



OKEANIS
ECO TANKERS

Q2 2025
EARNINGS PRESENTATION
August 13, 2025



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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 AND FINANCIAL UPDATE

COMMERCIAL AND MARKET UPDATE

APPENDIX



Executive Summary

Okeanis Eco Tankers continues to deliver strong results

| | | Q2 2025 | Q2 2024 | 6M 2025 | 6M 2024 | Highlights for the quarter |
|---------------------------------------|------------------------------|----------|----------|-----------|-----------|---|
| COMMERCIAL PERFORMANCE USD per day | VLCC TCE ¹ | \$49,800 | \$73,300 | \$43,900 | \$71,000 | <ul style="list-style-type: none"> • \$50,500pd fleetwide TCE • \$47.3m adj. EBITDA³ • \$0.83 adj. EPS |
| | Suezmax TCE ¹ | \$51,400 | \$54,600 | \$45,400 | \$55,600 | |
| | Fleetwide TCE ¹ | \$50,500 | \$64,900 | \$44,500 | \$64,300 | |
| | Fleetwide Opex ² | \$9,963 | \$9,389 | \$9,600 | \$9,298 | |
| INCOME STATEMENT USDm exc. EPS | TCE Revenue | \$64.0 | \$79.4 | \$112.6 | \$160.5 | <ul style="list-style-type: none"> • The board has declared a 13th consecutive dividend of \$0.70 per share. • Total distributions over the last 4 quarters: \$1.82 per share or 90% of adjusted net income. • We exercised the purchase options and completed the refinancing of our 3x VLCC vessels, Nissos Kea, Nissos Nikouria and Nissos Anafi. |
| | Adjusted EBITDA ³ | \$47.3 | \$63.9 | \$79.8 | \$129.1 | |
| | Adjusted Profit | \$26.7 | \$39.7 | \$38.1 | \$79.7 | |
| | Adjusted EPS | \$0.83 | \$1.23 | \$1.18 | \$2.48 | |
| BALANCE SHEET USDm | | | | Q2 2025 | Q4 2024 | |
| | Total Debt | | | \$630.9 | \$645.6 | |
| | Total Cash ⁴ | | | \$65.3 | \$54.3 | |
| | Total Assets | | | \$1,083.1 | \$1,082.1 | |
| | Total Equity | | | \$428.3 | \$410.4 | |
| | Book Leverage | | | 57% | 59% | |

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) | Q2 2025 | Q2 2024 | 6M 2025 | 6M 2024 |
|---|---------------|---------------|----------------|----------------|
| TCE Revenue | \$64.0 | \$79.4 | \$112.6 | \$160.5 |
| Vessel operating expenses | (11.5) | (10.8) | (22.0) | (21.4) |
| Management fees | (1.1) | (1.1) | (2.3) | (2.3) |
| General and administrative expenses | (4.0) | (3.6) | (8.5) | (7.7) |
| EBITDA | \$47.3 | \$63.9 | \$79.8 | \$129.1 |
| Depreciation and amortization | (10.3) | (10.2) | (20.6) | (20.3) |
| EBIT | \$36.9 | \$53.7 | \$59.2 | \$108.8 |
| Net interest expense | (11.2) | (13.4) | (22.2) | (28.5) |
| Other financial income/expenses | 1.2 | (0.8) | 2.4 | 0.9 |
| Reported Profit | \$26.9 | \$39.6 | \$39.4 | \$81.1 |
| Reported EPS - basic & diluted | \$0.84 | \$1.23 | \$1.23 | \$2.52 |
| Adjustments | (0.2) | 0.1 | (1.3) | (1.4) |
| Adjusted Profit | \$26.7 | \$39.7 | \$38.1 | \$79.7 |
| Adjusted EPS - basic & diluted | \$0.83 | \$1.23 | \$1.18 | \$2.48 |
| Weighted average shares - basic & diluted | 32.2 | 32.2 | 32.2 | 32.2 |

Notes

- Q2 2025 reflected stable performance, underpinned by healthy Revenue, EBITDA, and Net Income
- TCE Revenue of **\$64.0m** for Q2 2025 and **\$112.6m** for H1 2025
- EBITDA of **\$47.3m** for Q2 2025 and **\$79.8m** for H1 2025
- Net Income of **\$26.9m** or **\$0.84/share** for Q2 2025 and **\$39.4m** or **\$1.23/share** for H1 2025

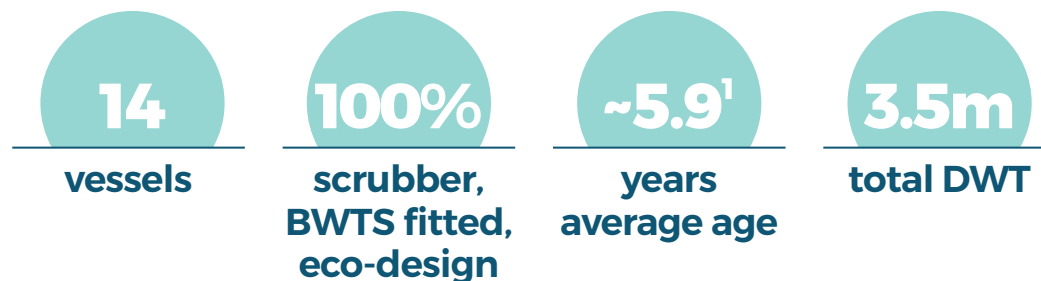
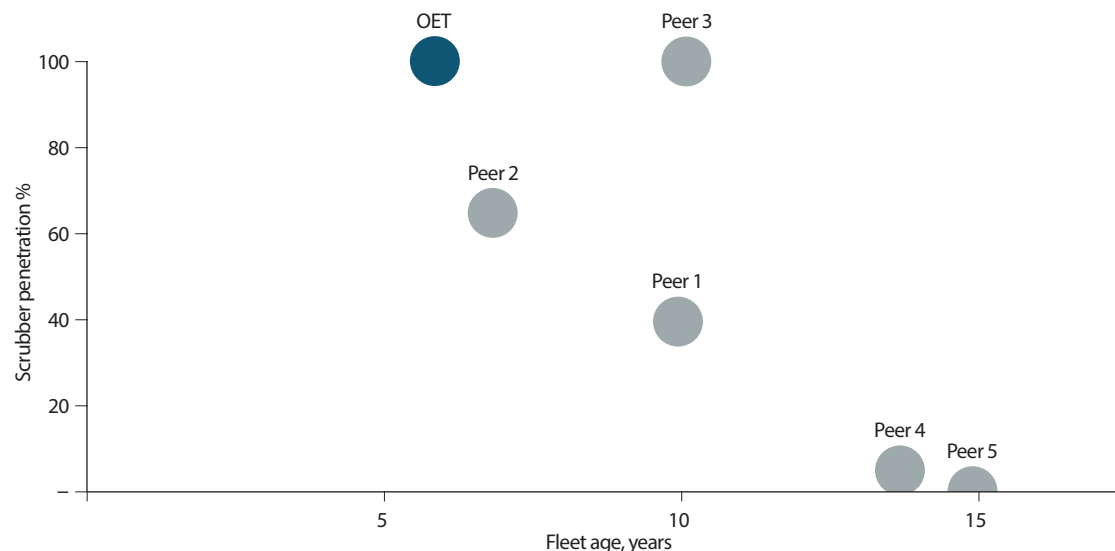
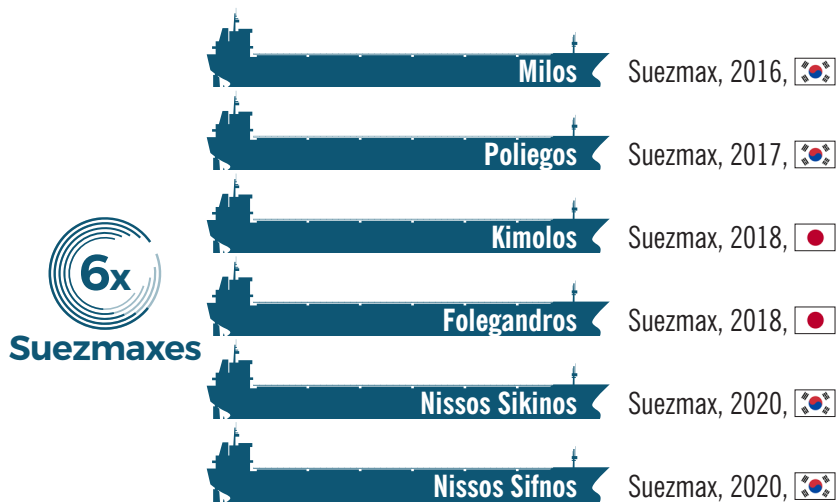
Balance Sheet Summary

| Balance Sheet Summary (\$'000s) | Q2 2025 | Q4 2024 | Notes |
|---|------------------|------------------|--|
| Assets | | | |
| Cash & cash equivalents | \$59.7 | \$49.3 | • Total cash ¹ of \$65m |
| Restricted cash | 5.6 | 5.0 | |
| Vessels, net | 938.7 | 958.6 | • Total assets of \$1.1bn |
| Other assets | 79.1 | 69.2 | |
| Total Assets | \$1,083.1 | \$1,082.1 | • Total interest bearing debt of \$631m |
| Shareholders' Equity & Liabilities | | | |
| Shareholders' equity | 428.3 | 410.4 | • Book leverage of 57% |
| Interest bearing debt | 630.9 | 645.7 | |
| Other liabilities | 23.9 | 26.0 | • Total equity of \$428m |
| Total Shareholders' Equity & Liabilities | \$1,083.1 | \$1,082.1 | |

NOTE: 1. Including restricted cash.

State of the Art Asset Base

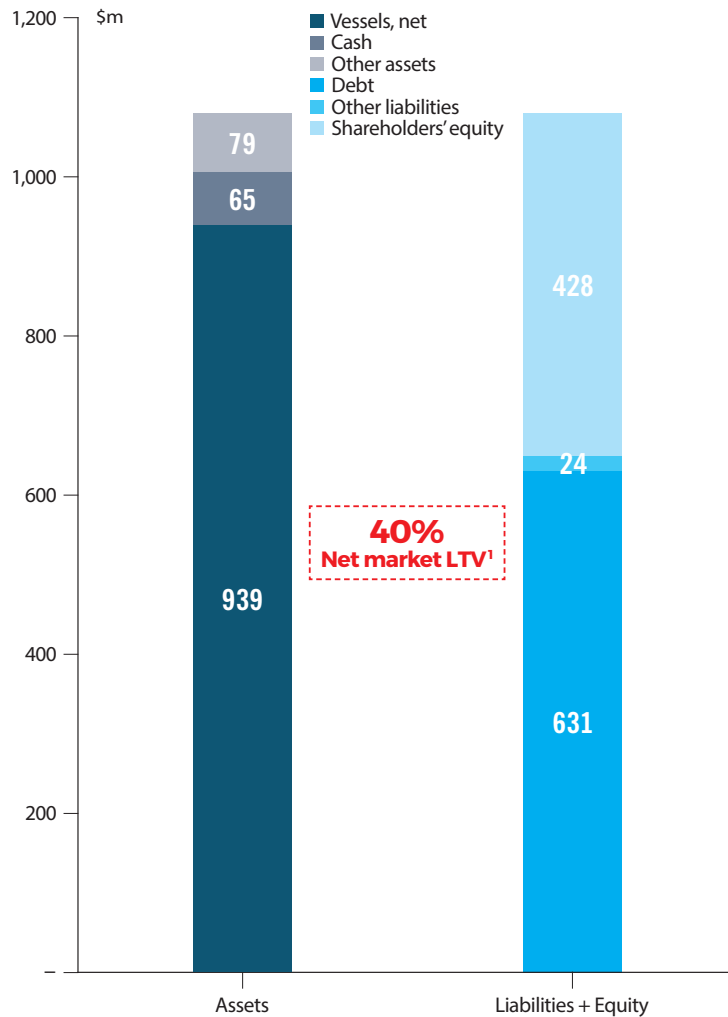
Only listed pure ECO and scrubber fitted crude tanker platform



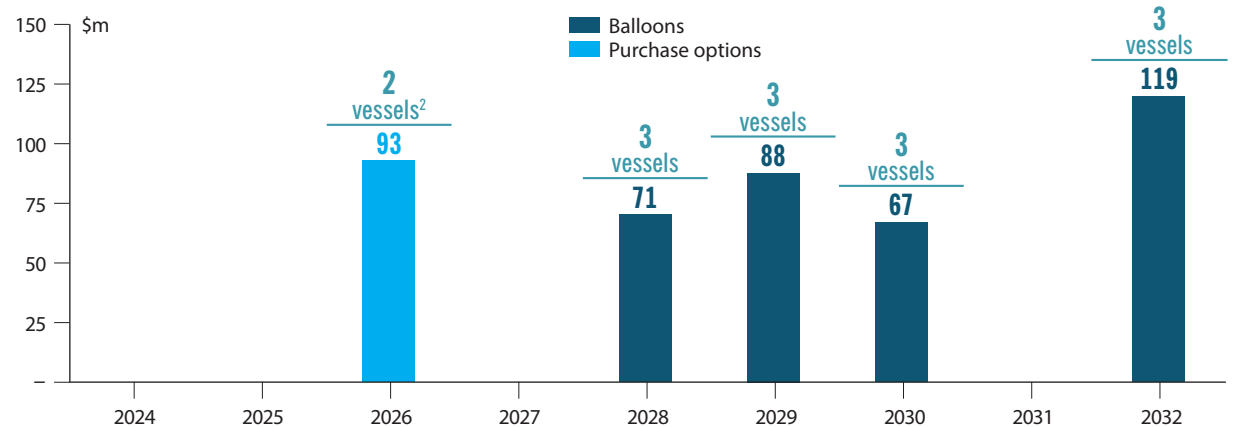
Resilient & Balanced Capital Structure

Disciplined balance sheet management supporting long-term financial flexibility

Robust and clean balance sheet



Loan maturities



Staggered maturities from 2028 to 2032 (excluding the 2x lease purchase options in 2026) enable a more balanced distribution of our capital sourcing need in the next refinancing cycle

Refinancing of 3x leases – Strategic & Financial Highlights

Stronger Terms, Greater Flexibility

- Reduced financing margins by 55–60bps
- Extended maturities by ~1.5 years on average to 2032

Expanded Global Lending Network

- Broadened access to leading European and Eastern banks
- Completed a second successful transaction in the promising Taiwanese market

Enhanced Cost Efficiency

- ~\$1.0 million annual interest savings just in Year 1
- Daily cash flow breakeven reduced by >\$1,000/pv/pd for the three vessels over the remaining ~5.5 years of original leases

SOURCE: Company.

NOTES: 1. Based on latest broker valuations.

2. Nissos Rhenia and Nissos Despotiko purchase options kick-in in H1 2026. Expected to be declared during Q4 2025.

EXECUTIVE AND FINANCIAL UPDATE **COMMERCIAL AND MARKET UPDATE** APPENDIX



Commercial Performance – Q2 2025

Fleetwide TCE of **\$50,500 pd** – \$49,800 pd for spot VLCCs and \$51,400 pd for spot Suezmaxes

| | VLCC | | | SUEZMAX | | | FLEETWIDE | | |
|------------------------|------------|-------------|-----------------|------------|-------------|-----------------|--------------|-------------|-----------------|
| | Days | % of Total | TCE | Days | % of Total | TCE | Days | % of Total | TCE |
| Timecharter | — | — | — | — | — | — | — | — | — |
| Spot ¹ | 722 | 100% | \$49,800 | 546 | 100% | \$51,400 | 1,268 | 100% | \$50,500 |
| Total | 722 | 100% | \$49,800 | 546 | 100% | \$51,400 | 1,268 | 100% | \$50,500 |
| Calendar | 728 | | | 546 | | | 1,274 | | |
| Operating ² | 722 | | | 546 | | | 1,268 | | |
| Utilization | 99% | | | 100% | | | 100% | | |

2x VLCCs performed long-haul voyages to the East, followed by backhaul voyages West, reducing ballast and maximizing returns.

1x VLCC underwent a voyage from Guyana to the Far East, strategically locking in higher returns for long duration over the summer weakness.

Successfully fixed 1x VLCC from crude to clean product trade in order to reposition the vessel back West in time for Q4.

Maintained presence entirely in the West this quarter.

Secured multiple voyages from West Africa to the Mediterranean, increasing tonne-mile duration with favorable opening positions for following employment.

Executed efficient triangulation with 2x Suezmaxes, leveraging high activity in the local markets while eliminating ballast days.

Suezmax earnings outperformed VLCCs for fourth consecutive quarter.

Significantly stronger quarter in comparison to Q1, marked by a fleetwide TCE increase of 12k / per day.

Caught the upside of firming markets on several voyages, as we witnessed noticeable drops post vessel employment.

Once again, both segments achieved peak utilization this quarter.

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

Commercial Performance – Q3 2025 Guidance

VLCC: 77% of available 3Q25 spot days fixed at **\$44,200 pd**
Suezmax: 60% of available 3Q25 spot days fixed at **\$34,200 pd**

| | VLCC | | | SUEZMAX | | | FLEETWIDE | | |
|-----------------------------|------------|-------------|----------|------------|-------------|----------|--------------|-------------|----------|
| | Days | % of Total | TCE | Days | % of Total | TCE | Days | % of Total | TCE |
| Timecharter | — | — | — | — | — | — | — | — | — |
| Spot - fixed ¹ | 567 | 77% | \$44,200 | 329 | 61% | \$34,200 | 896 | 70% | \$40,800 |
| Spot - unfixed ² | 169 | 23% | | 213 | 39% | | 382 | 30% | |
| Total | 736 | 100% | | 542 | 100% | | 1,278 | 100% | |
| Calendar | 736 | | | 552 | | | 1,288 | | |
| Operating | 736 | | | 542 | | | 1,278 | | |
| Utilization | 100% | | | 98% | | | 99% | | |

1x additional VLCC was fixed for a clean product voyage, positioning the vessel West in time for Q4, with the intention of undertaking a long-haul voyage to the East.

Maintaining exposure in the East on certain Vessels in some instances, as TD3 voyages outperformed triangulated earnings.

Performing long voyages from the USG on 2x VLCCs that opened in the West to complete the triangulation.

Nissos Sikinos and Nissos Sifnos have upcoming dry docks; therefore, the vessels will be employed on long-haul voyages to the East for dry dock positioning.

Capitalized on seasonal market softness by executing multiple short-duration voyages in the West, prioritizing strategic positions while assessing local market dynamics.

With OPEC+ unwinding production cuts, we remain optimistic about an increase in tonne-miles, as Eastern importers—particularly Indian refiners—are expected to shift greater reliance back to OPEC nations amid tightening sanctions on Russian crude.

Strive to maintain a balanced presence globally on the VLCCs, in order to capture potential Q4 upside.

Prioritized reducing waiting time for TCE improvement.

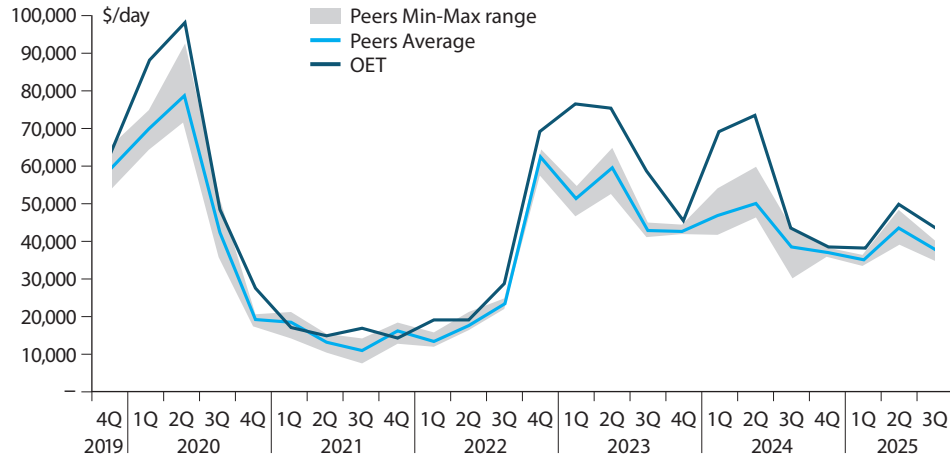
NOTES: 1. Spot days include short-term trip charters.

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.

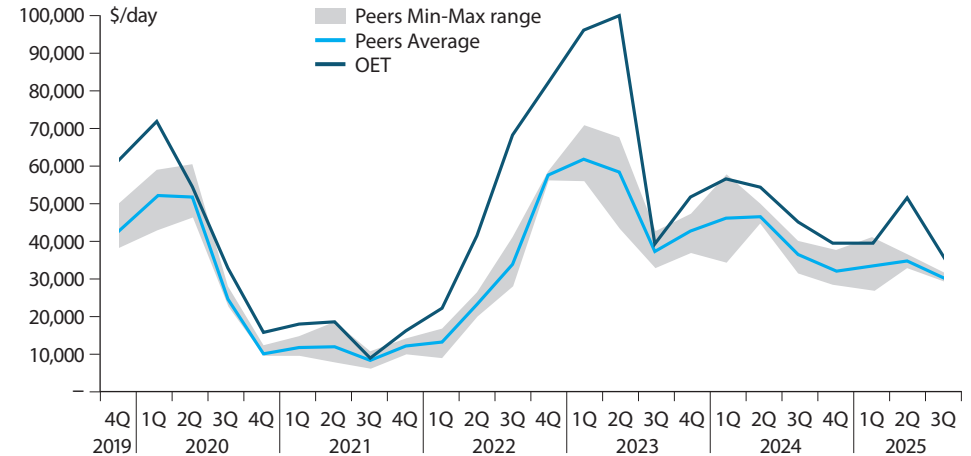
Superior Commercial Performance

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

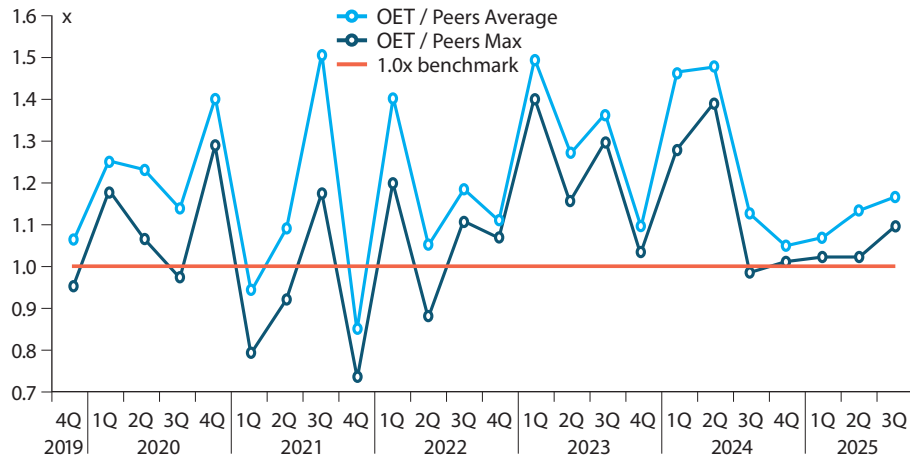
VLCC spot TCE against peers



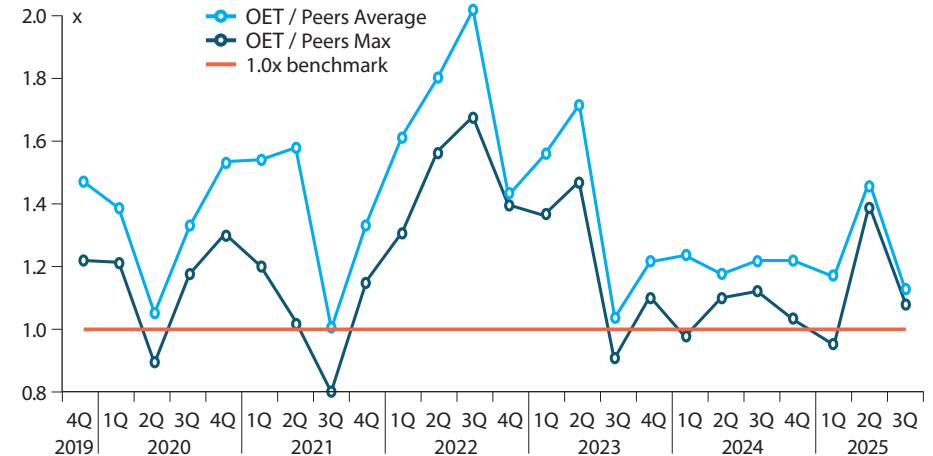
Suezmax spot TCE against peers



VLCC spot performance against peers



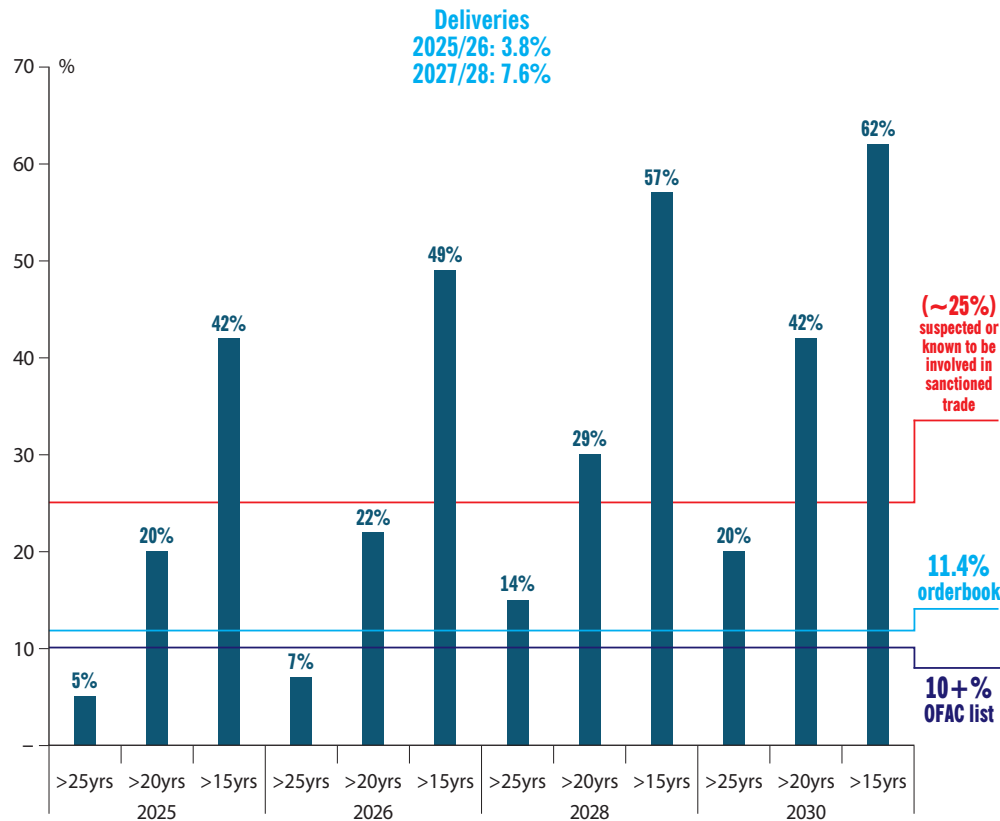
Suezmax spot performance against peers



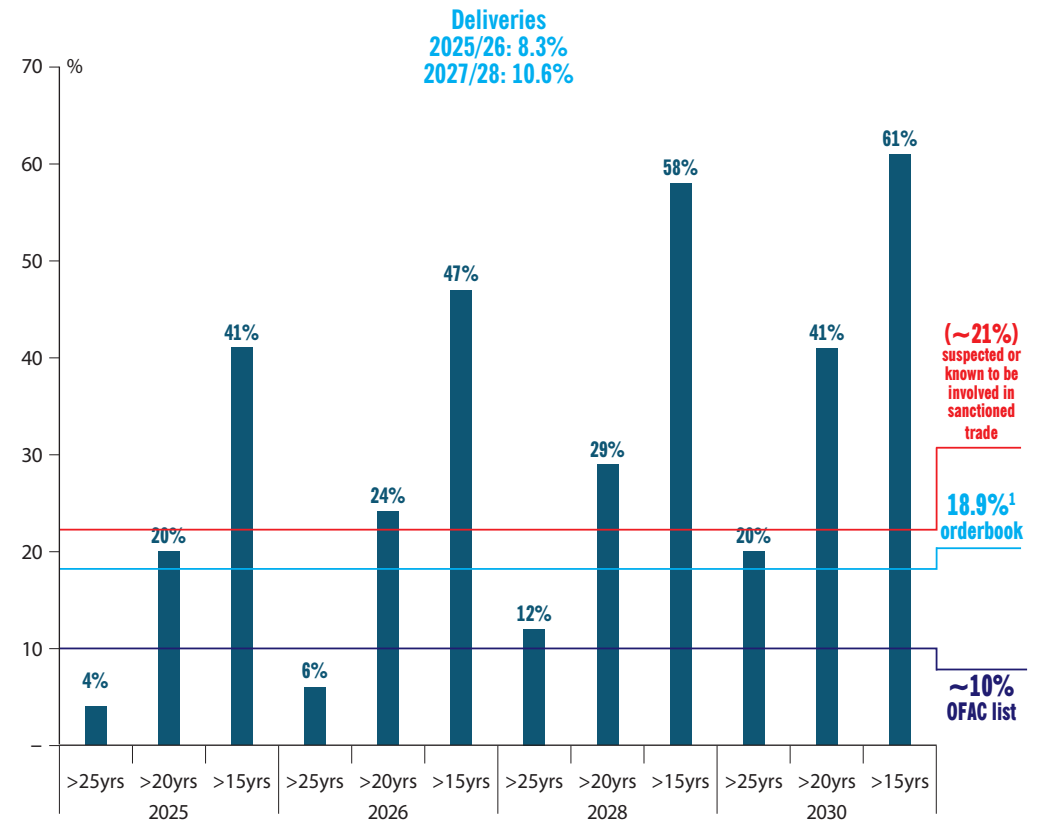
Tanker Supply: Constrained and Aging

Over 40% of the fleet is 15+ years old, with limited orderbook and ~20% of vessels associated to sanctioned trades — setting the stage for continued tight supply

VLCC fleet age composition²



Suezmax fleet age composition²



SOURCES: Fearnleys Securities, Clarksons Research Services, TankerTrackers.

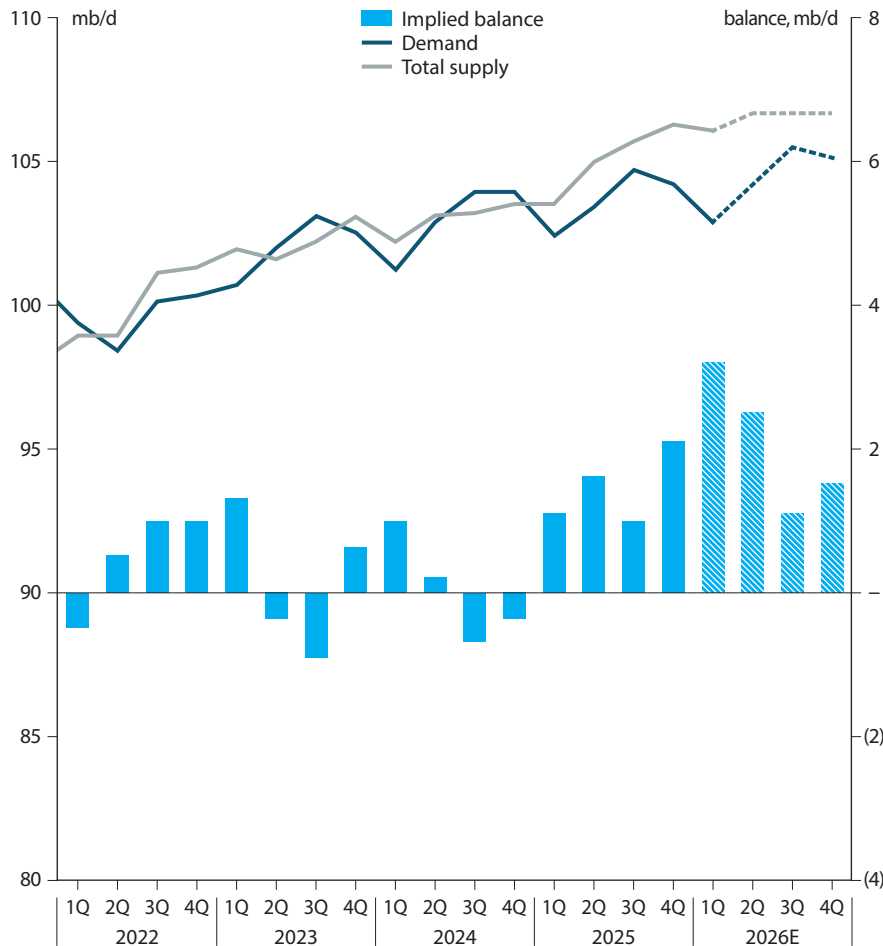
NOTES: 1. Excluding ~3.3% of shuttle tankers.

2. Future age composition excludes current orderbook.

Trade Shifts and Fleet Dynamics Support Strong Tanker Outlook

Fleet supply tightness and evolving trade patterns point to a supportive backdrop for tanker earnings

IEA oil supply vs. demand and implied balance



Key Drivers of Demand, Production and Inventory Changes

Global Trends

- IEA: Supply > demand by ~1 mb/d to 2026 if projects proceed
- 2025 YTD stock builds ~1 mb/d

Supply

- Non-OPEC: +2 mb/d by 2026 (US, Canada, Brazil, Guyana)
- Venezuela: Chevron restart; flows limited to US
- Brazil & Guyana: Rapid ramp-up, boosting tonne-miles
- OPEC+: Full 2.2 mb/d cuts reversed: Export and supply expected to surge as 3Q ends

Demand

- OECD: Strong US gasoline pull; firm refinery margins
- Asia: China buying more Iranian barrels; fresh 30-July US sanctions (115 ships & entities) may change dynamics
- India: Major growth driver from 2025; US urging diversification away from Russian crude
- Overall: Supportive refining margins

Geopolitics / Sanctions

- Russia: EU 18th package tightens crude & shipping rules
- India & Turkey: US pressure trimming Russian crude intake; flows rerouted
- Iran: Closer watch on shadow fleet may curb unsanctioned exports and move flows to conventional fleet, benefiting mainstream tanker utilization

Inventories

- Floating & commercial stocks rising
- OECD stocks near multi-year lows — vulnerable to shocks

EXECUTIVE AND FINANCIAL UPDATE COMMERCIAL AND MARKET UPDATE **APPENDIX**



Cash Flow Summary















| CF Statement Summary (\$m) | Q2 2025 | Q2 2024 | H1 2025 | H1 2024 |
|---|-----------------|-----------------|-----------------|-----------------|
| Cash Flow from Operating Activities | | | | |
| Net income | 26.9 | 39.6 | 39.4 | 81.1 |
| Total reconciliation adjustments | 20.1 | 24.5 | 39.8 | 47.5 |
| Total changes in working capital | (9.7) | (13.0) | (29.5) | (3.3) |
| Net cash provided by operating activities | \$37.3 | \$50.9 | \$49.7 | \$125.3 |
| Cash Flow from Investing Activities | | | | |
| Investment in vessels | (1.3) | (1.7) | (2.0) | (2.7) |
| Other investing activities | 0.7 | 1.1 | 0.1 | 1.4 |
| Net cash provided by/(used in) investing activities | (\$0.6) | (\$0.5) | (\$1.9) | (\$1.3) |
| Cash Flow from Financing Activities | | | | |
| Net changes in debt | (3.7) | (25.7) | (15.6) | (23.1) |
| Dividends and capital returns | (10.3) | (35.4) | (21.6) | (56.7) |
| Financing costs | (0.9) | (0.2) | (1.3) | (0.9) |
| Net cash (used in)/provided by financing activities | (\$14.9) | (\$61.4) | (\$38.5) | (\$80.7) |
| Effects of exchange rate changes of cash held in foreign currency | 0.8 | (0.2) | 1.1 | (0.5) |
| <i>Net change in cash & cash equivalents</i> | <i>21.8</i> | <i>(10.9)</i> | <i>9.3</i> | <i>43.3</i> |
| Cash and cash equivalents at beginning of period | 37.1 | 103.9 | 49.3 | 50.0 |
| Cash and cash equivalents at end of period | \$59.8 | \$92.8 | \$59.8 | \$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 | 500 | 500 |
| HSFO (380cst) | G | 450 | 450 |
| Spread | H = (F - G) | 50 | 50 |
| Eco Daily Savings | I = (A * E * F) / 365 | 7,346 | 5,253 |
| Scrubber Daily Savings | J = (A * (C - D) * H) / 365 | 1,914 | 1,172 |
| Eco + Scrubber Daily Savings | K = (I + J) | 9,260 | 6,425 |

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 | 9 | Sungdong  | 100% | Yes | Yes |
| 2 | Poliegos | Suezmax | 157,539 | 2017 | 8 | Sungdong  | 100% | Yes | Yes |
| 3 | Kimolos | Suezmax | 159,159 | 2018 | 7 | JMU  | 100% | Yes | Yes |
| 4 | Folegandros | Suezmax | 159,221 | 2018 | 7 | JMU  | 100% | Yes | Yes |
| 5 | Nissos Sikinos | Suezmax | 157,447 | 2020 | 5 | HSI  | 100% | Yes | Yes |
| 6 | Nissos Sifnos | Suezmax | 157,447 | 2020 | 5 | HSI  | 100% | Yes | Yes |
| 7 | Nissos Rhenia | VLCC | 318,744 | 2019 | 6 | HHI (Ulsan)  | 100% | Yes | Yes |
| 8 | Nissos Despotiko | VLCC | 318,744 | 2019 | 6 | HHI (Ulsan)  | 100% | Yes | Yes |
| 9 | Nissos Donoussa | VLCC | 318,953 | 2019 | 6 | HHI (Ulsan)  | 100% | Yes | Yes |
| 10 | Nissos Kythnos | VLCC | 318,953 | 2019 | 6 | HHI (Ulsan)  | 100% | Yes | Yes |
| 11 | Nissos Keros | VLCC | 318,953 | 2019 | 6 | HHI (Ulsan)  | 100% | Yes | Yes |
| 12 | Nissos Anafi | VLCC | 318,953 | 2020 | 5 | HHI (Ulsan)  | 100% | Yes | Yes |
| 13 | Nissos Kea | VLCC | 300,323 | 2022 | 3 | HHI (Ulsan)  | 100% | Yes | Yes |
| 14 | Nissos Nikouria | VLCC | 300,323 | 2022 | 3 | HHI (Ulsan)  | 100% | Yes | Yes |
| Aggregate | | | 3,462,298 | | ~5.9 | | | | |



OKEANIS
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