



OKEANIS
ECO TANKERS

**PARETO SECURITIES'
31ST ANNUAL ENERGY CONFERENCE**

September 12, 2024



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Factors that could cause actual results to differ materially from those discussed in the forward-looking statements include, but are not limited to: changes in shipping industry trends, including charter rates, vessel values and factors affecting vessel supply and demand; changes in seaborne and other transportation patterns; changes in the supply of or demand for oil, generally or in particular regions; climate change; increased use of electric vehicles and renewable energy; changes in the number of new buildings under construction in the tanker shipping industry; changes in the useful lives and the value of the Company's vessels and the related impact on the Company's compliance with loan covenants; the aging of the Company's fleet and increases in operating costs; the Company's ability to achieve successful utilization of its expanded fleet; changes in the Company's ability to complete acquisitions or dispositions; risks related to the Company's business strategy, areas of possible expansion or expected capital spending or

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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Investment Highlights

OET at a glance

Continuing to Deliver on our IPO Promises

Executing within the track established in 2018

2018 OET Investor pitch / Promises	Actions - Deliverables
"Opportune and unique time to invest in the tanker market"	Tanker SH price index
"Co-invest with fully aligned, committed sponsor"	Alafouzos family shareholding
Ioannis A. Alafouzos: "OET will offer investors the opportunity to participate in a traditional Greek shipping company focusing on operating excellence"	<ul style="list-style-type: none"> VLCs: 24% spot market TCE outperformance vs listed peers Suezmax: 41% spot market TCE outperformance vs listed peers
"Commitment to enact and maintain an aggressive dividend policy"	<ul style="list-style-type: none"> OET has distributed 1.5x times its initial market cap ~100% of LTM free cash flow paid back to shareholders
"Preservation of shareholder value and best corporate governance practices"	<ul style="list-style-type: none"> Number of dilutive capital raises: ZERO 88% independent directors Maximizing shareholder value remains key strategic priority

SOURCES: Company Files

State of the Art Asset Base

Only listed pure ECO and scrubber fitted crude tanker platform

14 vessels | 100% scrubber and BWTS fitted | 100% eco-design | Avg. age ~5.0 yrs
 Built in first class yards in Korea and Japan | Total DWT: **3.5m**

SOURCES: OET Company Files

Consistently Superior Commercial Performance

Delivering **~\$170m** in outperformance. A proven track record of success

Commercial performance tanker peer comparison since 4Q 2019 (19 quarters)
 OET generated **~\$170m** of outperformance since 4Q 2019 over the average of the peer group

VLCC
 OET Daily Out/Under Performance: **\$10,670**
 OET VLCC Spot Days: **8,860**
 OET Total Out/Under Performance: **~\$16.5**

Suezmax
 OET Daily Out/Under Performance: **\$12,319**
 OET Suezmax Spot Days: **6,209**
 OET Total Out/Under Performance: **~\$9**

SOURCES: Company Files

Earnings Belong to Shareholders

Since having a fully delivered fleet, we have distributed on average ~91% of earnings each quarter

Dividend distribution

Notes:

- ~100% of free cash flow paid back to shareholders
- Over **\$350m** distributed since our IPO or 1.5x of initial market cap
- ~15.5% average dividend yield over the past nine quarters

SOURCES: Company Files

Optimized Capital Structure

Significant runway and robust cash position

Robust and clean balance sheet

Notes:

- Total cash of **\$98.1m**
- Total assets of **\$1.14bn**
- Total debt of **\$669m**
- Book leverage of **57%**
- Total equity of **\$433m**

38.5% Net market LTV

SOURCES: Company Files

Supply Fundamentals Remain Astonishing

Aging fleet and "scrapping candidates" can easily absorb current and future orderbook

Fleet development - VLCC

Fleet development - Suezmaxes

VLCC fleet age composition

Suezmaxes fleet age composition

SOURCES: Shipping Statistics, Company Files

Continuing to Deliver on our IPO Promises

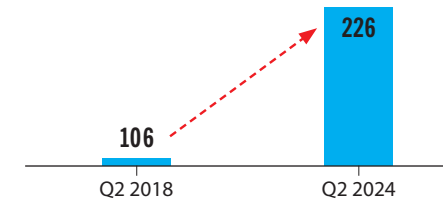
Executing within the track established in 2018

2018 OET investor pitch / Promises

Actions - Deliverables

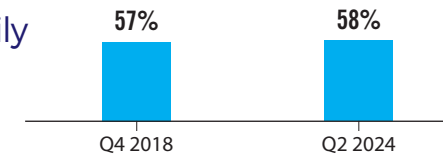
“Opportune and unique time to invest in the tanker market”

Tanker SH price index



“Co-invest with fully aligned, committed sponsor”

Alafouzos family shareholding

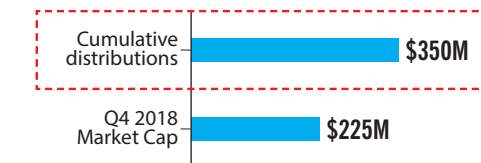


Ioannis A. Alafouzos: “OET will offer investors the opportunity to participate in a traditional Greek shipping company focusing on operating excellence”

- ▶ VLCCs: **24%** spot market TCE outperformance vs listed peers
- ▶ Suezmax: **41%** spot market TCE outperformance vs listed peers

“Commitment to enact and maintain an aggressive dividend policy”

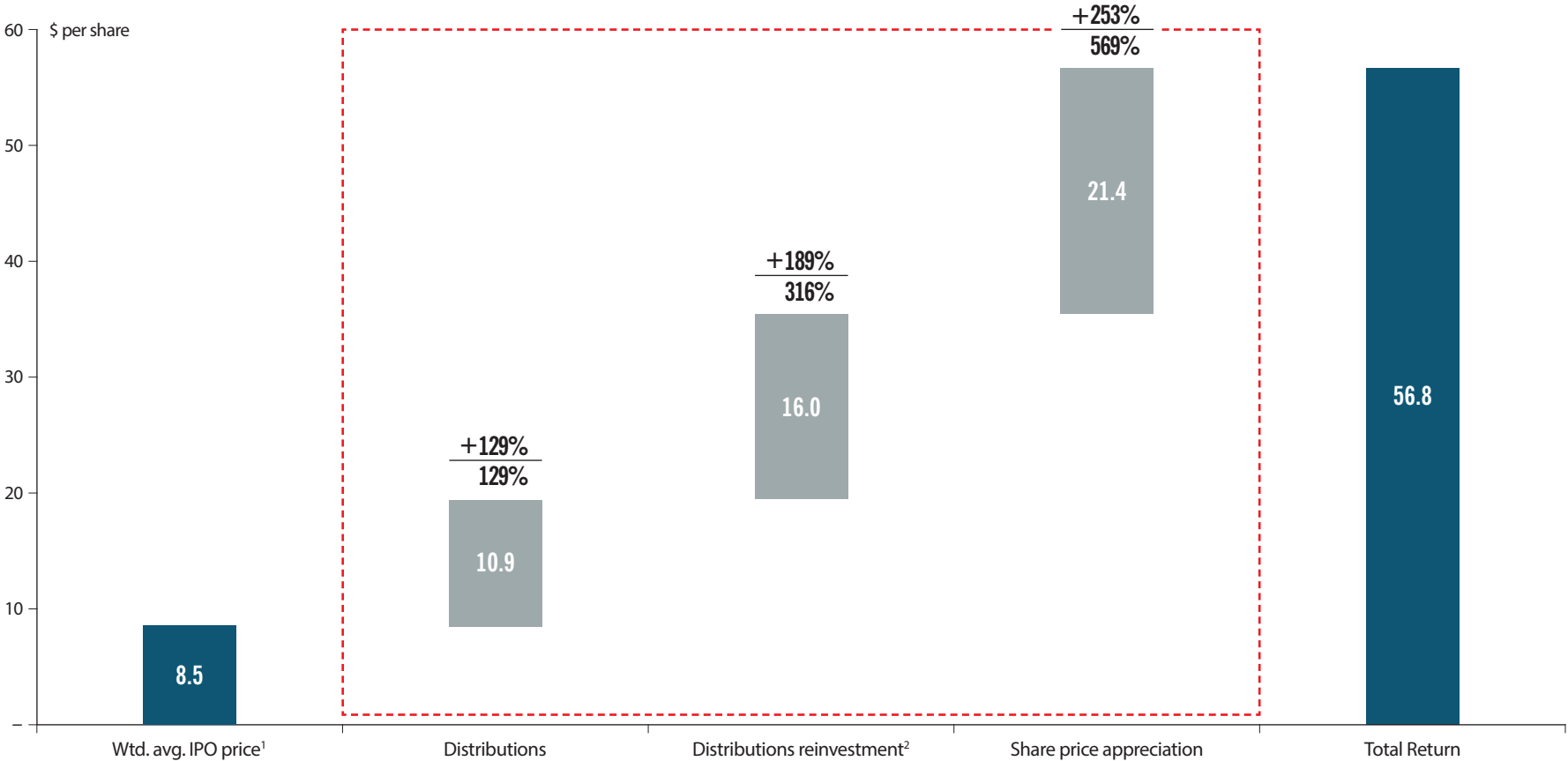
- ▶ OET has distributed **1.5x times** its initial market cap
- ▶ **~100%** of LTM free cash flow paid back to shareholders



“Preservation of shareholder value and best corporate governance practices”

- ▶ Number of dilutive capital raises: **ZERO**
- ▶ **86%** independent directors
- ▶ **Maximizing shareholder value** remains key strategic priority

569 % Total Shareholder Return Since IPO in July 2018















SOURCES: EIKON, OET, Yahoo Finance.

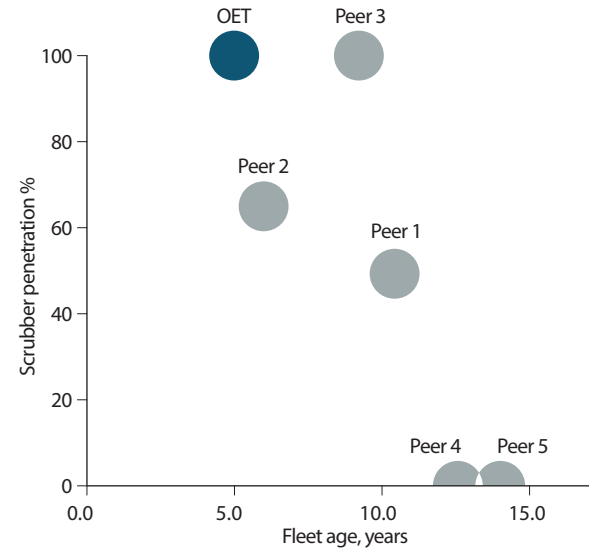
NOTES: 1. Weighted average IPO price based on initial offering of \$100m at NOK 72.00 / \$8.77 per share and secondary offering of \$30m at NOK 66.00 / \$7.67 per share.

2. Assuming 100% of dividends & capital distributions reinvested into stock; dividends tax rate at 15%; Price (NOK) and FX as of September 6, 2024.

State of the Art Asset Base

Only listed pure ECO and scrubber fitted crude tanker platform

	Milos	Suezmax, 2016, 
	Poliegos	Suezmax, 2017, 
	Kimolos	Suezmax, 2018, 
	Folegandros	Suezmax, 2018, 
	Nissos Sikinos	Suezmax, 2020, 
	Nissos Sifnos	Suezmax, 2020, 



	Nissos Rhenia	VLCC, 2019, 
	Nissos Despotiko	VLCC, 2019, 
	Nissos Donoussa	VLCC, 2019, 
	Nissos Kythnos	VLCC, 2019, 
	Nissos Keros	VLCC, 2019, 
	Nissos Anafi	VLCC, 2020, 
	Nissos Kea	VLCC, 2022, 
	Nissos Nikouria	VLCC, 2022, 

14 vessels | **100%** scrubber and BWTS fitted | **100%** eco-design | Avg. age **~5.0** yrs

Built in first class yards in Korea and Japan | Total DWT: **3.5m**

Q2 2024 Commercial Performance and Q3 2024 Guidance

Q2 2024 Commercial Performance³

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	—	—	—	—	—	—	—	—	—
Spot ¹	677	100%	\$73,300	546	100%	\$54,600	1,223	100%	\$64,900
Total	677	100%	\$73,300	546	100%	\$54,600	1,223	100%	\$64,900
Calendar	728			546			1,274		
Operating ²	677			546			1,223		
Utilization	93%			100%			96%		

Q3 2024 Guidance³

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	—	—	—	—	—	—	—	—	—
Spot - fixed ¹	376	58%	\$46,100	291	53%	\$58,000	667	56%	\$51,300
Spot - unfixed ²	272	42%	—	261	47%	—	533	44%	—
Total	648	100%	—	552	100%	—	1,200	100%	—
Calendar	736			552			1,288		
Operating	648			552			1,200		
Utilization	88%			100%			93%		

NOTES: 1. Calendar days less off-hire days.

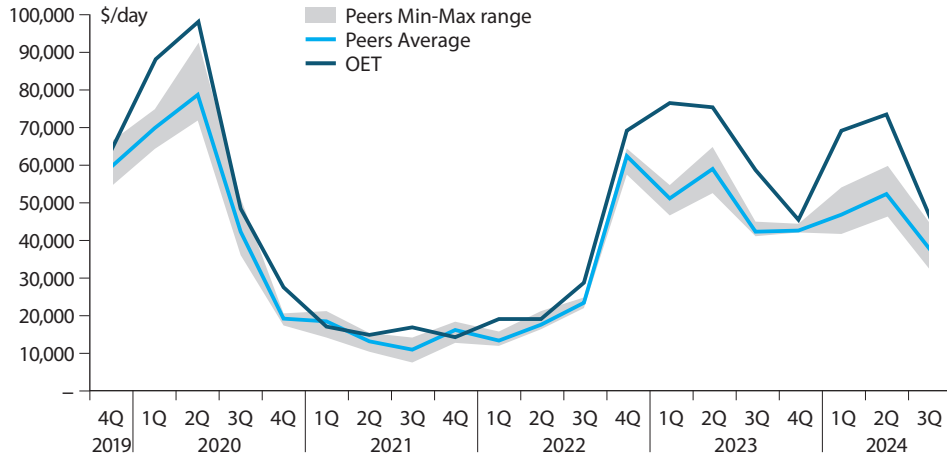
2. Reflect open days which have not been booked so far. Recognizing revenue (or costs) within the quarter for the unfixed days will depend on loading (or not) of the next voyage within the quarter, according to IFRS adjustments for the calculation of TCE.

3. Data as of latest publicly disclosed information on August 9, 2024.

Consistently Superior Commercial Performance

Delivering **~\$170m** in outperformance. A proven track record of success

VLCC spot TCE against peers

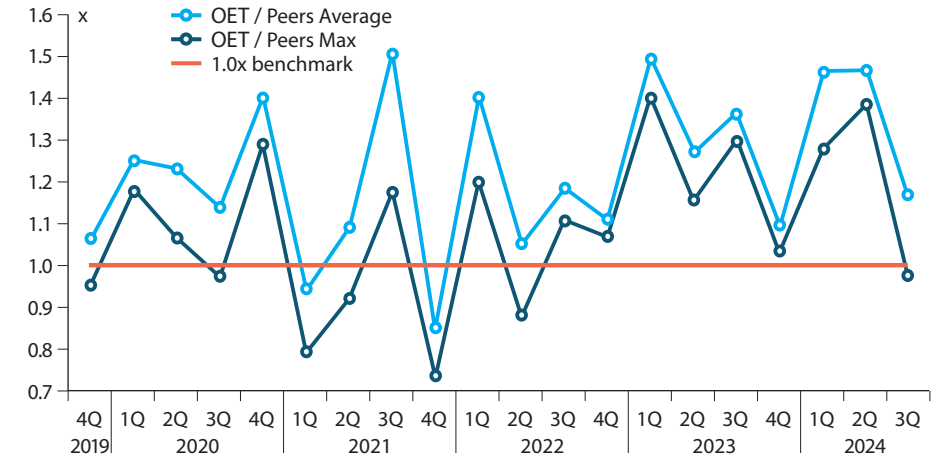


Commercial performance tanker peer comparison since 4Q 2019 (19 quarters)

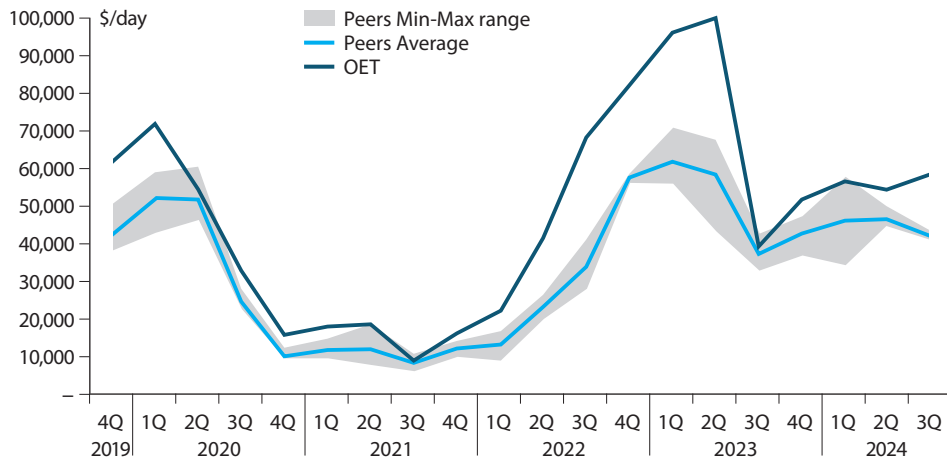
OET generated **~\$170m** of outperformance since 4Q 2019 over the average of the peer group

VLCC	
OET Daily Out/(Under) Performance	\$10,670
OET VLCC Spot Days	8,860
OET Total Out/(Under)Performance	~\$94.5

VLCC spot performance against peers



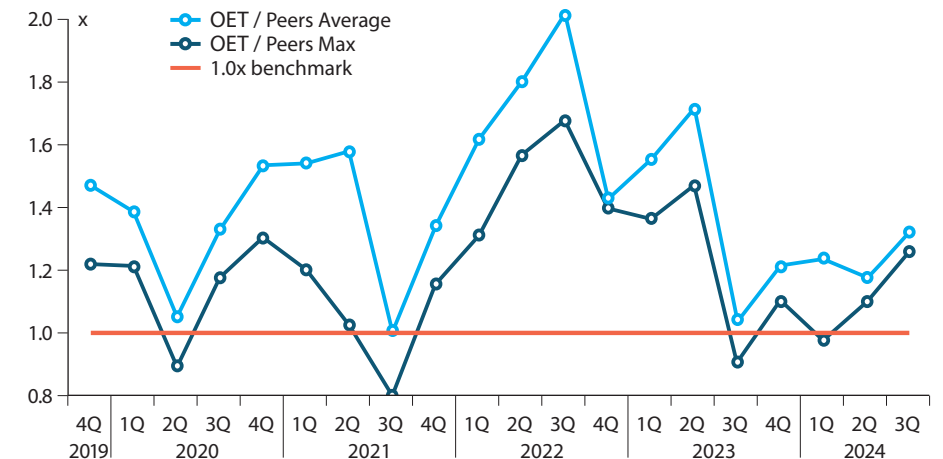
Suezmax spot TCE against peers



Suezmax

OET Daily Out/(Under) Performance	\$12,319
OET Suezmax Spot Days	6,109
OET Total Out/(Under)Performance	~\$75

Suezmax spot performance against peers

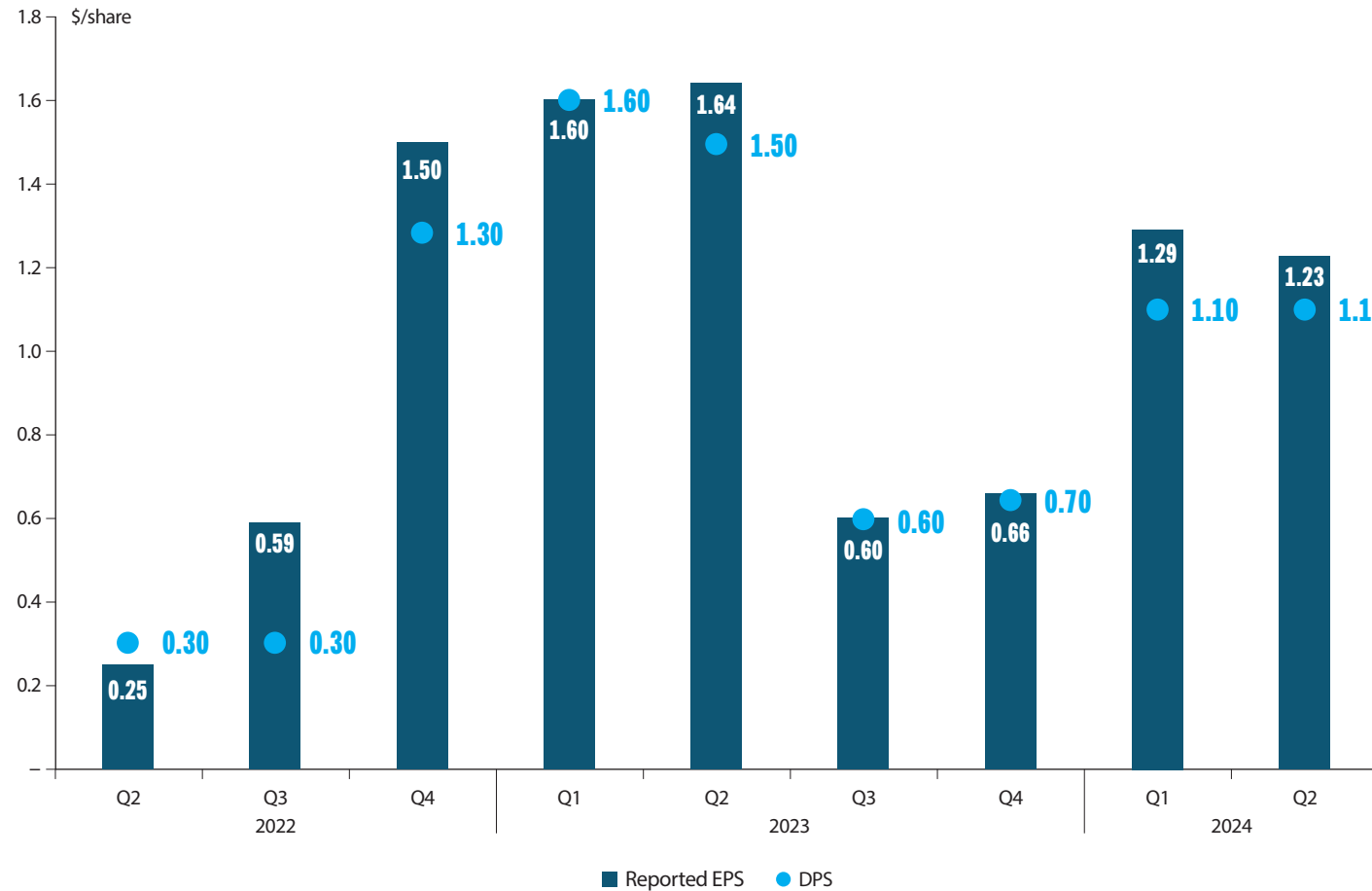


SOURCE: Company filings.
NOTE: Q2 2024 and Q3 2024 figures based on companies that have already reported for the quarter.
Q3 2024 figures are preliminary and based on fixed spot days.

Earnings Belong to Shareholders

Since having a fully delivered fleet, we have distributed on average ~91% of earnings each quarter

Dividend distribution



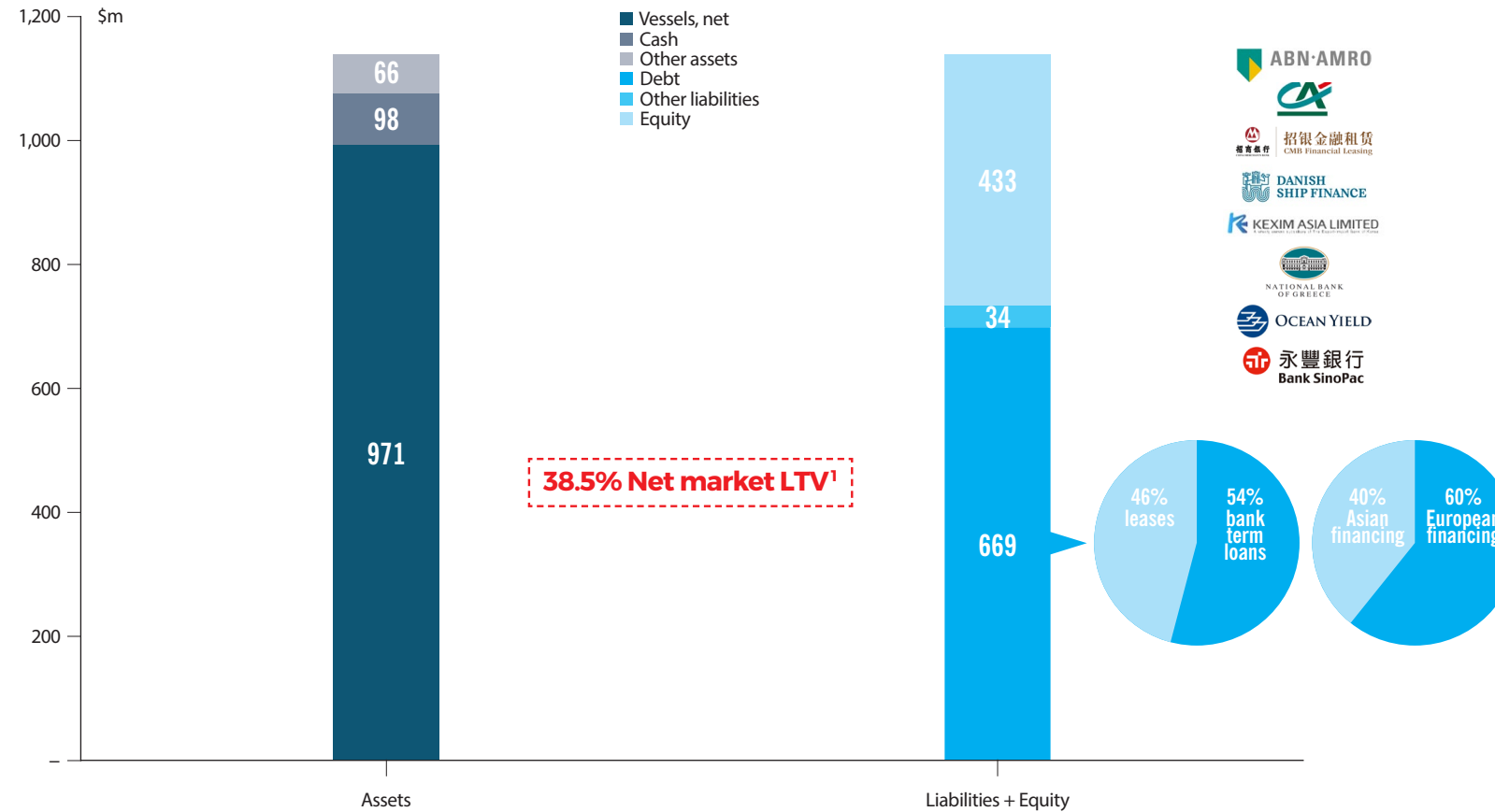
Notes

- ~100% of free cash flow paid back to shareholders
- Over \$350m distributed since our IPO or 1.5x of initial market cap
- ~15.5% average dividend yield over the past nine quarters

Optimized Capital Structure

Significant runway and robust cash position

Robust and clean balance sheet



Notes

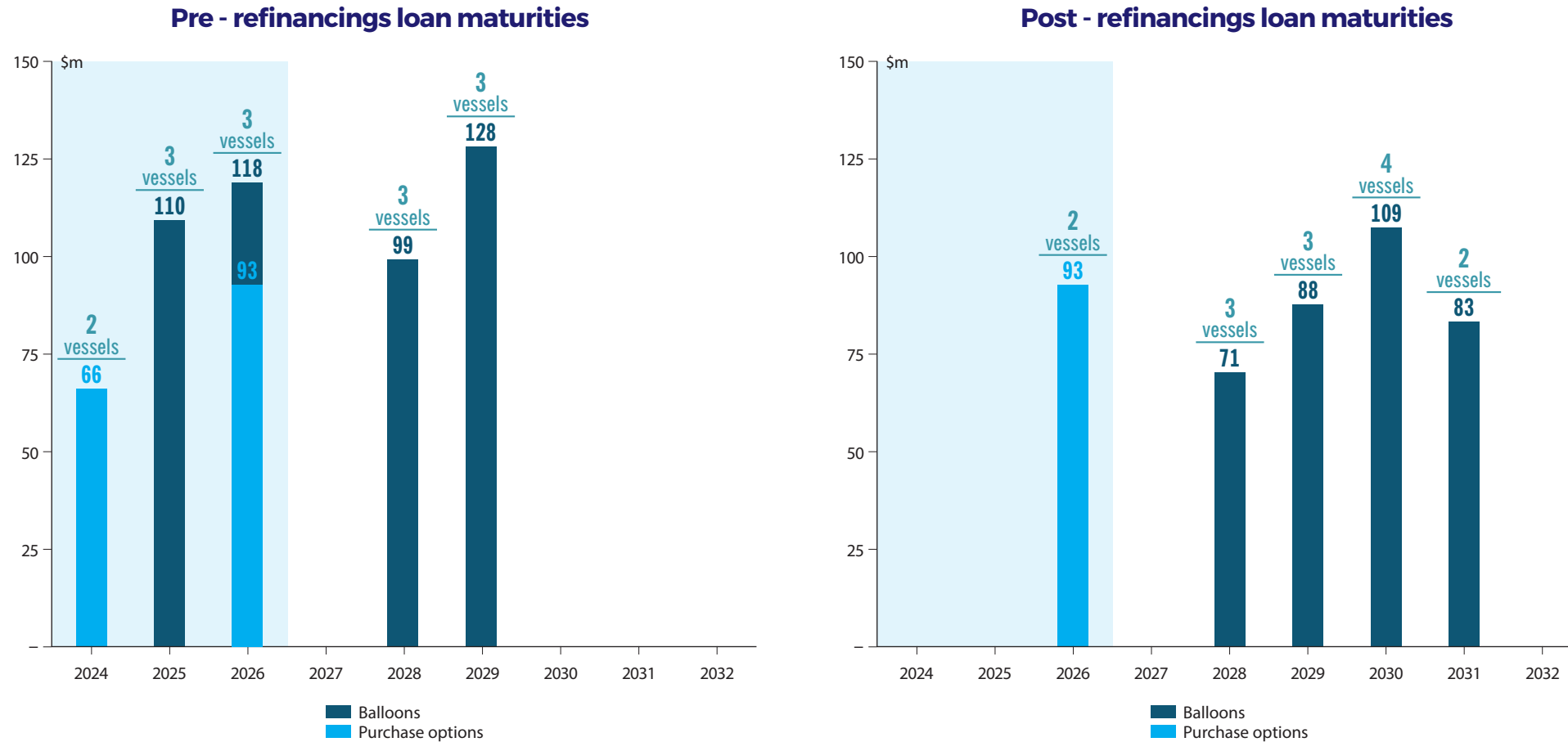
- Total cash of **\$98.1m**
- Total assets of **\$1.14bn**
- Total debt of **\$669m**
- Book leverage of **57%**
- Total equity of **\$433m**

NOTE: 1. Based on latest broker valuations.

Extended Maturities Provide for Significant Runway

~43% of our loans had maturities between 2024 and 2026.

All maturities extended beyond 2028 (excluding the 2x lease purchase options in 2026¹)



- Staggered maturities from 2028 to 2031 enable a more balanced distribution of our capital sourcing need in the next refinancing cycle.

NOTE: 1. Nissos Rhenia and Nissos Despotiko purchase options kick-in in H1 2026.

What a Difference a Year Makes...

Since June 2023, we refinanced 12 of our 14 vessels lowering the cost of debt and breakeven levels on all bank debt

Vessel Name	LIBOR Era	CAS Introduction	SOFR Transition (SOFR+CAS)	Refinancing Benefit		Current
				Margin Reduction	CAS Elimination	
Milos	L+5.62%	+26	S+5.62%+0.26	387	26	S+1.75%
Poliegos	L+6.76%	+26	S+6.76%+0.26	516	26	S+1.60%
Kimolos	L+2.50%	+26	S+2.50%+0.26	60	26	S+1.90%
Folegandros	L+2.60%	+26	S+2.60%+0.26	70	26	S+1.90%
Nissos Sikinos	L+1.96%	+26	S+1.96%+0.26	11	26	S+1.85%
Nissos Sifnos	L+1.96%	+26	S+1.96%+0.26	11	26	S+1.85%
Nissos Rhenia ¹	L+5.28%	+26	S+5.28%+0.26			S+5.18%+0.26
Nissos Despotiko ¹	L+5.28%	+26	S+5.28%+0.26			S+5.18%+0.26
Nissos Donoussa	L+2.50%	+26	S+2.50%+0.26	85	26	S+1.65%
Nissos Kythnos	L+2.50%	+26	S+2.50%+0.26	110	26	S+1.40%
Nissos Keros	L+2.25%	+26	S+2.25%+0.26	35	26	S+1.90%
Nissos Anafi	L+2.09%	+26	S+2.09%+0.26	19	26	S+1.90%
Nissos Kea	L+2.45%	+26	S+2.45%+0.26	45	26	S+2.00%
Nissos Nikouria	L+2.45%	+26	S+2.45%+0.26	45	26	S+2.00%
Weighted Average cost of debt	L+3.22%		S+3.22%+0.26			S+2.39%

Opportunity to refinance in H1 of 2026, once purchase options kick in, will further reduce our cost of debt

Annual/Daily impact exercise		
Assuming Q2 2024 amount outstanding of \$675m		
Implied daily interest cost over benchmark (\$/day)	~4,600	~3,150
Benefit from refinancing annually		~\$7.4m

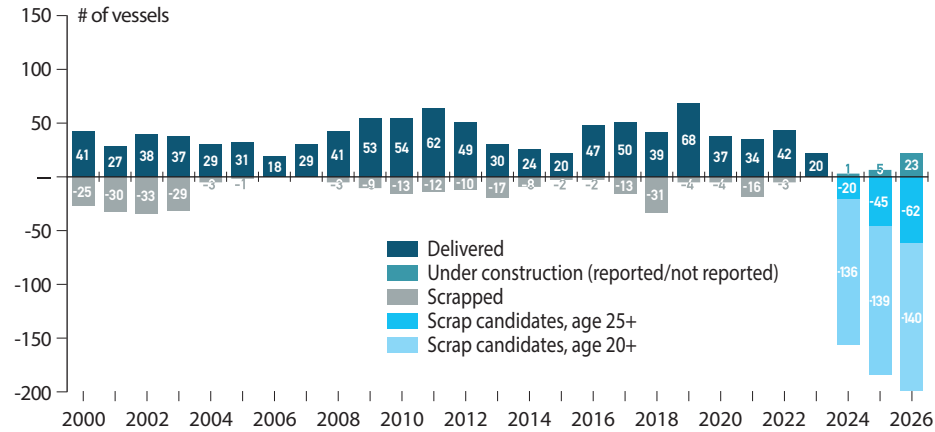
- Improvement of **~110bps** across the entire fleet, or **~130bps** on the 12 refinanced vessels.
- Improvement of **~\$1,450/day** across the entire fleet, or **~\$1,700/day** on the 12 vessels.

NOTE: 1. Applicable margin varies, throughout the duration of the facility. Assumes exercise of purchase option.

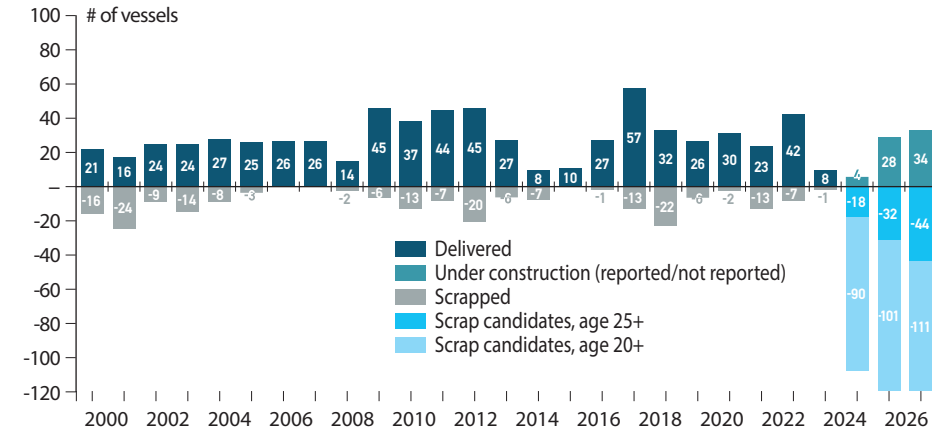
Supply Fundamentals Remain Astonishing

Aging fleet and “scrapping candidates” can easily absorb current and future orderbook

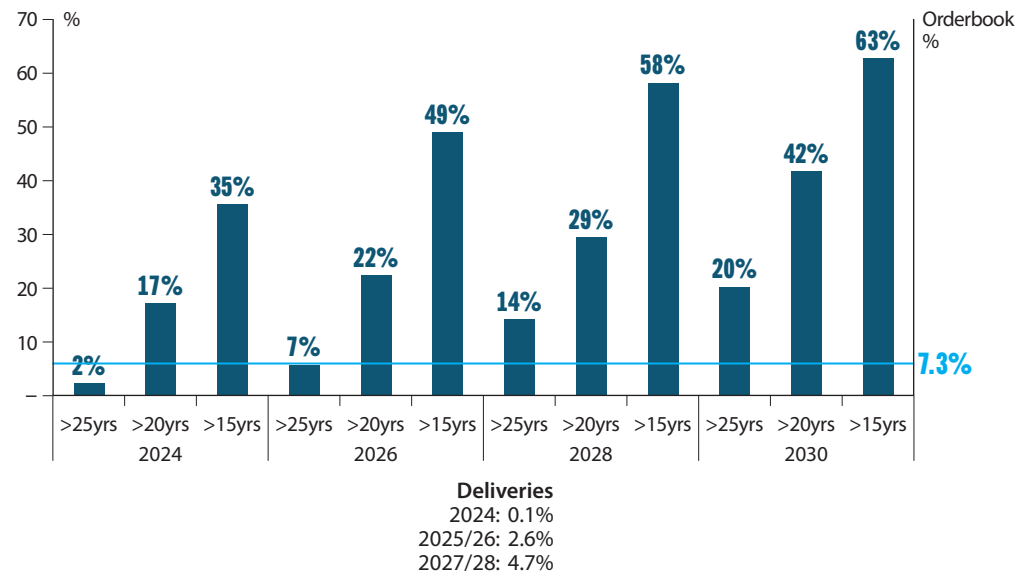
Fleet development - VLCC



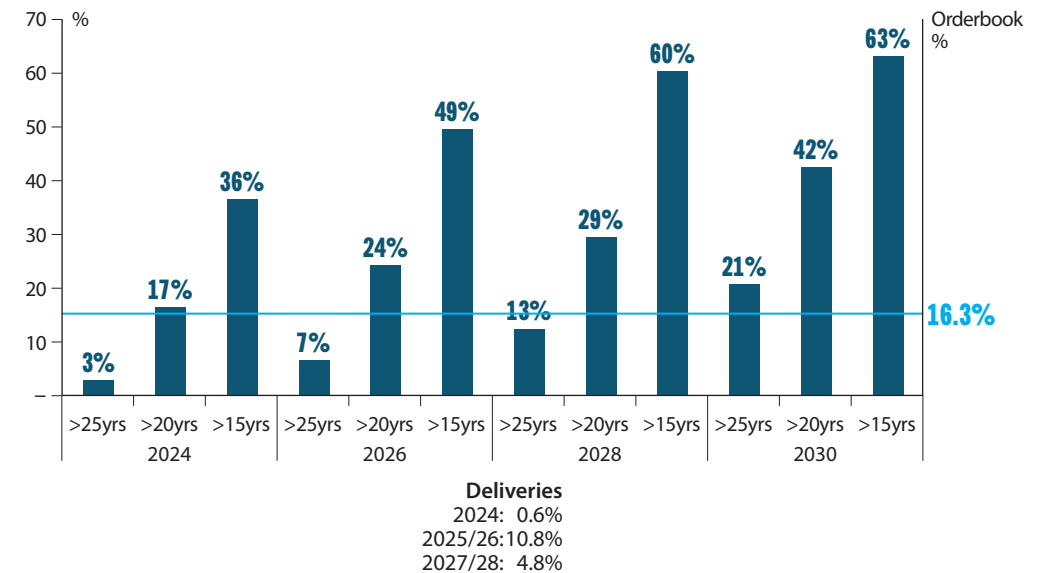
Fleet development - Suezmaxes



VLCC fleet age composition



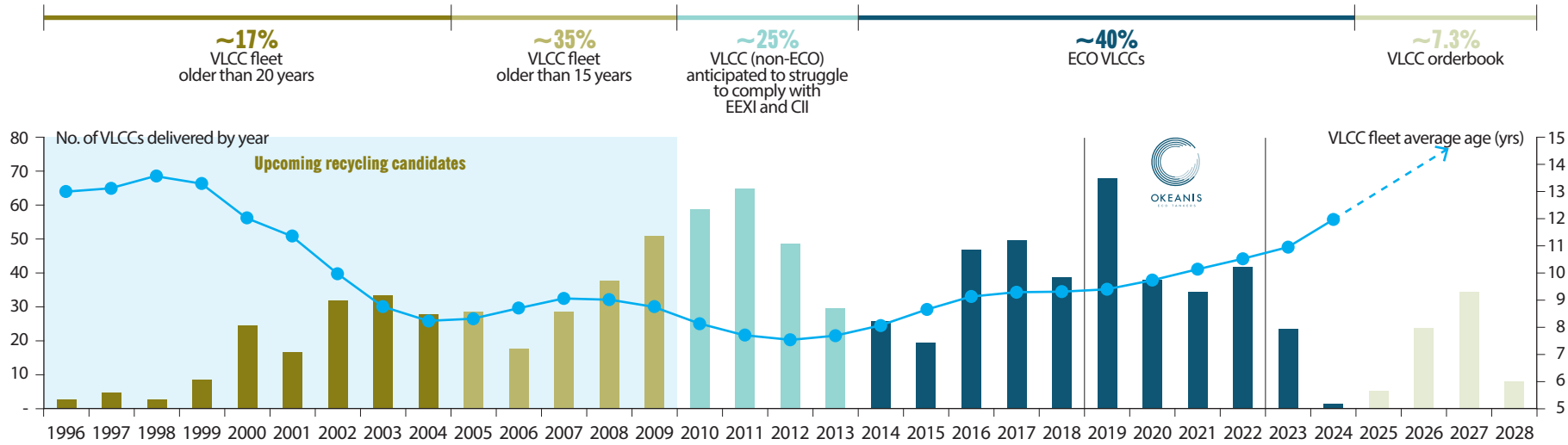
Suezmax fleet age composition



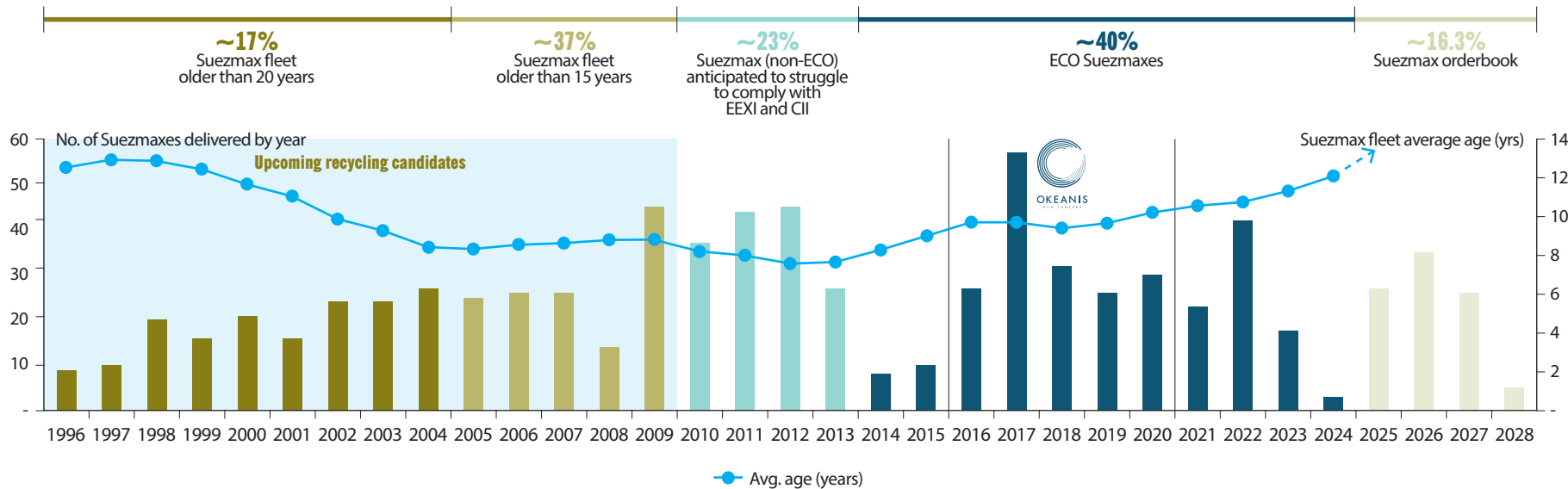
Fleet Composition Further Enhances the Supply Outlook

High number of recycling and slow-steaming candidates, while ordering remains controlled

Number of VLCCs delivered by year



Number of Suezmaxes delivered by year

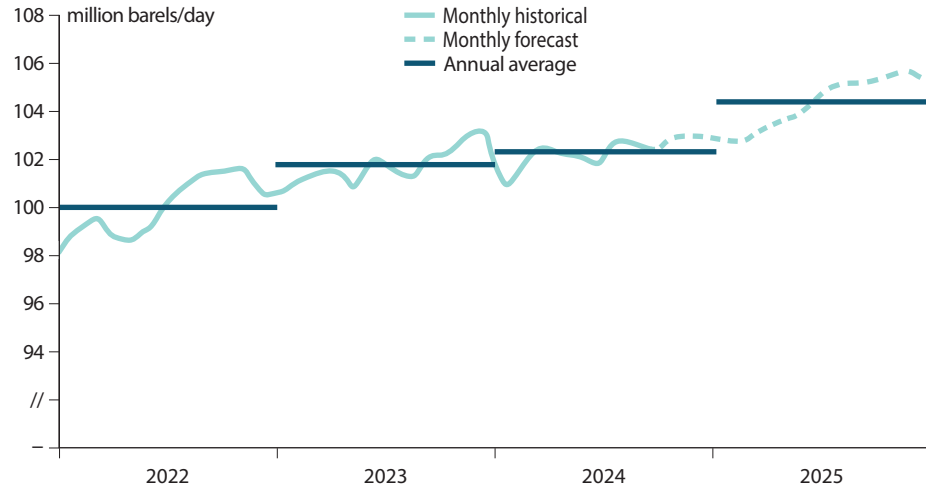


● Avg. age (years)

Global Oil Production and Consumption

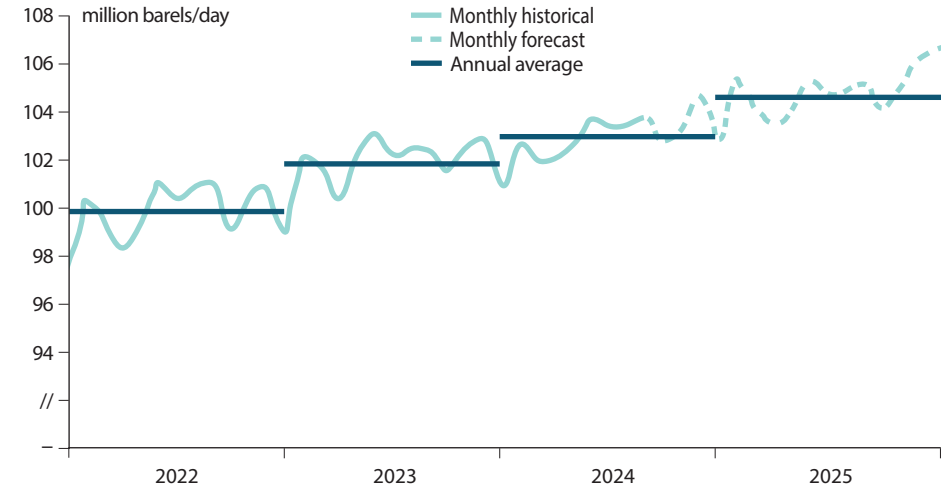
Shift in oil production and consumption drives increased trade opportunities and boosts ton-miles

World crude oil and liquids fuels production

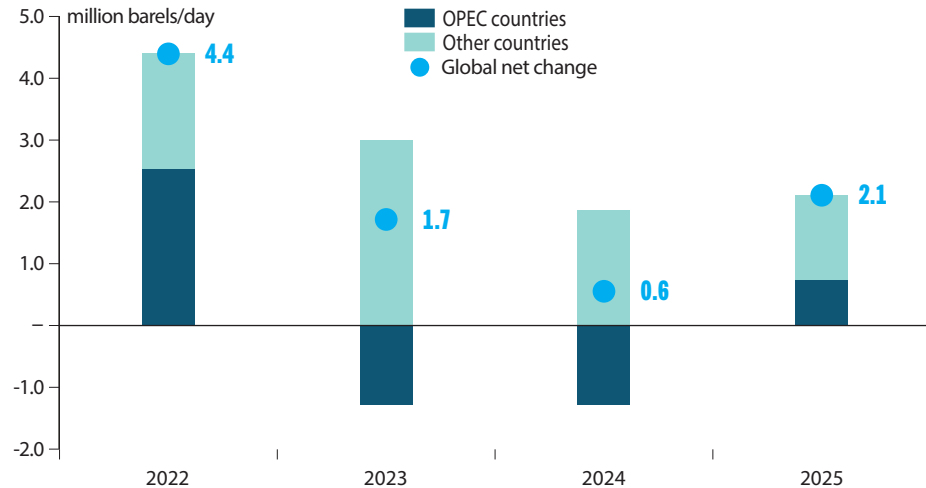


Consumption expected to exceed production leading to further inventory draws

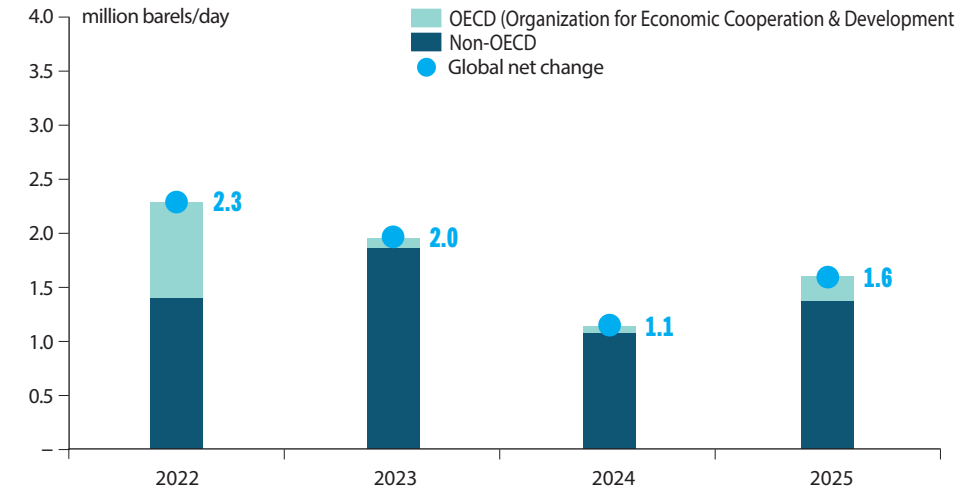
World liquid fuels consumption



Components of annual change



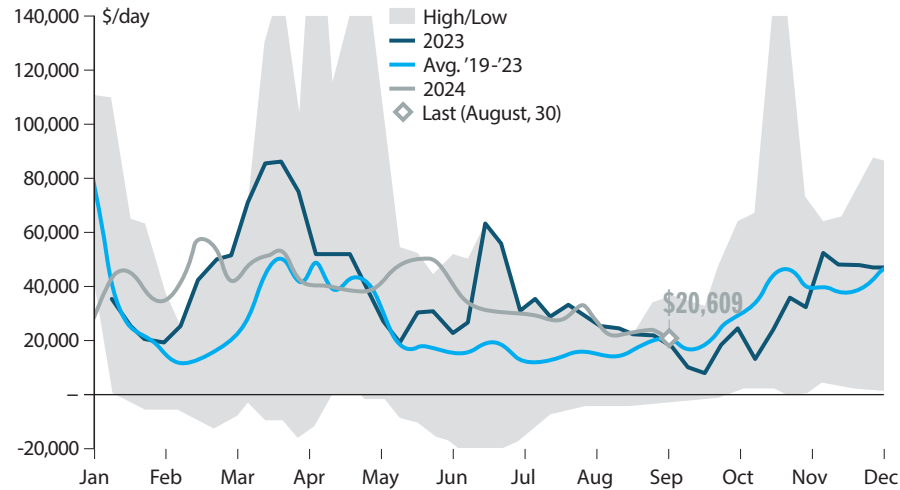
Components of annual change



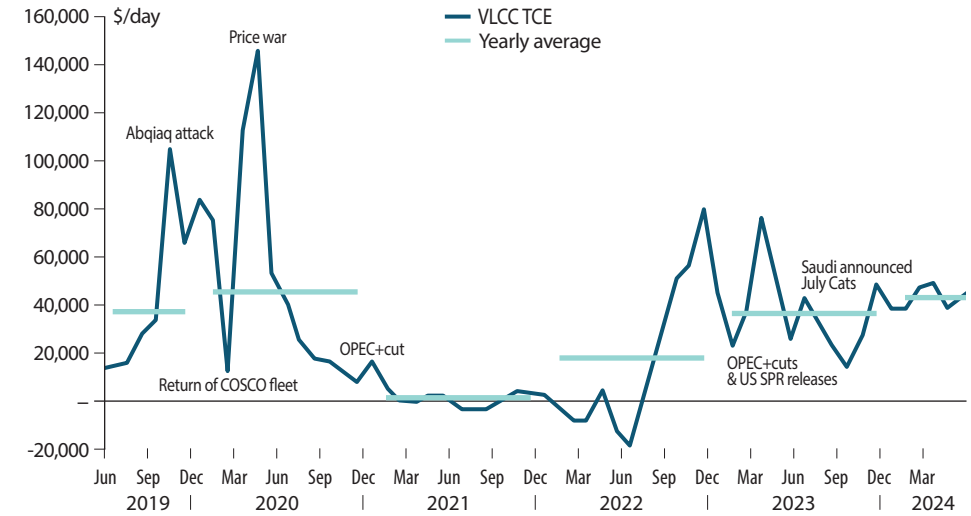
Seasonality Provides Meaningful Upside

Winter seasonality expected to boost rates despite current softness, while overall performance remains solid

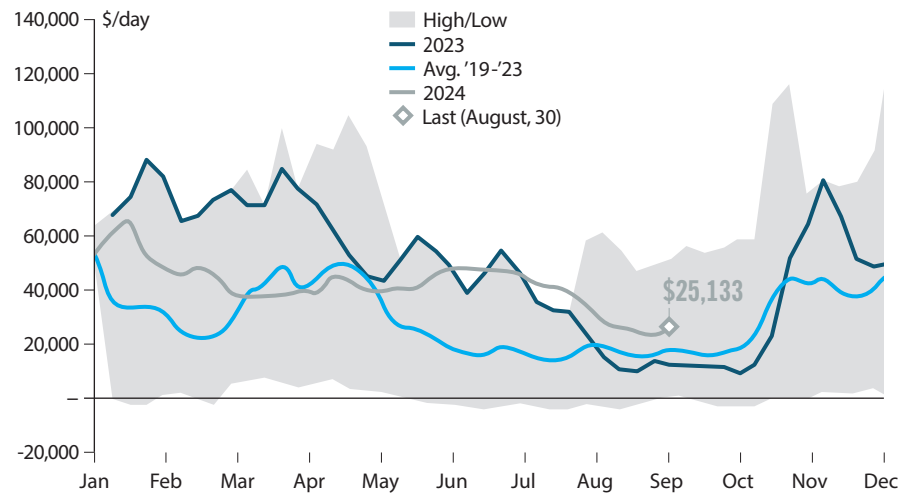
VLCC spot MEG-China



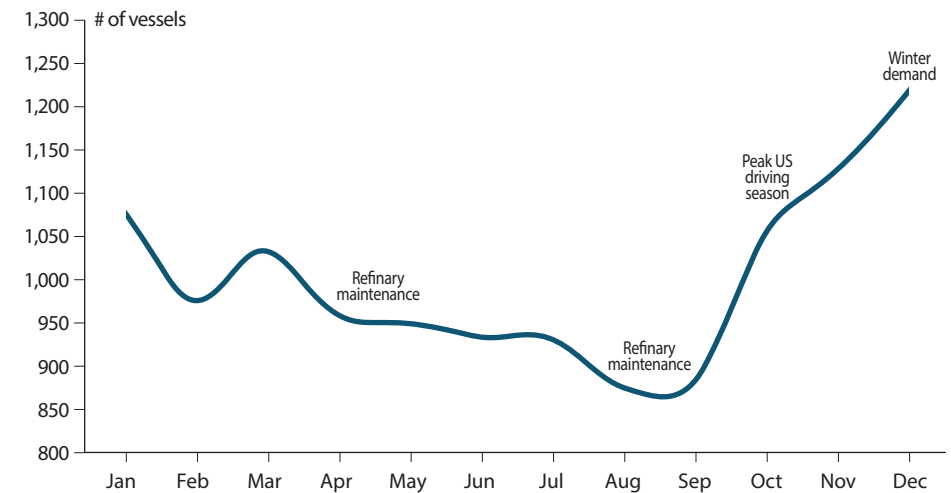
VLCC rate history & seasonality



Suezmax



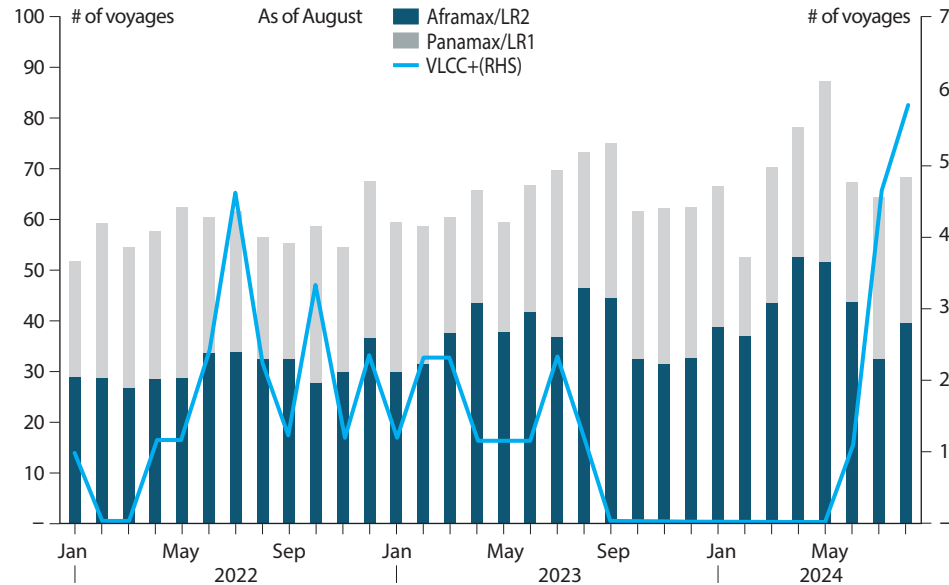
Seasonality (average monthly BDTI '98-)



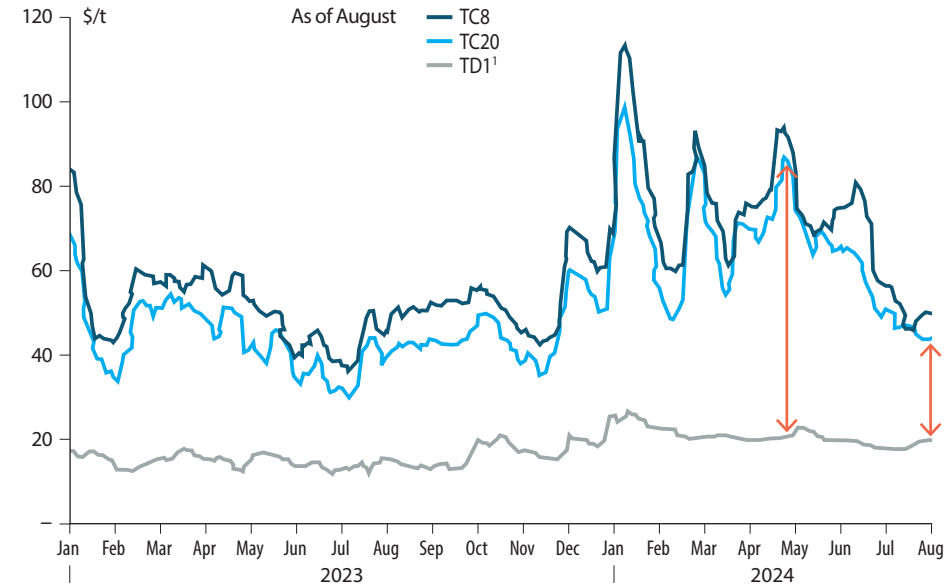
VLCCs Clean-up Captures Product Rates

Crude tankers clean-up capitalize on clean/dirty freight rates spread

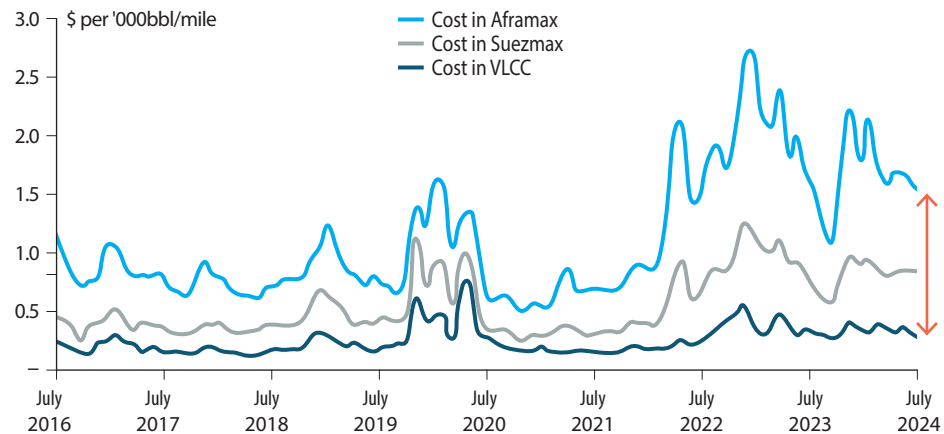
Voyage count of Middle East diesel loadings for LR1 and LR2 (LHS) vs VLCC (RHS)



Middle East Gulf to UK-Cont clean freight rates and Middle East Gulf to US Gulf dirty freight rates



Crude Oil Transport Costs



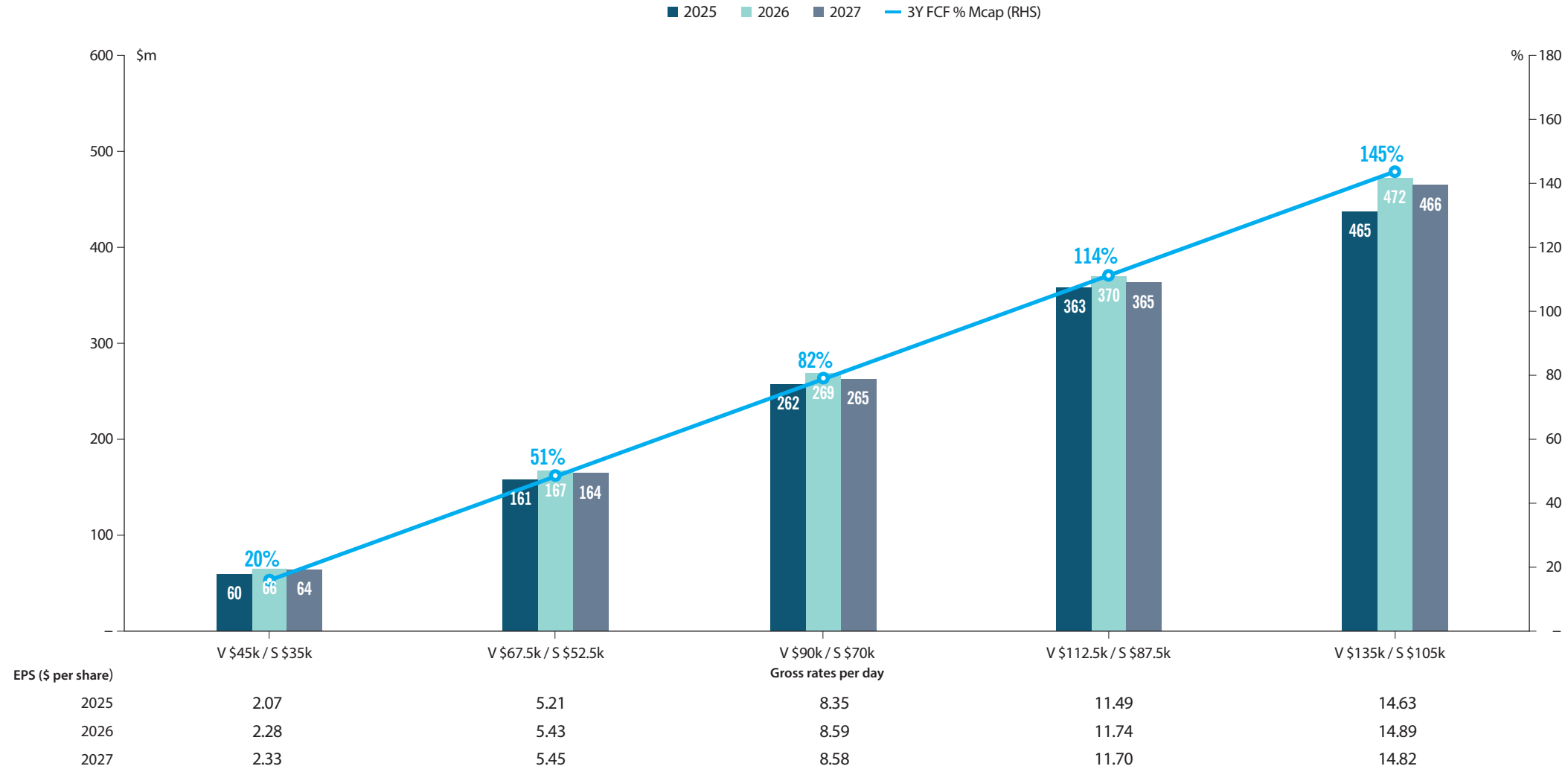
Clean Trade Benefits

- Premium TCE compared to the crude trade. Clean up voyage, which is a backhaul, outperforms the crude round voyage.
- Longer duration compared to crude backhaul voyages extending voyage closer to 4Q with Western positioning.
- Optionality to continue trading in the clean market.
- Okeanis concluded 4 trips, demonstrating the company's ability to adapt and capitalize on opportunities for the benefit of its shareholders.

Strong Operating Leverage

OET is in a unique position to capture the market over the next 3 years

FCF sensitivities

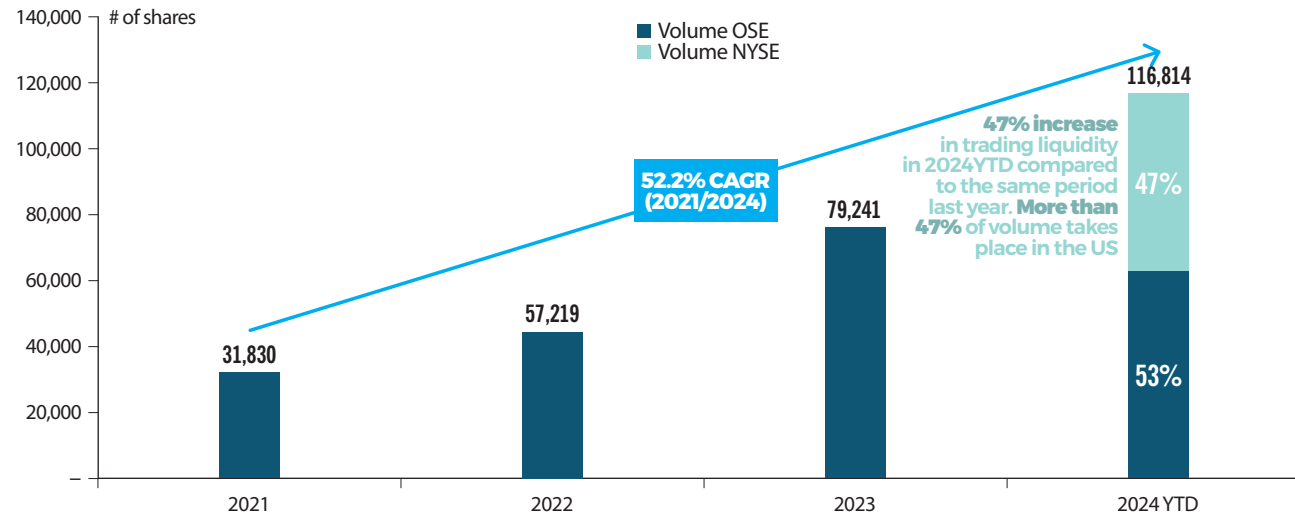


NOTE: 1. Based on current 3m SOFR forward curve, 98% utilisation on gross rates, debt refinancing at agreed and expected terms, balloon refinancing only. Mcap as of September 6, 2024.

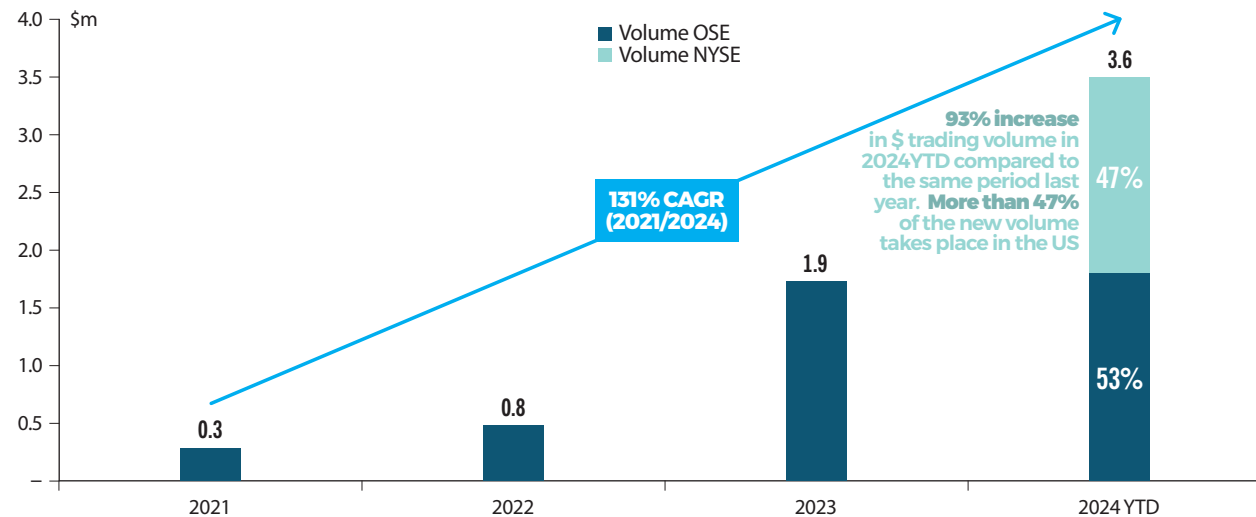
Dual Listing in the US

~9 months in dual venue trading adds **47%** on daily average trading volume **47%** of which comes from US trading and **93%** of \$ daily average trading volume

Shares daily trading volume



\$m daily trading volume



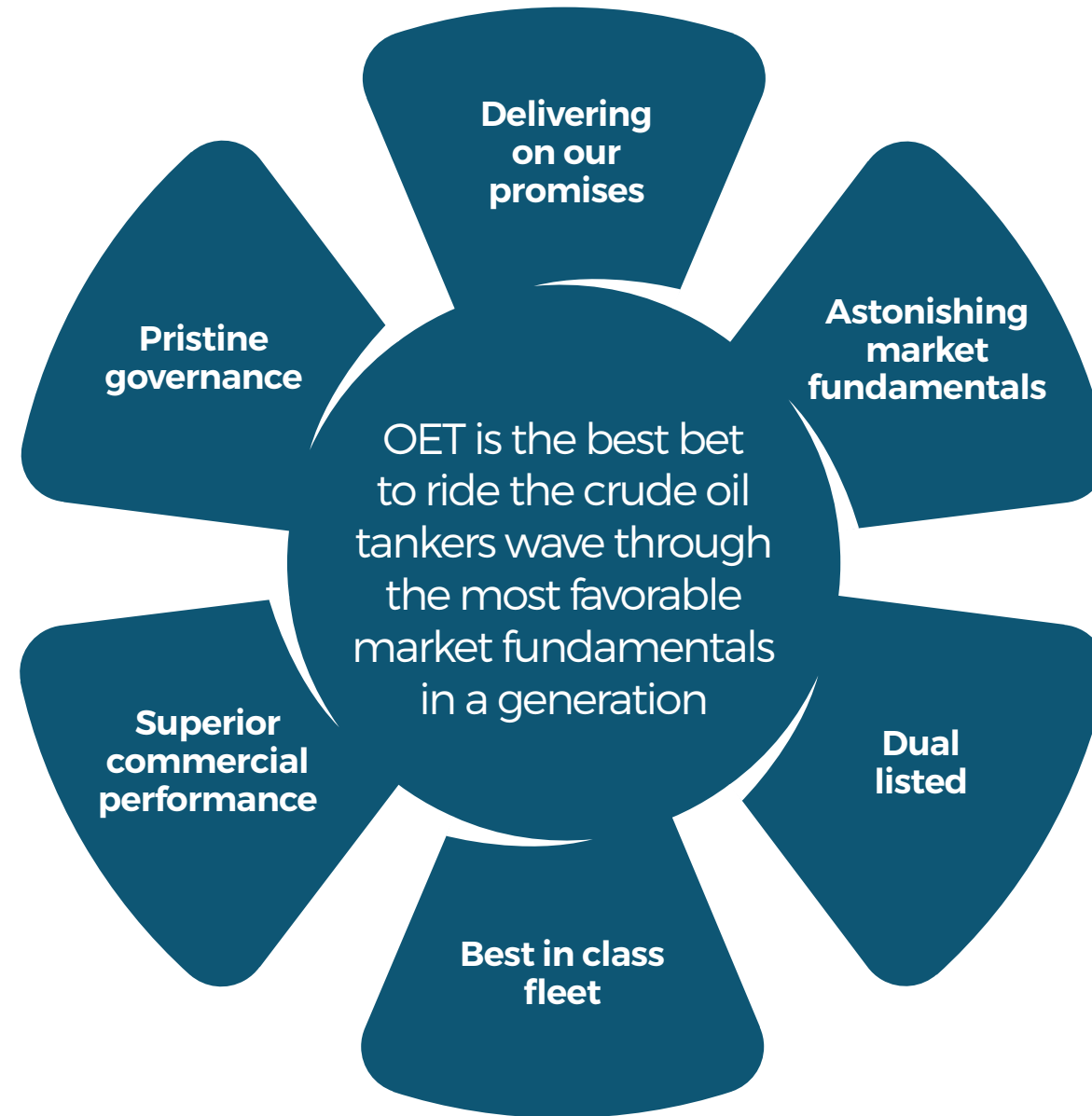
Notes

- Expanding investor base
- Increase trading liquidity
- Opportunity for US investors to have easy and efficient access
- Reduce currency risks
- Cultivate same level of trust with investors in New York as we have in Oslo
- Position for accretive opportunities
- Vision to become the listed platform of choice for investors globally

ECO LISTED NYSE

OET
EURONEXT
OSLO BØRS

Best in Class Investment Opportunity



APPENDIX

Q2 Income Statement Summary

Income Statement Summary (USDm exc. EPS)	Q2 2024	6M 2024
TCE Revenue	\$79.4	\$160.5
Vessel operating expenses	(10.8)	(21.4)
Management fees	(1.1)	(2.3)
General and administrative expenses	(3.6)	(7.7)
EBITDA	\$63.9	\$129.1
Depreciation and amortization	(10.2)	(20.3)
EBIT	\$53.7	\$108.8
Net interest expense	(13.8)	(28.5)
Other financial income/(expenses)	(0.3)	0.9
Reported Profit	\$39.6	\$81.1
Reported EPS - basic & diluted	\$1.23	\$2.52
Adjustment	0.1	(1.4)
Adjusted Profit	\$39.7	\$79.7
Adjusted EPS - basic & diluted	\$1.23	\$2.48
Weighted average shares - basic & diluted	32.2	32.2

Notes

- Q2 continues the trend with strong Revenue, EBITDA, and Net Income
- TCE Revenue of **\$79.4m** for Q2 2024 and **\$160.5m** for H1 2024
- EBITDA of **\$63.9m** for Q2 2024 and **\$129.1m** for H1 2024
- Net Income of **\$39.6m** or **\$1.23/share** for Q2 2024 and **\$81.1m** or **\$2.52/share** for H1 2024

Q2 Balance Sheet Summary

Balance Sheet Summary (USDm)	Q2 2024	Notes
Assets		
Cash & cash equivalents	\$92.8	• Total cash ¹ of \$98.1m
Restricted cash	5.3	
Vessels, net	971.3	• Total assets of \$1.14bn
Other assets	65.8	
Total Assets	\$1,135.2	• Total debt of \$669m
Shareholders' Equity & Liabilities		
Shareholders' equity	\$432.6	• Book leverage of 57%
Total debt	668.8	
Other liabilities	233.8	• Total equity of \$433m
Total Shareholders' Equity & Liabilities	\$1,135.2	

NOTE: 1. Including restricted cash.

Q2 Cash Flow Summary

CF Statement Summary (USDm)	Q2 2024	H1 2024
Cash Flow from Operating Activities		
Net income	\$39.6	\$81.1
Total reconciliation adjustments	24.0	47.5
Total changes in working capital	(12.6)	(3.3)
Net cash provided by operating activities	\$51.0	\$125.3
Cash Flow from Investing Activities		
Investment in vessels	(\$1.7)	(\$2.7)
Other investing activities	1.1	1.4
Net cash provided by/(used in) investing activities	(\$0.5)	(\$1.3)
Cash Flow from Financing Activities		
Net changes in debt	(25.7)	(23.1)
Net changes in equity	–	–
Dividends and capital returns	(35.4)	(56.7)
Financing costs	(0.2)	(0.9)
Other financing activities	–	–
Net cash used in financing activities	(\$61.4)	(\$80.7)
Effects of exchange rate changes of cash held in foreign currency	(0.2)	(0.5)
Net change in cash & cash equivalents	(10.9)	43.3
Cash and cash equivalents at beginning of period	103.9	50.0
Cash and cash equivalents at end of period	\$92.8	\$92.8

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	\$620	\$620
HSFO (380cst)	G	\$500	\$500
Spread	H = (F - G)	\$120	\$120
Eco Daily Savings	I = (A * E * F / 365)	\$9,100	\$6,510
Scrubber Daily Savings	J = (A * (C - D) * H) / 365	\$4,600	\$2,800
Eco + Scrubber Daily Savings	K = (I + J)	\$13,700	\$9,310



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