



OKEANIS
ECO TANKERS

Q4 2023
EARNINGS PRESENTATION
February 29, 2024



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 UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Executive Summary

Okeanis Eco Tankers delivers record financial results for 2023

	Q4 2023	Q4 2022	FY 2023	FY 2022	YoY (%)	Highlights for the quarter	
COMMERCIAL PERFORMANCE USD per day	VLCC TCE ¹	\$45,200	\$65,400	\$61,700	\$36,400	70%	<ul style="list-style-type: none"> • \$45,400pd fleetwide TCE • \$44m adj. EBITDA³ • \$0.63 adj. EPS • \$55m liquidity⁴ • 61% book leverage
	Suezmax TCE ¹	\$45,600	\$61,600	\$55,900	\$44,600	25%	
	Fleetwide TCE ¹	\$45,400	\$63,800	\$59,300	\$40,000	48%	
	Fleetwide Opex ²	\$9,105	\$8,369	\$9,069	\$8,242	10%	
	TC Coverage	11%	29%	20%	40%	(50%)	
INCOME STATEMENT USDm exc. EPS	TCE Revenue	\$58.4	\$82.2	\$297.8	\$193.5	54%	<ul style="list-style-type: none"> • The Board has declared a seventh consecutive capital distribution of \$0.66 per share. • The total distributions for the last 4 quarters amounted to \$4.36 per share. • Successfully refinanced or amended debt terms on 4 vessels. • c.40% of total trading volume done in NYSE since becoming dual listed. • Total volume has increased by 50% since dual listing.
	Adjusted EBITDA ³	\$44.2	\$69.8	\$241.5	\$148.1	63%	
	Adjusted Profit	\$20.4	\$48.6	\$145.0	\$84.5	72%	
	Adjusted EPS	\$0.63	\$1.51	\$4.50	\$2.62	72%	
BALANCE SHEET USDm	Total Debt			\$693.3	\$739.0	(6%)	
	Total Cash ⁴			\$54.9	\$88.3	(38%)	
	Total Assets			\$1,129.1	\$1,183.4	(5%)	
	Total Equity			\$408.1	\$422.2	(3%)	
	Book Leverage			61%	61%	0%	

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 (\$m)	Q4 2023	Q4 2022	FY 2023	FY 2022
TCE Revenue	\$58.4	\$82.2	\$297.8	\$193.5
Vessel operating expenses	(10.6)	(9.6)	(41.7)	(35.7)
Management fees	(1.2)	(1.2)	(4.6)	(4.4)
General and administrative expenses	(2.5)	(1.6)	(9.9)	(5.3)
EBITDA	\$44.2	\$69.8	\$241.5	\$140.1
Depreciation	(10.3)	(10.2)	(40.4)	(38.0)
EBIT	\$33.9	\$59.6	\$201.1	\$110.1
Net interest expense	(14.2)	(12.8)	(57.1)	(37.4)
Other financial income/expenses	1.5	1.6	1.2	11.8
Reported Profit	\$21.3	\$48.4	\$145.3	\$84.6
Reported EPS - basic & diluted	\$0.66	\$1.50	\$4.51	\$2.63
Adjustments	(0.9)	0.2	(0.3)	(0.1)
Adjusted Profit	\$20.4	\$48.6	\$145.0	\$84.5
Adjusted EPS - basic & diluted	\$0.63	\$1.51	\$4.50	\$2.62
Weighted average shares - basic & diluted	32.2	32.2	32.2	32.2

Notes

- 2023 was a record year in terms of Revenue, EBITDA and Net Income
- FY2023 TCE Revenue of **\$298m**
- FY2023 EBITDA of **\$242m**
- FY2023 EPS of **\$4.50/share**

Balance Sheet Summary

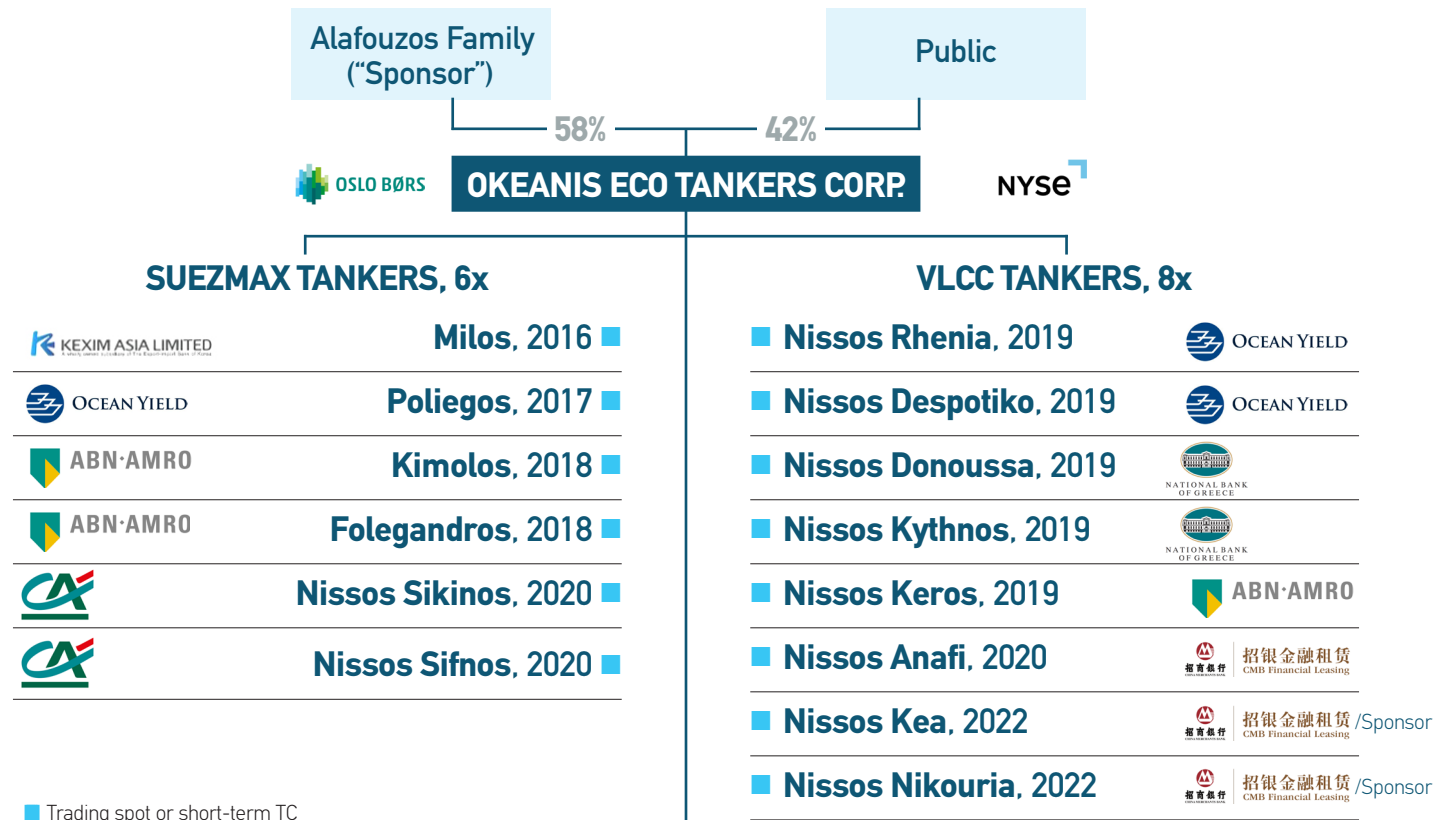
Balance Sheet Summary (\$'000s)	FY 2023	FY 2022
Assets		
Cash & cash equivalents	\$50.0	\$81.3
Restricted cash	4.9	6.9
Vessels, net	988.1	1,024.3
Other assets	86.1	70.8
Total Assets	\$1,129.1	\$1,183.4
Shareholders' Equity & Liabilities		
Shareholders' equity	\$408.1	\$422.2
Interest bearing debt	693.2	739.0
Other liabilities	27.8	22.1
Total Shareholders' Equity & Liabilities	\$1,129.1	\$1,183.4

Notes

- Total cash¹ of **\$55m**
- Total assets of **\$1.1bn**
- Total interest bearing debt of **\$693m**
- Book leverage of **61%**
- Total equity of **\$408m**

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.
- Refinanced the expensive legacy lease on the Milos with a syndicate led by Kexim Asia Limited, at 175bps over SOFR and maturity in 2030.

- Successfully negotiated with CMB Financial Leasing two transactions:
 - Amended the existing leases on the Nissos Kea and Nissos Nikouria, reducing pricing to 200bps over SOFR, extended maturities to 2030 and 2031 respectively, and eliminated previously stipulated fees in the case of exercise early refinancing.
 - Refinanced the Nissos Anafi, at 190bps over SOFR and maturity in 2031.

- 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).
- Positive momentum as we negotiate the refinancing of the Poliegos in June of 2024.
- Continuously working with current and potential new financiers to optimize our capital structure with accretive terms.

EXECUTIVE UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Commercial Performance – Q4 2023

Fleetwide TCE of **\$45,400 pd** - \$45,200 pd for spot VLCCs and \$51,800 pd for spot Suezmaxes

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	147	27%	\$28,400	147	11%	\$28,400
Spot	736	100%	\$45,200	405	73%	\$51,800	1,141	89%	\$47,500
Total	736	100%	\$45,200	552	100%	\$45,600	1,288	100%	\$45,400
Calendar	736			552			1,288		
Operating ¹	736			552			1,288		
Utilization	100%			100%			100%		

In order to exploit the winter markets, we employed 4x of our VLCCs for East voyages during early Q4 at attractive rates as part of our policy to capitalize on our Western positions.

Triangulated the Nissos Anafi by fixing a USG-Europe voyage. Subsequently, she was chartered for a front-haul voyage from the UK to head east, leveraging minimal to nearly zero ballast, thereby maximizing her TCE.

With our primary focus on maintaining a strong fleet presence in the West, we decided to reposition another ship back to ensure the availability of 5x of our vessels in the West.

Nissos Sifnos and Nissos Sikinos were both redelivered in the second decade of December by timecharterers, resulting in our fleet being fully spot exposed.

Upon the redelivery of both vessels in the East, we concluded AG cargoes fixing the Nissos Sifnos on a front haul eastward and a backhaul westward for the Nissos Sikinos.

We expanded our influence in the western region for Suezmax tankers, especially from West Africa and Brazil, for voyages going back to the Mediterranean at favorable earnings while the market had picked up.

Folegandros completed her dry dock in Turkey.

Opposite to Q3, Q4 began with an increase in rates in the Suezmax market. However, the inevitable softening in the VLCC segment during this quarter cannot be overlooked.

By once again achieving balance of our fleet across the key markets during seasonal fluctuations, we seized numerous opportunities that led to highly profitable voyages.

The continued strategy revolved around carefully overseeing our vessels and instructing them to sail at specific speeds to maximize commercial flexibility and TCE.

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

Commercial Performance – Q1 2024 Guidance

VLCC: 76% of available 1Q24 spot days fixed at **\$73,900 pd**
Suezmax: 88% of available 1Q24 spot days fixed at **\$58,800 pd**

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	–	–	–	–	–	–
Spot - fixed	550	76%	\$73,900	480	88%	\$58,800	1,030	81%	\$66,800
Spot - unfixed ²	178	24%	–	66	12%	–	244	19%	–
Total	728	100%	–	546	100%	–	1,274	100%	–
Calendar	728			546			1,274		
Operating ¹	728			546			1,274		
Utilization	100%			100%			100%		

Two of our VLCCs, Nissos Despotiko and Nissos Rhenia are both opening in the West in the latter half of Q1. The primary aim is to relocate them East for their first special survey in Q2 while in parallel achieving very strong earnings on longer fronthaul voyages.

Contrary to the trend observed in Q4 2023, the onset of Q1 showcased noticeable uptick in daily returns, reaffirming the levels of stability the markets have reached.

Furthermore, despite expectations for a temporary decline in freight rates, our key positions in the West and in India will enable us to secure highly profitable charters.

Took advantage on the strong Suezmax markets by swiftly concluding an AC / West voyage via the Cape of Good Hope on vessels that opened in the East Region due to the Red Sea situation.

Changed routing on all voyages by transiting via cape. This allowed us to secure higher flat rates, which in turn produced higher TCE's for additional 15-20 days.

We will continue to keep a heavy western presence on the Suezmaxes in light of capturing expected upside from the West African, USC and Brazil Markets.

Centered our strategy on maintaining majority of our presence in the Western region by only employing one vessel for an Eastern front-haul.

Overall, the market was very strong for Q1 across both tonnage classes.

In comparison to the Arabian Gulf, the West remains favorable for finishing Q1 and commencing Q2.

We believe that the instability within the Red Sea will continue to lead to voyage specific strengths and will require keeping a healthy balance of vessels east and west to best position our fleet for any future upside or downturns in the market.

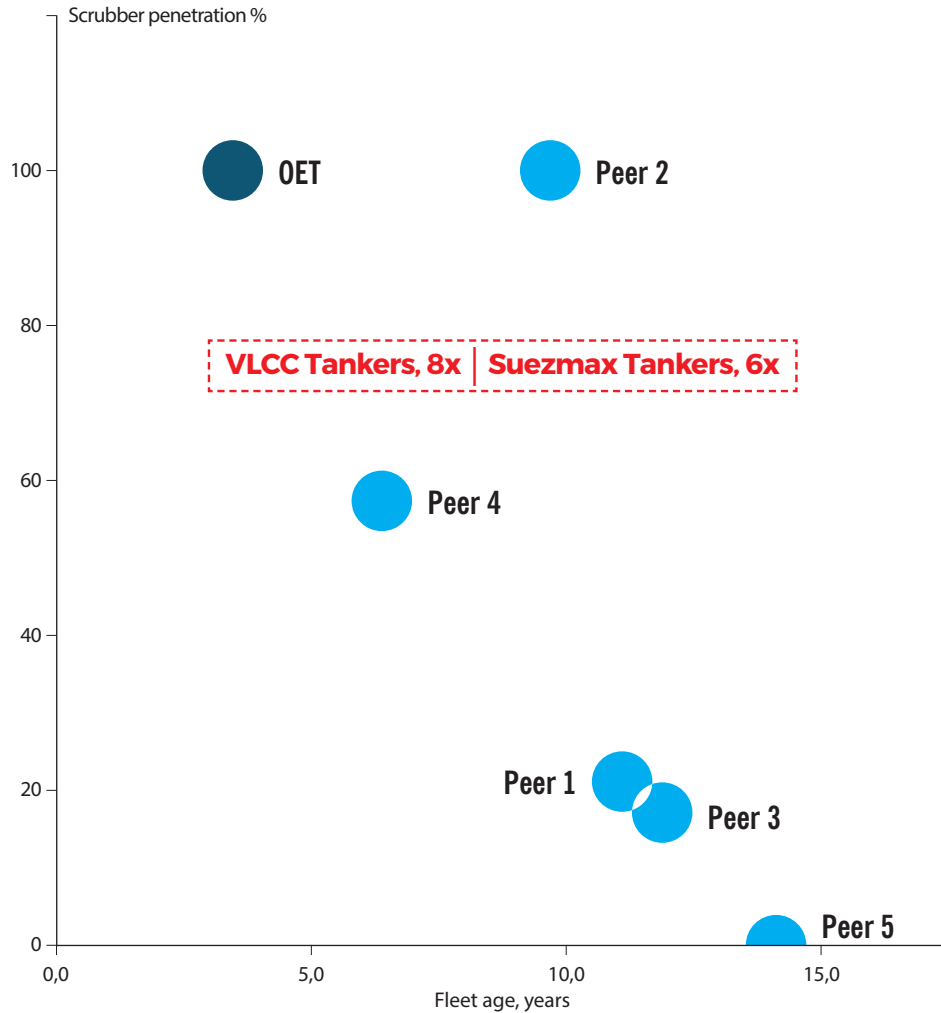
NOTES: 1. Calendar days less off-hire days.

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.

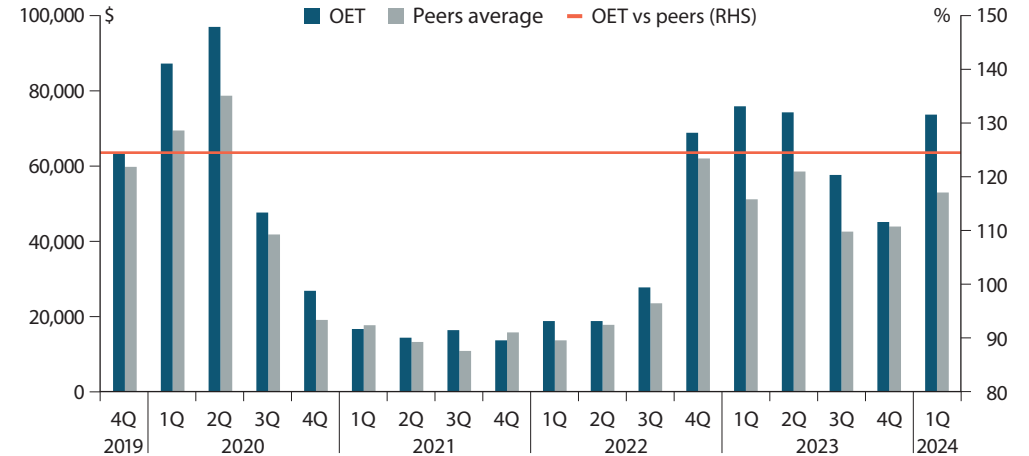
Superior Commercial Performance

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

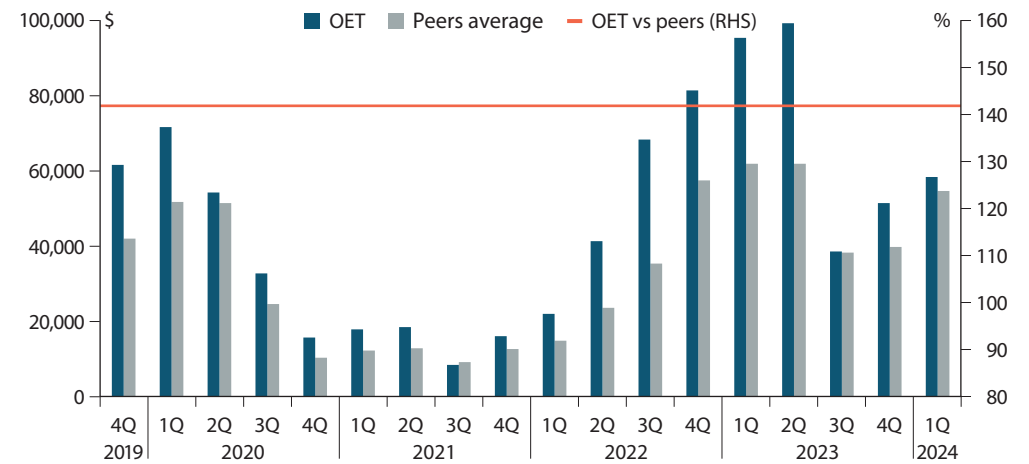
State of the art asset base



21% outperformance against VLCC peers¹



42% outperformance against Suezmax peers¹



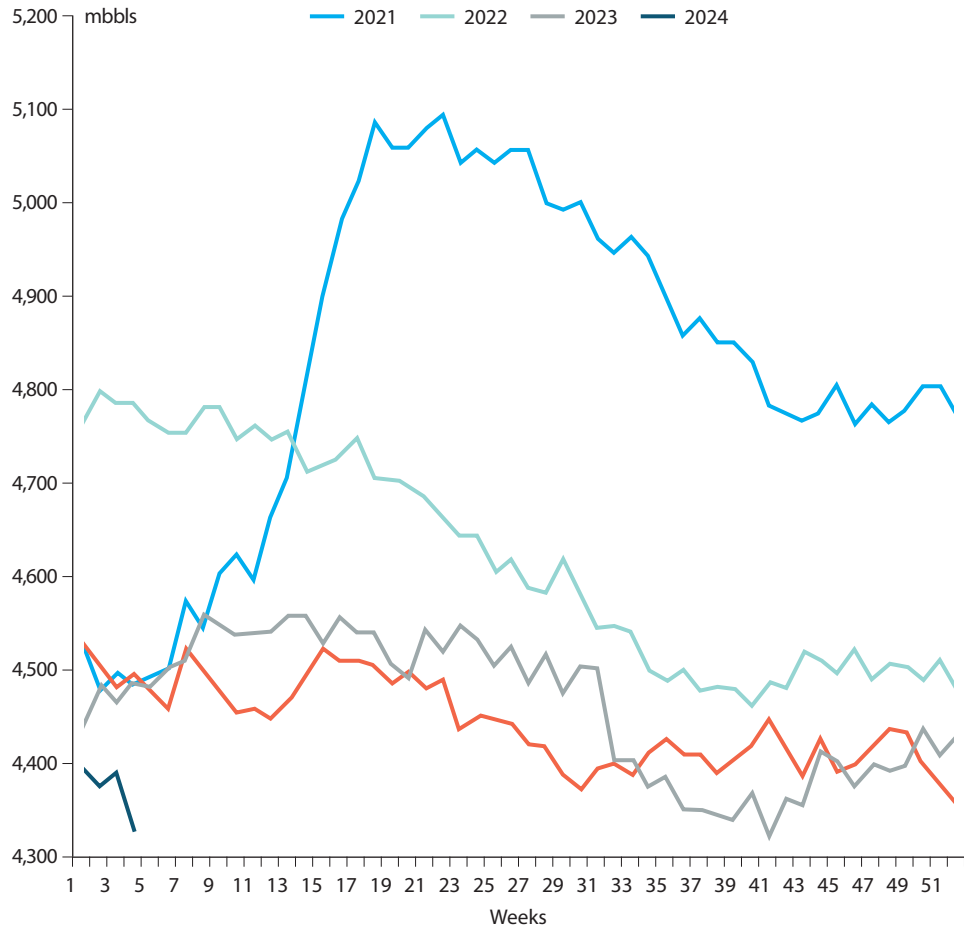
SOURCES: Company filings, OET.

NOTE: 1. Q4 2023 and Q1 2024 figures based on companies that have already reported for the quarter. Q1 2024 figures are preliminary and based on fixed spot days.

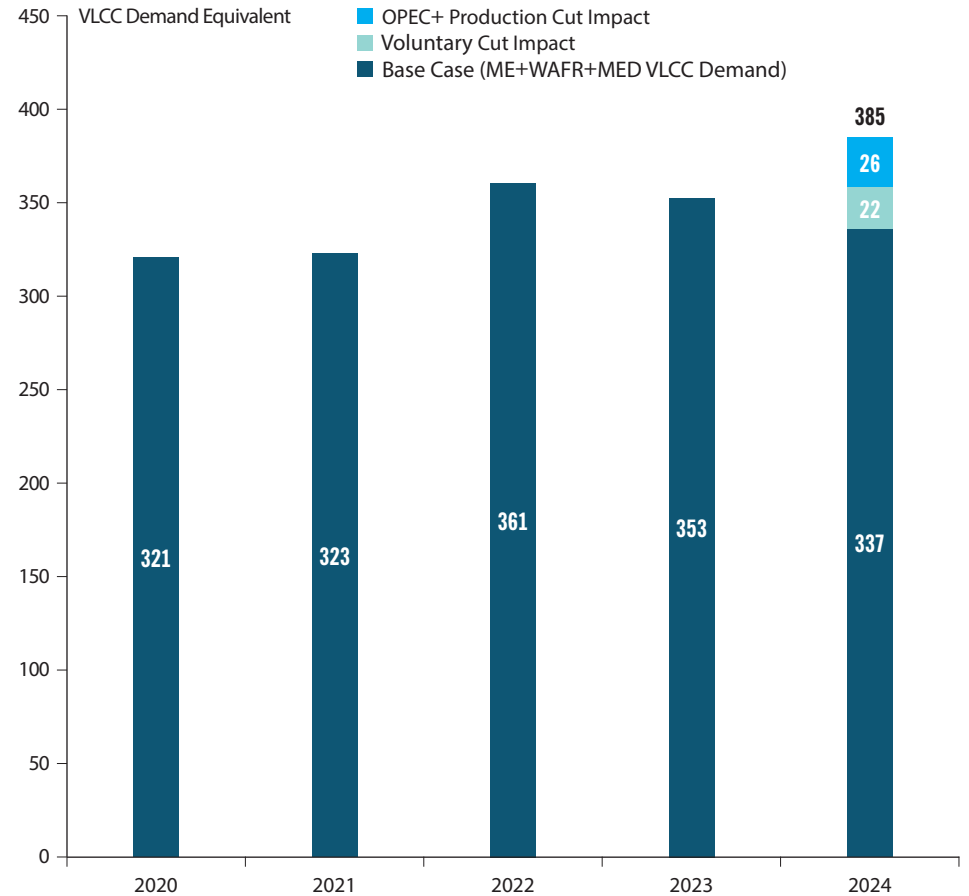
OPEC+ Cuts Achieving the Intended Result

Inventory draws a catalyst for bringing back barrels to the market

Global Oil Inventories and Oil-on-water impacted by the OPEC+ cuts



Meaningful upside upon cut reversals



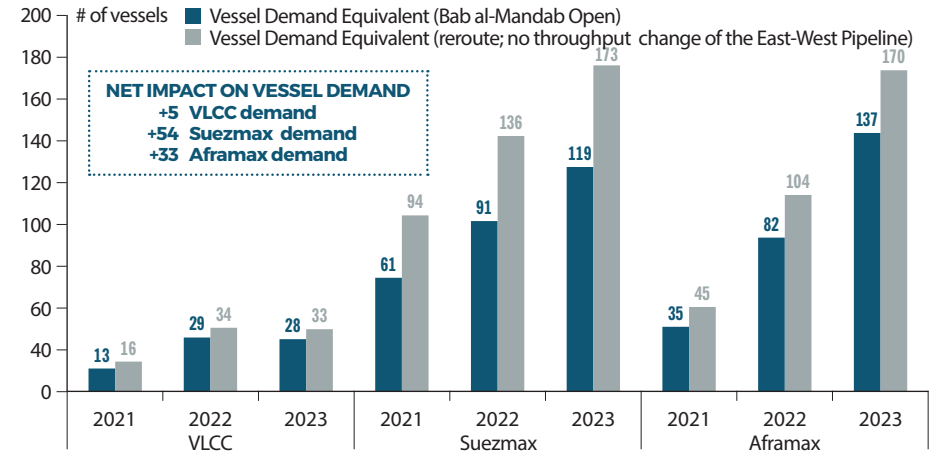
Red Sea Tensions Increasingly Impact Crude Oil Tankers

Almost 40% longer sea voyages following disruption

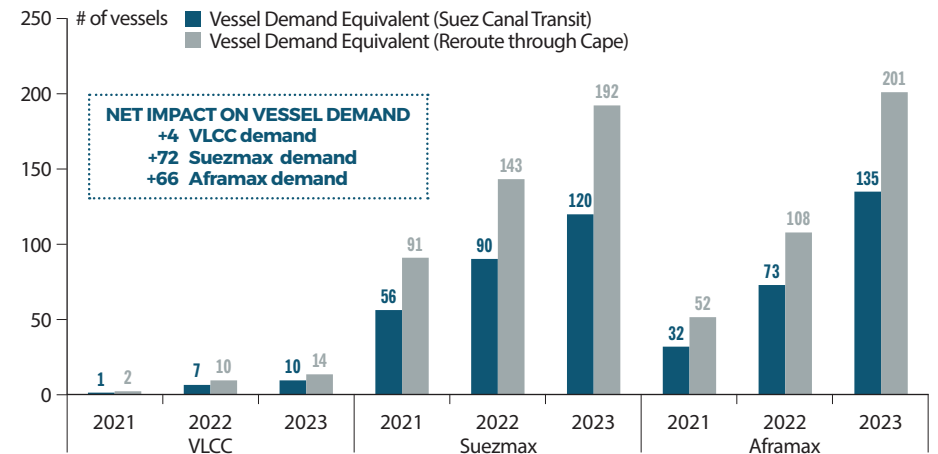


The typical Singapore to Rotterdam sea voyage is almost 40% longer via the Cape compared to the Suez Canal.

Disruption already impacts both VLCCs and Suezmaxes “avoiding” the Red Sea¹



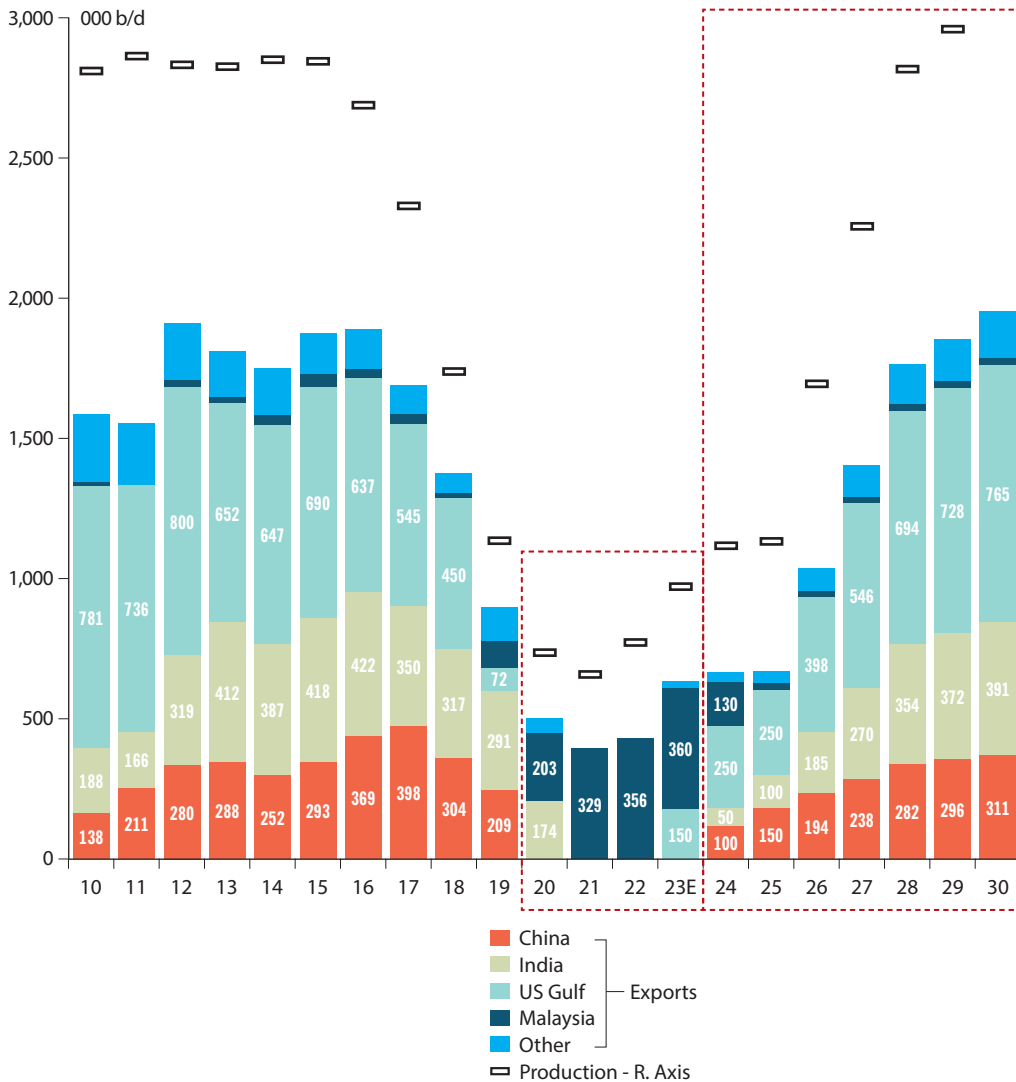
While a canal closure scenario could force further vessel demand due to rerouting and trades disruption



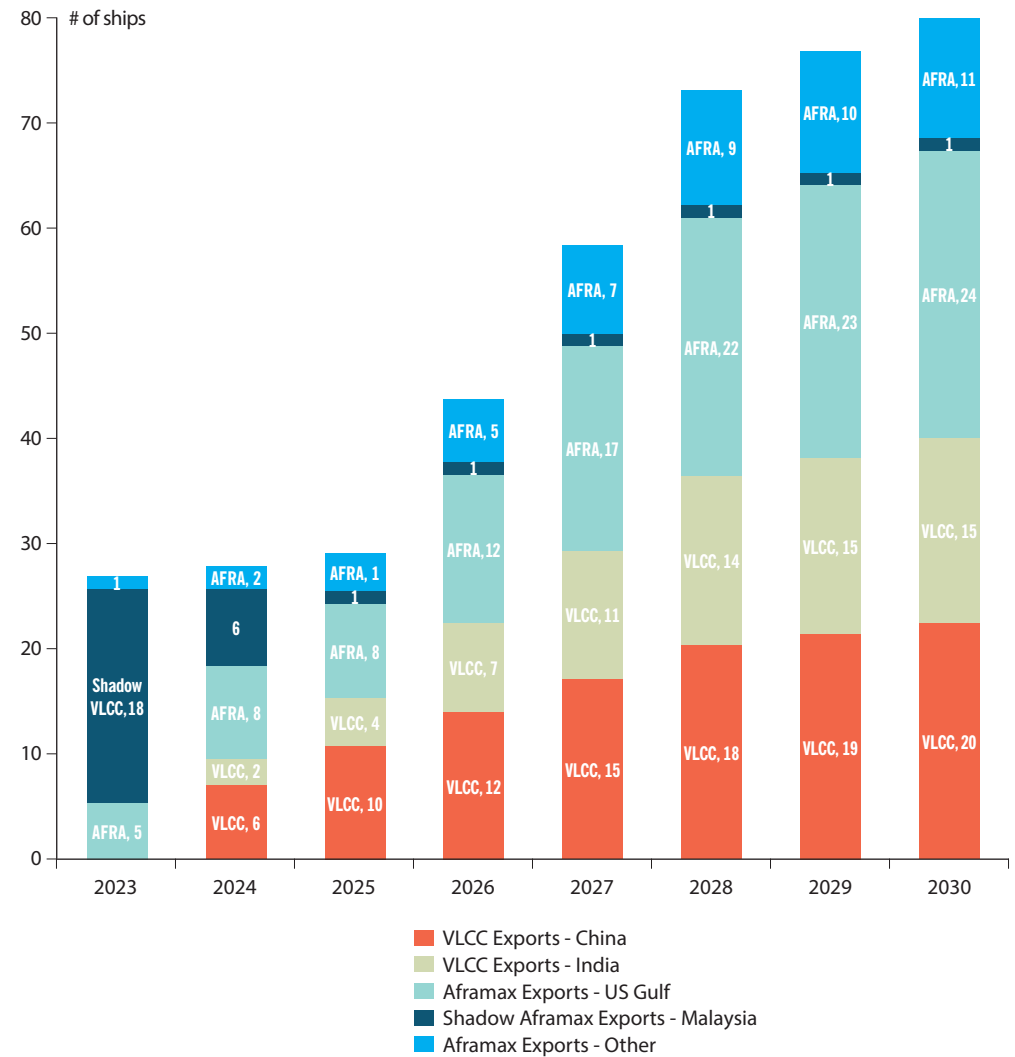
SOURCES: Global Maritime Hub, S&P Global Commodity Insights, Clarksons.
 NOTE: 1. Assume AG-RSea flow and “Shadow” fleet continues to transiting through the Bab al-Mandab Strait, while conventional fleet reroutes through the Cape of Good Hope.

Venezuela Return Increases Vessel Demand

Venezuela crude supply & exports



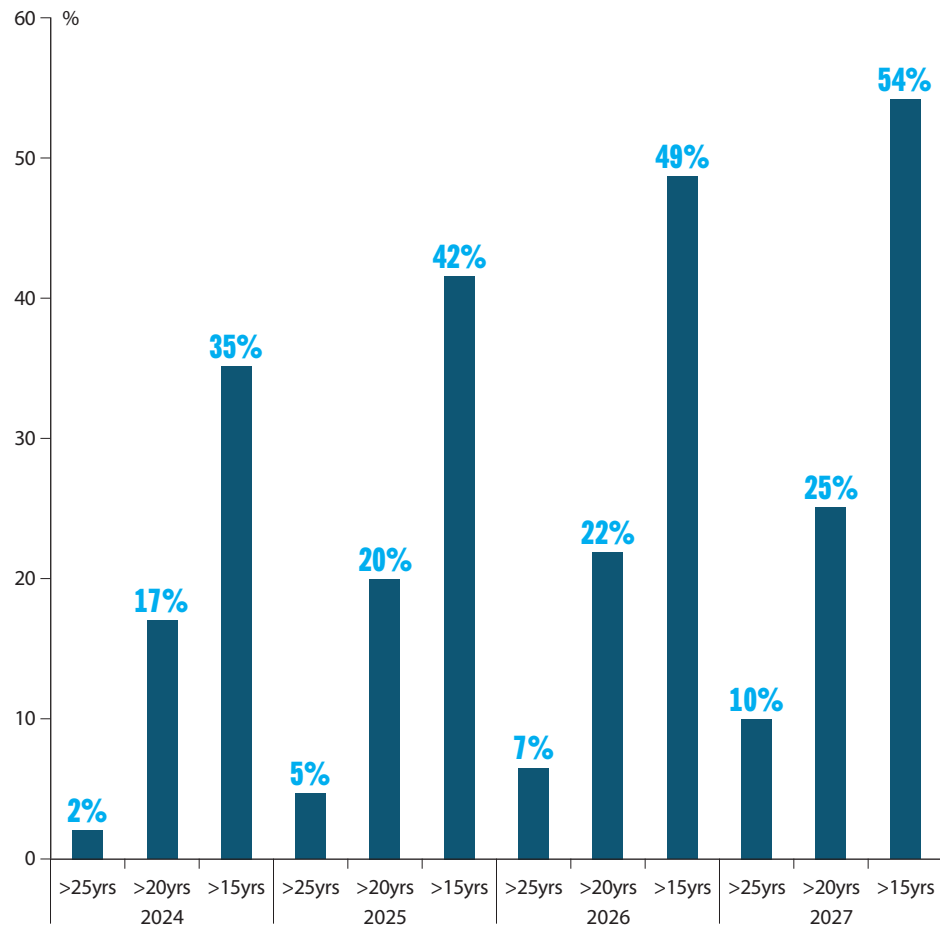
Vessel Demand Equivalents potential



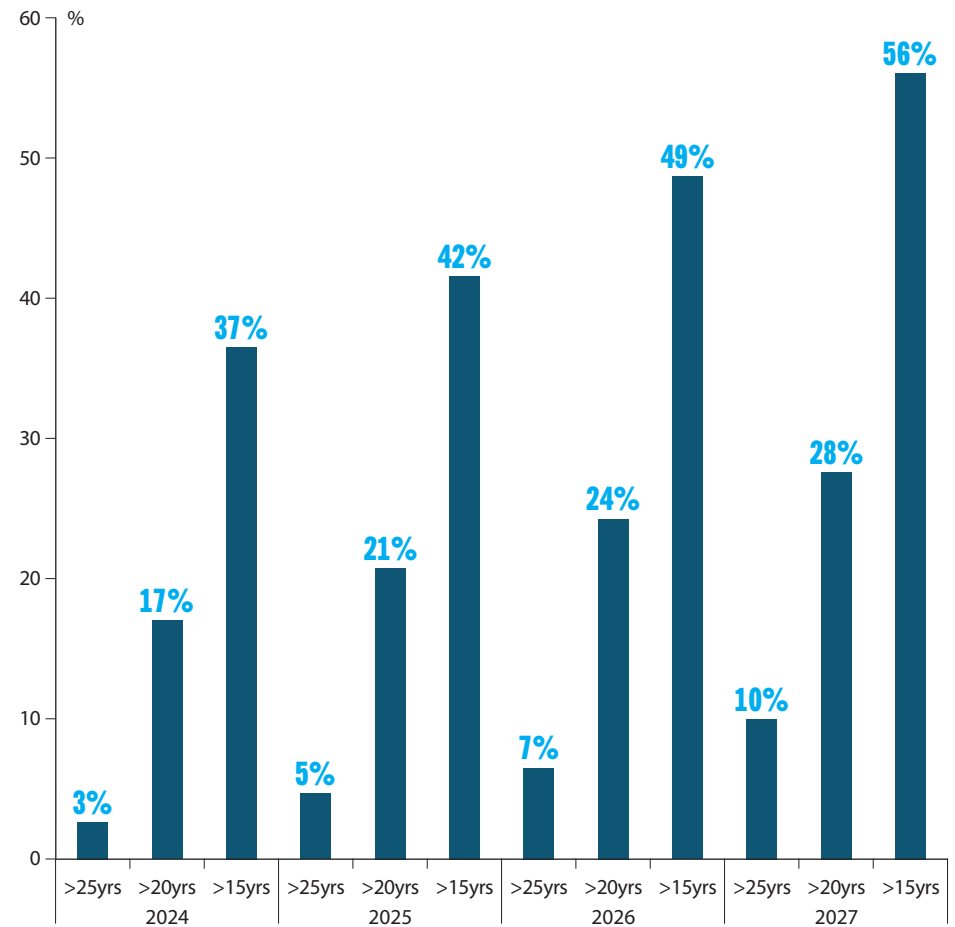
Supply Fundamentals are Staggering

The orderbook story that everyone talks about is supplemented by a continuously ageing fleet

VLCC fleet age composition



Suezmax fleet age composition



EXECUTIVE UPDATE
COMMERCIAL AND MARKET UPDATE
APPENDIX



OKEANIS
ECO TANKERS

Cash Flow Summary

CF Statement Summary (\$m)	Q4 2023	Q4 2022	FY 2023	FY 2022
Cash Flow from Operating Activities				
Net income	\$21.3	\$48.4	\$145.3	\$84.6
Total reconciliation adjustments	23.4	23.4	96.2	76.6
Total changes in working capital	(40.8)	(36.2)	(67.4)	(78.7)
Net cash provided by operating activities	\$3.8	\$35.6	\$174.0	\$82.5
Cash Flow from Investing Activities				
Investment in vessels	(1.9)	(0.2)	(3.3)	(180.1)
Other investing activities	1.2	0.1	4.3	1.4
Net cash (used in)/provided by investing activities	(\$0.7)	(\$0.1)	\$1.0	(\$178.7)
Cash Flow from Financing Activities				
Net changes in debt	(11.0)	(12.4)	(46.4)	162.0
Dividends and capital returns	(19.3)	(9.8)	(159.4)	(19.6)
Financing costs	–	–	(1.4)	(1.7)
Other financing activities	–	(0.7)	–	(1.7)
Net cash (used in)/provided by financing activities	(\$30.3)	(\$22.9)	(\$207.1)	\$139.0
Effects of exchange rate changes of cash held in foreign currency	0.7	(0.1)	0.7	0.4
<i>Net change in cash & cash equivalents</i>	<i>(27.2)</i>	<i>\$12.6</i>	<i>(32.1)</i>	<i>42.8</i>
Cash and cash equivalents at beginning of period	76.5	\$68.8	81.3	38.2
Cash and cash equivalents at end of period	\$50.0	\$81.3	\$50.0	\$81.3

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		235,000	110,000
All Conditions		368,000	169,000
Fleet Annual Efficiency Ratio (AER)¹			
CO ₂ emissions - all conditions	A	368,000	169,000
Design deadweight tonnage (DWT)	B	319,000	158,400
Total distance travelled (nautical miles)	C	588,000	385,000
Fleet AER for the period (CO₂ gr/tonne-mile)		A*10 ^ 6/(B*C)	2.0
Fleet Energy Efficiency Operational Indicator (EEOI)²			
CO ₂ emissions - all conditions	A	368,000	169,000
Weighted avg. cargo transported for the period (metric tons)	D	4,650,000	1,877,000
Laden distance travelled (nautical miles)	E	588,000	385,000
Fleet EEOI for the period (CO₂ gr/cargo tonne-mile)		A*10 ^ 6/(D*E)	4.5
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, 2023 through December 31, 2023.















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	\$668	\$668
HSFO (380cst)	G	\$458	\$458
Spread	H = (F - G)	\$210	\$210
Eco Daily Savings	I = (A * E * F / 365)	\$9,800	\$7,000
Scrubber Daily Savings	J = (A * (C - D) * H) / 365	\$8,000	\$4,900
Eco + Scrubber Daily Savings	K = (I + J)	\$17,800	\$11,900

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	Nissos Sikinos	Suezmax	157,447	2020	3	HSHI 	100%	Yes	Yes
4	Nissos Sifnos	Suezmax	157,447	2020	3	HSHI 	100%	Yes	Yes
5	Kimolos	Suezmax	159,159	2018	6	JMU 	100%	Yes	Yes
6	Folegandros	Suezmax	159,221	2018	5	JMU 	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	4	HHI (Ulsan) 	100%	Yes	Yes
10	Nissos Kythnos	VLCC	318,953	2019	4	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	4²					

NOTES: 1. As of December 31, 2023, basis actual built-month.
2. DWT weighted average age.



OKEANIS
ECO TANKERS

CONTACT

Iraklis Sbarounis, CFO

+30 210 480 4200

ir@okeanisecotankers.com

