

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2016

### 13. New or revised accounting standards and interpretations

A number of new standards and interpretations are effective for annual periods beginning after 1 January 2017, and have not been applied in preparing these financial statements. None of these are expected to have a significant effect on the financial statements of the Company, except the following set out below:

#### IFRS 9 'Financial instruments'

IFRS 9 addresses the classification, measurement and recognition of financial assets and financial liabilities. The complete version of IFRS 9 was issued in July 2016. It replaces the guidance in IAS 39 that relates to the classification and measurement of financial instruments.

IFRS 9 retains but simplifies the mixed measurement model and establishes three primary measurement categories for financial assets: amortised cost, fair value through other comprehensive income and fair value through profit or loss. The basis of classification depends on the entity's business model and the contractual cash flow characteristics of the financial assets. Investments in equity instruments are required to be measured at fair value through profit or loss with the irrevocable option at inception to present changes in fair value in other comprehensive income not recycling.

There is now a new expected credit losses model that replaces the incurred loss impairment model used in IAS 39.

For financial liabilities there were no changes to classification and measurement except for the recognition of changes in own credit risk in other comprehensive income, for liabilities designated at fair value through profit or loss.

IFRS 9 relaxes the requirements for hedge effectiveness by replacing the bright line hedge effectiveness tests. It requires an economic relationship between the hedged item and hedging instrument and for the 'hedged ratio' to be the same as the one management actually use for risk management purposes. Contemporaneous documentation is still required but is different to that currently prepared under IAS 39.

The standard is effective for accounting periods beginning on or after 1 January 2018. Early adoption is permitted.

The Company does not expect significant impact on the adoption of IFRS 9.

There are no other IFRS or IFRIC interpretations that are not yet effective that would be expected to have a material impact on the Company.

## BW LPG'S FLEET LIST

UPDATED AS OF 08 FEBRUARY 2017

BW LPG is the world's leading owner and operator of LPG vessels. BW LPG currently owns and operates 55 Very Large Gas Carriers (VLGC) and Large Gas Carriers (LGC) including two VLGC newbuildings with a total carrying capacity of 4.5 million cbm.

### VLGC FLEET 82,000 - 84,000 CBM

Name	Built	CBM	Yard	Flag
BW Mindoro	2017	84,000	Daewoo (DSME)	Isle of Man
BW Messina	2017	84,000	Daewoo (DSME)	Panama
BW Tucana	2016	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Volans	2016	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Magellan	2016	84,000	Daewoo (DSME)	Isle of Man
BW Malacca	2016	84,000	Daewoo (DSME)	Isle of Man
BW Njord	2016	84,000	Hyundai HI (Ulsan)	Marshall Is.
BW Var	2016	84,000	Hyundai HI (Ulsan)	Marshall Is.
BW Balder	2016	84,000	Hyundai HI (Ulsan)	Marshall Is.
BW Brage	2016	84,000	Hyundai HI (Ulsan)	Marshall Is.
BW Freyja	2016	84,000	Hyundai HI (Gunsan)	Marshall Is.
BW Frigg	2016	84,000	Hyundai HI (Gunsan)	Marshall Is.
BW Carina	2015	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Gemini	2015	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Leo	2015	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Libra	2015	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Orion	2015	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Aries	2014	84,195	Hyundai HI (Ulsan)	Isle of Man
BW Kyoto	2010	83,298	MHI Nagasaki	Singapore
BW Austria	2009	84,614	Daewoo (DSME)	Norwegian Int'l
BW Tokyo	2009	83,270	MHI Nagasaki	Singapore
BW Odin	2009	82,000	Hyundai HI (Ulsan)	Marshall Is.
BW Loyalty	2008	84,631	Daewoo (DSME)	Norwegian Int'l
BW Lord	2008	84,614	Daewoo (DSME)	Norwegian Int'l
BW Princess	2008	82,383	Hyundai HI (Ulsan)	Norwegian Int'l
BW Oak	2008	82,291	Hyundai Samho HI	Isle of Man
BW Tyr	2008	82,000	Hyundai HI (Ulsan)	Marshall Is.
BW Thor	2008	82,000	Hyundai HI (Ulsan)	Marshall Is.
BW Liberty	2007	84,597	Daewoo (DSME)	Norwegian Int'l
BW Maple	2007	82,291	Hyundai Samho HI	Isle of Man
BW Cedar	2007	82,291	Hyundai HI (Ulsan)	Isle of Man
BW Birch	2007	82,291	Hyundai HI (Ulsan)	Isle of Man
BW Prince	2007	82,000	Hyundai HI (Ulsan)	Norwegian Int'l
BW Confidence	2006	83,270	MHI Nagasaki	Isle of Man
Berge Ningbo	2006	82,252	Hyundai HI (Ulsan)	Hong Kong
Berge Nantong	2006	82,244	Hyundai HI (Ulsan)	Hong Kong
BW Energy	2002	82,200	Kawasaki HI Sakaide	Isle of Man
BW Boss	2001	84,333	Kawasaki HI Sakaide	Bahamas
Maharshi Vishwamitra	2001	84,333	Kawasaki HI Sakaide	India
BW Vision	2001	82,200	Kawasaki HI Sakaide	Bahamas

## BW LPG'S FLEET LIST

UPDATED AS OF 08 FEBRUARY 2017

### VLGC FLEET 78,000 - 80,000 CBM

Name	Built	CBM	Yard	Flag
BW Pine	2011	80,156	Kawasaki HI Sakaide	Isle of Man
Yuricosmos	2010	78,907	MHI Nagasaki	Panama
BW Sakura	2010	78,901	MHI Nagasaki	Isle of Man
Yuyo Spirits	2009	78,902	MHI Nagasaki	Panama
BW Broker	2007	80,138	Kawasaki HI Sakaide	Liberia
BW Trader	2006	78,631	Daewoo (DSME)	Singapore
BW Empress	2005	78,908	MHI Nagasaki	Isle of Man
BW Denise	2001	78,551	Stocznia Gdynia	Norwegian Int'l
Berge Summit	1990	78,488	MHI Nagasaki	Bahamas

### LGC FLEET 57,000 - 59,000 CBM

Name	Built	CBM	Yard	Flag
BW Nice	2003	59,343	Kawasaki HI Sakaide	Bermuda
BW Nantes	2003	59,343	Kawasaki HI Sakaide	Bermuda
BW Havis	1993	57,214	Kvaerner Govan	Norwegian Int'l
BW Helios	1992	57,160	Kvaerner Govan	Norwegian Int'l

### Newbuildings

Name	Built	CBM	Yard	Ownership
Hull No. 2335	2020	84,000	Mitsubishi H.I	Time-charter
Hull No. 2336	2020	84,000	Mitsubishi H.I	Time-charter

## GLOSSARY OF SHIPPING TERMS

Term	Definition
Ammonia	Raw material used among others in fertiliser production
Bcm	Billion cubic meters
BMP 4	Best Management Practice for Protection against Somalia Based Piracy
Btu	British thermal unit
Bunker fuel	A hydrocarbon mineral oil used or intended to be used for the operation or propulsion of a ship
Cbm	Cubic meter. A unit for gas vessel's capacity for carrying gas
Charter	The hiring of a vessel, or use of its carrying capacity, for either (i) a specified period of time or (ii) a specific voyage or set of voyages
Classification Society	An independent organisation, which certifies that a vessel has been built and maintained in accordance with the rules and regulations of such organisation. The organisation also may agree with agencies of countries in which a vessel is registered or trades to perform services to assist such agencies, including assuring that the vessel complies with conventions of which that country is a member
CoA	Contract of Affreightment. Under a CoA, the ship owner provides capacity to transport a certain amount of cargo within a specified period from on place to a destination designated by the customer. All of the ship's operating, voyage and capital costs are borne by the shipowner. The freight rate is normally agreed on a per cargo tonne basis. The freight rate can be fixed or floating, or a combination of both
Commercial Management	Commercial management includes chartering negotiations and operation of the vessel in accordance with the terms of the charter parties
Dry docking	The removal of a vessel from the water for inspection and/or repair of submerged parts
Dwt	Dead weight tonne. A vessel's cargo carrying capacity measured in tonnes
Hull	The shell or body of a vessel
LGC Large Gas Carrier.	Gas carrier of 50,000-70,000 cbm
LPG	Liquefied Petroleum Gas
LTI	Lost Time Incident
MGC	Medium gas carrier. Gas carrier below 50,000 cbm
Newbuilding	A new vessel under construction
Petrochemical gases	Industrial processed gases such as ethylene, propylene, butadiene and VCM