



# Golden Ocean Group Limited Pareto Securities Energy Conference

September 2023

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# Forward-looking statements

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In addition to these important factors and matters discussed elsewhere herein, important factors that, in the Company's view, could cause actual results to differ materially from those discussed in the forward-looking statements, include among other things: general market trends in the dry bulk industry, which is cyclical and volatile, including fluctuations in charter hire rates and vessel values; a decrease in the market value of the Company's vessels; changes in supply and demand in the dry bulk shipping industry, including the market for the Company's vessels and the number of newbuildings under construction; delays or defaults in the construction of the Company's newbuildings could increase the Company's expenses and diminish the Company's net income and cash flows; an oversupply of dry bulk vessels, which may depress charter rates and profitability; the Company's future operating or financial results; the Company's continued borrowing availability under the Company's debt agreements and compliance with the covenants contained therein; the Company's ability to procure or have access to financing, the Company's liquidity and the adequacy of cash flows for the Company's operations; the failure of the Company's contract counterparties to meet their obligations, including changes in credit risk with respect to the Company's counterparties on contracts; the loss of a large customer or significant business relationship; the strength of world economies; the volatility of prevailing spot market and charter-hire charter rates, which may negatively affect the Company's earnings; the Company's ability to successfully employ the Company's dry bulk vessels and replace the Company's operating leases on favorable terms, or at all; changes in the Company's operating expenses and voyage costs, including bunker prices, fuel prices (including increased costs for low sulfur fuel), drydocking, crewing and insurance costs; the adequacy of the Company's insurance to cover the Company's losses, including in the case of a vessel collision; vessel breakdowns and instances of offhire; the Company's ability to fund future capital expenditures and investments in the construction, acquisition and refurbishment of the Company's vessels (including the amount and nature thereof and the

timing of completion of vessels under construction, the delivery and commencement of operation dates, expected downtime and lost revenue); risks associated with any future vessel construction or the purchase of second-hand vessels; effects of new products and new technology in the Company's industry, including the potential for technological innovation to reduce the value of the Company's vessels and charter income derived therefrom; the impact of an interruption or failure of the Company's information technology and communications systems, including the impact of cyber-attacks, upon the Company's ability to operate; potential liability from safety, environmental, governmental and other requirements and potential significant additional expenditures (by the Company and the Company's customers) related to complying with such regulations; changes in governmental rules and regulations or actions taken by regulatory authorities and the impact of government inquiries and investigations; the arrest of the Company's vessels by maritime claimants; government requisition of the Company's vessels during a period of war or emergency; the Company's compliance with complex laws, regulations, including environmental laws and regulations and the U.S. Foreign Corrupt Practices Act of 1977; potential difference in interests between or among certain members of the Board of Directors, executive officers, senior management and shareholders; the Company's ability to attract, retain and motivate key employees; work stoppages or other labor disruptions by the Company's employees or the employees of other companies in related industries; potential exposure or loss from investment in derivative instruments; stability of Europe and the Euro or the inability of countries to refinance their debts; the central bank policies intended to combat overall inflation and rising interest rates and foreign exchange rates; fluctuations in currencies; acts of piracy on ocean-going vessels, public health threats, terrorist attacks and international hostilities and political instability; potential physical disruption of shipping routes due to accidents, climate-related (acute and chronic), political instability, terrorist attacks, piracy, international sanctions or international hostilities, including the ongoing developments in the Ukraine region; general domestic and international political and geopolitical conditions or events, including any further changes in U.S. trade policy that could trigger retaliatory actions by affected countries; the impact of adverse weather and natural disasters; the impact of increasing scrutiny and changing expectations from investors, lenders and other market participants with respect to the Company's Environmental, Social and Governance policies; changes in seaborne and other transportation; the length and severity of epidemics and pandemics; fluctuations in the contributions of the Company's joint ventures to the Company's profits and losses; the potential for shareholders to not be able to bring a suit against us or enforce a judgement obtained against us in the United States; the Company's treatment as a "passive foreign investment company" by U.S. tax authorities; being required to pay taxes on U.S. source income; the Company's operations being subject to economic substance requirements; the volatility of the stock price for the Company's common shares, from which investors could incur substantial losses, and the future sale of the Company's common shares, which could cause the market price of the Company's common shares to decline; and other important factors described from time to time in the reports filed by the Company with the U.S. Securities and Exchange Commission, including the Company's most recently filed Annual Report on Form 20-F for the year ended December 31, 2022.

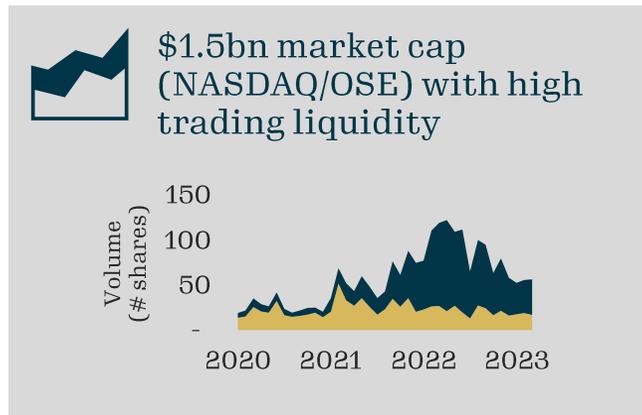
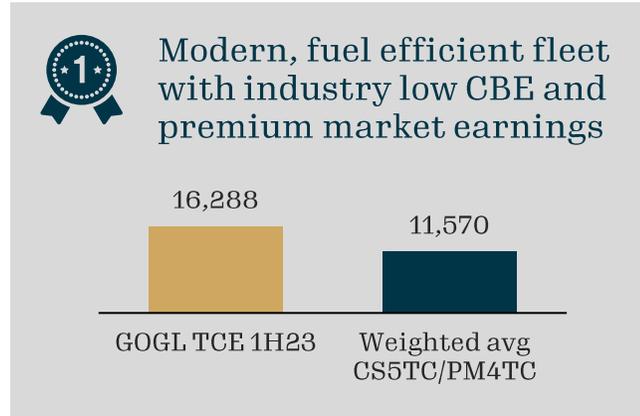
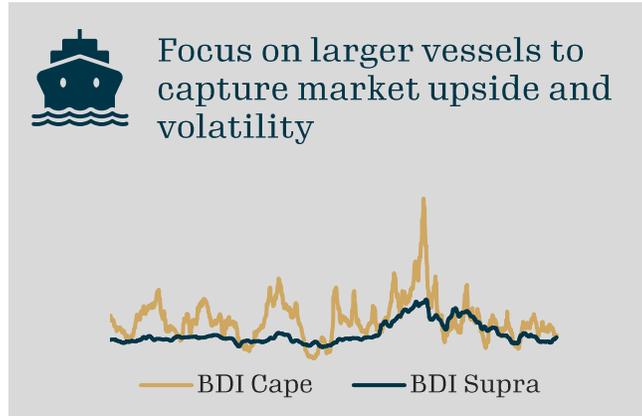
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# Golden Ocean, the leading owner in large-sized dry bulk



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Positioned to capture market strength and generate significant cash flow with modern, fuel efficient fleet, large commercial scale and highly competitive cash costs



	Nmax/ Cape	Kmax/ Pmax	Full fleet
# of vessels (whereof NBs)	60 (-)	35 (4)	<b>95</b> (4)
DWTm	11.3	2.8	<b>14.2</b>
Avg age (World avg)	7.5 (10.2)	5.7 (11.6)	<b>6.8</b>
% scrubber	67%	23%	<b>51%</b>
Cash breakeven (\$/day/vessel)	14,400	10,800	<b>13,100</b>
TCE 1H 2023 (Market rate)	16,395 (12,180)	16,316 (10,476)	<b>16,288</b> (11,570)

Note: Market rate for Nmax/Cape and Kmax/Pmax is the CS5TC and PM4TC respectively and for full fleet the weighted average of the CS5TC & PM4TC

# Executing on strategy: Capitalizing on all markets



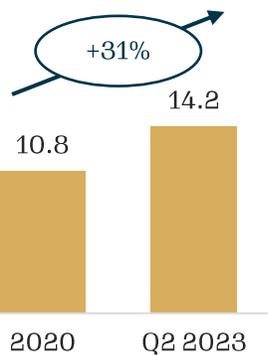
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Investment and actions last 3 years have positioned our fleet to harvest in strong markets combined with flexible balance sheet to capitalize in softer markets



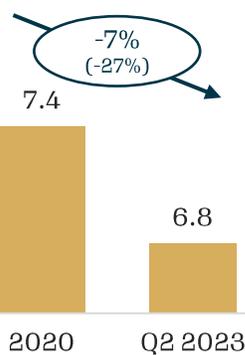
## Growth

Fleet size (DWTm)



## Divestment of older tonnage

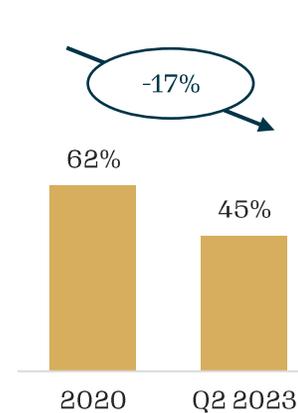
Average age (yrs)



## Dividends



## Loan-to-value



## Digitalisation Decarbonisation

AER reduction targets:  
2026: 15%  
2030: 30%  
2050: Net zero



Acquired modern tonnage: 34 vessels  
Divested inefficient tonnage: 14 vessels

Stakeholders value creation

Focus on sustainable industry

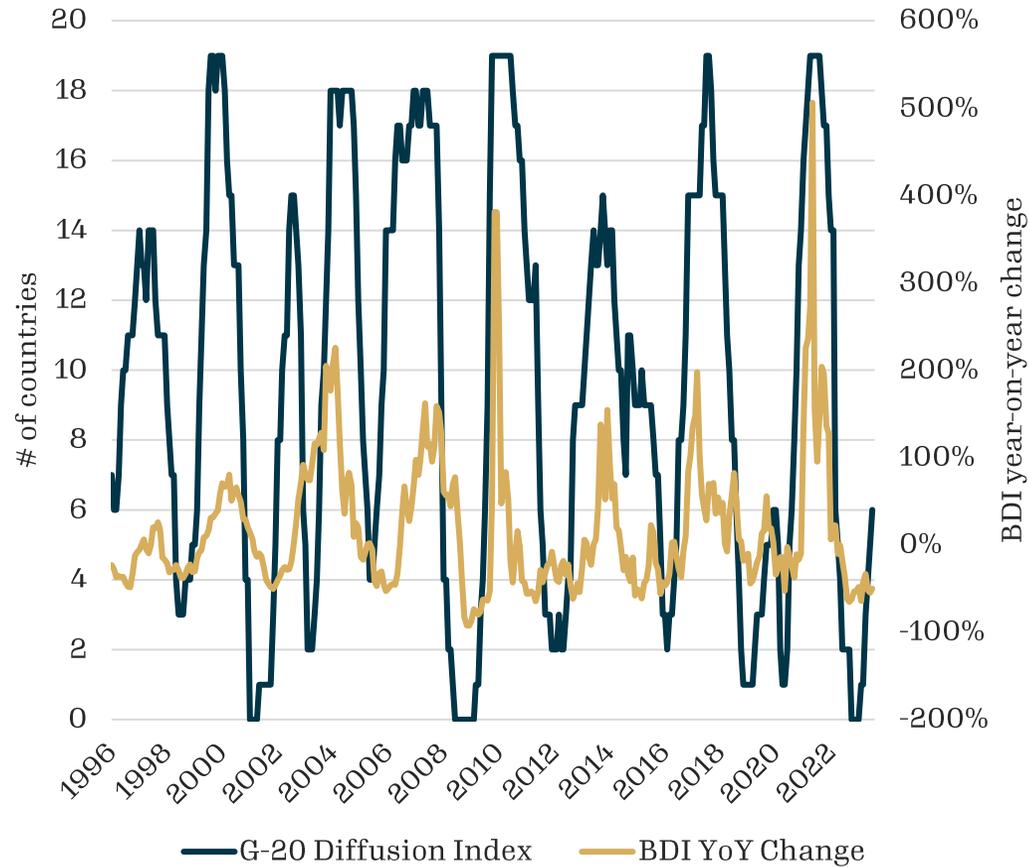
# GDP growth continues to support dry bulk demand

The dry bulk and economic cycle is still at a low point but starting to turn upwards

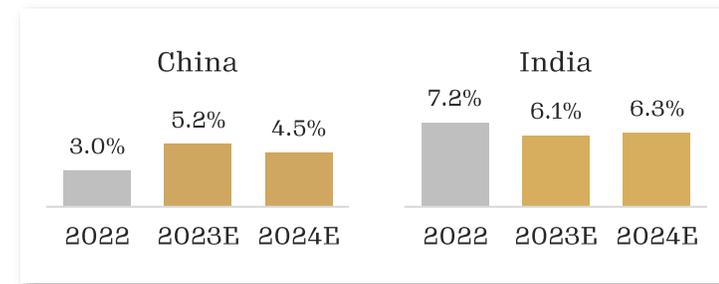
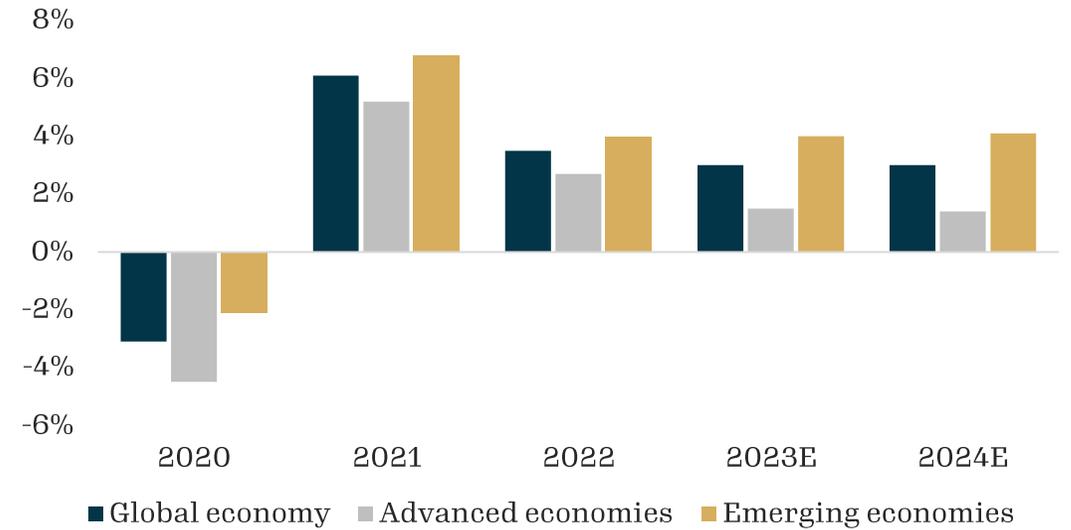


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## G-20 Diffusion index vs Baltic dry index y/y



## GDP growth



Source: Baltic Exchange, OECD, Fearnleys, International Monetary Fund World Economic Outlook, July 2023  
G20 Diffusion index is the number of G-20 countries where the OECD Composite leading indicator (CLI) is above 100 (growing above its long term potential)

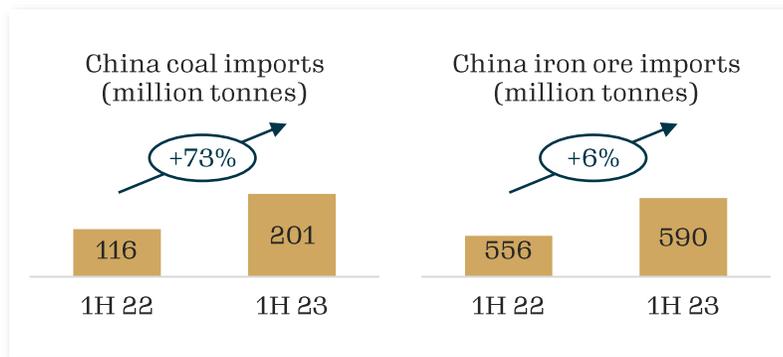
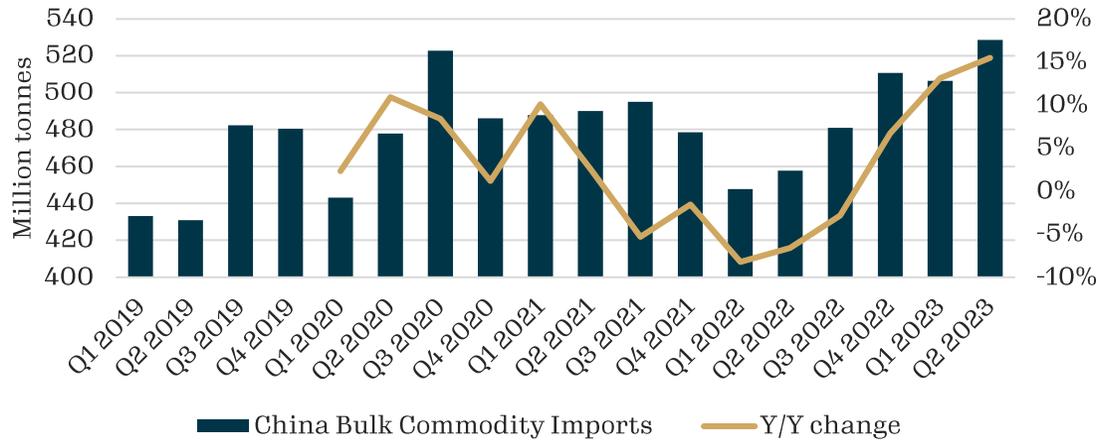
# Strong commodity flows first half 2023

## Macro news vs. underlying physical activity



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China Bulk Commodity Imports



### Capesize

- China has YTD 2023 imported more iron ore, bauxite and coal than in 2022
- Low iron ore and steel inventories
- Iron Ore prices above ~\$120 pmt
- Monsoon season is over in India which should increase coal flow
- West Africa rain season is over and Bauxite volumes are continuing to move at a fierce pace
- Tonne/mile increase

### Panamax

- Panama canal congestion
- Delayed soybean season from ECSA
- Good corn crop in the US and Brazil
- Tonne/mile increase

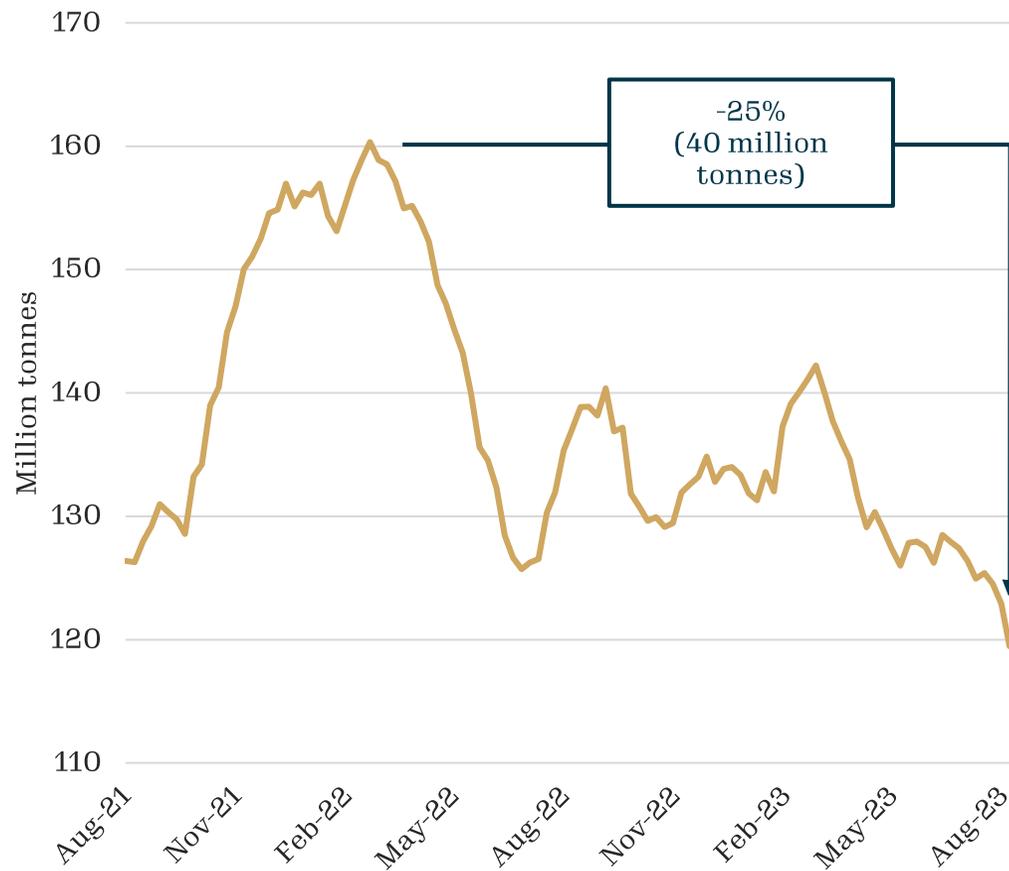
# China iron ore port and steel mill inventories

Falling inventories and strong imports

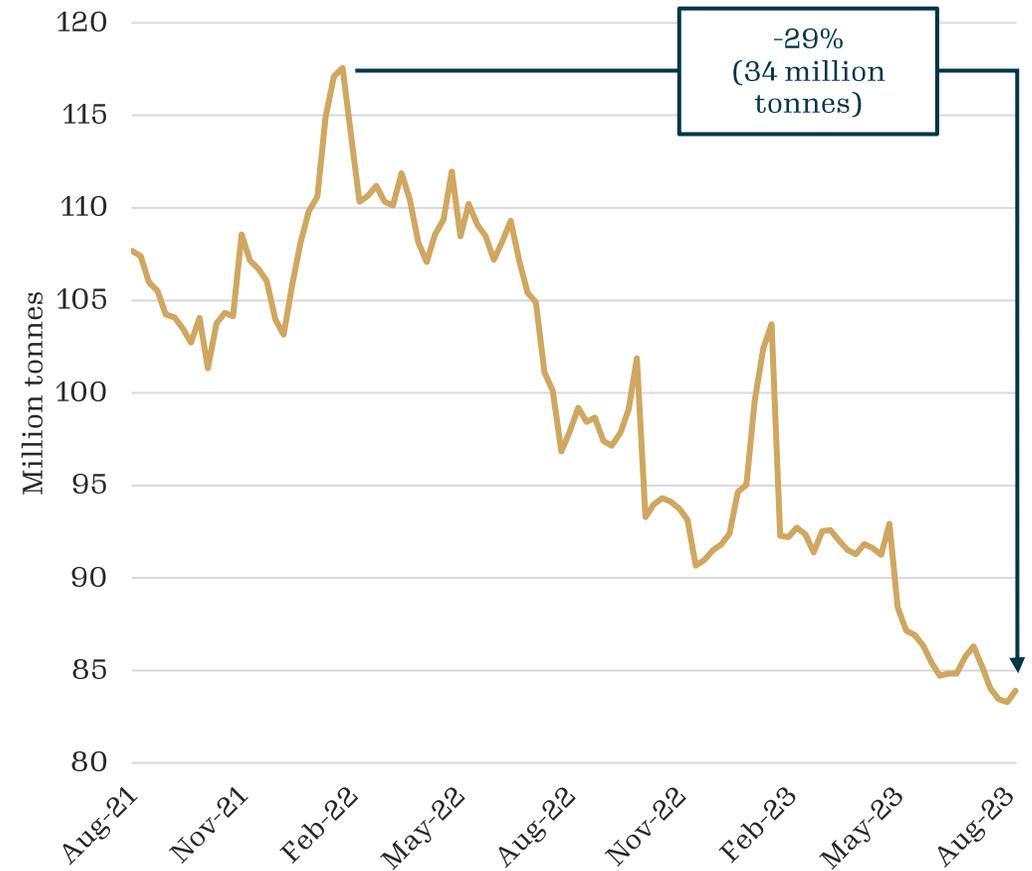


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## Port iron ore inventories



## Steel mill iron ore inventories



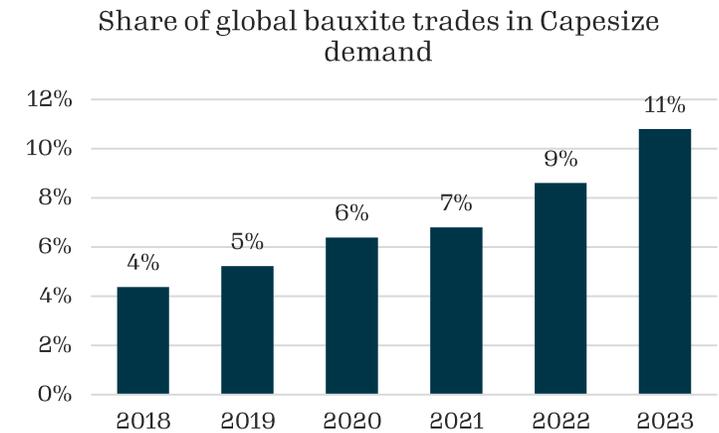
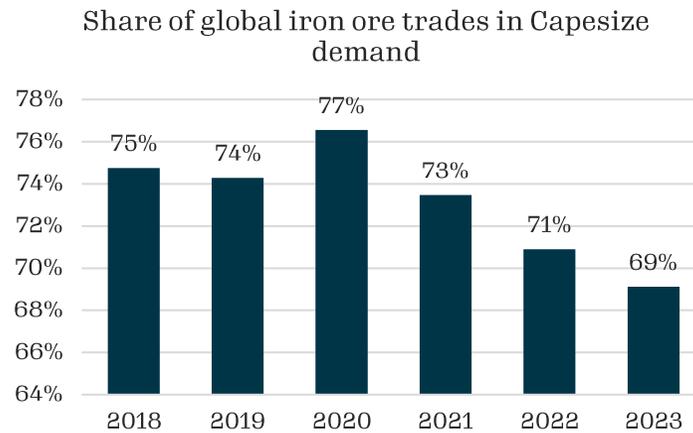
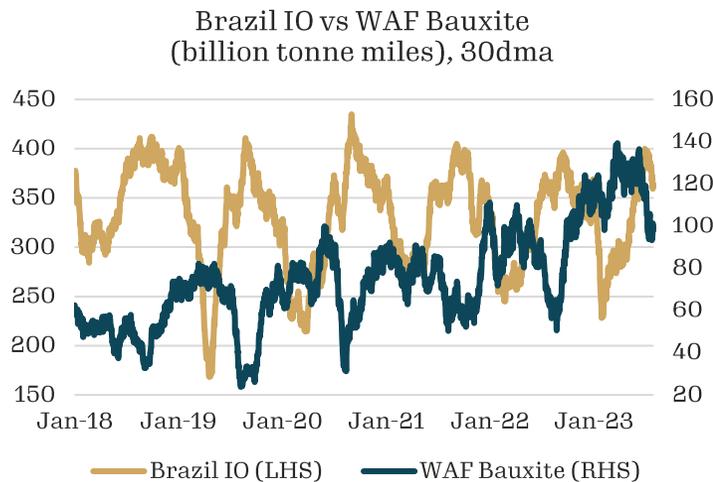
Source: AxsMarine, IHS, Fearnleys

# Brazil iron ore and Bauxite

The tonne/mile increase continues



- The overall cape tonne/mile increased by 2.5% in 2022
- Vale iron ore exports are running at 1m tons per day
- Guinea holds the largest Bauxite reserves in the world with reserves exceeding 7bn mt
- The Capesize seasonal downturn in Q1 due to Brazil iron ore terminal maintenance and wet season, is being increasingly neutralized by Bauxite exports from Guinea
- 1st half 2023 Guinean bauxite exports are up 30% y-o-y to 22bn tonne miles
- 1st half 2023 Brazilian iron ore exports are up 6.5% y-o-y to 56bn tonne miles

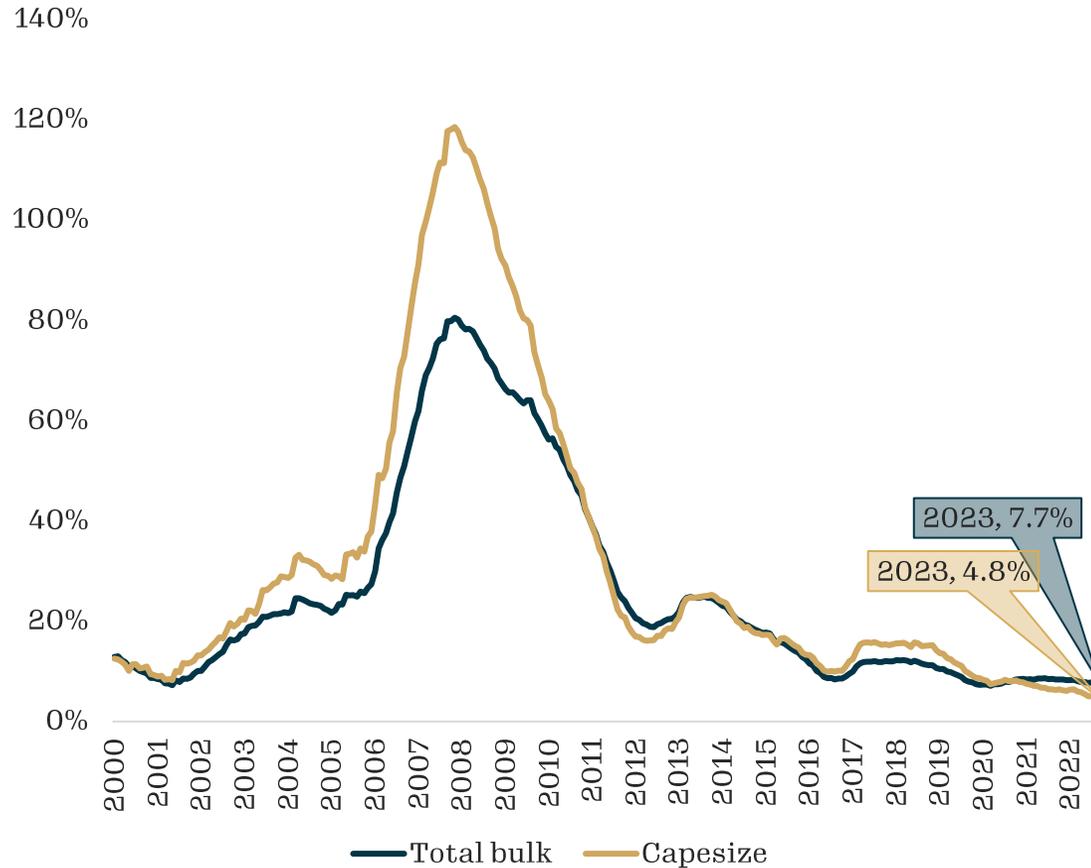


Source: Arrow

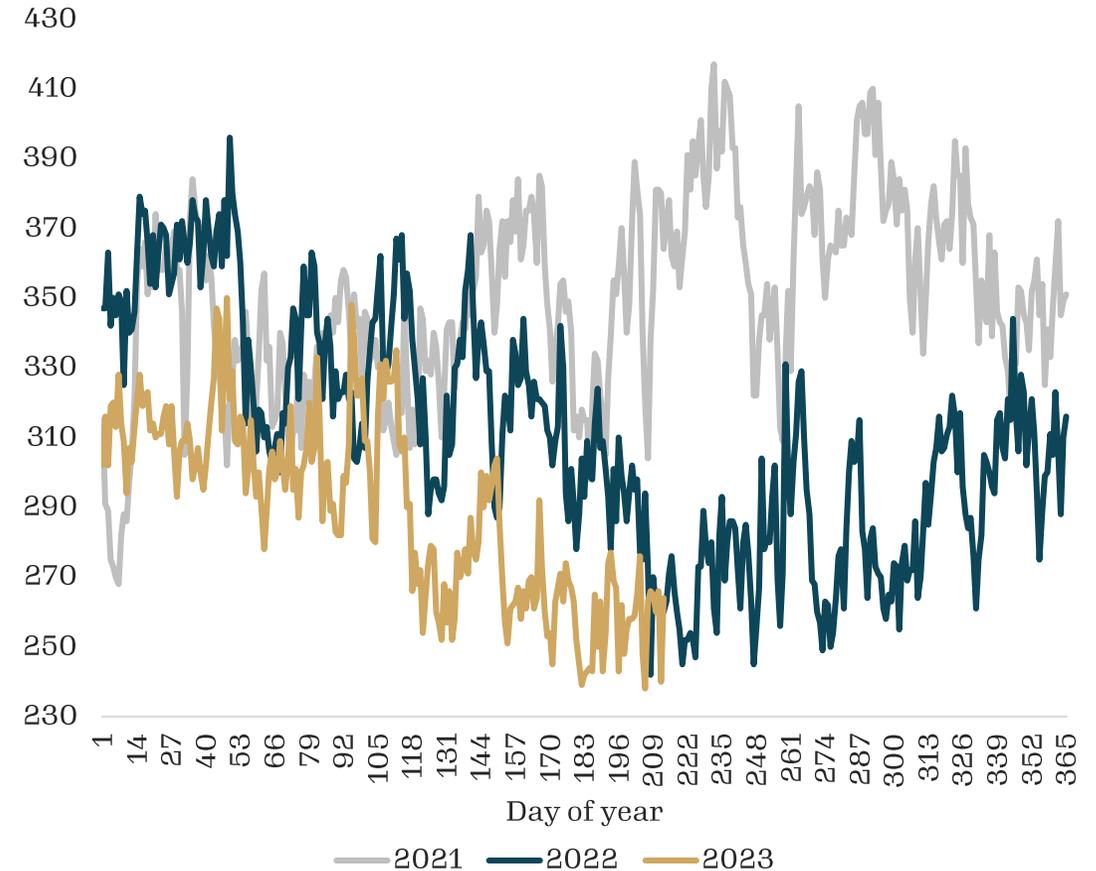
# Favourable supply dynamics

The dry orderbook is still vastly compelling and the capesize fleet efficiency downside is limited

## Orderbook as % of global fleet



## Capesize congestion (no. of ships)



# A resilient business model....

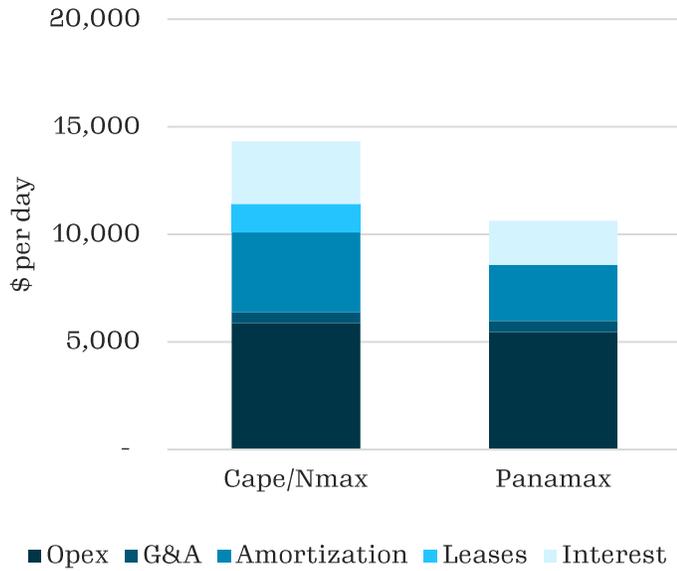


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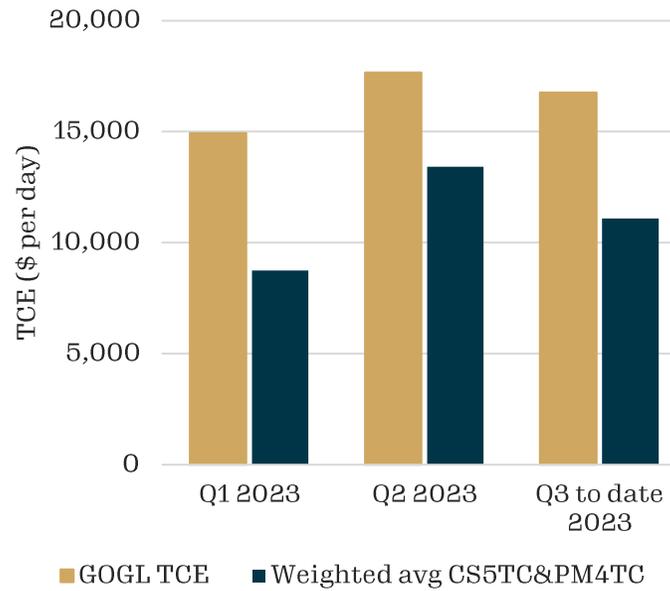
## Low cash-break-even

Fleet-wide CBE of \$13k per day...



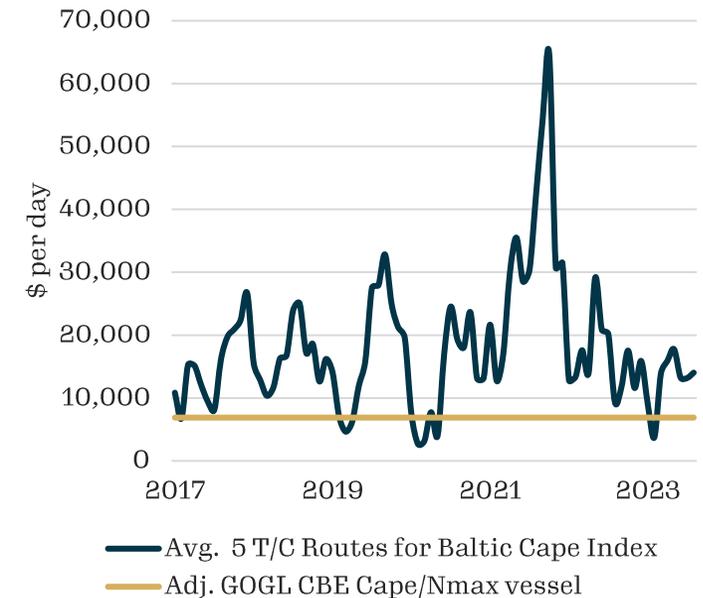
## Premium fleet

...\$4.7k premium per day per vessel 1H2023...



## Fleet floats in a “any” market

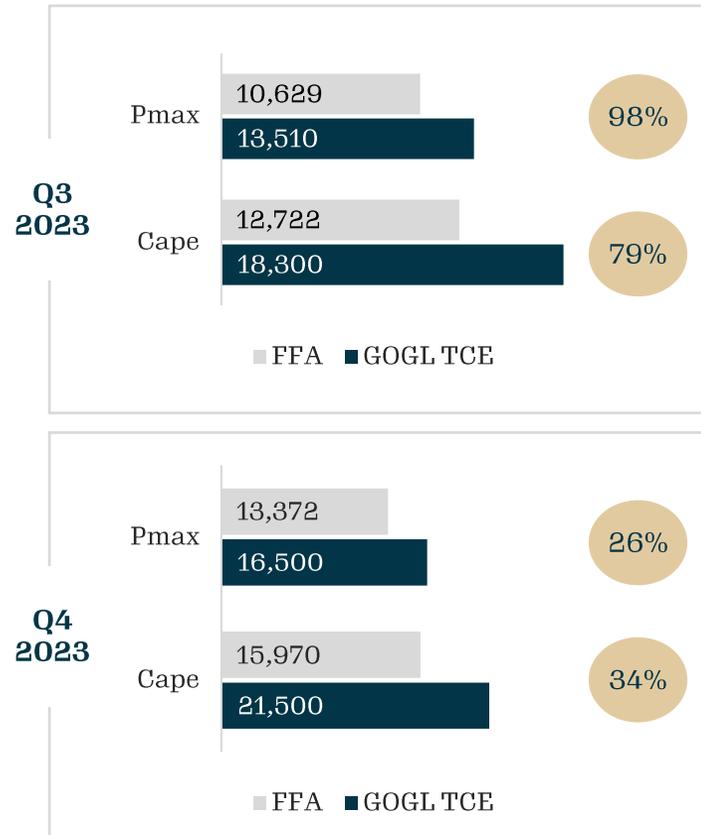
...ensures downside protection and high upside potential



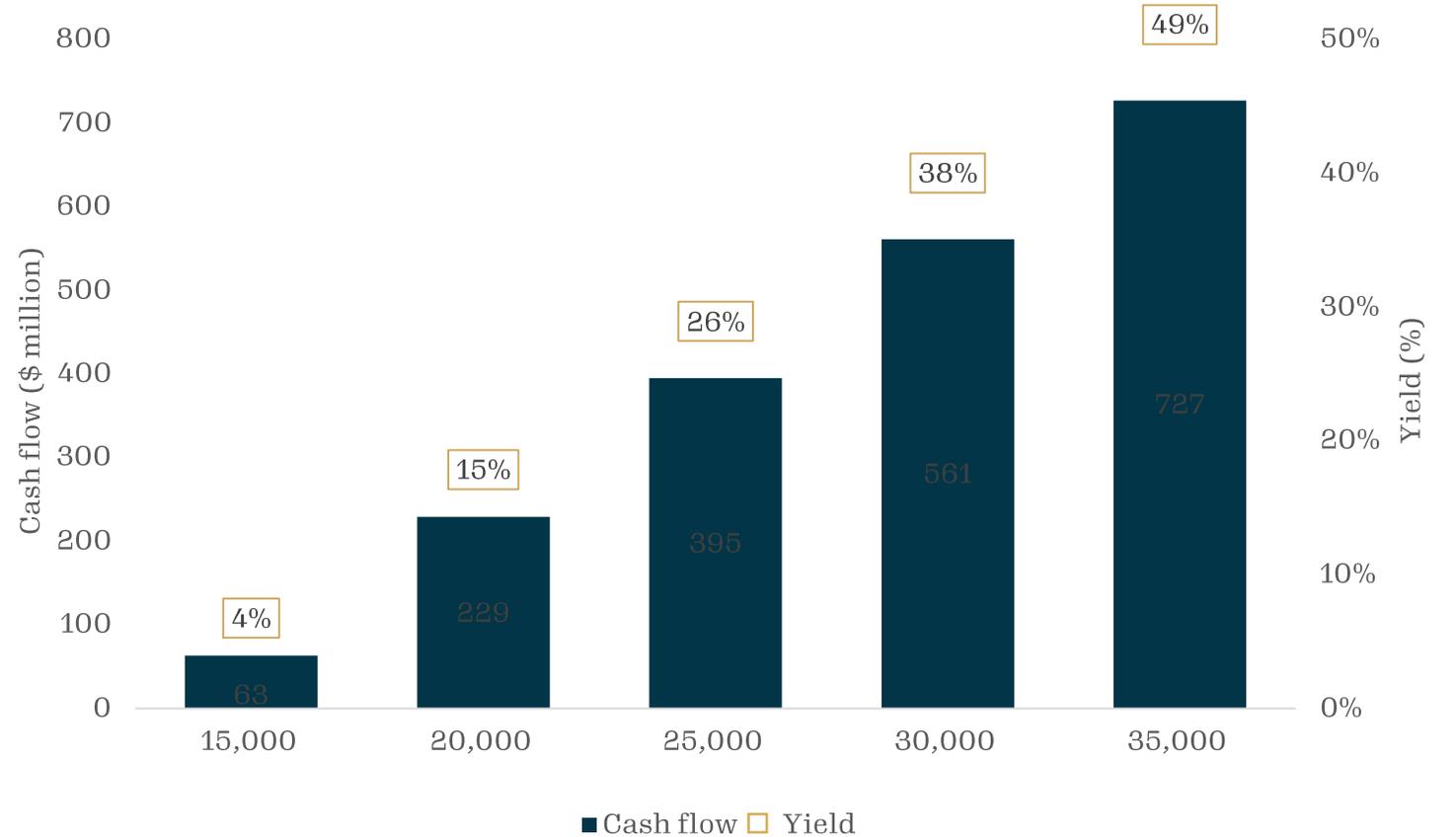
Source: Company, Clarksons  
Adj GOGL CBE = Cash breakeven adjusted for average Cape/Nmax premium 2022 - YTD2023

# ...with strong cash flow potential

## Charter Coverage 2H 2023



## Annualized free cash flow and yield



# Q&A

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