



Second Half Year  
Report  
2024

Western Bulk



# Content

01. Key Figures and Highlights	3
02. Dry Bulk Market Highlights	5
03. Financial Statements	8
04. About Western Bulk	13

South Atlantic Chartering  
Managers Olav Haldorsen, Finn  
Mohn and Diego Jacob





## 01. Key Figures and Highlights

WB CHARTERING GROUP (USDM)	2H 2024	2H 2023	FULL YEAR 2024	FULL YEAR 2023	FULL YEAR 2022
Gross revenues	622.3	543.4	1 269.7	1 117.6	1 615.8
Net TC result <sup>1) 2)</sup>	9.3	2.3	24.4	9.3	116.0
Administrative expenses	13.8	12.9	26.6	25.1	47.6
EBITDA <sup>1) 2)</sup>	-4.6	-10.6	-2.2	-15.8	68.5
<b>Net profit (loss) after tax <sup>1) 2)</sup></b>	<b>-5.2</b>	<b>-10.8</b>	<b>-2.7</b>	<b>-15.6</b>	<b>66.0</b>
Net TC Margin per ship day (USD) <sup>1) 2)</sup>	402	100	517	202	2 870
Average number of ships operated	125	128	129	126	111
Total assets	117.6	119.8	117.6	119.8	162.6
Book equity	49.7	52.5	49.7	52.5	68.1
Total liabilities	67.9	67.4	67.9	67.4	94.5
Interest bearing debt	-	-	-	-	-
Free cash	28.4	32.9	28.4	32.9	57.1
Restricted cash	5.7	7.5	5.7	7.5	11.7
<b>Total cash</b>	<b>34.2</b>	<b>40.4</b>	<b>34.2</b>	<b>40.4</b>	<b>68.8</b>

<sup>1)</sup> 2H 2024 and 2H 2023 Net TC including USD -0.6 million loss and USD -1.0 million loss on positional FFA's (Forward Freight Agreements). Full year 2024, Full year 2023 and Full year 2022 Net TC include USD +2.8 million gain, USD -3.8 million loss, USD 3.8 million gain on positional FFA. These are derivative positions not qualifying as a hedge, hence booked as financial items in the financial statements in chapter 4.

<sup>2)</sup> 2H 2024 and Full year 2024 including USD -4.2 million in provision for future loss related to contracts running into 2025.



## Comments to the results

For the full year of 2024, the result after tax was USD -2.7 million, including provisions of USD -4.2 million for contracts running into 2025. The provisions are related to the mark to market value of physical and financial contracts as per year end, with the majority maturing in Q1 2025. The Group has had some length for 2025 that was negatively impacted by the market decline for 2025 starting in 2024. Entering 2025, the overall position was short, and the company has benefited somewhat from the continued market decline at the start of 2025. The results also include USD 1.1 million in costs related to redundancies to streamline the organization. Adjusted for these one-offs the result after tax for 2024 was USD 2.6 million and Net TC USD 28.6 million.

In the second half of the year, the Group utilized the strong steel export out of China to position tonnage into the Atlantic basin at a relatively low cost. The risk-reward on this strategy was found to be good at the time of initiation. Regrettably, the anticipated seasonal market push in the Atlantic failed to materialize, limiting gains from the position. This was partly due to less long-haul grain cargoes from the Atlantic to the Pacific, as well as an unusually large share of grains being shipped to Atlantic destinations, causing vessel supply within the Atlantic to stay high. Also, tumbling Panamax rates put pressure on Supramax rates in the Atlantic. Overall, the second half of 2024 saw record low market volatility, limiting trading opportunities.

Net TC per ship day for the full year of 2024 was USD 517 compared to USD 202 for 2023, while the average number of vessels in 2024 was 129 compared to 126 in 2023. The average number of vessels in the second half of 2024 was 125 compared to 128 vessels for the same period in 2023.

Administration expenses increased to USD 26.6 million for the full year of 2024 from USD 25.1 million in 2023. The increase was mostly due to USD -1.1 million in costs related to the redundancy process in H2 2024. Following the downsizing, G&A costs are expected in the range of USD 22 million in 2025.

There were no significant related party transactions during the period.

## Financing and available cash

At the end of the period Western Bulk had USD 28.4 million in free cash and no outstanding interest-bearing debt. Free cash increased by USD 15.7 million during the second half of 2024, mostly due to reduced working capital related to fewer vessels. Restricted cash decreased by USD 4.2 million during the second half of 2024, mostly caused by reduced initial margin requirements for the derivatives portfolio.

Western Bulk has two working capital facilities with credit lines totaling USD 35 million. A facility of USD 10 million related to bunker purchases and an overdraft facility of USD 25 million. As of 31.12.2024 the company had no outstanding drawings on either of the facilities.

## Company update

During the period Henrik Synnes was appointed new Head of Pacific/US West Coast and Haavard Haaland was appointed new Head of Panamax.

Two new independent board members, Ulrika Laurin and Betina Nygaard were appointed at the extraordinary general meeting in November.

The Board of Directors has decided not to declare a dividend for Q4-24.



## 02. Dry Bulk Market Highlights

H2 2024 turned out a challenging second half for the dry bulk market, especially in Q4. The Baltic Supramax Index 63'(BSI)<sup>1</sup> averaged at USD 15,239/day in H2 2024, 6% lower than the USD 16,166/day achieved in H1 2024, but 9% higher than H2 2023. The spread between Atlantic and Pacific markets averaged at USD 864/day, which is significantly down from the very high spread in H2 2023, but also lower than H1 2024 which averaged at USD 1,016/day.

While the geopolitical events in the Middle East continued to affect rates in H2 2024, the global supply disruptions eased somewhat as traffic through the Panama Canal returned to normal levels. This in combination with less longhaul grain cargoes from Atlantic to Pacific caused average voyage duration to decrease by almost 5% compared to H1 2024 according to AIS data. Overall global dry bulk tonnes export-growth also slowed down in H2 2024 vs H1 2024 at about 3,1% growth compared to H2 2023, which contributed to the weaker rates in the second half vs the first half.

Chinese imports of dry bulk commodities also slowed down in the second half of 2024, which saw the Pacific Supramax index (average of S2\_63, S8\_63 and S10\_63) average at USD 14,118/day which is down 4% compared to H1 2024. Chinese imports of coal and bauxite continued at healthy levels with significant growth compared to H2 2023, but iron ore and grains slowed down, especially in Q4 according to AIS data due to weak restocking demand combined with a weaker Brazil corn crop. Meanwhile, Chinese steel exports continued at strong levels as domestic demand continues to lag production. This has continued to support backhaul rates in the second half of the year. Towards the end of the year, rates tumbled further as Chinese coal imports started slowing down and Panamax vessels dominated the coal trade as they were significantly cheaper than other vessels.

For the Atlantic market H2 2024 turned out disappointing, with average trans-Atlantic rates at USD 15,052/day, down 4% compared to H1 2024. However, it was the fronthaul rates that especially disappointed as the typical seasonality failed to materialize, with second half rates averaging USD 21,193/day, down 16% from H1 2024. The weaker grain exports out of ECSA (down abt 15% y-o-y) combined with lower congestion caused Panamax rates to tumble in the second half of the year which put significant pressure on Supramax rates in the Atlantic. The easing of the Panama Canal issues also added further downside on rates. In the North Atlantic, grain exports out of US Gulf were up markedly compared to the second half last year, however this failed to lift rates as an unusually large share of grains were shipped to Atlantic destinations, causing vessel supply within the Atlantic to stay high. In addition, grain exports out of EU were the weakest we have seen for several years due to bad crops, which offset the increases in grain exports witnessed out of US Gulf.

Looking ahead to 2025, we are pessimistic for the dry bulk markets as continued high vessel deliveries combined with less inefficiencies is expected to cause rates to average out at significant lower rates compared to 2024. While the geopolitical situation in the Red Sea remains fragile, we expect recent peace talks to cause vessel passings through the Suez Canal to gradually increase, effectively increasing vessel supply.

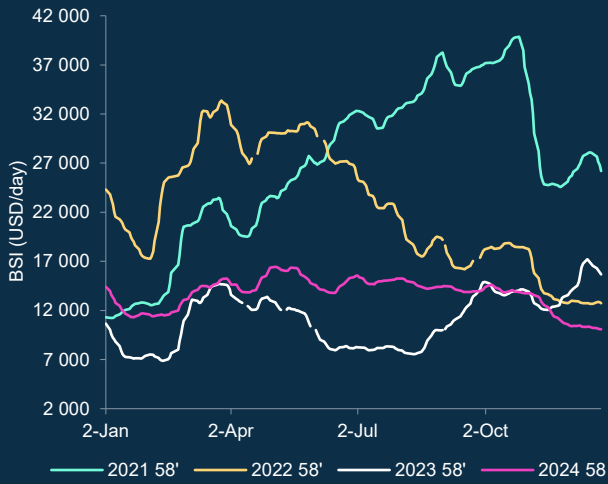
For H1 2025, grain exports out of Continent-Mediterranean area are expected at significant lower levels compared to last year due to poor harvests. This is expected to somewhat offset strong Brazil soybean exports, however Panamax earnings are expected to improve in Q2 once the Brazil soybean exports get going, which should also lift Supramax rates.

Meanwhile in Asia we expect Chinese imports to remain healthy but expect slightly lower import growth this year mainly due to a slowdown in coal imports. However, this is highly uncertain. In addition, we do not expect steel exports out of Asia to experience similar growth, which has been a positive driver for geared freight demand. Increased level of tariffs remains an uncertain element, but we do not expect this to have any major impact on rates.

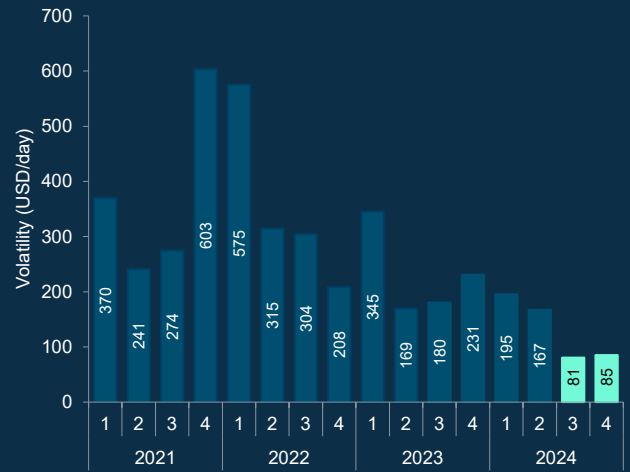
<sup>1</sup> When referring to BSI rates or market rates, we refer to Baltic Supramax Index 63'.



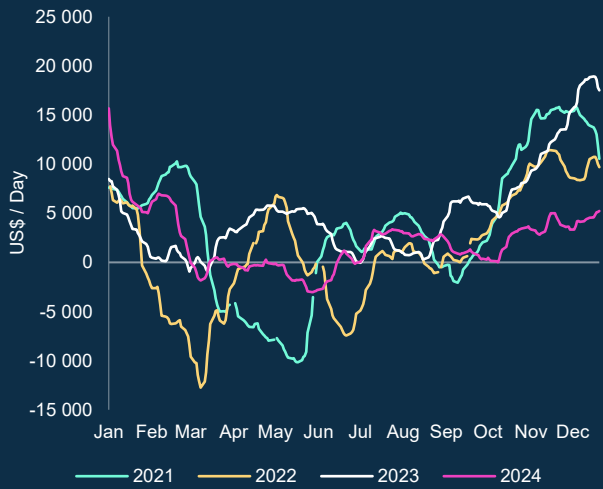
### BALTIC SUPRAMAX INDEX



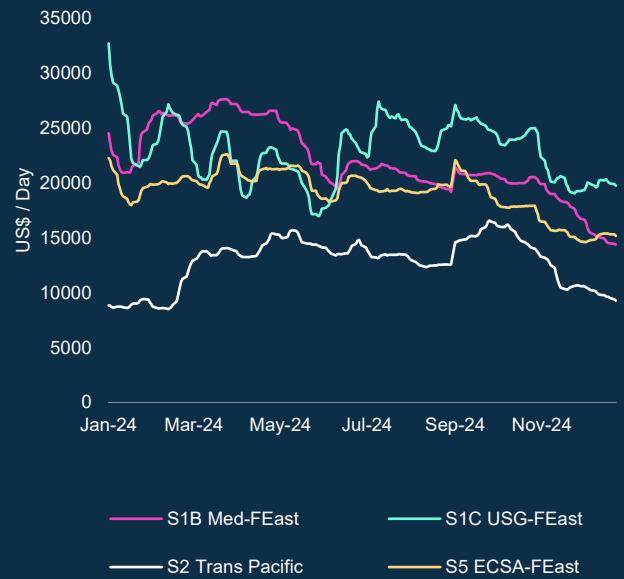
### VOLATILITY IN BALTIC SUPRAMAX INDEX



### BSI ATLANTIC-PACIFIC SPREAD



### BSI SELECTED ROUTES



Source: Baltic Exchange



Western Bulk's main risk factors are described in Western Bulk Chartering's annual report for 2023, which is available at [www.westernbulk.com](http://www.westernbulk.com).

OSLO, 14.02.2025

THE BOARD OF DIRECTORS OF WESTERN BULK CHARTERING AS

**BENGT A. REM**  
CHAIRMAN

**KRISTIAN HUSEBY**  
BOARD MEMBER

**ØRJAN SVANEVIK**  
BOARD MEMBER

**ULRIKA LAURIN**  
BOARD MEMBER

**BETINA NYGAARD**  
BOARD MEMBER

## DISCLAIMER

This report includes and is based, inter alia, on forward-looking information and statements that are subject to risks and uncertainties that could cause actual results to differ. Such forward-looking information and statements are based on current expectations, estimates and projections about global economic conditions, the economic conditions of the regions and industries that are major markets for Western Bulk Chartering AS and its subsidiaries and affiliates (the "Group") lines of business. These expectations, estimates, and projections are generally identifiable by statements containing words such as "expects," "believes," "estimates" or similar expressions. Important factors that could cause actual results to differ materially from those expectations include, among others, economic and market conditions in the geographic areas and industries that are or will be major markets for the Group's businesses, oil prices, market acceptance of new products and services, changes in governmental regulations, interest rates, fluctuations in currency exchange rates and such other factors as may be discussed from time to time. Although the Group believes that its expectations and the information in this release were based upon reasonable assumptions at the time when they were made, it can give no assurance that those expectations will be achieved or that the actual results will be as set out in this release. Neither Western Bulk Chartering AS nor any other company within the Group is making any representation or warranty, express or implied, as to the accuracy, reliability or completeness of the information in the release, and neither Western Bulk Chartering AS, any other company within the Group nor any of their directors, officers or employees will have any liability to you or any other persons resulting from your use of the information in the release. This release speaks of the date hereof and Western Bulk Chartering AS undertakes no obligation to publicly update or revise any forward-looking information or statements in the release, other than what is required by law. The Group consists of many legally independent entities, constituting their own separate identities. Western Bulk Chartering AS is used as the common brand or trademark for most of these entities. In this release we may sometimes use "Group", "we," or "us," when we refer to Western Bulk Chartering's Group companies in general or where no useful purpose is served by identifying any particular company of the Group.



## 03. Financial statements

Included in this section are the consolidated interim financial statements for Western Bulk Chartering AS and its subsidiaries.

### CONSOLIDATED CONDENSED INCOME STATEMENT WESTERN BULK CHARTERING GROUP

(USD 1,000)	2H 2024	2H 2023	FULL YEAR 2024	FULL YEAR 2023	FULL YEAR 2022
<b>Gross revenues</b>	<b>622 264</b>	<b>543 393</b>	<b>1 269 663</b>	<b>1 117 629</b>	<b>1 615 752</b>
Voyage expenses	-225 186	-237 889	-495 530	-496 858	-549 438
T/C expenses	-381 550	-300 809	-745 428	-605 085	-951 797
Other vessel expenses	-1 433	-1 327	-2 882	-2 600	-2 233
<b>Net T/C result</b>	<b>14 095</b>	<b>3 368</b>	<b>25 823</b>	<b>13 087</b>	<b>112 284</b>
Administration expenses	-13 847	-12 921	-26 600	-25 132	-47 576
<b>Result before depreciation and impairment, finance items and income tax</b>	<b>248</b>	<b>-9 553</b>	<b>-777</b>	<b>-12 046</b>	<b>64 708</b>
Provision for future loss	-1 404	-	-1 404	-	-
Depreciation	-102	-66	-172	-135	-140
Gain/(loss) on disposal of property, plant and equipment	-	-17	-	-17	-5
<b>Operating profit/(loss)</b>	<b>-1 258</b>	<b>-9 636</b>	<b>-2 353</b>	<b>-12 198</b>	<b>64 564</b>
Financial income	680	1 408	1 542	2 596	781
Financial expenses	-757	-436	-962	-727	-1 209
Gain/(loss) positional FFA	-599	-1 024	2 800	-3 751	3 762
Provision for financial future loss	-2 842	-	-2 842	-	-
<b>Net profit before tax</b>	<b>-4 776</b>	<b>-9 688</b>	<b>-1 813</b>	<b>-14 079</b>	<b>67 898</b>
Income tax expense	-461	-1 098	-935	-1 542	-1 921
<b>Net result for the period</b>	<b>-5 237</b>	<b>-10 786</b>	<b>-2 748</b>	<b>-15 620</b>	<b>65 977</b>





## CONSOLIDATED CONDENSED BALANCE SHEET

### WESTERN BULK CHARTERING GROUP

(USD 1,000)	FULL YEAR 2024	FULL YEAR 2023	FULL YEAR 2022
<b>ASSETS</b>			
<b>Non current assets</b>			
Deferred tax asset	932	290	267
Intangible assets	119	109	5
Tangible fixed assets	345	264	384
Pension assets	-	-	147
Long term receivables	-	-	43
<b>Total non-current assets</b>	<b>1 396</b>	<b>663</b>	<b>846</b>
<b>Current assets</b>			
Bunker stocks	38 905	52 599	48 155
Accounts receivable	34 544	24 369	36 521
Other receivables	1 559	326	285
Receivables derivatives	3 453	-	7 987
Receivables EUA	3 572	1 459	-
Bank deposits	34 162	40 421	68 818
<b>Total current assets</b>	<b>116 195</b>	<b>119 174</b>	<b>161 767</b>
<b>TOTAL ASSETS</b>	<b>117 590</b>	<b>119 837</b>	<b>162 613</b>
<b>EQUITY AND LIABILITIES</b>			
<b>Equity</b>			
Share capital	205	205	205
Share premium	12 267	12 267	12 267
Other paid-in capital	-	-	-
Retained earnings	37 264	40 012	55 633
<b>Total equity</b>	<b>49 736</b>	<b>52 484</b>	<b>68 104</b>
<b>Long term liabilities</b>			
Deferred tax liability	57	67	86
Pension liabilities	261	285	425
<b>Total long-term liabilities</b>	<b>318</b>	<b>352</b>	<b>511</b>
<b>Current liabilities</b>			
Accounts payable	15 188	13 690	14 533
Other payable	50 487	48 471	67 482
Proposed dividend	-	-	10 000
Payable derivatives	-	3 127	-
Taxes payable	1 502	1 473	1 860
Liabilities related company	360	240	120
Amounts owed to credit institutions	-	-	3
<b>Total current liabilities</b>	<b>67 537</b>	<b>67 001</b>	<b>93 998</b>
<b>Total liabilities</b>	<b>67 854</b>	<b>67 353</b>	<b>94 509</b>
<b>TOTAL EQUITY AND LIABILITIES</b>	<b>117 590</b>	<b>119 837</b>	<b>162 613</b>



## CONSOLIDATED CONDENSED STATEMENT OF CHANGES IN EQUITY WESTERN BULK CHARTERING GROUP

(USD 1,000)	SHARE CAPITAL	SHARE PREMIUM	OTHER PAID-IN CAPITAL	RETAINED EARNING	TOTAL EQUITY
January 1, 2024	205	12 267	-	40 013	52 484
Result for the period	-	-	-	-2 748	-2 748
<b>December 31, 2024</b>	<b>205</b>	<b>12 267</b>	<b>-</b>	<b>37 264</b>	<b>49 736</b>

SHARE CAPITAL	
Nominal value per share	NOK 0,05
Registered share capital per 31.12.2024	NOK 1 680 986
Registered share capital per 31.12.2024, in USD	USD 205 148
Total number of shares issued as of 31.12.2024	33 619 715

MAIN SHAREHOLDERS (NAME)	# OF SHARES	OWNERSHIP %
Kistefos group	23 093 152	68,7 %
Sayonara AS (former Ojada AS)	2 776 792	8,3 %
Citibank, N.A.	946 440	2,8 %
Øra Industrier AS	640 000	1,9 %
Euroclear Bank S.A./N.V.	463 241	1,4 %
Other (1 000 other shareholders)	5 700 090	17,0 %
	<b>33 619 715</b>	<b>100 %</b>
SHAREHOLDINGS BY CEO AND BOARD OF DIRECTORS		
CEO, Torbjørn Gjervik	133 026	0,4 %
Chairman of the Board, Bengt A. Rem (through Borken AS)	66 666	0,2 %
Board member, Ørjan Svanevik (through Oavik Capital AS)	18 000	0,1 %
Board member, Kristian Huseby	10 000	0,0 %
	<b>227 692</b>	<b>0,7 %</b>



## CONSOLIDATED CONDENSED STATEMENT OF CASH FLOW WESTERN BULK CHARTERING GROUP

(USD 1,000)	H2 2024	H2 2023	FULL YEAR 2024	FULL YEAR 2023	FULL YEAR 2022
<b>CASH FLOW FROM OPERATIONS</b>					
Profit/(loss) before tax	-4 775	-9 688	-1 813	-14 079	67 898
Taxes paid	-152	-759	-1 473	-1 916	-3 093
Ordinary depreciation	102	66	171	135	140
(Gain)/loss on disposal financial assets	-	17	-	17	5
Changes in current receivables and current liabilities	16 533	-6 137	-2 881	-2 459	-9 999
<b>Net cash flow from/(to) operating activities (A)</b>	<b>11 708</b>	<b>-16 501</b>	<b>-5 996</b>	<b>-18 302</b>	<b>54 951</b>
<b>CASH FLOW FROM INVESTMENTS</b>					
Investments in fixed and intangible assets	-69	-129	-263	-151	-179
Investments in financial assets	-	-	-	-	530
Disposal of fixed assets	-	-	-	15	-
Changes in long term receivables	-	-	-	43	561
<b>Net cash flow from investments (B)</b>	<b>-69</b>	<b>-129</b>	<b>-263</b>	<b>-93</b>	<b>912</b>
<b>CASH FLOW FROM FINANCING ACTIVITIES</b>					
Changes in interest-bearing short term and long term debt	-	-13 044	-	-3	-3 380
Dividend paid	-	-	-	-10 000	-105 779
Share capital increase	-	-	-	-	-
<b>Net cash flow from financing activities (C)</b>	<b>-</b>	<b>-13 044</b>	<b>-</b>	<b>-10 003</b>	<b>-109 159</b>
<b>Net change in cash and cash equivalents (A+B+C)</b>	<b>11 639</b>	<b>-29 673</b>	<b>-6 259</b>	<b>-28 398</b>	<b>-53 296</b>
Cash and cash equivalents at start of the period	22 522	70 094	40 421	68 818	122 114
Cash and cash equivalents at end of the period	34 162	40 421	34 162	40 421	68 818
Restricted bank deposits at end of the period	5 741	7 531	5 741	7 531	11 743
<b>Available cash and cash equivalents at end of the period</b>	<b>28 421</b>	<b>32 890</b>	<b>28 421</b>	<b>32 890</b>	<b>57 075</b>
(excluding undrawn credit line)					

## SELECTED EXPLANATORY NOTES

### Note 1. General information

Western Bulk Chartering AS is a private limited company incorporated and domiciled in Norway. The registered address of the office is Henrik Ibsens Gate 100, 0255 Oslo.

Western Bulk Chartering AS and its subsidiaries ("WB Chartering") is a major operator in the dry bulk shipping market and a charterer of primarily Panamax, Supramax/Ultramax and Handysize dry bulk vessels, running an average fleet of 125 vessels in the second half of 2024.

This financial report is authorized for issue by the Board of Directors as of 14.2.2025.

### Note 2. Accounting policies

The condensed financial statements of Western Bulk Chartering AS and its subsidiaries (the "Group") are prepared in accordance with Norwegian Generally Accepted Accounting Principles (N-GAAP) and NRS 11. Please refer to the 2023 annual report for a detailed description of the accounting policies. The report is available on [www.westernbulk.com](http://www.westernbulk.com).

### Note 3. Significant judgements and estimates

The preparation of the Group's consolidated financial statements requires management to make judgments, estimates and assumptions. These estimates are based on the actual underlying business, its present and forecast profitability over time and expectations about external factors such as dry bulk shipping freight rates, interest rates, foreign exchange rates, oil prices and more which are outside the Group's and parent company's control. Uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of assets or liabilities affected in future periods.

The Group is involved in several disputes, including lawsuits, both as defendant and plaintiff. Based upon the Group's own views as well as opinions received from lawyers, provisions based on the best estimate have been made in respect of the Group's total exposure. The actual outcomes of these disputes are unknown, and it could take several years before the disputes and claims are finally settled. Consequently, there are uncertainties related to the estimates for provisions which, depending on the outcome of each case, could prove to be insufficient to cover potential liabilities.

MV Tai Strength loading steel coils in Southeast Asia.



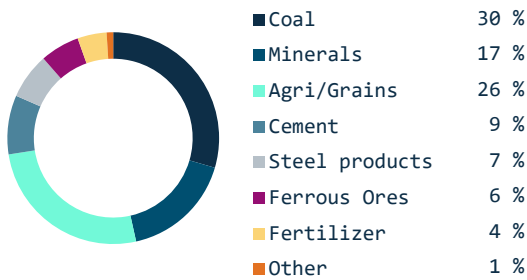


# 04. About Western Bulk

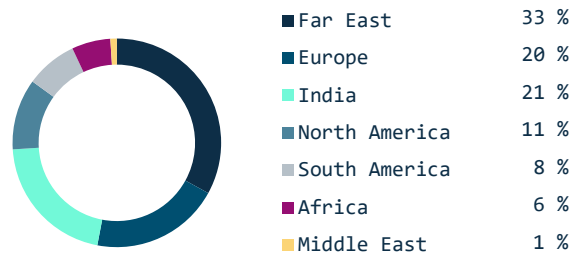
Western Bulk is a global dry bulk operator and derivatives trader registered on Euronext Growth in Oslo. Propelled by an entrepreneurial spirit, we combine in-depth maritime knowledge with trading expertise. Through combining advanced risk management, extensive use of market data, analytics to optimize fleet deployment and vessel-cargo matching, we offer tailor-made solutions serving our customers' needs. The Group operates its chartered-in fleet and cargo contracts through its two subsidiaries Western Bulk Carriers AS and Western Bulk Pte Ltd, which are supported by chartering and operations teams in Oslo (Norway), Singapore, Dubai (United Arab Emirates), Seattle (USA), Santiago (Chile) and Casablanca (Morocco).

Western Bulk has a highly diversified customer base with a broad cargo mix and diverse geographical footprint. During H2 2024, the Group conducted business with 220 different cargo customers, of which no single customer exceeded 4,3 % of total revenue. No single commodity accounted for more than 30 % of the volume of transported cargo in H2 2024.

**CARGO DIVERSIFICATION H2 2024**



**DISCHARGE AREA BY VOLUME H2 2024**



## Group structure

The below chart shows the main companies of the group

