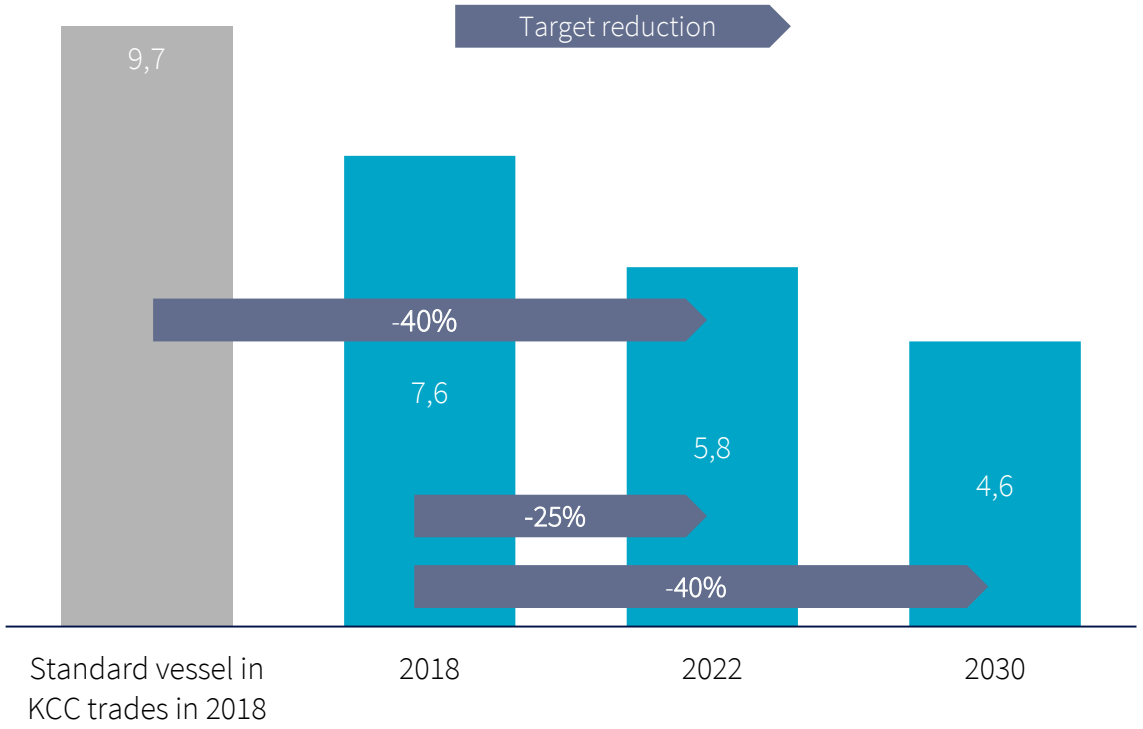
- Within 2022: In relative terms compared to standard vessels in KCC's trades
- Within 2030: In absolute terms compared to KCC's reported actual 2018 carbon intensity

2

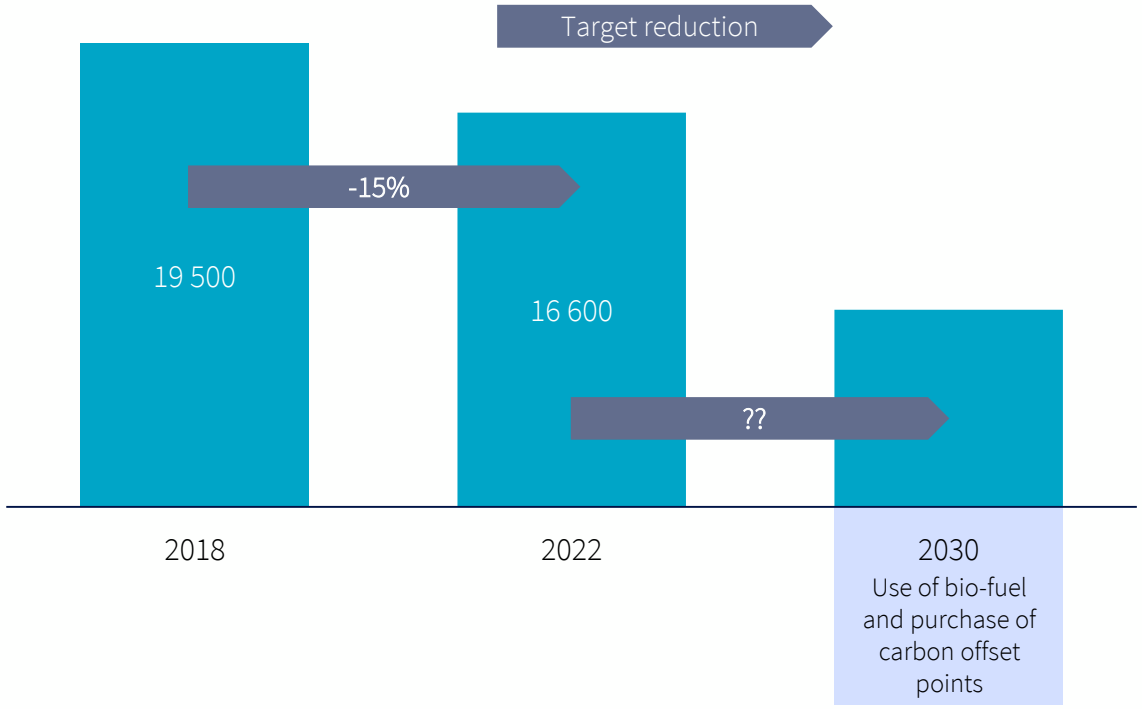
CO2 emissions reductions – carbon neutral operation

- Within 2022: Reduce average CO2 emissions per vessel in KCC's fleet by 15% compared to actual 2018 levels
- Within 2030: Achieve carbon neutral operation within 2030

KCC Target Carbon Intensity[1]



KCC CO2 emission per vessel in KCC's fleet in mt/year



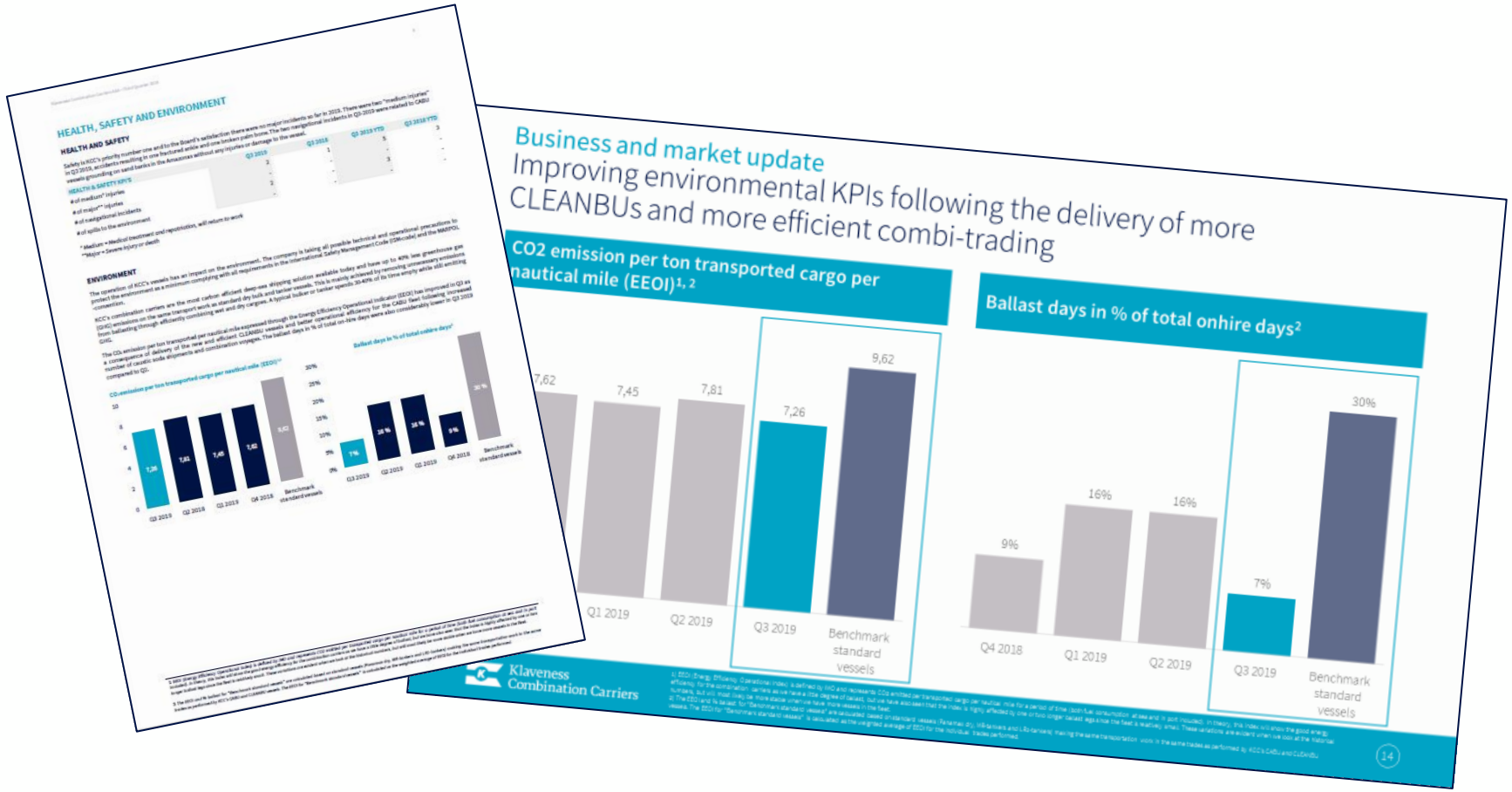
1) Carbon intensity per tonne-mile for KCC's total fleet and estimated carbon intensity per tonne-mile for standard vessels in KCC's trades in 2018

Environmental policy and strategy

KCC has set out a road map to achieve IMO 2030 targets within 2022 and to be carbon neutral within 2030

	Targets within 2022	Targets within 2030
Optimize & Improve	✓ Reduce average carbon emission per vessel by minimum 15% through improved energy and operational efficiency within 2022 relative to actual 2018 ✓ Improve carbon intensity per ton-mile (EEOI) by minimum 25% within 2022 relative to actual 2018 ✓ Testing out and start using sustainable bio fuel	✓ Further reduce average carbon emission per vessel through further improvements in energy and operational efficiency, phasing out of CABU I vessels and introduction of new generation vessels with substantially improved fuel efficiency ✓ Extensive use of fuel with Low carbon footprint/biofuel
Innovate & Develop	✓ Proof of concept of a zero emission vessel within 2022	✓ Contracting of first zero emission combination carrier within 2030 ✓ Purchase of carbon offset points as a transitional measure if needed to reach carbon neutrality

Full disclosure and transparency on environmental performance



Environmental and operational KPIs are today included in KCC's quarterly report and sustainability reporting will during 2020 be an integral part of the company's reporting scheme.

Quarterly reports will include:

- CO_2 emissions per ton of transported cargo per NM (EEOI)
- Average absolute CO_2 emissions per vessel in MT
- Ballast days in % of available time
- Share of days in combi-trading
- Health and Safety statistics

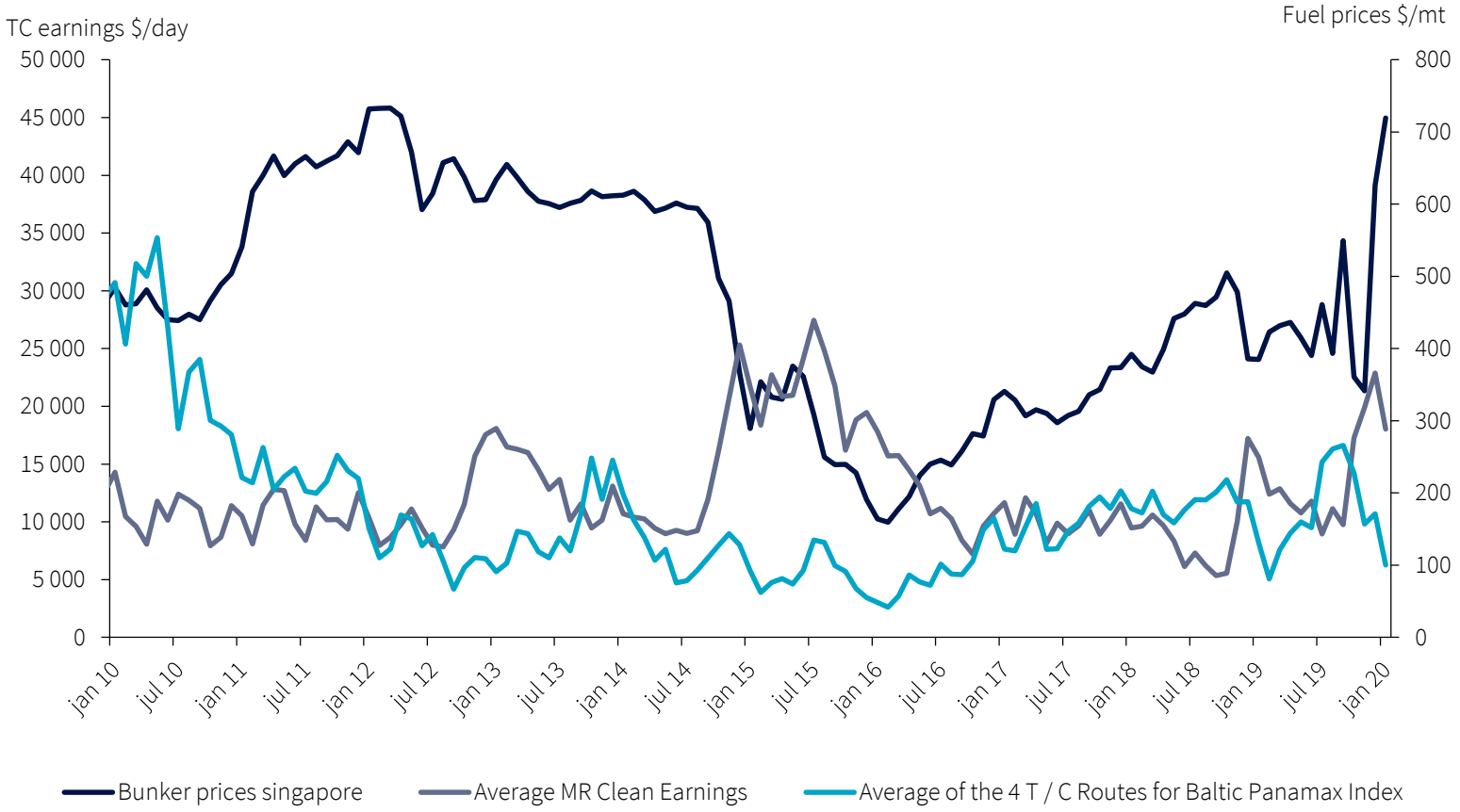
Annual sustainability reports will in addition include:

- Strategic ESG targets
- Performance on oil company vettings and port state controls
- Governance and social KPIs
- Environmental risks and mitigations
- Impact reporting of emissions reductions

Facsimiles from KCC Q3 2019 earnings report and presentation

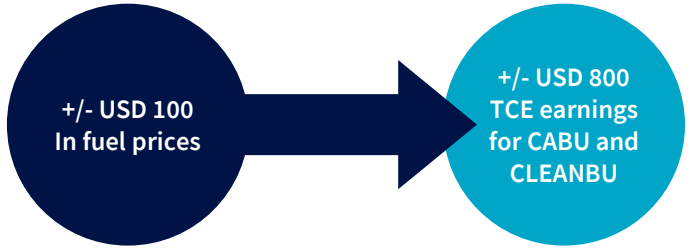
KCC earnings generated from 3 fairly uncorrelated markets

The long view (2010 – YTD 2020)[1]



- 3 volatile "commodity" markets impact KCC's earnings: the product tanker and dry bulk markets as well as the bunker fuel markets
- The value of fuel efficient combi-trading patterns varies with fuel costs, hence higher fuel prices are positive for KCC's earnings
- Correlation between the three markets has historically been limited

"Rule of thumb" sensitivity for KCC's average TCE earnings



1) Source: Shipping Intelligence Network, January 2020 figures is averages as of 21.01.2020, Bunker prices is HFO until November 2019, and VLFO from and including December 2019

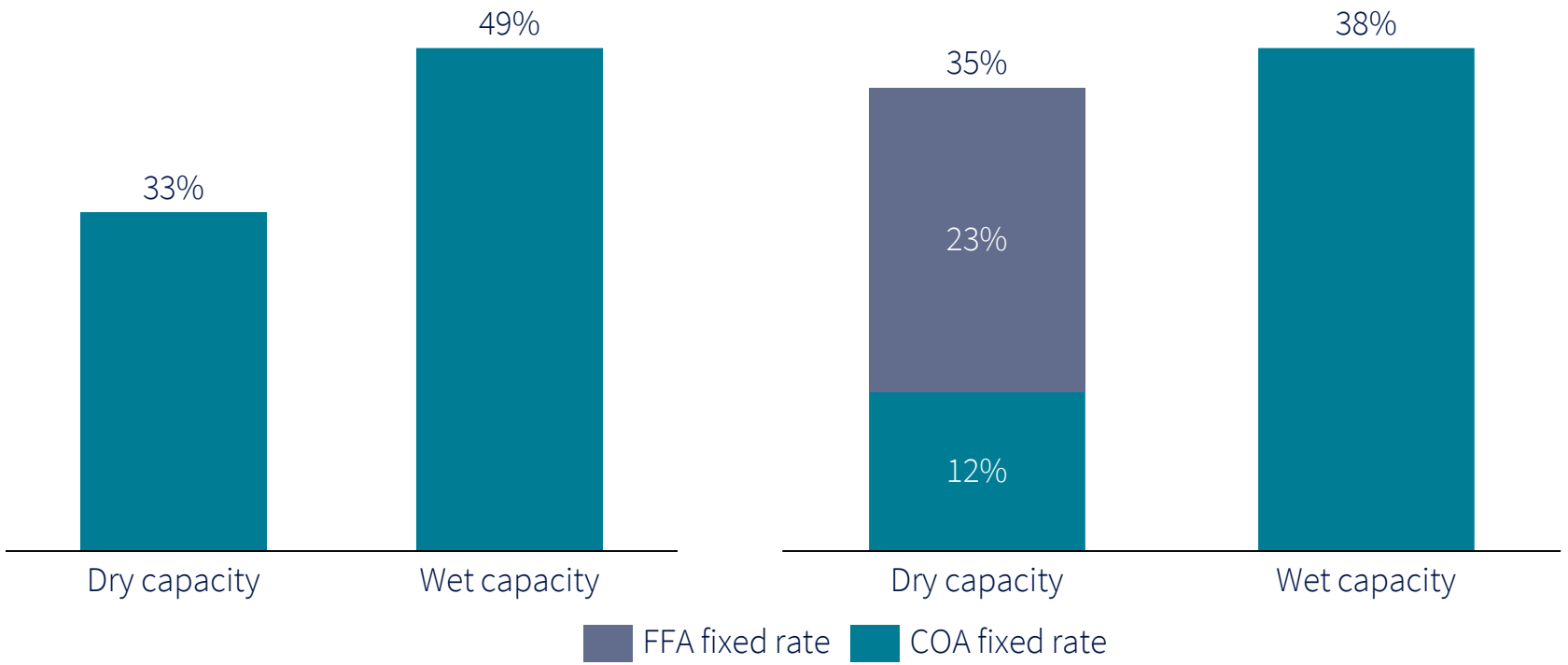
2020 contract coverage for total fleet (CABU + CLEANBU)

Volume coverage

Share of estimated total fleet carrying capacity (i.e. volume) booked for 2020[1]

Financial coverage

Share of estimated rate (i.e. price) exposure that has been fixed for 2020



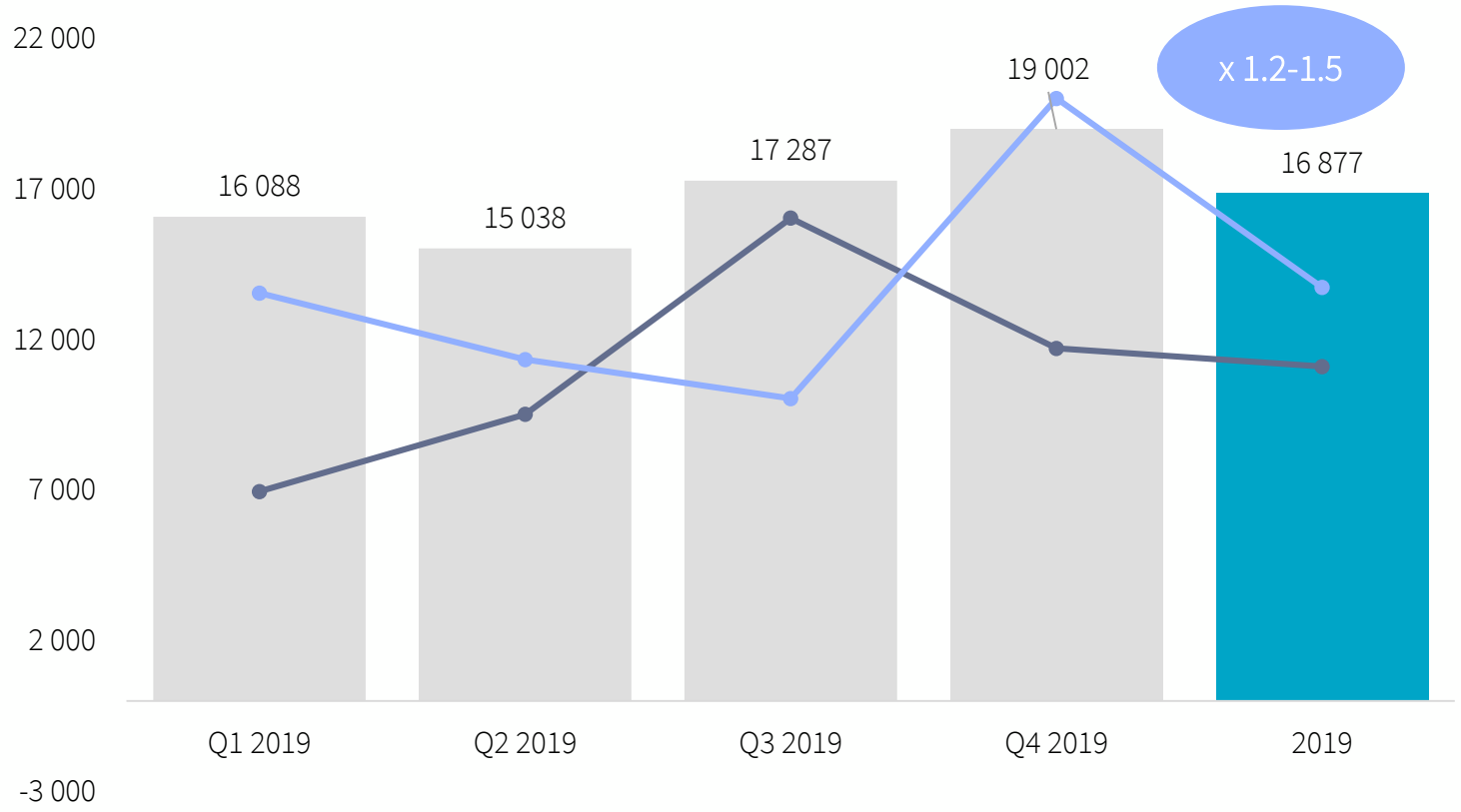
- Around 50 % of KCC's fleet capacity is allocated to transportation of wet products and around 50 % to dry products
- Fixed rate caustic soda (CSS) contracts (COAs) consist of one long term COA and several mainly one year COAs
- One-year COAs are normally concluded during October-December for the next one year period with a fixed pricing i.e. pricing is fixed once a year
- Dry COAs consist of both fixed rate and index-linked COAs. In addition, part of dry bulk exposure is hedged by selling FFAs

1) Balance 2020 as of mid January 2020

CABU Quarterly earnings

Proven and profitable – strong Q4-2019 earnings after headwinds in 1H-2019

CABU Net revenue - USD per onhire day[1]



- 1st half 2019 results impacted by weak dry market and lower CSS contract volumes caused by i.e. Hydro's Alunorte situation
- Improved CSS contract shipment volumes in 2nd half 2019
- 2019 of ~$16,900/d is 1.2-1.5 x standard markets

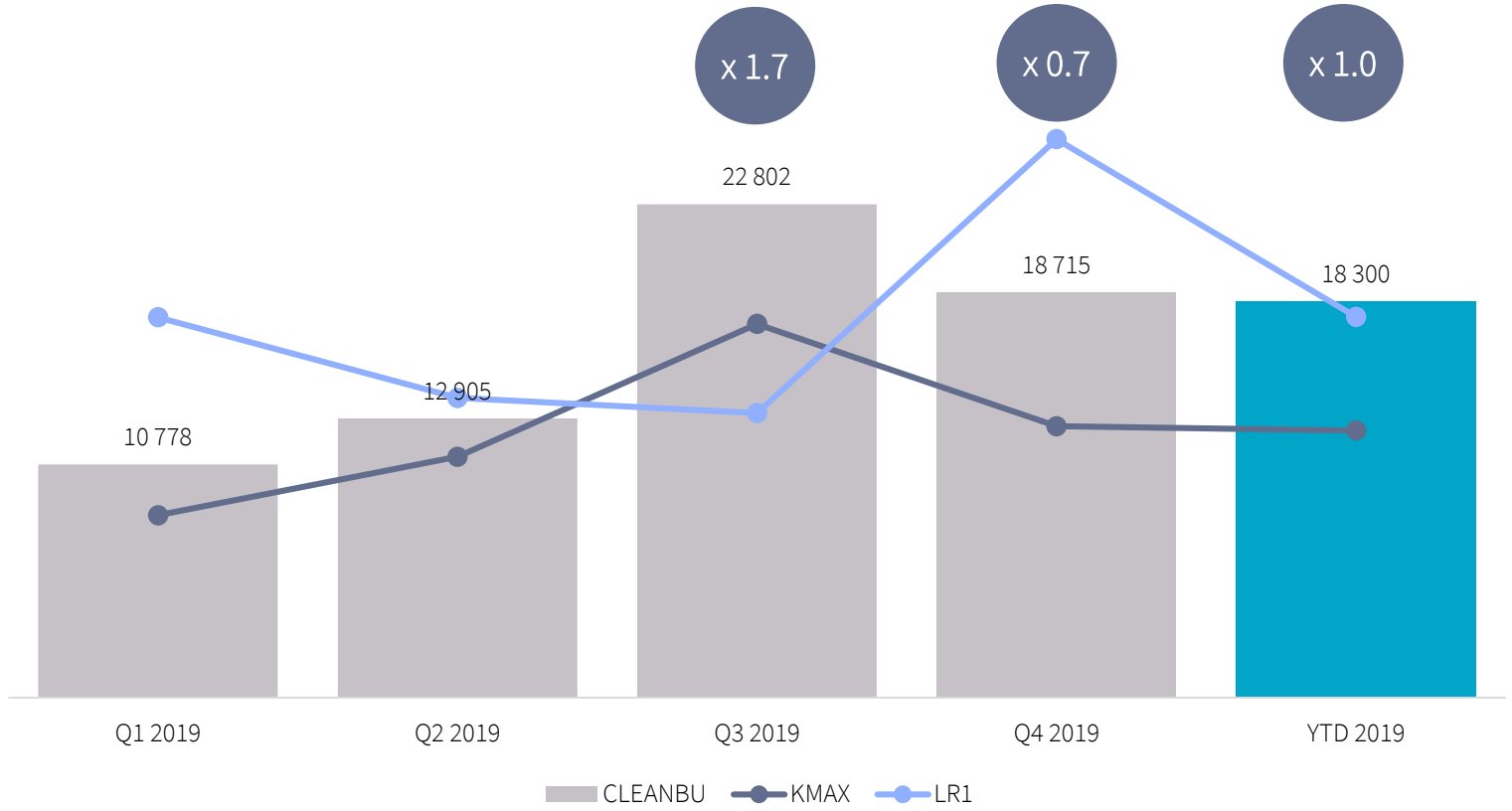
Source: Shipping Intelligence Network, company data

1) Net revenue per onhire day (TCE Earnings) are defined and reconciled in enclosures to the presentation (slide 37-38) (Alternative performance measures).

Solid progress in CLEANBU introduction, but some phase-in inefficiencies are still expected during 2020

Performing on par with LR1 earnings in year of introduction

CLEANBU Net revenue USD per on-hire day[1] and premium to LR1 tanker



- Performing on par with LR1 tankers in first year of operations amidst of a commercial and technical phase-in
- Phase-in effects such as non-optimal trading, discount to customers and offhire related to technical modifications impacted earnings
- Lead-time from delivery to combination trading has shorten for each vessel delivered
- First combi-voyages performed during the year proves the earnings capacity of the CLEANBU concept in efficient combi-trades

Source: Shipping Intelligence Network and Clarksons Platou Securities shipping weekly, company data

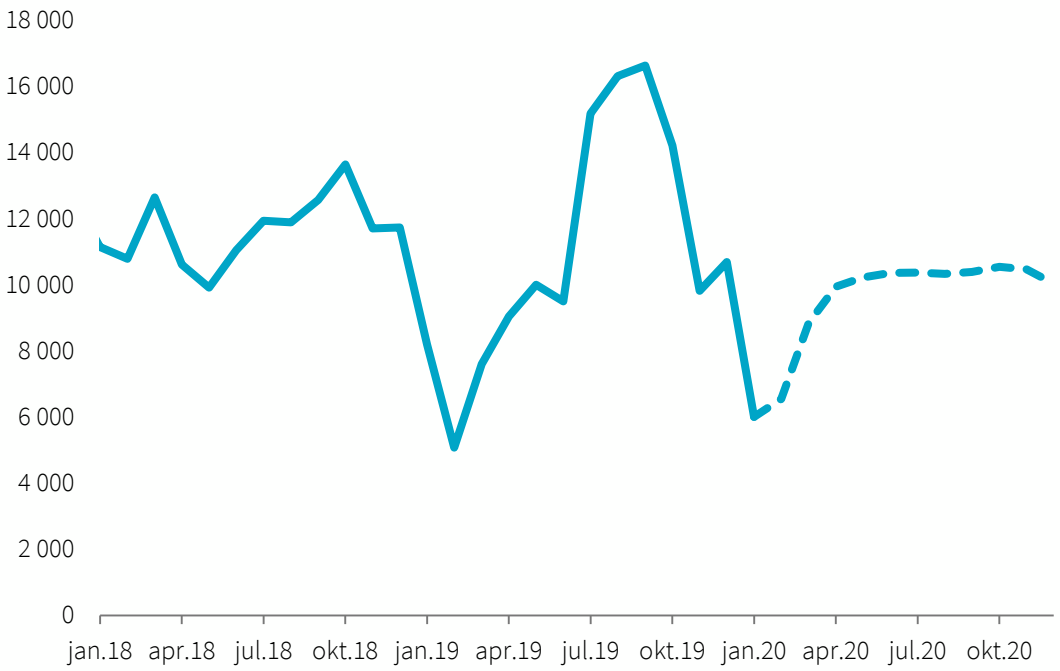
1) Net revenue per onhire day (TCE Earnings) are defined and reconciled in enclosures to the presentation (slide 37-38) (Alternative performance measures).

Strong product tanker and moderate dry bulk market outlook despite a weaker macro-economic outlook

Forward curves pricing in rebounds from Q1 lows

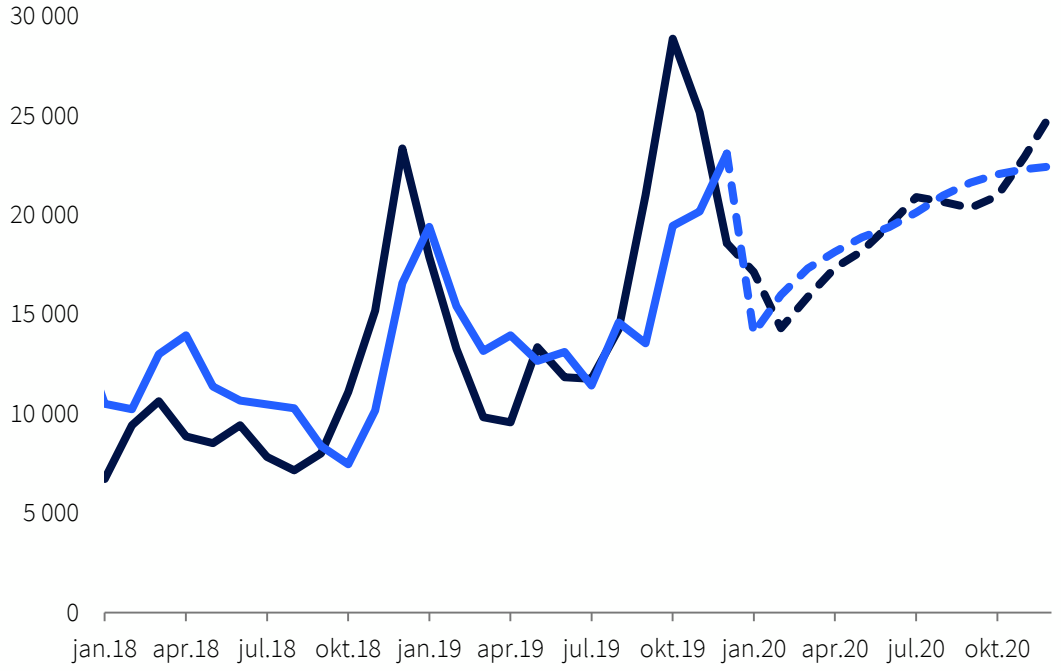
Dry bulk market

P4TC (USD/day) historical and forward curve



Tanker market[1]

USD/day, MR (blue) and TC5 triangle trade (dark blue) earnings historical and forward curve



Source: Baltic Exchange, company data

1) Product tanker markets: Triangle trade TC5 PG-Japan+TC5 Korea/Australia. Earnings for TC5 triangle trade and TC7 bunker is basis based on Sing380 until Nov 2019. From Dec 2019 bunker based on forward curve for Singapore VLSFO 0.5% compliant fuel.

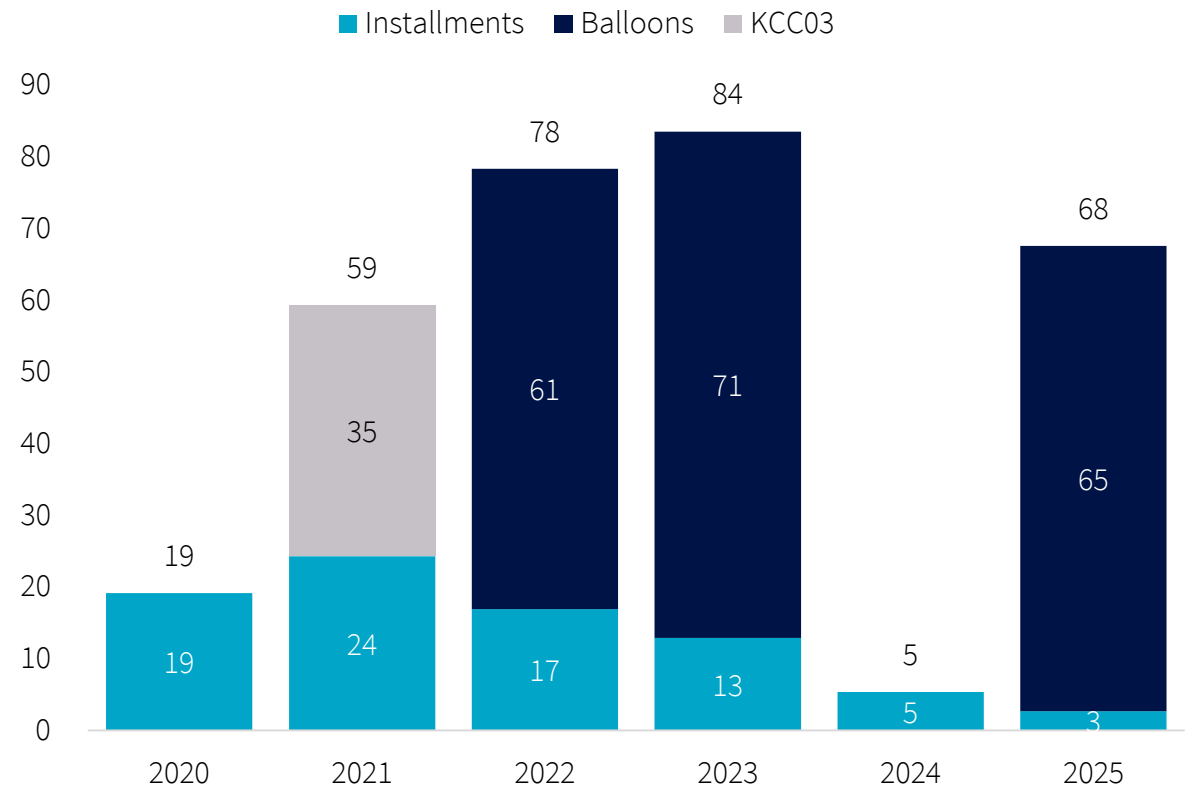
Klaveness
Combination Carriers

Enclosures

Solid balance sheet, strong bank support and limited refinancing risk

Maturity profile

Maturity profile for debt as per 31.12.2019 and committed debt (3XCLEANBU with 2020 delivery)



- KCC has a diversified sources of funding and target to use the bond market on a continuous basis
- KCC has a solid capital structure to give sufficient assurance to the debt and equity providers that the company is solid and sustainable through the cycle
- Limited refinancing risk with no maturities prior to the bond due date in May 2021 and bank debt maturities distributed over the years 2022 to 2025
- Klaveness has a strong relationship to its key banks and has added new banks in the portfolio the last year
- Bank loan has been secured for the three newbuilds under construction with delivery in 2020. Discussion for bank loan for the remining two vessels with delivery 2021 has been initiated with good initial feedback and indicative terms in line with existing facilities.
- Average margin for bank debt is 2.3% at year-end 2019
- In addition to vessel debt, KCC has a USD 10 million overdraft facility for working capital purposes in KCC Chartering AS

Enclosures
Fleet list

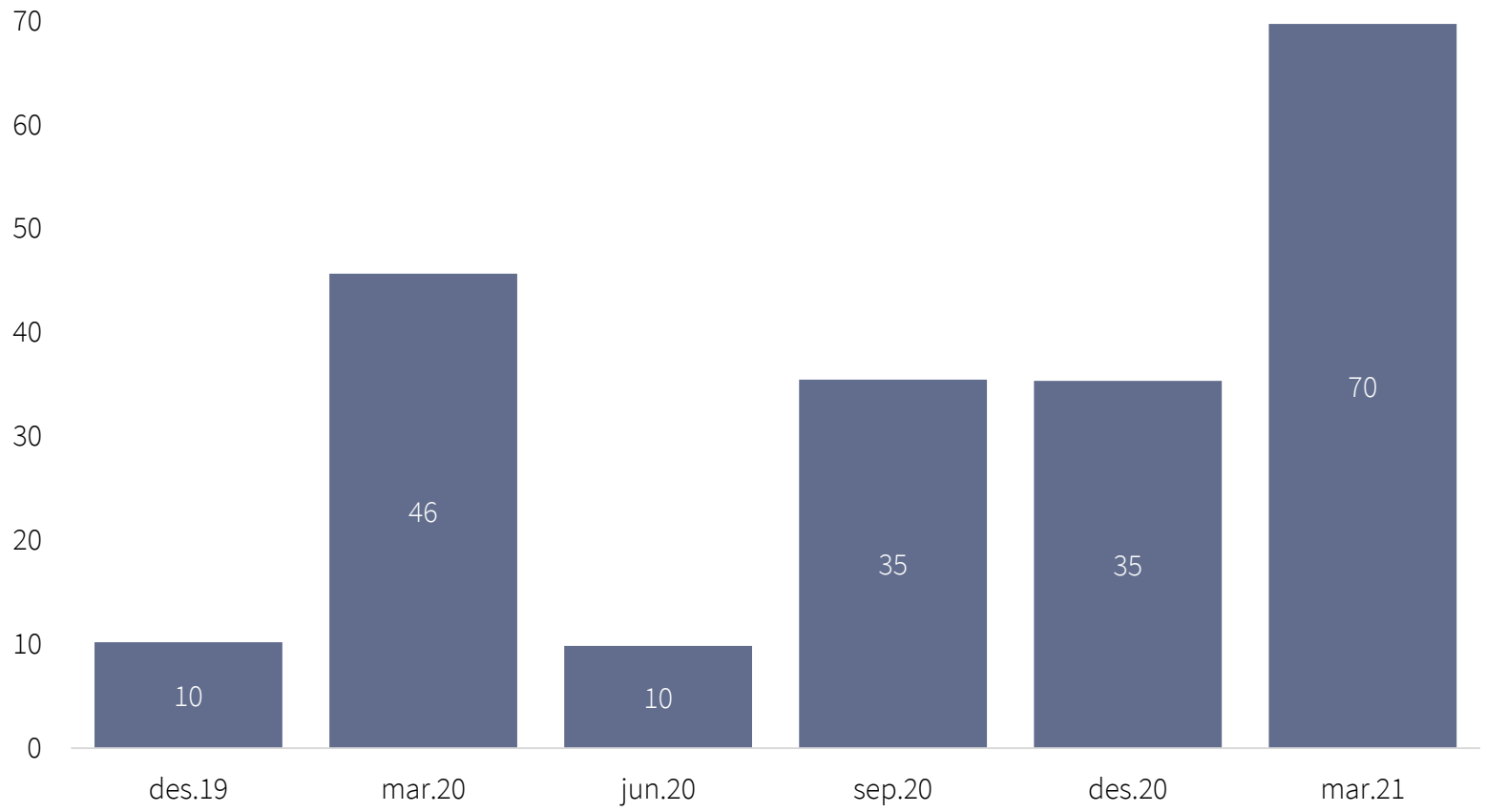
Vessel	Type	Built	Yard	DWT	Flag	Manager	Ownership
MV Banastar	CABU	2001	Oshima, Japan	72 562	MI	KSM AS[2]	100%
MV Barcarena	CABU	2001	Oshima, Japan	72 562	NIS	KSM AS	100%
MV Banasol	CABU	2001	Oshima, Japan	72 562	MI	KSM AS	100%
MV Bangor	CABU	2002	Oshima, Japan	72 562	NIS	KSM AS	100%
MV Bantry	CABU	2005	Oshima, Japan	72 562	MI	KSM AS	100%
MV Bakkedal	CABU	2007	Oshima, Japan	72 562	MI	KSM AS	100%
MV Baffin	CABU	2016	Ouhua Zhejiang, China	80 200	MI	KSM AS	100%
MV Balboa	CABU	2016	Ouhua Zhejiang, China	80 200	NIS	KSM AS	100%
MV Ballard	CABU	2017	Ouhua Zhejiang, China	80 200	MI	KSM AS	100%
MV Baru	CLEANBU	2019	YZJ, China	82 400	MI	KSM AS	100%
MV Barracuda	CLEANBU	2019	YZJ, China	82 400	MI	KSM AS	100%
MV Barramundi	CLEANBU	2019	YZJ, China	82 400	MI	KSM AS	100%
MV Baleen [1]	CLEANBU	03/2020 (E)	YZJ, China	82 500	MI	KSM AS	100%
MV Bangus [1]	CLEANBU	08/2020 (E)	YZJ, China	82 500	MI	KSM AS	100%
MV Baiaco [1]	CLEANBU	10/2020 (E)	YZJ, China	82 500	MI	KSM AS	100%
Newbuild #7 [1]	CLEANBU	01/2021 (E)	YZJ, China	82 500	MI	KSM AS	100%
Newbuild #8 [1]	CLEANBU	02/2021 (E)	YZJ, China	82 500	MI	KSM AS	100%

CLEANBU OPTIONS: KCC holds six fixed price options with expiry in the period between February 2020 and January 2021. The option vessels have scheduled delivery dates in the period September 2021 to November 2022. Purchase option prices are in the range USDm 47.85-48.35

1) Planned / estimated delivery dates and DWT based on newbuild contract
2)KSM AS = Klaveness Ship Management AS

Enclosures
Delivery and CAPEX overview[1]

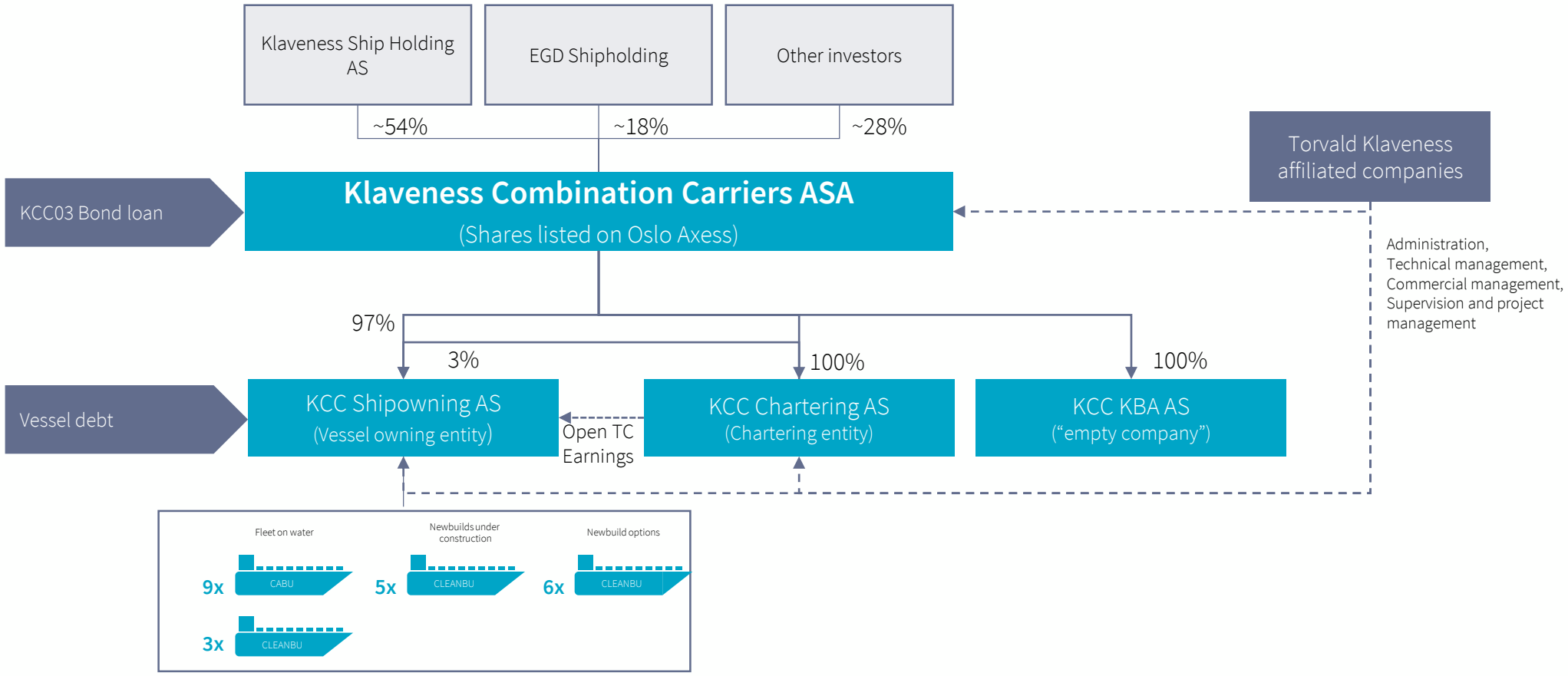
Estimated Newbuild CAPEX per quarter (USDm)[1]



- The company has five CLEANBUs on order with delivery in 2020 and 2021, payment terms is 10%/10%/10%/70%
- In addition to newbuild program the company has around USD 7.0 million in maintenance CAPEX including four dockings and instalment of ballast water treatment systems

1) Includes supervision, project management , change orders and startup costs. Excludes financing costs.

Enclosures
Structure



Enclosures
Board of directors

Lasse Kristoffersen
Chairman of the Board and CEO of Torvald Klaveness

Appointed CEO of Torvald Klaveness in September 2011 after four years as Head of the Specialized dry-bulk activities. President of the Norwegian Shipowners' Association and board member of DNV GL.

Worked 11 years for Det Norske Veritas prior to joining Klaveness.

Holds a Master of Science in Naval Architecture and Marine Engineering from NTNU.

Morten Skedsmo
Board member and Head of Container in Torvald Klaveness

Appointed Head of Ship Owning & Projects of Torvald Klaveness in September 2012. From 2016 Head of Container.

Started working for Klaveness in 1990 and has held a wide range of positions within chartering, marketing and business development. EVP of Klaveness Asia in Singapore from 2009-2011.

Magne Øvreås
Board member and CEO of EGD Shipholding AS

Worked six years as CEO of chemical tanker owner Utkilen AS, before joining EGD in 2015.

Has 12 years experience as management consultant in Cardo Partners and The Boston Consulting Group (Oslo, New York and Stockholm).

Holds a Master of Science in Naval Architecture from NTNU, Trondheim and ENSTA, Paris.

Stephanie Wu
(Board member

Worked at HSBC, Hong Kong from 2003 to 2013. Director of various ship owning and investment companies.

Holds a bachelor's degree in economics from the University of California, Irvine.

Lori Wheeler Næss
Board member

Prior to current position she served as Director of the technical department at PWC. She has also worked as an Audit Manager for US GAAP and SEC Reporting for several US, German and Norwegian companies. She has 2 years experience at the Norwegian Financial Advisory as a Senior Advisor in the Section for Prospectuses and Financial Reporting.

Næss holds a Bachelor of Business Administration and Masters of Accounting from the University of Michigan, USA. Næss is a US Certified Public Accountant.

Enclosures

Overview of key services to be provided by Torvald Klaveness affiliated companies to Klaveness Combination Carriers

Employment of four key persons, including the CEO, will be transferred from Klaveness AS to KCC from 1 February 2020.
Other services provided by Klaveness companies are priced according to matrix below, in line with OECD Transfer Pricing Guidelines.

	Pricing method	Overview of services
Administrative services & business management (G&A)	CFO: Cost+10 %. Administrative services: Cost+5% Services outsourced to Manila: Cost+5% ** Bonus charged separately*	▪ Accounting, treasury, legal, IT services, rent and office services. Services partially outsourced to Manila in cost-efficient model ▪ CFO ▪ External expenses invoiced without mark-up ▪ **Costs reported as G&A**
Commercial management services	Chartering, Operations & Business Development (Oslo & Singapore): Cost+7.5% **1.25% fixture fee on dry spot fixtures*	▪ Dedicated team of 3 persons covering chartering and business development of the combination carrier business ▪ Dry-bulk spot chartering performed by persons within Klaveness' dry-bulk chartering and trading operations ▪ Commercial operations ▪ **Costs reported as G&A**
Technical management	Technical management: Fixed fee per vessel	▪ Maintenance and repair incl. drydock supervision, supplies and provisioning, insurance, procurement of spares, IT and administration. ▪ Crewing fee part of opex ▪ **Costs reported as part of OPEX**
Project and newbuild supervision	Project management (Oslo): Cost+7.5%. On-site supervision: Cost+5%	▪ Site supervision and project management services for the newbuilds ▪ Vessel design and development expenses, technical discussions and negotiations with shipbuilders /sellers ▪ **Costs reported as part of delivered cost for vessels under construction**

Consolidated financial statements Q3 2019 (unaudited) (1/2)

Income Statement ('000 USD)	Q3 2019	Q3 2018	YTD 2019	YTD 2018
Net revenues	16 571	13 392	42 503	41 413
Operating expenses, vessels	(7 563)	(5 719)	(21 401)	(15 729)
SG&A	(1 244)	(887)	(4 377)	(2 841)
EBITDA	**7 764**	**6 786**	**16 726**	**22 842**
Depreciation	(3 621)	(4 110)	(9 541)	(12 383)
EBIT	**4 143**	**2 676**	**7 185**	**10 459**
Net financial items	(2 598)	(1 364)	(8 324)	(2 289)
Profit before tax	**1 545**	**1 312**	**(1 139)**	**8 170**
Tax	-	-	-	-
Profit after tax	**1 545**	**1 312**	**(1 139)**	**8 170**
EPS	0.03	0.04	(0.03)	0.24

- Profit of USD 1.5 million for the quarter
- CABU earnings of USD 17,287/day
- CLEANBU earnings of USD 22,802/day
- Increase in operating expenses due to CLEANBU
- Administration costs is up compared to 2018 due to increased complexity and higher activity level
- Negative unrealised effects from changes in fair value of derivatives (-0.5)

Consolidated financial statements Q3 2019 (unaudited) (2/2)

Balance sheet ('000 USD)	Q3 2019 YTD	2018
Vessels & newbuildings	364 472	226 914
Other non-current assets	2 187	1 870
Total non-current assets	**366 659**	**228 786**
Cash and cash equivalents	67 481	88 263
Other current assets	18 862	16 811
Total current assets	**86 343**	**105 074**
Total assets	**453 002**	**333 859**
Total equity	211 397	178 086
Total non-current liabilities	212 581	132 196
Total current liabilities	29 024	23 577
Total equity and liabilities	**453 002**	**333 859**

Enclosures
Alternative performance measures used in the presentation

Definitions & reconciliations

- Net revenue USD per on-hire day = TCE earnings = time charter equivalent earnings equals average revenue per on-hire day as further described in the quarterly reports for Q2 2019, note 2 and note 13 (page 15/page 23) and for Q3 2109, note 2 and note 11 (page 15/page 23) which are published on the company's homepage: https://www.combinationcarriers.com/investor-relations/#reports-presentation
- EBIT = Total revenue less operating expenses, depreciation, amortization and impairment. EBIT is used as a measure of the Group's overall financial performance, excluding the impact from financial items and taxes.
- EBT = Earnings before tax equals Profit before tax in the income statement.
- EBITDA is defined as "Earnings before interest, tax, depreciation and amortization" and equals to Operating profit before depreciation in the Income Statement. The Company has included EBITDA as an APM because management believes that the measure provides useful information regarding the Company's ability to service debt and to fund capital expenditures and provides a helpful measure for comparing its operating performance with that of other companies.
- Opex per day is defined as operating expenses, vessels adjusted for divided by operating days (incl. offhire) as further described in the quarterly report for Q2 2019, note 13 (page 23) and in the quarterly report for Q3 2019, note 11 (page 23). Reports are published on the company's homepage: https://www.combinationcarriers.com/investor-relations/#reports-presentation.

Enclosures
Alternative performance measures used in the presentation

Reconciliation of average revenue per onhire day (TCE earnings)

	Q4 2019			2019		
USD'000	CABU	CLEANBU	TOTAL	CABU	CLEANBU	TOTAL
Net revenues from operations of vessels	15 406	3 420	18 826	53 397	7 932	61 329
Other revenue	-	-	-	-	15	15
IFRS 15 adjustment	153	665	818	123	557	680
Net revenue ex IFRS adjustment	**15 559**	**4 085**	**19 644**	**53 520**	**8 504**	**62 024**
Onhiredays	819	218	1 037	3 171	465	3 636
TCE earnings ($/d)	**19 002**	**18 715**	**18 941**	**16 877**	**18 300**	**17 060**

Reconciliation of CABU historical TCE earnings USD/day

USD'000	2009	2010	2011	2012	2013	2014	2015	2016	2017
Net revenues from operations of vessels	56 912	75 250	57 165	54 414	48 398	52 299	50 742	41 026	46 245
Other revenue	-	-	-	-	-	-	-	232	(603)
Commercial fee to Klaveness AS (AS Klaveness Chartering)	2 145	2 969	2 553	2 540	2 264	2 450	2 798	2 183	2 522
Net revenues from operations of vessels ex commercial fee	59 057	78 220	59 718	56 954	50 662	54 749	53 539	43 441	48 164
Onhiredays	2 171	2 143	1 933	2 141	2 111	2 164	2 116	2 274	3 048
TCE earnings ($/d)	**27 200**	**36 500**	**30 900**	**26 600**	**24 000**	**25 300**	**25 300**	**19 100**	**15 800**