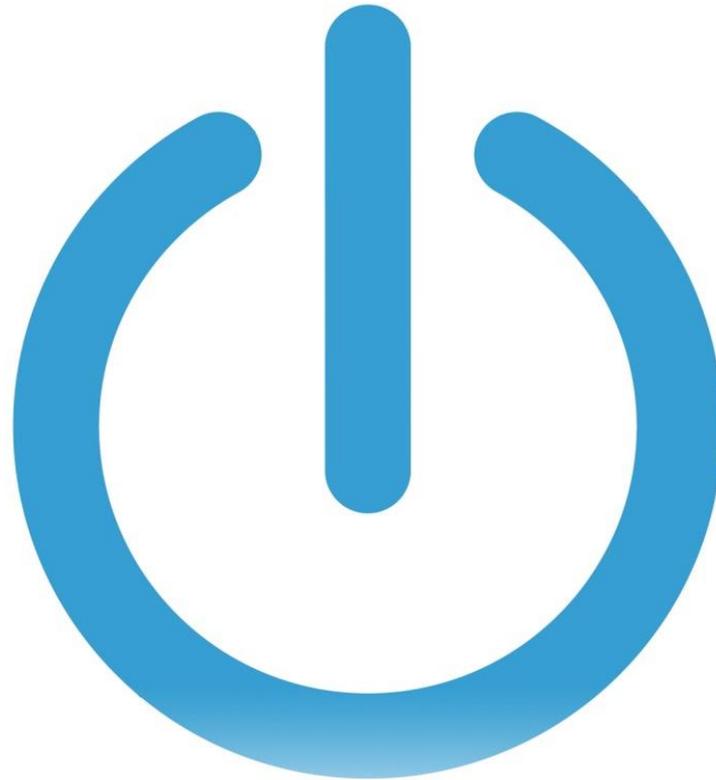


# Transport

## Europe

15 May 2019



# The switch is here

### What's it all about?

The US has transitioned from a ban on crude exports until 2015 to become a top-four exporter globally with its current exports amounting to close to 3m bpd. Most importantly, seaborne exports from the US have now surpassed seaborne imports: in other words, back-haul has become front-haul. From now, the US shale revolution will switch from being a drag on crude tanker demand to become the main driver of demand growth for the foreseeable future. We still expect the trade war to be a positive catalyst, but it is not a prerequisite, as the oil trade will remain broadly unaffected. We expect crude tanker rates to rise this winter and raise our VLCC spot rate estimate from USD67,600/day to USD72,000/day for 2020E, lift our TPs for the crude tanker companies, and reiterate Shipping FTW 2020!

**Main author**  
**Petter Haugen**

Head of Shipping

phaugen@keplercheuvreux.com  
+47 2313 9078

**Co-author**  
**Vetle Johansen**

Equity Research Analyst

vjohansen@keplercheuvreux.com  
+47 2313 9070

**Transport research team**

Biographies at the end of the report

# 360

## in 1 minute

### Investment case summary

Seaborne exports from the US have surpassed seaborne imports, transforming rising US crude production, which used to be regarded as a serious threat to the tanker trade (with good reason, as US crude imports have declined!), into the main driver of growth. A solution to the trade war would be another positive, though not strictly needed, catalyst. Similar to the turn in the LPG market this spring, we expect the crude tankers to turn this winter. We raise our VLCC spot rate estimate from USD67,600/day to USD72,000/day for 2020E, lift all our target prices in the crude tanker segment and reiterate Shipping FTW (“for the win”) 2020!

### Key findings of the report

We expect US crude oil exports to amount to 2.8m bpd in 2019E (up from 2.5m bpd), 3.8m bpd in 2020E (up from 3.4m bpd) and 4.8m bpd in 2021E. Seaborne imports now total c. 3m bpd.

Middle Eastern exports are set to decline by 0.5m bpd this year, mainly due to declining Iranian exports. For 2020E though, we expect more seaborne crude to be needed to comply with the IMO 2020 regulations and we model Middle Eastern exports to increase by 0.9m bpd.

We expect an average 3% annual growth in the fleet for 2019E-21E. When adjusting for other supply-side effects (mainly slower speeds caused by higher bunker prices stemming from the new IMO 2020 rules), we expect an average 2% annual growth in supply over 2019E-21, leading to a clear tightening of the market, as we expect demand to grow by 6% a year.

### What have we changed in our modelling?

While we still believe that a meaningful increase in rates is only likely to occur in Q4 of this year, we also reiterate our longer-term conviction and raise our VLCC rate forecast for 2020E from USD67,600 to USD72,000/day. For 2021E, as we expect US crude exports to rise further, we increase our spot rate estimate to USD92,000/day.

### Top picks

We favour DHT (Buy, TP USD11) and Frontline (Buy, TP NOK103) in the tanker segment. Both companies are focused on larger vessels and have clear strategies in favour of scrubbers. However, if we are right in our market modelling, Euronav (Buy, TP EUR15), Concordia (Buy, TP SEK20), Stolt-Nielsen (Buy, TP NOK190) and Odfjell (Buy, TP NOK45) also offer substantial upside potential.

# Summary of key changes and valuation

**Table 1: Changes made in this report (note: CCOR in SEKm)**

Company	Ticker	Rating		TP		New EBITDA (USDm)			Old EBITDA			New net profit (USDm)			Old net profit		
		New	Old	New	Old	2019E	2020E	2021E	2019E	2020E	2021E	2019E	2020E	2021E	2019E	2020E	2021E
<b>OIL TANKERS:</b>																	
DHT Holding	DHT	Buy	Buy	11.0	10.5	180	627	795	149	576	n/a	10	450	623	-19	408	n/a
Frontline	FRO	Buy	Buy	103	98	269	855	1,075	255	791	n/a	57	643	883	45	578	n/a
Euronav	EURN	Buy	Buy	15.0	14.5	385	1,298	1,696	373	1,162	n/a	-29	892	1,297	-18	752	n/a
Concordia (SEK)	CCOR	Buy	Buy	20	20	260	718	980	183	545	n/a	-75	382	650	-62	301	n/a
<b>CHEM TANKERS:</b>																	
Stolt-Nielsen	SNI	Buy	Buy	190	190	457	608	647	493	621	n/a	66	216	260	98	229	n/a
Odfjell	ODF	Buy	Buy	45	50	178	299	355	141	238	n/a	-47	57	115	-23	69	n/a

Source: Kepler Cheuvreux

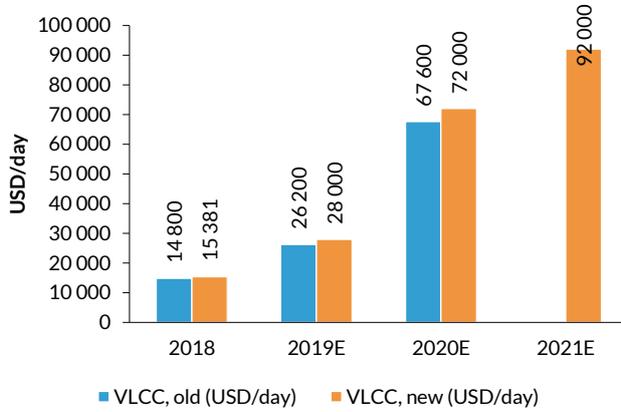
**Table 2: Valuation summary for KECH shipping coverage including peers**

Company	MCAP USDm	Curr.	Kepler Cheuvreux			Last close	Current valuation						KECH base valuation					
			Rating	TP	Pot.		GAV USDm	NAV USDm	NAV/ share	EV/GAV ratio	P/NAV ratio	GAV USDm	NAV USDm	NAV/ share	Pot. %			
<b>Dry bulk</b>																		
Golden Ocean Group	729	NOK	Buy	105	137%	44.3	1,978	1,002	61	0.86x	0.73x	2,735	1,758	107	76%			
DS Norden	575	DKK	Buy	150	56%	96.1	853	774	129	0.77x	0.74x	1,244	1,165	195	50%			
Star Bulk Carriers	725	USD				7.77	2,619	1,209	13.0	0.82x	0.60x	3,757	2,346	25.2	94%			
Scorpio Bulkers	333	USD				4.67	1,263	656	9.2	0.74x	0.51x	1,737	1,130	15.9	72%			
Safe Bulkers	159	USD				1.55	955	311	3.0	0.84x	0.51x	1,290	646	6.3	108%			
Genco Shipping	351	USD				8.41	1,024	710	17.0	0.65x	0.49x	1,503	1,189	28.5	68%			
Diana Shipping	324	USD				3.00	992	583	5.4	0.74x	0.56x	1,371	962	8.9	65%			
<b>Bulk avg.</b>					<b>97%</b>					<b>0.77x</b>	<b>0.59x</b>				<b>76%</b>			
<b>Crude oil</b>																		
Frontline	1,302	NOK	Buy	103	54%	67.0	2,495	874	45	1.17x	1.49x	3,621	2,000	103	129%			
DHT Holdings	822	USD	Buy	11	90%	5.79	1,581	792	5.6	1.02x	1.04x	2,456	1,667	11.7	110%			
Euronav	2,019	EUR	Buy	15	81%	8.29	3,538	2,280	9.4	0.93x	0.89x	5,576	4,318	17.7	89%			
Nordic American	300	USD				2.11	714	361	2.5	0.91x	0.83x	1,160	806	5.7	124%			
Teekay Tankers	322	USD				1.20	1,519	475	1.8	0.90x	0.68x	2,480	1,436	5.3	202%			
<b>Crude avg.</b>					<b>75%</b>					<b>0.99x</b>	<b>0.98x</b>				<b>131%</b>			
<b>Product</b>																		
Scorpio Tankers	1,340	USD				26.1	3,747	1,418	28	0.98x	0.95x	5,107	2,777	54	96%			
Concordia Maritime	53	SEK	Buy	20	86%	10.8	309	90	18.1	0.88x	0.60x	396	177	36	97%			
<b>Product avg.</b>					<b>86%</b>					<b>0.93x</b>	<b>0.77x</b>				<b>97%</b>			
<b>Chemical</b>																		
Stolt-Nielsen	637	NOK	Buy	190	83%	103.6	4,569	1,780	289	0.75x	0.36x	4,541	1,752	285	-2%			
Odfjell SE	256	NOK	Buy	45	58%	28.5	1,978	714	79	0.77x	0.36x	2,038	773	86	8%			
<b>Chem avg.</b>					<b>71%</b>					<b>0.76x</b>	<b>0.36x</b>				<b>3%</b>			
<b>LPG</b>																		
BW LPG	559	NOK	Buy	67	91%	35.1	1,672	654	41	0.94x	0.85x	2,336	1,317	83	102%			
Avance Gas	150	NOK	Buy	40	97%	20.3	624	190	26	0.94x	0.79x	857	424	57	123%			
Dorian LPG	407	USD				7.38	1,180	526	9.5	0.90x	0.77x	1,605	951	17.2	81%			
<b>LPG avg.</b>					<b>97%</b>					<b>0.92x</b>	<b>0.78x</b>				<b>102%</b>			
<b>LNG</b>																		
Flex LNG	711	NOK	Buy	220	92%	114.8	2,894	1,262	204	0.81x	0.56x	3,561	1,929	312	53%			
Höegh LNG	329	NOK	Buy	59	56%	37.8	1,556	548	63	0.86x	0.60x	1,556	692	80	26%			
Exmar	362	EUR	Buy	8.5	50%	5.65	1,231	523	8.17	0.87x	0.69x	1,309	602	9.4	15%			
<b>LNG avg.</b>					<b>53%</b>					<b>0.86x</b>	<b>0.65x</b>				<b>21%</b>			
<b>Car</b>																		
Wallenius Wilhelmsen	1,455	NOK	Buy	51	70%	30.1	6,032	2,664	55	0.80x	0.55x	6,224	2,856	59	7%			
<b>Leasing</b>																		
Ocean Yield	1,101	NOK	Buy	74	23%	60.4	3,218	1,125	62	0.99x	0.98x	n/a	1,238	68	10%			

Source: Kepler Cheuvreux

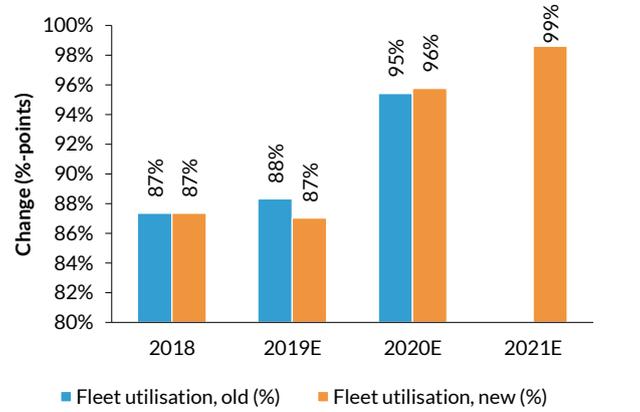
## Changes to oil tanker market-related forecasts

Chart 1: VLCC spot rates



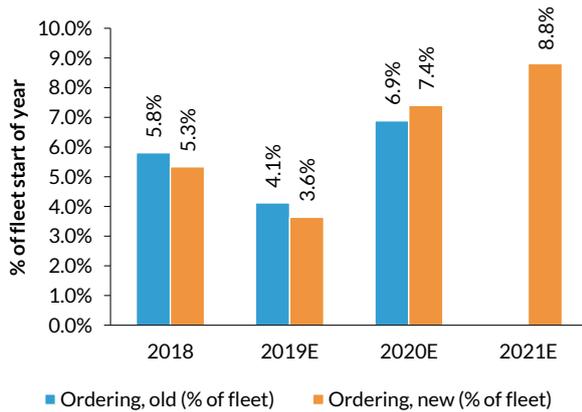
Source: Clarkson, Kepler Cheuvreux

Chart 2: Fleet utilisation



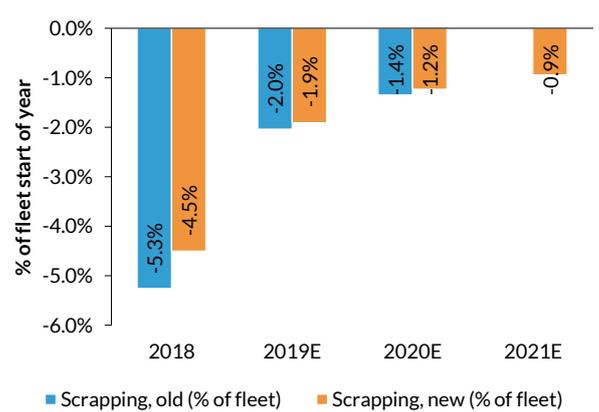
Source: Various, Kepler Cheuvreux

Chart 3: New contracting



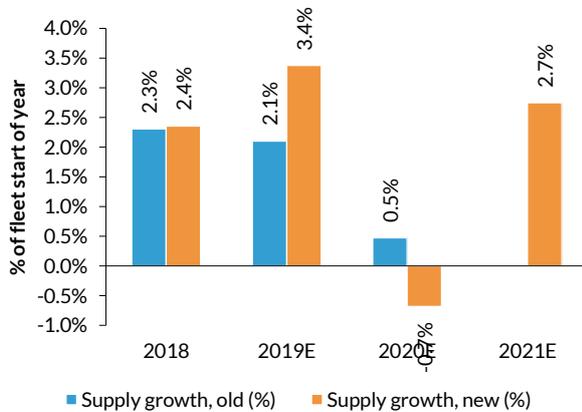
Source: Clarkson, Kepler Cheuvreux

Chart 4: Scrapping



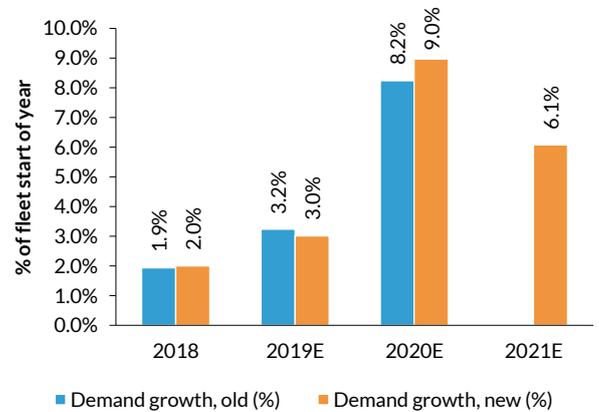
Source: Clarkson, Kepler Cheuvreux

Chart 5: Supply growth



Source: Clarkson, Kepler Cheuvreux

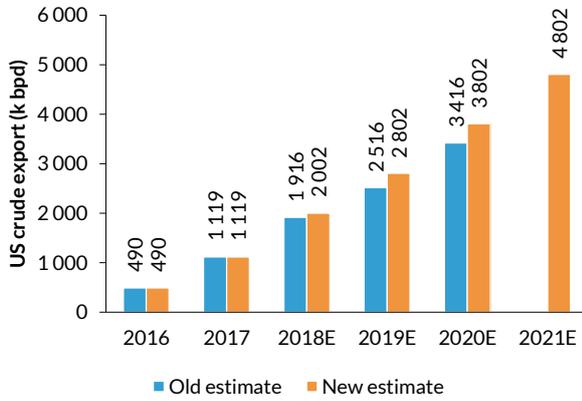
Chart 6: Demand growth



Source: Clarkson, Kepler Cheuvreux

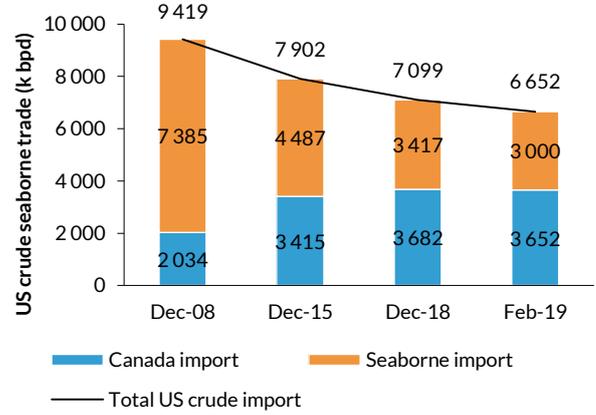
# Tanker investment case in six charts

**Chart 7: Once again, US exports are growing faster than we expected...**



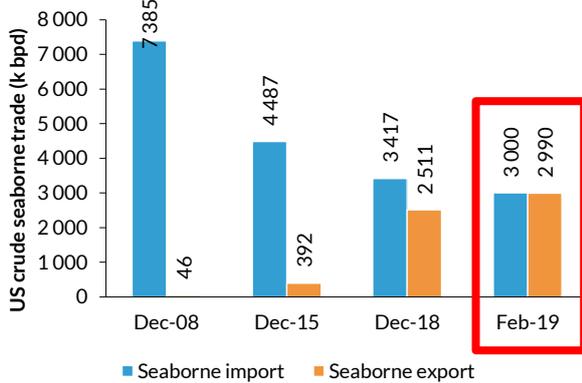
Source: EIA, Kepler Cheuvreux

**Chart 8: ...and together with continued growth in imports of Canadian heavy slate to the US we can now conclude that...**



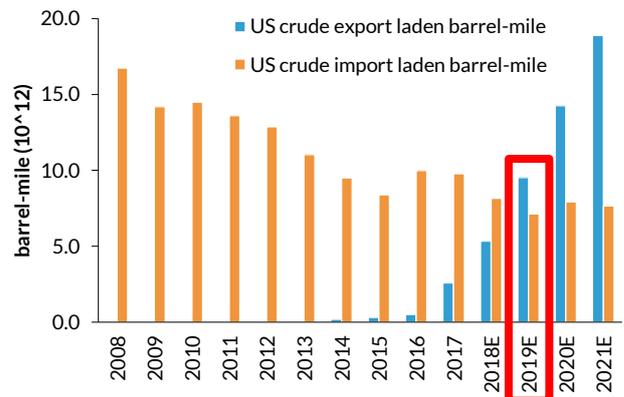
Source: EIA, Kepler Cheuvreux

**Chart 9: ...the SWITCH IS HERE; the US has turned net long seaborne crude; the old back-haul is the new front-haul...**



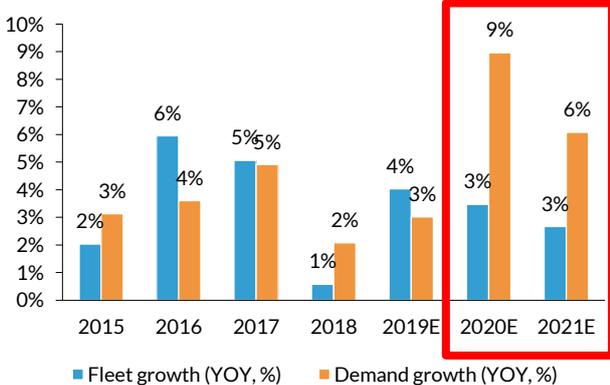
Source: EIA, Kepler Cheuvreux

**Chart 10: ...which, finally, turns the US shale revolution into a positive driver for the crude tanker market**



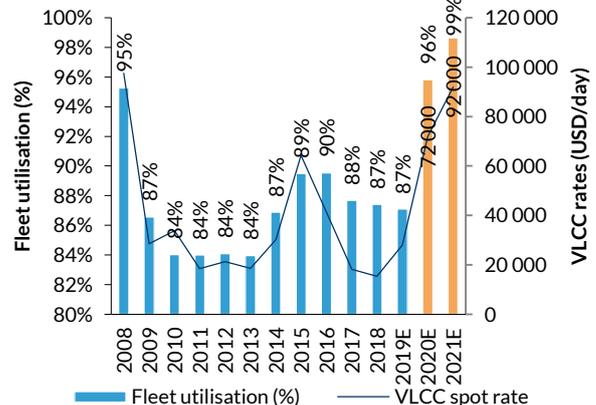
Source: BP, Kepler Cheuvreux

**Chart 11: The long-haul US exports are lifting transportation demand growth substantially higher than fleet growth...**



Source: Clarkson, Kepler Cheuvreux

**Chart 12: ...and together with IMO 2020, this will make 2020E the first year in a prolonged crude tanker cycle.**



Source: Clarkson, Bloomberg, Kepler Cheuvreux

## Oil tanker investment case summary

Seaborne exports from the US have now surpassed seaborne imports; in other words, back-haul has become front-haul. Now, the US shale revolution will shift from being a drag on crude tanker demand to being the main growth driver for the foreseeable future.

This implies that the marginal crude oil supply is 10,000-15,000 nautical miles away from marginal demand (the distance from US to Asia) which again means that the market now needs 40-50 VLCC equivalents for every additional 1m bpd of oil demand, about twice as many as would be required if marginal crude oil supply were to come from the Middle East.

US exports are the main driver of our demand estimates, which envisage an average 6% annual growth in tonne-miles over 2019E-21E. This compares with fleet growth of 3% a year which falls to 2% a year once the efficiency-reducing effects of the IMO 2020 regulations have been taken into account.

Despite the recent agitation from both sides, we reiterate our conviction that the trade war will be a positive catalyst for the tanker segment as a part of "the deal" should entail Chinese purchases of US hydrocarbons and we expect a constructive outcome, probably in conjunction with the upcoming G20 meeting in Japan on 28-29 June, if not before.

While we continue to expect rates to remain rather low on average in 2019E (we now expect USD28,000/day for the year), we expect a meaningful increase in rates in Q4 2019. We reiterate our longer-term conviction and raise our VLCC rate forecast for 2020E from USD67,600 to USD72,000/day. For 2021E, as we expect US crude exports to rise further, we further increase our spot rate estimate to USD92,000/day.

We also raise our target prices for all of the crude tanker stocks under our coverage and feel more bullish than ever before. While DHT and Frontline remain our favourite names in the space, we also see substantial upside for Euronav despite its lack of scrubbers and we continue to believe that both product and chemical tankers' spot rates will follow the same trajectory as their larger siblings.

### US fossil supremacy now turns positive for tankers

The US shale revolution is now ten years old, and we expect crude oil exports of 2.8m bpd in 2019E (up from 2.5m bpd), 3.8m bpd in 2020E (up from 3.4m bpd) and 4.8m bpd in 2021E. We expect that total Middle East exports will decline by 0.5m bpd this year, predominantly as a function of declining Iranian exports. For 2020E though, we believe that more seaborne crude will be needed in conjunction with the IMO2020-regulations and we expect an increase by 0.9m bpd in export from the Middle East.

Those figures are the main driver of our estimates for an average 6% a year growth in global tonne-miles in 2019-21E. The 52% YOY decline in new ordering in Q1 is

also helpful and we now expect an average 3% per year growth in the fleet for 2019-21E. When adjusting for other supply-side effects (predominantly slower speeds caused by higher bunker prices stemming from the new IMO 2020 rules), we expect effective supply growth of an average 2% per year in 2019-21E, making the tightening of the market even more evident.

### Still expect the trade war solution to be a positive catalyst

The tanker segment is the shipping segment that is least affected by a potential escalation of the trade war between the US and China. However, we continue to believe that the outcome from the ongoing trade war is likely to be a positive catalyst for the crude tanker segment (and for all other shipping segments) because we expect Chinese purchases of US crude oil to be a significant part of the mitigation of the trade imbalance between the two countries; the two economies are simply too compatible to miss this opportunity.

### Rates raised to USD72,000 and USD92,000/day for 2020E and 2021E

We still think that a meaningful increase in rates will only occur in Q4 2019, and also reiterate our longer-term conviction by raising our VLCC rate forecast for 2020E from USD67,600 to USD72,000/day. For 2021E, as we expect US crude exports to increase further, and we raise our spot rate estimate to USD92,000/day.

For Suezmaxes we marginally revise our 2019E estimate from USD24,100/day to USD24,000/day. For 2020E, we increase our estimate from USD51,000/day to USD54,000/day and expect USD67,000/day for 2021E.

In the product and chemical tanker markets, which we continue to believe should be regarded as derivatives of the crude tanker market, we also increase our spot rate estimates. For MRs in 2019E, we adjust from USD14,200/day to USD14,000/day while we increase our 2020E estimates from USD21,300/day to USD22,000/day. For 2021E we expect rates to rise to USD27,000/day.

### DHT and Frontline are still our top picks

We favour DHT (Buy, TP USD11) and Frontline (Buy, TP NOK103) in the tanker segment. Both companies are focused on larger vessels and have clear strategies in favour of scrubbers. However, if our market modelling proves to be correct, Euronav (Buy, TP EUR15), Concordia (Buy, TP SEK20), Stolt-Nielsen (Buy, TP NOK190) and Odfjell (Buy, TP NOK45) all offer substantial upside potential.

While we continue to value the companies based on their net asset values (NAV), those are, of course, also driven by the high expected earnings resulting from our optimistic rate outlooks. For DHT, we calculate a free cash flow yield of 60% for 2020E and 80% for 2021E and we have 96% upside to the current NAV. The similar numbers for Frontline are 47% for 2020E and a 65% yield in 2021E, while its NAV should appreciate 128% if our market outlook materialises. Frontline is trading at a P/NAV of 1.5x.

# Concordia Maritime

Sweden | Transport | Mcap SEK 513.1m

14 May 2019

## Buy

<b>Target Price</b>	<b>SEK 20.00</b>
Current Price	SEK 10.75
Up/downside	86.0%
Change in TP	none
Change in EPS	down nm 19E / up nm 20E

## Turning point for rates this winter with structural US boost

2018 was a tough year for oil tankers, and Concordia delivered an adjusted net loss of SEK-232m. Cash preservation was high on the agenda, but we believe 2018 was likely the trough. The most important reason is that seaborne exports from the US have now surpassed seaborne imports to the US: back-haul has become front-haul. So from now on, the US shale revolution will switch from being a drag on oil tanker demand to being the main driver of demand growth for the foreseeable future. With an improved crude market, we expect lower swing tonnage, and see rates turning this coming winter. We have a forecast for MR rates of USD21,000/day for 2020E and a net profit of SEK380m for Concordia. The stock trades at a deep discount to asset values, and although the balance sheet is not as strong as some of its peers', we see solid upside. We reiterate our Buy rating and TP of SEK20.

### Q1 figures in line with expectations

Concordia reported EBITDA of SEK82m versus our expectation of SEK65m, but as this quarter is affected by reporting changing to IFRS 16, we focus instead on net profit. The SEK2m net profit in Q1 was almost in line with our expectation of SEK6m (consensus: SEK5m). Concordia's product tanker fleet delivered a TCE of USD17,400, implying a premium of USD2,200/day to MR quotes versus our normal assumption of USD3,000/day.

### Raising our MR forecasts for 2020E

In the product and chemical tanker markets, which we continue to believe should be regarded as derivatives of the crude tanker market, we also increase our spot rate estimates. For MRs, we trim our estimates from USD14,200/day to USD14,000/day in 2019E and increase them from USD21,300/day to USD22,000/day in 2020E. For 2021E, we expect rates to increase further to USD27,000/day. This implies 2020E net profit going up by SEK382m, assuming a USD2,800/day premium for Concordia's PMAX vessels.

### Deep discount to asset values in a changing market

A ten-year MR is quoted at USD17.5m, and with an average fleet age of 10.6 years for PMAX vessels (value-weighted), while our valuation for Concordia tracks at close to the ten-year-old quote. We estimate a current NAV of SEK18 for Concordia, and on the back of our 2020E estimate, we see the ten-year MR value increasing to USD26m, lifting NAV to SEK35.

### Petter Haugen

Head of Shipping

phaugen@keplercheuvreux.com

+47 2313 9078

### Vetle Johansen

Equity Research Analyst

vjohansen@keplercheuvreux.com

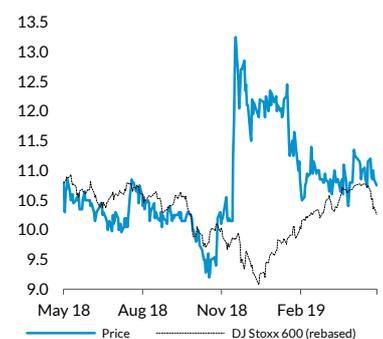
+47 2313 9070

#### Market data

Bloomberg: CCORB SS	Reuters: CCORb.ST
Market cap (SEKm)	513
Free float	52%
No. of shares outstanding (m)	48
Avg. daily volume (SEKm)	0.3
YTD abs performance	-11.9%
52-week high/low (SEK)	13.25/9.20

FY to 31/12 (SEK)	12/19E	12/20E	12/21E
Sales (bn)	1.2	1.6	1.8
EBITDA adj (m)	260.9	721.2	985.4
EBIT adj (m)	8.7	465.5	729.8
Net profit adj (m)	-75.1	384.3	654.0
Net debt (m)	2,104.9	1,745.7	1,323.1
FCF (m)	60.4	601.6	832.7
EPS adj. and fully dil.	-1.57	8.05	13.70
Consensus EPS	0.70	4.53	na
Net dividend	0.50	5.64	9.59

FY to 31/12 (SEK)	12/19E	12/20E	12/21E
P/E adj and ful. dil.	na	1.3	0.8
EV/EBITDA	10.0	3.1	1.9
EV/EBIT	na	4.9	2.5
FCF yield	11.8%	117.2%	162.3%
Dividend yield	4.7%	52.4%	89.2%
Net debt/EBITDA	8.1	2.4	1.3
Gearing	161.1%	116.6%	47.8%
ROIC	0.3%	13.6%	22.2%
EV/IC	0.7	0.7	0.6



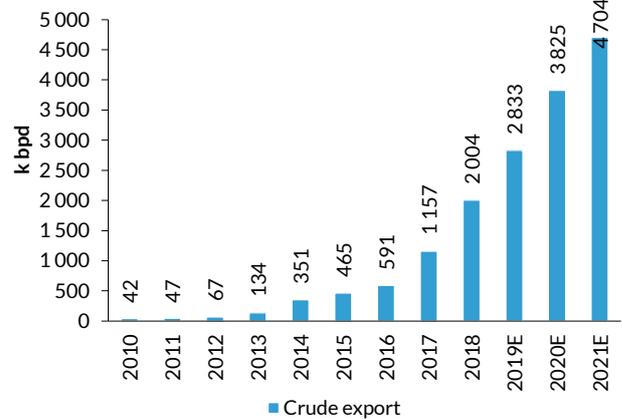
## Investment case in six charts

**Chart 145: CCOR is a player in the product tanker market with ten owned P-MAX vessels (30% more capacity than MR)**



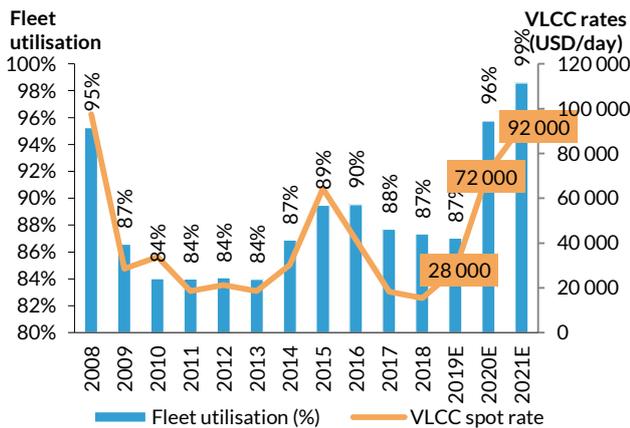
Source: Kepler Cheuvreux

**Chart 146: US crude export will probably pass 3m bpd this year and is the most important driver of all oil tanker demand**



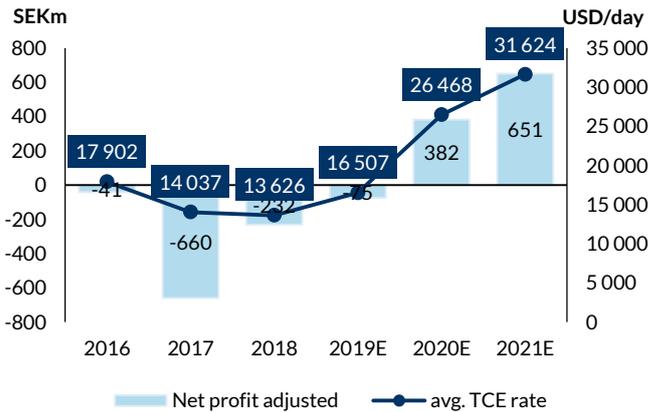
Source: Kepler Cheuvreux

**Chart 147: Although 2019E will be volatile, we expect a strong tightening in the oil tanker market in 2020E...**



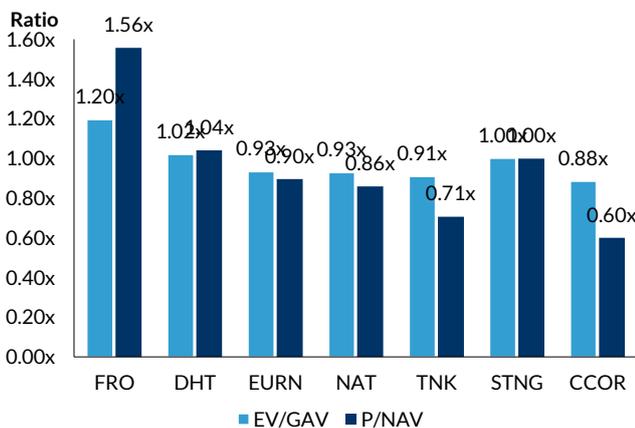
Source: Kepler Cheuvreux

**Chart 148: ... due to swing tonnage, product tanker earnings will follow, bringing CCOR back to profit (debt service SEK170m)**



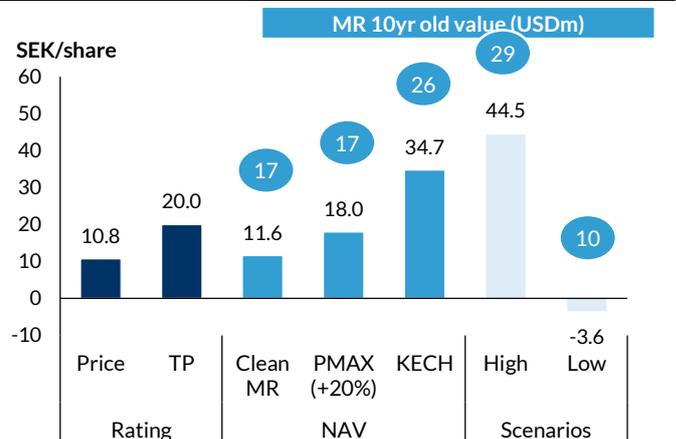
Source: Kepler Cheuvreux

**Chart 149: Deep discount in CCOR (P/NAV 0.6x), but we highlight higher cash flow risk in a delayed recovery**



Source: Kepler Cheuvreux

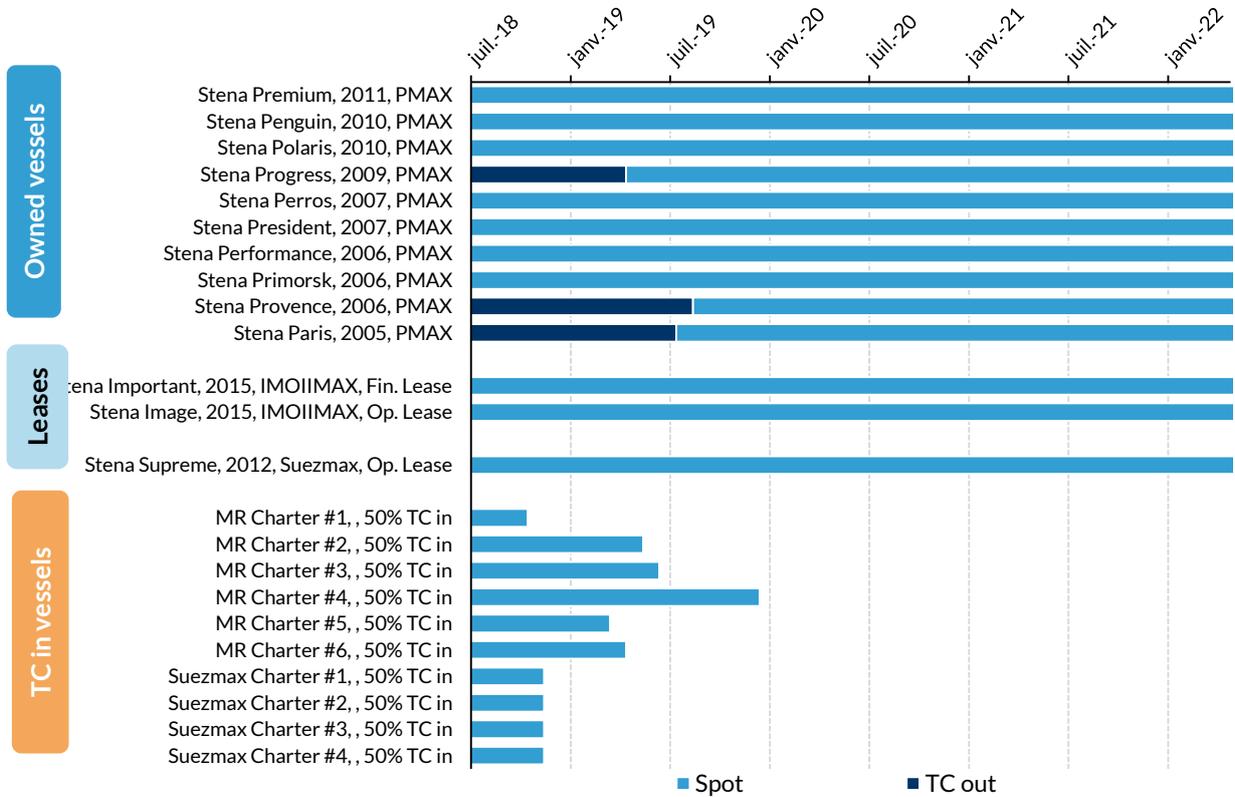
**Chart 150: We have a Buy rating, TP of SEK20, seeing 10- old MR up by 50% from current low levels**



Source: Kepler Cheuvreux

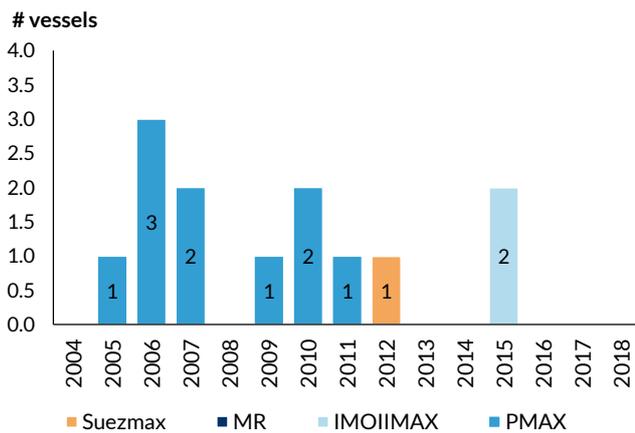
## Concordia Maritime in brief

Chart 151: Fleet employment



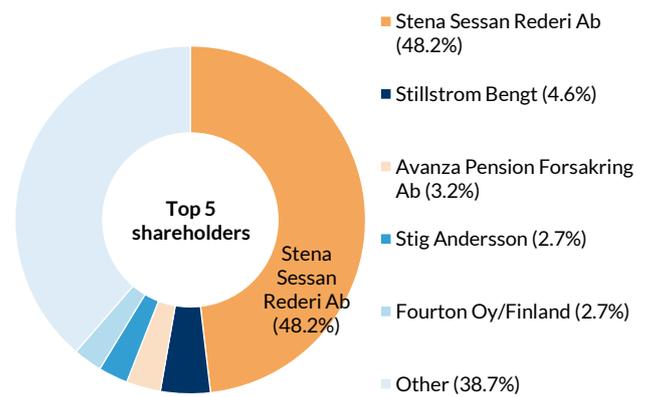
Source: Kepler Cheuvreux

Chart 152: Owned/leased fleet by year (weighted 11 years)



Source: Kepler Cheuvreux

Chart 153: Largest shareholder controls 48%



Source: Bloomberg

### Q1 figures (note lines affected by IFRS 16)

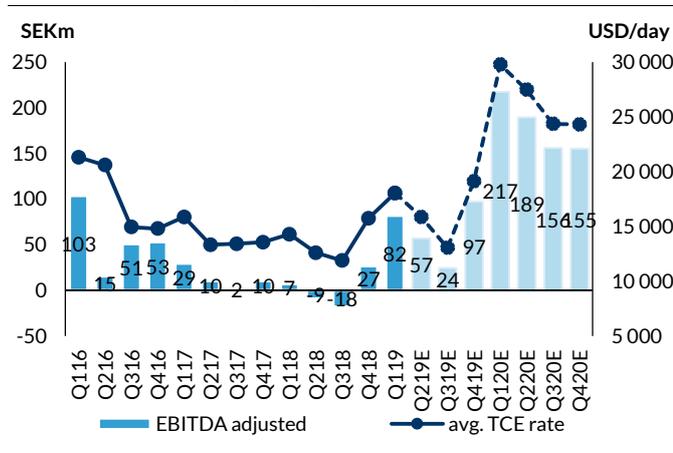
Concordia reported EBITDA of SEK82m versus our expectation of SEK65m, but as this quarter is affected by reporting changing to IFRS 16, we focus instead on net profit. The SEK2m net profit in Q1 was almost in line with our expectation of SEK6m (consensus: SEK5m). Concordia's product tanker fleet delivered a TCE of USD17,400, implying a premium of USD2,200/day to MR quotes versus our normal assumption of USD3,000/day.

Table 9: Quarterly figures: Kepler Cheuvreux versus Bloomberg consensus

Reported figures (SEKm)	Reported figures				Reported Q1 2019	Estimates		Deviation, SEKm	
	Q1 2018	Q2 2018	Q3 2018	Q4 2018		KECH	Cons.	KECH	Cons.
Operating revenues	199.6	227.0	258.6	367.8	310.8	307.2	69.8	3.6	
Operating costs incl. charter hire	-179.0	-223.7	-265.8	-275.5	-213.2	-224.5		11.3	
SGA	-13.6	-12.6	-10.7	-15.2	-15.9	-17.0		1.1	
<b>EBITDA reported</b>	<b>7.0</b>	<b>-9.3</b>	<b>-17.9</b>	<b>77.1</b>	<b>81.7</b>	<b>65.6</b>	<b>69.8</b>	<b>16.1</b>	<b>11.9</b>
<b>EBITDA adjusted</b>	<b>7.0</b>	<b>-9.3</b>	<b>-17.9</b>	<b>26.6</b>	<b>81.7</b>	<b>65.6</b>	<b>69.8</b>	<b>16.1</b>	<b>11.9</b>
Depreciation	-43.4	-46.2	-48.4	-48.9	-60.4	-48.9		-11.5	
<b>Operating profit</b>	<b>-36.4</b>	<b>-55.5</b>	<b>-66.3</b>	<b>28.2</b>	<b>21.3</b>	<b>16.8</b>	<b>20.9</b>	<b>4.5</b>	<b>0.4</b>
<b>EBIT adjusted</b>	<b>-36.4</b>	<b>-55.5</b>	<b>-66.3</b>	<b>-22.3</b>	<b>21.3</b>	<b>16.8</b>	<b>20.9</b>	<b>4.5</b>	<b>0.4</b>
Net financial interest	-2.3	-1.6	-0.5	-47.5	-19.4	-10.1		-9.3	
Other financial items	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
<b>Profit before tax</b>	<b>-38.7</b>	<b>-57.1</b>	<b>-66.8</b>	<b>-19.3</b>	<b>1.9</b>	<b>6.7</b>		<b>-4.8</b>	
Taxes	0.0	0.0	-0.1	-0.1	-0.1	0.0		-0.1	
<b>Net profit reported</b>	<b>-38.7</b>	<b>-57.1</b>	<b>-66.9</b>	<b>-19.4</b>	<b>1.8</b>	<b>6.7</b>	<b>5.4</b>	<b>-4.9</b>	<b>-3.5</b>
<b>Net profit adjusted</b>	<b>-38.7</b>	<b>-57.1</b>	<b>-66.8</b>	<b>-69.8</b>	<b>1.9</b>	<b>6.7</b>	<b>5.4</b>	<b>-4.8</b>	<b>-3.4</b>
EPS adj (SEK)	-0.81	-1.20	-1.40	-1.46	0.04	0.14	0.12		
DPS (SEK)	0.00	0.00	0.00	0.00	0.00	0.00			
<b>Operating assumptions:</b>									
Product tank -TCE rate (USD/day)	14,400	12,400	11,200	13,700	17,400	17,640		-1%	
Suezmax -TCE rate (USD/day)	12,700	14,200	15,300	25,800	27,300	32,551		-16%	
<b>Avg. TCE rate (USD/day)</b>	<b>14,287</b>	<b>12,598</b>	<b>11,883</b>	<b>15,736</b>	<b>18,039</b>	<b>18,602</b>		<b>-3%</b>	
EBITDA margin (USD/day)	639	-706	-1,208	1,793	6,387	5,200		23%	
USDSEK	8.12	8.68	8.95	9.04	9.17	9.05		1%	

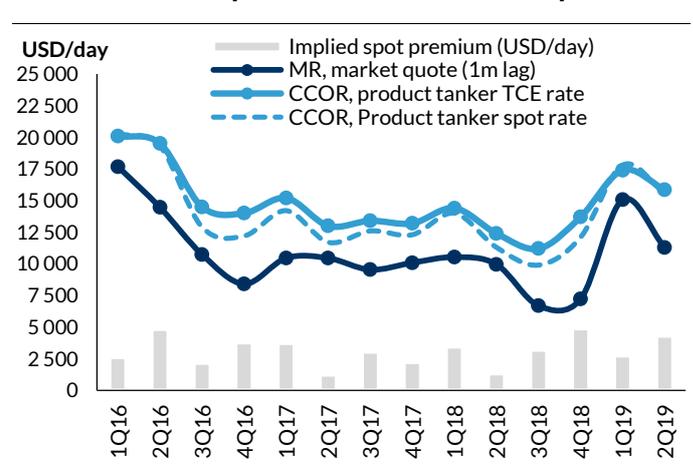
Source: Bloomberg consensus, Kepler Cheuvreux

Chart 154: Quarterly EBITDA (impact on EBITDA from IFRS 16 c. SEK20m from Q1 2019)



Source: Kepler Cheuvreux

Chart 155: CCOR implied TCE rate versus market quote



Source: Clarkson, Kepler Cheuvreux

## Outlook for a strong 2020E to outweigh short-term risk

Seaborne exports have now surpassed seaborne imports to the US, transforming the increasing US crude production which used to be regarded as a great threat to the tanker trade (with good reason, US crude imports have declined!) has just now become the main driver of growth. A solution to the trade war would be another positive, albeit unnecessary, catalyst and as the LPG market turned this spring, we expect the crude tankers to turn in the coming winter.

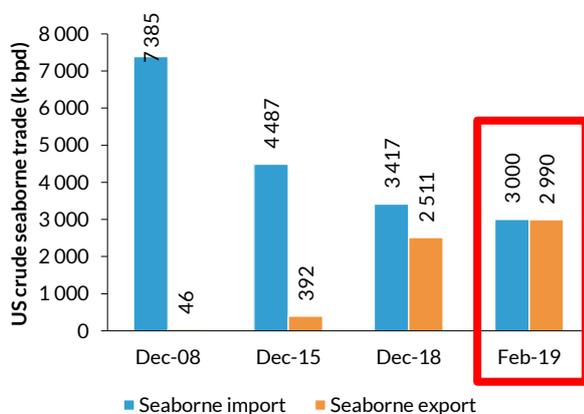
We expect US crude oil exports of 2.8m bpd in 2019E (up from 2.5m bpd), 3.8m bpd in 2020E (up from 3.4m bpd) increasing further to 4.8m bpd in 2021E. Seaborne imports are now about 3m bpd.

Middle East exports should decline by 0.5m bpd this year, predominantly as a function of declining Iranian exports. For 2020E though, we expect more seaborne crude to be needed as a consequence of the IMO2020 regulations which is the main reason why we believe an increase in Middle East exports of 0.9m bpd will be needed.

We expect an average 3% annual growth in the fleet for 2019E-21E. When adjusting for other supply-side effects (predominantly lower speed caused by higher bunker prices stemming from the new IMO2020 rules), we expect effective supply growth of an average 2% per year in 2019E-21, making the tightening of the market, with demand growing by 6% per year, obvious.

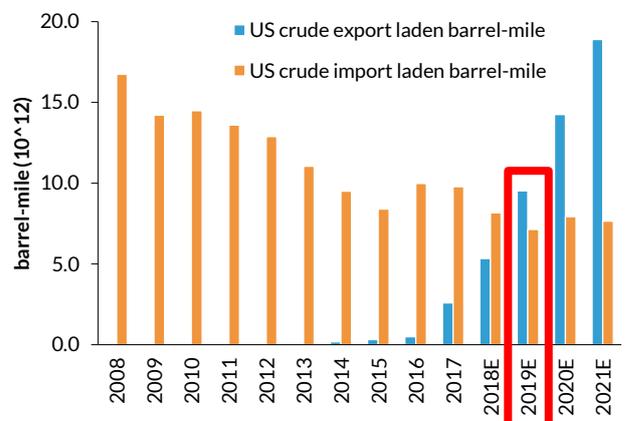
While we continue to think that it is only in Q4 this year one should expect a meaningful increase in rates, we also reiterate our longer-term conviction and raise our VLCC rate forecast for 2020E from USD67,600 per day to USD72,000. For 2021E, as we expect US crude exports to rise further, we further increase our spot rate estimate to USD92,000/day.

**Chart 156: THE SWITCH IS HERE; the US has turned net long seaborne crude; the old backhaul is the new fronthaul...**



Source: Bloomberg, Kepler Cheuvreux

**Chart 157: ...which, finally, also switches the US shale revolution into a positive driver for the crude tanker market**



Source: Kepler Cheuvreux

## Product tanker segment (Concordia Maritime)

In the product and chemical tanker markets, which we continue to believe should be regarded as derivatives of the crude tanker market, we also increase our spot rate estimates. For MRs, we adjust our estimates from USD14,200/day to USD14,000/day in 2019E while we increase them from USD21,300/day to USD22,000/day in 2020E. For 2021E, we expect rates to increase further to USD27,000/day.

**Table 10: KECH product tanker supply model**

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019E	2020E	2021E
<b>Fleet overview (m dwt)</b>													
Fleet start of year	102	114	121	125	128	131	136	144	153	159	162	168	171
Historical deliveries	14.7	11.1	6.9	6.1	5.6	6.5	8.8	9.9	8.3	5.8	0.0		
Gross orderbook for delivery by month											5.3	4.6	2.4
Forecasted cancellations											-0.2	0.0	0.0
Postponements											-1.0	0.1	0.0
Deliveries from orderbook											4.2	4.7	2.4
Historical ordering	2.1	5.4	3.7	6.1	17.9	7.0	12.2	1.9	8.1	4.6	0.0		
Future ordering											1.2	2.4	2.9
Deliveries from future ordering											0.0	0.0	1.2
Historical scrapping	-2.2	-3.8	-1.8	-3.0	-2.2	-1.4	-0.8	-0.8	-1.8	-2.8	0.0		
Scrap price (USD/LDT)	334	444	515	443	424	471	345	274	378	432	400	400	400
Future scrapping											-2	-1	0
Scrapping as % of fleet	-2.1%	-3.4%	-1.5%	-2.4%	-1.7%	-1.1%	-0.6%	-0.5%	-1.2%	-1.8%	-1.2%	-0.6%	-0.2%
Misc.	-0.8	-0.4	-0.6	-0.6	-0.1	0.0	-0.2	-0.1	0.0	-0.1	0.7	-0.1	0.0
Fleet end of year	114	121	126	129	132	137	145	154	160	164	169	172	175
Fleet growth (YOY, %)	10%	6%	4%	2%	2%	4%	6%	6%	4%	2%	3%	2%	1%
<b>SUPPLY (10<sup>12</sup> tonne-miles)</b>													
Vessel design speed (knot)	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.6	14.7	14.7	14.7	14.7	14.7
Gross transportation capacity	14.0	15.0	15.8	16.3	16.7	17.1	18.0	19.1	20.1	20.7	21.3	21.9	22.3
Actual port ratio (% of total time)	38%	34%	30%	29%	28%	26%	25%	25%	25%	24%	24%	23%	23%
Normal port operations	-5.3	-5.1	-4.8	-4.7	-4.6	-4.5	-4.6	-4.9	-5.0	-5.0	-5.1	-5.1	-5.1
Floating storage	-0.8	-0.8	-0.9	-1.0	-1.1	-1.1	-1.1	-1.2	-1.3	-1.4	-1.3	-1.3	-1.3
Floating storage (% of capacity)	-6%	-5%	-6%	-6%	-6%	-6%	-6%	-6%	-6%	-7%	-6%	-6%	-6%
Bunker price (HFO, USD/tonne)	354	450	618	640	595	532	264	213	300	395	377	321	323
Bunker price (MGO, USD/tonne)	529	683	944	955	904	817	480	383	495	638	623	620	597
Optimal vessel speed (knot)	13.9	11.9	10.9	10.3	11.0	11.2	14.8	15.3	13.6	12.4	12.5	12.2	13.4
Historical vessel speed (knot)	14.3	12.7	11.3	10.8	10.5	9.9	9.6	9.6	9.5	9.2			
Forecasted speed (knot)											9.0	8.7	8.7
Historical and forecasted vessel speed (knot)	14.3	12.7	11.3	10.8	10.5	9.9	9.6	9.6	9.5	9.2	9.1	8.7	8.7
Slow steaming (% of total gross capacity)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Capacity taken out in slow steaming	-0.2	-1.3	-2.5	-3.0	-3.4	-4.1	-4.6	-4.9	-5.4	-5.8	-6.2	-6.9	-7.0
Net transportation capacity	7.6	7.9	7.6	7.6	7.5	7.4	7.6	8.1	8.4	8.5	8.7	8.7	8.8
Net capacity growth (YOY, %)	17%	3%	-3%	-1%	-1%	-2%	3%	7%	4%	0%	3%	0%	1%

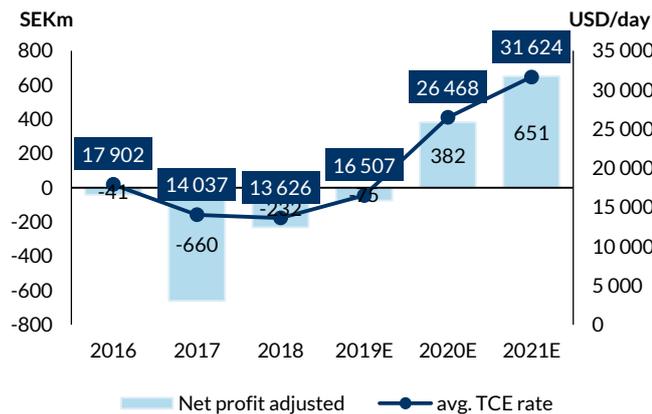
Source: Clarkson, Kepler Cheuvreux

**Changes to estimates:**

2018 was a tough year for oil tankers, and Concordia delivered a net loss of -SEK232m for the full year. Cash preservation was on the agenda in 2018, but in our view 2018 was likely the trough in earnings:

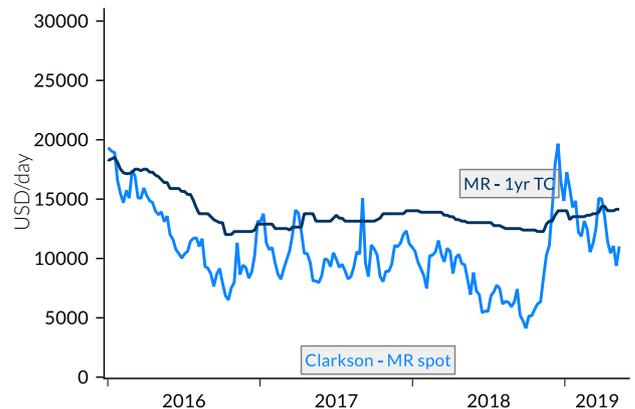
- **2019E net loss down to -SEK74m:** After a strong Q1, we expect weak freight rates over Q2 and Q3, as indicated by the current spot and forward market (c. USD14,000/day for Concordia). We expect an improvement in Q4, due to higher US exports and some initial effects as the market prepares for IMO 2020 (Concordia TCE rate in Q4 of USD19,000/day).
- **2020E net profit up by SEK382m:** We lift our MR forecast to USD22,000/day and assume a USD2,800/day premium for Concordia's PMAX vessels.
- **2021E initial net profit of SEK650m:** USD27,000/day MR rates, but as there is still ample room to increase the order book, we state this figure with less confidence.

**Chart 158: Net profit versus average TCE rate**



Source: Bloomberg, Kepler Cheuvreux

**Chart 159: MR market quote**



Source: Clarkson, Kepler Cheuvreux

**Table 11: Changes to estimates (note that EBITDA estimates are impacted by IFRS 16)**

Changes to estimates (SEKm)	2019E			2020E			2021E		
	New	Old	Change	New	Old	Change	New	Old	Change
EBITDA adjusted	260.0	182.7	n/a	717.6	545.3	32%	980.5	n/a	0%
Net profit adjusted	-74.9	-62.3	n/a	382.2	301.6	27%	650.6	n/a	0%
EPS adj (SEK)	-1.57	-1.30	n/a	8.01	6.32	27%	13.63	n/a	0%
DPS (SEK)	0.50	0.50	0%	5.61	4.42	27%	9.54	n/a	0%
Avg. TCE rate (USD/day)	16,507	16,755	-1%	26,468	24,793	7%	31,624	n/a	0%
EBITDA margin (USD/day)	5,222	3,632	n/a	15,715	11,943	32%	21,600	n/a	0%
Vessel days (calendar)	5,260	5,260	0%	4,774	4,774	0%	4,745	n/a	0%

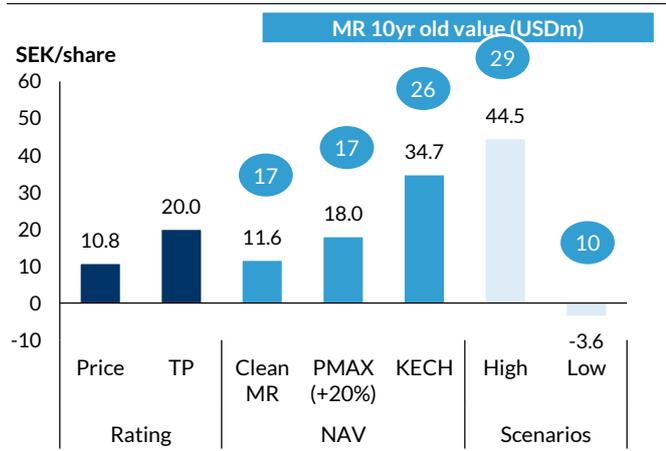
Source: Kepler Cheuvreux

## We have a Buy rating and target price of SEK20

A ten-year MR is now quoted at USD17.5m, and with an average fleet age of 10.6 years for PMAV vessels (value-weighted), our valuation for Concordia tracks at close to the ten-year-old quote. We estimate a current NAV of SEK18 for Concordia, and on the back of our 2020E estimate, we see the ten-year MR value increasing to USD26m, lifting NAV to SEK35.

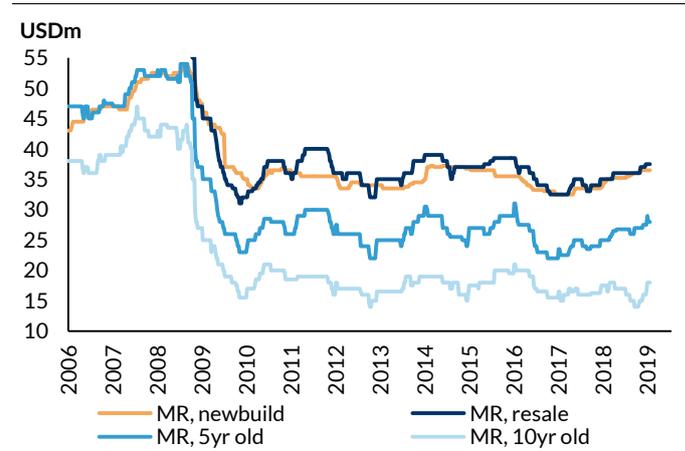
Given the steep share price discount, we set our TP at SEK20.

Chart 160: Valuation scenarios



Source: Kepler Cheuvreux

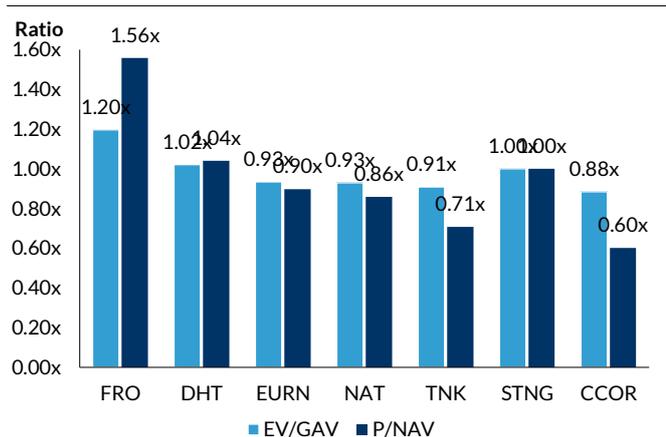
Chart 161: Historical MR vessel values



Source: Kepler Cheuvreux

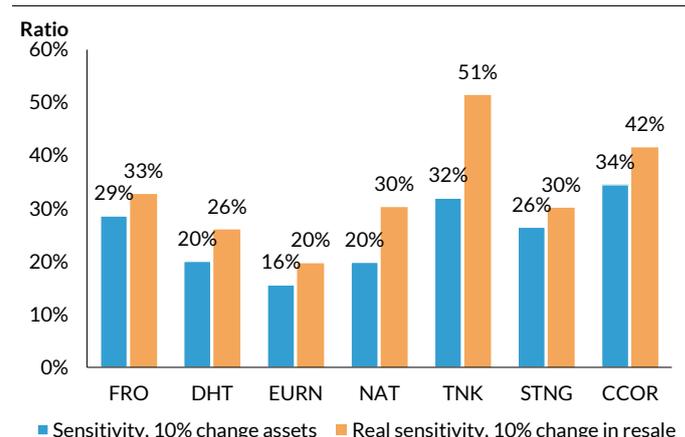
Concordia is currently trading at a P/NAV of 0.55x.

Chart 162: P/NAV and EV/GAV relative to current asset values



Source: Kepler Cheuvreux

Chart 163: NAV sensitivity to changes in asset values



Source: Kepler Cheuvreux

## Valuation breakdown

**Table 12: Valuation breakdown**

NAV (USDm)	No. vessels	Age (avg.)	Current NAV		1Y forward NAV		
			MR	Premium	Base	Low	High
<b>Fleet:</b>							
PMAX	10	10.6	160	191	265	100	305
IMOIIIMAX	1	3.5	31	31	41	14	50
Fleet on water	11	7.7	190	222	305	114	354
Newbuilds	0	n/a	0	0	0	0	0
<b>Total fleet value (USDm)</b>	<b>11</b>	<b>7.7</b>	<b>190</b>	<b>222</b>	<b>305</b>	<b>114</b>	<b>354</b>
MtM contract portfolio			-1	-1	0	0	0
Operating lease value (IFRS16)			87	87	87	87	87
1Y cash-flow					3	-1	6
<b>GAV (USDm)</b>			<b>277</b>	<b>309</b>	<b>392</b>	<b>201</b>	<b>441</b>
<b>NIBD (relative last report):</b>							
Cash and cash equivalents			23	23	23	23	23
Interest bearing debt			-258	-258	-258	-258	-258
Net working capital			16	16	16	16	16
Other adjustments			0	0	0	0	0
Future capex			0	0	0	0	0
<b>NIBD incl. off-balance commitments</b>			<b>-219</b>	<b>-219</b>	<b>-219</b>	<b>-219</b>	<b>-219</b>
<b>NAV (USDm)</b>			<b>58</b>	<b>90</b>	<b>173</b>	<b>-18</b>	<b>222</b>
No. shares (fully delivered)			47.7	47.7	47.7	47.7	47.7
<b>NAV/share (SEK)</b>			<b>11.6</b>	<b>18.0</b>	<b>34.7</b>	<b>-3.6</b>	<b>44.5</b>
Shareprice (SEK)			10.8	10.8	10.8	10.8	10.8
<b>P/NAV</b>			<b>0.93x</b>	<b>0.60x</b>	<b>0.31x</b>	<b>n/a</b>	<b>0.24x</b>
EV (USDm)			273	273	273	273	273
<b>EV/GAV</b>			<b>0.98x</b>	<b>0.88x</b>	<b>0.69x</b>	<b>1.36x</b>	<b>0.62x</b>

Source: Kepler Cheuvreux

We include the following items in our valuation:

- **PMAX vessels** valued at a 20% premium to standard MR vessels.
- **Net interest-bearing debt:** We include cash and interest-bearing debt from the latest quarterly report.
- **Other assets/liabilities:** We include the book value of net working capital items.
- **Off-balance sheet adjustments:** We make no other adjustments.

**Table 13: Trading multiples and forecasts**

Summary figures & valuation		2017	2018	2019E	2020E	2021E
<b>Key P&amp;L estimates, SEKm:</b>						
EBITDA adj.	KECH	51	6	260	718	980
	Consensus			268	499	355
	Deviation			-3%	44%	176%
EBIT	KECH	-625	-181	9	463	726
	Consensus			43	289	114
	Deviation			-79%	61%	537%
Net profit adjusted	KECH	-660	-232	-75	382	651
	Consensus			-9	232	28
	Deviation			nm.	65%	2223%
DPS (SEK)	KECH	0.00	0.00	0.50	5.61	9.54
	Consensus			n/a	n/a	n/a
	Deviation			nm.	nm.	nm.
<b>Valuation:</b>						
EV/EBITDA (w. fully delivered EV)	KECH	45.6x	370.6x	9.9x	3.6x	2.7x
	Consensus			9.7x	5.2x	7.3x
EV/EBIT (w. fully delivered EV)	KECH	n/a	n/a	295.4x	5.6x	3.6x
	Consensus			60.8x	9.0x	22.9x
P/E	KECH	n/a	n/a	n/a	1.3x	0.8x
	Consensus			n/a	2.2x	18.3x
Div. yield	KECH	0.0%	0.0%	4.7%	52.1%	88.8%
	Consensus			n/a	n/a	n/a
P/B	KECH	0.42x	0.48x	0.40x	0.35x	0.19x
<b>Balance sheet items:</b>						
Current share price, SEK		10.8	10.8	10.8	10.8	10.8
Market cap, SEKm		458	466	508	513	513
Net interest bearing debt	reported	1,169	1,315	2,105	1,748	348
	fully delivered (SOP)	1,872	1,905	2,074	2,096	2,096
Enterprise value, SEKm	reported NIBD	1,628	1,782	2,613	2,261	861
	fully delivered	2,331	2,372	2,582	2,609	2,609
Book value per share (SEK)		25.6	22.2	27.0	31.0	57.6
<b>Profitability</b>						
ROIC (%), avg.		-21.7%	-7.6%	0.3%	14.0%	23.0%
ROE (%), avg.		-39.9%	-20.4%	-6.4%	27.6%	30.8%

Source: Kepler Cheuvreux

**Table 14: Historical figures and forecasts**

<b>Key financials (SEKm)</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019E</b>	<b>2020E</b>	<b>2021E</b>	<b>Q1-19</b>	<b>Q2-19E</b>	<b>Q3-19E</b>	<b>Q4-19E</b>
Operating revenues	810.0	1,038.2	827.5	1,053.0	1,159.8	1,553.0	1,778.9	310.8	292.9	243.0	313.2
Operating costs incl. charter hire	-322.1	-579.6	-718.2	-944.0	-834.0	-773.8	-737.2	-213.2	-218.4	-202.3	-200.1
SGA	-64.0	-138.7	-58.1	-52.1	-65.8	-61.6	-61.3	-15.9	-17.6	-16.2	-16.0
<b>EBITDA reported</b>	<b>423.9</b>	<b>319.9</b>	<b>51.2</b>	<b>56.9</b>	<b>260.0</b>	<b>717.6</b>	<b>980.5</b>	<b>81.7</b>	<b>56.8</b>	<b>24.4</b>	<b>97.1</b>
<b>EBITDA adjusted</b>	<b>423.8</b>	<b>222.3</b>	<b>51.2</b>	<b>6.4</b>	<b>260.0</b>	<b>717.6</b>	<b>980.5</b>	<b>81.7</b>	<b>56.8</b>	<b>24.4</b>	<b>97.1</b>
Depreciation	-214.2	-237.2	-675.8	-186.9	-251.3	-254.4	-254.3	-60.4	-63.5	-63.7	-63.7
<b>EBIT</b>	<b>209.7</b>	<b>82.8</b>	<b>-624.7</b>	<b>-130.0</b>	<b>8.7</b>	<b>463.2</b>	<b>726.2</b>	<b>21.3</b>	<b>-6.7</b>	<b>-39.2</b>	<b>33.4</b>
<b>EBIT adjusted</b>	<b>209.6</b>	<b>-14.9</b>	<b>-624.7</b>	<b>-180.5</b>	<b>8.7</b>	<b>463.2</b>	<b>726.2</b>	<b>21.3</b>	<b>-6.7</b>	<b>-39.2</b>	<b>33.4</b>
Net financial items	-35.4	-25.9	-35.6	-51.9	-83.6	-80.9	-75.6	-19.4	-21.6	-21.4	-21.1
Tax	-0.5	12.7	0.0	-0.2	-0.1	0.0	0.0	-0.1	0.0	0.0	0.0
<b>Net profit reported</b>	<b>173.8</b>	<b>69.5</b>	<b>-660.3</b>	<b>-182.1</b>	<b>-75.0</b>	<b>382.2</b>	<b>650.6</b>	<b>1.8</b>	<b>-28.4</b>	<b>-60.7</b>	<b>12.3</b>
<b>Net profit adjusted</b>	<b>174.2</b>	<b>-40.8</b>	<b>-660.3</b>	<b>-232.4</b>	<b>-74.9</b>	<b>382.2</b>	<b>650.6</b>	<b>1.9</b>	<b>-28.4</b>	<b>-60.7</b>	<b>12.3</b>
EPS adj (SEK)	3.65	-0.85	-13.83	-4.87	-1.57	8.01	13.63	0.04	-0.59	-1.27	0.26
DPS (SEK)	0.50	0.50	0.00	0.00	0.50	5.61	9.54	0.00	0.00	0.00	0.50
<b>Operating assumptions:</b>											
Product tank -TCE rate (USD/day)		17,025	13,700	12,925	16,129	24,331	28,814	17,400	15,860	12,965	18,290
Suezmax -TCE rate (USD/day)		28,425	18,200	17,000	21,543	52,225	65,340	27,300	15,479	14,000	29,391
<b>Avg. TCE rate (USD/day)</b>		<b>17,902</b>	<b>14,037</b>	<b>13,626</b>	<b>16,507</b>	<b>26,468</b>	<b>31,624</b>	<b>18,039</b>	<b>15,835</b>	<b>13,041</b>	<b>19,112</b>
EBITDA margin (USD/day)		5,471	1,207	119	5,222	15,715	21,600	6,387	2,531	34	6,148
Vessel days (calendar)		4,745	4,960	6,164	5,260	4,774	4,745	1,395	1,365	1,258	1,242

Source: Kepler Cheuvreux

# Key financials

FY to 31/12 (SEK)	12/14	12/15	12/16	12/17	12/18	12/19E	12/20E	12/21E
<b>Income Statement (SEKm)</b>								
Sales	531.2	810.0	1,038.2	827.5	1,053.0	1,164.1	1,560.9	1,788.0
% Change	13.6%	52.5%	28.2%	-20.3%	27.3%	10.6%	34.1%	14.5%
EBITDA adjusted	140.5	423.8	222.3	51.2	6.4	260.9	721.2	985.4
EBITDA margin (%)	26.5%	52.3%	21.4%	6.2%	0.6%	22.4%	46.2%	55.1%
EBIT adjusted	-4.2	209.6	-14.9	-624.7	-180.5	8.7	465.5	729.8
EBIT margin (%)	-0.8%	25.9%	-1.4%	-75.5%	-17.1%	0.7%	29.8%	40.8%
Net financial items & associates	-39.9	-35.4	-25.9	-35.6	-51.9	-83.8	-81.2	-75.8
Others	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tax	-7.8	-0.5	12.7	0.0	-0.2	-0.1	0.0	0.0
Net profit from continuing operations	8.7	173.8	69.5	-660.3	-182.1	-75.2	384.3	654.0
Net profit from discontinuing activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net profit before minorities	8.7	173.8	69.5	-660.3	-182.1	-75.2	384.3	654.0
Net profit reported	8.7	173.8	69.5	-660.3	-182.1	-75.2	384.3	654.0
Net profit adjusted	-44.1	174.2	-40.8	-660.3	-232.4	-75.1	384.3	654.0
<b>Cash Flow Statement (SEKm)</b>								
Cash flow from operating activities	85.6	377.5	244.7	45.9	-116.4	104.8	640.0	909.6
Capex	-87.9	-459.3	-89.5	-78.0	-3.0	-44.5	-38.5	-76.9
Free cash flow	-2.3	-81.8	155.2	-32.1	-119.4	60.4	601.6	832.7
Acquisitions & Divestments	237.6	0.0	826.2	307.4	2.0	0.0	0.0	0.0
Dividend paid	0.0	0.0	-23.9	-23.9	0.0	0.0	-242.4	-410.1
Others	90.2	0.0	-256.8	29.9	121.6	1.2	0.0	0.0
Change in net financial debt	325.5	-81.8	700.7	281.3	4.2	61.6	359.2	422.6
<b>Balance Sheet (SEKm)</b>								
Intangible assets	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tangible assets	3,335.5	3,809.0	3,165.5	2,305.7	2,303.0	3,250.5	3,081.2	2,950.5
Financial & other non-current assets	0.8	0.5	20.5	0.1	14.6	15.3	15.3	15.3
Total shareholders' equity	1,574.7	1,868.7	2,089.8	1,221.9	1,061.5	1,306.8	1,496.8	2,768.6
Pension provisions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Liabilities and provisions	2,141.1	2,485.8	2,052.4	1,746.6	1,733.5	2,423.1	2,298.8	2,174.5
Net debt	1,817.7	2,008.1	1,267.0	1,169.1	1,315.3	2,104.9	1,745.7	1,323.1
Net financial debt	1,817.7	2,008.1	1,267.0	1,169.1	1,315.3	2,104.9	1,745.7	1,323.1
IFRS 16 debt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Working capital requirement	158.4	165.9	276.7	196.2	253.5	265.4	265.4	265.4
Invested Capital	3,493.9	3,974.9	3,442.2	2,501.9	2,556.5	3,515.9	3,346.6	3,215.9
<b>Per share data</b>								
EPS adjusted	-0.92	3.65	-0.85	-13.83	-4.87	-1.57	8.05	13.70
EPS adj and fully diluted	-0.92	3.65	-0.85	-13.83	-4.87	-1.57	8.05	13.70
% Change	-chg	+chg	-chg	-chg	+chg	+chg	+chg	70.2%
EPS reported	0.18	3.64	1.46	-13.83	-3.82	-1.58	8.05	13.70
Cash flow per share	1.79	7.91	5.13	0.96	-2.44	2.20	13.41	19.06
Book value per share	32.99	39.15	43.78	25.60	22.24	27.38	31.36	58.01
Dividend per share	0.00	0.50	0.50	0.00	0.00	0.50	5.64	9.59
Number of shares, YE (m)	47.73	47.73	47.73	47.73	47.73	47.73	47.73	47.73
<b>Ratios</b>								
ROE (%)	-3.1%	10.1%	-2.1%	-39.9%	-20.4%	-6.3%	27.4%	30.7%
ROIC (%)	-0.1%	5.6%	-0.4%	-21.0%	-7.1%	0.3%	13.6%	22.2%
Net debt / EBITDA (x)	12.9	4.7	5.7	22.9	205.5	8.1	2.4	1.3
Gearing (%)	115.4%	107.5%	60.6%	95.7%	123.9%	161.1%	116.6%	47.8%
<b>Valuation</b>								
P/E adjusted	na	4.7	na	na	na	na	1.3	0.8
P/E adjusted and fully diluted	na	4.7	na	na	na	na	1.3	0.8
P/BV	0.4	0.4	0.4	0.5	0.5	0.4	0.3	0.2
P/CF	7.2	2.2	3.1	13.7	na	4.9	0.8	0.6
Dividend yield (%)	0.0%	2.9%	3.1%	0.0%	0.0%	4.7%	52.4%	89.2%
Dividend yield preference shares (%)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
FCF yield (%)	-0.4%	-10.0%	20.3%	-5.1%	-23.0%	11.8%	117.2%	162.3%
EV/Sales	4.6	3.5	2.0	2.2	1.7	2.2	1.4	1.0
EV/EBITDA	17.3	6.7	9.1	35.2	na	10.0	3.1	1.9
EV/EBIT	na	13.5	na	na	na	na	4.9	2.5

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**Europe**

**Amsterdam**  
 +31 20 573 06 66  
**Brussels**  
 +32 11 491460  
**Frankfurt**  
 +49 69 756 960  
**Geneva**  
 +41 22 361 5151  
**London**  
 +44 20 7621 5100  
**Madrid**  
 +34 9 14 36 51 00  
**Milan**  
 +39 02 8550 7201  
**Oslo**  
 +47 23 13 9080  
**Paris**  
 +33 1 53 65 35 00  
**Stockholm**  
 +46 8 723 51 00  
**Vienna**  
 +43 1 537 124 147  
**Zurich**  
 +41 43 333 66 66



**America & Asia**

**Boston**  
 +1 617 295 0100  
**New York**  
 +1 212 710 7600

**Transport research team**



**Petter Haugen**

**Main author**  
 phaugen@keplercheuvreux.com  
 +47 2313 9078

Petter Haugen joined Kepler Cheuvreux as an equity research analyst in December 2017. He covers the shipping sector. For the six years prior to joining Kepler Cheuvreux, he held a similar position at DNB Markets. Prior to that, Petter was a senior market analyst with the Torvald Klaveness Group, a Norwegian shipping company. Petter holds master's degrees in applied mathematics and economics, both from the Norwegian University of Science and Technology.



**Vetle Holt Johansen**

**Co-author**  
 vjohansen@keplercheuvreux.com  
 +47 23 13 90 70

Vetle Johansen is an equity research analyst covering companies listed on the Oslo Stock Exchange. He joined Kepler Cheuvreux in September 2017 after working at Swedbank since 2016, where he was part of the equity strategy and industrial sector team. He holds a master's degree from the Norwegian School of Economics and fulfilled an internship in corporate finance at ABG Sundal Collier.

**Andre Mulder**

amulder@keplercheuvreux.com  
 +31 20 563 2380

**Daniele Ridolfi**

dridolfi@keplercheuvreux.com  
 +39 02 8550 7219

**David Cerdan**

Head of French Small & Mid Cap  
 dcerdan@keplercheuvreux.com  
 +33 1 7081 5743

**Guillermo Fernandez-Gao**

gfernandez@keplercheuvreux.com  
 +34 914 36 5218

**Johan Eliason**

jeliason@keplercheuvreux.com  
 +46 8 723 51 77

**Knut-Erik Lovstad**

klovstad@keplercheuvreux.com  
 +47 2313 9067

**Matteo Bonizzoni, CFA**

mbonizzoni@keplercheuvreux.com  
 +39 02 8062 8343

**Nikolas Mauder**

nmauder@keplercheuvreux.com  
 +49 69 7 56 96 171