



ESG 2019

SUSTAINABILITY REPORT

THIS REPORT HAS BEEN PREPARED BASED ON
THE REQUIREMENTS OF THE SUSTAINABILITY
ACCOUNTING STANDARDS BOARD



1 / INTRODUCTION



MISSION

Providing optimized global transportation of drybulk commodities; delivering superior results for our customers and stakeholders.

VISION

To be the leading integrated shipowner-operator through consistent outperformance and sustainable growth.

VALUES

- Passion for excellence drives us
- Empowerment of our people leads to better results
- Integrity defines our culture
- Responsibility to safety underpins every decision
- Forward Thinking takes us to a more successful tomorrow

COMPANY

Eagle Bulk Shipping Inc. (“We” or “Eagle” or the “Company”) (NASDAQ: EGLE) is a U.S.-based shipowner-operator engaged in the global transportation of drybulk commodities. Headquartered in Stamford, Connecticut, with offices in Singapore and Copenhagen, Eagle focuses exclusively on the midsize vessel segment and owns one of the largest fleets of Supramax/Ultramax ships in the world. As of today, Eagle owns 50 vessels, totaling ~2.9 million deadweight tons (“DWT”).

Eagle performs all management services in-house (including strategic, commercial, operational, technical, and administrative) and employs an Active Management approach to fleet trading with the objective to optimize vessel performance.

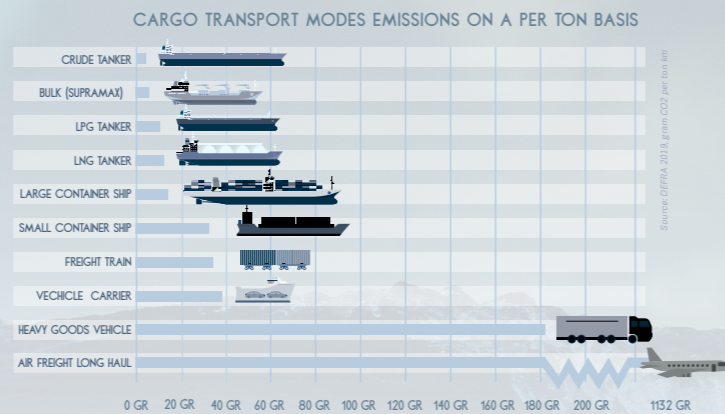
INDUSTRY

The shipping industry (comprised predominantly of the container, drybulk, and tanker sectors) is vital to facilitating global commerce, with over 90 percent of total trade conducted via the seas. Drybulk shipping involves the carriage of various bulk commodities which are all integral to meeting the planet’s food, energy, and construction material demands.

Drybulk is the largest sector and represents over half of total seaborne trade, equating to roughly 5.4 billion tons of cargo shipped every year. Although shipping is the most efficient means of transporting commodities on a per ton basis, it still accounts for approximately 2.8 percent of total annual global greenhouse gas (“GHG”) emissions, given the overall size of the industry. Global warming and climate change are the direct result of GHG emissions and, as such, it is imperative for all industries, including shipping, to help reverse these trends through technological innovation and operational efficiencies.

MESSAGE FROM OUR CEO

Over the years, Eagle has developed, maintained, and expanded on various initiatives relating to Environmental, Social, and



Governance (“ESG”) matters. For the purpose of keeping our shareholders and other stakeholders informed about these matters of strategic importance, we have decided to publish an annual ESG report. In this inaugural ESG report, our objective is to provide a clear overview of our approach and ongoing progress with respect to the matters described herein.

In 2015, the United Nations Member States adopted 17 Sustainable Development Goals (“SDGs”) which form the blueprint to achieve a better and more sustainable future for the world and its inhabitants. These goals address a number of important global challenges, including poverty, inequality, climate change, environmental degradation, peace, and justice. While we support all of the SDGs, we are particularly focused on four we believe are most relevant to our business and for which we can potentially make a difference. These include:

- SDG #8 Decent Work and Economic Growth
- SDG #9 Industry, Innovation, and Infrastructure
- SDG #13 Climate Action
- SDG #17 Partnership for the Goals

To support our ESG efforts, we have implemented policies and strategies to achieve progress in several areas. For instance:

Environmental

- Executing on a comprehensive fleet renewal program purchasing newer, more technologically advanced vessels that have enhanced the energy efficiency of our fleet and reduced GHG emissions on a ton-mile basis
- Creating a Performance Department and implementing performance optimization software, which has resulted in improved vessel performance and reduced fuel consumption
- Applying high specification hull coatings and installing various energy saving devices around the propeller aperture to improve vessel performance and reduce fuel consumption
- Reducing sulfur oxide (SO_x) emissions by approximately 85% by following strategies to comply with the International Maritime Organization’s (“IMO”) new fuel regulations which went into effect in January 2020
- Joining the Getting to Zero Coalition, a global alliance of more than 90 companies committed to the decarbonization of deep-sea shipping in line with the IMO GHG emissions reduction strategy and the United Nations Framework Convention on Climate Change (“UNFCCC”) Paris Agreement

Social

- Abiding by equal opportunity employer guidelines and promoting diversity in the workforce
- Recognizing and complying with the Maritime Labor Convention which was adopted by the International Labor Organization (“ILO”) - all of our crew labor contracts are International Transport Workers’ Federation (“ITF”) compliant agreements
- Implementing a robust safety management system
- Volunteering with, and donating to, various local charities and causes
- Providing paid internship opportunities to university students

Governance

- Setting up a best-in-class corporate governance structure
- Combating corruption through strict internal procedures and training, as well as taking part in collective action through our membership in the Maritime Anti-Corruption Network
- Adopting a comprehensive Code of Ethics program within the organization that provides ongoing training and robust controls
- Focusing on highly transparent reporting of sustainability, operating, and financial performance



“Our objective is to provide a clear overview of our approach”

Gary Vogel, CEO
May 2020

ABOUT THIS REPORT

This report covers the period from January 1, 2019 through December 31, 2019 and has been produced in accordance with the Marine Transportation Framework, established by the Sustainability Accounting Standards Board (SASB). The full table of SASB disclosures is summarized in chapter 5 and assumptions regarding the data are referenced in that table. Eagle incorporates the UN Global Compact (“UNGC”) principles in its operations and reporting.



975

Number of shipboard employees



2,307,735

Total nautical miles traveled



15,369

Operating days



2,946,227

Deadweight tonnage



50

Number of owned vessels



1,529

Number of vessel port calls



2 / ENVIRONMENT

Air quality

Prior to 2020, most commercial ships burned heavy fuel oil (“HFO”) in their propulsion and auxiliary engines. HFO is a residual product of the crude oil distillation process. As is the case with crude oil, HFO contains sulfur which is emitted into the atmosphere as sulfur oxides (SO_x) during the combustion process. At higher than atmospheric concentrations, SO_x are harmful to human health, causing respiratory conditions and lowering resistance to respiratory illnesses like lung disease. Atmospheric SO_x emissions can also lead to acid rain, which is harmful to crops and forests, and is a contributor to ocean acidification.

In order to improve air quality and protect the environment, IMO regulations on the reduction of SO_x emissions from ships have been progressively tightened since 2005, as outlined under Annex VI of the International Convention for the Prevention of Pollution from Ships (“MARPOL Convention”). From 1 January 2020, the limit for sulfur in fuel oil used by ships operating outside of emission control areas (“ECAs”) was reduced from 3.50% to 0.50%. This dramatic reduction in SO_x emitted from ships is expected to provide significant health and environmental benefits around the world, particularly for coastal populations and those living near ports.

Many ships have switched to burning very low sulfur fuel oil (“VLSFO”) in their engines in order to comply with the more stringent sulfur regulation. However, Annex VI to the IMO’s MARPOL Convention also provides the option to use equivalent means of compliance such as exhaust gas cleaning systems (or “scrubbers”). Scrubbers remove particulate matter and clean SO_x from the engine exhaust down to a level equivalent to, or lower than, the limit required by the IMO regulation, allowing ships fitted with the cleaning technology to continue burning HFO in their engines. Eagle is fully compliant with the IMO 2020 sulfur regulation. Eighty-two percent of our fleet is fitted with scrubbers, while the remainder of our fleet is consuming VLSFO.

Most conventional ship fuels, including both HFO and VLSFO, are carbon based and therefore emit carbon dioxide (CO₂) and other GHGs during the combustion process. In order to address the contributions of GHG emissions from ships to global warming and climate change, the IMO adopted an initial strategy on the reduction of GHG emissions from ships in April 2018. The strategy sets out the ambition to reduce total annual GHG emissions by at least 50% by 2050 compared to 2008 levels, while simultaneously pursuing efforts to phase out GHG emissions entirely within this century.

Eagle’s strategy on improving fleet efficiency

Over the past four years, **we have executed on a comprehensive fleet renewal program**, selling some of our oldest and least efficient vessels and acquiring more modern, efficient ships. This has been an important contribution towards **enhancing the energy efficiency of our fleet and reducing our GHG emissions**. The fleet renewal program has led to a reduction in fuel consumption per DWT by approximately 11%, an increase in average vessel size by approximately 8%, and kept our fleet age essentially constant at roughly 8.7 years.

Moreover, **we have made investments in various energy saving devices such as pre-swirl ducts, post-swirl fins, and low friction hull coatings to reduce fuel consumption**, and have installed onboard sensors and data collection systems in order to enable fuel consumption optimization in real time. We have a dedicated in-house team which focuses exclusively on vessel performance optimization, constantly monitoring our fleet’s speed and consumption and making recommendations to improve the same. In addition to our portfolio of energy efficiency initiatives we are working to develop emissions reduction targets by 2021. Regarding onshore activities, we consumed 143 MWh of electricity in our corporate offices. The associated (Scope 2) CO₂ emissions amounted to 38 tons.

Ecological impacts

The ecological risks associated with marine transportation are linked to emission of hazardous chemicals and materials.

Shipping is a heavily regulated industry with a multitude of international conventions, port state and flag state requirements governing the operation of our vessels. For example, when operating in US waters, Eagle’s vessels are subject to the U.S. Oil Pollution Act of 1990, the Comprehensive Environmental Response, Compensation and Liability Act and the International Convention for the Control and Management of Ships’ Ballast Water and Sediments – all regulations for hazardous discharge and potential spills. Similar regimes are in place at the international and local levels in the waters we navigate and the ports we call on throughout the world. Eagle experienced no spills in 2019.

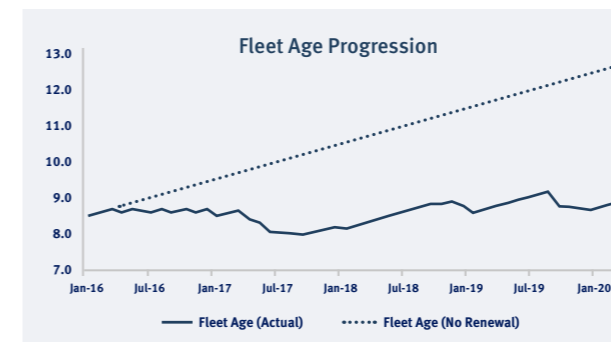
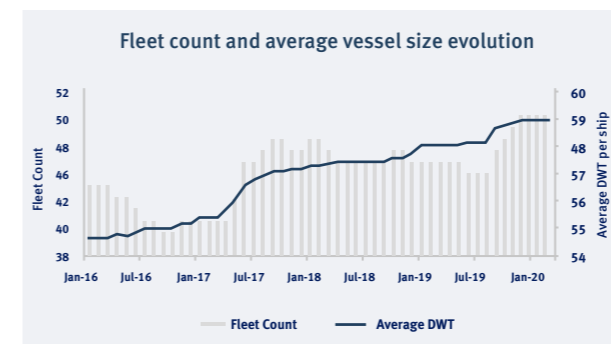
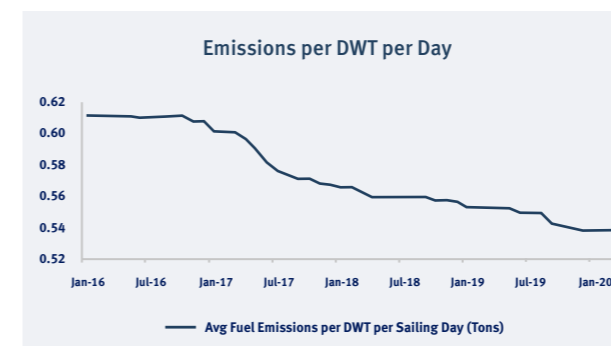
In 2018, Eagle contracted for the installation of ballast water treatment systems onboard our vessels in order to ensure that discharges from our ballast operations occur in an ecologically responsible manner. We intend to complete all installations by their IMO mandated due date. **As of December 31, 2019, 62 percent**

of our vessels are fitted with exchange systems and 38 percent have installed treatment technology.

Eagle uses various anti-fouling paints to coat the bottoms of our ships in order to prevent sea life, such as algae and barnacles, from attaching to the hull, thereby eliminating a vector for possible invasive species introduction. Vessels of over 400 gross tons engaged in international voyages are required by the IMO’s MARPOL Convention to obtain an International Anti-Fouling System Certificate. We are subject to the convention and maintain Anti-Fouling System Certificates for all our vessels.

Ships are sometimes constructed using materials classified as hazardous. Eagle is committed to the belief that ship recycling should always be performed according to strict safety, health, and environmental standards. We project the useful lifetime of our vessels to be 25 years. The oldest vessel in our fleet was built in 2001 and the average age of our fleet is less than ten years old. While Eagle does not plan to recycle any vessels in the foreseeable future, **we developed a Ship Recycling Policy in 2019, which came into force in Q1 2020**. In the event Eagle sells a vessel for recycling, Eagle will abide by the obligations enumerated in the International Maritime Organization’s Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships.

OUR FLEET: ENHANCED FUEL EFFICIENCY



BALLAST WATER | Ballast water reduces stresses on the vessel’s hull, substituting weight lost due to consumption of potable water and fuel and changes to cargo load. Ballast water provides better maneuverability, including propeller immersion, and reduces vibrations and uncontrolled vessel’s movements. Ballast water exchange or treatment systems are required to combat bio-invasion and preserve ecosystems in biologically rich coastal waters and deep oceanic waters.

A ballast water **exchange system** involves the substitution of water in a ship’s ballast tanks using either a sequential, flow-through, dilution or other exchange method which is recommended or made obligatory by the IMO.

A variety of technologies are used for **ballast water treatment**, these include i.e.: Filtration (physical); Chemical Disinfection (oxidizing and non-oxidizing biocides); Ultra-violet treatment; Deoxygenation treatment; Heat (thermal treatment) or Magnetic Field Treatment. A typical ballast water treatment system on board ships use two or more technologies to ensure that the treated ballast water is compliant with the IMO standards.

ACCOUNTING METRIC	UNIT OF MEASURE	DATA
CO₂ EMISSIONS		
Gross global Scope 1 emissions	Metric tons (t) CO ₂ -e	709,210
ENERGY CONSUMED		
(1) Total energy consumed	Gigajoules (GJ), Percentage (%)	9,864,684 100 %
(2) percentage heavy fuel oil	Gigajoules (GJ), Percentage (%)	8,645,059 88 %
EEDI		
Average Energy Efficiency Design Index (EEDI) for new ships	Grams of CO ₂ per ton-nautical mile	4.03
OTHER EMISSIONS TO AIR		
(1) NO _x (excluding N ₂ O)	Metric tonnes (t)	20,370
(2) SO _x	Metric tonnes (t)	10,878
(3) particulate matter	Metric tonnes (t)	1,357
MARINE PROTECTED AREAS		
Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	N/A
IMPLEMENTED BALLAST WATER		
(1) exchange	Percentage (%)	62%
(2) treatment	Percentage (%)	38%
SPILLS AND RELEASES TO THE ENVIRONMENT		
(1) Number	Number	0
(2) aggregate volume	Cubic meters (m ³)	0



3 / SOCIAL

Workforce diversity and equal opportunity

Given the international nature of shipping, the requirement to have a diverse workforce, in order to succeed, is even greater than most businesses. Eagle's onshore staff totals approximately 90 employees, comprised of 25 different nationalities. Through our agents, we also employ roughly 975 crew members across our fleet from four different countries; Russia, Ukraine, Georgia and the Philippines.

Eagle is an equal opportunity employer in hiring and promoting practices, benefits, and wages. All recruitment processes at Eagle are governed by our Code of Ethics; under this, we do not tolerate discrimination against any person on the basis of race, religion, color, gender, age, marital status, national origin, sexual orientation, citizenship, veteran status or disability, or any other basis prohibited by law in recruiting, hiring, placement, promotion or any other condition of employment. Furthermore, we strictly prohibit any form of harassment in the workplace.

Our Code of Ethics outlines the internal reporting mechanisms and handling of reports. **Eagle will not retaliate against anyone for making a good faith complaint or report of harassment or discrimination or participating in the investigation of a complaint or report.**

Human rights, health & safety

Mechanical failure, human error, terrorism, sanctions, and piracy all pose risks to our company and our crew. As our responsibility to safety underpins every decision we make at Eagle, **we continuously strive to provide a secure working environment and maintain the necessary security measures to ensure the wellbeing of our crew and the safety of our ships.**

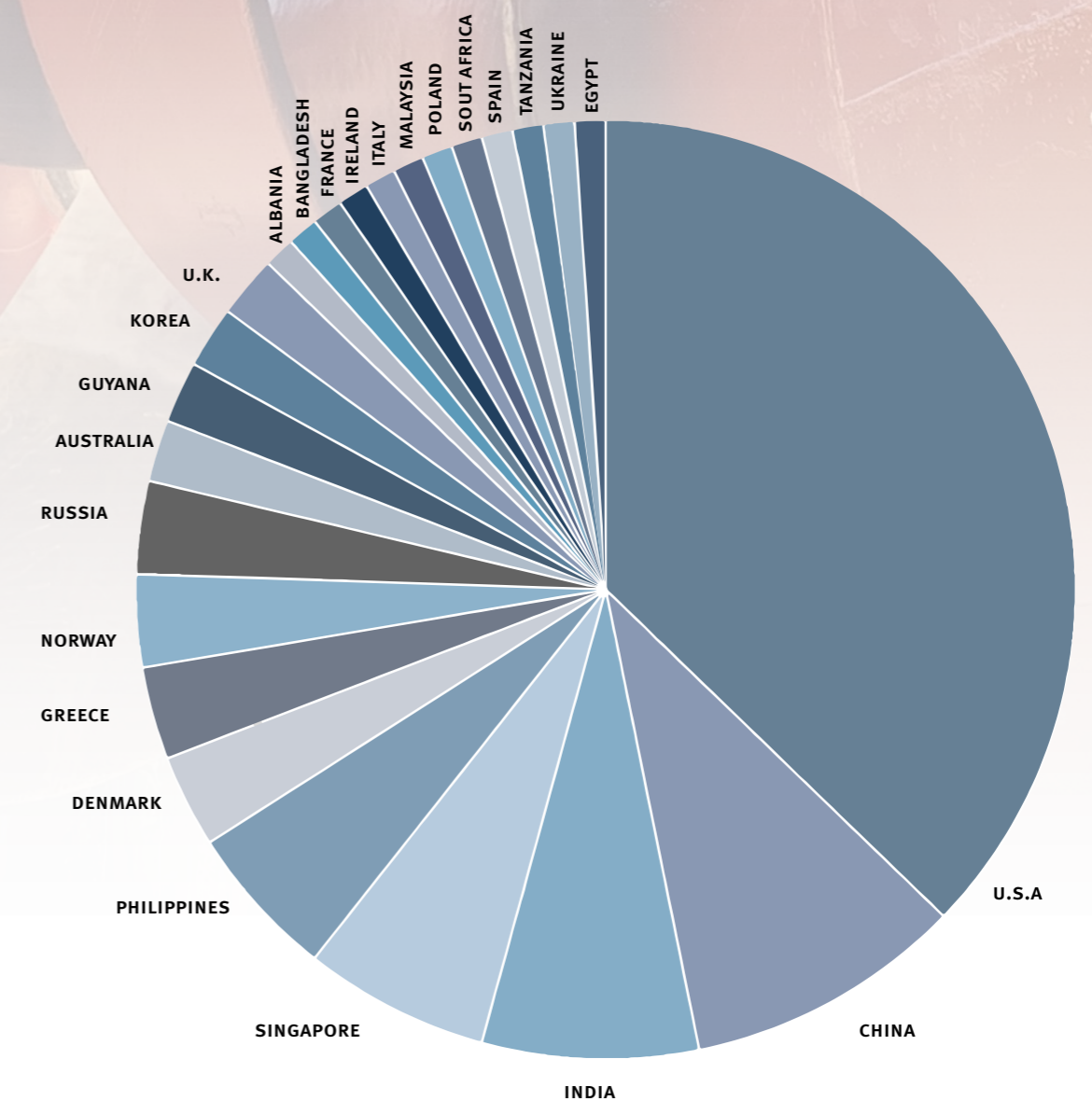
In order to reduce the risk of accidents in our operations, we man our vessels with more crew members than required by our Flag State's safe manning requirement. Eagle has enacted a rigorous compliance and ethics program. Our shoreside employees complete mandatory training in compliance and our Code of Ethics four times per year. Our shoreside employees complete periodic compliance training. Our shipboard employees undergo compliance screening and training during semi-annual crew seminars.

Eagle has developed and implemented a safety management system in compliance with the IMO International Safety Management Code, which requires vessel operators to obtain a safety management certificate for each vessel they operate. All necessary certificates required by the IMO were obtained by our in-house technical managers in 2019. All necessary certificates required by the IMO continued to be in place for 2019.

We comply with the Maritime Labor Convention adopted by the International Labor Organization (ILO) in 2006. The Convention outlines the minimum requirements for seafarers to work, conditions of employment, facilities while on board, and health and welfare protection. The Convention obliges all ships above 500 gross tons in international trade to have a Maritime Labor Certificate and a Declaration of Maritime Labor Compliance. All our vessels and crew are compliant with the Convention, and we intend to maintain them accordingly.

EMPLOYEE HEALTH & SAFETY	UNIT OF MEASURE	DATA
LOST TIME INCIDENT RATE		
Lost time incident rate (LTIR)	Rate	1.14
MARINE CASUALTIES		
Incidents	Number	0
Very serious marine casualties	Percentage (%)	0
CONDITIONS OF CLASS		
Number of Conditions of Class or Recommendations	Number	0
PORT STATE CONTROL		
(1) deficiencies	Rate	0.84
(2) detentions	Number	0

EAGLE SHORESIDE STAFF NATIONALITY BREAKDOWN





4 / GOVERNANCE

Code of ethics

Integrity, responsibility and forward-thinking are three of the company's values which form the foundation of our corporate governance philosophy. Our Board of Directors, which is 100% independent, with the exception of our CEO, is responsible for ensuring that the interest and needs of the Company's shareholders, and other stakeholders-at-large, are met.

Our Code of Ethics is designed to guide our employees, directors, and officers to comply with applicable laws and ensure that Eagle conducts business in line with legal and ethical responsibilities and obligations. The Code defines our requirements and expectations relating to:

- Compliance with Laws and Regulations
- Honest and Fair Dealing
- Conflict of Interest and Corporate Opportunity
- Anti-corruption, Confidentiality and Privacy
- Proper use of Company assets
- Anti-discrimination and Harassment

Additionally, our governance framework covers a broad range of corporate practices as well as the company's policies, standards, auditing and compliance. We operate under this framework and stand by the highest ethical standards on par with international best practices. Eagle's Whistleblower, Insider Trading and Fair

Disclosure policies and procedures approved by the Board of Directors establish the standards and procedures to ensure: (i) that the handling of accounting and audit related complaints complies with management's and the audit committee's objectives; (ii) compliance with the law and to avoid even the appearance of improper conduct; and (iii) compliance with regulation FD and other applicable securities laws. Eagle reported zero whistleblowing incidents and zero violations of our ethical principles in 2019.

Procedures requiring reporting of incidents helps ensure diligent management attention in order to ensure that our operations are carried out in a responsible manner, and our management system is aligned with the IMO's International Management Code for the Safe Operation of Ships and Pollution Prevention (the ISM Code).

Industry organizations

Eagle is an active participant and contributor to solving the sustainability and other important issues facing our industry. We believe that many of these challenges require collaborative efforts from both the industry and regulatory authorities. As such, we are active members of various industry organizations, including: the Baltic and International Maritime Council (BIMCO), Maritime Anti-Corruption Network, Trident Alliance, International Maritime Employers' Council and Getting to Zero Coalition.

Memberships



OUR TAKE ON THE SUSTAINABLE DEVELOPMENT GOALS

The SDGs are the result of 193 countries coming together in agreement on an ambitious development agenda for people and our planet towards 2030. The SDGs describe the key challenges of our time and the goals for addressing these. Achieving the SDGs require collective action across governments, civil society, private sector and dedicated individuals. While we support all the SDGs, we have chosen to place a particular focus on four items which we believe are most relevant to our business and for which we can potentially make a difference. The four SDGs Eagle will focus on are:

SDG #8 Decent Work and Economic Growth

Eagle is an equal opportunity employer in hiring and promoting practices, benefits, and wages. All recruitment processes at Eagle are obliged to follow our Code of Ethics stating that we do not tolerate discrimination against any person on any basis.

SDG #9 Industry, Innovation, and Infrastructure

Eagle is investing for the future by executing on a significant fleet renewal program and implementing performance software and technology in order to improve vessel efficiency and operations.

SDG #13 Climate Action

By supporting initiatives such as the Getting to Zero Coalition, Eagle is an active participant in helping the industry innovate and achieve the goal of zero emission vessels.

SDG #17 Partnership for the Goals

International investments are needed to ensure innovative technological development, and by contributing to i.e. the Maritime Anti-Corruption Network and the Getting to Zero Coalition – we take part in the global effort to make the future more sustainable, both onshore and offshore.





Business ethics & anti-corruption

Corruption undermines social, environmental, and economic development. The shipping industry is inherently vulnerable to corruption due to its international nature and interactions with authorities at various levels in ports around the world. Eagle's vessels made over 1500 port calls in 2019, in the developed and the developing world. Strict adherence to the Company's Code of Ethics is required to avoid legal and reputational risks and to ensure the safety of our crews.

Given the global nature of shipping, Eagle calls on numerous ports and countries around the world, some which are prone to corruption risk as defined by Transparency International. **We adhere to the strong moral and ethical principles outlined in our Code of Ethics, and we are committed to conducting business in accordance with applicable anti-corruption laws.** Eagle Code of Ethics is applicable to all office staff and crew, and our Board as well. We maintain safeguards to assure that we do not engage

in any activities prohibited by these laws in our global operations, as set forth in more detail in our internal policies and procedures.

Eagle has a zero-tolerance policy towards bribery and adheres to both the U.S. Foreign Corrupt Practices and the UK Bribery Acts. Our Code of Ethics emphasizes that employees must not accept gifts or other benefits if their business judgment or decisions could be affected, and that gifts of cash or cash equivalents are strictly prohibited. Eagle had zero legal proceedings associated with bribery or corruption in 2019. The Code of Ethics obliges employees who observe, or become aware of a situation they believe to be in violation of the Code, to promptly notify their manager and describes the internal reporting mechanisms in place.


Corruption compromises the integrity of business. Eagle believes that combating corruption requires collective action. In 2018, **Eagle joined forces with fellow industry participants through**

the Maritime Anti-Corruption Network (MACN). MACN provides a platform for company members to share knowledge and approaches to combating corruption, but also constructive engagement with other stakeholders including ports, customs and immigration authorities. The joint approach is based on the belief that improvements to the system can only last if it supports and benefits the key stakeholders operating in it.

MACN reports that its efforts appear to have had significant positive impacts. Examples include new regulations in Argentina that make it more difficult for officials to demand bribes; reductions in demands for facilitation payments in the Suez Canal; and improved ease of operations in Lagos, Nigeria, with the implementation of standardized operating procedures and grievance mechanisms.

BUSINESS ETHICS	UNIT OF MEASURE	DATA
CORRUPTION INDEX		
Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	249
CORRUPTION		
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	0

5 / SASB SUSTAINABILITY DISCLOSURE & ACCOUNTING METRICS

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	DATA	CODE
 GREENHOUSE GAS EMISSIONS	CO₂ EMISSIONS			
	Gross global Scope 1 emissions: Financial control	Metric tons (t) CO ₂ -e	709,210 ^a	TR-MT-110a.1
	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	<i>See page 4</i>		TR-MT-110a.2
	ENERGY CONSUMED			
	(1) total energy consumed	Gigajoules (GJ), Percentage(%)	9,864,684 ^b , 100%	TR-MT-110a.3
	(2) percentage heavy fuel oil	Gigajoules (GJ), Percentage(%)	8,645,059, 88%	
	EEDI			
Average Energy Efficiency Design Index (EEDI) for new ships added to the fleet during the reporting period	Grammes of CO ₂ per ton-nautical mile	4.03 ^c	TR-MT-110a.4	
 AIR QUALITY	OTHER EMISSIONS TO AIR			
	(1) NO _x (excluding N ₂ O)	Metric tons (t)	20,370 ^d	TR-MT-120a.1
	(2) SO _x	Metric tons (t)	10,878 ^d	
	(3) particulate matter	Metric tons (t)	1,357 ^d	
 ECOLOGICAL IMPACTS	MARINE PROTECTED AREAS			
	Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	N/A ^e	TR-MT-160a.1
	IMPLEMENTED BALLAST WATER			
	(1) exchange	Percentage (%)	62% ^f	TR-MT-160a.2
	(2) treatment	Percentage (%)	38% ^f	
	SPILLS AND RELEASES TO THE ENVIRONMENT			
	(1) number	Number	0 ^g	TR-MT-160a.3
(2) aggregate volume	Cubic meters (m ³)	0 ^g		

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	DATA	CODE
 BUSINESS ETHICS	CORRUPTION INDEX			
	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	249	TR-MT-510a.1
	CORRUPTION			
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	0	TR-MT-510a.2
 EMPLOYEE HEALTH & SAFETY	LOST TIME INCIDENT RATE			
	Lost time incident rate (LTIR)	Rate	1.14 ^h	TR-MT-320a.1
 ACCIDENT & SAFETY MANAGEMENT	MARINE CASUALTIES			
	Incidents	Number	0 ⁱ	TR-MT-540a.1
	Very serious marine casualties	Percentage (%)	0	
	CONDITIONS OF CLASS			
	Number of Conditions of Class or Recommendations	Number	0 ^j	TR-MT-540a.2
	PORT STATE CONTROL			
(1) deficiencies	Rate	0.84 ^k	TR-MT-540a.3	
(2) detentions	Number	0		

Where a letter reference is indicated, please see further details in Chapter 6.

ACTIVITY METRIC	UNIT OF MEASURE	DATA	CODE
Number of shipboard employees	Number	975 ^l	TR-MT-000.A
Total distance travelled by vessels	Nautical miles (nm)	2,307,735 ^m	TR-MT-000.B
Operating days	Days	15,369 ⁿ	TR-MT-000.C
Deadweight tonnage	Thousand deadweight tons	2,946,227 ^o	TR-MT-000.D
Number of vessels in fleet	Number	50 ^o	TR-MT-000.E
Number of vessel port calls	Number	1,529	TR-MT-000.F

Please see chapter 6 for assumptions regarding the SASB disclosures and specific comments referred to above.

6 / DISCLAIMER AND ASSUMPTIONS FOR THE SASB REPORTING

This report contains certain statements that may be deemed to be “forward-looking statements” within the meaning of Section 27A of the Securities Act of 1933, as amended, Section 21E of the Securities Exchange Act of 1934, as amended, and the Private Securities Litigation Reform Act of 1995, and are intended to be covered by the safe harbor provided for under these sections. These statements may include words such as “believe,” “estimate,” “project,” “intend,” “expect,” “plan,” “anticipate,” and similar expressions in connection with any discussion of the timing or nature of future operating or financial performance or other events. Forward-looking statements reflect management’s current expectations and observations with respect to future events and financial performance. Where we express an expectation or belief as to future events or results, such expectation or belief is expressed in good faith and believed to have a reasonable basis. However, our forward-looking statements are subject to risks, uncertainties, and other factors, which could cause actual results to differ materially from future results expressed, projected, or implied by those forward-looking statements.

The forward-looking statements in this presentation are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, examination of historical operating trends, data contained in our records and other data available from third parties. Although Eagle Bulk Shipping Inc. believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, Eagle Bulk Shipping Inc. cannot assure you that it will achieve or accomplish these expectations, beliefs or projections. The principal factors, including risks and uncertainties, that could affect these forward looking statements are discussed in our filings with the Securities and Exchange Commission.

This report was prepared by the Company in conjunction with The Governance Group. Information provided herein is based on the best available data at the time the report was issued. We generated some of this data internally. In cases where actual figures were not available, estimates have been provided.

^aCO₂ EMISSIONS (METRIC TONS (T) CO₂-E): Calculations are based on the IMO [emission factors](#) and fuel consumption for the year. The financial control approach defined by the [GHG Protocol](#) has been applied (Scope 1). This includes company owned vessels only.

^bTOTAL ENERGY CONSUMPTION (TJ): Calculated based available data on fuel purchases by using the fuel properties defined by DEFRA, [Conversion factors](#), 2019 – note that properties concerning Light Fuel Oil were obtained from [the IMO](#). The figure includes all owned vessels and covers Scope 1 emissions.

^cAVERAGE ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS: The EEDI provided represents a simple average of EEDI for all new ships entering the fleet in 2019.

^dPARTICULATE MATTER (PM), NO_x, SO_x EMISSIONS (METRIC TONS): NO_x, SO_x and PM emissions from the combustion of fuels from owned vessels have been calculated based on the tool established by Danish Shipping and distance travelled by vessels. Scope includes owned vessels only.

^eSHIPPING DURATION IN MARINE PROTECTED AREAS OR AREAS OF PROTECTED CONSERVATION STATUS: Eagle Bulk is currently not reporting on this parameter as the cost of aggregating such data for the entire fleet over a full calendar year is deemed too high.

^fPERCENTAGE OF FLEET IMPLEMENTING BALLAST WATER EXCHANGE AND TREATMENT: Only ships performing ballast water exchange with an efficiency of at least 95 percent volumetric exchange of ballast water have been included. When it comes to treatment, approved systems must discharge (a) less than 10 viable organisms per cubic meter that are greater than or equal to 50 micrometers in minimum dimension and (b) less than 10 viable organisms per milliliter that are less than 50 micrometers in minimum dimension and greater than or equal to 10 micrometers in minimum dimension. Figures include all owned vessels.

^gSPILLS AND RELEASES TO THE ENVIRONMENT (NUMBER, CUBIC METERS (M³)): Any overboard spills and releases – intentional or accidental – shall be reported, even if the quantity is low and i.e. only causes a thin film or slight sheen upon or discoloration of the surface of the water.

^hLOST TIME INCIDENT RATE (LTIR): A lost time incident is an incident that results in absence from work beyond the date or shift when it occurred. The rate is based on: (lost time incidents) / (1,000,000 hours worked).

ⁱMARINE CASUALTIES: Regarding SASB TR-MT-540a.1 – we have defined the threshold for reporting on material damages as outlined in 1.1.4 and 1.1.6 as USD 1,000,000. Injuries to personnel as described in point 1.1.1 are reported as part of Health & Safety statistics (LTIR).

^jNUMBER OF CONDITIONS OF CLASS OR RECOMMENDATIONS: Conditions of Class or Recommendations are understood to be interchangeable terms, defined as requirements imposed by the competent authorities that are to be carried out within a specific time limit in order to retain vessel Class. Please note that only conditions of class that led to the withdrawal, suspension, or invalidation of a vessel’s Class Certificate are accounted for in this report – and there were zero such incidents in 2019.

^kPORT STATE CONTROL: Number of port state control – (1) deficiencies and (2) detentions. Practices of port state controls reporting on deficiencies do not follow an entirely harmonized methodology making it less useful for reporting purposes without further explanations, hence we have chosen to report this number as a rate: number of deficiencies per Port State Control Inspection. Detentions are reported in number of actual cases.

A detention is defined as an intervention action by the port state, taken when the condition of a ship or its crew does not correspond substantially with the applicable conventions and that a ship represent an unreasonable threat of harm to the marine environment etc.

^lNUMBER OF SHIPBOARD PERSONNEL: This figure represents the typical count of crew on board our fleet at any given time, based on standard crew complement. It does not reflect the aggregate number of individual crew members who have worked on board during the year.

^mTOTAL DISTANCE TRAVELED BY VESSELS: The distance (in nautical miles) travelled by all owned vessels during the calendar year.

ⁿOPERATING DAYS: Please note that operating days have been counted as the days Eagle owned the vessels, as Eagle during that period in fact had operational control over the fleet.

^oNUMBER OF VESSELS IN TOTAL SHIPPING FLEET/DWT: This reflects the fleet at Dec 31, 2019 and includes owned vessels (only).





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