



ADS CRUDE CARRIERS PLC

Q2
2020

second quarter
report

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Headlines Q2 2020

- Net revenue¹ of USD 16.5 million for the quarter on average TCE¹ of USD 64,270 per day
- Net profit USD 8.6 million, of which USD 7.8 million to be distributed in cash during Q3 2020 as follows:
 - USD 4.3 million dividend to shareholders, or USD 0.18 per share
 - USD 3.5 million loan amortization in accordance with the Dividend Amortization clause (including USD 0.8 million repaid under the Cash Sweep clause)
- Backlog estimated for around 70% of vessel days in Q3 2020 booked at an average TCE per day of approximately USD 45,000

Key financials

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
Revenue	21 387	11 161	46 623	22 861	42 226
Net revenue¹	16 517	4 767	35 193	11 272	20 047
Vessel operating days	257	273	520	543	885
TCE¹ per day (in USD)	64 270	17 463	67 678	20 761	22 653
Operating profit	9 469	1 115	21 050	3 489	1 674
Net profit	8 605	601	19 402	2 436	(948)
EPS (in USD per share)	0.37	0.03	0.83	0.10	(0.04)
Dividend (in USD per share)	0.18	0.02	0.48	0.06	0.15
Cash flow from ops excl WC²	13 297	2 355	28 885	6 002	8 713
Cash flow from operations	15 233	(806)	34 695	3 183	2 380
Net cash flow	2 969	910	11 826	3 195	(8 381)
Cash and cash equivalents	17 135	16 884	17 135	16 884	5 309
Equity ratio	63 %	58 %	63 %	58 %	52 %
Net interest-bearing debt¹	14 613	19 131	14 613	19 131	30 693

¹ Net revenue, TCE per day and NIBD are non-IFRS measures. Please refer to Note 8 for explanation and reconciliation

² Cash flow from operations before working capital movements



Financial performance

Revenue and operating costs

The Company recorded a 247% increase in net revenue to USD 16.5 million in the quarter (Q2 2019 – USD 4.8 million) due to a 268% increase in TCE per day to USD 64,270 (Q2 2019 – USD 17,463). Two of the Company's vessels operated in the spot market during the quarter and one commenced a six-month time charter on 5 April 2020. During Q2 2020 a total of 16 days were spent on technical maintenance and total vessel operating days were 257 in the quarter (Q2 2019 – 273 days).

Vessel operating expenses totaled USD 2.8 million, up from a low base the same quarter the previous year, while general and administrative costs were down to USD 0.2 million (Q2 2019 – USD 0.3 million).

Depreciation increased by USD 2.7 million to USD 4.1 million in the quarter (Q2 2019 – USD 1.3 million). The increase was driven by

an increased depreciation base following the Company's investment in scrubbers and intermediate surveys, as well as a change in the vessel residual values, between reporting periods.

Operating profit, net profit and EPS

Operating profit increased USD 8.4 million to USD 9.5 million in Q2 2020 (Q2 2019 – USD 1.1 million), driven by USD 11.8 million increased net revenue, slightly offset by increased depreciation of USD 2.7 million and increased vessel operating expenses.

Net financial costs increased USD 0.3 million to USD 0.9 million (Q2 2019 – USD 0.5 million) as a result of the increase in interest-bearing debt between the periods following amendments to the vessel loans in mid-2019.

Net profit increased USD 8.0 million to USD 8.6 million for the quarter (Q2 2019: USD 0.6 million), resulting in EPS of USD 0.37 (Q2 2019: USD 0.03).



Cash flow

Net cash flow from operations increased USD 16.0 million to USD 15.2 million (Q2 2019 – outflow USD 0.8 million), driven by increased earnings and positive working capital movements in the quarter. Net cash flow from operations before working capital movements was USD 13.3 million in Q2 2020 (Q2 2019 – USD 2.4 million), while working capital movements were USD 1.9 million (Q2 2019: outflow USD 3.2 million).

Cash invested in vessels and equipment was USD 0.2 million in the quarter (Q2 2019 – USD 2.8 million) due to payments relating to fleet-wide intermediate survey and scrubber investments that were done – and were capitalized – in 2019. Following the payments made in Q2 2020, an estimated USD 0.3 million remains unpaid in relation to the 2019 vessel upgrades and is expected to be paid during the second half of 2020.

Cash flow from financing activities was an outflow of USD 12.1 million (Q2 2019 – inflow USD 4.5 million), mainly due to higher dividends and net movements in loan balances. During the quarter, a dividend of USD 7.0 million was paid (Q2 2019 – USD 1.0 million) and loan repayments totaling USD 4.3 million were paid (Q2 2019 – nil). During the same quarter the previous year the Company amended terms of its vessel loan and received net proceeds of USD 6.9 million.

During the quarter the Company recorded a net cash increase of USD 3.0 million (Q2 2019 – USD 0.9 million) and cash and cash equivalents held at the end of the quarter totaled USD 17.1 million (Q2 2019 – USD 16.9 million). Including the undrawn Revolving Credit Facility of USD 7.5 million, the Company's total liquidity balance at end Q2 2020 was USD 24.6 million (Q2 2019 – USD 16.9 million). In addition, the Company had restricted cash deposits of USD 1.5 million (Q2 2019 – USD 1.5 million).



Dividend and capital allocation

The Company recorded a net profit for the second quarter of USD 8.6 million, of which the Board of Directors (the “Board”) has resolved on 27 August to distribute a total of USD 7.8 million to be distributed as permitted after the Cash Sweep and Dividend Amortization clauses in the Fleet Loan are taken into account. As a result, USD 7.8 million will be distributed in cash during Q3 2020 as follows:

- USD 4.3 million dividend to shareholders
- USD 3.5 million loan amortization due in accordance with the Dividend Amortization and Cash Sweep clause

The total cash paid during Q3 2020 as amortization of the Fleet Loan is expected to be USD 3.5 million, consisting of USD 2.8 million due under the Dividend Amortization clause and USD 0.8 million already paid in the quarter in accordance with the Cash Sweep mechanism. The Cash Sweep amount of USD 0.8 million was paid in early Q3 2020 based on the Company’s free cash holding at the end of Q2 2020. Subsequent to the debt amortization

expected to be paid during Q3 2020 the Company’s total interest-bearing debt will be USD 29.8 million, or USD 9.9 million per vessel.

Dividend information

The Board declares a total dividend of USD 4.3 million, or approximately USD 0.18 per share. The last day of trading including the right to the dividend will be 31 August, the ex-dividend date will be 1 September and the dividend will be paid in NOK on or around 11 September to all shareholders on record at 2 September 2020.

When evaluating dividend distributions, the Board take into account the net profit and cash generated during the reported period, the underlying Company financial performance and market development post-quarter end, as well as expectations about the future and considering the Company’s forecasted liquidity, investment plans, financing requirements and level of financial flexibility that the Board believes is appropriate for the Company.



Outlook

Scrubber payback

During the second half of 2019 the Company invested approximately USD 12 million across the fleet, or USD 4 million per vessel, in open loop scrubber systems during mandatory intermediate vessel surveys. Based on MGO onboard at 1 January 2020 and bunker purchases subsequently, as at the date of this report the Company has recognized cash savings of USD 8.1 million, equivalent to 68% of investment cost, as a result of scrubbers.

Covid-19

The outbreak of Covid-19 has had a wide-ranging macroeconomic impact that has been felt by many – if not all – industries and jurisdictions globally, with oil and related markets impacted by a reduction in short-term energy demand resulting in reduced consumption of crude oil products. The main impact of Covid-19 on the Company's operational activities so far has been largely on logistical challenges relating to performing timely crew changes and, to a lesser extent, challenges with delivery of certain supplies to vessels. At this stage, ADS Crude Carriers has experienced relatively limited negative impacts on our business operations, which is in large part due to the dedication, understanding, and positive attitude shown by our seafarers and onshore support teams.

It remains uncertain how long the global measures and restrictions on travel, transport and other aspect of private and commercial life will be in place and their ultimate consequence, while the effect on the tanker market and on the Company is not possible to predict or quantify at this stage.

Market and backlog

During the first half of 2020 the VLCC market experienced strong underlying fundamentals,

resulting in high spot and term charter rates.

The outbreak of Covid-19 impacted the global economy in many ways, including boosting demand for tanker storage capacity as a result of the oil market contango created by the sharp fall in oil demand and oil price around March and April. As a result, towards the end of H1 2020 a total of approximately 10% of the global tanker fleet was reportedly on floating storage contracts, up from around 2% the same time the previous year.

Oil demand has started to recover in recent months from the low point caused by Covid-19, though risk remains in the short-term should a harsher than expected second wave of the virus break out on a large scale. The rate of destocking of oil inventories that have built up during the period, including unwinding of tankers on term charter storage contracts, may negatively impact the demand for oil transportation during the second half of 2020 and potentially into next year. On the supply side, the tanker orderbook remains at a low level, reportedly lower than anytime over more than 20-years. Although scrapping of tonnage has reduced due to the outbreak of Covid-19, this will likely increase over the next year.

The tanker market is volatile, hard to forecast and can swing quickly. The Board expect the VLCC market will remain dynamic for the foreseeable future.

During Q3 2020 ADS Page continues to operate on the six-month time charter which commenced on 5 April 2020, while ADS Serenade and ADS Stratus continue to operate in the spot market. As at the date of this report, the Company has secured estimated backlog for approximately 70% of days in Q3 2020 booked at an average TCE of approximately USD 45,000 per day.



Interim consolidated statement of comprehensive income

(In thousands of USD)	Note	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
Revenue		21 387	11 161	46 623	22 861	42 226
Operating expenses						
Voyage expenses		(4 870)	(6 394)	(11 431)	(11 589)	(22 179)
Vessel operating expenses		(2 757)	(2 099)	(5 477)	(4 591)	(9 964)
General & administrative costs		(165)	(289)	(412)	(634)	(1 043)
Depreciation	4	(4 127)	(1 264)	(8 253)	(2 558)	(7 366)
Total operating expenses		(11 919)	(10 046)	(25 573)	(19 372)	(40 552)
Operating profit		9 469	1 115	21 050	3 489	1 674
Finance cost		(889)	(574)	(1 679)	(1 144)	(2 825)
Finance income		25	60	31	91	203
Profit before tax		8 605	601	19 402	2 436	(948)
Income tax		-	-	-	-	-
Profit after tax and total comprehensive income		8 605	601	19 402	2 436	(948)
(In USD)						
Earnings per share attributable to equity holders						
Basic and diluted		0.37	0.03	0.83	0.10	(0.04)



Interim consolidated statement of financial position

(In thousands of USD)	Note	Q2 2020	At end of Q2 2019	2019
Assets				
Non-current assets				
Vessels	4	73 314	68 411	81 568
Total non-current assets		73 314	68 411	81 568
Current assets				
Receivables from customers		6 002	6 031	10 267
Other current assets		2 843	6 287	4 104
Restricted cash		1 502	1 485	1 498
Cash and cash equivalents		17 135	16 884	5 309
Total current assets		27 482	30 686	21 177
Total assets		100 797	99 097	102 745
Equity and liabilities				
Equity				
Issued share capital		4 678	4 678	4 678
Share premium		51 207	51 207	51 207
Retained earnings		8 056	1 538	(2 346)
Total equity		63 941	57 423	53 539
Non-current liabilities				
Interest-bearing debt	5	32 516	36 366	36 566
Total non-current liabilities		32 516	36 366	36 566
Current liabilities				
Other current liabilities		3 332	1 269	9 499
Trade payables		1 008	4 040	3 141
Total current liabilities		4 340	5 309	12 640
Total equity and liabilities		100 797	99 097	102 745



Interim consolidated statement of cash flows

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
Cash flow from operating activities					
Profit for the period	8 605	601	19 402	2 436	(948)
Adjustment for non-operating cash flow items					
Depreciation	4 127	1 264	8 253	2 558	7 366
Interest expenses	591	550	1 255	1 098	2 498
Interest income	(25)	(61)	(25)	(91)	(202)
Operating cash flow before working capital item	13 297	2 355	28 885	6 002	8 713
Working capital movements	1 936	(3 161)	5 810	(2 818)	(6 334)
Total operating cash flow	15 233	(806)	34 695	3 183	2 380
Cash flow from investing activities					
Payments for vessels and equipment	(155)	(2 781)	(8 071)	(3 952)	(12 837)
Total cash flow used in investing activities	(155)	(2 781)	(8 071)	(3 952)	(12 837)
Cash flow from financing activities					
Net receipt from loan	-	6 937	-	6 937	6 600
Repayment of loan	(4 250)	-	(4 250)	-	-
Interest paid	(855)	(529)	(1 544)	(1 063)	(2 210)
Decrease/(increase) in restricted cash	(4)	(961)	(4)	(961)	(973)
Interest received	-	49	-	49	161
Dividends paid	(7 000)	(1 000)	(9 000)	(1 000)	(1 500)
Total cash flow from financing activities	(12 109)	4 496	(14 798)	3 963	2 077
Net increase in cash and cash equivalents	2 969	910	11 826	3 195	(8 381)
Cash and cash equivalents at the beginning of the period	14 166	15 974	5 309	13 689	13 689
Cash and cash equivalents at end of period	17 135	16 884	17 135	16 884	5 309



Interim consolidated statement of changes in equity

(In thousands of USD apart from number of shares)	Number of shares	Issued share capital	Share premium	Retained earnings	Total equity
Balance at 1 January 2019	23 390 300	4 678	51 207	102	55 987
Total comprehensive income for the period	-	-	-	(948)	(948)
Dividends paid	-	-	-	(1 500)	(1 500)
Balance at 31 December 2019	23 390 300	4 678	51 207	(2 346)	53 539

(In thousands of USD apart from number of shares)	Number of shares	Issued share capital	Share premium	Retained earnings	Total equity
Balance at 1 January 2020	23 390 300	4 678	51 207	(2 346)	53 539
Total comprehensive income for the period	-	-	-	19 402	19 402
Dividends paid	-	-	-	(9 000)	(9 000)
Balance at 30 June 2020	23 390 300	4 678	51 207	8 056	63 941

The nominal value of the Company's authorized share capital, including issued and non-issued shares, at 30 June 2020 is USD 4.7 million, consisting of 23,390,300 shares with par value USD 0.20 per share.



Notes to the interim consolidated financial statements

1. General information

These interim consolidated financial statements of ADS Crude Carriers Plc (“ADS Crude Carriers” or the “Company”) for the quarter ended 30 June 2020 were authorized for issue in accordance with a resolution of the Board of Directors passed on 27 August 2020.

ADS Crude Carriers Plc is a public limited company listed on the Merkur Market at the Oslo Stock Exchange.

The Company is incorporated in Cyprus and the address of its registered office is OSM House, 22 Amathountos, 4532 Agios Tychonas, Limassol, Cyprus. The Company is domiciled in Cyprus and has Norwegian subsidiaries based in Arendal, Norway. The principal activities of the Company are operating tanker vessels in the global tanker market. The Company owns and operates a fleet of three VLCCs: ADS Page, ADS Stratus and ADS Serenade.

The Company is managed by Arendals Dampskibsselskab AS. Commercial management of the vessels is provided by Frontline Ltd, while technical management of the vessels is provided by OSM Maritime Group.

2. Significant accounting policies

2.1 Basis of preparation

These interim financial statements are prepared in accordance with IAS 34 Interim financial reporting as issued by the International Accounting Standards Board (IASB) and as adopted by the EU. The interim financial statements do not include all the information and disclosures required by International Financial Reporting Standards (IFRS) for a complete set of financial statements.

The accounting principles applied by the Company in these interim consolidated financial statements are consistent with those applied in the audited annual consolidated financial statements for the year ended 31 December 2019 unless otherwise stated below. Please refer to Note 2 Significant accounting policies in the 2019 Annual Report for information on the Company’s accounting policies.

2.2 Going concern

ADS Crude Carriers was established in mid-2018 to acquire tanker vessels at a low point in the cycle, enabling a low entry point to reduce downside risk to the Company’s investment. Initial financing of the Company was by a private placement equity raise of USD 57 million in July 2018 (the “Equity Raise”) and shares in ADS commenced trading on the Oslo Børs Merkur Market on 28 August 2018. During the third quarter 2018 the Company purchased three high-spec, Japanese-built sister vessel VLCCs for a total price of USD 67.5 million, or USD 22.5 million per vessel. The vessel purchases were financed by proceeds from the Equity Raise and a USD 30 million vessel loan (the “Old Loan”). The portion of the Equity Raise that was not used for vessel acquisitions was used for working capital purposes (USD 7.5 million), general corporate purposes and transaction costs (total USD 3 million) and to partially finance scrubber investments (USD 9 million). During mid-2019, the Company agreed terms with the lender of the vessel loan whereby a new loan of nominal value USD 37.5 million (the “Fleet Loan”) replaced the Old Loan. The net proceeds of approximately USD 7 million from the Fleet



Loan were used to partially finance mandatory intermediate vessel surveys.

The mandatory intermediate surveys and scrubber installations were completed during the second half 2019 for a total capital investment of USD 22.5 million, of which USD 12 million was for scrubbers (USD 9 million financed by the Equity Raise) and USD 10.5 million for intermediate surveys (USD 7 million financed by the Fleet Loan). The portion of the total capital investment not financed by the Equity Raise and New Loan – an amount totaling USD 6.5 million – was financed by cash from operations. As at the end of Q2 2020 the total capital investment for intermediate surveys and scrubber installations has been paid in cash, apart from USD 0.3 million that is expected to be paid during second half of 2020.

During Q4 2019 ADS secured a USD 7.5 million credit facility in order to provide a working capital buffer to the Company immediately after the fleet-wide yard stays (the “Revolving Credit Facility” or “RCF”). The RCF is provided by the Company’s two largest shareholders, Ship Finance International

Ltd and ADS Shipping Ltd, at market terms. The RCF has a tenor of 12 months and is unsecured.

The Company’s financial projections used in its going concern evaluation are based on certain assumptions about the future, including those related to the VLCC market, vessel utilization, productivity, operating cost level – including savings from the use of scrubbers – and capital investments. Based on these assumptions, the Company expects to have sufficient liquidity to operate for at least 12 months from the date of this interim report and, therefore, these interim financial statements are prepared using the going concern assumption.

3. Segment reporting

The Company’s business is limited to operating a fleet of three VLCC tankers. Management has organized and manages the entity as one business segment based upon the service provided. The Company’s chief operating decision maker, being the Board of Directors, reviews the Company’s operating results on a consolidated basis as one operating segment (as defined by IFRS 8 Operating segments).



4. Property, plant and equipment

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
Costs					
Balance at start of period	90 768	69 558	90 768	69 550	69 550
Additional capital expenditures	-	3 246	-	3 254	21 218
Balance at end of period	90 768	72 804	90 768	72 804	90 768
Depreciation					
Balance at start of period	13 327	3 129	9 201	1 835	1 835
Depreciation for period	4 127	1 264	8 253	2 558	7 366
Balance at end of period	17 454	4 393	17 454	4 393	9 201
Net book value at start of period	81 568	66 429	99 969	71 385	71 385
Net book value at end period	73 314	68 411	73 314	68 411	81 568
Carrying value of pledged assets	63 456	63 492	63 456	63 492	69 285

During 2019 the Company invested in scrubber systems that were installed during mandatory intermediate surveys for all three vessels that occurred during the second half of the year, with a total investment cost of approximately USD 22.5 million. All estimated costs related to the scrubber and intermediate surveys have been capitalized in the period ending 31 December 2019, of which USD 8.1 million was paid in cash during H1 2020. As at 30 June 2020, a total remaining amount of USD 0.3 million was unpaid and is expected to be paid during H2 2020.

5. Interest bearing debt

(In thousands of USD)	Maturity	Interest	H2 2020	At end of H2 2019	2019
Fleet Loan					
Nominal USD 37.5 million	31-Dec-22	LIBOR + 5.1%	32 516	36 366	36 566
Total interest-bearing debt			32 516	36 366	36 566

Under the terms of the USD 37.5 million Fleet Loan, there is no fixed amortization until maturity on 31 December 2022, apart from the following Cash Sweep and Dividend Amortization mechanisms:

- i. Cash Sweep – from and including Q1 2020, all liquidity above the Minimum Liquidity, on a quarterly basis is paid as prepayment of the Fleet Loan up to a maximum amount of USD 250,000 per vessel per quarter. Applied until outstanding loan balance is USD 30 million.
- ii. Dividend Amortization – whereby 50% of any dividend exceeding USD 2 million in any financial quarter, USD 4 million in any financial half-year and USD 6 million in any financial year is applied towards prepayment of the Fleet Loan. Applied until outstanding loan balance is USD 27 million. Any amount paid for a quarter under the Cash Sweep mechanism shall reduce accordingly the prepayment obligation under the Dividend Amortization clause.



6. Earnings per share

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H2 2019	2019
Profit for the period	8 605	601	19 402	2 436	(948)
Weighted average shares outstanding	23 390 300	23 390 300	23 390 300	23 390 300	23 390 300
Basic and diluted EPS	0.37	0.03	0.83	0.10	(0.04)

The Company has no dilutive or potential dilutive shares.

7. Events after the balance sheet date

Dividend distribution and loan amortization

The Company recorded a net profit for the second quarter of USD 8.6 million, of which the Board of Directors (the "Board") has resolved on 27 August to distribute a total of USD 7.8 million to be distributed as permitted after the Cash Sweep and Dividend Amortization clauses in the Fleet Loan are taken into account. As a result, USD 7.8 million will be distributed in cash during Q3 2020 as follows:

- USD 4.3 million dividend to shareholders
- USD 3.5 million loan amortization due in accordance with the Dividend Amortization and Cash Sweep clause

The total cash paid during Q3 2020 as amortization of the Fleet Loan is expected to be USD 3.5 million, consisting of USD 2.8 million due under the Dividend Amortization clause and USD 0.8 million already paid in the quarter in accordance with the Cash Sweep mechanism. The Cash Sweep amount of USD 0.8 million was paid in early Q3 2020 based on the Company's free cash holding at the end of Q2 2020. Subsequent to the debt amortization expected to be paid during Q3 2020 the Company's total interest-bearing debt will be USD 29.8 million, or USD 9.9 million per vessel.

The total dividend of USD 4.3 million, or approximately USD 0.18 per share will be payable as follows: the last day of trading including the right to the dividend will be 31 August, the ex-dividend date will be 1 September and the dividend will be paid in NOK on or around 11 September to all shareholders on record at 2 September 2020.

8. Alternative performance measures

In order to measure financial performance and position, the Company makes use of the Alternative Performance Measures (APMs) described below. The APMs are non-IFRS measures which provide supplemental information to the IFRS financial measures.



8.1. Net revenue

Net revenue is calculated as revenue less voyage expenses. Voyage expenses include revenue-based commissions, apart from address commission which is recognized as a reduction in revenue. The Company uses net revenue as an indication of the profitability of voyages and charters. Net revenue is used as the numerator when calculating TCE per day.

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
Net revenue					
Revenue	21 387	11 161	46 623	22 861	42 226
Voyage expenses	(4 870)	(6 394)	(11 431)	(11 589)	(22 179)
Total net revenue	16 517	4 767	35 193	11 272	20 047

8.2 TCE per day

Time charter equivalent (TCE) per day is calculated by dividing net revenue by the number of vessel operating days in the period. Vessel operating days are the calendar days in the period as calculated from the date of delivery of a newly acquired vessel, excluding any days associated with drydocking or off-hire. TCE is a common shipping industry measure of performance on a per day basis. The Company uses TCE per day as it enables comparison of financial performance between periods regardless of changes in the mix of charter types.

(In thousands of USD)	Q2 2020	Q2 2019	H1 2020	H1 2019	2019
TCE					
Net revenue	16 517	4 767	35 193	11 272	20 047
Vessel operating days	257	273	520	543	885
TCE (in whole USD)	64 270	17 463	67 678	20 760	22 653

During Q2 2020 a total of 16 days were spent on technical maintenance.



8.3 Net interest-bearing debt (NIBD)

NIBD is calculated as the nominal outstanding value of the Company's total interest-bearing debt, less the balance of cash and cash equivalents, as well as any restricted cash that is restricted for the purposes of repaying debt.

(In thousands of USD)	H1 2020	H1 2019	2019
Net interest-bearing debt (NIBD)			
Nominal value of interest-bearing debt	33 250	37 500	37 500
Cash and cash equivalents	17 135	16 884	5 309
Restricted cash available for debt repayment	1 502	1 485	1 498
NIBD	14 613	19 131	30 693

The Company uses NIBD as it provides an indication of the Company's debt position by indicating the ability of the Company to pay off all its debt if it became due simultaneously and only using cash.

8.4 Backlog

Backlog shows the estimated proportion of vessel operating days of a future financial reporting period for which the Company has secured commitments with clients (eg. charter parties), as well as the average TCE per day for those days. The Company uses backlog since it provides the amount of committed operating activity in future periods, thus providing an indication of the Company's future net revenue.



Responsibility Statement

Board and management confirmation

We confirm that, to the best of our knowledge, these interim consolidated financial statements for the quarter and six months ended 30 June 2020, which has been prepared in accordance with IAS 34 Interim Financial Reporting, give a true and fair view of the Company's consolidated assets, liabilities, financial position and results of operations, and that the interim report includes a fair review of the information under the Norwegian Securities Trading.

Limassol, 27 August 2020

The Board of Directors and CEO of ADS Crude Carriers Plc



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