

Fuelling

2018 Q2 RESULTS



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Q2 '18 performance



- Sales volumes: **6.0 million m³**
- Turnover: **US\$ 4.4 billion**
- Gross profit: **US\$ 359 million**
- EBITDA: **US\$ 124 million**
- Operating cash flow: **US\$ 181 million**
- Net investment: **US\$ 30 million**
- Net debt / EBITDA: **3.0**

Key Highlights – Q2 '18 vs. '17



US\$million	Q2 '18	Q2 '17	Q2 '18 vs Q2 '17
Sales volume ('000 m ³)	6,032	5,519	9%
Throughput volume ('000 m ³)	3,830	3,582	7%
Gross profit	359	416	-14%
EBITDA	124	191	-35%
Net capex	30	61	-51%
Cash flow from operations	181	68	166%

Q2 '18 vs. '17

- Sales volumes increased across all regions
- Gross profit margin impacted by full effect of Q1 trends:
 - change in geographic and segment mix
 - currency devaluation and price “freeze” in Angola
 - market conditions in Australia
 - lower performance in some African countries and the UK
- Reduced net capex spending
- Strong cash flows from operations

Key Highlights – YTD Jun '18 vs. '17



US\$million	YTD Jun '18	YTD Jun '17	YTD Jun '18 vs '17
Sales volume ('000 m ³)	12,091	10,920	11%
Throughput volume ('000 m ³)	7,308	8,245	-11%
Gross profit	756	823	-8%
EBITDA	288	375	-23%
Net capex	76	136	-44%
Cash flow from operations	261	86	205%

YTD Jun '18 vs. '17

- Sales volumes increased across all regions
- Gross profit margin impacted by:
 - geographic and segment mix
 - currency devaluation and price “freeze” in Angola
 - market conditions in Australia
 - lower performance in some African countries and the UK
- Reduced net capex spending
- Cash flows in line with EBITDA

Business segmentation – Q2 '18 vs. '17



US\$ million	Downstream			Midstream		
	Q2 '18	Q2 '17	Δ %	Q2 '18	Q2 '17	Δ %
Volume ('000 m ³)	5,867	5,266	11%	3,995	3,836	4%
Gross profit	318	367	-13%	41	48	-15%
Unit margin (US\$/m ³)	54	70	-22%	10	13	-18%
Unit margin excl. UK (US\$/m ³)*	59	75	-21%	n/a	n/a	n/a
EBITDA	106	161	-34%	18	29	-40%

Downstream

- Increased volumes across all regions and most segments
- Lower unit margins due to currency translation effects, price freeze in Angola, and market and mix effects.
- EBITDA impacted by lower unit margins and increased opex

Midstream

- Higher throughput volumes in some terminals
- Gross profit and EBITDA impacted by lower refining margins

Business segmentation – YTD Jun '18 vs. '17



US\$ million	Downstream			Midstream		
	YTD Jun '18	YTD Jun '17	Δ %	YTD Jun '18	YTD Jun '17	Δ %
Volume ('000 m ³)	11,726	10,474	12%	7,673	8,690	-12%
Gross profit	663	714	-7%	93	109	-15%
Unit margin (US\$/m ³)	57	68	-17%	12	13	-3%
Unit margin excl. UK (US\$/m ³)*	62	73	-15%	n/a	n/a	n/a
EBITDA	239	311	-23%	49	65	-25%

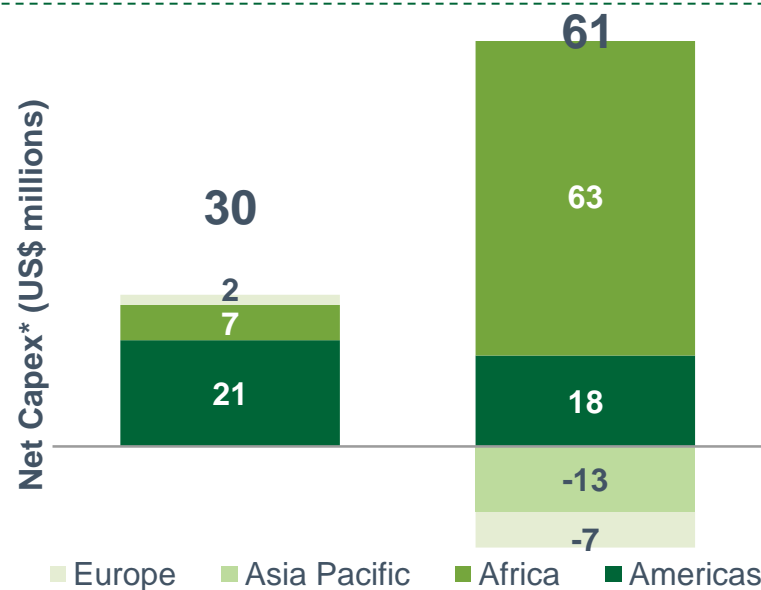
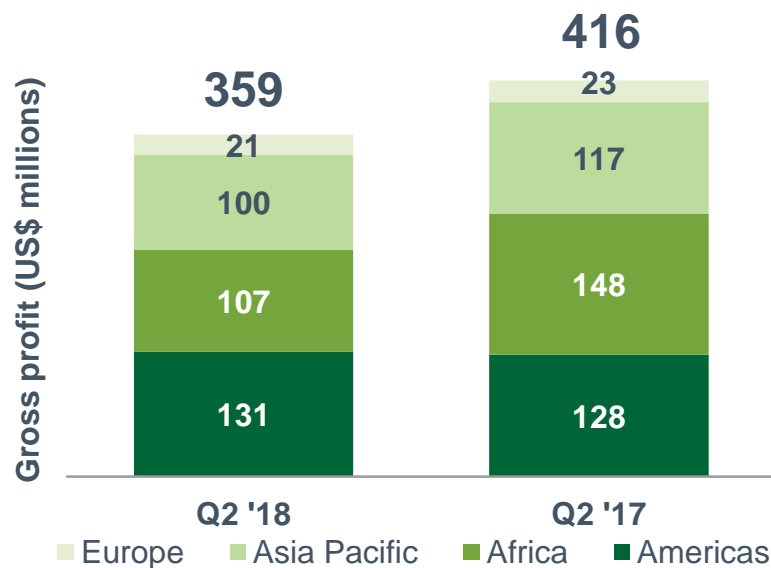
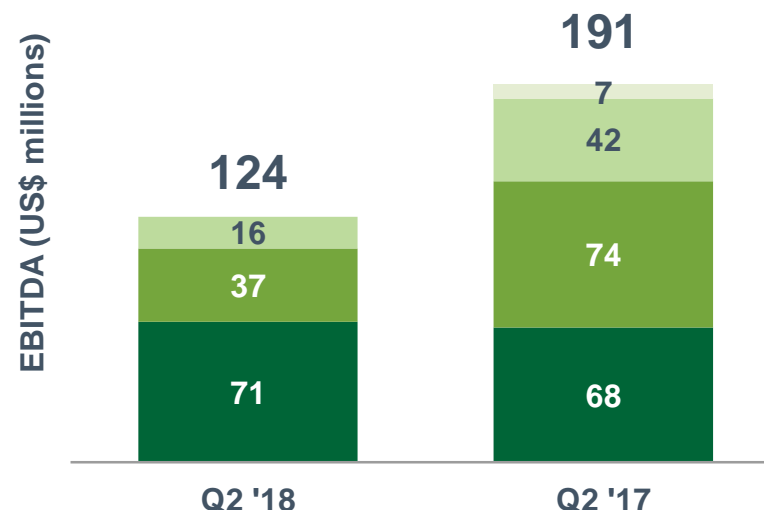
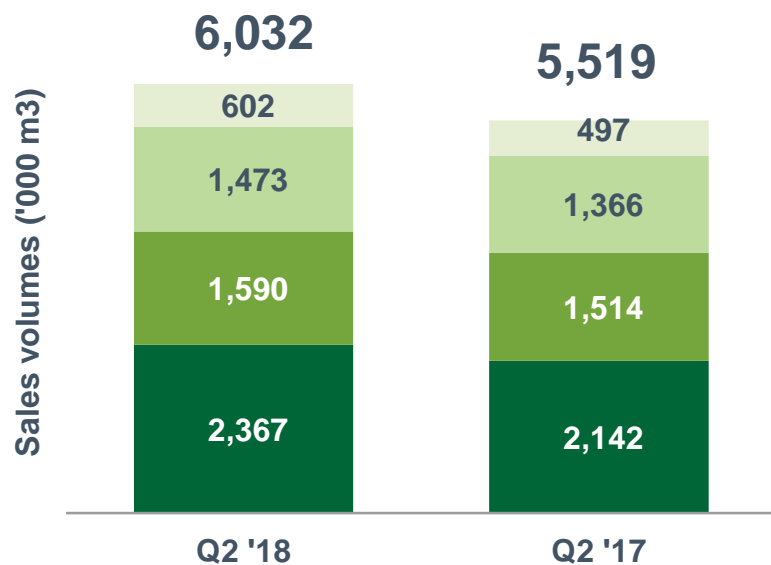
Downstream

- Increased volumes in all regions, in particular in the retail and wholesale segment
- EBITDA impacted by lower unit margins and increased opex

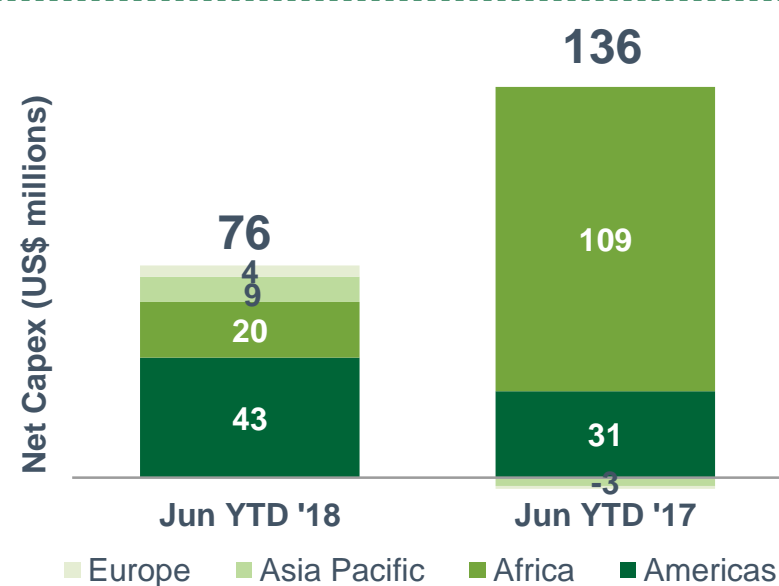
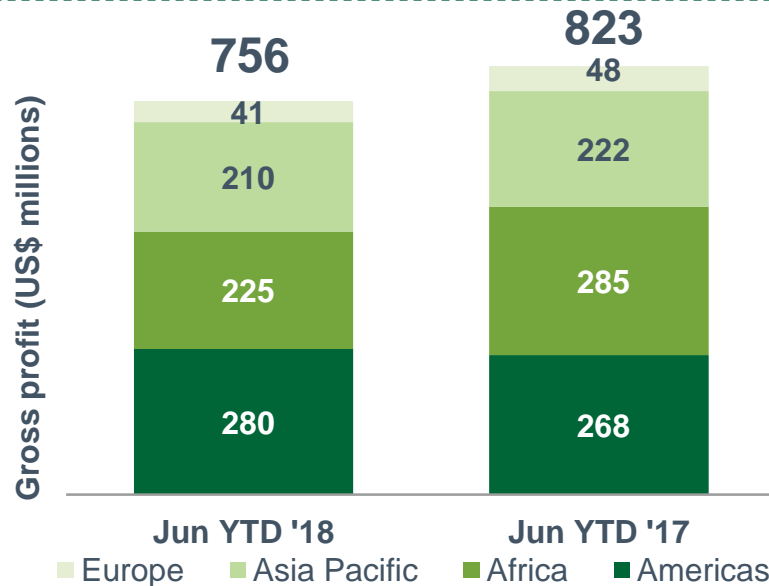
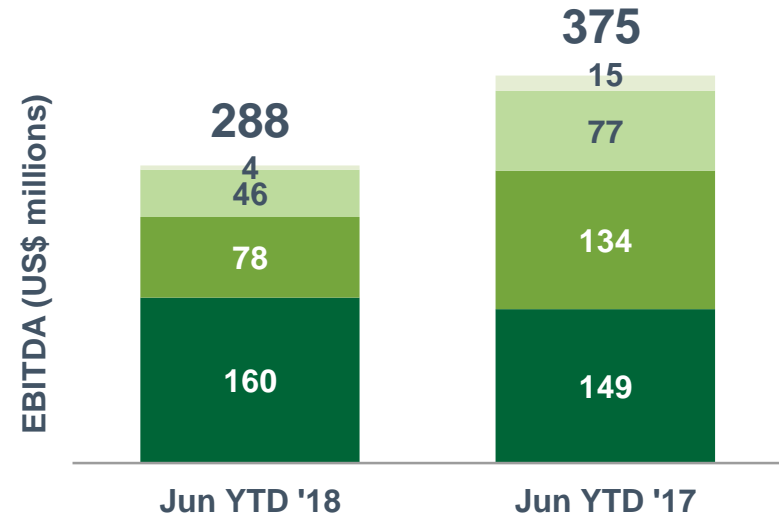
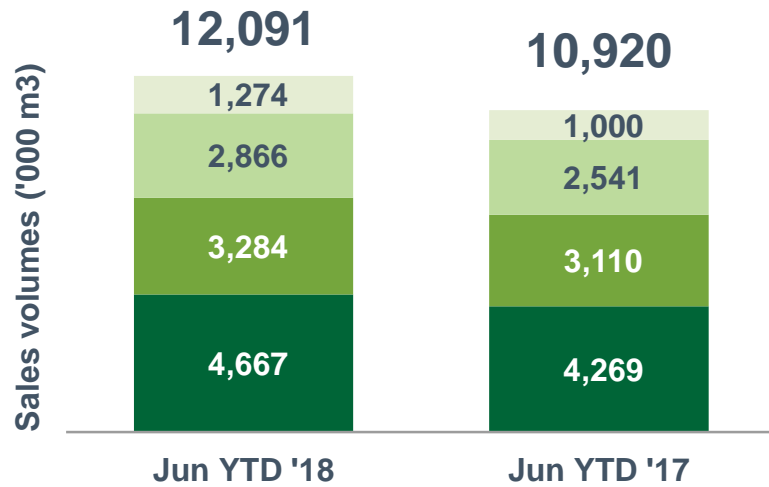
Midstream

- Lower throughput volumes due to the full effect of Ghana pipeline concession loss
- Translating in lower gross profit and EBITDA

Geographic Segmentation – Q2 '18 vs. '17



Geographic Segmentation – YTD Jun '18 vs. '17



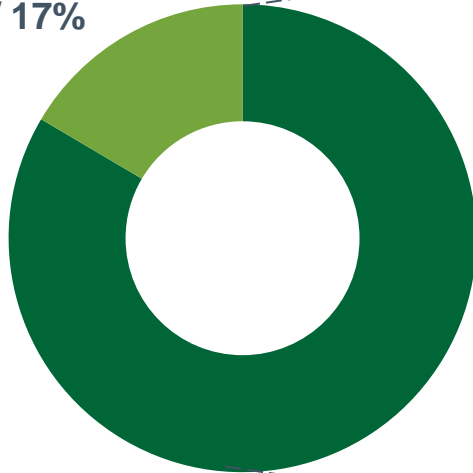
Investment – Q2 '18 vs. '17



Q2 '18
US\$ 36 million

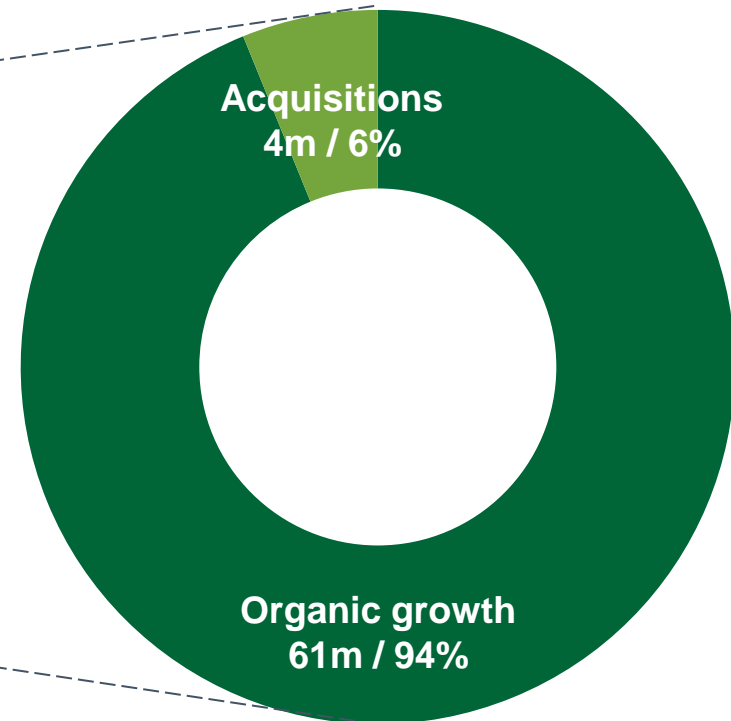
Q2 '17
US\$ 65 million

Acquisitions
6m / 17%



Organic growth*
30m / 83%

Acquisitions
4m / 6%



Organic growth
61m / 94%

Key Performance Indicators – Jun '18



	Jun '18	Mar '18	Dec '17
Number of countries	49	49	49
Number of service stations	3,105	3,095	3,064
Number of terminals	104	104	104
Storage capacity (mil. m ³)	7.6	8.2	8.3
Number of airports	79	76	71
Headcount	8,439	8,224	8,333

Key statistics

- Opened a few additional retail sites
- Finalized the construction of a terminal in Panama
- Disposed of a 20% stake in Langsat terminal in Malaysia
- Started operations at 3 new airports in Mozambique and South Africa

Cash flows – Q2 '18 vs. '17 and Q1'18



<i>US\$million</i>	Q2 '18	Q2 '17	Q1 '18
Net cash flow from operations	181	68	80
Net cash flow used in investing	(33)	(65)	(54)
Net cash flow from financing	(117)	(99)	49
<i>Days of sales outstanding (3rd party)</i>	12	11	14
<i>Days of inventory</i>	26	23	25

Q2 '18 vs. '17

- Cash flow from operations, reflecting strong cash conversion and strict working capital management
- Reduced investing cash flows fully self-financed by cash flows from operations
- Operating cash flows have been used for interest and debt repayments
- Slight increase in DIO, stable DSO. Offset by DPO

Capital structure – Jun '18



<i>US\$ million</i>	Jun-18	Mar-18	Jun-17
Cash	(579)	(549)	(391)
Inventories	(1,159)	(1,054)	(800)
OpCo Debt	585	478	448
Senior Facilities	1,402	1,580	1,681
Senior Notes	1,682	1,697	1,329
Total net debt	1,931	2,152	2,267
<i>x LTM EBITDA</i>	<i>3.0</i>	<i>3.0</i>	<i>3.1</i>

Jun '18 capital structure

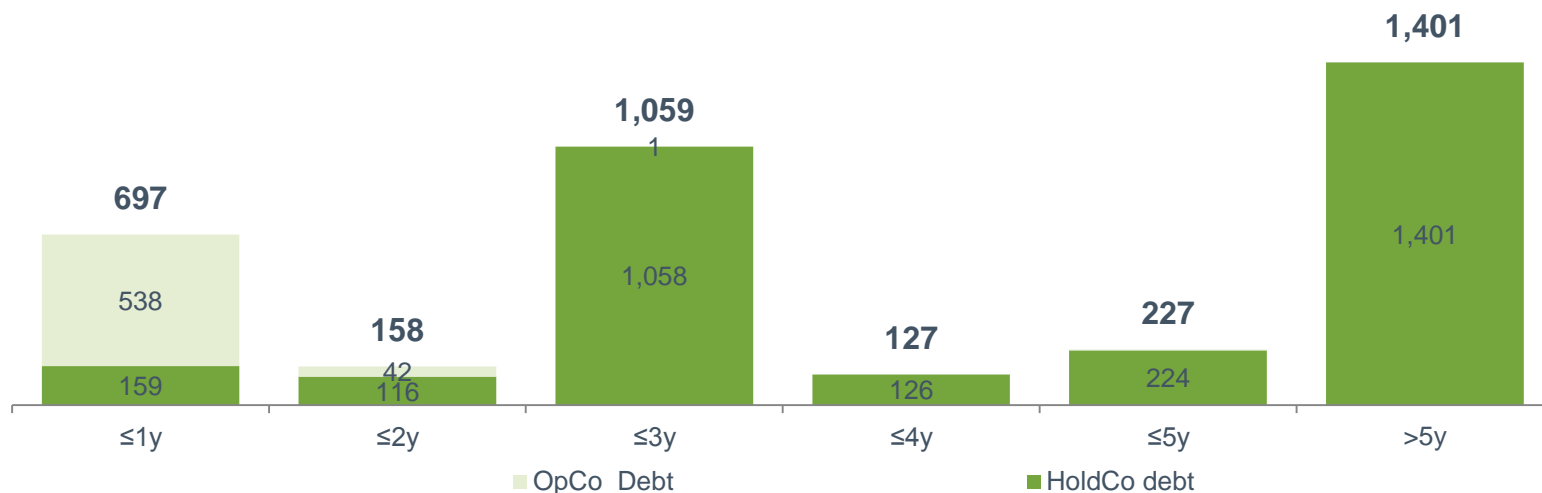
- Net Debt / EBITDA multiple at 3.0x, in line with capital structure policy
- Reduced gross debt by 86m and net debt by 221m
- Extended our Senior Credit Facility, and extended the maturity and repriced one PP in May
- Unsecured HoldCo debt represents 84% of Group's debt
- US\$1.4bn or 38% of debt maturing within more than 5 years

- In light of H1' performance, assuming no improvement in Australia and Angola, we expect **FY '18 EBITDA to be at the lower end of our US\$ 600-650 million guidance** on a constant currency basis (based on H1 rates)
 - Discussions ongoing on Angola margins. However, no change anticipated before year end
 - Expect to maintain our **fixed cost base at same level as FY '17**
 - **Some other risks** may materialize, given political situation in Nicaragua and probability of further currency devaluations vs. the USD
- **Maintain low net capex and strict working capital discipline**

Appendix 1 – Debt maturity profile



HoldCo vs. OpCo maturity profile (as at Q2 2018)



Maturity profile

US\$million	Total	≤1y	≤2y	≤3y	≤4y	≤5y	>5y
HoldCo debt	3,084	159	116	1,058	126	224	1,401
OpCo Debt	585	538	42	1	1	3	-
Gross debt	3,669	697	158	1,059	127	227	1,401
% of Total		19%	4%	29%	3%	6%	38%

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Fuelling — Journeys

Puma Energy is an integrated global energy company like no other. When we say we fuel journeys, we are not just talking about putting gasoline or diesel in our customers' tanks, or providing high quality fuel to some of the world's largest airlines, shipping companies and power suppliers.

It goes further than that.

Fuelling Journeys is about showing customers our pioneering, passionate and performance driven spirit. Delivering authentic customer experiences to make a real difference in the communities we serve.