



OKEANIS
ECO TANKERS

Q4 2024
EARNINGS PRESENTATION
February 20, 2025



Disclaimer

This presentation (this "Presentation") has been prepared by Okeanis Eco Tankers Corp. ("OET or the "Company"). This Presentation does not constitute or form part of, and should not be construed as, an offer to sell or an invitation, solicitation, or inducement to purchase or subscribe for securities with respect to any transaction, nor shall it or any part of it form the basis of, or be relied on in connection with, any contract or commitment whatsoever. This Presentation does not constitute either advice or a recommendation regarding any securities.

The financial information and data contained in this Presentation is unaudited. This communication includes certain numerical measures (including estimated financial information and presented as pro-forma financial measures) that are not derived in accordance with generally accepted accounting principles ("GAAP"), and which may be deemed to be non-GAAP financial measures within the meaning of Regulation G promulgated by the U.S. Securities & Exchange Commission ("SEC"). The Company believes that the presentation of these non-GAAP financial measures serves to enhance the understanding of the financial performance of the Company. However, these non-GAAP financial measures should be considered in addition to and not as substitutes for, or superior to, financial measures of financial performance prepared in accordance with GAAP. Please refer to the last quarter's earnings press release for a discussion of these non-GAAP financial measures and a reconciliation of these measures to the most comparable GAAP measures.

Recipients of this Presentation are not to construe its contents, or any prior or subsequent communications from or with the Company or its representatives as financial, investment, legal, tax, business or other professional advice. In addition, this Presentation does not purport to be all-inclusive or to contain all of the information that may be required to make a full analysis of the Company. Recipients of this Presentation should consult with their own advisers and should each make their own evaluation of the Company and of the relevance and adequacy of the information.

This Presentation contains certain tables and other statistical analyses (the "Statistical Information"). Numerous assumptions were used in preparing the Statistical Information, which may not be reflected herein. Certain Statistical Information is derived from estimates and subjective judgments made by third parties. As such, no assurance can be given as to the accuracy, appropriateness or completeness of the Statistical Information as used in any particular context; nor as to whether the Statistical Information and/or the judgments and assumptions upon which they are based reflect present market conditions or future market performance.

This Presentation reflects the conditions and views of the Company as of the date set out on the front page of this Presentation. This Presentation contains certain forward-looking statements. Forward-looking statements include, but are not limited to, statements regarding the Company's management's expectations, hopes, beliefs, intentions or strategies regarding the future and other statements that are other than statements of historical fact. In addition, any statements that refer to projections, forecasts or other characterizations of future events or circumstances, including any underlying assumptions, are forward-looking statements. The words "anticipate", "believe", "continue", "could", "estimate", "expect", "intend", "may", "might", "plan", "possible", "potential", "predict", "project", "should", "would" and similar expressions may identify forward-looking statements, but the absence of these words does not mean that a statement is not forward-looking. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, management's examination of historical operating trends, data contained in the Company's records and other data available from third parties. Although management 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 the Company's control, the Company cannot assure you that it will achieve or accomplish these expectations, beliefs or projections, and they are solely opinions and forecasts which are subject to risks, uncertainties and other factors. Actual results may differ materially from those expressed or implied by such forward-looking statements. There can be no assurance that actual results or developments anticipated in this document will be realized or, even if substantially realized, that they will have the expected consequences to, or effects on, the Company. Given these uncertainties, you are cautioned not to place undue reliance on such forward-looking statements.

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.

The Company does not provide any assurance that the assumptions underlying such forward-looking statements are free from errors, nor does the Company accept any responsibility for the future accuracy of the opinions or forward-looking statements expressed in this Presentation or the actual occurrence of the forecasted developments. No obligations are assumed to update any forward-looking statements or to conform to these forward-looking statements to actual results, whether as a result of new information, future events or otherwise, except as required by law. In light of the risks, uncertainties and assumptions, the forward-looking events discussed in this Presentation might not occur, and the Company's actual results could differ materially from those anticipated in these forward-looking statements.

The Company makes no warranty, express or implied as to the completeness or accuracy of any information in this Presentation, nor can or does it accept responsibility for errors appearing in the Presentation. Certain information contained herein has been provided by third parties and has not been independently verified, and the Company does not represent or endorse the accuracy or reliability of any such information. This Presentation is subject to revisions and amendments without notice by the Company and without obligation to notify any recipient of any such amendment.

EXECUTIVE AND FINANCIAL UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Executive Summary

Okeanis Eco Tankers continues to deliver strong results

	Q4 2024	Q4 2023	FY 2024	FY 2023	
COMMERCIAL PERFORMANCE USD per day	VLCC Daily TCE ¹	\$38,500	\$45,200	\$56,100	\$61,700
	Suezmax Daily TCE ¹	\$39,600	\$45,600	\$48,900	\$55,900
	Fleetwide Daily TCE ¹	\$39,000	\$45,400	\$52,900	\$59,300
	Fleetwide Daily Opex ²	\$8,321	\$9,105	\$9,181	\$9,069
	TC Coverage	–	11%	–	20%
INCOME STATEMENT USDm exc. EPS	TCE Revenue	\$49.4	\$58.4	\$262.0	\$297.8
	Adjusted EBITDA ³	\$37.1	\$44.2	\$204.1	\$241.5
	Adjusted Profit	\$13.0	\$20.4	\$107.3	\$145.0
	Adjusted EPS	\$0.41	\$0.63	\$3.33	\$4.50
BALANCE SHEET USDm	Total Debt			\$645.6	\$693.3
	Total Cash ⁴			\$54.3	\$54.9
	Total Assets			\$1,082.1	\$1,129.1
	Total Equity			\$410.4	\$408.1
	Book Leverage			59%	61%

Highlights for the quarter and FY 2024

- **\$39,000pd** fleetwide TCE for the quarter and **\$52,900pd** for the year
 - **\$37m** adj. EBITDA³ for the quarter and **\$204m** for the year
 - **\$0.41** adj. EPS for Q4 2024 and **\$3.33** for the year
 - **\$54m** liquidity⁴
 - **59%** book leverage
-
- The board has declared an 11th consecutive quarterly dividend of **\$0.35** per share.
 - Total distributions over the last 4 quarters: **\$3.00** per share or **89%** of earning per share.
 - During the quarter, we completed the drydock of Nissos Donoussa, the sixth and final VLCC of our **2024 drydock project**.
-

NOTES: 1. TCE revenue over operating days (calendar days less off-hire days).
 2. Including management fees.
 3. EBITDA adjusted for derivatives and FX.
 4. Including restricted cash.

Income Statement Summary

Income Statement Summary (USDm exc. EPS)	Q4 2024	Q4 2023	FY 2024	FY 2023
TCE Revenue	\$49.4	\$58.4	\$262.0	\$297.8
Vessel operating expenses	(9.6)	(10.6)	(42.4)	(41.7)
Management fees	(1.2)	(1.2)	(4.6)	(4.6)
General and administrative expenses	(1.6)	(2.5)	(10.9)	(9.9)
EBITDA	\$37.1	\$44.2	\$204.1	\$241.5
Depreciation and amortization	(10.4)	(10.3)	(41.1)	(40.4)
EBIT	\$26.7	\$33.9	\$162.9	\$201.1
Net interest expense	(11.7)	(14.2)	(53.6)	(57.1)
Other financial income/(expenses)	(1.9)	1.5	(0.5)	1.2
Reported Profit	\$13.2	\$21.3	\$108.9	\$145.3
Reported EPS - basic & diluted	\$0.41	\$0.66	\$3.38	\$4.51
Adjustments	(0.1)	(0.9)	(1.5)	(0.3)
Adjusted Profit	\$13.0	\$20.4	\$107.3	\$145.0
Adjusted EPS - basic & diluted	\$0.41	\$0.63	\$3.33	\$4.50
Weighted average shares - basic & diluted	32.2	32.2	32.2	32.2

Notes

- Q4 2024 and FY 2024 ended with healthy Revenue, EBITDA, and Net Income figures
- TCE Revenue of **\$49.4m** for Q4 2024 and **\$262.0m** for FY 2024
- EBITDA of **\$37.1m** for Q4 2024 and **\$204.1m** for FY 2024
- Net Income of **\$13.2m** or **\$0.41/share** for Q4 2024 and **\$108.9m** or **\$3.38/share** for FY 2024

Balance Sheet Summary

Balance Sheet Summary (USDm)	FY 2024	FY 2023
Assets		
Cash & cash equivalents	\$49.3	\$50.0
Restricted cash	5.0	4.9
Vessels, net	958.6	988.1
Other assets	69.2	86.2
Total Assets	\$1,082.1	\$1,129.1
Shareholders' Equity & Liabilities		
Shareholders' equity	410.4	408.1
Interest bearing debt	645.7	693.3
Other liabilities	26.0	27.7
Total Shareholders' Equity & Liabilities	\$1,082.1	\$1,129.1

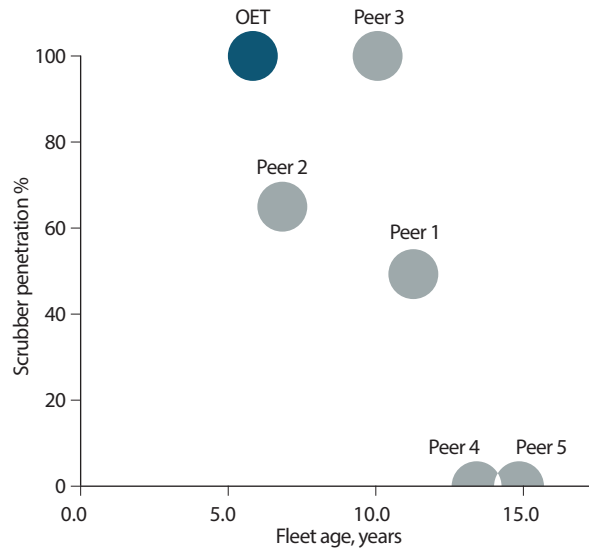
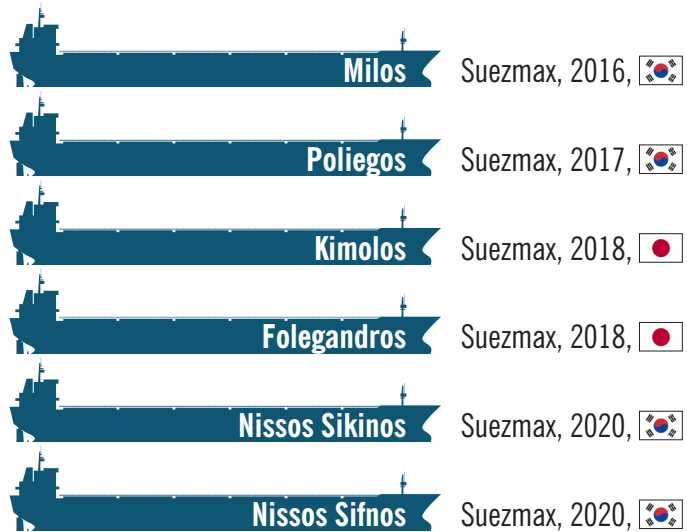
Notes

- Total cash¹ of **\$54.3m**
- Total assets of **\$1.1bn**
- Total debt of **\$646m**
- Book leverage of **59%**
- Total equity of **\$410m**

NOTE: 1. Including restricted cash.

State of the Art Asset Base

Only listed pure ECO and scrubber fitted crude tanker platform



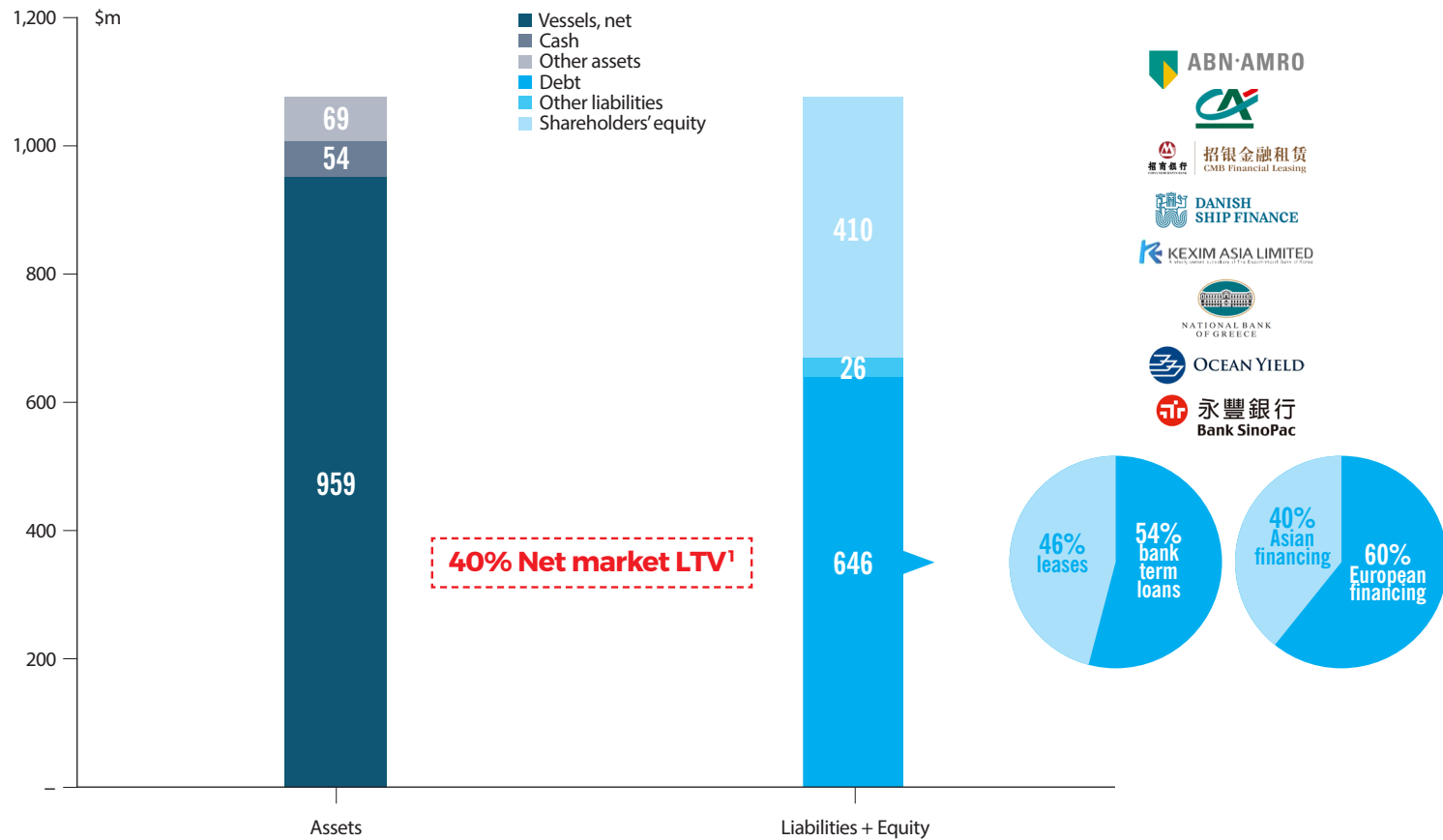
14 vessels | **100%** scrubber and BWTS fitted | **100%** eco-design | Avg/Age **~5.4** yrs
 Built in first class yards in Korea and Japan | Total DWT: **3.5m**

SOURCES: OET, Clarkson's SIN, Company filings.
 NOTE: As of December 31, 2024.

Optimized Capital Structure

Significant runway and robust cash position

Robust and clean balance sheet



NOTE: 1. Based on latest broker valuations.

EXECUTIVE AND FINANCIAL UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Commercial Performance – Q4 2024 and FY 2024

Fleetwide TCE for FY 2024 of **\$52,900 pd** – \$56,100 pd for VLCCs and \$48,900 pd for Suezmaxes

Q4 2024

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	–	–	–	–	–	–
Spot	715	100%	\$38,500	552	100%	\$39,600	1,267	100%	\$39,000
Total¹	715	100%	\$38,500	552	100%	\$39,600	1,267	100%	\$39,000
Calendar	736			552			1,288		
Operating ²	715			552			1,267		
Utilization	97%			100%			98%		

Completed the last special survey of our VLCC 2024 drydock project.

Finalized cleanup of an additional VLCC, shifting from crude oil to higher-earning clean product trade on a spot voyage basis while repositioning to the West.

Maintained majority presence in the West.

Opportunistically employed 1x Suezmax on an East fronthaul followed by a West backhaul back into the preferred Western market.

Suezmaxes outperformed VLCCs in 4Q24.

Positioned majority of the vessels in the West to capitalize on the expected uptick in seasonal output.

Achieved the highest utilization since 1Q24 by maximizing vessel usage through efficient scheduling and minimizing downtime.

Rates weakened throughout 4Q24, largely due to reduced demand driven by increased refinery maintenance/closure and reduction in tonne-miles.

FY 2024

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	–	–	–	–	–	–
Spot	2,758	100%	\$56,100	2,196	100%	\$48,900	4,954	100%	\$52,900
Total¹	2,758	100%	\$56,100	2,196	100%	\$48,900	4,954	100%	\$52,900
Calendar	2,928			2,196			5,124		
Operating ²	2,758			2,196			4,954		
Utilization	94%			100%			97%		

NOTES: 1. Fleetwide TCE rates based on operating days.

2. Operating days calculated as calendar days less aggregate offshore days.

Commercial Performance – Q1 2025 Guidance

VLCC: 81% of available 1Q25 spot days fixed at **\$39,100 pd**
Suezmax: 77% of available 1Q25 spot days fixed at **\$33,400 pd**

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	–	–	–	–	–	–
Spot - fixed ¹	584	81%	\$39,100	416	77%	\$33,400	1,000	79%	\$36,700
Spot - unfixed ²	136	19%	–	124	23%	–	260	21%	–
Total	720	100%	–	540	100%	–	1,260	100%	–
Calendar	720			540			1,260		
Operating	720			540			1,260		
Utilization	100%			100%			100%		

1Q25 started on a stronger note, driven by continued Brazilian production and Asian importers shifting away from Russian supplies and sourcing more crude from alternative suppliers over longer distances.

Majority of cargo flow ex-USGC through January has been delivering East, thus materially tightening the West tonnage list.

We plan to continue maximizing triangulation on our VLCC fleet.

Cleaned up 1x Suezmax from crude to clean product trade to capture premium earnings and reposition to the West.

We note increased cargo flow East, specifically into South Korea, India and China from West Africa, Brazil, Libya and CPC. The Suezmax tonnage list continues to tighten with majority of Owners continuing to sail via Cape of Good Hope routing.

While OPEC+ continues to maintain its current production policies, external factors such as further U.S. sanctions on Russia and Iran have increased tonne-miles.

Focus will pivot to capitalizing on the tonne-mile demand creation as we remain optimistic on stronger Asian demand.

Continue to triangulate our fleet, prioritizing the maximization of laden legs.

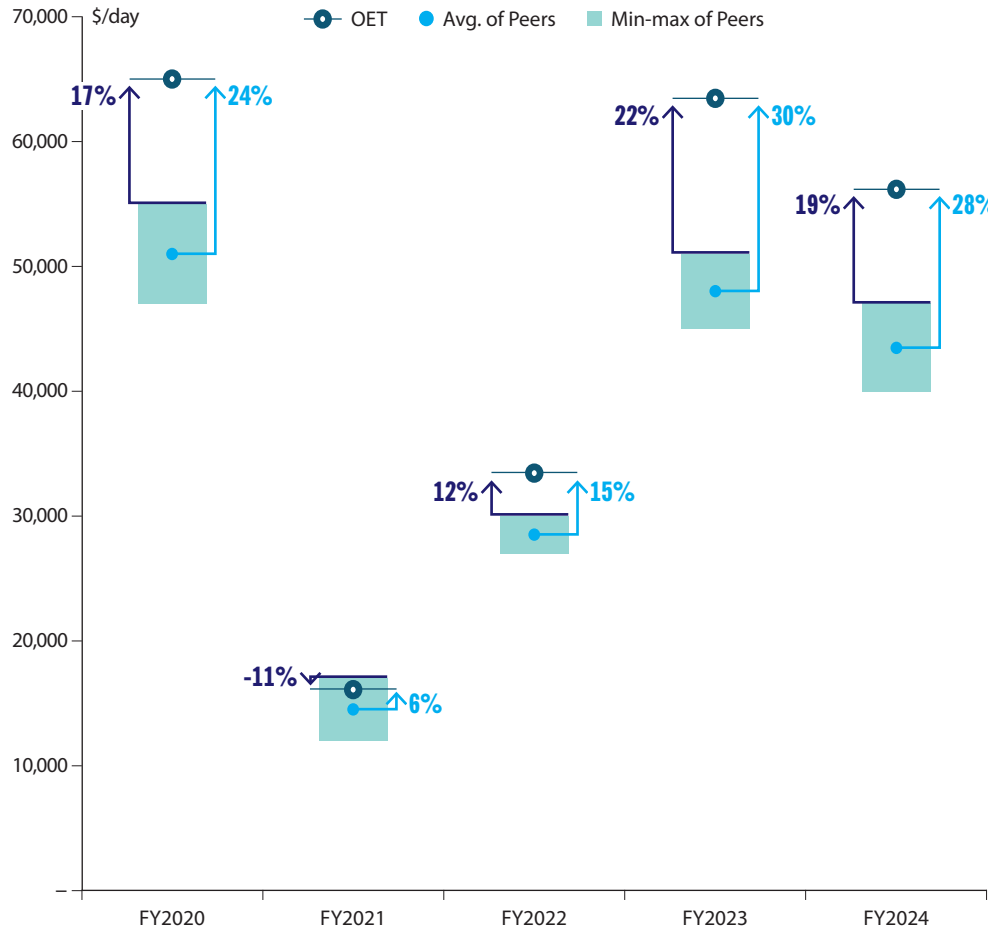
NOTES: 1. Calendar days less off-hire days.

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.

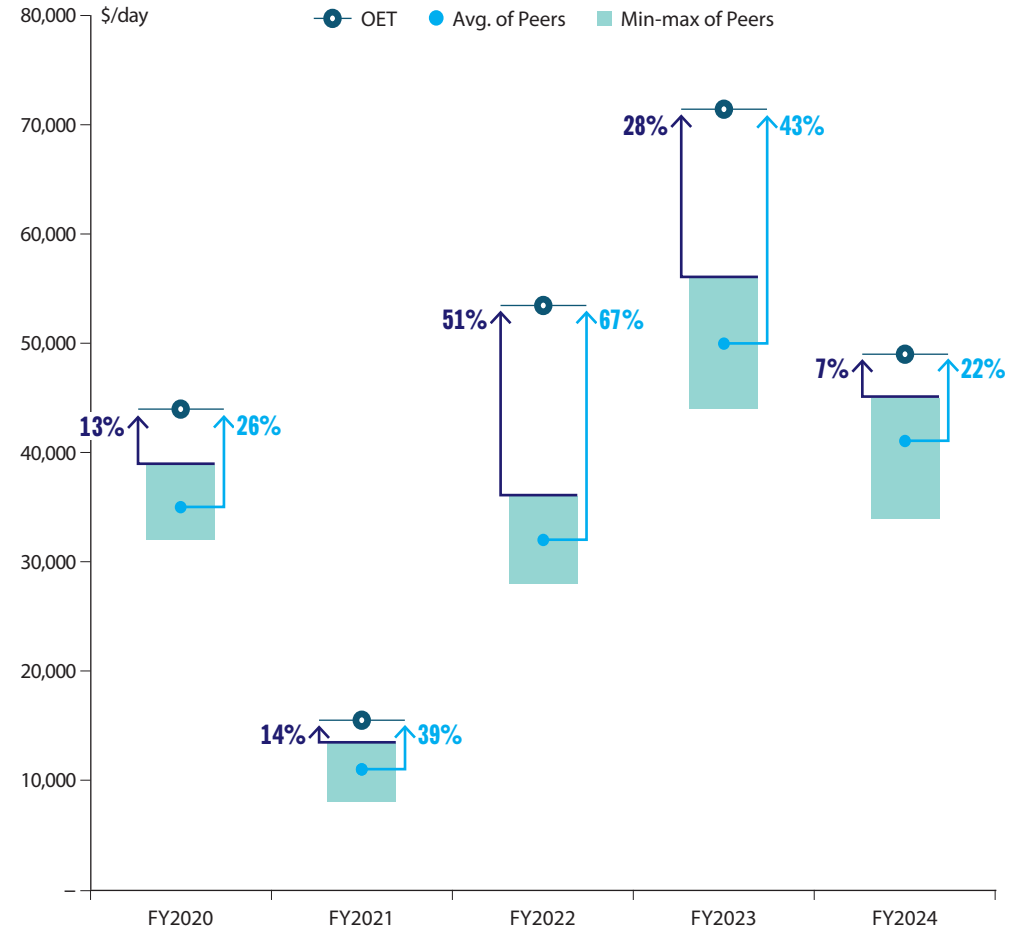
Superior Commercial Performance

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

VLCC



Suezmax

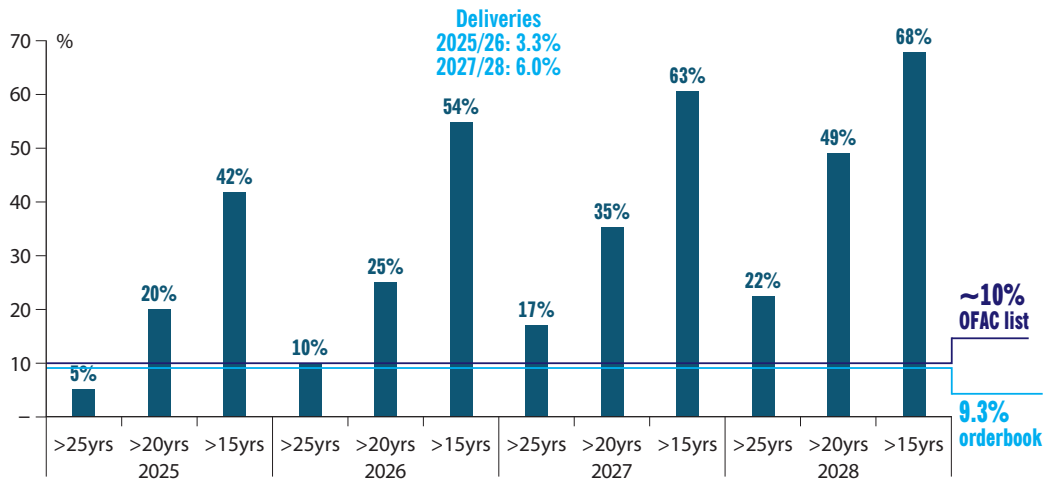


SOURCE: Company filings.
NOTE: Q4 2024 figures are based on actuals from companies that have already reported and guidance from those that haven't reported yet.

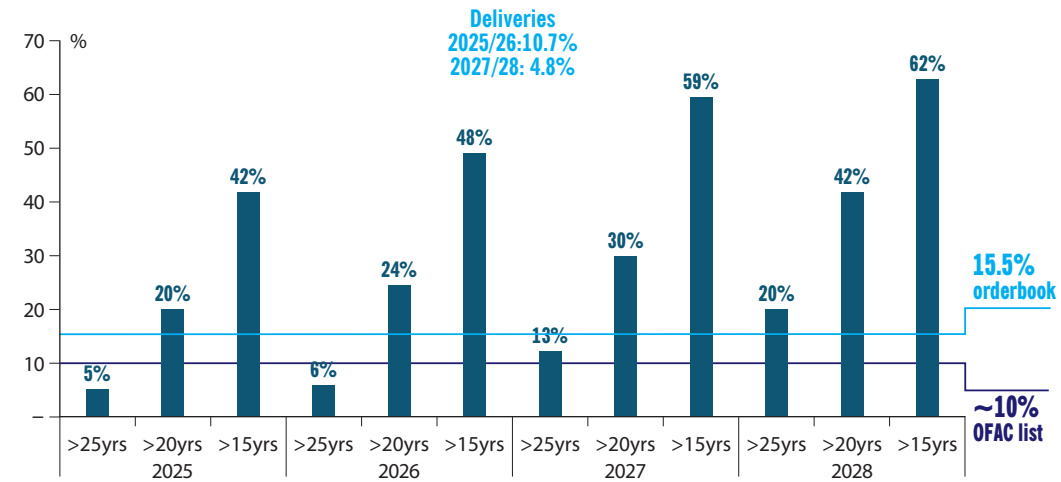
Tight Supply Fundamentals Persist

A structural imbalance in the making

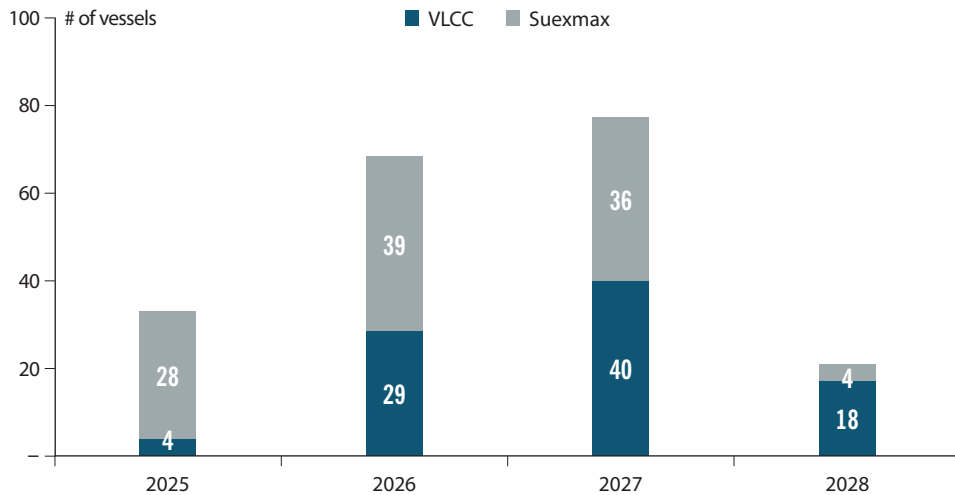
VLCC fleet age composition



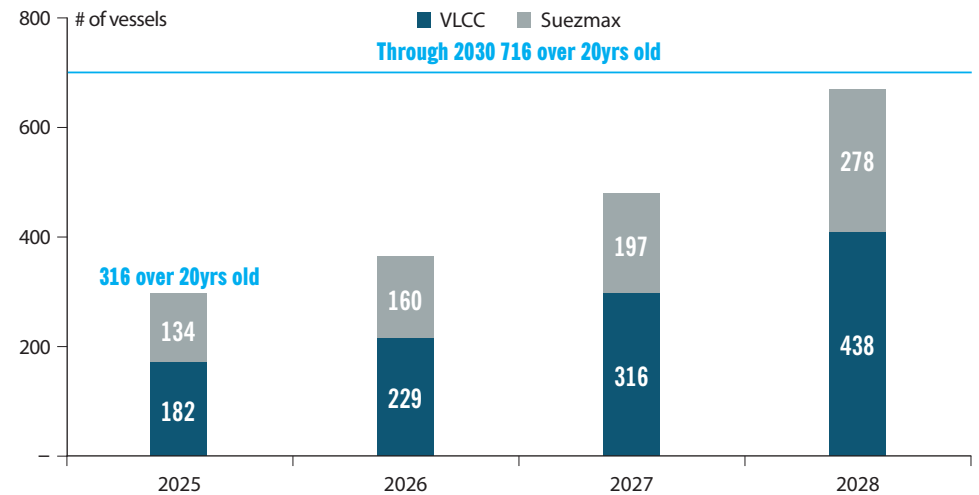
Suezmax fleet age composition



Deliveries schedule



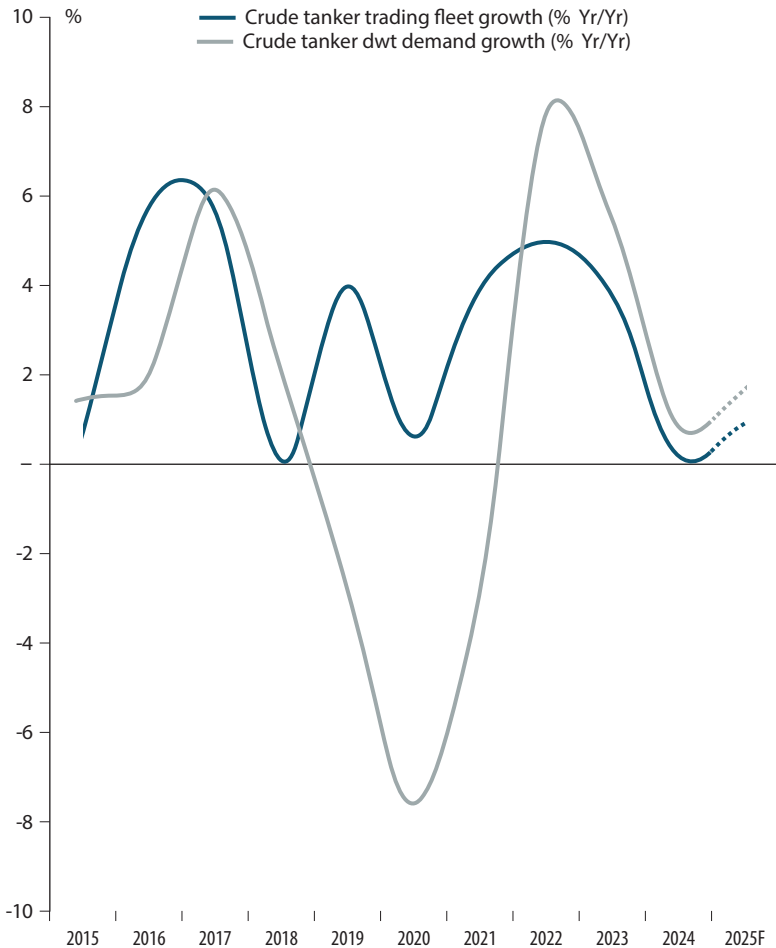
Estimated tanker replacement



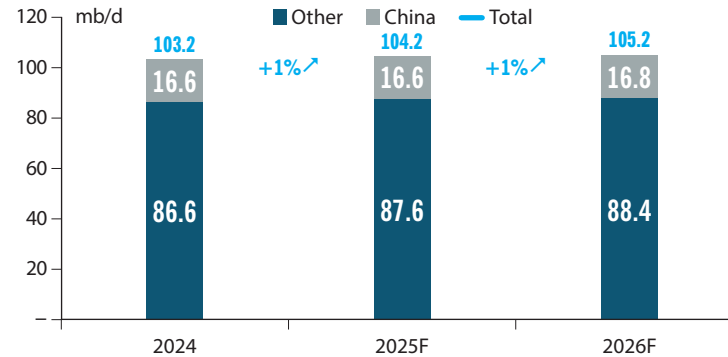
Demand Outlook: Rising Trade Opportunities

Crude demand set to outpace supply in 2025, supporting increased tonne-miles and fleet utilization

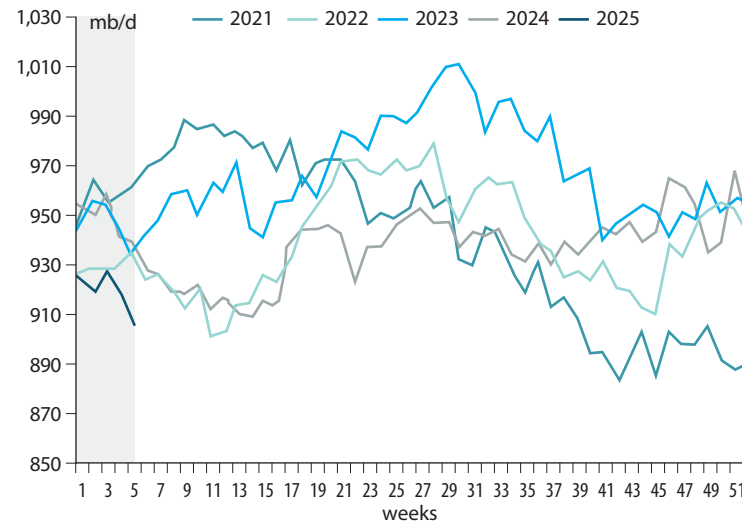
Crude demand is expected to outpace supply in 2025



Key agencies forecast recovery in oil demand



China oil inventories



Key Drivers of Demand Growth

- Global oil production and consumption expected to continue growing for the next several years
- Majority of production growth coming from the U.S., while demand growth is primarily from Asia, effectively boosting tonne-miles
- Changing refinery landscape creating additional regional imbalances
- Low oil inventories and high tanker utilization
- Geopolitical factors adding complexity and further sanctions have the potential to provide additional demand

Sanctions-Exposed Trade: Challenges, Adaptations, and Market Realignment

As sanctions enforcement tightens, the evolving role of shadow fleets and aging tonnage is reshaping future supply balances for the conventional market, driving profound structural shifts

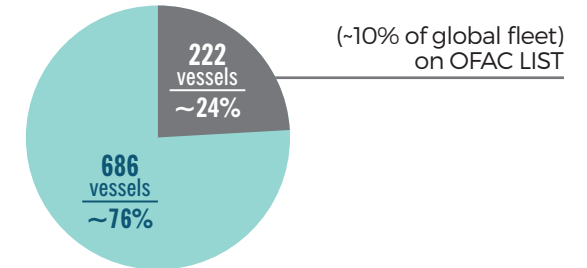
Market Narrative

- ▶ The compliant and non-compliant 'market divide' grows as sanctions expand.
- ▶ Dark and grey fleets continue expanding to meet sanctioned trade demand. Aging tankers exit conventional markets, while flag-hopping and opaque ownership make tracking harder.
- ▶ A potential shadow fleet oversupply looms. If illicit trade slows, a surplus of aging tonnage could emerge. Many of these vessels may become obsolete, as re-entering conventional trade is increasingly difficult.
- ▶ Is oil market realignment on the horizon? As sanctioned exports decline, compliant producers with spare capacity may step in, increasing demand for modern, efficient tonnage and strengthening the position of compliant fleets.

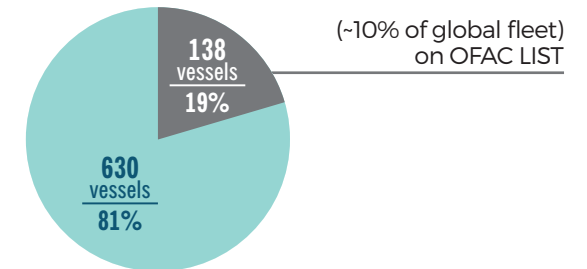
Segments Overview

~20% of the Global VLCC, Suezmax and Aframax fleet suspected or known to be involved in sanctioned trade. ~10% of which already in OFAC List.

VLCC/ULCC fleet: 908 vessels

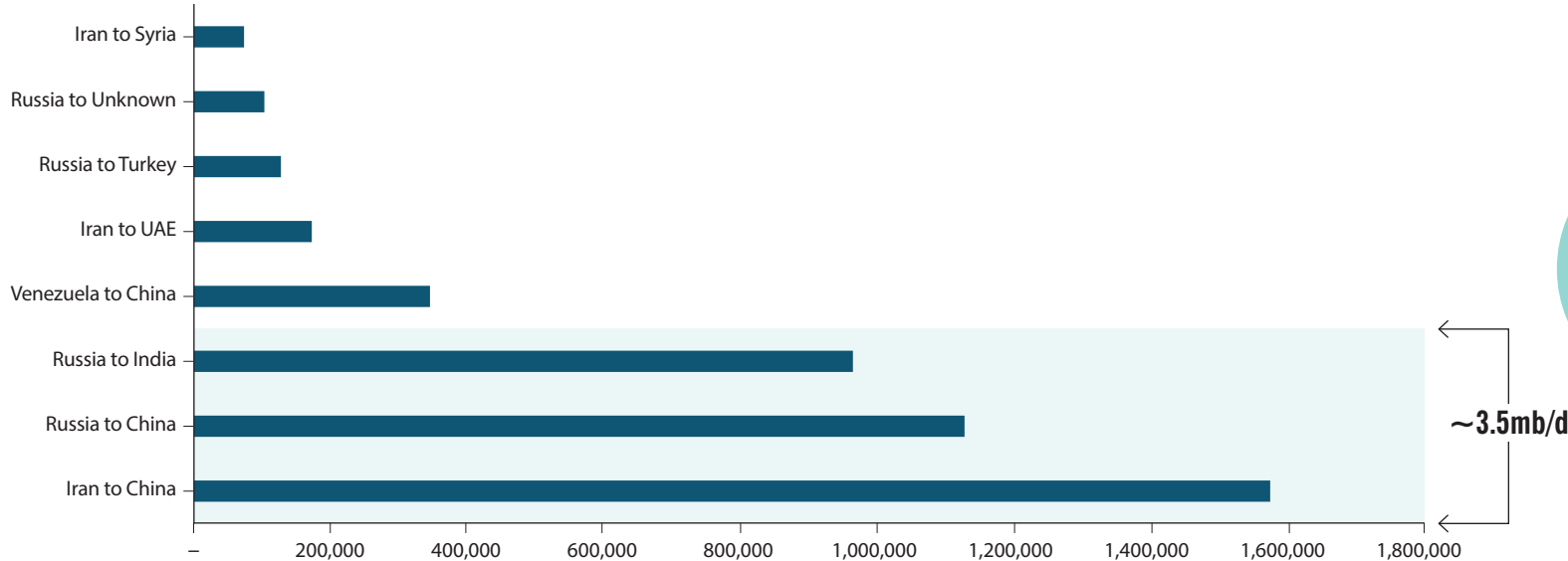


Suezmax fleet: 668 vessels



Normal fleet Dark fleet

Daily barrels carried by these vessels during the past year (365 days / Main destinations)



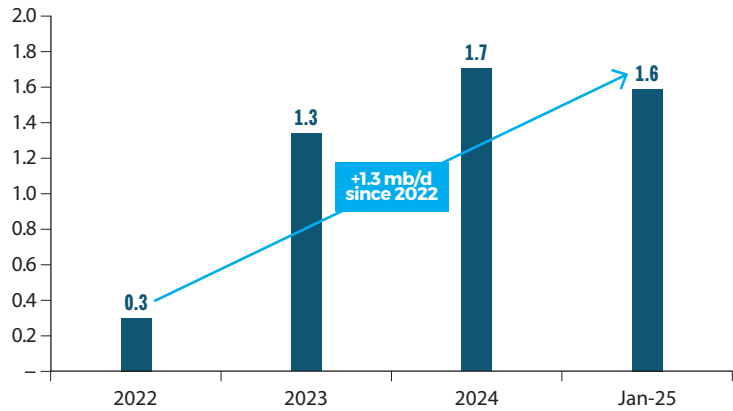
Vessel Carrying Capacity (barrels)

VLCC: ~2,000,000 | Suezmax: ~1,000,000 | Aframax: ~750,000

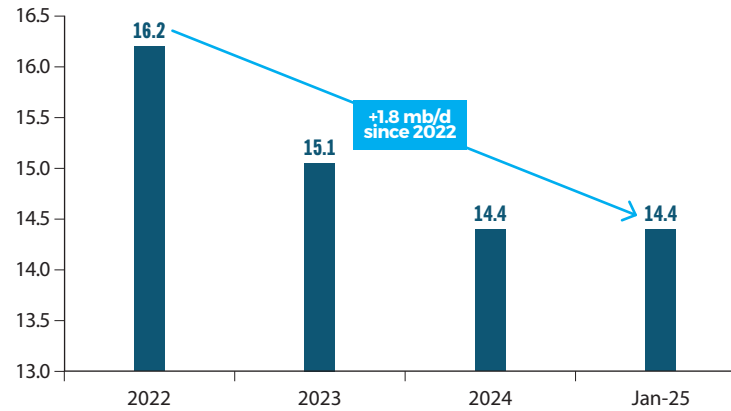
VLCCs Positioned for a Stronger Market Outlook

Sanctions, supply shifts & fleet tightening

Iran crude oil exports



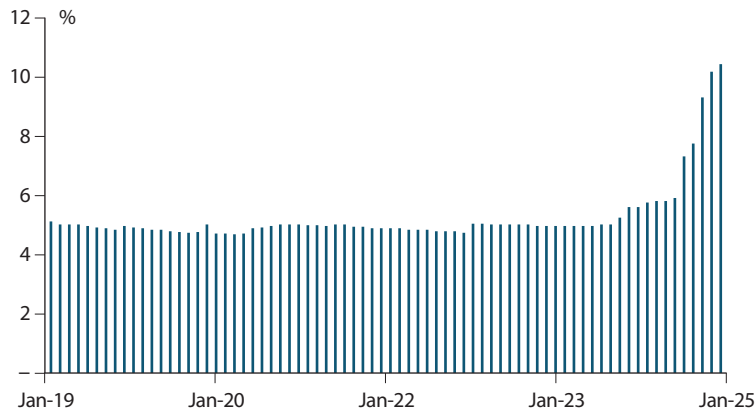
Saudi, UAE, Kuwait & Iraq crude oil exports



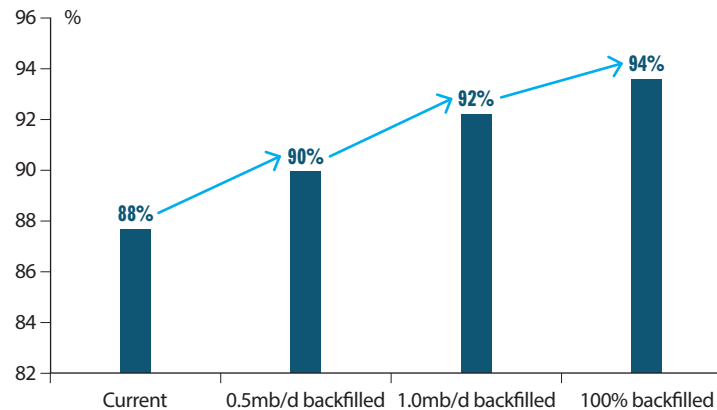
Key Market Insights

- If Iranian cargoes shift from dark fleet to compliant vessels, OPEC (Middle East) may substitute lost barrels
- Shadow fleet expansion continues, impacting compliant tonnage availability
- Conventional fleet utilization expected to exceed 90%, historically leading to strong market rates
- Saudi and other producers may boost supply, tightening fleet further

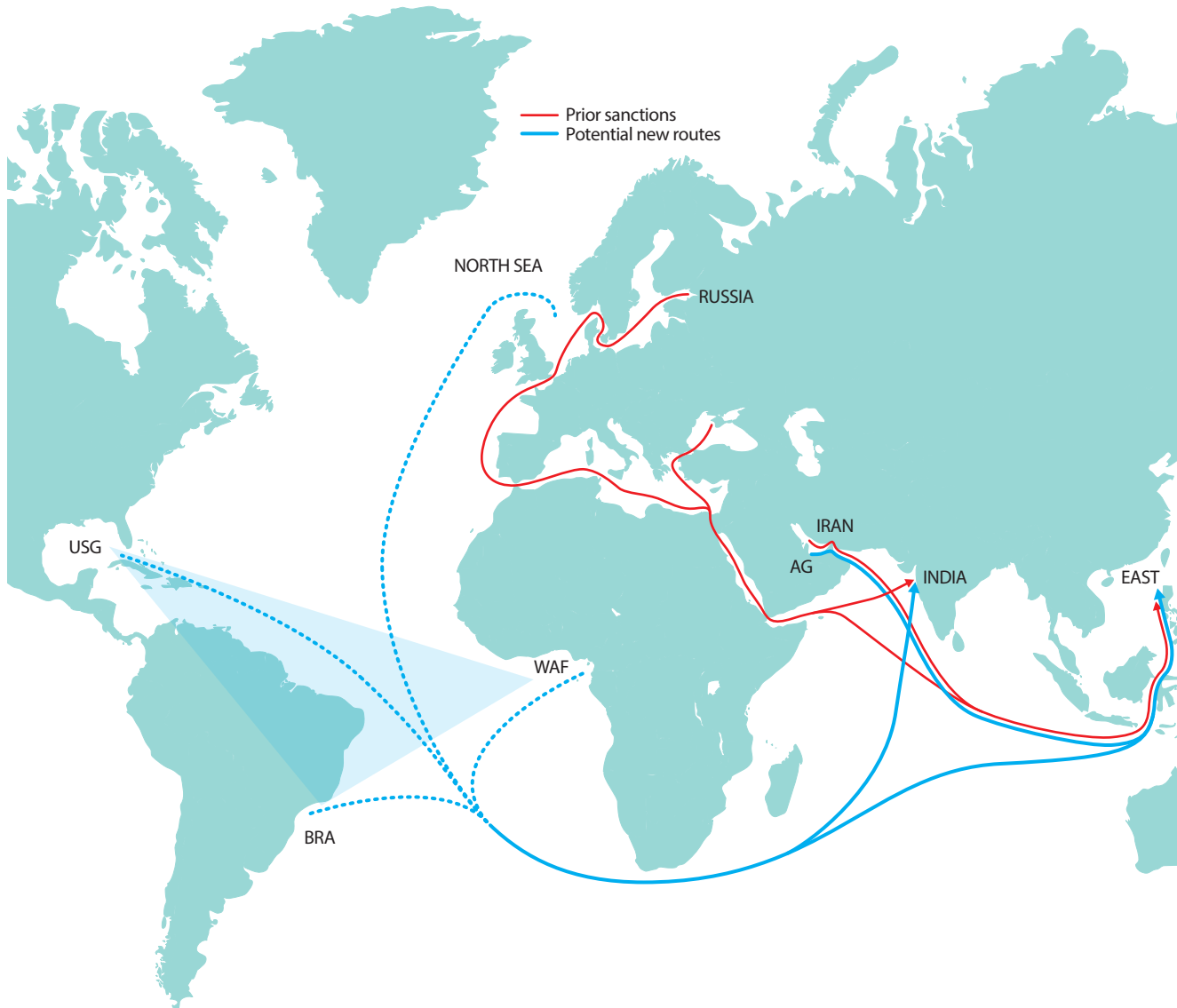
-% of VLCC fleet sanctioned (OFAC)



VLCC utilization surges should Saudi replace Iranian exports

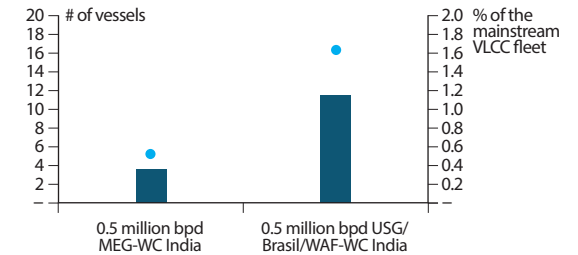


Potential VLCC Demand Shift from Sanctioned Russian & Iranian Cargoes



Modelled increase in demand for 'mainstream VLCCs' from replacing Russian cargoes into India

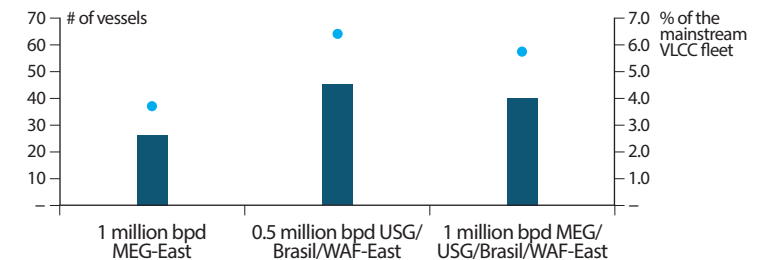
Assumes all lost Russian cargo is replaced with VLCC cargoes which may not be the case



- ▶ Actual replacement volumes resulting from a potential reduction in Russian shipments remain uncertain.
- ▶ Chinese and Turkish refiners may also need to source alternative volumes.

Modelled increase in demand for 'mainstream VLCCs' from replacing Iranian cargoes

Assumes all lost Iranian cargo is replaced with VLCC cargoes which may not be the case



- ▶ Actual replacement volumes resulting from a potential reduction in Iranian shipments remain uncertain.

EXECUTIVE AND FINANCIAL UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Cash Flow Summary

CF Statement Summary (USDm)	Q4 2024	Q4 2023	12M 2024	12M 2023
Cash Flow from Operating Activities				
Net income	\$13.2	\$21.3	\$108.9	\$145.3
Total reconciliation adjustments	22.9	23.4	92.9	96.2
Total changes in working capital	(5.4)	(40.8)	(39.0)	(67.4)
Net cash provided by operating activities	\$30.6	\$3.8	\$162.8	\$174.0
Cash Flow from Investing Activities				
Investment in vessels	(5.5)	(1.9)	(11.2)	(3.3)
Other investing activities	2.4	1.2	3.2	4.3
Net cash provided by/(used in) investing activities	(\$3.1)	(\$0.7)	(\$7.9)	\$1.0
Cash Flow from Financing Activities				
Net changes in debt	(11.9)	(11.0)	(46.9)	(46.4)
Dividends and capital returns	(14.5)	(19.3)	(106.6)	(159.4)
Financing costs	0.0	0.0	(1.3)	(1.4)
Net cash (used in)/provided by financing activities	(\$26.4)	(\$30.3)	(\$154.7)	(\$207.1)
Effects of exchange rate changes of cash held in foreign currency	(0.9)	0.7	(0.8)	0.7
<i>Net change in cash & cash equivalents</i>	<i>1.1</i>	<i>(27.2)</i>	<i>0.2</i>	<i>(32.1)</i>
Cash and cash equivalents at beginning of period	49.1	76.5	50.0	81.3
Cash and cash equivalents at end of period	\$49.3	\$50.0	\$49.3	\$50.0

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 at end of reporting period	8	6
CO2 emissions generated from vessels (metric tons)Laden Condition	241,301	145,690
All Conditions	360,789	207,498
Fleet Annual Efficiency Ratio (AER)¹		
CO2 emissions - all conditions	360,789	207,498
Design deadweight tonnage (DWT)	319,000	158,400
Total distance travelled (nautical miles)	543,546	420,716
Average fleet AER for the period (CO2 gr/tonne-mile)	2.1	2.7
Fleet Energy Efficiency Operational Indicator (EEOI)²		
CO2 emissions - all conditions	360,789	207,498
Total cargo transported for the period (metric tons)	11,903,477	8,872,496
Laden distance travelled (nautical miles)	345,041	264,956
Average fleet EEOI for the period (CO2 gr/cargo tonne-mile)	4.0	5.4
EEOI Sea Cargo Charter guidance for 2024 (CO2 gr/cargo tonne-mile)	6.0	9.1

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 FY 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	\$600	\$600
HSFO (380cst)	G	\$500	\$500
Spread	H = (F - G)	\$100	\$100
Eco Daily Savings	I = (A * E * F / 365)	\$8,815	\$6,300
Scrubber Daily Savings	J = (A * (C - D) * H) / 365	\$3,830	\$2,345
Eco + Scrubber Daily Savings	K = (I + J)	\$12,645	\$8,645

Current Fleet List

Very attractive mix of crude tanker vessels built at **first class yards with 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			~5.4			



OKEANIS
ECO TANKERS

CONTACT

Iraklis Sbarounis, CFO

+30 210 480 4200

ir@okeanisecotankers.com

