

31 March 2022

## GOODBULK LTD. ANNOUNCES 4th QUARTER 2021 FINANCIAL RESULTS

Hamilton, Bermuda – (31 March 2022) – GoodBulk Ltd. (“GoodBulk” or the “Company”) (N-OTC: BULK), a leading owner and operator of dry bulk vessels, today announces its financial results for the fourth quarter of 2021.

### 4th Quarter Highlights

- Generated \$36.5 million of net profit resulting in earnings per share (EPS) of \$1.22. EBITDA for the period was \$48.8 million.
- Declared a \$1.50 per share capital repatriation, resulting in cumulative distribution of \$6.84 per share, or 62.18% of the price of the Company’s March 2017 Norwegian OTC initial offering.
- Earned an average gross Time Charter Equivalent rate (TCE) of \$31,666 per day on our Capesize vessels and \$27,223 per day on our Panamax vessel.
- Averaged direct vessel operating expenses for the period of \$5,638 per vessel per day.
- Ended the period with a cash balance of \$39.7 million.

### Recent Developments

- On 18 March 2022 the Board of Directors authorized the payment to Shareholders of \$30.0 million (\$1.0 per share) as capital repatriation, resulting in cumulative distributions of \$7.84 per share, or 71.27% of the price of the Company’s March 2017 Norwegian OTC initial offering, for a total of \$235.3 million.
- As of 29 March 2022, for the first quarter of 2022 the Company has fixed approximately 98% of its Capesize days at about \$18,000 per vessel per day (equivalent to reported gross TCE) about a 23% premium to the market.<sup>1</sup>

GoodBulk is a leading owner of dry bulk vessels executing a strategy combining low financial leverage with active portfolio management to optimize operational leverage to the dry bulk freight market. This strategy has resulted in GoodBulk announcing a profitable quarter, with \$36.5 million net profit (\$1.22 per share). The Company’s strict financial discipline resulted in industry leading pure cash general and administrative expenses of \$242 per vessel per day, which compares with \$208 per vessel per day for the same period in 2020.

### Market Commentary

For the quarter ending 31 December 2021, the Baltic Capesize Index averaged \$42,645 per day, 151.7% above \$16,944 per day for the same period 2020 and 0.6% above \$42,379 per day for the quarter ending 30 September 2021. The Baltic Capesize Index averaged \$33,333 per day in 2021, 155.0% above \$13,070

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<sup>1</sup> We are considering a market rate of \$14,653 per day which is the average of the Baltic Exchange Capesize index for January and February 2022 and the Baltic Forward Assessments for March 2022 (as of 28 March 2022) adjusted for individual vessels’ differentials to the Index.

per day in 2020. In the fourth quarter of 2021, the dry bulk market saw a reversal in the uptrend that had featured for most of the year until October which can be attributed to a few broad factors including a decline in congestion, industrial curbs in China (to tackle pollution) that reduced demand for some raw materials (particularly construction related like iron ore) and a widespread slowdown in activity as a result of the ongoing energy crunch in China which led to many factories operating below capacity.

This decline in rates continued into January 2022, as is often the case, but eventually bottomed out at the end of the month, with the main broad culprits being, heavier-than-normal rainfall in southern Brazil over the month hampering mining and logistical operations which led to the weakest January in 7 years in terms of iron ore exports, Indonesia's ban on coal exports during the first month of the year to plug a domestic shortage and China's Lunar New Year holidays as well as hosting of the Winter Olympics necessitating a slowdown in industrial activity to improve air quality. Average Capesize rates improved in February and March 2022, from January's lows, due to the combination of rising volumes in the coal, bauxite and grain trades and favourable vessel supply fundamentals.

Currently, the outlook for 2022 is for a strong rate environment and much like in 2021 this is owing to low fleet growth, possible strong congestion that will be maintained by the record high container rates (at least for part of the year) and good demand volumes. We view the main risks to rates as being the following: potential aggressive moves by China to cap commodity imports to prioritise domestic output instead, industrial production being affected by a resurgence in Covid-19 cases, the drought in South America that will reduce grain exports from the region and the Russian invasion on Ukraine that can have a negative impact on grain exports and on other commodities. These tensions, on the other hand, could also be a positive for dry bulk tonne miles in the longer term if they reshuffle trade flows and lengthen tonne miles.

## Results of Operations

### Fourth Quarter 2021

For the three months ended 31 December 2021, the Company reported revenues and net other operating income (expenses) of \$95.0 million, and net income of \$36.5 million generating EPS of \$1.22 based on 30,026,746 weighted average number of shares outstanding. This result compares with net income of \$7.6 million for the fourth quarter of 2020. Ship ownership days were 2,116 in the fourth quarter of 2021 compared to 2,144 in the fourth quarter of 2020 as the Company sold one Capesize vessel (M/V Aquacharm) in October 2020. Ship ownership days are expected to be an estimated 2,070 in the first quarter of 2022. In 2022 ship ownership days are expected to be the same as in 2021 at 8,395.

The Company earned an average gross TCE of \$31,666 per day on its Capesize vessels and \$27,223 per day on its Panamax vessel for the three months ended 31 December 2021. Comparatively for the three months ended 31 December 2020, the Company earned an average gross TCE of \$15,971 per day on its Capesize vessels and \$15,374 per day on its Panamax vessel. During the fourth quarter 2021, sixteen of the Company's Capesize vessels were traded on the spot market, the majority employed in Capesize Chartering Ltd. ("CCL") via the CTH Capesize Revenue Sharing Agreement ("Capesize RSA"); the Panamax vessel was also traded on the spot market whilst six Capesize vessels were employed on period charters.

Net income for the three months ended 31 December 2021 included non-cash depreciation expense of \$10.4 million. Direct vessel operating expenses for the period totalled \$11.9 million or \$5,638 per vessel per day.

General and administrative expenses (“G&A”) for the three months ended 31 December 2021 were \$1.7 million, or \$827 per vessel per day, compared to \$0.7 million, or \$322 per vessel per day for the same period in 2020. Pure cash G&A for the three months ended 31 December 2021 were \$0.5 million, or \$242 per vessel per day.

#### Year ended 31 December 2021

For the year ended 31 December 2021, the Company reported revenues and net other operating income (expenses) of \$298.0 million and net income of \$92.1 million generating EPS of \$3.07 based on 30,024,106 weighted average number of shares outstanding. This result compares with a net loss of \$4.5 million for the year ended 31 December 2020. Ship ownership days decreased to 8,395 in the twelve months of 2021, from 8,872 in the same period of 2020; ship ownership days are expected remain at 8,395 for the full year of 2022.

The Company earned an average gross TCE of \$24,770 per day on its Capesize vessels and \$22,730 per day on its Panamax vessel for the year ended 31 December 2021. Comparatively, for the year ended 31 December 2020 the Company earned a gross TCE of \$12,764 per day on its Capesize vessels and \$7,758 per day on its Panamax vessel. During the year ended 31 December 2021, sixteen of the Company’s Capesize vessels were traded on the spot market, the majority employed in Capesize Chartering Ltd. (“CCL”) via the CTH Capesize Revenue Sharing Agreement (“Capesize RSA”); the Panamax vessel was also traded on the spot market whilst six Capesize vessels were employed on period charters.

Net income for the year ended 31 December 2021 included non-cash depreciation expense of \$41.4 million. Direct vessel operating expenses for the period totalled \$48.3 million or \$5,750 per vessel per day.

General and administrative expenses (“G&A”) for the year ended 31 December 2021 were \$4.8 million, or \$575 per vessel per day, which compares with \$3.1 million for the same period in 2020, or \$351 per vessel per day. Pure cash G&A in 2021 were \$1.9 million or \$225 per vessel per day.

GoodBulk Fleet

GoodBulk controls a fleet of 23 dry bulk vessels with an average age of 12.5 years consisting of 22 Capesize vessels and one Panamax dry bulk vessel.

<u>Vessel</u>	<u>Type</u>	<u>Dwt</u>	<u>Built</u>	<u>Yard</u>	<u>Current Employment</u>
<i>Owned</i>					
Aquakatana	Capesize	185,897	Apr-05	Kawasaki, JPN	Period
Aquavictory	Capesize	182,060	May-10	Odense, DEN	Capesize RSA
Aquamarine	Capesize	182,060	Jul-09	Odense, DEN	Capesize RSA
Aquataine	Capesize	181,725	Sep-10	Imabari, JPN	Capesize RSA
Nautical Dream	Capesize	180,730	Mar-13	JMU , JPN	Capesize RSA
Aquasalwador	Capesize	180,012	Jan-12	Daehan, KR	Capesize RSA
Aquanavigator	Capesize	179,905	Dec-11	Daehan, KR	Capesize RSA
Aquarange	Capesize	179,842	Sep-11	Hanjin, PH	Capesize RSA
Aquamaka	Capesize	179,362	Sep-09	Hyundai, KR	Capesize RSA
Aquahaha	Capesize	179,023	Feb-12	Hanjin, PH	Capesize RSA
Aquatonka	Capesize	179,004	Mar-12	Hanjin, PH	Capesize RSA
Aquaexplorer	Capesize	178,929	Jun-12	Sungdong, KR	Capesize RSA
Aquamarie	Capesize	178,896	Apr-12	Sungdong, KR	Period
Aquasurfer	Capesize	178,854	Jul-13	Sungdong, KR	Period
Aquaproud	Capesize	178,055	Jun-09	SWS, CHN	Capesize RSA
Aquahope	Capesize	177,173	Oct-07	Namura, JPN	Capesize RSA
Aquadonna	Capesize	177,173	Jun-05	Namura, JPN	Capesize RSA
Aquabridge	Capesize	177,106	Jan-05	Namura, JPN	Capesize RSA
Aquavoyageurs	Capesize	177,022	Jul-05	Namura, JPN	Capesize RSA
Aquaenna	Capesize	175,975	Sep-11	Jinhai, CHN	Capesize RSA
Aquakatie	Capesize	174,142	Aug-07	SWS, CHN	Capesize RSA
Aquascope	Capesize	174,008	Nov-06	SWS, CHN	Capesize RSA
Aquaknight	Panamax	75,395	Apr-07	Universal, JPN	Spot

GoodBulk Period Coverage

<u>Vessel</u>	<u>Redelivery Period</u>		<u>Daily Hire</u>
	<u>Min Period</u>	<u>Max Period</u>	
Aquamarie	2-Dec-21	17-Apr-22	\$14,000
Aquakatana	15-Dec-21	3-Apr-22	\$15,000
Aquasurfer	18-Jan-22	18-May-22	\$14,750

GoodBulk Ship Ownership Days

<u>Type</u>	<u>1Q21</u>	<u>2Q21</u>	<u>3Q21</u>	<u>4Q21</u>	<u>2021</u>	<u>1Q22E</u>	<u>2Q22E</u>	<u>3Q22E</u>	<u>4Q22E</u>	<u>2022E</u>	<u>2023E</u>
Capesize	1,980	2,002	2,024	2,024	8,030	1,980	2,002	2,024	2,024	8,030	8,030
Panamax	90	91	92	92	365	90	91	92	92	365	365
Total	2,070	2,093	2,116	2,116	8,395	2,070	2,093	2,116	2,116	8,395	8,395
Ship equiv.	23.0	23.0	23.0	23.0	23.0	23.0	23.0	11.6	11.5	23.0	23.0

-2021 figures are actual, 2022 and 2023 figures are estimates

Estimated Normalized Break Even After Operating Expenses, Debt Service, and Corporate G&A

	<u>2021</u>	<u>2022</u>	<u>2023</u>
Break Even	\$10,097	\$10,087	\$10,100

- Break even based upon budget for operating expenses (opex) and corporate G&A

- Debt service includes interest and scheduled principal amortization, excludes balloon.

Investments

GoodBulk's regularly scheduled drydocking and maintenance program is a continuing area of investment. This capital expenditure is necessary to ensure the proper, safe and efficient operation of our vessels and to comply with international shipping standards and environmental laws and regulations. Installation of Ballast Water Treatment Systems ("BWTS") will be evaluated on a case by case basis depending upon the age of each ship and the market conditions at the time of the required installation. Upon the advice of our technical manager GoodBulk will install BWTS on 10 Capesize vessels and on the one Panamax vessel in 2022 during their scheduled drydocks.

The following table includes our estimated drydock expense and off hire days for 2021 and 2022. These estimates are based upon our technical manager’s experience and can vary based upon yard schedules, condition of the vessel at the time of drydocking, location of the drydocking, and other factors and include the cost of installing BWTS.

#### Drydock Schedule

<u>Year</u>	<u>Off Hire Days</u>	<u>Cost (\$mn)</u>
2021	-	4.18
2022	385	17.18
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	385	21.37

- Schedule reflects management's estimate as of March 2022

#### Liquidity and Capital Resources

Net cash produced in the quarter ended 31 December 2021 was \$2.9 million, which compares to \$10.8 million cash produced in the same period for 2020. Net cash provided by operating activities in the fourth quarter of 2021 was \$54.6 million, compared to \$16.7 million produced in the same period in 2020. Net cash used in investing activities in the fourth quarter of 2021 was \$0.7 million compared to \$5.3 million produced in the same period in 2020. Net cash used by financing activities in the fourth quarter of 2021 was \$51.0 million, compared to \$11.2 used in the same period in of 2020. GoodBulk ended the quarter with cash and cash equivalents of \$39.7 million.

#### Capital repatriation

On 18 March 2022, the Board of Directors declared a shareholders contribution repayment of \$1.0 per common share to shareholders of record as of 4 April 2022 and payable on 29 April 2022.

Summary Financial Statements

Condensed consolidated statement of financial position

As of December 31, 2020 and December 31, 2021

(All amounts expressed in thousands of U.S. Dollars unless otherwise stated, except per share)

	Dec. 31, 2020	Dec. 31, 2021
<b>ASSETS</b>		
<b>Current assets</b>		
Cash and cash equivalents	37,608	39,653
Trade receivables	15,154	24,877
Receivables from related parties	800	1,809
Prepayments and other current assets	9,313	8,645
Inventories	2,230	3,964
<b>Total current assets</b>	<b>65,105</b>	<b>78,948</b>
<b>Non current assets</b>		
Vessels, net	493,152	455,955
<b>Total non current assets</b>	<b>493,152</b>	<b>455,955</b>
<b>Total assets</b>	<b>558,257</b>	<b>534,903</b>
<b>LIABILITIES AND SHAREHOLDERS' EQUITY</b>		
<b>Current liabilities</b>		
Trade payables	7,067	7,554
Payables to related parties	380	3,124
Derivative financial instruments	2,207	1,600
Accruals and deferred income	2,302	4,354
Bank borrowings, current portion	26,888	26,962
<b>Total current liabilities</b>	<b>38,844</b>	<b>43,594</b>
<b>Non current liabilities</b>		
Bank borrowings, non current portion	171,267	144,304
Derivative financial instruments	4,783	1,275
<b>Total non current liabilities</b>	<b>176,050</b>	<b>145,579</b>
<b>Total liabilities</b>	<b>214,894</b>	<b>189,173</b>
<b>Shareholders' equity</b>		
Share capital	30,021	30,028
Share premium	22	115
Contributed surplus	330,453	236,727
Reserves	(6,990)	(2,875)
Treasury shares	(6,317)	(6,730)
Retained earnings (losses) / earnings	(3,826)	88,465
<b>Total shareholders' equity</b>	<b>343,363</b>	<b>345,730</b>
<b>Total liabilities and shareholders' equity</b>	<b>558,257</b>	<b>534,903</b>

Condensed consolidated statement of profit or loss

For the three months and year ended December 31, 2020 and 2021

(All amounts expressed in thousands of U.S. Dollars unless otherwise stated, except per share)

	For the three months ended		For the year ended	
	Dec. 31, 2020	Dec. 31, 2021	2020	2021
Revenues	41,720	93,405	171,395	288,319
Voyage expenses	(12,755)	(32,529)	(71,963)	(103,793)
Vessels operating expenses	(12,169)	(11,930)	(48,838)	(48,270)
Net other operating income / (expenses)	1,432	1,559	(496)	9,723
Depreciation	(10,308)	(10,407)	(40,843)	(41,381)
Gain on sale of vessels	2,553	0	4,641	0
General and administrative expenses	(690)	(1,749)	(3,118)	(4,827)
<b>Profit from operations</b>	<b>9,783</b>	<b>38,349</b>	<b>10,778</b>	<b>99,771</b>
Net financial expense	(2,142)	(1,859)	(15,297)	(7,633)
<b>Profit / (loss) for the period</b>	<b>7,641</b>	<b>36,490</b>	<b>(4,519)</b>	<b>92,138</b>
Earnings / (losses) per share (in U.S. Dollars) - basic and diluted	0.25	1.22	(0.15)	3.07



Condensed consolidated statement of changes in shareholders' equity

For the years ended December 31, 2020 and 2021

(All amounts expressed in thousands of U.S. Dollars unless otherwise stated, except per share)

	Share capital	Share premium	Contributed surplus	Reserves	Treasury shares	Retained earnings / (losses)	Total	
	# of shares	Par						
<b>Balance as of December 31, 2019</b>	<b>30,009,672</b>	<b>30,010</b>	<b>363,018</b>	-	(5,180)	(6,317)	2,782	<b>384,313</b>
Issuance of shares for Directors' remuneration	11,044	11	89	-	-	-	-	100
Share premium reduction on June 23, 2020	-	-	(26,728)	-	-	-	26,728	0
Share premium reduction on December 16, 2020	-	-	(336,357)	336,357	-	-	-	0
Dividend declared	-	-	-	-	-	(29,510)	(29,510)	
Capital repayment	-	-	-	(5,904)	-	-	-	(5,904)
Share-based compensation	-	-	-	-	-	693	693	
<i>Loss for the period</i>	-	-	-	-	-	(4,519)	(4,519)	
<i>Other comprehensive loss for the period</i>	-	-	-	(1,810)	-	-	-	(1,810)
Total comprehensive loss for the period	-	-	-	(1,810)	-	(4,519)	(6,329)	
<b>Balance as of December 31, 2020</b>	<b>30,020,716</b>	<b>30,021</b>	<b>22</b>	<b>330,453</b>	<b>(6,990)</b>	<b>(6,317)</b>	<b>(3,826)</b>	<b>343,363</b>
Issuance of shares for Directors' remuneration	7,282	7	93	-	-	-	-	100
Capital repayment	-	-	-	(93,726)	-	-	-	(93,726)
Acquisition of treasury shares	-	-	-	-	(413)	-	-	(413)
Share-based compensation	-	-	-	-	-	153	153	
<i>Profit for the period</i>	-	-	-	-	-	92,138	92,138	
<i>Other comprehensive income for the period</i>	-	-	-	4,115	-	-	-	4,115
Total comprehensive income for the period	-	-	-	4,115	-	92,138	96,253	
<b>Balance as of December 31, 2021</b>	<b>30,027,998</b>	<b>30,028</b>	<b>115</b>	<b>236,727</b>	<b>(2,875)</b>	<b>(6,730)</b>	<b>88,465</b>	<b>345,730</b>

Condensed consolidated statement of cash flows

For the years ended December 31, 2020 and 2021

(All amounts expressed in thousands of U.S. Dollars unless otherwise stated, except per share)

	Dec. 31, 2020	Dec. 31, 2021
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
(Loss) / profit for the year	(4,519)	92,138
Adjustments to reconcile net profit to net cash generated by operating activities:		
Depreciation	40,843	41,381
Gain on sale of vessels	(4,641)	-
Directors remuneration settled by issuance of Company's shares	100	100
Equity-settled share-based payment transactions	907	2,935
Net financial expenses	15,297	7,633
Changes in operating assets and liabilities:		
Decrease / (increase) in trade receivables	6,176	(9,723)
Increase in receivables from related parties	(287)	(1,009)
(Increase) / decrease in prepayments and other current assets	(6,929)	668
Decrease / (increase) in inventories	788	(1,734)
(Decrease) / increase in trade payables	(502)	566
Decrease in payables to related parties	(29)	(38)
(Decrease) / increase in accruals and deferred income	(66)	2,241
Cash provided by operations	47,138	135,158
Interest paid	(9,759)	(7,189)
<b>Net cash provided by operating activities</b>	<b>37,379</b>	<b>127,969</b>
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Payments for vessels	(17,253)	(4,356)
Net proceeds from vessels' sale	39,013	-
Financial income received	142	-
<b>Net cash provided by / (used in) investing activities</b>	<b>21,902</b>	<b>(4,356)</b>
<b>CASH FLOWS FROM FINANCING ACTIVITIES:</b>		
Purchase of treasury shares	-	(413)
Dividends' payment	(29,510)	-
Capital repayment	(5,904)	(93,726)
Proceeds from bank loans	200,000	-
Bank loan repayments	(227,342)	(27,429)
Payment for refinancing project expenses	(3,760)	-
Payment of loan arrangement and commitment fees	(2,126)	-
<b>Net cash used in financing activities</b>	<b>(68,642)</b>	<b>(121,568)</b>
<b>Net change in cash and cash equivalents</b>	<b>(9,361)</b>	<b>2,045</b>
Cash and cash equivalents, beginning of the year	46,969	37,608
<b>Cash and cash equivalents, end of the year</b>	<b>37,608</b>	<b>39,653</b>
<b>Non-cash investing and financing activities</b>		
Unpaid capital expenditure relating to drydock	2,284	2,112

#### About GoodBulk Ltd.

GoodBulk, incorporated in Bermuda, is an owner and operator of dry bulk vessels formed in October 2016 for the purpose of owning high quality second hand dry bulk vessels between 50,000–210,000 DWT. The Company owns a fleet of 23 dry bulk vessels, including 22 Capesize vessels and one Panamax vessel. Designed to provide an efficient company for investors to access the dry bulk market, all vessels are externally managed by C Transport Maritime S.A.M. a leading third-party manager of dry bulk vessels. GoodBulk is listed on the Norwegian OTC market under the symbol “BULK.” More information can be found online at [www.goodbulk.com](http://www.goodbulk.com).

#### Forward Looking Statements

This release includes forward-looking statements. Such statements are generally not historical in nature, and specifically include statements about the Company’s plans, strategies, business prospects, changes and trends in its business and the markets in which it operates, sometimes identified by the words such as "believes", "expects", "predicts", "intends", "projects", "plans", "estimates", "aims", "foresees", "anticipates", "targets", and similar expressions. These statements are made based upon management’s current plans, expectations, assumptions and beliefs concerning future events impacting the Company and therefore involve a number of risks, uncertainties and assumptions that could cause actual results to differ materially from those expressed or implied in the forward-looking statements, which speak only as at the date of this release. Consequently, no forward-looking statement can be guaranteed. The Company undertakes no obligation to update any forward-looking statements to reflect events or circumstances after the date on which such statement is made or to reflect the occurrence of unanticipated events. New factors emerge from time to time, and it is not possible for us to predict all of these factors. Further, the Company cannot assess the impact of each such factors on its business or the extent to which any factor, or combination of factors, may cause actual results to be materially different from those contained in any forward-looking statement.

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