



OKEANIS
ECO TANKERS

Q1 2024
EARNINGS PRESENTATION
May 16, 2024



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operating expenses; changes to the Company's financial condition and liquidity, including its ability to pay amounts that it owes and obtain additional financing to fund capital expenditures, acquisitions and other general corporate activities; changes in the availability of crew, number of off-hire days, classification survey requirements and insurance costs for the vessels in the Company's fleet; changes in the Company's ability to leverage the relationships and reputation in the tanker shipping industry of its managers; changes in the Company's relationships with its contract counterparties, including the failure of any of its contract counterparties to comply with their agreements with the Company; loss of our customers, charters or vessels; damage to the Company's vessels; potential liability from future litigation and incidents involving the Company's vessels, including oil spills; the Company's future operating or financial results; the Company's ability to continue as a going concern; acts of terrorism and other hostilities; inflation; changes in global and regional economic and political conditions; risks associated with operations outside the United States; changes in governmental rules and regulations or actions taken by regulatory authorities, particularly with respect to the tanker shipping industry or the shipping industry generally; and other factors listed from time to time in the Company's filings with the SEC, including its most recent annual report on Form 20-F. These factors could cause actual results or developments to differ materially from those expressed in any of the forward-looking statements.

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EXECUTIVE UPDATE
COMMERCIAL AND MARKET UPDATE
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OKEANIS
ECO TANKERS

Executive Summary

Okeanis Eco Tankers continues to deliver strong results

| | Q1 2024 | Q1 2023 | YoY (%) | Highlights for the quarter | |
|--|------------------------------|-----------|-----------|----------------------------|---|
| COMMERCIAL PERFORMANCE USD per day | VLCC TCE ¹ | \$68,800 | \$72,700 | (5%) | <ul style="list-style-type: none"> • \$63,600pd fleetwide TCE • \$65.2 adj. EBITDA³ • \$1.23 adj. EPS • \$109m liquidity⁴ • 58% book leverage <hr/> <ul style="list-style-type: none"> • The Board has declared an eighth consecutive capital distribution of \$1.10 per share. • The total distributions for the last 4 quarters amounted to \$3.86 per share. • Closed the refinancing and amendment of debt on 4 vessels. <hr/> |
| | Suezmax TCE ¹ | \$56,700 | \$68,200 | (17%) | |
| | Fleetwide TCE ¹ | \$63,600 | \$70,800 | (10%) | |
| | Fleetwide Opex ² | \$9,208 | \$8,885 | 4% | |
| | TC Coverage | – | 29% | | |
| INCOME STATEMENT USDm exc. EPS | TCE Revenue | \$81.0 | \$88.4 | (8%) | |
| | Adjusted EBITDA ³ | \$65.2 | \$74.4 | (12%) | |
| | Adjusted Profit | \$39.6 | \$51.4 | (23%) | |
| Adjusted EPS | \$1.23 | \$1.60 | (23%) | | |
| BALANCE SHEET USDm | Total Debt | \$693.7 | \$727.0 | (5%) | |
| | Total Cash ⁴ | \$109.0 | \$118.0 | (8%) | |
| | Total Assets | \$1,148.5 | \$1,188.7 | (3%) | |
| | Total Equity | \$428.4 | \$433.6 | (1%) | |
| | Book Leverage | 58% | 58% | – | |

NOTES: 1. TCE revenue over operating days (calendar days less off-hire days).

2. Including management fees.

3. EBITDA adjusted for derivatives, FX, and other non-cash items.

4. Including restricted cash.

Income Statement Summary

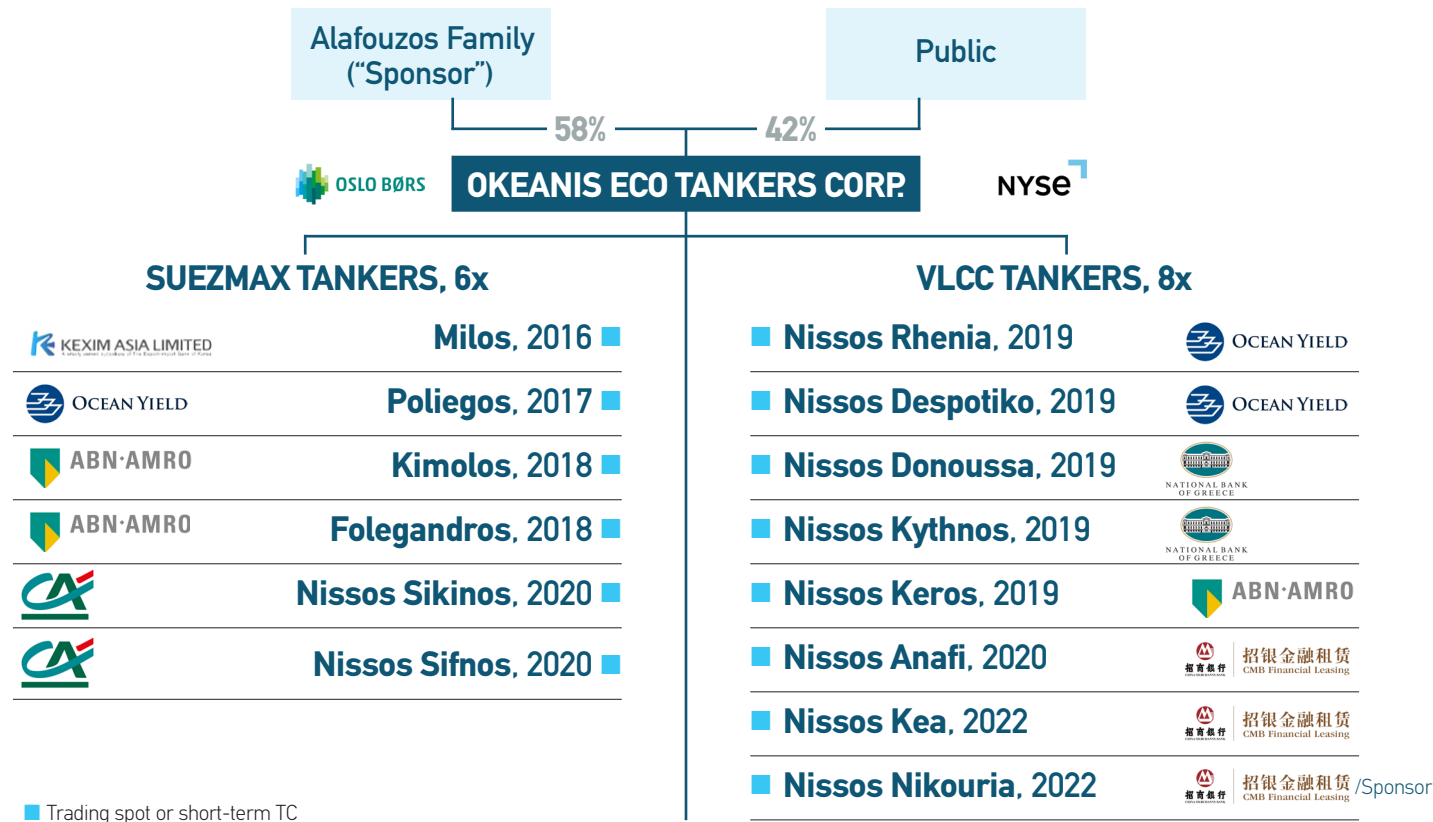
| Income statement summary (\$m) | Q1 2024 | Q1 2023 | Notes |
|---|---------------|---------------|---|
| TCE Revenue | \$81.0 | \$88.4 | |
| Vessel operating expenses | (10.6) | (10.1) | |
| Management fees | (1.1) | (1.1) | |
| General and administrative expenses | (4.1) | (2.9) | |
| EBITDA | \$65.2 | \$74.3 | <ul style="list-style-type: none"> Q1 continues the trend established in 2023 with strong Revenue, EBITDA and Net Income |
| Depreciation and amortization | (10.2) | (10.0) | |
| EBIT | \$55.1 | \$64.4 | <ul style="list-style-type: none"> TCE Revenue of \$81m |
| Net interest expense | (15.2) | (13.6) | |
| Other financial income/expenses | 1.6 | 0.8 | |
| Reported Profit | \$41.6 | \$51.6 | <ul style="list-style-type: none"> EBITDA of \$65m |
| Reported EPS - basic & diluted | \$1.29 | \$1.60 | |
| Adjustments | (1.9) | (0.2) | |
| Adjusted Profit | \$39.6 | \$51.4 | <ul style="list-style-type: none"> Net Income of \$42m |
| Adjusted EPS - basic & diluted | \$1.23 | \$1.60 | |
| Weighted average shares - basic & diluted | 32.2 | 32.2 | |

Balance Sheet Summary

| Balance Sheet Summary (\$'000s) | Q1 2024 | Q1 2023 | Notes |
|---|------------------|------------------|--|
| Assets | | | |
| Cash & cash equivalents | \$103.9 | \$110.9 | • Total cash ¹ of \$109m |
| Restricted cash | 5.1 | 7.0 | |
| Vessels, net | 978.3 | 1,014.4 | • Total assets of \$1.1bn |
| Other assets | 61.2 | 56.4 | |
| Total Assets | \$1,148.5 | \$1,188.7 | • Total interest bearing debt of \$694m |
| Shareholders' Equity & Liabilities | | | |
| Shareholders' equity | \$428.4 | \$433.6 | • Book leverage of 58% |
| Interest bearing debt | 693.7 | 727.0 | |
| Other liabilities | 26.4 | 28.1 | • Total equity of \$428m |
| Total Shareholders' Equity & Liabilities | \$1,148.5 | \$1,188.7 | |

NOTE: 1. Including restricted cash.

Corporate, Debt and Employment Structure



- After the successful refinancings with ABN Amro and Credit Agricole in 2023, we utilized the momentum to further optimize our capital structure.
- Previously announced Kexim Asia Limited and CMB Financial Leasing transactions both closed in February, continuing to improve our cost of capital.
- The transactions in 2023 and Q1 of 2024 have improved cost of debt by on average c.100bps across 9 vessels (Milos, Kimolos, Folegandros, Nissos Sikinos, Nissos Sifnos, Nissos Keros, Nissos Anafi, Nissos Kea, and Nissos Nikouria).
- Repaid, as scheduled, the first tranche of the Sponsor's Loan in March. The second tranche will be repaid as due in June.
- Very positive momentum as we continue to negotiate the refinancing of the Poliegos in the next couple of months.
- Continuously working with current and potential new financiers to optimize our capital structure with accretive terms.

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Commercial Performance – Q1 2024

Fleetwide TCE of **\$63,600 pd** – \$68,800 pd for spot VLCCs and \$56,700 pd for spot Suezmaxes

| | VLCC | | | SUEZMAX | | | FLEETWIDE | | |
|------------------------|------------|-------------|-----------------|------------|-------------|-----------------|--------------|-------------|-----------------|
| | Days | % of Total | TCE | Days | % of Total | TCE | Days | % of Total | TCE |
| Timecharter | – | – | – | – | – | – | – | – | – |
| Spot ¹ | 728 | 100% | \$68,800 | 546 | 100% | \$56,700 | 1,274 | 100% | \$63,600 |
| Total | 728 | 100% | \$68,800 | 546 | 100% | \$56,700 | 1,274 | 100% | \$63,600 |
| Calendar | 728 | | | 546 | | | 1,274 | | |
| Operating ² | 728 | | | 546 | | | 1,274 | | |
| Utilization | 100% | | | 100% | | | 100% | | |

The VLCCs experienced a noteworthy increase in earnings during this period, marked by an evident 23.6k per day rise in the average TCE, quarter-over-quarter.

Our strategy pivoted to repositioning ships to the East as the TCE premium of West to East over local West voyages grew too large. We locked in multiple very strong, long fixtures.

Multiple vessels accumulated demurrage through Q1 and beginning of Q2 at significantly higher than market rate.

During the entirety of Q1, our Suezmaxes upheld a significant presence in the West. This was particularly notable as the Poliegos and Sifnos both had opening positions East but were strategically relocated to the West to maximize profitability.

In line with the VLCC's, the higher earnings on back-hauls during Q1 can be attributed to routing via the Cape of Good Hope.

We focused on minimizing waiting days on local voyages in the West, thereby maximizing our earnings.

The most substantial earnings observed since Q2 2023. This can be credited to increased flat rates resulting from routing via the Cape of Good Hope, consequently generating higher TCEs.

Took advantage of new trade routes created by the disruption in the Red Sea, including VLCC loading in the Mediterranean to go East and Suezmaxes sailing from the AC around the Cape of Good Hope.

NOTE: 1. Spot days include short-term trip charters.
2. Calendar days less off-hire days.

Commercial Performance – Q2 2024 Guidance

VLCC: 82% of available 2Q24 spot days fixed at **\$75,900 pd**
Suezmax: 57% of available 2Q24 spot days fixed at **\$60,800 pd**

| | VLCC | | | SUEZMAX | | | FLEETWIDE | | |
|-----------------------------|------------|-------------|----------|------------|-------------|----------|--------------|-------------|----------|
| | Days | % of Total | TCE | Days | % of Total | TCE | Days | % of Total | TCE |
| Timecharter | – | – | – | – | – | – | – | – | – |
| Spot - fixed ¹ | 559 | 82% | \$75,900 | 310 | 57% | \$60,800 | 869 | 71% | \$70,600 |
| Spot - unfixed ² | 122 | 18% | – | 236 | 43% | – | 358 | 29% | – |
| Total | 681 | 100% | – | 546 | 100% | – | 1,227 | 100% | – |
| Calendar | 728 | | | 546 | | | 1,274 | | |
| Operating | 681 | | | 546 | | | 1,227 | | |
| Utilization | 94% | | | 100% | | | 100% | | |

Prioritization for the 2019 VLCC's this quarter is to execute front-haul voyages from West to East in order to position the vessels for their required upcoming dry-dock throughout Q2 and Q3.

On the Nissos Donoussa, we secured a favorable back-haul voyage from Basrah to reposition her back West in time for the start of Q3.

We executed a Trans-Atlantic voyage from the USG to Rotterdam on the Nissos Nikouria. Subsequently, we located a front-haul cargo from Houndpoint to go East, minimizing ballast and maximizing our laden leg to ensure above market returns.

Maintaining a West presence on all of the Suezmaxes during Q2 because the market witnessed an evident influx of cargoes out of West Africa and other local markets.

Continued to prioritize voyages with overage and higher flats to produce greater TCEs.

We remain hesitant to send Suezmaxes East due to the challenge of repositioning them back West. This comes as a result of the absence of cargoes being quoted out of the AG due to increased trading costs when freighting via Cape of Good Hope.

Nissos Despotiko and Nissos Keros both have upcoming dry-docks scheduled during the latter half of Q2 in China, therewith having the ships available in Q3.

Due to the lack of indications regarding any slowdown in the Red Sea transit situation, we maintain optimism that the momentum will continue into a robust Q3.

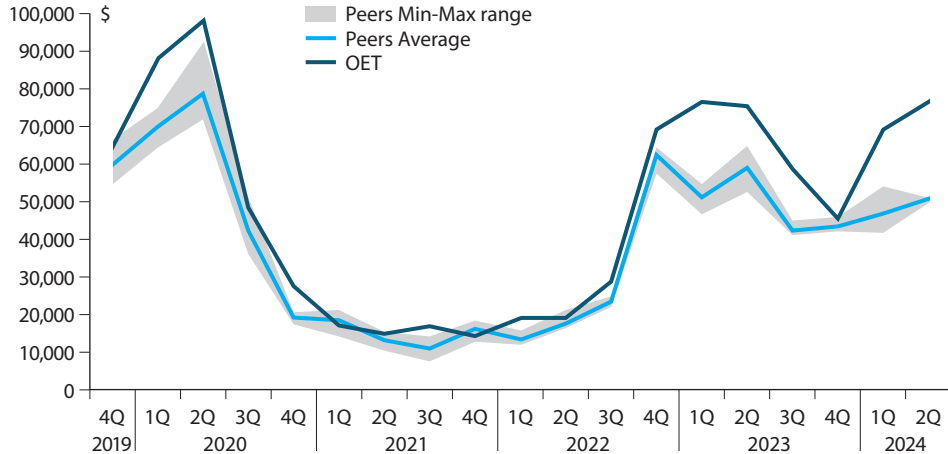
NOTES: 1. Spot days include short-term trip charters.

2. Reflect open days which have not been booked so far. Recognizing revenue (or costs) within the quarter for the unfixed days will depend on loading (or not) of the next voyage within the quarter, according to IFRS adjustments for the calculation of TCE.

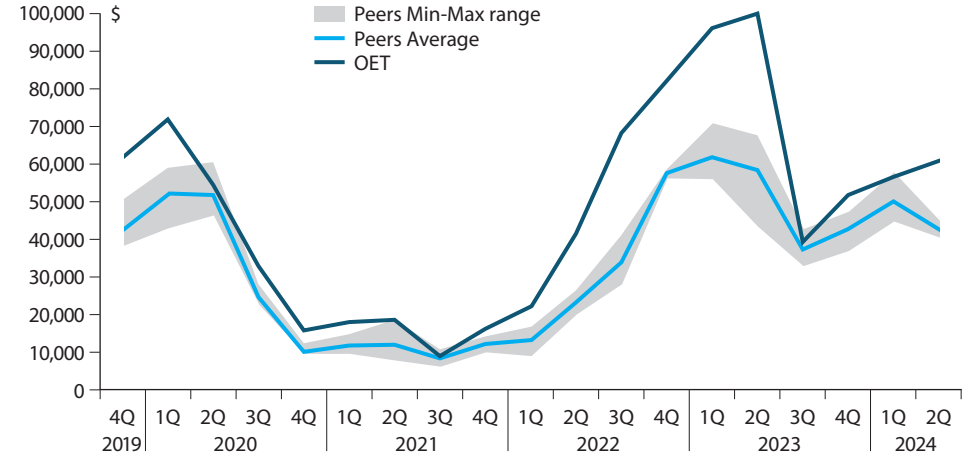
Consistently Superior Commercial Performance

Being the only listed pure ECO and fully scrubber fitted crude tanker platform we continuously outperform the market

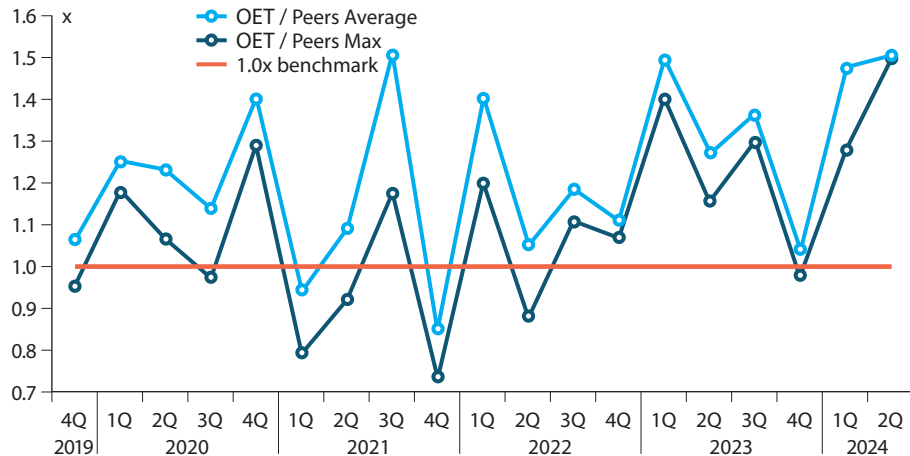
VLCC spot TCE against peers



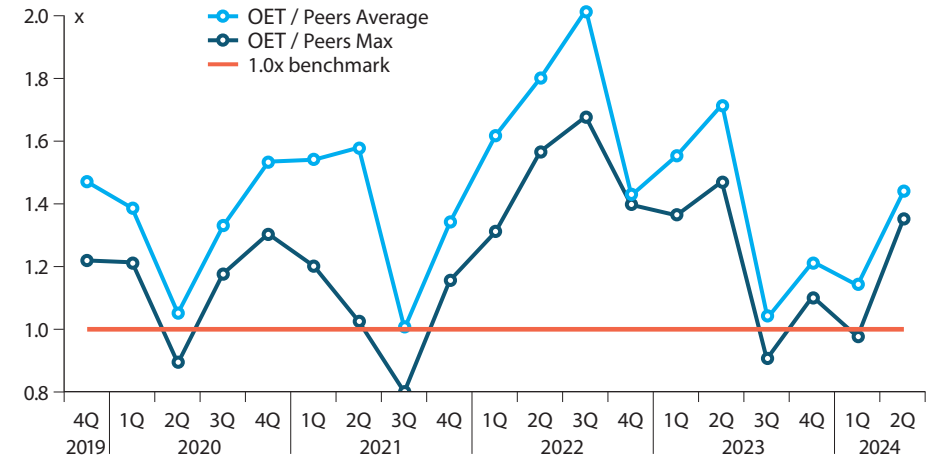
Suezmax spot TCE against peers



VLCC spot performance against peers



Suezmax spot performance against peers

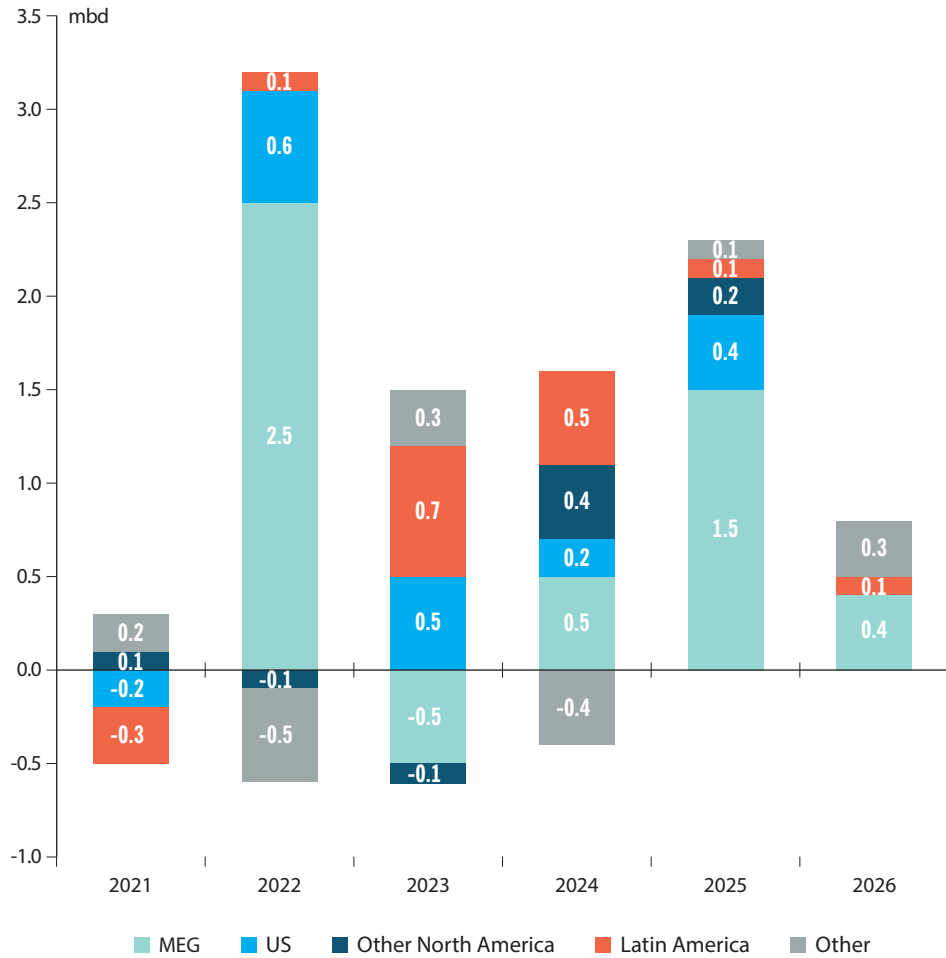


SOURCE: Company filings.
NOTE: Q1 2024 and Q2 2024 figures based on companies that have already reported for the quarter. Q2 2024 figures are preliminary and based on fixed spot days.

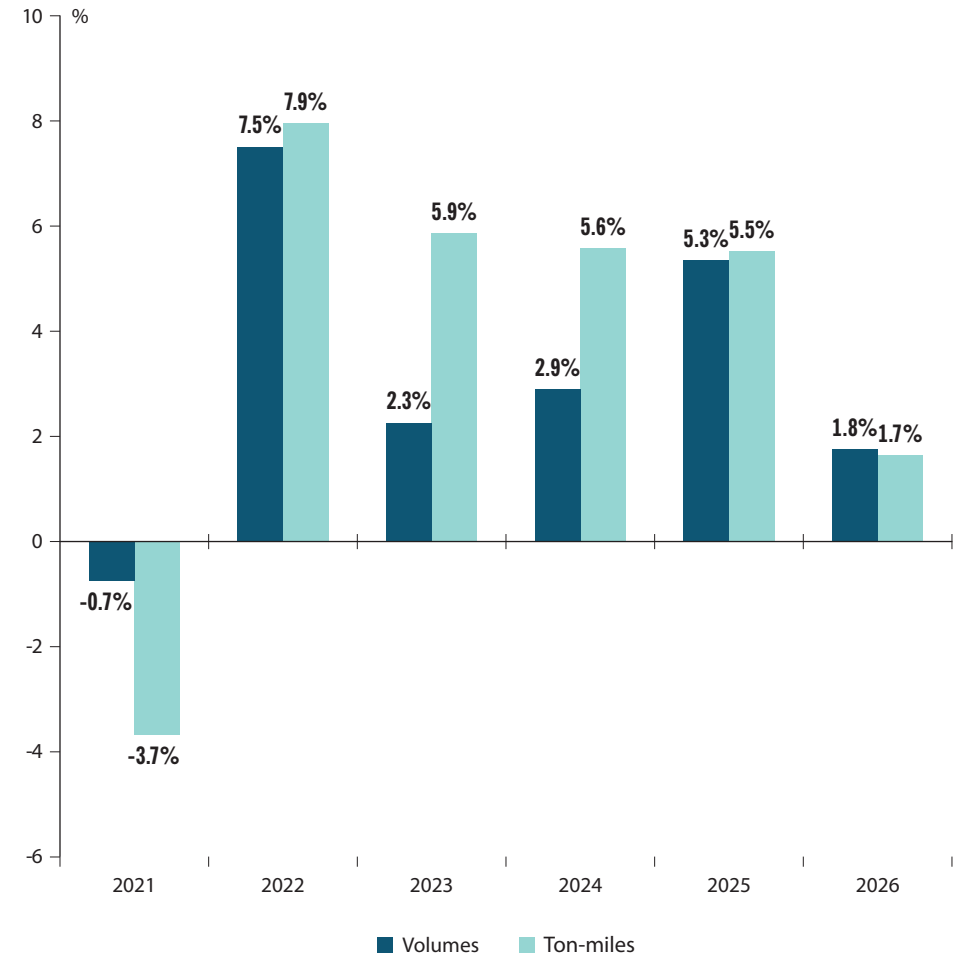
Demand Outlook Continues to be Meaningful

OPEC will be crucial for the medium term story

Growth assumptions in mbd



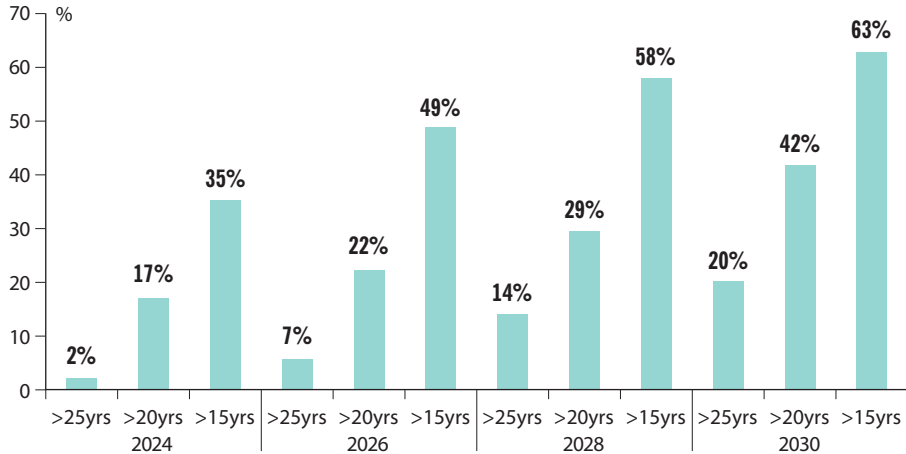
Volume growth vs ton-mile demand growth



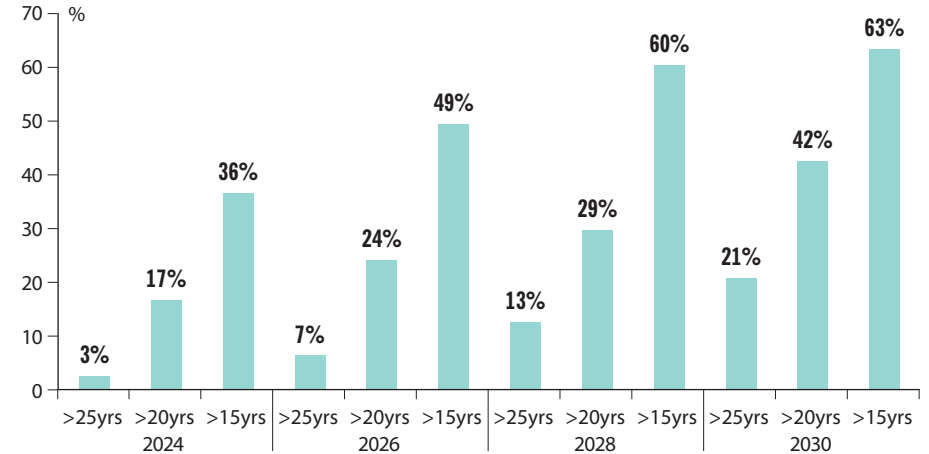
Supply Fundamentals are Staggering

Orderbook story is supplemented by a continuing ageing fleet and need for replacement across all segments, through a transformative shift in the shipyard landscape

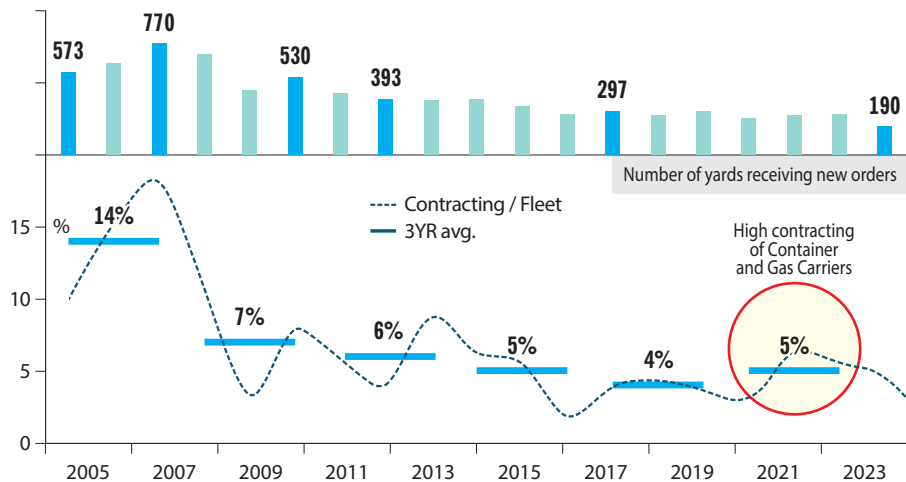
VLCC fleet age composition



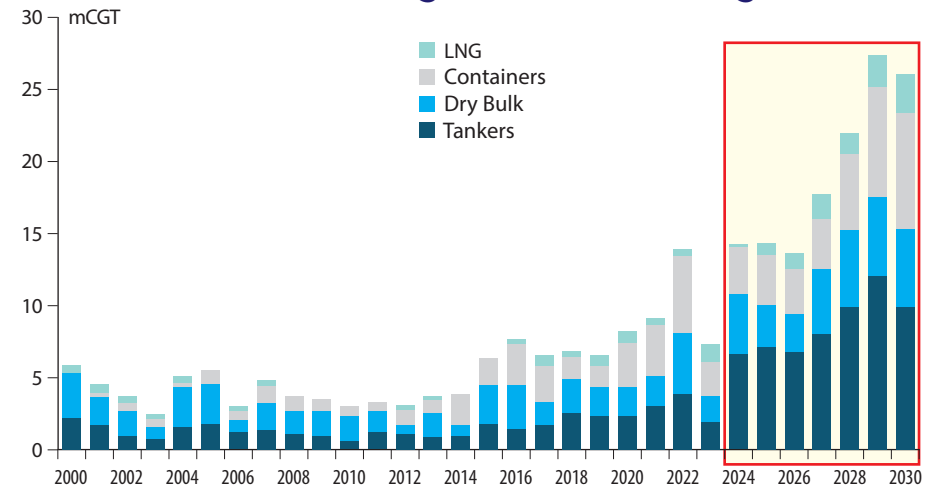
Suezmax fleet age composition



Fleet renewal on a declining trend across fewer yards



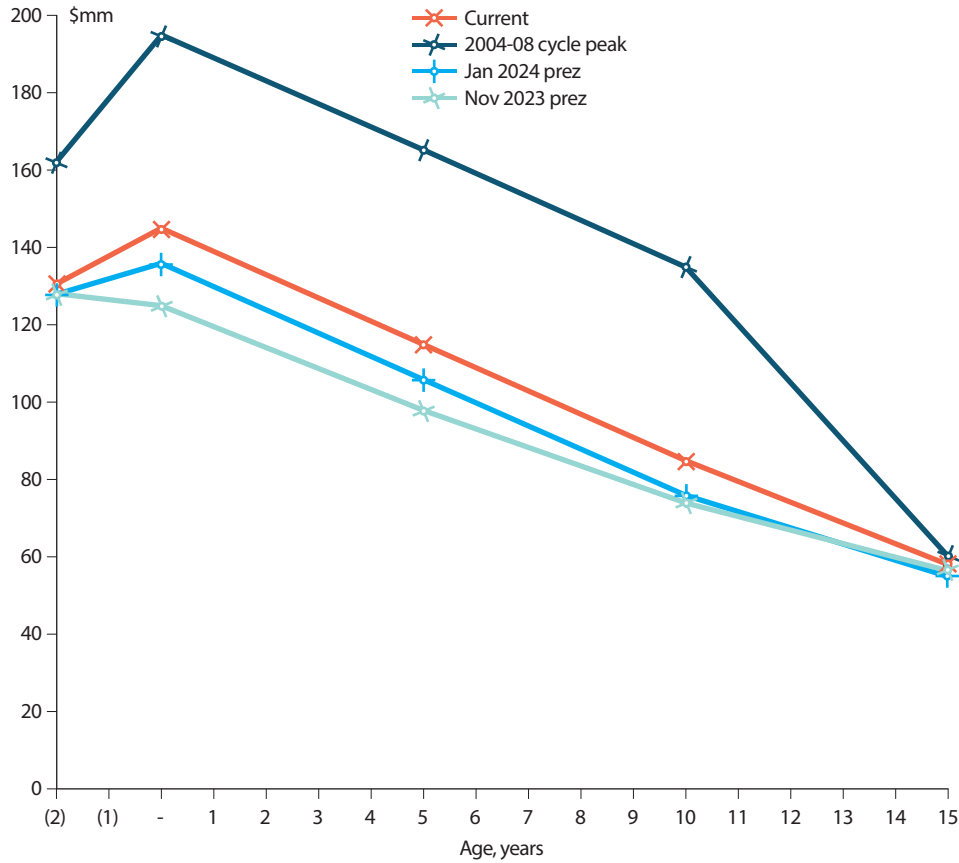
Vessels reaching replacement age each year across all segments is astonishing



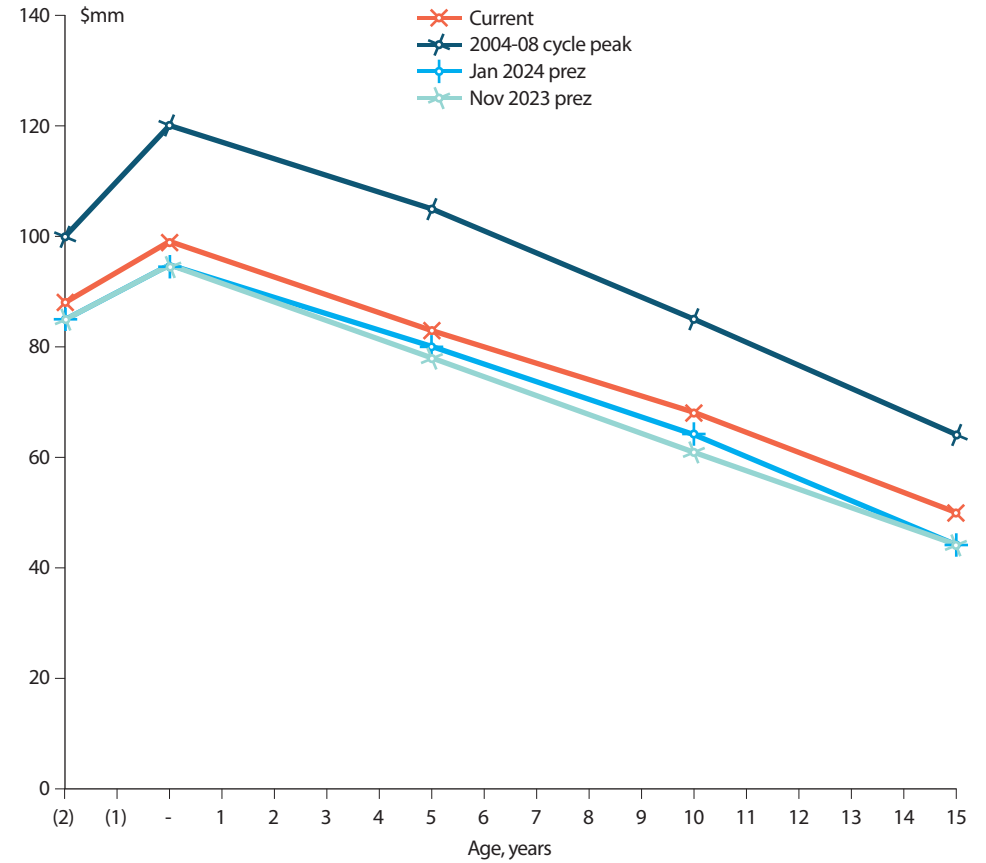
Values Appreciation Potential Remains

Despite continuously increasing values, the upside to peak is very significant

Current VLCC value curve vs 2004-2008 cycle



Current Suezmax value curve vs 2004-2008 cycle



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Cash Flow Summary

| CF Statement Summary (\$m) | Q1 2024 | Q1 2023 |
|--|-----------------|-----------------|
| Cash Flow from Operating Activities | | |
| Net income | \$41.6 | \$51.6 |
| Total reconciliation adjustments | 23.1 | 22.4 |
| Total changes in working capital | 9.7 | 7.2 |
| Net cash from operating activities | \$74.4 | 81.2 |
| Cash Flows from Investing Activities | | |
| Investment in vessels | (\$1.0) | (\$0.1) |
| Other investing activities | 0.3 | 0.4 |
| Net cash from investing activities | (\$0.7) | \$0.3 |
| Cash Flow from Financing Activities | | |
| Net changes in debt | \$2.6 | (\$12.3) |
| Dividends and capital returns | (21.2) | (40.2) |
| Financing costs | (0.7) | - |
| Net cash from financing activities | (\$19.3) | (\$52.5) |
| FX effect | (\$0.4) | 0.5 |
| <i>Net change in cash & cash equivalents</i> | <i>54.2</i> | <i>29.0</i> |
| Cash and cash equivalents BoP | 50.0 | 68.8 |
| Cash and cash equivalents EoP | \$103.9 | \$98.4 |

Emissions Reporting

Committed to transparent reporting and reduction of carbon emissions
The Group adheres to the ABS Monitoring Reporting and Verification Regulation (MRV) framework

| Reporting | | VLCC | Suezmax |
|--|-----------------------|------------|------------|
| Number of vessels reporting emissions data | | 8 | 6 |
| CO₂ emissions generated from vessels (metric tons) | | | |
| Laden Condition | | 52,200 | 32,200 |
| All Conditions | | 82,900 | 46,900 |
| Fleet Annual Efficiency Ratio (AER)¹ | | | |
| CO ₂ emissions - all conditions | A | 82,900 | 46,900 |
| Design deadweight tonnage (DWT) | B | 319,000 | 158,400 |
| Total distance travelled (nautical miles) | C | 119,500 | 109,600 |
| Fleet AER for the period (CO₂ gr/tonne-mile) | A*10 ^ 6/(B*C) | 2.2 | 2.7 |
| Fleet Energy Efficiency Operational Indicator (EEOI)² | | | |
| CO ₂ emissions - all conditions | A | 82,900 | 46,900 |
| Weighted avg. cargo transported for the period (metric tons) | D | 1,065,400 | 503,500 |
| Laden distance travelled (nautical miles) | E | 119,500 | 109,600 |
| Fleet EEOI for the period (CO₂ gr/cargo tonne-mile) | A*10 ^ 6/(D*E) | 4.1 | 5.5 |
| EEOI Sea Cargo Charter guidance for 2022 (CO₂ gr/cargo tonne-mile) | | 5.1 | 8.4 |

SOURCES: KMC, Baltic Exchange, Sea Cargo Charter, OET.

NOTES: 1. Annual Efficiency Ratio is a measure of carbon efficiency using the parameters of fuel consumption, distance travelled, and design deadweight tonnage.

2. Energy Efficiency Operational Indicator is a tool for measuring the CO₂ gas emissions in a given time period per unit transport work performed. This calculation is performed as per IMO MEPC.1/Circ684. Reporting period is January 1, 2024 through March 31, 2024.















Indicative Eco Benefit Calculation

| Assumptions | | VLCC | Suezmax |
|---|------------------------------------|-----------------|-----------------|
| Sailing Days | A | 325 | 295 |
| Fuel Consumption (tons/day@12.5 knots) | | | |
| Non-Eco | B | 61.5 | 43.0 |
| Eco | C | 45.0 | 30.0 |
| Incremental for Scrubber | D | 2.0 | 1.0 |
| Daily Eco fuel savings | E = (B - C) | 16.5 | 13.0 |
| Singapore Bunker Prices (\$/ton) | | | |
| VLSFO | F | \$648 | \$648 |
| HSFO (380cst) | G | \$492 | \$492 |
| Spread | H = (F - G) | \$156 | \$156 |
| Eco Daily Savings | I = (A * E * F / 365) | \$9,500 | \$6,800 |
| Scrubber Daily Savings | J = (A * (C - D) * H) / 365 | \$6,000 | \$3,600 |
| Eco + Scrubber Daily Savings | K = (I + J) | \$15,500 | \$10,400 |

NOTE: Indicative calculation basis referred to bunker prices and consumption assumptions.

Current Fleet List

Very attractive mix of crude tanker vessels built at **first class yards**
with **super eco design & scrubber fitted**

| No. | Vessel Name | Asset Type | Asset Size | Built | Age ¹ | Yard | Ownership | Scrubber | Eco Design |
|------------------|------------------|------------|------------------|-------|------------------|---|-----------|----------|------------|
| 1 | Milos | Suezmax | 157,539 | 2016 | 7 | Sungdong  | 100% | Yes | Yes |
| 2 | Poliegos | Suezmax | 157,539 | 2017 | 7 | Sungdong  | 100% | Yes | Yes |
| 3 | Kimolos | Suezmax | 159,159 | 2018 | 6 | JMU  | 100% | Yes | Yes |
| 4 | Folegandros | Suezmax | 159,221 | 2018 | 6 | JMU  | 100% | Yes | Yes |
| 5 | Nissos Sikinos | Suezmax | 157,447 | 2020 | 4 | HSHI  | 100% | Yes | Yes |
| 6 | Nissos Sifnos | Suezmax | 157,447 | 2020 | 4 | HSHI  | 100% | Yes | Yes |
| 7 | Nissos Rhenia | VLCC | 318,744 | 2019 | 5 | HHI (Ulsan)  | 100% | Yes | Yes |
| 8 | Nissos Despotiko | VLCC | 318,744 | 2019 | 5 | HHI (Ulsan)  | 100% | Yes | Yes |
| 9 | Nissos Donoussa | VLCC | 318,953 | 2019 | 5 | HHI (Ulsan)  | 100% | Yes | Yes |
| 10 | Nissos Kythnos | VLCC | 318,953 | 2019 | 5 | HHI (Ulsan)  | 100% | Yes | Yes |
| 11 | Nissos Keros | VLCC | 318,953 | 2019 | 4 | HHI (Ulsan)  | 100% | Yes | Yes |
| 12 | Nissos Anafi | VLCC | 318,953 | 2020 | 4 | HHI (Ulsan)  | 100% | Yes | Yes |
| 13 | Nissos Kea | VLCC | 300,323 | 2022 | 2 | HHI (Ulsan)  | 100% | Yes | Yes |
| 14 | Nissos Nikouria | VLCC | 300,323 | 2022 | 2 | HHI (Ulsan)  | 100% | Yes | Yes |
| Aggregate | | | 3,462,298 | | 5 | | | | |



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