GENCO SHIPPING & TRADING LIMITED



Capital Link New York Maritime Forum
October 2023
NYSE: GNK

Forward Looking Statements

"Safe Harbor" Statement Under the Private Securities Litigation Reform Act of 1995

This presentation contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements use words such as "anticipate," "budget," "estimate," "expect," "project," "intend," "plan," "believe," and other words and terms of similar meaning in connection with a discussion of potential future events, circumstances or future operating or financial performance. These forward-looking statements are based on our management's current expectations and observations. Included among the factors that, in our view, could cause actual results to differ materially from the forward looking statements contained in this release are the following: (i) declines or sustained weakness in demand in the drybulk shipping industry; (ii) weakness or declines in drybulk shipping rates; (iii) changes in the supply of or demand for drybulk products, generally or in particular regions; (iv) changes in the supply of drybulk carriers including newbuilding of vessels or lower than anticipated scrapping of older vessels; (v) changes in rules and regulations applicable to the cargo industry, including, without limitation, legislation adopted by international organizations or by individual countries and actions taken by regulatory authorities; (vi) increases in costs and expenses including but not limited to: crew wages, insurance, provisions, lube oil, bunkers, repairs, maintenance, general and administrative expenses, and management fee expenses; (vii) whether our insurance arrangements are adequate; (viii) changes in general domestic and international political conditions; (ix) acts of war, terrorism, or piracy, including without limitation the ongoing war in Ukraine; (x) changes in the condition of the Company's vessels or applicable maintenance or regulatory standards (which may affect, among other things, our anticipated drydocking or maintenance and repair costs) and unanticipated drydock expenditures; (xi) the Company's acquisition or disposition of vessels; (xii) the amount of offhire time needed to complete maintenance, repairs, and installation of equipment to comply with applicable regulations on vessels and the timing and amount of any reimbursement by our insurance carriers for insurance claims, including offhire days; (xiii) the completion of definitive documentation with respect to charters; (xiv) charterers' compliance with the terms of their charters in the current market environment; (xv) the extent to which our operating results are affected by weakness in market conditions and freight and charter rates; (xvi) our ability to maintain contracts that are critical to our operation, to obtain and maintain acceptable terms with our vendors, customers and service providers and to retain key executives, managers and employees; (xvii) completion of documentation for vessel transactions and the performance of the terms thereof by buyers or sellers of vessels and us; (xviii) the relative cost and availability of low sulfur and high sulfur fuel, worldwide compliance with sulfur emissions regulations that took effect on January 1, 2020 and our ability to realize the economic benefits or recover the cost of the scrubbers we have installed; (xix) our financial results for the year ending December 31, 2023 and other factors relating to determination of the tax treatment of dividends we have declared; (xx) the financial results we achieve for each quarter that apply to the formula under our new dividend policy, including without limitation the actual amounts earned by our vessels and the amounts of various expenses we incur, as a significant decrease in such earnings or a significant increase in such expenses may affect our ability to carry out our new value strategy; (xxi) the exercise of the discretion of our Board regarding the declaration of dividends, including without limitation the amount that our Board determines to set aside for reserves under our dividend policy; (xxii) the duration and impact of the COVID-19 novel coronavirus epidemic, which may negatively affect general global and regional economic conditions, our ability to charter our vessels at all and the rates at which are able to do so; our ability to call on or depart from ports on a timely basis or at all; our ability to crew, maintain, and repair our vessels, including without limitation the impact diversion of our vessels to perform crew rotations may have on our revenues, expenses, and ability to consummate vessel sales, expense and disruption to our operations that may arise from the inability to rotate crews on schedule, and delay and added expense we may incur in rotating crews in the current environment; our ability to staff and maintain our headquarters and administrative operations; sources of cash and liquidity; our ability to sell vessels in the secondary market, including without limitation the compliance of purchasers and us with the terms of vessel sale contracts, and the prices at which vessels are sold; and other factors relevant to our business described from time to time in our filings with the Securities and Exchange Commission; and (xxiii) other factors listed from time to time in our filings with the Securities and Exchange Commission, including, without limitation, our Annual Report on Form 10-K for the year ended December 31, 2022 and subsequent reports on Form 8-K and Form 10-Q. Our ability to pay dividends in any period will depend upon various factors, including the limitations under any credit agreements to which we may be a party, applicable provisions of Marshall Islands law and the final determination by the Board of Directors each quarter after its review of our financial performance, market developments, and the best interests of the Company and its shareholders. The timing and amount of dividends, if any, could also be affected by factors affecting cash flows, results of operations, required capital expenditures, or reserves. As a result, the amount of dividends actually paid may vary. We do not undertake any obligation to update or revise any forward-looking statements, whether as a result of new information, future events or otherwise.

Presenters



John C. Wobensmith
Chief Executive Officer

- Over 25 years of experience in the shipping industry
- Strong background in managing all aspects of a drybulk shipping company including commercial, technical and finance
- Holds CFA designation



Peter Allen
Chief Financial Officer

- Over 15 years of experience in the shipping industry
- Significant experience in capital allocation, M&A, as well as financial and drybulk market analysis
- Holds CFA designation



Jesper Christensen
Chief Commercial Officer

- Over 17 years of experience in the shipping industry
- Extensive experience in all aspects of commercial management in the dry cargo sector
- Responsible for global chartering / operations activities







Executive summary

Genco Shipping & Trading overview

- The **largest U.S. based** drybulk shipowner, with **44 modern, high-quality** vessels
- Headquartered in **New York** with global offices in **Singapore** and **Copenhagen**
- **Transport both major** (iron ore & coal) **and minor** (grains, cement, fertilizers, etc.) bulk across all key world-wide shipping routes
- **Direct exposure to all drybulk trades** transported across world-wide shipping routes
- Provides a **full-service logistics solution** to our customers
- **Optimized risk return profile:** low leverage (11% net LTV[1]) + high dividend payout
- **Transparent US filer** with no related party transactions
- **Rated #1 ESG shipping company** globally[2]
- **NYSE listed** under ticker symbol **GNK**









1) Net LTV is based on VesselsValue.com estimates from October 2023 and cash and debt balances as of Jun 30, 2023.
2) Based on the Webber Research 2022 ESG scorecard.

Capital allocation approach

Strong balance sheet

$53.9m	Cash on the balance sheet – June 30, 2023
$207.0m	Undrawn revolver availability – June 30, 2023
$260.9m	Total available liquidity
66%	Paid down $296m of debt since 2021

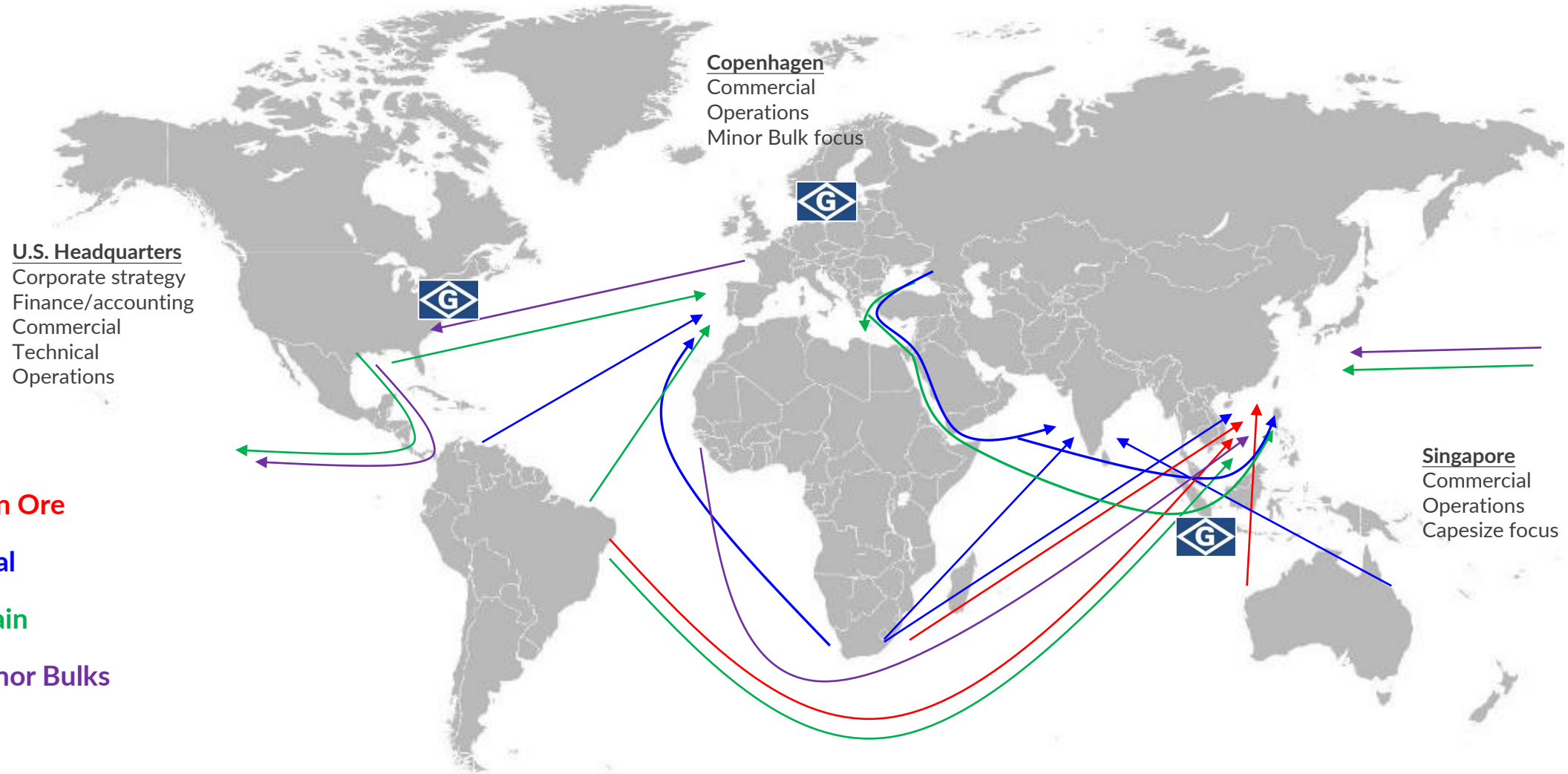
Value strategy

$0.15	Q2 2023 dividend per share
$4.595	**Declared 16 consecutive quarterly dividends** Totaling $4.595 per share
$153.5m	**Debt outstanding at June 30, 2023** Reduced our debt by $295.7m or 66% since start of 2021
11%	Net loan-to-value*

*Represents the principal amount of our credit facility debt outstanding less our cash and cash equivalents as of June 30, 2023 divided by estimates of the market value of our fleet from October 2023 from VesselsValue.com. The actual market value of our vessels may vary.

Global drybulk trade and key routes

~90% of global trade is carried by the international shipping industry – Genco's global footprint maximizes revenue generation by capturing market trends in real-time

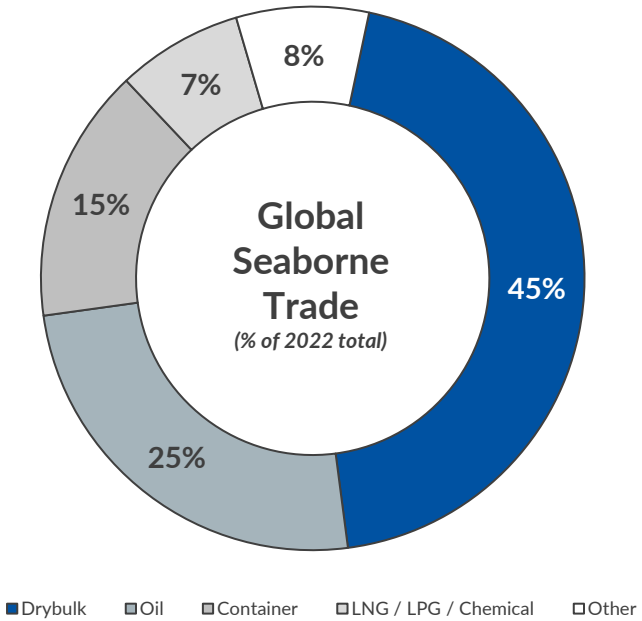


Source: Clarksons Research Services Limited 2023

Genco transported 25mdwt of drybulk commodities in 2022

We employ a diversified asset base consisting of large Capesize vessel and medium size Ultra/Supramax vessels, enabling us to carry a wide range of cargoes worldwide

Drybulk trade is ~half of seaborne trade volume



Commodity	% of drybulk trade	Primary use
Iron ore	28%	Steel production
Met / thermal coal	22%	Steel production + power generation
Grain	10%	Human consumption + feed livestock
Minor bulks	40%	Various uses, building products, raw materials, linked to global GDP growth





Genco's commodities carried



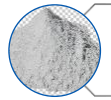
Iron Ore: 41%



Met / Thermal Coal: 22%



Grains: 10%



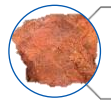
Cement: 8%



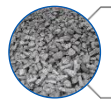
Potash/Fertilizer: 4%



Steel/Pig Iron: 4%



Alumina/Bauxite: 3%



Miscellaneous: 8%

Global grain trade: key component of our business helping to feed the world and alleviate hunger

#3	Grain is the 3rd largest commodity carried by the vessels in our fleet…
>20%	…representing over 20% of our commodities loaded by our minor bulk fleet in 2022
3MT	Corn, wheat, soybeans and other agricultural commodities transported by Genco in 2022
Black Sea	Russia exited grain initiative in July – reduced Ukrainian exports, while Russian shipments are firm
Brazil	Bumper Brazilian corn crop



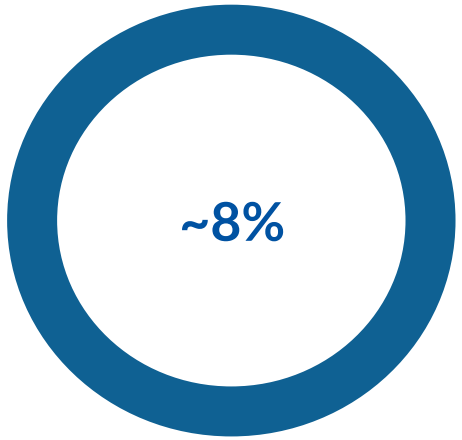






Current drybulk market trends

Orderbook



Historically low newbuilding vessel orderbook as a percentage of the fleet – ~7% after end 2023

Environmental



Environmental regulations have led to lower newbuilding orders, and could result in increased scrapping / slower vessel speeds

China



China continues to implement various stimulus / easing measures to aid its property sector

Geopolitical / macro



Grain: Black Sea Initiative exited by Russia in July 2023

Coal: increased shipments from Russia to China / India

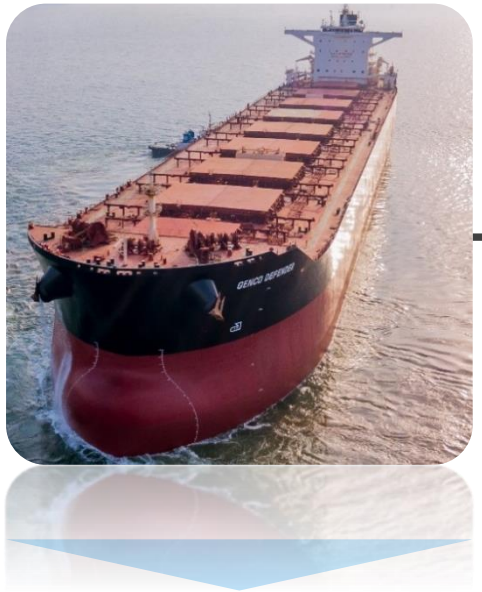
Sources: Clarksons Research Services Limited 2023

Genco's "barbell" approach to fleet composition

...combines upside potential of Capesize vessels with the more stable earnings stream of minor bulk vessels

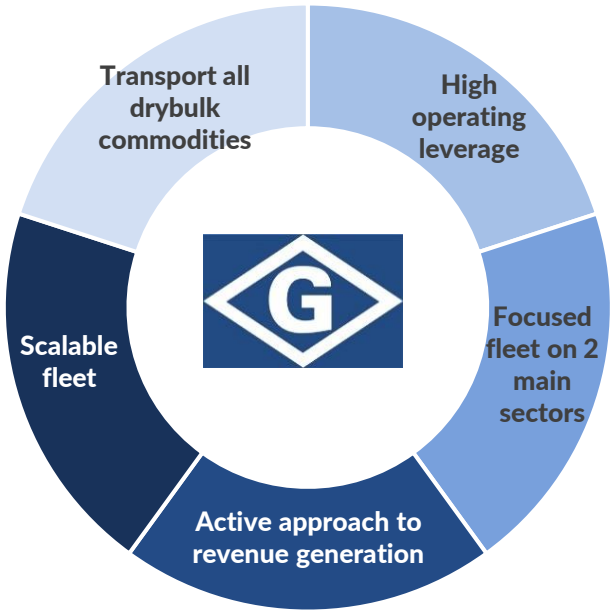
Major bulk Capesize

17 vessels



- Higher industry beta leading to greater upside potential
- Focused on iron ore trade
- Driven by world-wide steel production

These two sectors provide complementary characteristics for Genco's value strategy...



Minor bulk Ultra/Supra

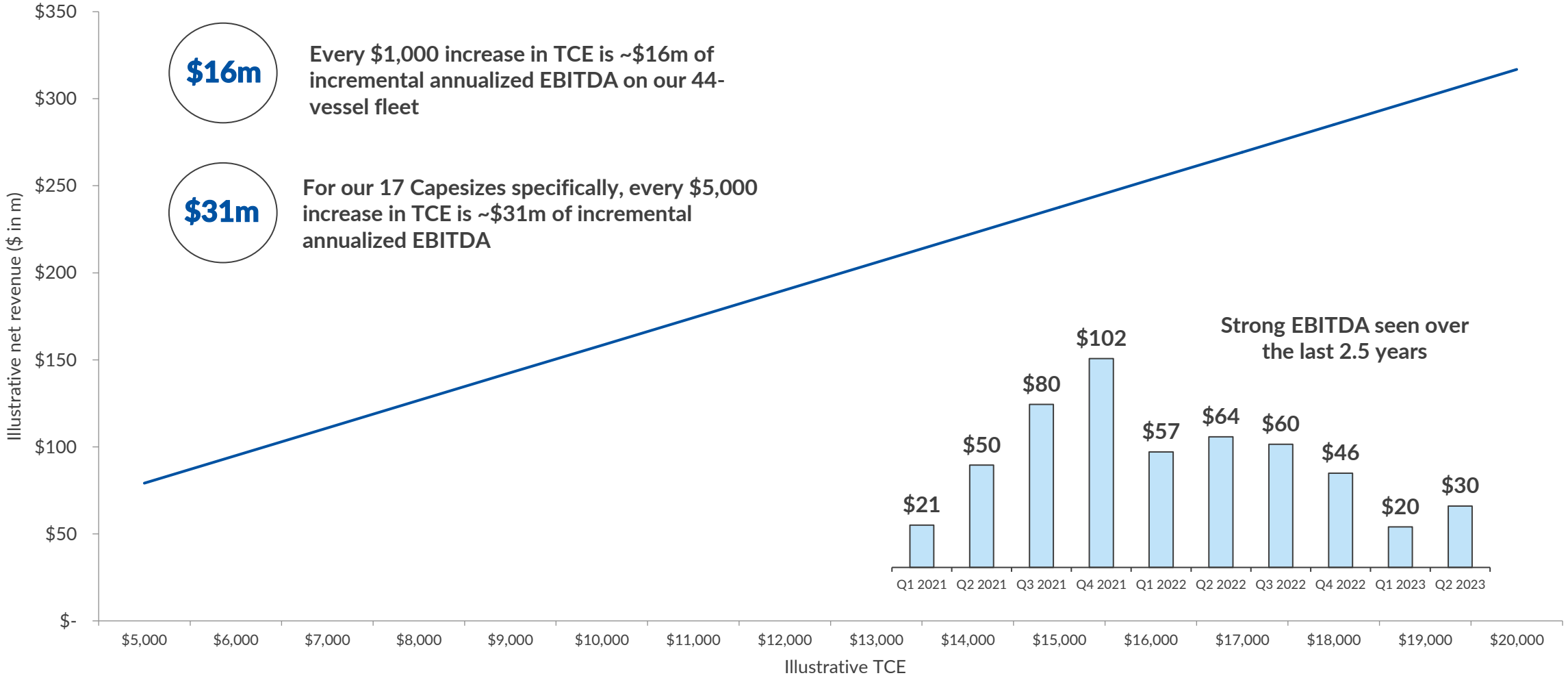
27 vessels



- More stable earnings
- Diverse trade routes
- Cargo arbitrage opportunities

Significant fleet-wide operating leverage

Highlights the improved risk / reward profile of our new value strategy



Note: based on a fleet of 44 ships, for illustrative purposes only. We believe the non-GAAP measure presented provides investors with a means of better evaluating and understanding the Company's operating performance

Genco's ESG overview / recent initiatives

#1 rated public shipping company on ESG matters[1]

Environmental

- Replaced older, less fuel-efficient vessels with modern Ultramax ships that will lower overall fuel consumption in order to reduce our fleet's greenhouse gas emissions
- Installed ballast water treatment systems across the entire fleet
- Outfitted majority of our fleet with Energy Saving Devices (ESD) and high-performance paints systems
- Installed Engine Power Limitation (EPL) systems on select vessels to increase energy efficiency
- Real-time performance management of fuel consumption



Social

- Focus on investing in our team to drive productivity
- Involved in various charities to support our local and maritime communities
- Organize annual beach clean-ups across our global offices



Governance

- Transparent, U.S. filer with a majority independent Board of Directors
- No related party transactions
- Formed an ESG committee of our Board of Directors



1) Based on the Webber Research 2022 ESG scorecard

Comprehensive value strategy

Genco's comprehensive value strategy

Focused on 3 key elements…

Dividends

- **<$10k** — Reduced cash flow breakeven rate
- **16** — Consecutive quarterly dividends paid
- **7** — Dividends paid since inception of the value strategy (first in Q4 2021)

Deleveraging

- **$154 million** — Debt – Jun 30, 2023 *(~40% of fleet's current scrap value)*
- **66%** — Paid down $296m of debt since 2021
- **11%** — Net LTV*

Growth

- **15** — # of modern, eco vessels purchased since 2018
- **$435 million** — Investment in fleet growth / modernization in last ~5 years
- **$207 million** — Undrawn revolver availability – Jun 30, 2023

*Net LTV is based on VesselsValue.com estimates from October 2023 and cash and debt balances as of June 30, 2023.

Dividend history over the last 4 years

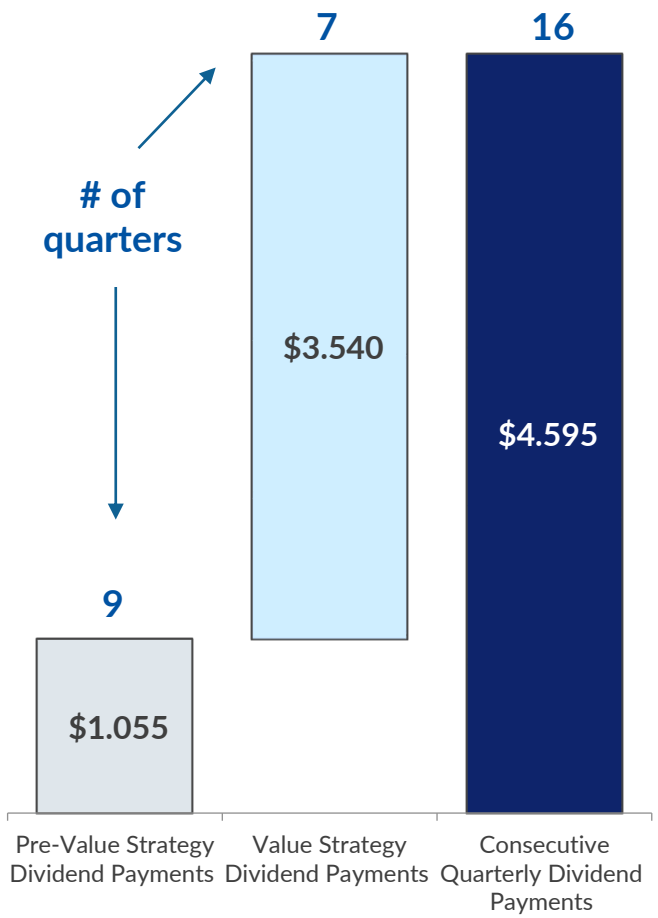
Sizeable dividend payouts since the implementation of our value strategy

Dividend history (Q3 2019 to date)

Quarter	Dividend/sh	
Q3 2019	$ 0.500	*
Q4 2019	$ 0.175	
Q1 2020	$ 0.020	
Q2 2020	$ 0.020	
Q3 2020	$ 0.020	
Q4 2020	$ 0.020	
Q1 2021	$ 0.050	
Q2 2021	$ 0.100	
Q3 2021	$ 0.150	
Q4 2021	$ 0.670	Value strategy dividends
Q1 2022	$ 0.790	
Q2 2022	$ 0.500	
Q3 2022	$ 0.780	
Q4 2022	$ 0.500	
Q1 2023	$ 0.150	
Q2 2023	$ 0.150	
Total	**$ 4.595**	

*Includes special dividend

Significant increase in dividends since value strategy inception



Sustained dividends across diverse market environments

16 quarters
Consecutive quarterly dividends since Q3 2019

$4.595/share
Dividends in aggregate since Q3 2019

31%
Percentage of share price paid in dividends since Q3 2019*

*Closing share price as of October 9, 2023

Quarterly dividend calculation / framework

Straight-forward and transparent dividend formula

	Dividend calculation (numbers in m except per share amounts)	Q2 2023 actual
Operating cash flow	Net revenue	$ 60.66
	Operating expenses	$ (30.84)
	Less: debt repayments	$ (8.75)
	Less: drydocking/BWTS/ESD upgrades	$ (4.69)
	Less: reserve	$ (9.92)
	Cash flow distributable as dividends	**$ 6.46**
	Number of shares to be paid dividends	43.1
	Dividend per share	**$ 0.15**

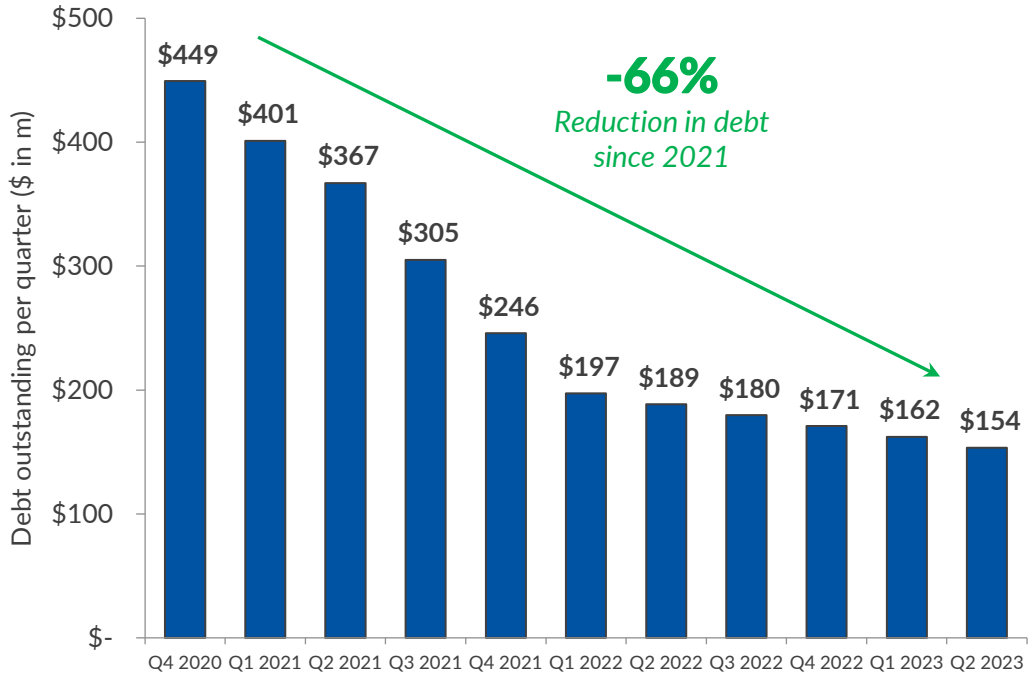
Voluntary debt repayments — No mandatory debt repayments until Aug 2026 facility maturity

Reserve optionality — Flexibility to reduce quarterly reserve

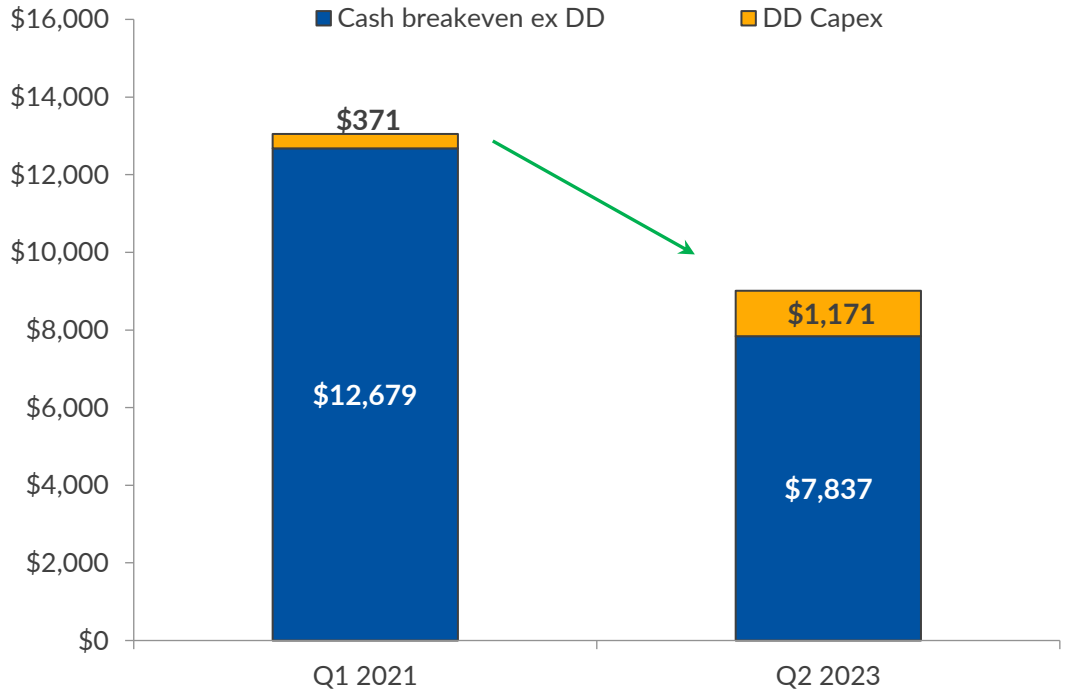
Note: Determinations of whether to pay a dividend, the amount of any dividend, and the amount of reserves used in any dividend calculation will remain in our board of directors' discretion. Reserve optionality: uses include debt prepayments, vessel acquisitions, and general corporate purposes. We maintain flexibility to reduce the quarterly reserve to pay dividends or increase the amount of dividends otherwise payable under our formula.

Genco's industry low cash flow breakeven rate

Meaningful reduction in debt outstanding thru large-scale debt paydowns since 2021…



…significantly reduced our cash flow breakeven rate to the lowest in the peer group

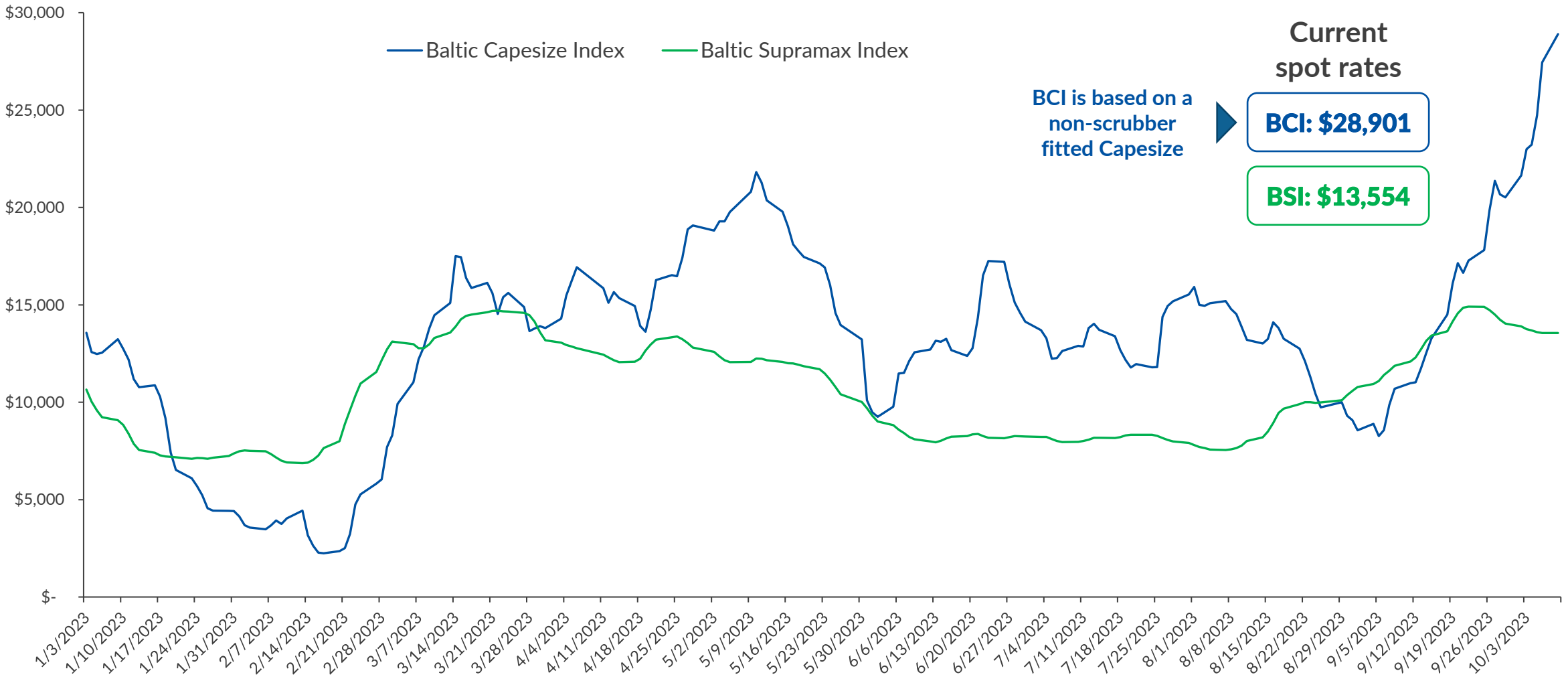


Breakeven rate prior to implementation of value strategy

Note: cash flow breakeven figures shown are based on actual figures for Q1 2021 and Q2 2023. Peer group is US listed public drybulk companies.

Current drybulk market dynamics

Freight rate development

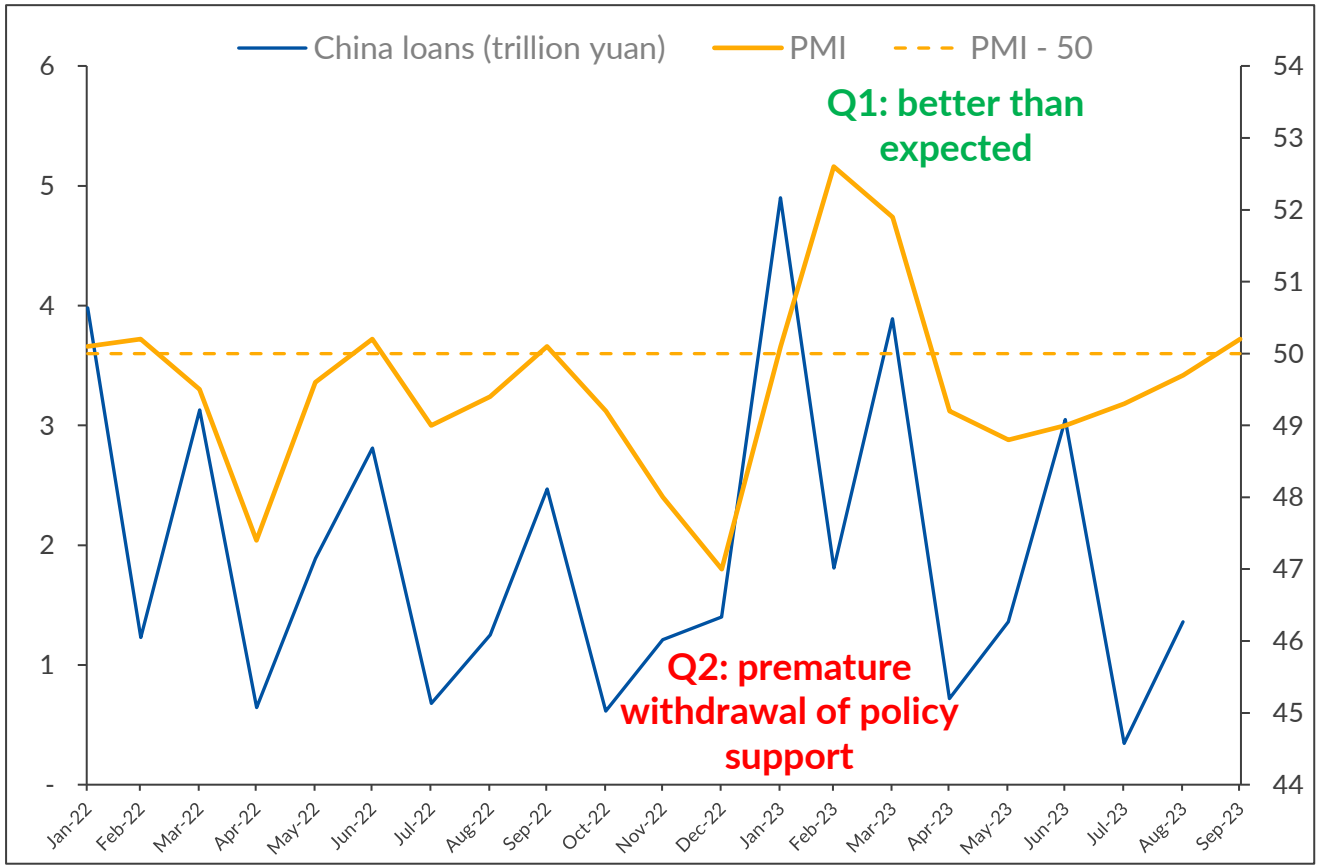


Source: Clarksons Research Services Limited 2023

China macro data points to further stimulus

Chinese government has moved to address weakness in consumer demand and the property market

Credit impulse fell after a strong Q1



- PMI in contractionary territory all of Q2 after a strong Q1
  - Returned to expansion in September
  - Has increased for 4 straight months
  - 2023 quarter-by-quarter avg PMI
    - Q1: 51.5, Q2: 49.0, Q3: 49.7
- China's credit impulse eased in Q2 after a Q1 rebound – lending down over 50% Q2 vs Q1

Sources: Clarksons Research Services Limited 2023, Commodore Research

China’s iron ore and steel complex

2H: iron ore port inventory restocking + increase in seaborne iron ore availability

China’s IO inventories are at multi-year lows



93%	China steel mill utilization >90%
+3%	China steel production through July YoY
+7%	Iron ore imports have increased by 7% YOY through August
~$120	Iron ore price remains firm
30MT+ *per month*	Brazilian iron ore exports improving, 2H weighting
+82%	China’s coal imports through August at record levels – targeting 400mtpa

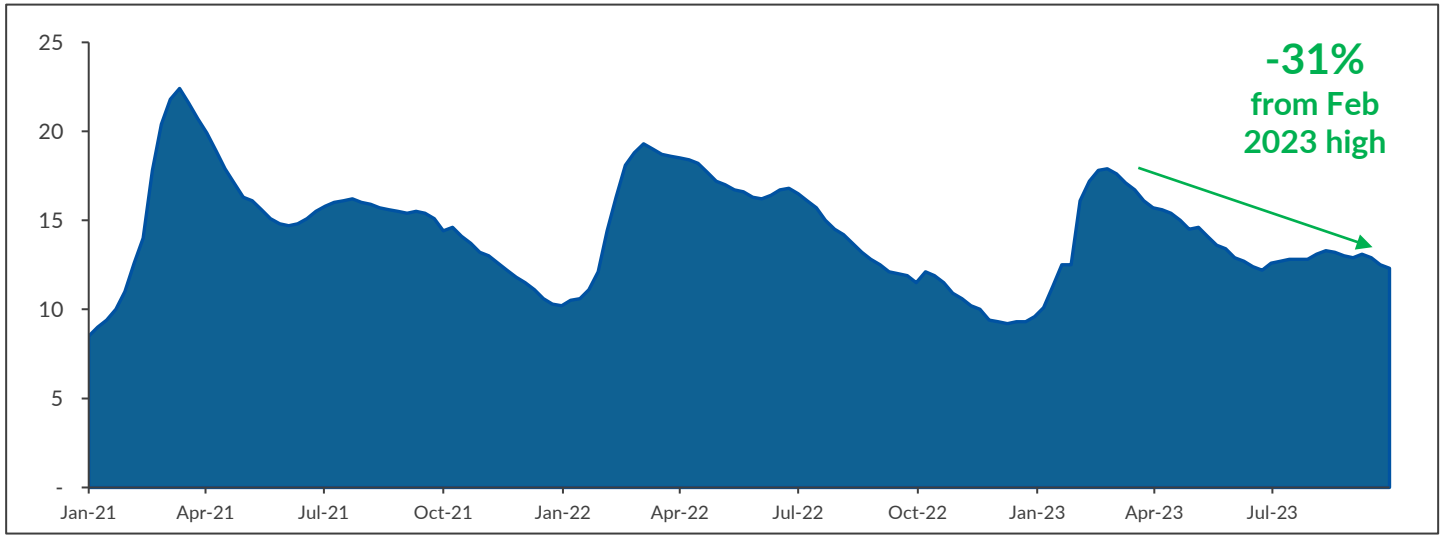
Sources: Clarksons Research Services Limited 2023, Mysteel

Global steel production growth led by China + India

Global steel production (MT)

	Aug 2023	Aug 2022	% Variance	YTD 2023	YTD 2022	% Variance
China	86.4	83.7	3.2%	712.9	694.9	2.6%
European Union	9.1	9.5	-4.4%	85.7	95.0	-9.8%
Japan	7.1	7.4	-2.9%	58.4	60.7	-3.8%
India	11.9	10.1	17.4%	92.2	83.4	10.5%
South Korea	5.6	5.9	-5.9%	45.0	46.0	-2.3%
Global Production	**152.6**	**149.3**	**2.2%**	**1,256.4**	**1,253.8**	**0.2%**
Ex-China	**66.2**	**65.6**	**0.9%**	**543.4**	**558.9**	**-2.8%**

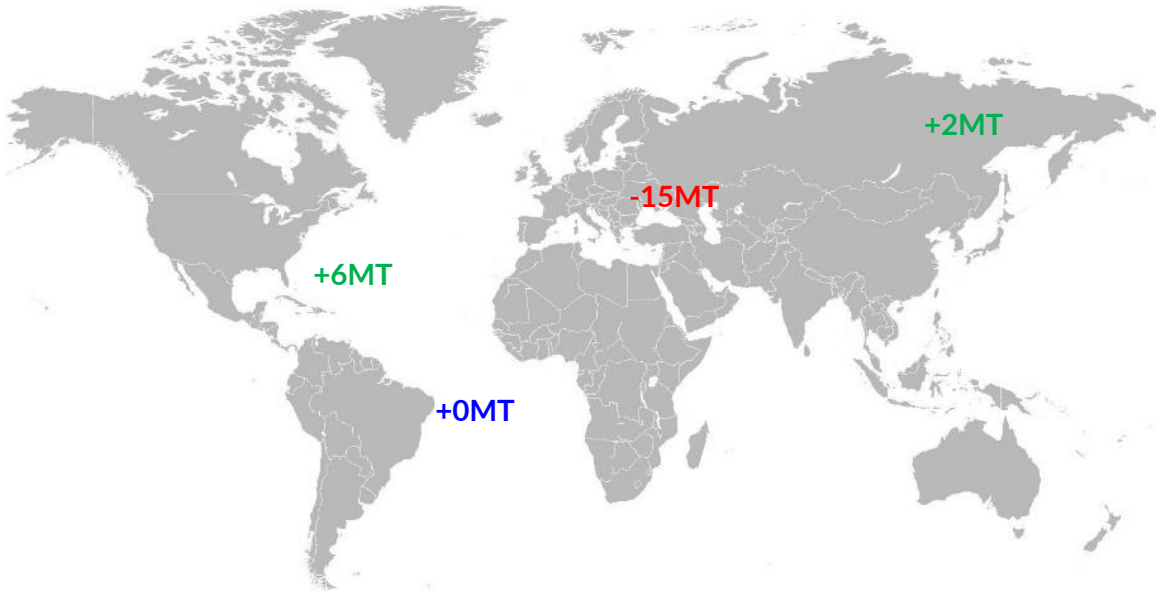
China steel stockpiles in decline since Q1



- China has produced 57% of global steel output though Aug this year
- While India's production has grown meaningfully in the YTD, the country's share of global output is only 7%
- EU production is down 10% YTD, highlighting the region's softer commodity demand
- China's steel stockpiles have been in decline since the end of Feb, as is seasonally the case
  - Levels are >30% lower over this time period

Sources: World Steel, Commodore Research

Grain trade impacted by macro environment



Wheat	2023/24p	2022/23e	Variance	% Variance
World	207.34	219.90	(12.56)	-6%
US	19.05	20.65	(1.60)	-8%
Russia	49.00	46.00	3.00	7%
Ukraine	11.00	17.12	(6.12)	-36%
Aust	19.00	32.50	(13.50)	-42%
Canada	23.00	25.75	(2.75)	-11%
EU	37.50	35.07	2.43	7%
Arg	11.50	4.50	7.00	156%

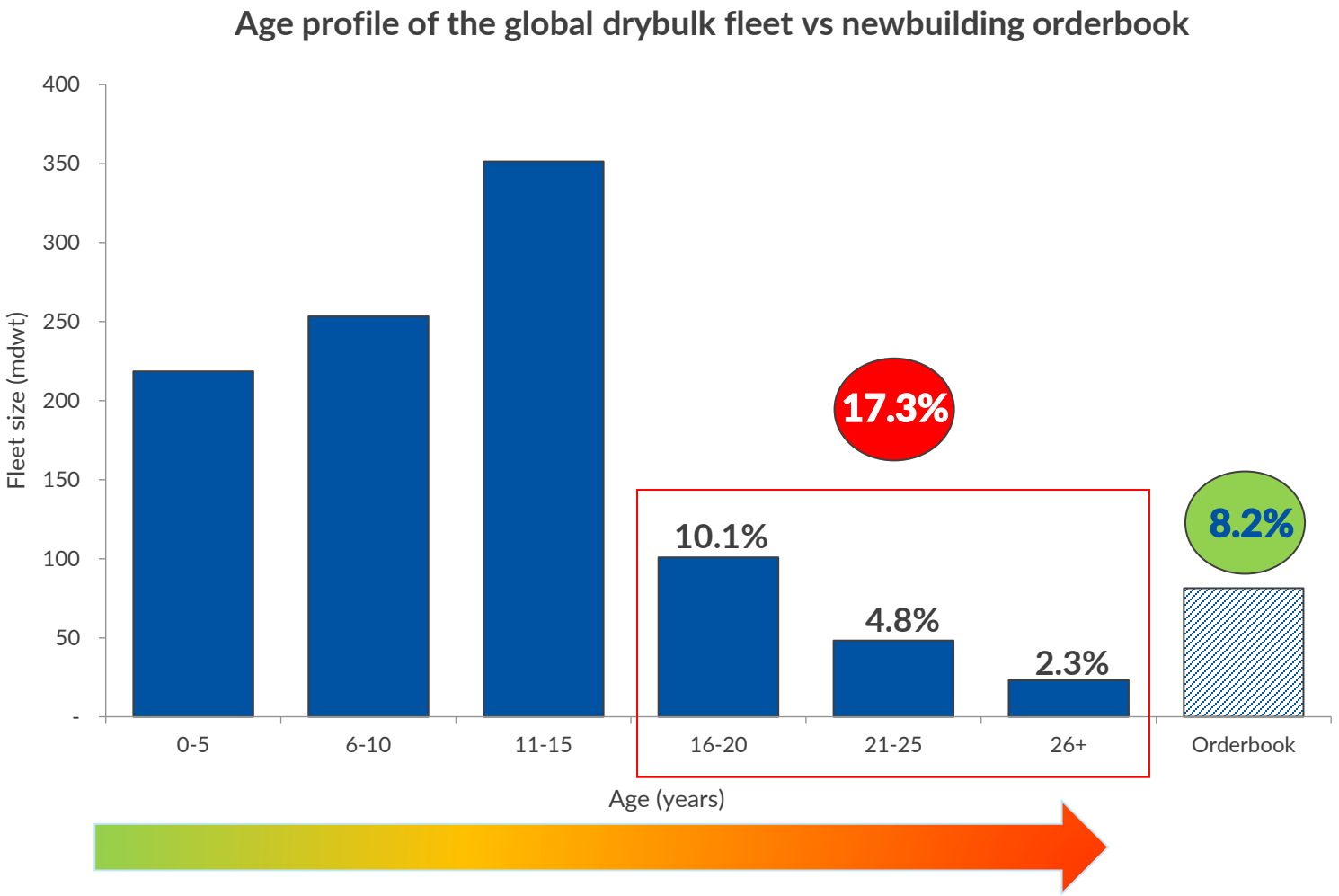
Coarse grain	2023/24p	2022/23e	Variance	% Variance
World	235.44	221.56	13.88	6%
US	58.65	45.16	13.49	30%
Arg	45.70	26.80	18.90	71%
Aust	7.46	10.49	(3.03)	-29%
Brazil	55.03	57.03	(2.00)	-4%
Canada	5.88	7.89	(2.01)	-25%
Russia	9.11	10.52	(1.41)	-13%
Ukraine	21.37	30.74	(9.37)	-30%

Soybean	2023/24p	2022/23e	Variance	% Variance
World	168.42	170.08	(1.66)	-1%
US	48.72	54.16	(5.44)	-10%
Arg	4.60	4.00	0.60	15%
Brazil	97.00	95.00	2.00	2%
Paraguay	6.00	5.80	0.20	3%

- USDA grain export forecast presented is as of September 2023
- The above represents cumulative grain exports from the US, Brazil, Ukraine and Russia as forecasted by the USDA
- Russia exited the Black Sea Grain Initiative in July 2023

Sources: USDA, Commodore Research

Intense period of fleet replacement is scheduled to occur…



~35%

In 2030, ~35% of the current drybulk fleet will be 20 years or older or ~5,000 ships

8%

>8% of the fleet is currently 20 years or older

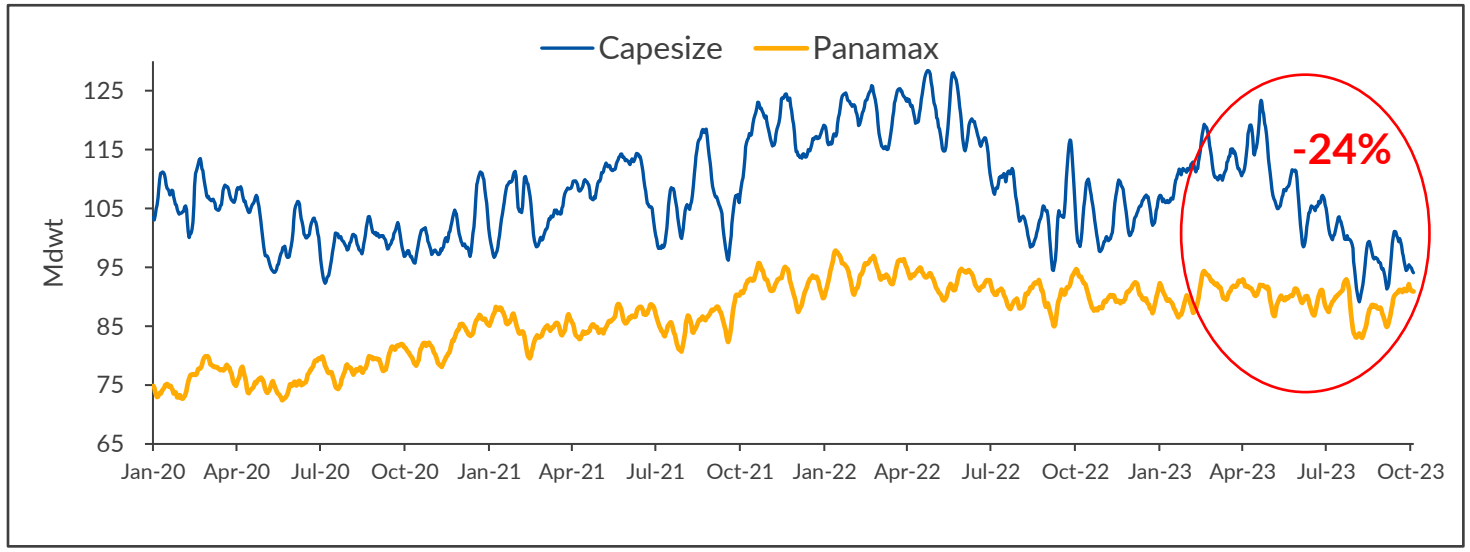
65%

Yard capacity is down ~65% vs 2008 at a time when all sectors will be focused on fleet renewal / alternative fuels

Source: Clarksons Research Services Limited 2023

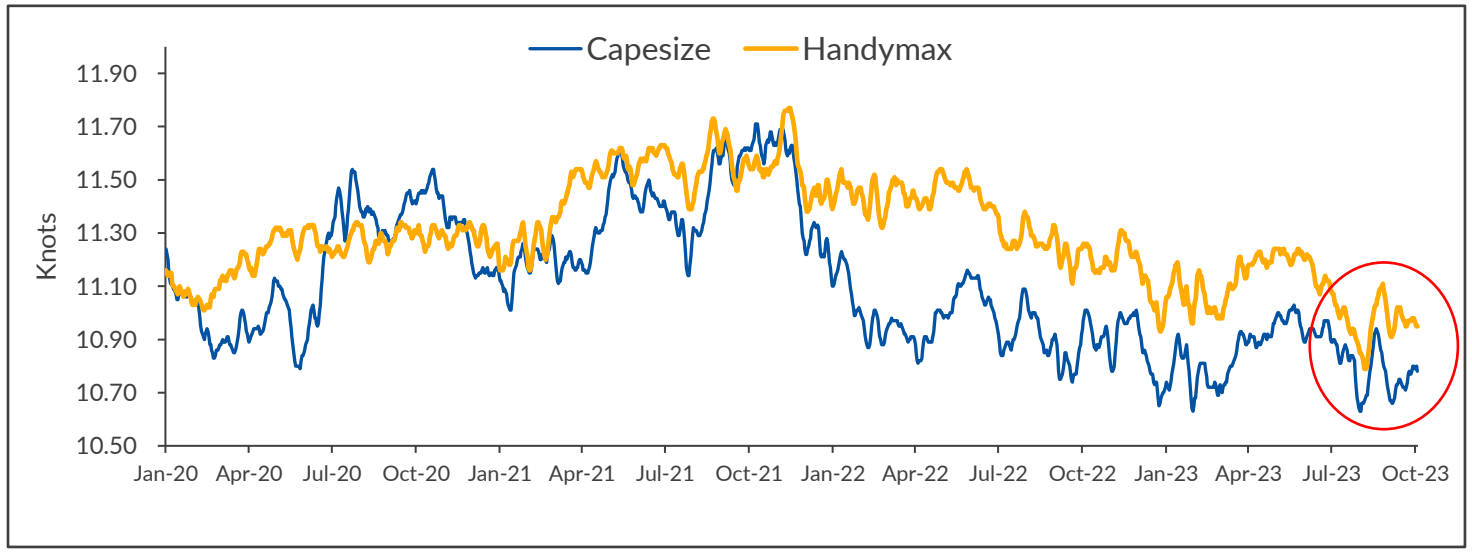
Supply side remains favorable, despite easing congestion

Global port congestion has eased in 2023 to date…



- Meaningful reduction in global port congestion in 2023
- Upside risk to congestion given the recent unwinding which has brought levels to below historical averages

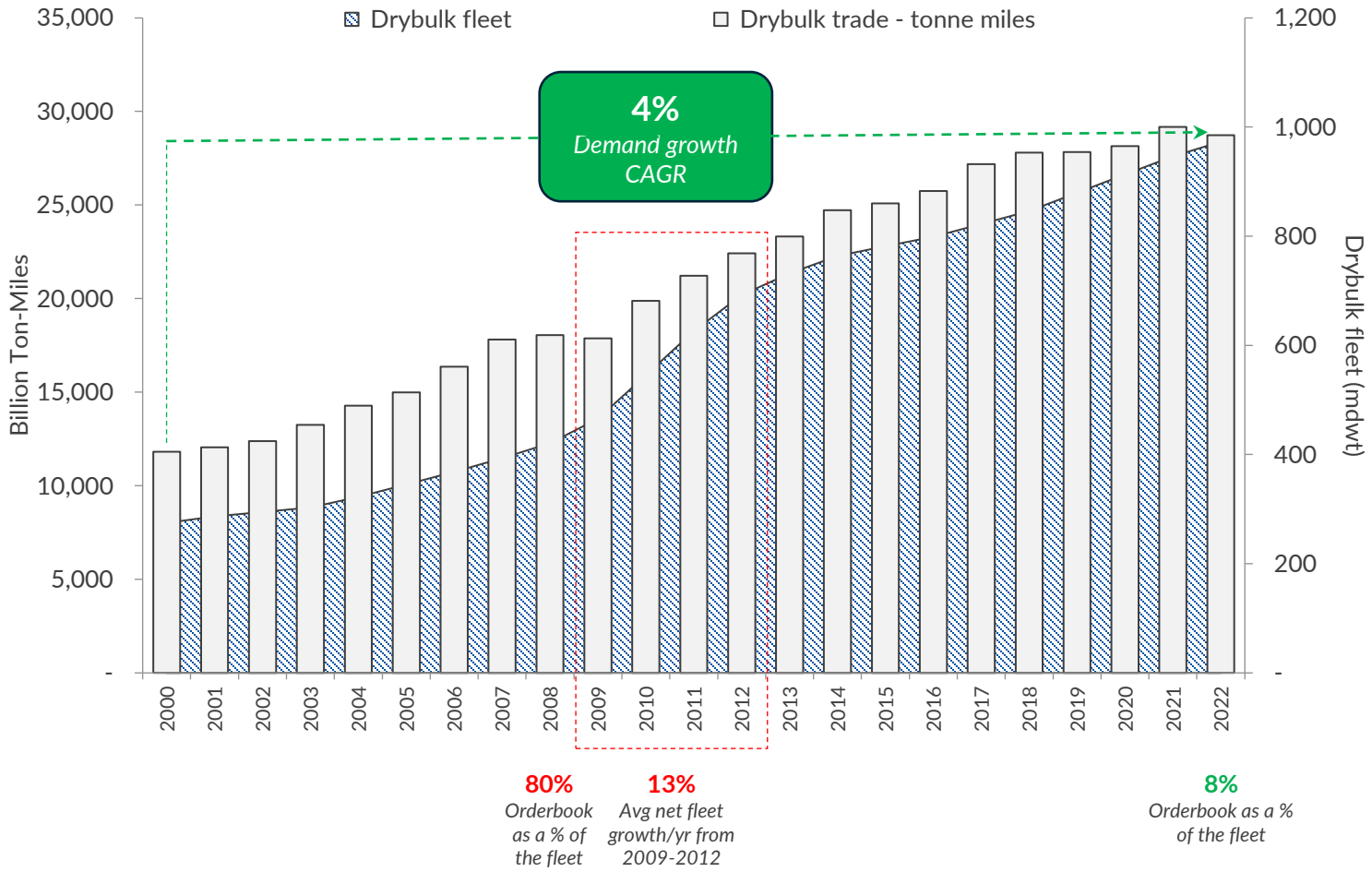
…while the global fleet has further slowed down



- Further slow down in the global fleet
- Max speeds likely capped given environmental regulations

Source: Clarksons Research Services Limited 2023

The drybulk supply and demand equation



Drybulk trade market share - tonne miles

Commodity	2000	2010	2022	Var (2022-2000)
Iron ore	21%	29%	28%	8%
Coal	21%	19%	18%	-3%
Grain	11%	11%	13%	2%
Minor bulk	47%	40%	41%	-6%

Historical CAGR - supply vs demand

Commodity	2000-2010	2010-2016	2016-2022	2000-2022
Iron ore	9%	5%	0%	6%
Coal	4%	3%	1%	3%
Grain	5%	6%	3%	5%
Minor bulk	4%	4%	3%	3%
Total drybulk trade	**5%**	**4%**	**2%**	**4%**
Fleet supply	**6%**	**9%**	**3%**	**6%**

Source: Clarksons Research Services Limited 2023

Freight rate catalysts and drybulk outlook

Marsoft 2024 to 2025 S&D growth estimates

	Vessel*	2024	2025
Iron Ore 	Capesize	+4.7%	+1.5%
Coal 	Capesize Panamax	-0.6%	0.0%
Grain 	Panamax Supramax Handysize	+3.4%	+2.4%
Minor Bulk 	Supramax Handysize	+4.0%	+3.1%
Total Demand		+3.0%	+1.8%
Net Fleet Growth		+1.7%	+1.3%

*Indicates the primary vessel type that carries the respective commodities. Supply and demand forecasts are based on Marsoft's base case

Drybulk market catalysts

1. Record low orderbook as a percentage of the fleet to limit net fleet growth
2. China stimulus + iron ore restocking
3. Environmental regulations
4. India's continued growth trajectory
5. Recovery and growth of Brazilian iron ore exports

Sources: Marsoft, IMF

Conclusion

Genco provides an attractive risk-reward balance…

…while being well-positioned to capture market upside

Leadership	■ Experienced US-based mgmt. team + US-filer with high corporate governance standards + #1 ESG rated shipping company
Value strategy	■ Meaningful dividends to shareholders + low leverage + strong cash position
Best-in-Class Commercial Platform	■ Active mgmt. thru global commercial platform + full-service logistics solution + track record of benchmark outperformance
Fleet Modernization	■ Have meaningfully grown our Ultramax fleet in recent years – continue to assess acquisition opportunities
Genco's Fleet	■ Barbell approach to fleet composition
Drybulk Market	■ Go-forward capacity constraints + continued global demand for key commodities

Appendix

Second quarter earnings

	Three Months Ended June 30, 2023	Three Months Ended June 30, 2022	Six Months Ended June 30, 2023	Six Months Ended June 30, 2022
	(Dollars in thousands, except share and per share data) (unaudited)		(Dollars in thousands, except share and per share data) (unaudited)	
INCOME STATEMENT DATA:				
Revenues:				
Voyage revenues	$ 90,556	$ 137,764	$ 184,947	$ 273,991
Total revenues	90,556	137,764	184,947	273,991
Operating expenses:				
Voyage expenses	28,830	32,460	66,265	70,924
Vessel operating expenses	22,586	29,463	46,979	56,477
Charter hire expenses	1,040	5,044	4,705	12,682
General and administrative expenses (inclusive of nonvested stock amortization expense of $1.2 million, $0.8 million, $2.8 million and $1.5 million, respectively)	6,933	6,381	14,682	12,424
Technical management fees	1,349	700	2,111	1,617
Depreciation and amortization	16,791	14,521	32,736	28,579
Total operating expenses	77,529	88,569	167,478	182,703
Operating income	13,027	49,195	17,469	91,288
Other income (expense):				
Other income (expense)	125	767	(198)	2,764
Interest income	520	68	1,290	85
Interest expense	(2,131)	(2,405)	(4,160)	(4,647)
Other expense, net	(1,486)	(1,570)	(3,068)	(1,798)
Net income	$ 11,541	$ 47,625	$ 14,401	$ 89,490
Less: Net (loss) income attributable to noncontrolling interest	(21)	243	205	419
Net income attributable to Genco Shipping & Trading Limited	$ 11,562	$ 47,382	$ 14,196	$ 89,071
Earnings per share - basic	$ 0.27	$ 1.12	$ 0.33	$ 2.11
Earnings per share - diluted	$ 0.27	$ 1.10	$ 0.33	$ 2.07
Weighted average common shares outstanding - basic	42,786,918	42,385,423	42,709,916	42,276,371
Weighted average common shares outstanding - diluted	43,134,152	42,996,676	43,115,859	42,932,370

June 30, 2023 balance sheet

	June 30, 2023	December 31, 2022
	(Dollars in thousands) (unaudited)	
BALANCE SHEET DATA:		
Cash (including restricted cash)	$ 53,892	$ 64,100
Current assets	110,682	125,430
Total assets	1,135,393	1,173,866
Current liabilities (excluding current portion of long-term debt)	29,224	36,540
Current portion of long-term debt	-	-
Long-term debt (net of $5.2 million and $6.1 million of unamortized debt issuance costs at June 30, 2023 and December 31, 2022, respectively)	148,261	164,921
Shareholders' equity	954,945	968,309



	Three Months Ended		Six Months Ended	
	June 30, 2023	June 30, 2022	June 30, 2023	June 30, 2022
	(Dollars in thousands) (unaudited)		(Dollars in thousands) (unaudited)	
OTHER FINANCIAL DATA:				
Net cash provided by operating activities	N/A		$ 38,948	$ 99,159
Net cash used in investing activities			(3,531)	(49,080)
Net cash used in financing activities			(45,625)	(119,083)
	(unaudited)		(unaudited)	
EBITDA Reconciliation:				
Net income attributable to Genco Shipping & Trading Limited	$ 11,562	$ 47,382	$ 14,196	$ 89,071
+ Net interest expense	1,611	2,337	2,870	4,562
+ Depreciation and amortization	16,791	14,521	32,736	28,579
EBITDA[(1)]	$ 29,964	$ 64,240	$ 49,802	$ 122,212
+ Unrealized loss (gain) on fuel hedges	38	(321)	80	(1,760)
Adjusted EBITDA	$ 30,002	$ 63,919	$ 49,882	$ 120,452

(1) EBITDA represents net income attributable to Genco Shipping & Trading Limited plus net interest expense, taxes, and depreciation and amortization. EBITDA is included because it is used by management and certain investors as a measure of operating performance. EBITDA is used by analysts in the shipping industry as a common performance measure to compare results across peers. Our management uses EBITDA as a performance measure in consolidating internal financial statements and it is presented for review at our board meetings. We believe that EBITDA is useful to investors as the shipping industry is capital intensive which often results in significant depreciation and cost of financing. EBITDA presents investors with a measure in addition to net income to evaluate our performance prior to these costs. EBITDA is not an item recognized by U.S. GAAP (i.e. non-GAAP measure) and should not be considered as an alternative to net income, operating income or any other indicator of a company's operating performance required by U.S. GAAP. EBITDA is not a measure of liquidity or cash flows as shown in our consolidated statement of cash flows. The definition of EBITDA used here may not be comparable to that used by other companies.

Second quarter highlights

	Three Months Ended		Six Months Ended	
	June 30, 2023	June 30, 2022	June 30, 2023	June 30, 2022
	(unaudited)		(unaudited)	
FLEET DATA:				
Total number of vessels at end of period	44	44	44	44
Average number of vessels (1)	44.0	44.0	44.0	43.9
Total ownership days for fleet (2)	4,004	4,004	7,964	7,954
Total chartered-in days (3)	70	146	306	457
Total available days (4)	3,969	3,656	8,035	7,730
Total available days for owned fleet (5)	3,899	3,510	7,729	7,273
Total operating days for fleet (6)	3,919	3,611	7,898	7,568
Fleet utilization (7)	97.8%	97.2%	97.2%	95.6%
AVERAGE DAILY RESULTS:				
Time charter equivalent (8)	$ 15,556	$ 28,756	$ 14,757	$ 26,354
Daily vessel operating expenses per vessel (9)	5,641	7,358	5,899	7,100

(1) Average number of vessels is the number of vessels that constituted our fleet for the relevant period, as a measured by the sum of the number of days each vessel was part of our fleet during the period divided by the number of calendar days in that period.
(2) We define ownership days as the aggregate number of days in a period during which each vessel in our fleet has been owned by us. Ownership days are an indicator of the size of our fleet over a period and affect both the amount of revenues and the amount of expenses that we record during a period.
(3) We define chartered-in days as the aggregate number of days in a period during which we chartered-in third-party vessels.
(4) We define available days as the number of our ownership days and chartered-in days less the aggregate number of days that our vessels are off-hire due to familiarization upon acquisition, repairs or repairs under guarantee, vessel upgrades or special surveys. Companies in the shipping industry generally use available days to measure the number of days in a period during which vessels should be capable of generating revenues.
(5) We define available days for the owned fleet as available days less chartered-in days.
(6) We define operating days as the number of our total available days in a period less the aggregate number of days that the vessels are off-hire due to unforeseen circumstances. The shipping industry uses operating days to measure the aggregate number of days in a period during which vessels actually generate revenues.
(7) We calculate fleet utilization as the number of our operating days during a period divided by the number of ownership days plus time charter-in days less days our vessels spend in drydocking.
(8) We define TCE rates as our voyage revenues less voyage expenses, charter-hire expenses, and realized gains or losses on fuel hedges, divided by the number of the available days of our owned fleet during the period. TCE rate is a common shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charterhire rates for vessels on voyage charters are generally not expressed in per-day amounts while charterhire rates for vessels on time charters generally are expressed in such amounts.
(9) We define daily vessel operating expenses to include crew wages and related costs, the cost of insurance, expenses relating to repairs and maintenance (excluding drydocking), the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses. Daily vessel operating expenses are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Genco's fleet list

Major Bulk			Minor Bulk					
Vessel Name	Year Built	Dwt	Vessel Name	Year Built	Dwt	Vessel Name	Year Built	Dwt
Capesize			**Ultramax**			**Supramax**		
Genco Resolute	2015	181,060	Genco Freedom	2015	63,671	Genco Hunter	2007	58,729
Genco Endeavour	2015	181,060	Baltic Hornet	2014	63,574	Genco Auvergne	2009	58,020
Genco Constantine	2008	180,183	Genco Vigilant	2015	63,498	Genco Ardennes	2009	58,018
Genco Augustus	2007	180,151	Genco Enterprise	2016	63,473	Genco Bourgogne	2010	58,018
Genco Liberty	2016	180,032	Baltic Mantis	2015	63,470	Genco Brittany	2010	58,018
Genco Defender	2016	180,021	Baltic Scorpion	2015	63,462	Genco Languedoc	2010	58,018
Genco Tiger	2011	179,185	Genco Magic	2014	63,446	Genco Pyrenees	2010	58,018
Genco Lion	2012	179,185	Baltic Wasp	2015	63,389	Genco Rhone	2011	58,018
Genco London	2007	177,833	Genco Mayflower	2017	63,304	Genco Aquitaine	2009	57,981
Baltic Wolf	2010	177,752	Genco Constellation	2017	63,304	Genco Warrior	2005	55,435
Genco Titus	2007	177,729	Genco Madeleine	2014	63,166	Genco Predator	2005	55,407
Baltic Bear	2010	177,717	Genco Weatherly	2014	61,556	Genco Picardy	2005	55,257
Genco Tiberius	2007	175,874	Genco Mary	2022	61,085			
Genco Commodus	2009	169,098	Genco Laddey	2022	61,085			
Genco Hadrian	2008	169,025	Genco Columbia	2016	60,294			
Genco Maximus	2009	169,025						
Genco Claudius	2010	169,001						

17
Capesize



27
Ultra/Supra



Longer term time charter activity

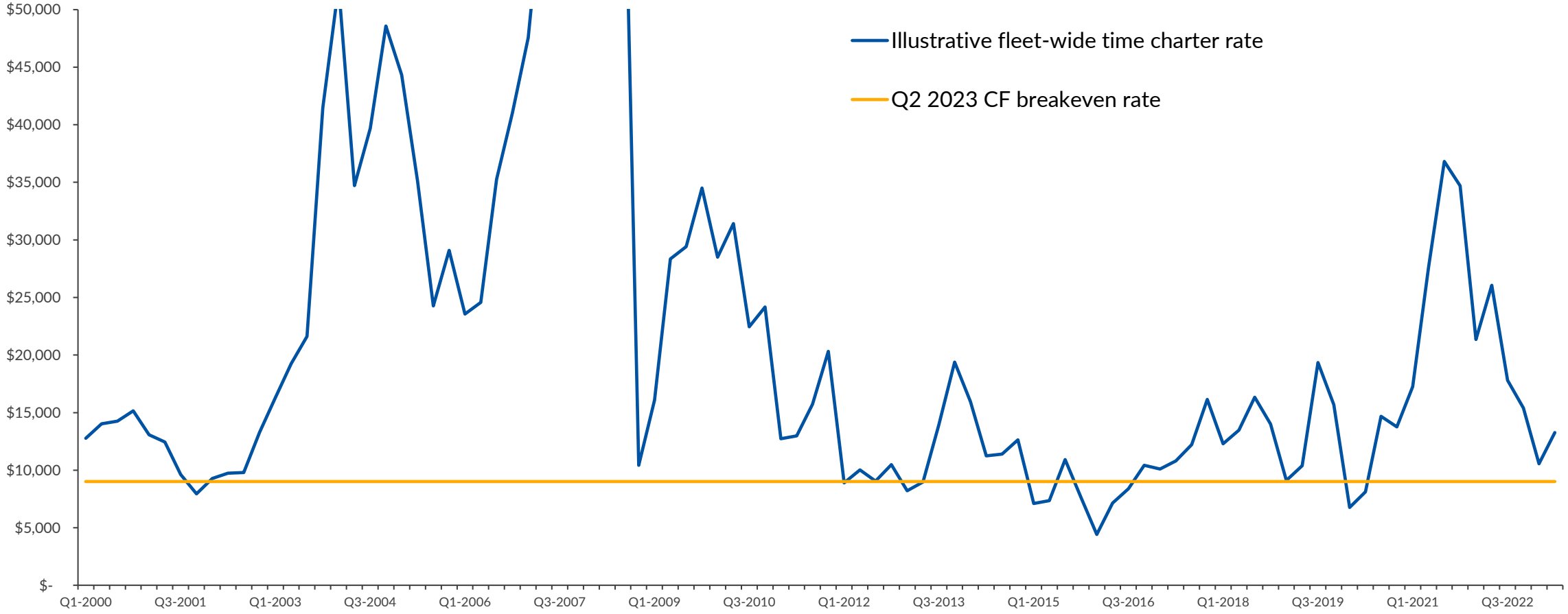
Vessel	Type	Rate	Duration	Min Expiration
Genco Maximus	Capesize	$ 27,500	24-30 months	Sep-23

Genco Endeavour	Capesize	127% of BCI + scrubber premium	11-14 months	Jan-24
Genco Resolute	Capesize	127% of BCI + scrubber premium	11-14 months	Feb-24
Genco Defender	Capesize	125% of BCI + scrubber premium	11-14 months	Apr-24

- We continue to utilize a fleet-wide portfolio approach to fixture activity
- We continue to evaluate a variety of fixture options fleet-wide to optimize revenue generation including further longer term coverage on an opportunistic basis

Q2 2023 cash flow breakeven rate…

…is covered in nearly every rate environment over the last 2 decades



Assumptions: Illustrative fleet-wide time charter rate is based on the quarterly averages of the Baltic Capesize Index and Baltic Supramax Index since 2000 weighted based on Genco's fleet composition of 44 vessels. An assumed scrubber premium is included together with a target minor bulk outperformance figure. Cash flow breakeven rate is based on our actual Q2 2023 expenses. Genco has no mandatory debt amortization until 2026, when our credit facility matures.

EBITDA reconciliation(1)

Adjusted EBITDA Q1 2021-Q2 2023										
	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023
Net income	$ 1,985	$ 32,037	$ 57,132	$ 90,852	$ 41,689	$ 47,382	$ 40,828	$ 28,679	$ 2,634	$ 11,562
Net interest expense	4,470	4,422	3,918	2,392	2,225	2,337	1,984	1,505	1,259	1,611
Income tax expense	-	-	-	-	-	-	-	-	-	-
Depreciation/amortization	13,441	13,769	14,200	14,822	14,059	14,521	15,582	16,028	15,944	16,791
EBITDA	**$ 19,896**	**$ 50,228**	**$ 75,250**	**$ 108,066**	**$ 57,973**	**$ 64,240**	**$ 58,394**	**$ 46,212**	**$ 19,837**	**$ 29,964**
Loss (gain) on vessel sales	$ 720	$ 15	$ 159	$ (5,818)	$ -	$ -	$ -	$ -	$ -	$ -
Loss on debt extinguishment	-	-	4,408	-	-	-	-	-	-	-
Unrealized loss (gain) on fuel hedges	116	(168)	(30)	47	(1,439)	(321)	1,871	(115)	42	38
Adjusted EBITDA	**$ 20,732**	**$ 50,075**	**$ 79,787**	**$ 102,295**	**$ 56,534**	**$ 63,919**	**$ 60,265**	**$ 46,097**	**$ 19,879**	**$ 30,002**

(1) EBITDA represents net income attributable to Genco Shipping & Trading Limited plus net interest expense, taxes, and depreciation and amortization. EBITDA is included because it is used by management and certain investors as a measure of operating performance. EBITDA is used by analysts in the shipping industry as a common performance measure to compare results across peers. Our management uses EBITDA as a performance measure in consolidating internal financial statements and it is presented for review at our board meetings. We believe that EBITDA is useful to investors as the shipping industry is capital intensive which often results in significant depreciation and cost of financing. EBITDA presents investors with a measure in addition to net income to evaluate our performance prior to these costs. EBITDA is not an item recognized by U.S. GAAP (i.e. non-GAAP measure) and should not be considered as an alternative to net income, operating income or any other indicator of a company's operating performance required by U.S. GAAP. EBITDA is not a measure of liquidity or cash flows as shown in our consolidated statement of cash flows. The definition of EBITDA used here may not be comparable to that used by other companies.

Time charter equivalent reconciliation[(1)]

	Three Months Ended		Six Months Ended	
	June 30, 2023	June 30, 2022	June 30, 2023	June 30, 2022
	(unaudited)		(unaudited)	
Total Fleet				
Voyage revenues (in thousands)	$ 90,556	$ 137,764	$ 184,947	$ 273,991
Voyage expenses (in thousands)	28,830	32,460	66,265	70,924
Charter hire expenses (in thousands)	1,040	5,044	4,705	12,682
Realized (loss) gain on fuel hedges (in thousands)	(27)	667	81	1,296
	60,659	100,927	114,058	191,681
Total available days for owned fleet	3,899	3,510	7,729	7,273
Total TCE rate	$ 15,556	$ 28,756	$ 14,757	$ 26,354

(1) We define TCE rates as our voyage revenues less voyage expenses, charter-hire expenses, and realized gains or losses on fuel hedges divided by the number of the available days of our owned fleet during the period. TCE rate is a common shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charterhire rates for vessels on voyage charters are generally not expressed in per-day amounts, while charterhire rates for vessels on time charters generally are expressed in such amounts.

Net Income reconciliation

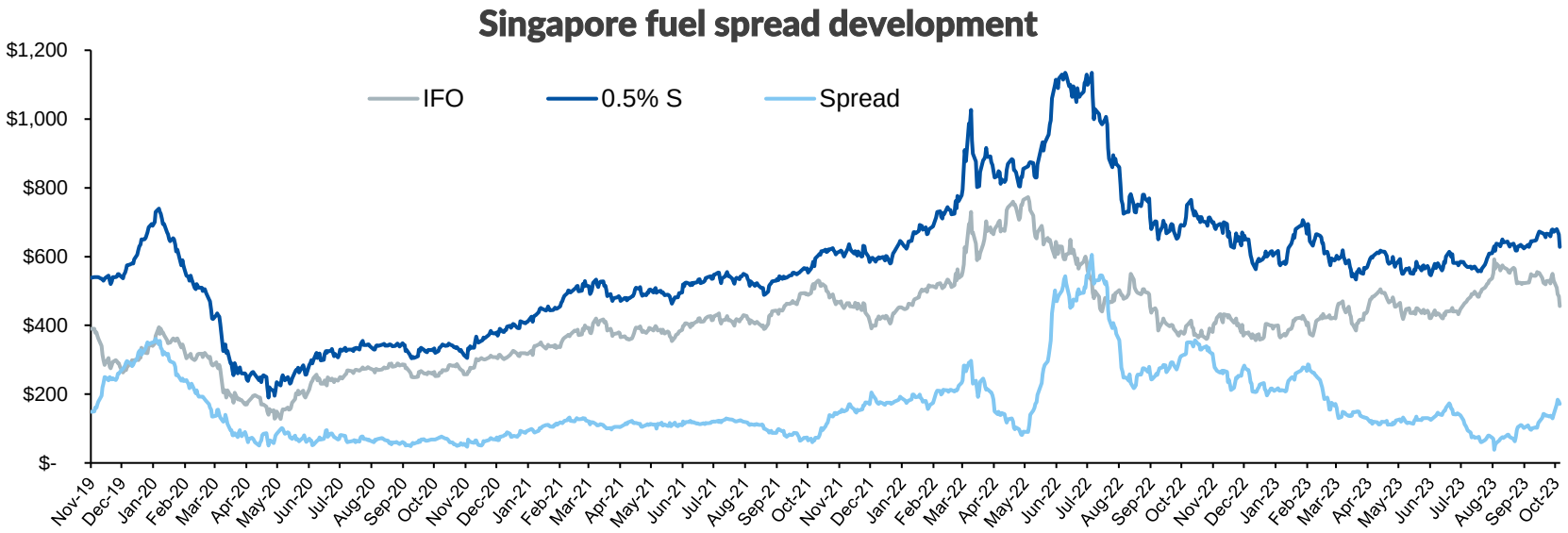
	Three Months Ended June 30, 2023
	(unaudited)
Net Income Reconciliation	
Net income attributable to Genco Shipping & Trading Limited	$ 11,562
+ Unrealized loss on fuel hedges	38
Net income	$ 11,600
Adjusted earnings per share - basic	$ 0.27
Adjusted earnings per share - diluted	$ 0.27
Weighted average common shares outstanding - basic	42,786,918
Weighted average common shares outstanding - diluted	43,134,152
Weighted average common shares outstanding - basic as per financial statements	42,786,918
Dilutive effect of stock options	170,198
Dilutive effect of performance based restricted stock units	54,712
Dilutive effect of restricted stock units	122,324
Weighted average common shares outstanding - diluted as adjusted	43,134,152

Portfolio approach to scrubber installation

Genco continues to capture wide fuel spreads through scrubbers installed on 17 Capesize vessels

- Genco implemented a portfolio approach for IMO 2020 compliance
- Installed scrubbers on Capesize vessels + consuming VLSFO on our minor bulk vessels
- All-in cost of our scrubbers has been fully paid off
- Scrubbers on Capesize vessels are a lower risk, higher return investment as these vessels:
  1) consume the most fuel 2) spend the most time at sea 3) bunker at main ports








Thank You