



EPIC GAS LTD.

Company Presentation

www.epic-gas.com

16 March 2017



Important information



This Presentation and its appendices (hereinafter collectively referred to as the “Presentation”) has been produced by Epic Gas Ltd. (the “Company”, or “Epic”) to provide an update of the company to the market and the shareholders.

This Presentation is for information purposes only and does not constitute an offer to sell or a solicitation of an offer to buy any of the securities described herein. This Presentation has not been reviewed by or registered with any public authority or stock exchange.

This Presentation contains information obtained from third parties. As far as the Company is aware and able to ascertain from the information published by that third party, no facts have been omitted that would render the reproduced information inaccurate or misleading. To the best of the knowledge of the Company, the information contained in this Presentation is in all material respects in accordance with the facts as of the date hereof. However, no independent verifications have been made and no representation or warranty (express or implied) is made as to, and no reliance should be placed on, any information, including projections, estimates, targets and opinions, contained herein, and no liability whatsoever is accepted as to any errors, omissions or misstatements contained herein, and, accordingly, none of the Company or any of its parent or subsidiary undertakings or any such person’s officers or employees accepts any liability whatsoever arising directly or indirectly from the use of this document.

This Presentation contains certain forward-looking statements relating to the business, financial performance and results of the Company and/or the industry in which it operates. Forward-looking statements concern future circumstances and results and other statements that are not historical facts, sometimes identified by the words “believes”, “expects”, “predicts”, “intends”, “projects”, “plans”, “estimates”, “aims”, “foresees”, “anticipates”, “targets”, and similar expressions. The forward-looking statements contained in this Presentation, including assumptions, opinions and views of the Company or cited from third party sources are solely opinions and forecasts which are subject to risks, uncertainties and other factors that may cause actual events to differ materially from any anticipated development. None of the Company or any of its parent or subsidiary undertakings or any such person’s officers or employees provides any assurance that the assumptions underlying such forward-looking statements are free from errors nor does any of them accept any responsibility for the future accuracy of the opinions expressed in this Presentation or the actual occurrence of the forecasted developments. The Company assumes no obligation, except as required by law, to update any forward-looking statements or to conform these forward-looking statements to our actual results.

Important information (continued)



AN INVESTMENT IN THE COMPANY INVOLVES RISK, AND SEVERAL FACTORS COULD CAUSE THE ACTUAL RESULTS, PERFORMANCE OR ACHIEVEMENTS OF THE COMPANY TO BE MATERIALLY DIFFERENT FROM ANY FUTURE RESULTS, PERFORMANCE OR ACHIEVEMENTS THAT MAY BE EXPRESSED OR IMPLIED BY STATEMENTS AND INFORMATION IN THIS PRESENTATION, INCLUDING, AMONG OTHERS, RISKS OR UNCERTAINTIES ASSOCIATED WITH THE COMPANY'S BUSINESS, SEGMENTS, DEVELOPMENT, GROWTH MANAGEMENT, FINANCING, MARKET ACCEPTANCE AND RELATIONS WITH CUSTOMERS, AND, MORE GENERALLY, GENERAL ECONOMIC AND BUSINESS CONDITIONS, CHANGES IN DOMESTIC AND FOREIGN LAWS AND REGULATIONS, TAXES, CHANGES IN COMPETITION AND PRICING ENVIRONMENTS, FLUCTUATIONS IN CURRENCY EXCHANGE RATES AND INTEREST RATES AND OTHER FACTORS. SHOULD ONE OR MORE OF THESE RISKS OR UNCERTAINTIES MATERIALISE, OR SHOULD UNDERLYING ASSUMPTIONS PROVE INCORRECT, ACTUAL RESULTS MAY VARY MATERIALLY FROM THOSE DESCRIBED IN THIS PRESENTATION.

Any potential investors in the Company will be solely responsible for their own assessment of the market and the market position of the Company and should conduct their own analysis and will be solely responsible for forming their own view of the potential future performance of the Company's business.

Neither the Company nor any of its representatives, have taken any actions to allow the distribution of this Presentation in any jurisdiction where action would be required for such purposes. The distribution of this Presentation and any purchase of or application/subscription for securities of the Company may be restricted by law in certain jurisdictions, and persons into whose possession this Presentation comes should inform themselves about, and observe, any such restriction.

This Presentation speaks as of March 16, 2017, except as otherwise noted. There may have been changes in matters which affect the Company subsequent to the date of this Presentation. The Company does not intend and does not assume any obligation to update or correct the information included in this Presentation, and neither the delivery of this Presentation nor any further discussions of the Company with any of the recipients shall, under any circumstances, create any implication that there has been no change in the affairs of the Company since such date.

Table of contents



Section 1 – Executive summary

Section 2 – Key highlights

Section 3 – LPG market overview

Section 4 – Financials

Section 5 – Appendix

Executive summary



- Epic Gas Ltd. (“Epic ” or the “Company”), with a fleet of 41 vessels, is the largest commercial operator and second largest owner of pressurised LPG carriers
 - Is listed on the Merkur Market in Oslo (EPIC ME), transferred from the Norwegian OTC market as of December 15, 2016
 - Has an enterprise value of \$376 million and market capitalisation of \$91 million as of March 15, 2017
 - Is in the early stages of a turnaround from the weak 2015-16 market; each \$1,000 move in realised daily TC rates results in a ~\$15 million annual move in revenue
- Epic Gas’ long term view
 - Develop and maintain a scalable second-to-none operating platform, with cost-based long term improvement the driving force, not short term gain
 - Invest in technical management, crewing, training and maintenance over the long term
 - Drive down SG&A through leveraging of scale, direct cost, business efficiency improvement and technology
 - Deliver first and last access to customers

Sources and uses and capitalisation from private placements announced on 16 March 2017



Sources	(\$mm)
New common equity	\$ 40.0
Total sources	\$ 40.0

Uses	(\$mm)
Working capital	\$ 38.4
Estimated fees and expenses	1.6
Total uses	\$ 40.0

	12/31/2016 Actual		
	\$ (mm)	%	Lvg
Cash	\$ 22.0		
Secured loans	225.5		
Finance leases and other	81.4		
Total debt	306.9	77.2%	7.1x
Market equity (3/15/2017)	90.6	22.8%	
Total capitalisation	\$ 397.5	100.0%	9.2x
Total enterprise value	\$ 375.5		8.7x

Net debt \$ 284.9 6.6x

2017E EBITDA \$ 43.3

	Pro forma		
	\$	%	Lvg
Cash	\$ 60.4		
Secured loans	225.5		
Finance leases and other	81.4		
Total debt	306.9	70.4%	7.1x
Market equity (3/15/2017)	129.0	29.6%	
Total capitalisation	\$ 435.9	100.0%	10.1x
Total enterprise value	375.5		8.7x

\$ 246.6 5.7x

\$ 43.3

Table of contents



Section 1 – Executive summary

Section 2 – Key highlights

Section 3 – LPG market overview

Section 4 – Financials

Section 5 – Appendix

Key highlights



1

Market leader in pressurised LPG vessels

- Epic controls a fleet of 41 vessels and is the only owner of the full size spectrum of pressurised vessels, from 3,500 cbm to 11,000 cbm
- Largest commercial operator, and second largest owner of pressurised LPG carriers, currently trading 16% of the global pressurised fleet with about 30% of the 7k+ cbm market share
- Global reach / scale across key regions with diversified commodity exposure / last mile delivery

2

First class operator

- Technical and commercial management capabilities are performed in-house
- Operational excellence, oil major approvals in place with key LPG charterers like Total, Shell, and Chevron
- Platform in place to enable further sector consolidation, SG&A among lowest in industry
- Epic Gas is one of the largest technical managers of LPG vessels, with more than 1,200 seafarers

3

Valuable fleet renewal program

- Fleet renewal program is focused on largest, most efficient vessels
 - 16 vessels delivered since 2014, one expected to be completed Q1 2017
- Growing vessel days and larger vessel sizes drive improved operating margins
- Meaningful value in asset price, tradability & profitability of newbuildings under construction

4

Attractive small-sized LPG market fundamentals

- The lowest orderbook (about 3% of existing 3 – 13k cbm pressurised fleet) of all shipping segments
- Almost 13% of the existing combined pressurized and semi-refrigerated fleet 25 years or older
- Scrapping is accelerating in both segments

5

Favorable supply-demand dynamics

- LPG seaborne exports are expected to grow from 63.5 million tons in 2013, to over 94 million tons in 2018, a CAGR of over 8%
- Regional trade of LPG benefitting from increased availability of attractively priced LPG exports, with outsized growth in the US Gulf / Caribbean, Black Sea / Mediterranean, & the Indian Ocean
- Multiple, global spread of regional demand growth projects in developing economies

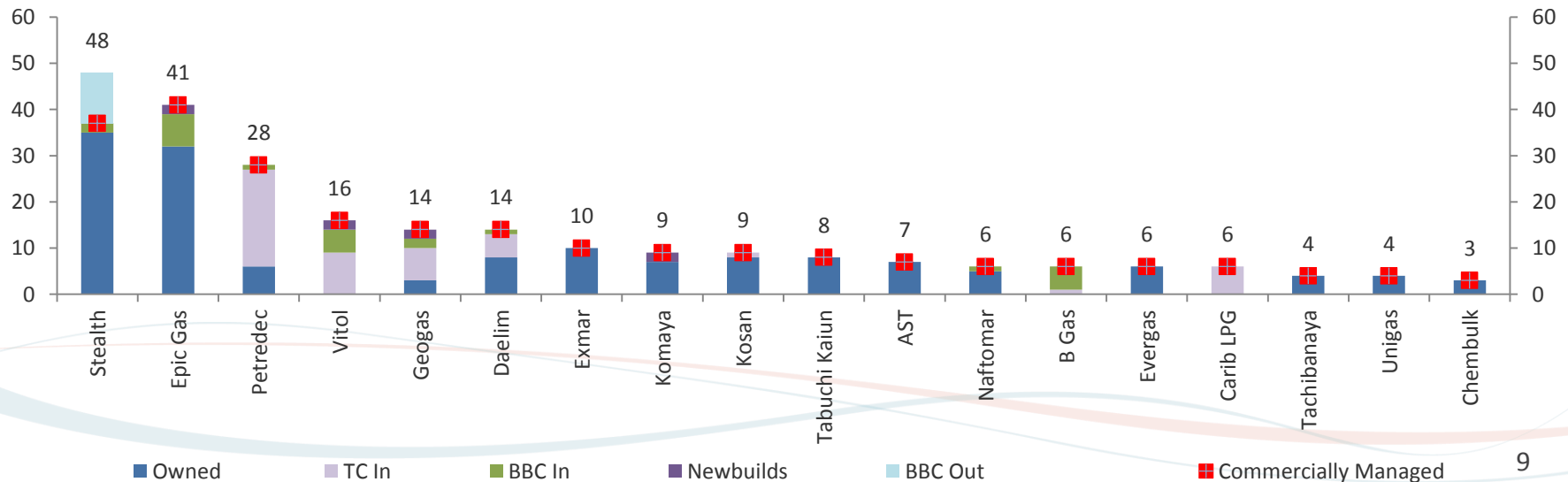
① Market leader in pressurised LPG vessels

Largest pure-play operator of pressurised LPG vessels



- Epic Gas is the largest commercial operator, and second largest owner, of pressurised LPG carriers in the industry
 - Modern fleet of 41 fully-pressurised gas carriers, consisting of 32 owned vessels and eight chartered-in vessels on the water, with one newbuilding under construction
 - All vessels built at high quality Japanese ship yards
 - Only operator deploying a full range of 3,500 cbm to 11,000 cbm vessels into a variety of trades as required by customers evolving needs
- Positioned to further consolidate a fragmented sector
- Significant earnings power once rates recover

Epic Gas trades 16% of the global pressurised fleet

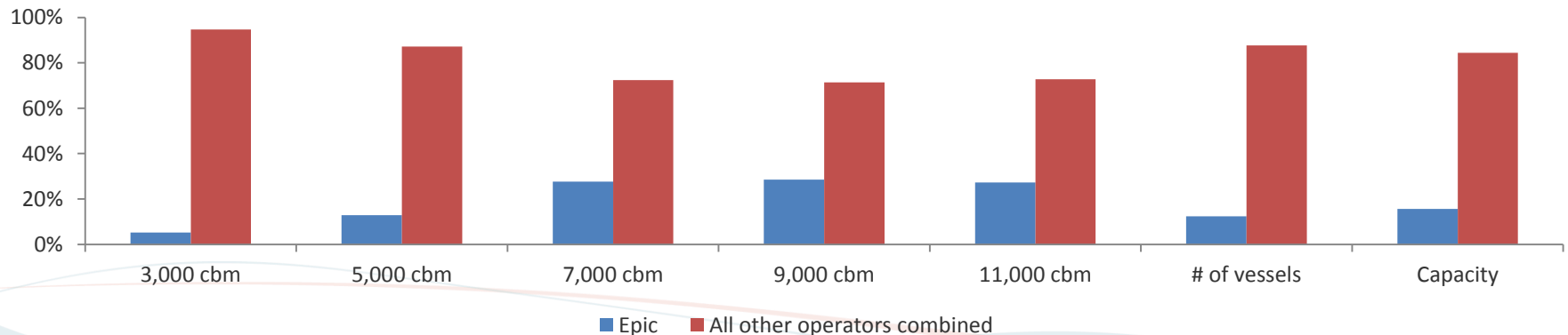


① Market leader in pressurised LPG vessels

Largest pure-play operator of pressurised LPG vessels



2/1/2017	Epic			Pressurised sector			
Vessel segment	On-the-water	On order	Fully Delivered	On-the-water	On order	Fully Delivered	Epic Share
3,000 - 4,999	9	-	9	169	2	171	5.3%
5,000 - 6,999	11	-	11	86	-	86	12.8%
7,000 - 8,999	13	-	13	43	4	47	27.7%
9,000 - 10,999	2	-	2	7	-	7	28.6%
11,000+	5	1	6	19	3	22	27.3%
Total	40	1	41	324	9	333	12.3%
Fleet capacity	257,900 cbm	11,000 cbm	268,900 cbm	1,643,344 cbm	75,000 cbm	1,718,344 cbm	15.6%
Average vessel size	6,448 cbm	11,000 cbm	6,559 cbm	5,072 cbm	8,333 cbm	5,160 cbm	
Fleet capacity growth		Epic:	4.3%		Sector:	4.6%	

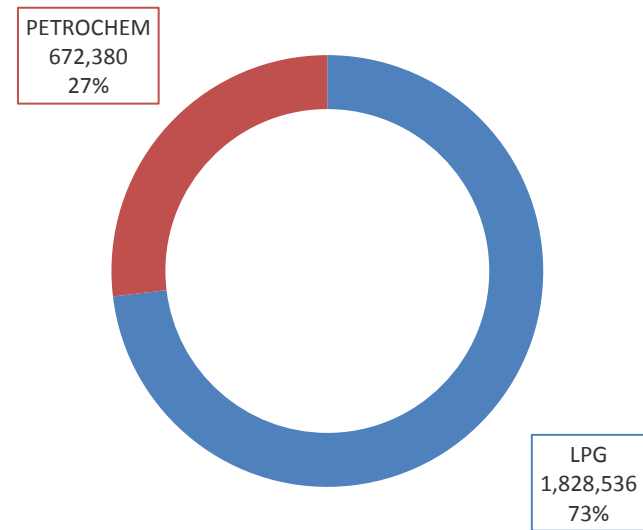
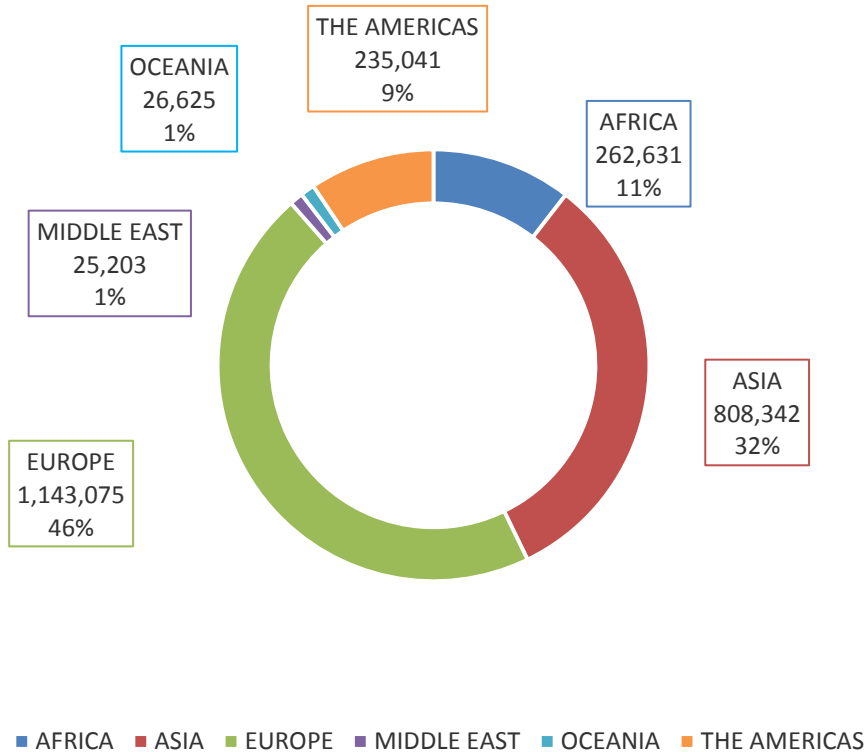


① Market leader in pressurised LPG vessels

A global business with diversified cargo mix



2.5 million tonnes of LPG and petchems loaded in 2016 across 2,259 cargo ops and 255 different ports



② First class operator

Epic serves a high quality client base



Americas : 6 ships

2 x 3,500 : 3 x 5,000 : 1 x 7,500



EMEA : 17 ships

2 x 3,500 : 3 x 5,000 : 7 x 7,500 : 2 x 9,500 : 3 x 11,000



Asia : 17 ships

5 x 3,500 : 5 x 5,000 : 5 x 7,500 : 2 x 11,000



- Vetted with leading oil majors, national oil companies and international commodity trading houses
- Offer a differentiated product (flexible fleet size, sourcing, duration, contract type, rates, top tier market information)
 - Contracts include time charters, voyage charters, and contracts of affreightment (CoA)

Delivering platform value

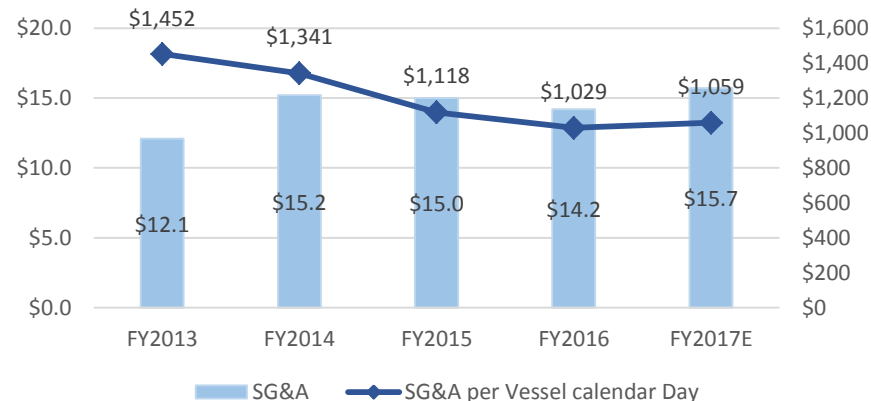


- Epic Gas performs all commercial and technical management in house. No related party management contracts. No S&P or transaction fees paid to affiliates. No outside 'conflicts' activity
- FY2014 all-in SG&A costs per vessel calendar day of \$1,341 (after one-off expenses) includes all commercial and technical management and ownership / corporate functions
- FY2015 SG&A of \$1,118 per vessel calendar day represents a 17% year over year improvement
- FY2016 SG&A per vessel calendar day further reduced to \$1,029, or 8% yoy
- Management is focused on delivering further improvements in platform efficiency

SG&A incl. technical & commercial management

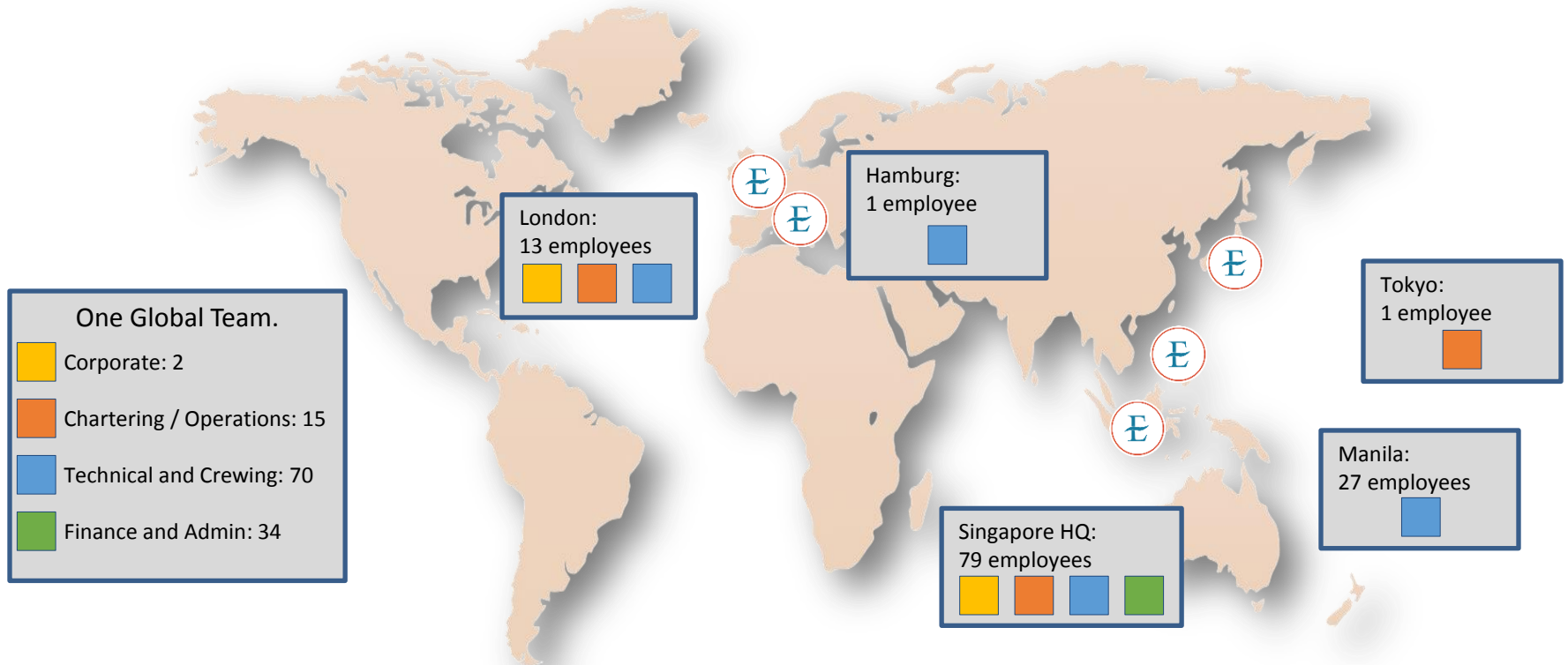
	2014	2015	2016
SG&A	16.8	15.0	14.2
Add back: one-time IT expense	-1.0		
Add back: one-time expenses of merger	-0.7		
Adjusted SG&A	15.2	15.0	14.2
Calendar days	11,333	13,456	13,748
SG&A per Vessel Calendar Day	1,341	1,118	1,029

Enhanced scale delivers improved cost structure



② First class operator

Experienced commercial team 100% focused on LPG market



- High quality commercial and technical management performed 100% in-house
- Operational capability to deliver a full array of real-time services to customers makes Epic a attractive counterparty for customers, owners and shipyards
- Operational utilisation (fleet availability) of 99%, in line with historical performance
- Operate strong proactive regional commercial offices to focus on long term relationships
- Focus on locating assets in growing, active markets on a global basis, while delivering customers superior performance with no off-hire
- Strategy to improve and develop mix of TC, Voyage and CoA
- Fleet quality & capital cost to deliver superior performance through the market cycle

Seasoned management team



An executive team with more than 30 years of collective experience with Epic Gas and over 100 years in the shipping industry

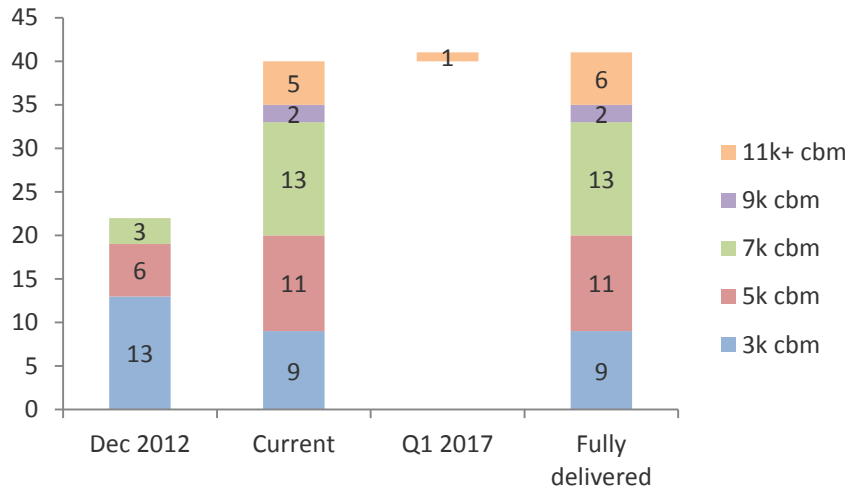
	Name	Position	Experience	Comments
	Charles Maltby	Chairman of the Board / Chief Executive Officer	25+ years	He began his shipping career with Mobil Shipping in 1992 with day to day responsibility for LPG and petrochemical chartering & operations. After working in drybulk chartering, Charles joined Epic Gas as Executive Chairman in September 2014, and was appointed Chairman & Chief Executive Officer end March 2015. Charles is a member of the Institute of Chartered Shipbrokers.
	Jeremy Lee	Commercial Director	30+ years	He began his career as a commercial manager at P&O, and then joined Exmar in Hong Kong in 1988. Over the following years Exmar expanded its regional pressurised LPG presence leading to the purchase of Far East Shipping in 2004. Jeremy was the Managing Director of chartering and marketing at Unigas Kosan from 2005-2011, and after a year with Pantheon, joined Epic Gas as Commercial Director in 2013.
	Uta Urbaniak-Sage	Chief Financial Officer	15+ years	She began her career with HSH Nordbank in Hamburg and went on to become the Head of West European and North American shipping clients. In 2006 Uta moved with the bank to Hong Kong, establishing their ship financing activities in Asia. Uta joined the company in 2007 and her responsibilities include managing key relationships with shareholders and with ship financiers.
	Niraj Singh	Technical Director	30+ years	After starting with P&O, and spending 6 years as a Chief Engineer with varied experience on Bulk Carriers, Tankers, he joined Gemarfin as a Technical Superintendent in 2000. In 2003, he joined Epic Gas as Ship Manager, and in 2013 was promoted to Fleet Manager. He was appointed Technical Director in 2016, and is responsible for the global technical management including Ship Management, SHEQ, Crewing, and Newbuilding.

③ Valuable fleet renewal program

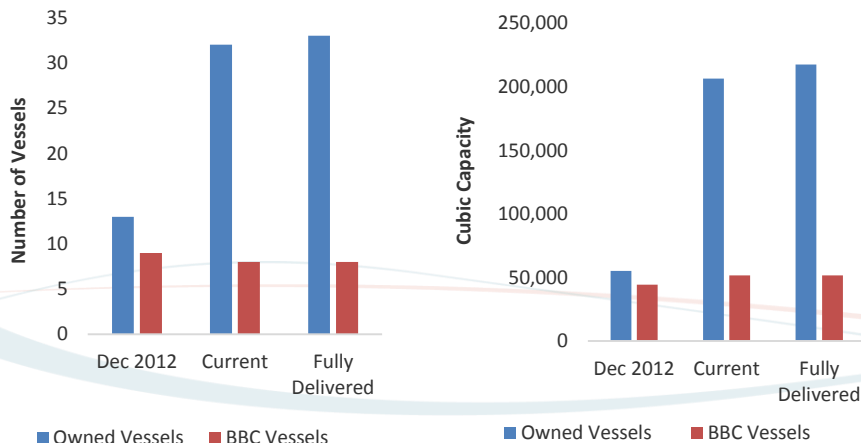
Renewal program focused on vessels over 7,000 cbm



The fleet has expanded to meet demand



Focused on the largest pressure vessels



- Epic Gas' focus is on increasing exposure to vessels over 7000 cbm, revenue day exposure up from 42% in 2016 to 51% by FYE 2017
- Larger vessel sizes:
 - well suited to serve growing markets.
 - satisfy industry's demand for larger vessel and cargo sizes
 - complement Epic's existing fleet and supplement service offering to clients
 - enables Epic to be a customers' partner of choice
- Marginal increase in opex from 3,500 cbm to 11,000 cbm: **only 10% higher opex on 215% larger vessel**

③ Valuable fleet renewal program

94% complete \$65m renewal has strengthened market position



17 vessel renewal program

12 delivered vessels

Vessel	Capacity (cbm)	Ownership	Yard	Delivery date
Epic Caledonia	3,500	100%	Kitanihon, Japan	2014
Epic Curacao	3,500	100%	Kitanihon, Japan	2014
Epic St. Croix	5,000	100%	Sasaki, Japan	2014
Epic St. Thomas	5,000	100%	Sasaki, Japan	2014
Epic St. Agnes	5,000	100%	Kitanihon, Japan	2015
Epic St. Ivan	5,000	100%	Kitanihon, Japan	2015
Epic Bonaire	7,500	100%	Sasaki, Japan	2016
Epic Borinquen	7,500	100%	Sasaki, Japan	2016
Epic Samos	11,000	100%	Kyokuyo, Japan	2016
Epic Sentosa	11,000	100%	Kyokuyo, Japan	2016
Epic Shikoku	11,000	100%	Kyokuyo, Japan	2016
Epic Baluan	7,500	100%	Sasaki, Japan	2017

4 bareboat charters

Epic Bell	7,200	0%	Kyokuyo, Japan	2014
Epic Bird	7,200	0%	Kyokuyo, Japan	2014
Epic Sicily	11,000	0%	Sasaki, Japan	2015
Epic Sardinia	11,000	0%	Kyokuyo, Japan	2017

1 remaining newbuilding

Epic Salina	11,000	100%	Kyokuyo, Japan	2017
-------------	--------	------	----------------	------

Investment activity since February 2014

Equity capital

3 x 7,500 cbm newbuildings	\$15 million
Acquisition of two 9,500 cbm vessels	\$17 million
BBC of two 5 year old 7,200 cbm vessels	\$6 million
BBC of two new 7,200 cbm vessels in 2014	\$1 million
BBC of two new 11,000 cbm vessels in 2015 and 2017	\$1 million
4 x 11,000 cbm newbuildings delivery 2015-2017	\$25 million
Total	\$65 million

- Epic Gas is solely focused on the pressurised gas shipping market, with \$65 million of capital invested or committed to vessels 7,200 cbm and larger since 2014
- Fully funded renewal program will be complete by Q1 2017

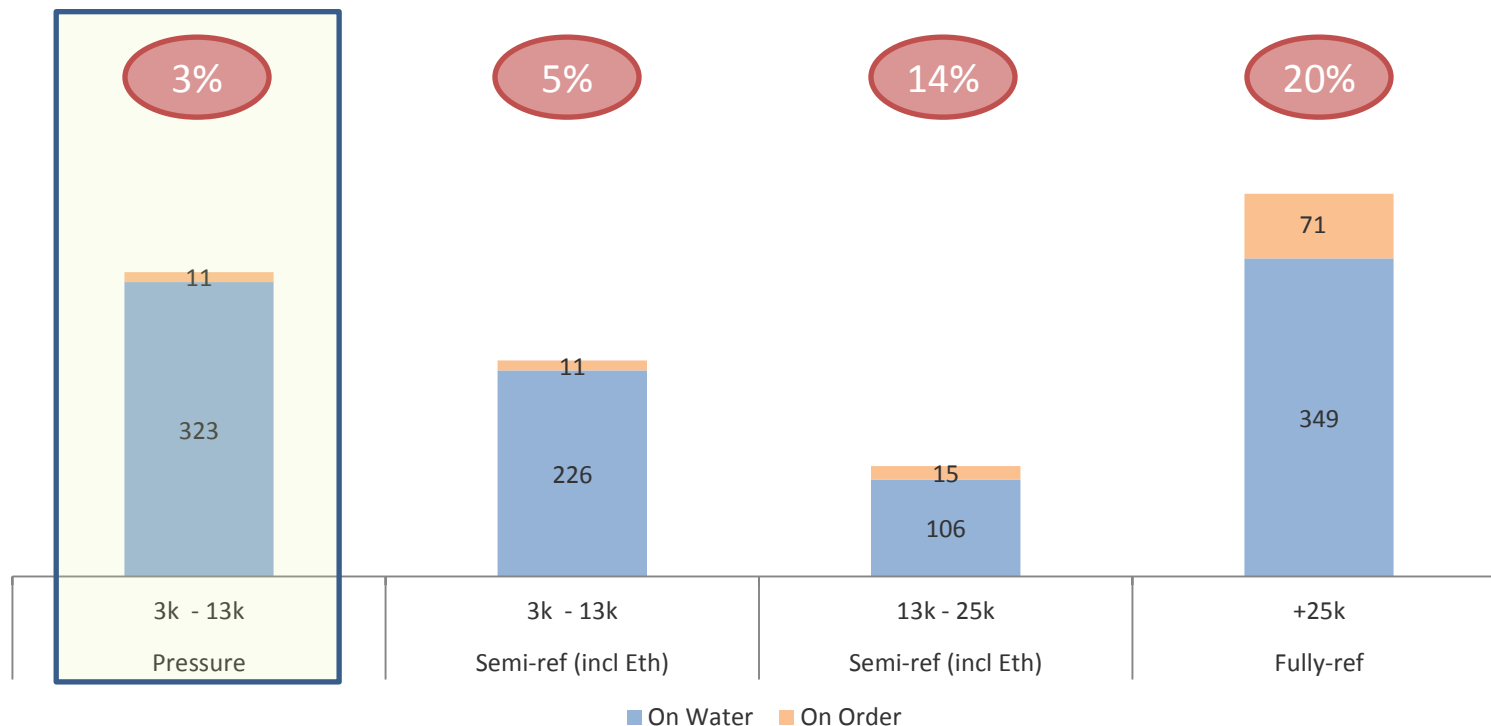
④ Attractive small-sized LPG market fundamentals

Limited near-term supply of small size LPG carriers



Very small orderbook in the segment in which Epic operates

Orderbook
as % of fleet:



- Epic's 3-13k cbm pressurised segment has had no new orders since end of 2015, and has the lowest order book as a % of existing world fleet in the global shipping universe
- Almost 13% of existing pressurised and semi-refrigerated fleet under 13k cbm is more than 25 years old

④ Attractive small-sized LPG market fundamentals

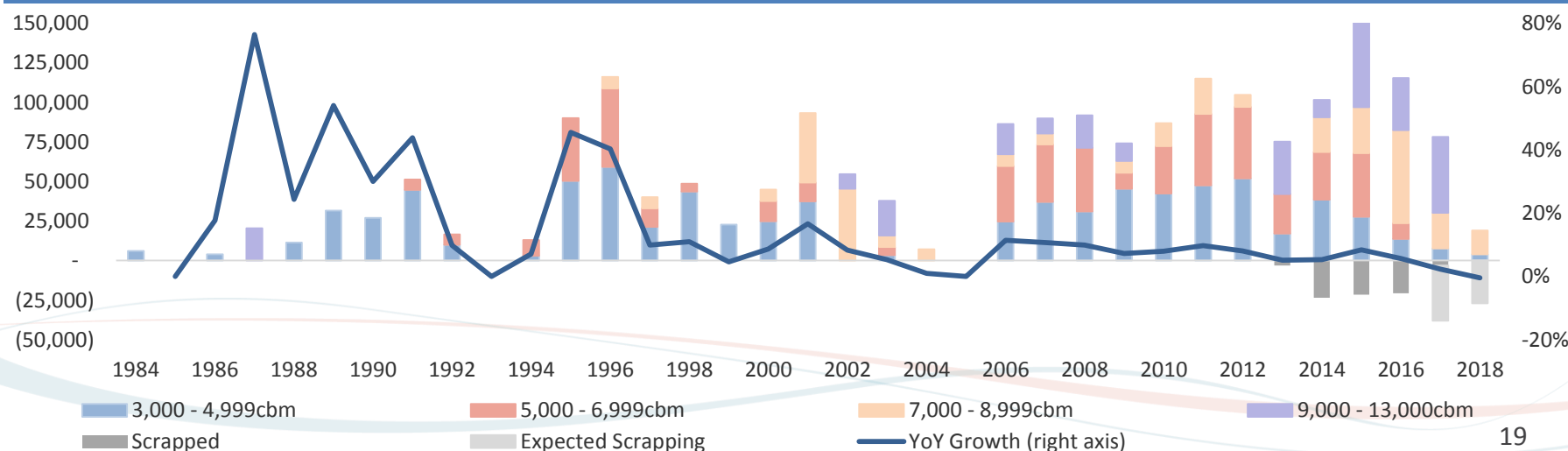
Sector order book & deliveries - slowing



Pressure 3-13k cbm			Newbuildings					Scrapping				Net fleet growth				
	Opening fleet				Average	% of existing fleet					% of existing fleet				% of existing fleet	
	No. vessels	cbm	No. vessels	cbm	cbm	No. vessels	cbm	No. vessels	cbm	Age	No. vessels	cbm	No. vessels	cbm	No. vessels	cbm
2014	275	1,325,931	21	101,400	4,829	7.6%	7.6%	5	23,502	26	1.8%	1.8%	16	77,898	5.8%	5.9%
2015	291	1,403,829	24	148,300	6,179	8.2%	10.6%	6	21,727	27	2.1%	1.5%	18	126,573	6.2%	9.0%
2016	309	1,530,402	16	111,825	6,989	5.2%	7.3%	2	14,178	27	0.6%	0.9%	14	97,647	4.5%	6.4%
2017	323	1,628,049	8	74,500	9,313	2.5%	4.6%	1	3,205	28	0.3%	0.2%	7	71,295	2.2%	4.4%
2018	331	1,702,549	3	19,000	6,333	0.9%	1.1%	-	-	-	-	-	3	19,000	0.9%	1.1%

Semi-ref (non-Ethy) 3-11k cbm			Newbuildings					Scrapping					Net fleet growth			
	Opening fleet				Average	% of existing fleet					% of existing fleet				% of existing fleet	
	No. vessels	cbm	No. vessels	cbm	cbm	No. vessels	cbm	No. vessels	cbm	Age	No. vessels	cbm	No. vessels	cbm	No. vessels	cbm
2014	101	545,381	1	3,300	3,300	1.0%	0.6%	3	29,217	32	3.0%	4.3%	(2)	(19,917)	(2.0%)	(3.7%)
2015	99	525,464	1	9,108	9,108	1.0%	1.7%	3	10,859	27	3.0%	2.1%	(2)	(1,751)	(2.0%)	(0.3%)
2016	97	523,713	-	-	-	-	-	2	9,636	30	2.1%	1.8%	(2)	(9,636)	(2.1%)	(1.8%)
2017	95	514,077	2	15,700	7,850	2.1%	3.1%	-	-	-	-	-	2	15,700	2.1%	3.1%
2018	97	529,777	1	7,000	7,000	1.0%	1.3%	-	-	-	-	-	1	7,000	1.0%	1.3%

Pressurised orderbook & deliveries slowing



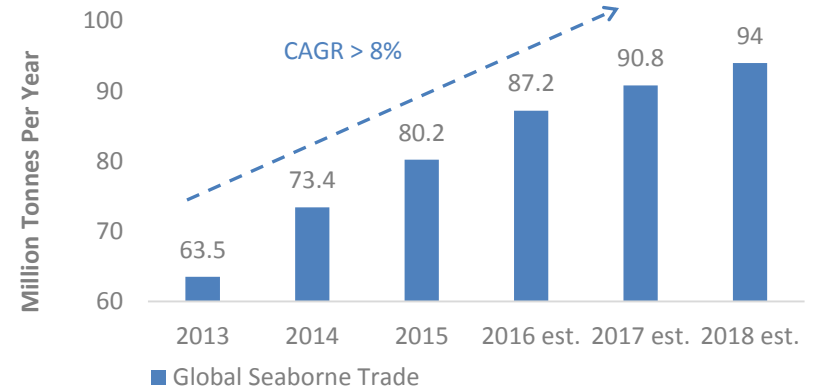
5) Favorable supply-demand dynamics

Epic is positioned to benefit from growing product volumes

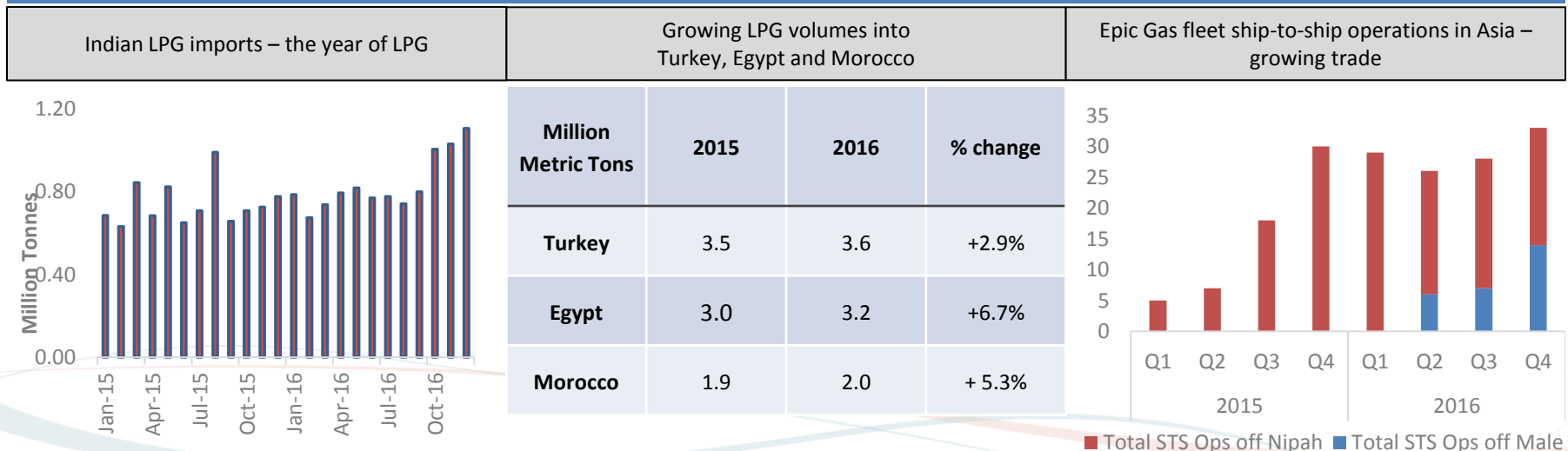


- Increased availability of LPG supply are expected to drive long term growth in demand for LPG transportation
- Pressurised carriers have been gaining market share from semi-refrigerated for regional moves of LPG and petrochemicals
- Regional transportation of LPG and petrochemicals in developing economies driven primarily by end user demand for commodities, not arbitrages between markets

Seaborne LPG demand growth



Regional supply / demand dynamics within global growth in LPG volumes



■ Total STS Ops off Nipah ■ Total STS Ops off Male

Table of contents



Section 1 – Executive summary

Section 2 – Key highlights

Section 3 – LPG market overview

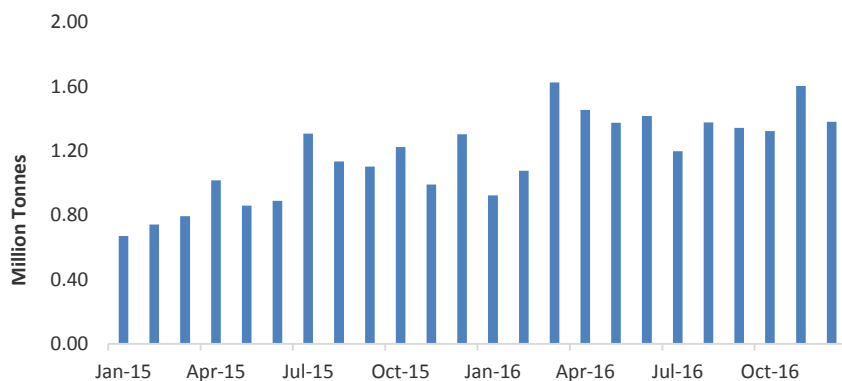
Section 4 – Financials

Section 5 – Appendix

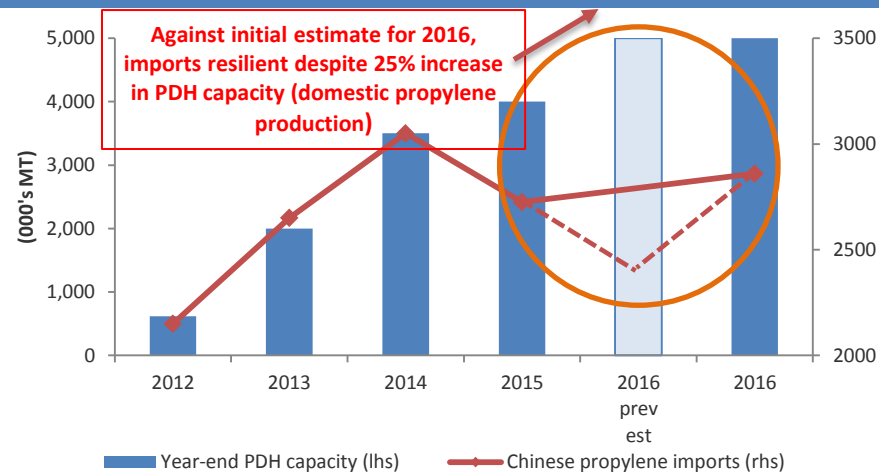
Strong regional demand growth



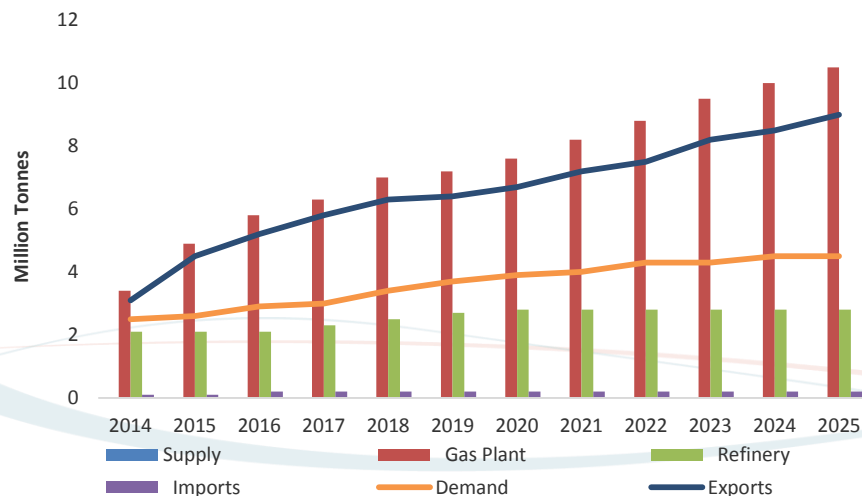
PRC LPG imports – secular growth



China's propylene imports stronger

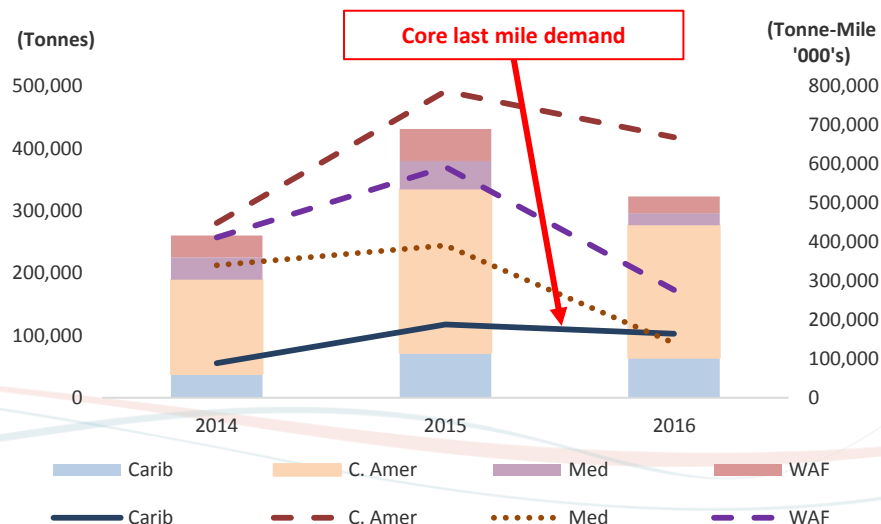


Iran's growing presence – LPG outlook positive



Sources: China Customs, FGE, IHS

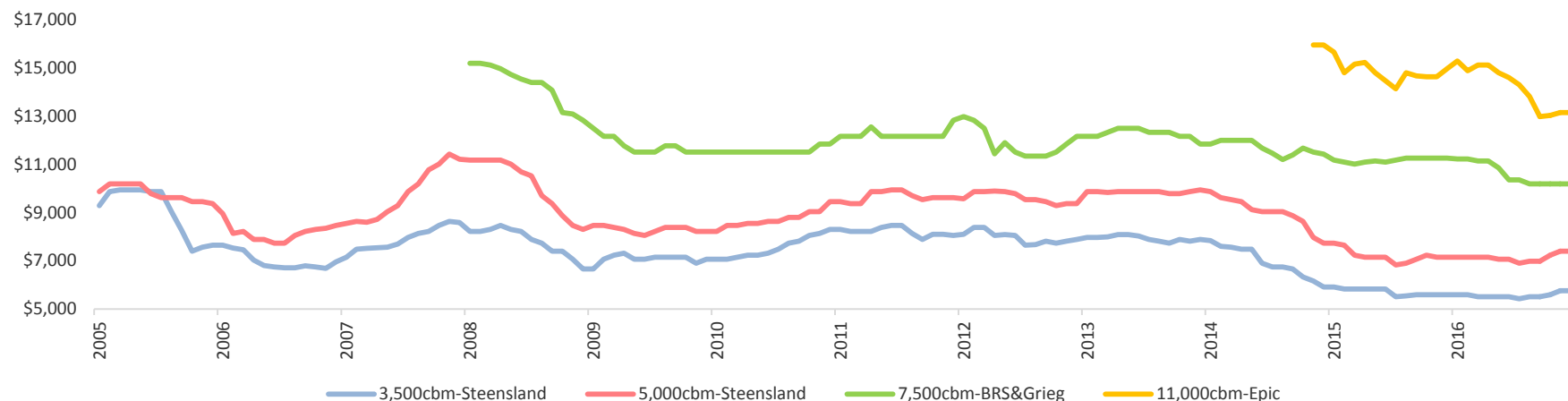
US pressure exports evolving to robust intra-regional demand



Working through supply driven weakness for small-ship LPG



Abnormal 2014/2016 deliveries resulted in pressurised LPG rates reaching a 15-year low



Commodity sell-off impacted trading activity



No long term correlation to VLGC & midsize earnings

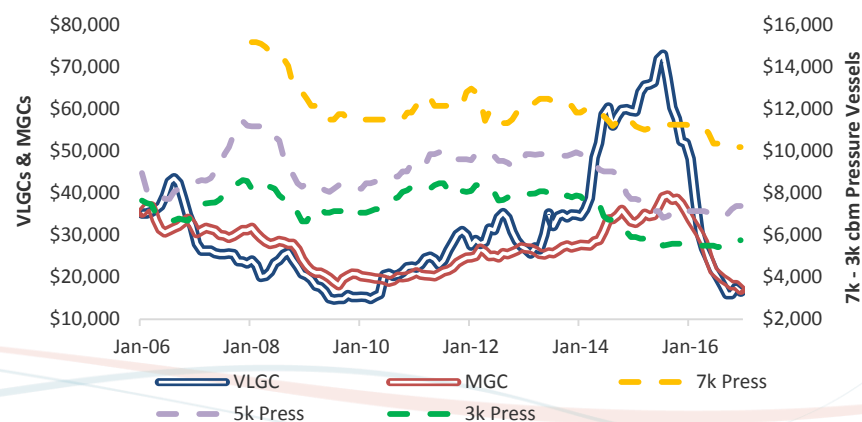


Table of contents



Section 1 – Executive summary

Section 2 – Key highlights

Section 3 – LPG market overview

Section 4 – Financials

Section 5 – Appendix

Financial analysis



Historical data

	Three Month Period Ended December 31		Twelve Month Period Ended December 31	
	2015	2016	2015	2016
INCOME STATEMENT (mm USD)				
Revenue	32.3	33.0	130.8	128.8
Profit/(loss) after tax	(11.4)	(15.9)	(16.0)	(23.3)
Adjusted EBITDA	7.4	5.7	30.2	25.6
BALANCE SHEET (mm USD)				
			As of 31/12/15	As of 31/12/16
Cash, cash equivalents and restricted cash			54.2	22.0
PP&E, advances for vessels under construction			454.1	513.9
Other assets, net			2.2	12.4
Less: indebtedness			(247.6)	(306.9)
Book value of equity			262.9	241.4
CASH FLOWS (mm USD)				
Cash from Operations			23.6	(6.5)
Cash from Investing			(32.0)	(85.9)
Cash from Financing			20.7	58.7
Change of cash in period			12.3	(33.7)
OPERATING METRICS				
Average number of vessels in period	36.9	37.3	36.9	37.6
Number of vessels as of period end	36	38	36	38
Fleet capacity at period end (cbm)	203,400	239,400	203,400	239,400
Gas fleet average size as of period end	5,650	6,300	5,650	6,300
Fleet calendar days	3,393	3,436	13,456	13,748
Time charter days	2,611	2,188	10,532	9,116
Spot market days	465	838	2,197	3,376
COA days (relets excluded)	238	270	482	824
Voyage days	3,314	3,295	13,211	13,316
Fleet utilisation	97.7%	95.9%	98.2%	96.9%
Fleet operational utilisation	95.2%	93.0%	96.0%	93.4%
Time charter equivalent earnings				
\$ / calendar day	8,341	8,206	8,682	8,102
\$ / voyage day	8,540	8,556	8,843	8,365
Operating expenses (\$ / calendar day)	3,950	4,336	4,157	4,233

Forecast⁽¹⁾

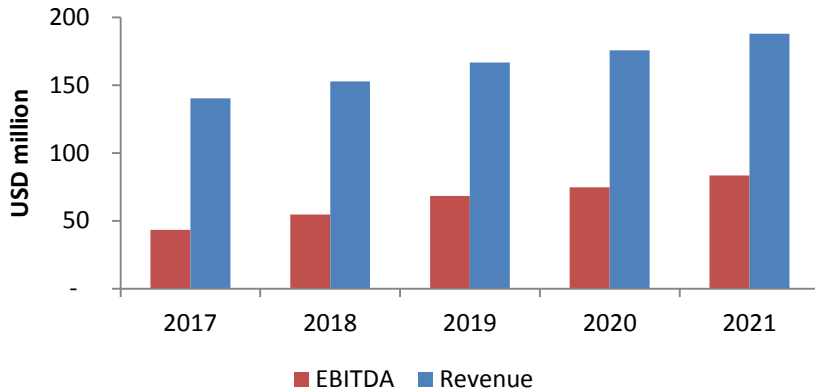
Financial statements (mm USD)	For the period ending	2017	2018	2019	2020	2021
		31-Dec	31-Dec	31-Dec	31-Dec	31-Dec
EBITDA		43.3	54.6	68.3	74.6	83.5
Finance expenses		(19.4)	(14.8)	(13.9)	(11.9)	(10.2)
Tax		-	-	-	-	-
Cash flow from operating activities		24.0	39.7	54.3	62.7	73.3
Release / (addition) of restricted cash		(4.3)	(0.5)	-	-	(1.5)
Loan repayment		(120.2)	(30.8)	(30.9)	(34.4)	(33.6)
Lease repayment		(7.1)	(9.5)	(15.7)	(3.7)	(3.9)
Loan drawdown		109.9	9.5	9.4	-	28.5
Proceeds from share issue		40.0	-	-	-	-
Cash flow from financing activities		18.1	(31.3)	(37.2)	(38.1)	(10.6)
Maintenance capex and drydocking		(10.0)	(5.1)	(9.4)	(7.9)	(6.5)
Investment in vessels		(20.0)	(19.0)	-	(11.4)	(57.0)
Advance for vessel under construction		2.6	-	-	-	-
Cash flow from investment activities		(27.4)	(24.1)	(9.4)	(19.3)	(63.5)
Free cash BOP		9.8	24.5	8.8	16.6	21.9
Net change in cash		14.7	(15.7)	7.7	5.3	(0.8)
Free cash EOP		24.5	8.8	16.6	21.9	21.0
Bank debt and other		236.4	215.2	193.7	159.3	154.2
Capital lease		53.8	44.3	28.6	24.8	20.9
Total debt		290.3	259.5	222.3	184.2	175.1
Total debt / EBITDA		6.7x	4.8x	3.3x	2.5x	2.1x
Net debt / EBITDA		5.8x	4.3x	2.8x	1.9x	1.6x
Time charter equivalent earnings (\$ / voyage day)		9,448.0	10,263.1	11,460.7	12,049.8	12,633.1

1) Assumes a growth program consisting of 1 resale acquisition and 6 newbuildings delivered between 2018 and 2022; figures are subject to uncertainty, and actual performance may deviate substantially from these forecasts

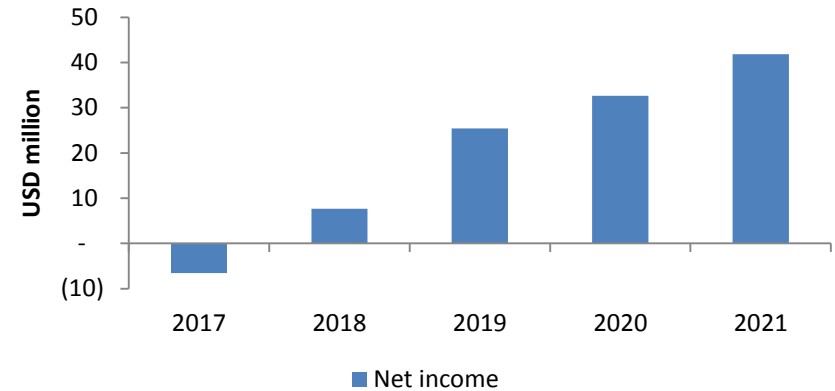
Epic is poised to deliver strong financial results



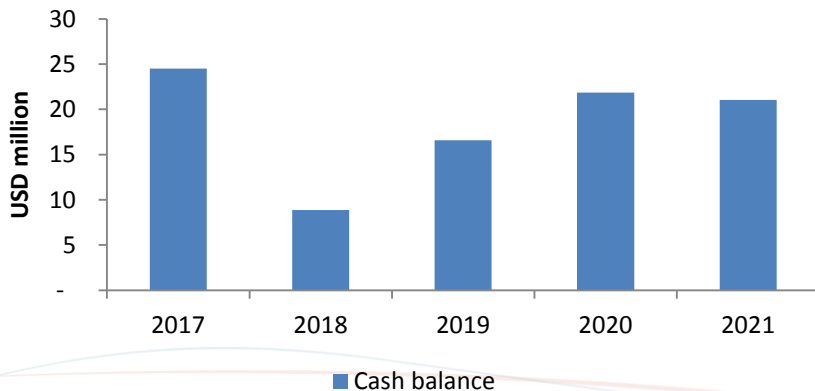
Solid cash generation



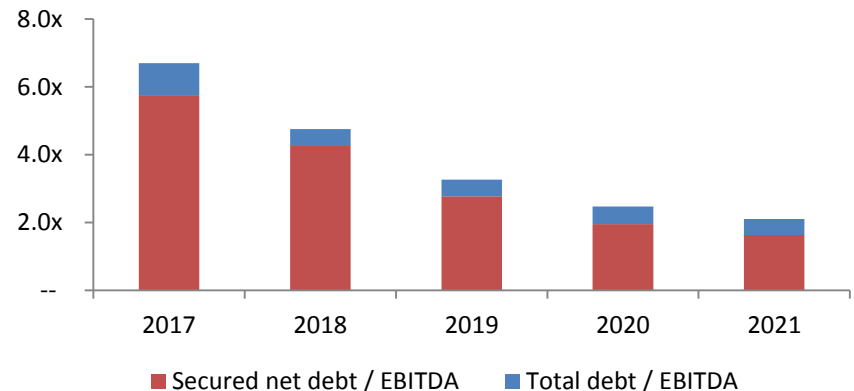
Accretion potential starting next year



Ample liquidity buffer



Rapid deleveraging



Note: Assumes a growth program consisting of 1 resale acquisition and 6 newbuildings delivered between 2018 and 2022; figures are subject to uncertainty, and actual performance may deviate substantially from these forecasts

Table of contents



Section 1 – Executive summary

Section 2 – Key highlights

Section 3 – LPG market overview

Section 4 – Financials

Section 5 – Appendix

Fleet list



41 vessels and 268,900 cbm actively employed throughout the globe

32 owned vessels

#	Vessel	cbm	Built	Yard
1	Epic Capri	3,300	1997	Kanrei
2	Epic Catalina	3,500	2007	Kanrei
3	Epic Corsica	3,500	2009	Kanrei
4	Epic Caledonia	3,500	2014	Kitanihon
5	Epic Curacao	3,500	2014	Kitanihon
6	Epic St. John	5,000	1998	Higaki
7	Epic St. George	5,000	2007	Shitanoe
8	Epic St. Lucia	5,000	2008	Sasaki
9	Epic St. Martin	5,000	2008	Kanrei
10	Epic St. Kitts	5,000	2008	Kanrei
11	St. Vincent	5,000	2008	Sasaki
12	Epic St. Croix	5,000	2014	Sasaki
13	Epic St. Thomas	5,000	2014	Sasaki
14	Epic St. Agnes	5,000	2015	Kitanihon
15	Epic St. Ivan	5,000	2015	Kitanihon
16	Epic Balta	6,300	2000	Higaki
17	Epic Borkum	7,200	2000	Murakami Hide
18	Epic Barbados	7,200	2001	Murakami Hide
19	Epic Bermuda	7,200	2001	Murakami Hide
20	Epic Barnes	7,200	2002	Murakami Hide
21	Epic Bali	7,200	2010	Kyokuyo
22	Epic Borneo	7,200	2010	Kyokuyo
23	Epic Bolivar	7,500	2002	Shin Kurushima
24	Epic Burano	7,500	2002	Watanabe
25	Epic Bonaire	7,500	2016	Sasaki
26	Epic Borinquen	7,500	2016	Sasaki
27	Epic Baluan	7,500	2017	Sasaki
28	Epic Madeira (Charlton)	9,500	2006	Miura
29	Epic Manhattan (Mayfair)	9,500	2007	Miura
30	Epic Samos	11,000	2016	Kyokuyo
31	Epic Sentosa	11,000	2016	Kyokuyo
32	Epic Shikoku	11,000	2016	Kyokuyo

8 chartered-in vessels

#	Vessel	cbm	Built	Yard
1	Epic Cordova	3,500	2009	Kanrei
2	Epic Cobrador	3,500	2009	Kanrei
3	Epic Corfu	4,100	2000	Watanabe
4	Epic Campbell	4,100	2001	Higaki
5	Epic Bell	7,200	2014	Kyokuyo
6	Epic Bird	7,200	2014	Kyokuyo
7	Epic Sicily	11,000	2015	Sasaki
8	Epic Sardinia	11,000	2017	Kyokuyo

1 newbuilding

#	Vessel	cbm	Built	Yard
1	Epic Salina	11,000	2017	Kyokuyo

Demand – new activity abounds



Country / Region	Segment	Commentary
Bangladesh	LPG	160k to 200k imports 2015 v 2016. +20k fye 2017. Shallow draft lends itself to the pressurised space
Brazil	LPG	Natural fit for pressure vessels. Petrobras, Jan 2015 had 17 vessels (10 foreign-owned), now 10 (3 foreign). Opportunity ahead
Caribbean	LPG	Power plant projects – Honduras (2017) & Panama City (2018)
Chile	LPG	Imports expected to grow 300k in the next 9 years
India	Butadiene	Exports: +36k pa
India	LPG	Modi/gov't push on, 50 million new connections to be created, cooking increase from 10% to 75% within 5 years. Demand growth of around 7% over the coming years (Drewry, Oct 2016). Imports approximately 10 MMT 2016-2017. 3/10 existing ports take pressurised vessels
Iran	LPG	Accounts for 4-5% of global seaborne trade, expected to double within 5 years due to leading low cost resources and regional demand growth, already some pressurised activity in 2016
Iran	Butadiene	Exports: +36k pa, potential CC4
Iraq	LPG	Basrah Gas 10,000 – 15,000 MT per month new Q2 with potential to export up to 25,000 MT. Shell may be involved
Korea/Japan	Propylene	Exports to PRC – Japan is cutting down exports on capacity rationality (900kMT in 2016 to 800kMT in 2017) and Korea is expanding exports with new capacities (1.2 MMT in 2016 to 1.3 MMT in 2017)
Mexico	Propylene	Imports: Altamira 2x2,500 MT pressure spheres due Q1 2017. PPL consumption grew 9% in 2015, strong demand
Nigeria	LPG	Despite domestic production, strong growth in imports. Potential market for 11,000 cbm
Pakistan	LPG	Port Qasim signed a deal in May 2016 for imports of 70k pa on pressure vessels ex-Iran
Peru	LPG	Economy shows strongest signs in S/America, limited storage, one pipeline. Demand growth expected
Philippines	LPG	+47k estimated by fye 2017
PRC	Propylene	Imports robust. Peak of 3 MMT pa/2014, 2.7 MMT pa/2015, flat in 2016. Expect 2.5 MMT pa/2018 (Argus, Oct 2016)
Singapore	LPG	JAC, new 10,000 MT per month, 120,000 MT pa exports
South Africa	LPG	+210k estimated for fye 2017. May use 11,000 cbm
Spain/Portugal	Propylene	Charterers converting from ageing semi-refrigerated to pressurised tonnage
Sri Lanka	LPG	+66k estimated for fye 2017. Colombo looking to increase to 11,000 cbm vessels
STS	LPG	Increasing product available ex-Iran, USA and Middle East plus falling VLGC rates is leading to increased volumes



Copyright © 2013 Epic Gas Ltd. All rights reserved.

