



OKEANIS
ECO TANKERS

PARETO SECURITIES'
33RD ANNUAL ENERGY CONFERENCE
September 16 & 17, 2026



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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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A Fully Delivered Platform Built to Outperform

Superior Fleet

18

scrubber-fitted eco design vessels

5.6

years average age³

Financial Strength

~30%

spot market TCE outperformance vs listed peers¹

~22%

fleet net market LTV⁴

Shareholder Returns

~14%

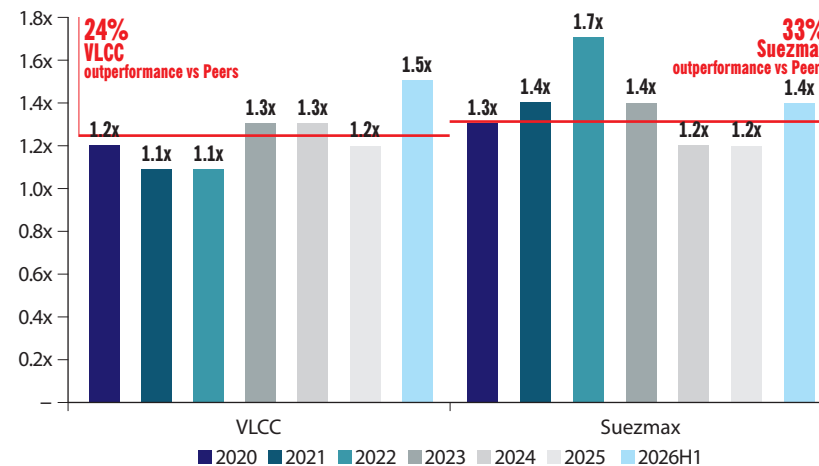
average annualized dividend yield² over the past thirteen quarters

~90 %

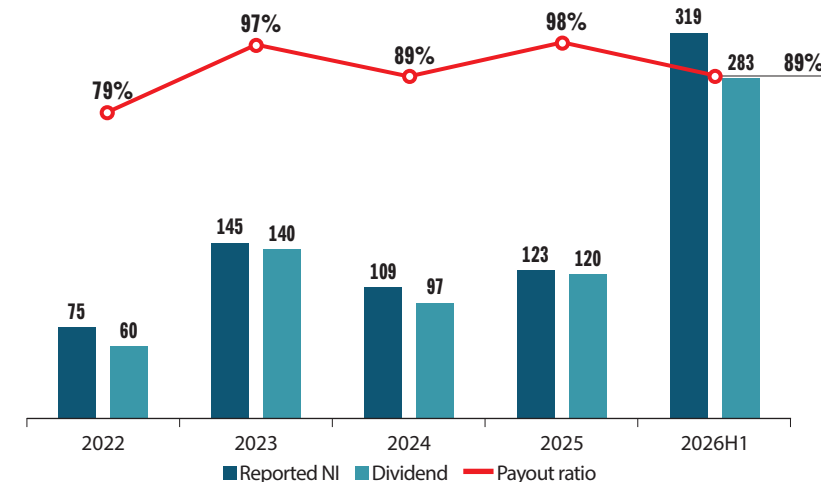
of our reported net income⁵

Pure-Play Tanker Company of Choice

Commercial outperformance vs peers average



OET dividend payout track record



NOTES: 1. Since 4Q 2019. Blended VLCC / Suezmax segments.

2. Calculation based on the annualized quarterly dividend on the day it was paid versus the stock price on the same day.

3. Basis actual month built, as of September 2026.

4. Based on latest Clarkson's SIN, as of September 4, 2026.

5. Since having a fully delivered fleet Q2-22.

Record Q2 and H1 Results Showcase OET's Earnings Power

A fully delivered fleet and exceptional spot rates drove record earnings and shareholder distributions

		Q2 2026	6M 2026	Highlights for the quarter
COMMERCIAL PERFORMANCE USD per day	VLCC TCE ¹	\$187,700	\$146,200	• \$181,200/day fleetwide TCE for Q2 and \$138,100/day for H1 2026 • \$251.8m adj. EBITDA⁴ in Q2 and \$361.9m for H1 2026 • \$5.91 adj. EPS for Q2 and \$8.28 for H1 2026
	Suezmax TCE ¹	\$174,900	\$130,000	
	Fleetwide TCE ¹	\$181,200	\$138,100	
	Fleetwide Opex ²	\$9,936	\$9,769	
	Timecharter Coverage ³	6%	5%	
INCOME STATEMENT USDm exc. EPS	TCE Revenue	\$268.1	\$400.4	• Record dividend: The Board declared a 17th consecutive dividend of \$5.25 per share, the highest in the Company's history, representing 89% of reported net income. • Strong shareholder returns: Total distributions over the last four quarters reached \$9.55 per share, equivalent to 90% of reported net income. • Fleet expansion: We took delivery of Nissos Tigani on May 29, followed by Nissos Vous on July 8 – the final vessel in our series of four Daehan-built Suezmax sister ships, each with a capacity of approximately 157,000 dwt.
	Adjusted EBITDA ⁴	\$251.8	\$361.9	
	Adjusted Profit	\$230.8	\$319.7	
	Adjusted EPS	\$5.91	\$8.28	
BALANCE SHEET USDm		Q2 2026		
	Total Interest Bearing Debt	\$722.5		
	Total Cash ⁵	\$247.8		
	Total Assets	\$1,649.3		
	Total Equity	\$877.5		
	Leverage	35%		

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

2. Including management fees.

3. Does not include short-term trip charters.

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

5. Including restricted cash.

Investment Highlights

OET stands apart as a listed crude-tanker investment

1

SUPPORTIVE CRUDE TANKER FUNDAMENTALS

2

FULLY DELIVERED, SPOT-EXPOSED FLEET

3

LEADING COMMERCIAL PLATFORM, CONSISTENT OUTPERFORMANCE

4

OPTIMUM BALANCE SHEET WITH FLEXIBILITY

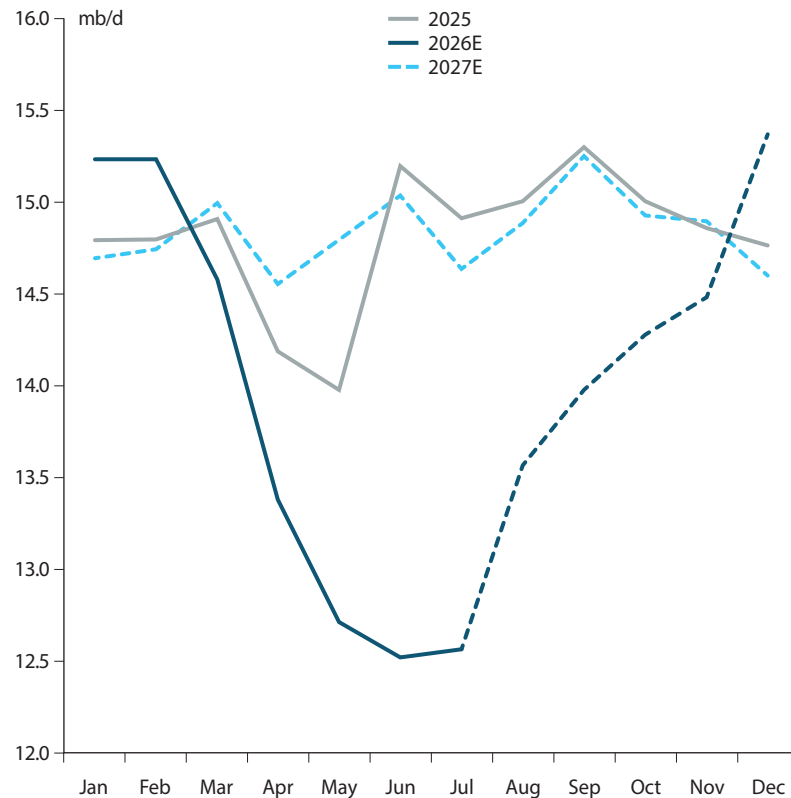
5

DISCIPLINED CAPITAL ALLOCATION AND DIRECT SHAREHOLDER RETURNS

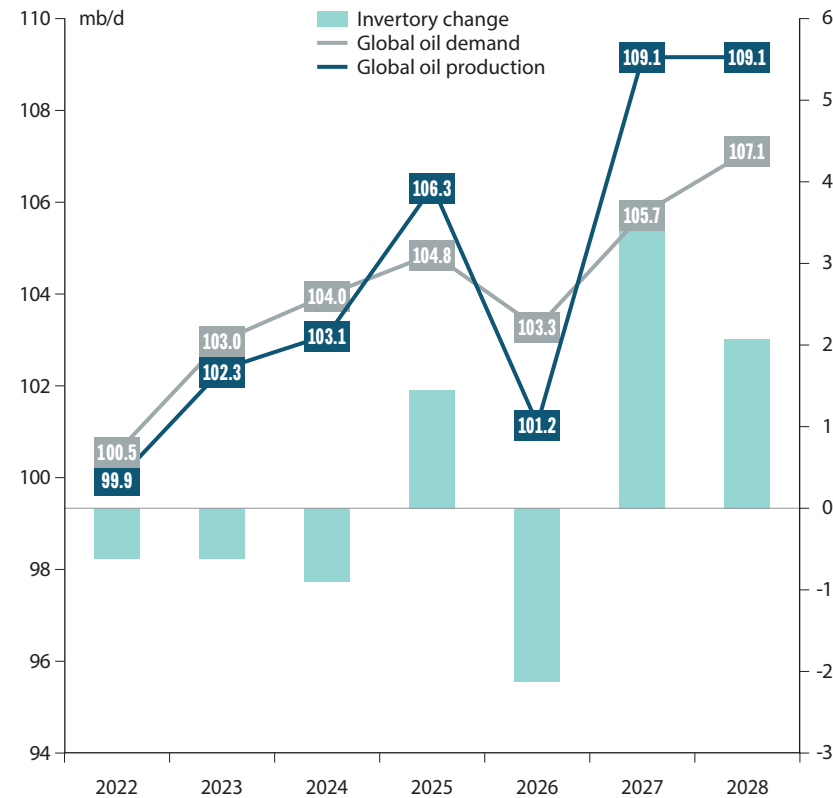
Volume Recovery and Restocking Could Drive the Next Leg of Tanker Demand

Recovering Chinese imports support the near term, while inventory normalisation could add a second demand leg

China refinery runs recover into 4Q26



Global Balance Swings to Stockbuilding



Geopolitical disruption supports trade inefficiency today, while recovering Chinese demand and inventory rebuilding could drive the next leg of tanker demand.

- **Geopolitics keeps trade inefficient.** Pressure across key chokepoints continues to disrupt established flows and lengthen voyages.
- **China is the near-term volume trigger.** Recovering refinery runs should support a rebound in crude imports through the remainder of 2026.
- **Restocking provides a second demand leg.** The global balance is expected to shift from inventory draws in 2025 to stockbuilding in 2027.

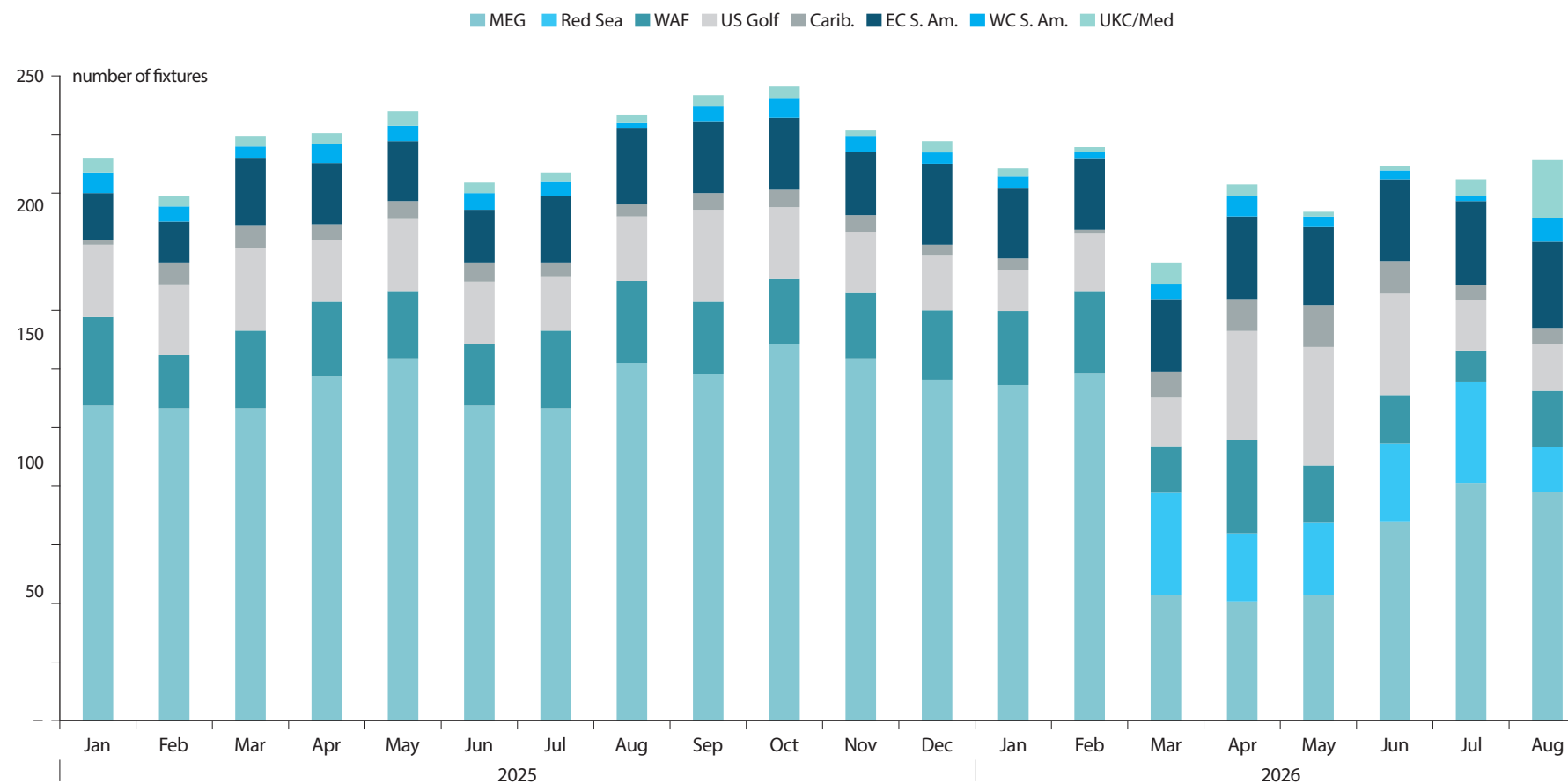
TANKER EFFECT

More barrels transported over less efficient routes support both voyage demand and tonne-miles.

VLCC Cargo Activity Has Recovered Through a Less-Efficient Route Mix

The volume has recovered through a fundamentally different and less efficient route mix

VLCC fixture counts by laycan month and area



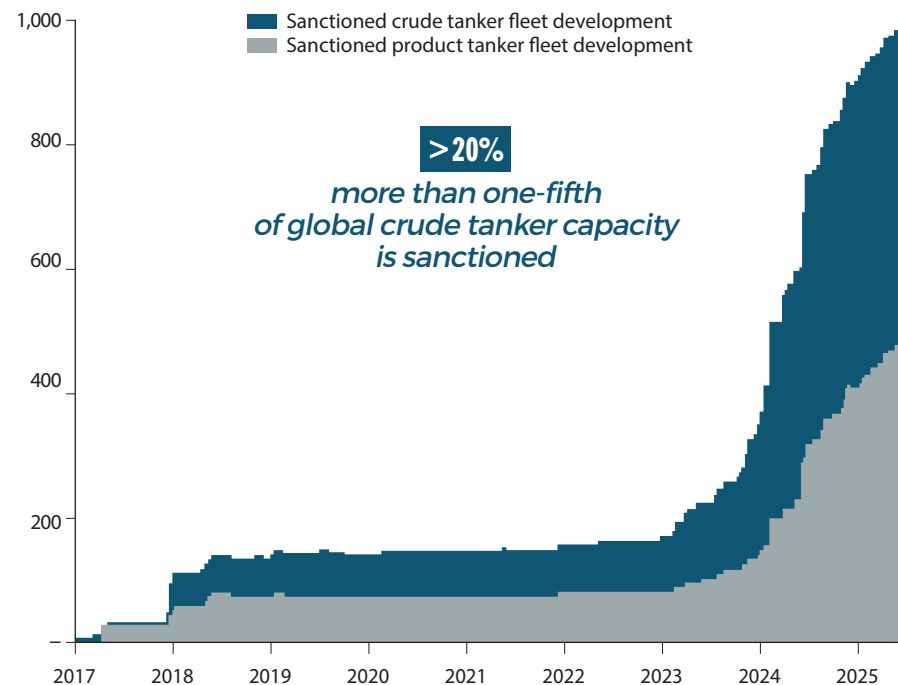
What matters

- ▶ Aug-26 fixtures are back around Jan/Feb levels.
- ▶ MEG volumes remain structurally below the pre-disruption level.
- ▶ Red Sea, Mediterranean and Atlantic flows have filled the gap.
- ▶ The recovery has come through longer and less efficient routing.

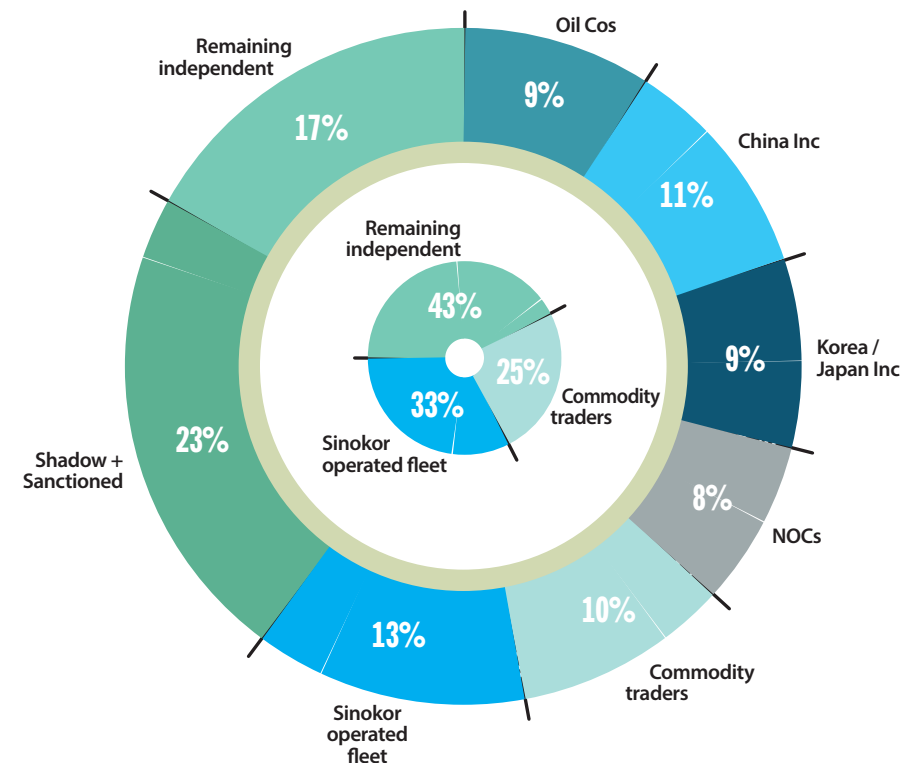
The Compliant Spot Fleet Is Smaller Than the Headline Fleet

Sanctions, captive deployment and fragmented fleet control reduce effective competition for compliant cargoes

Sanction lists keep getting longer and longer



VLCC fleet by controlling entity — Mainstream spot¹ VLCC fleet

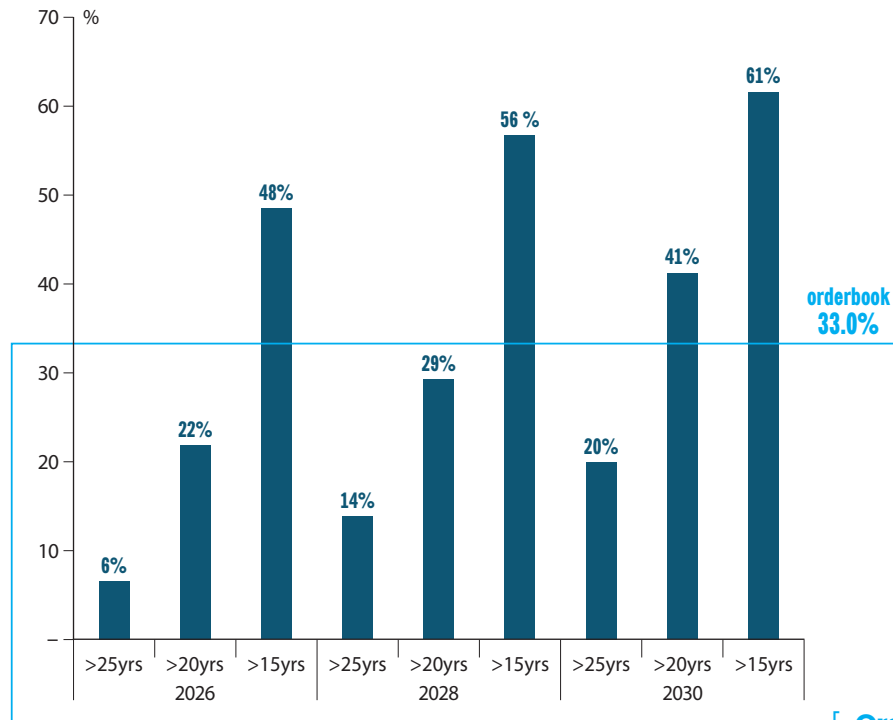


- **Sanctions are segmenting the fleet.** More than 20% of global crude tanker capacity is sanctioned.
- **Barrels are redirected, not removed.** Longer and more complex routes increase crude on the water and tonne-mile demand.
- **Effective vessel supply is tightening.** Reduced access to compliant tonnage keeps utilisation structurally high.

Orderbook is Elevated – But its Impact is Back-End Weighted

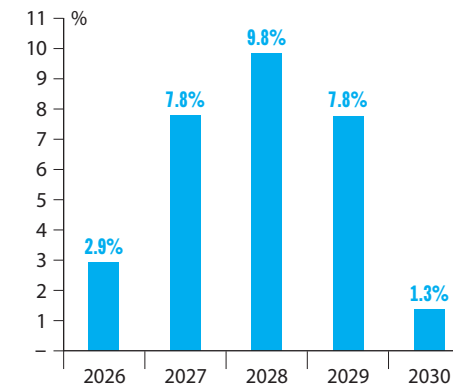
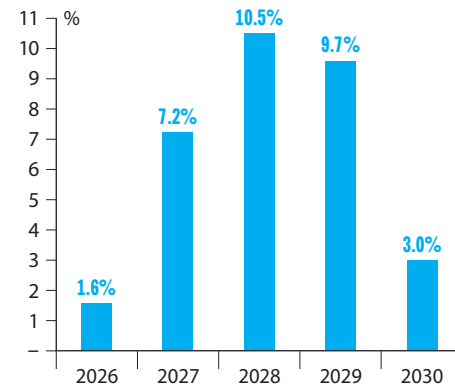
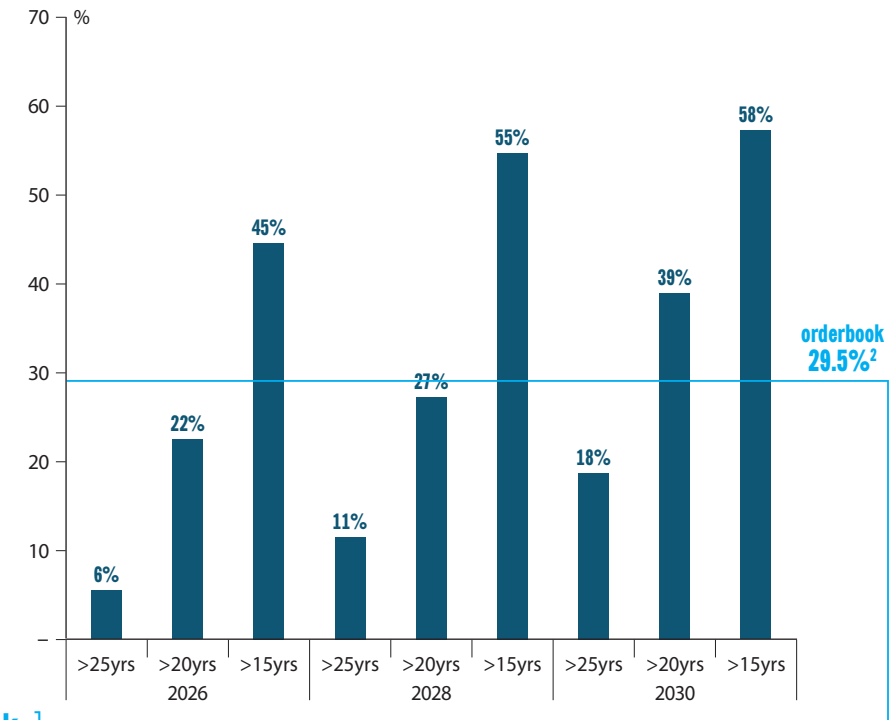
Near-term deliveries remain manageable while fleet ageing accelerates into the late 2020s

VLCC fleet age composition¹



[Orderbook]

Suezmax fleet age composition¹



SOURCES: Company, Clarksons SIN.

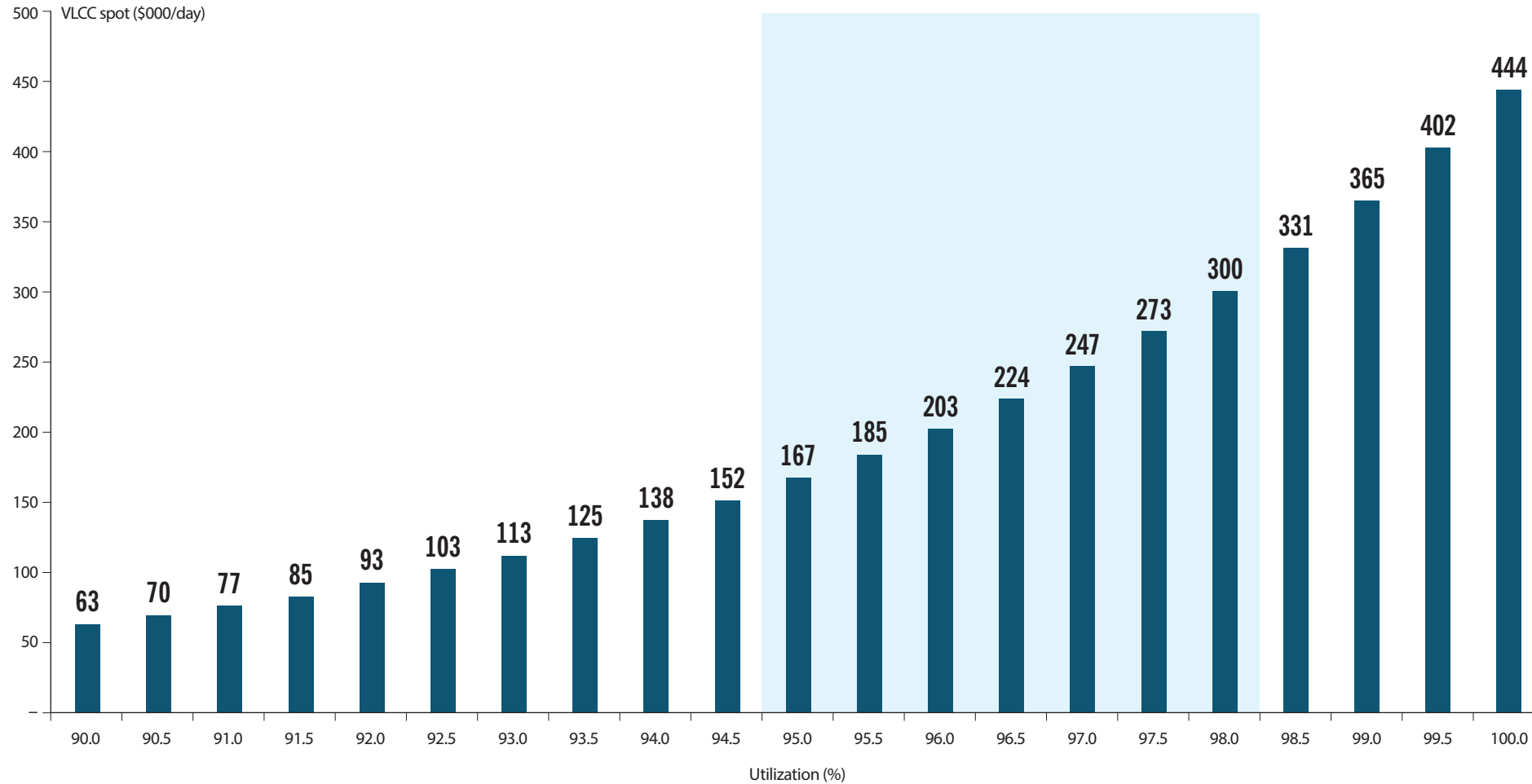
NOTES: 1. Future age composition excludes current orderbook.

2. Including ~33% of shuttle tankers.

Tight Utilization Has Created Massive Rates Upside

Small changes in vessel availability can drive disproportionate movements in freight rates

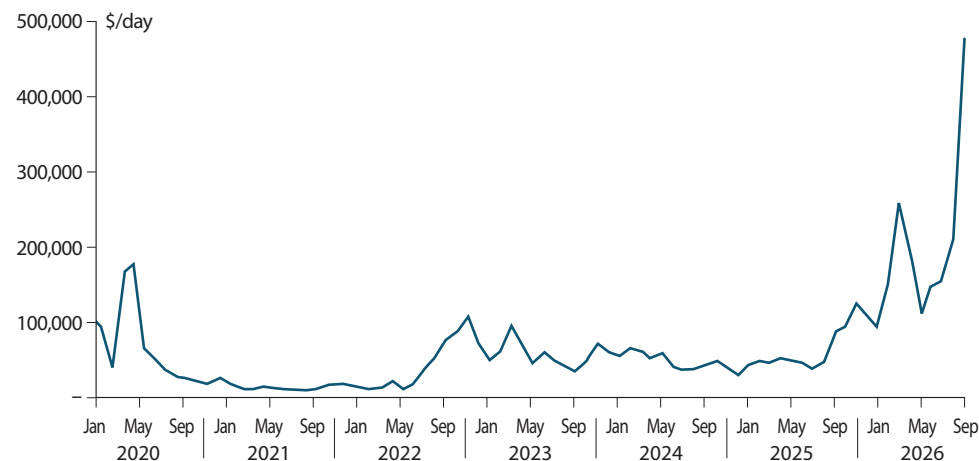
VLCC rates vs Capacity utilization



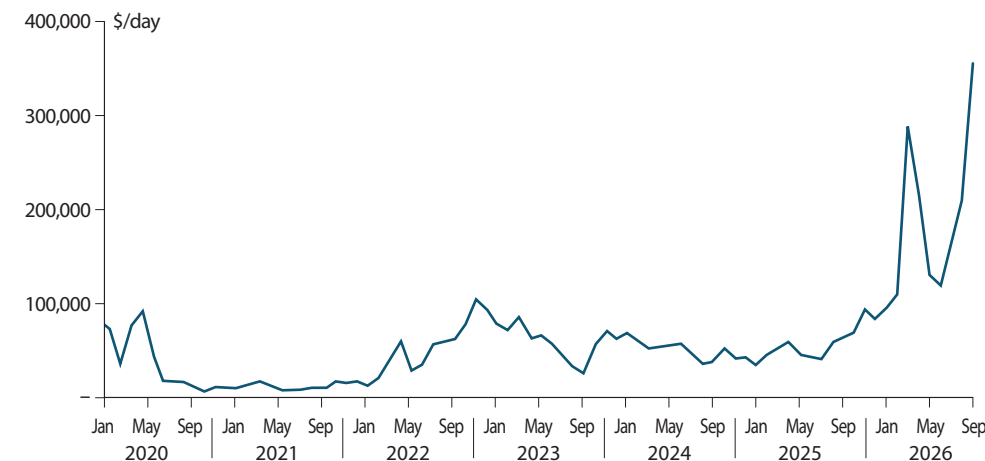
Spot and Period Rates Confirm a Tight Tanker Market

VLCC and Suezmax earnings remain elevated, while firm period rates signal confidence beyond the immediate spot market

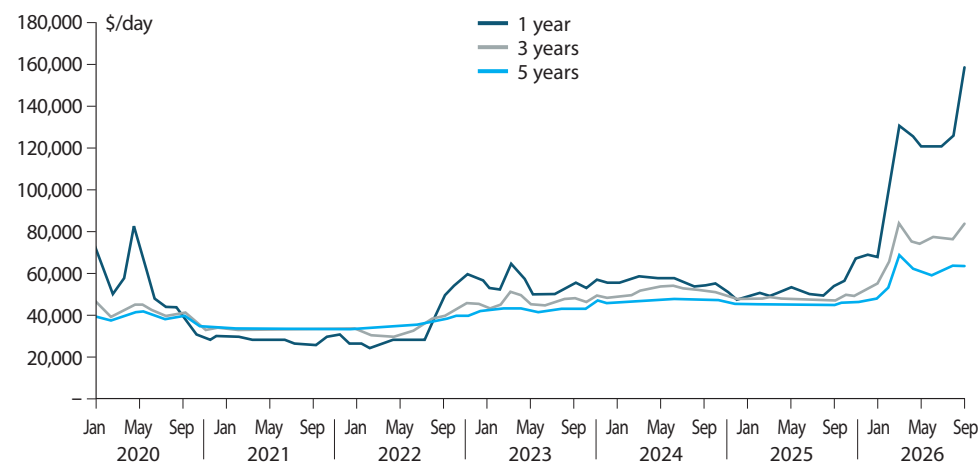
Average VLCC c. 2015-built (Eco) scrubber-fitted earnings



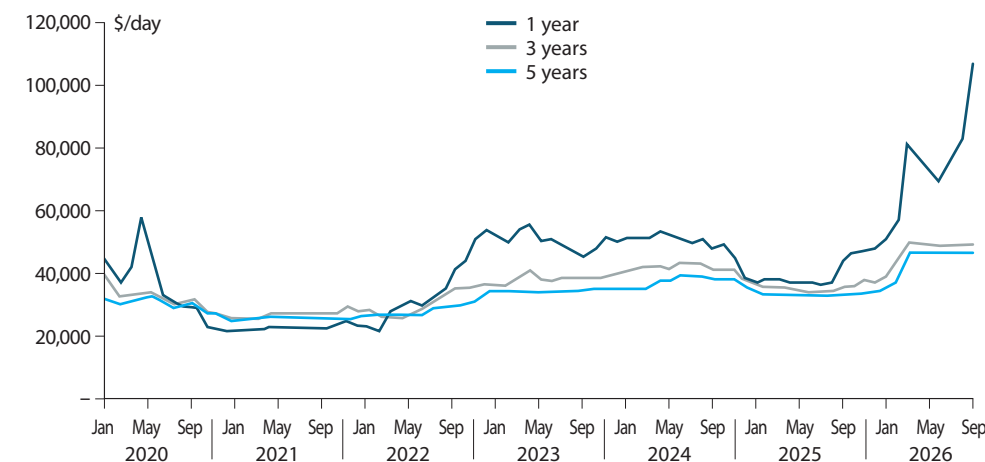
Average Suezmax c. 2015-built (Eco) scrubber-fitted earnings



VLCC Eco scrubber-fitted TC rates



Suezmax Eco scrubber-fitted TC rates



A Modern, Fully Delivered 18-Vessel Fleet

Young, efficient assets provide scale, operational flexibility and **94% spot** exposure

10x
Suezmaxes

8x
VLCCs

Milos, 2016, 🇰🇷
 Poliegos, 2017, 🇰🇷
 Kimolos, 2018, 🇵🇹
 Folegandros, 2018, 🇵🇹
 Nissos Sikinos, 2020, 🇰🇷
 Nissos Sifnos, 2020, 🇰🇷
 Nissos Piperi, 2026, 🇰🇷
 Nissos Serifopoula, 2026, 🇰🇷
 Nissos Tigani, 2026, 🇰🇷
 Nissos Vous, 2026, 🇰🇷
 Nissos Rhenia, 2019, 🇰🇷
 Nissos Despotiko, 2019, 🇰🇷
 Nissos Donoussa, 2019, 🇰🇷
 Nissos Kythnos, 2019, 🇰🇷
 Nissos Keros, 2019, 🇰🇷
 Nissos Anafi, 2020, 🇰🇷
 Nissos Kea, 2022, 🇰🇷
 Nissos Nikouria, 2022, 🇰🇷

18
vessels

100%
scrubber, BWTS fitted,
eco-design

~5.6
years average age

4.1m
total DWT

94%
spot exposure

Record Q2 Actuals and Strong Q3 Coverage

Exceptional Q2 performance is carrying into the third quarter through substantial fixed exposure

Q2 2026									
	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	91	13%	\$90,000	—	—	—	91	6%	\$90,000
Spot	580	80%	\$213,600	755	100%	\$174,900	1,335	90%	\$191,700
SOH vessel ¹	54	7%	\$74,000	—	—	—	54	4%	\$74,000
Total ²	725	100%	\$187,700	755	100%	\$174,900	1,480	100%	\$181,200
Calendar	728			761			1,489		
Operating ³	725			755			1,480		
Utilization	100%			99%			99%		
Q3 2026 Guidance ⁴									
	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	92	13%	\$90,000	—	—	—	92	6%	\$90,000
Spot - fixed ¹	310	42%	\$206,600	371	42%	\$133,000	681	42%	\$166,500
Spot - unfixed ²	334	45%	—	517	58%	—	851	52%	
Total	736	100%		888	100%		1,624	100%	
Calendar	736			913			1,649		
Operating	736			888			1,624		
Utilization	100%			97%			98%		

NOTES: 1. Reflects commercially agreed demurrage rate for a loaded vessel inside the Strait of Hormuz ("SOH") that waited to re-commence its voyage.

2. Spot days include short-term trip charters.

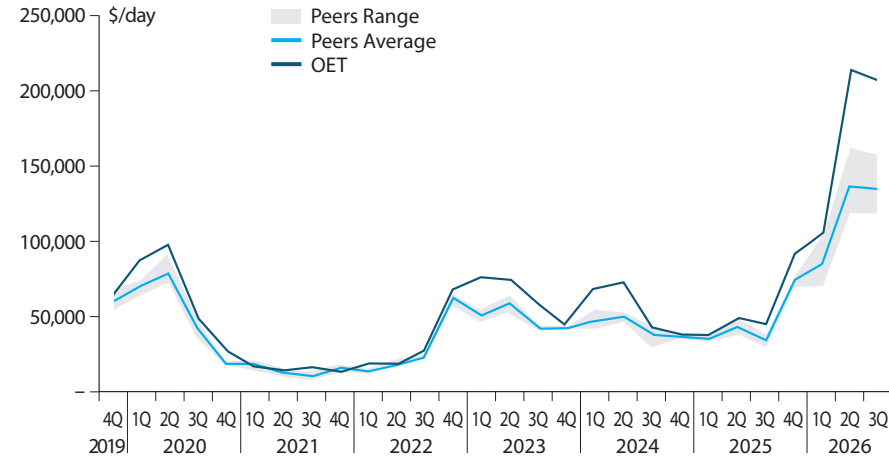
3. Calendar days less off-hire days.

4. Data as of latest publicly disclosed information on August 05, 2026.

Leading Commercial Platform, Consistent Outperformance

Commercial outperformance has generated ~\$400m of incremental TCE Revenue

VLCC spot TCE against peers

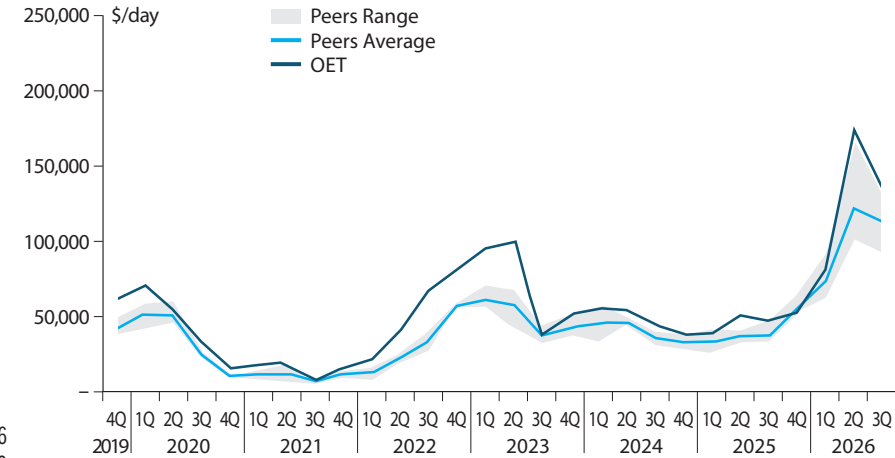


OET
generated
~\$398m
of outperformance
since 4Q 2019
over the average
of the peer group

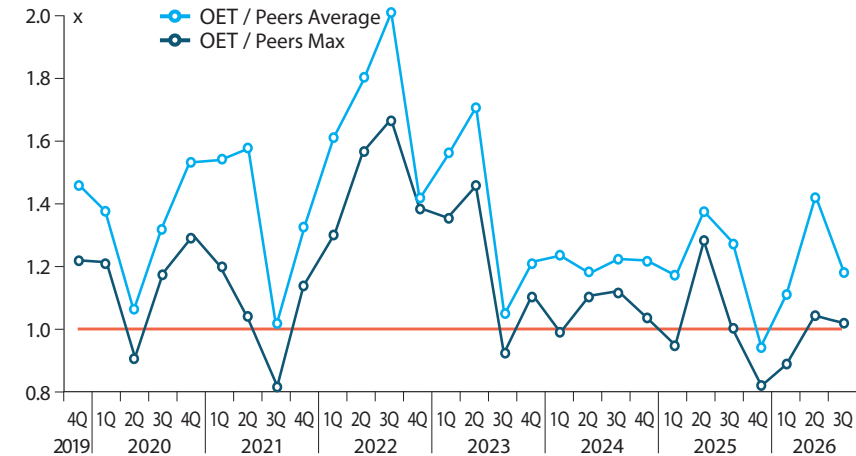
VLCC

OET Daily Out/(Under) Performance \$16,206
OET VLCC Spot Days 14,269
OET Total Out/(Under) Performance **~\$231m**

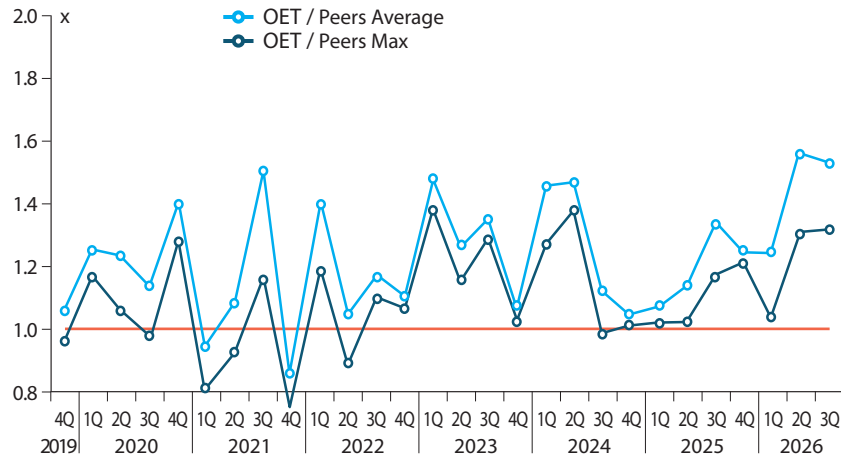
Suezmax spot TCE against peers



Suezmax spot performance against peers



VLCC spot performance against peers

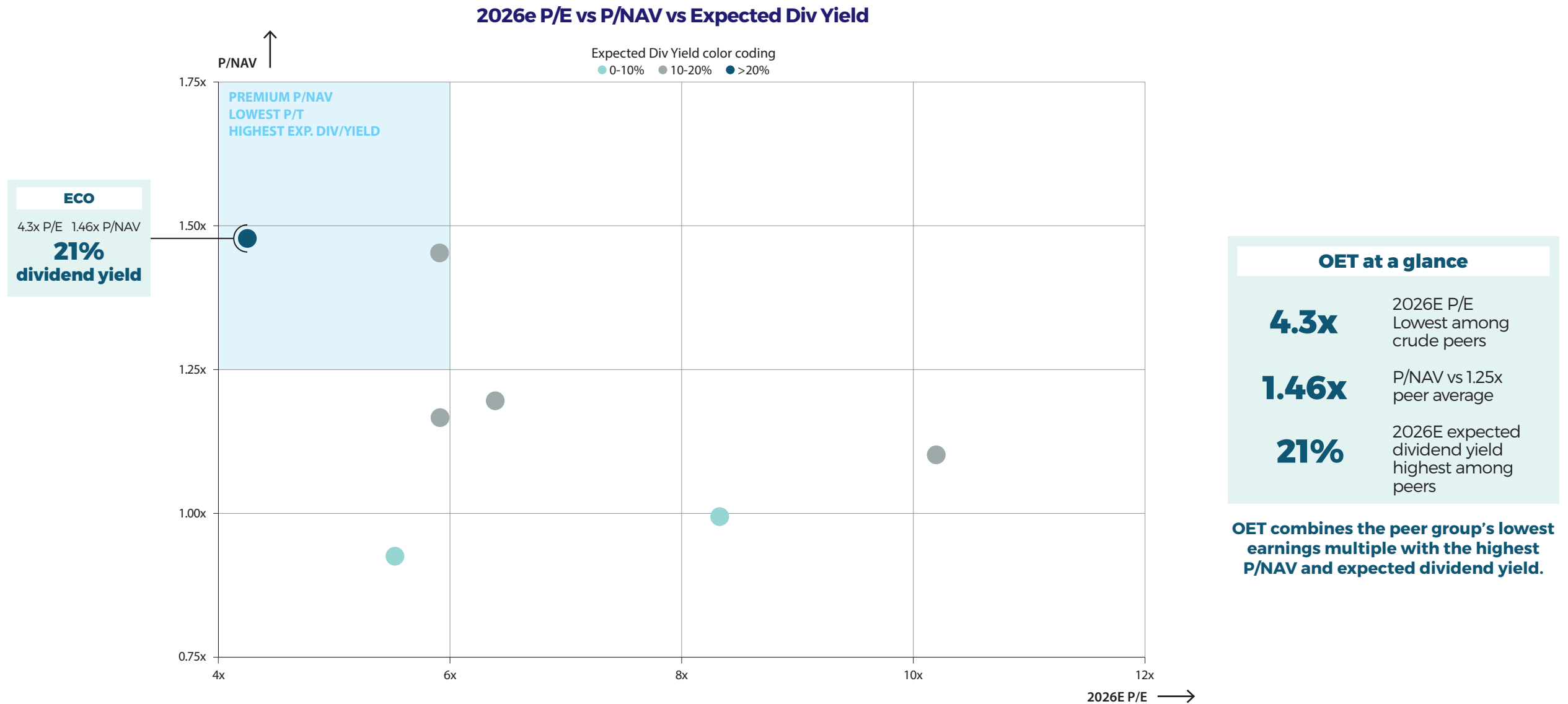


Suezmax

OET Daily Out/(Under) Performance \$14,220
OET Suezmax Spot Days 11,740
OET Total Out/(Under) Performance **~\$167m**

Consistent Outperformance Translates Into Valuation and Cash Returns

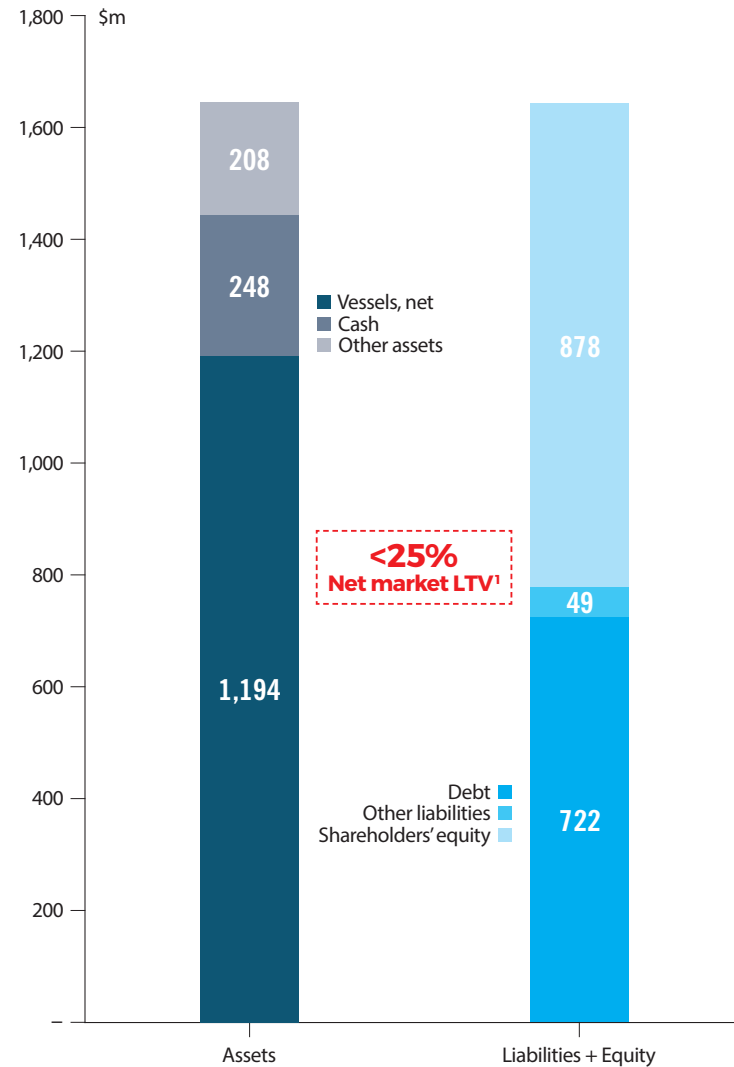
OET combines premium P/NAV with the lowest 2026E P/E and highest consensus dividend yield among crude tanker peers



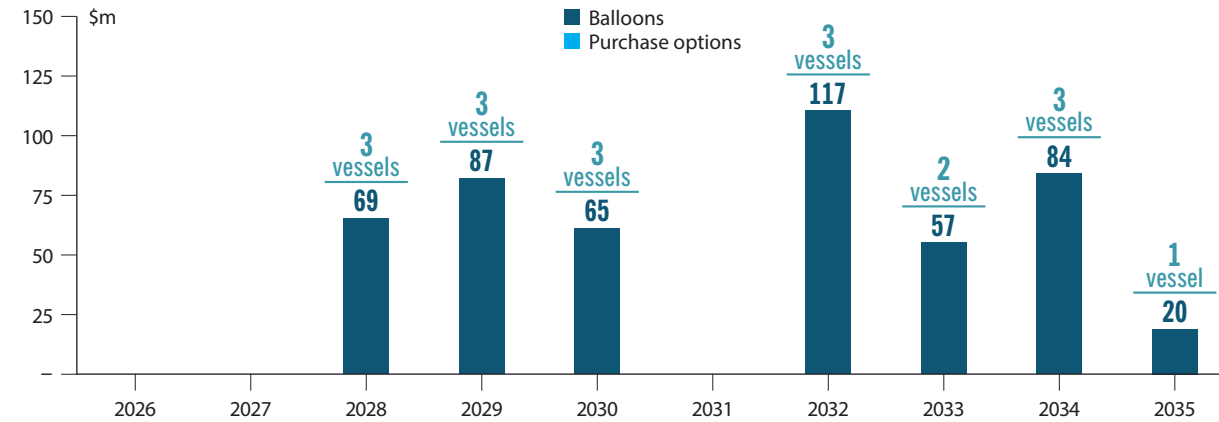
Optimized Capital Structure

<25% net market LTV and a staggered maturity profile preserve flexibility through the cycle

Robust and clean balance sheet

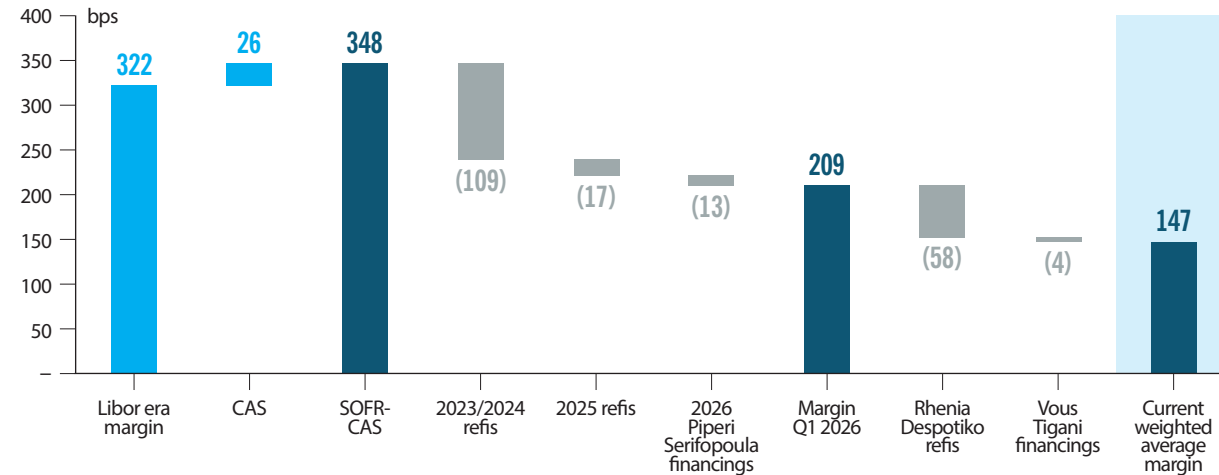


Loan maturities



Staggered maturities from 2028 to 2035 enable a balanced distribution of our capital sourcing need in the next refinancing cycle.

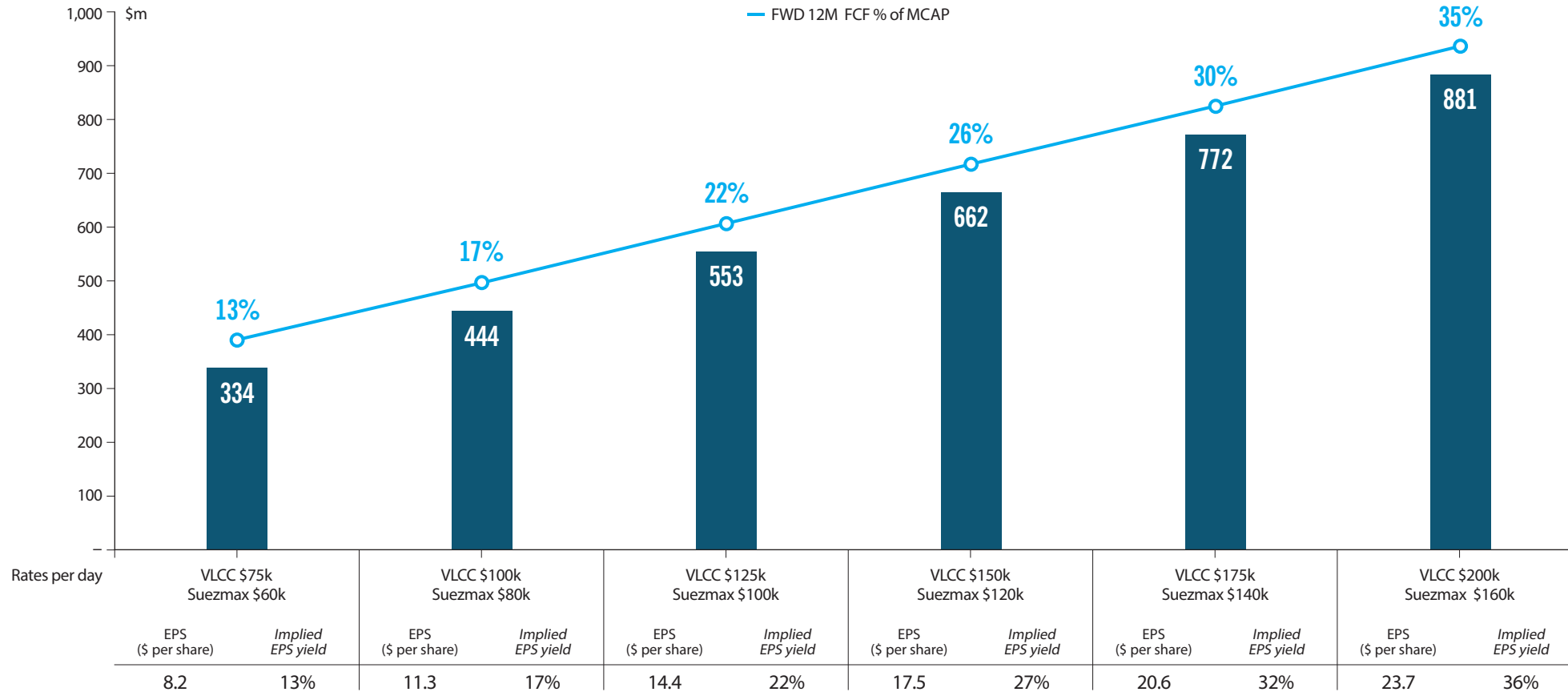
The impact of our refinancing strategy on our weighted average margin



The Expanded Fleet Provides Substantial Cash Flow Torque

Forward twelve-month FCF capacity rises sharply as spot rates strengthen across the fully delivered fleet

Operating leverage: FCF¹ sensitivities (FWD 12M)



SOURCES: Company, Bloomberg.

NOTE: 1. FCF assumptions: Assumes 98% utilization at gross rates and SOFR current forward curve.
Market capitalization as of September 7, 2026 (market close). EPS yield is based on the share price as of the same date.
Q3 2026 reflects coverage as per our Q2 report, including the one-year TCE on Nissos Nikouria.

Eight Years of Execution Against Our IPO Commitments

Consistent execution across fleet, financing and distributions has delivered against the original equity story

2018 OET investor pitch / Promises

Actions - Deliverables

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

- ▶ Asset values indices have increased by **145%** since Q2-2018

“Co-invest with fully aligned, committed sponsor”

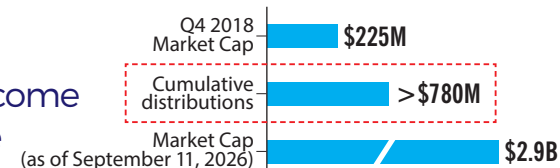
- ▶ Alafouzos family has maintained significant ownership since 2018 currently holding **over 46%** of the company

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

- ▶ VLCC: **24%** spot market TCE outperformance vs listed peers
- ▶ Suezmax: **33%** spot market TCE outperformance vs listed peers

“Commitment to enact and maintain an aggressive dividend policy”

- ▶ OET has distributed **>3.4x** its initial market cap
- ▶ **~90%** of our reported net income distributed on average, since having a fully delivered fleet

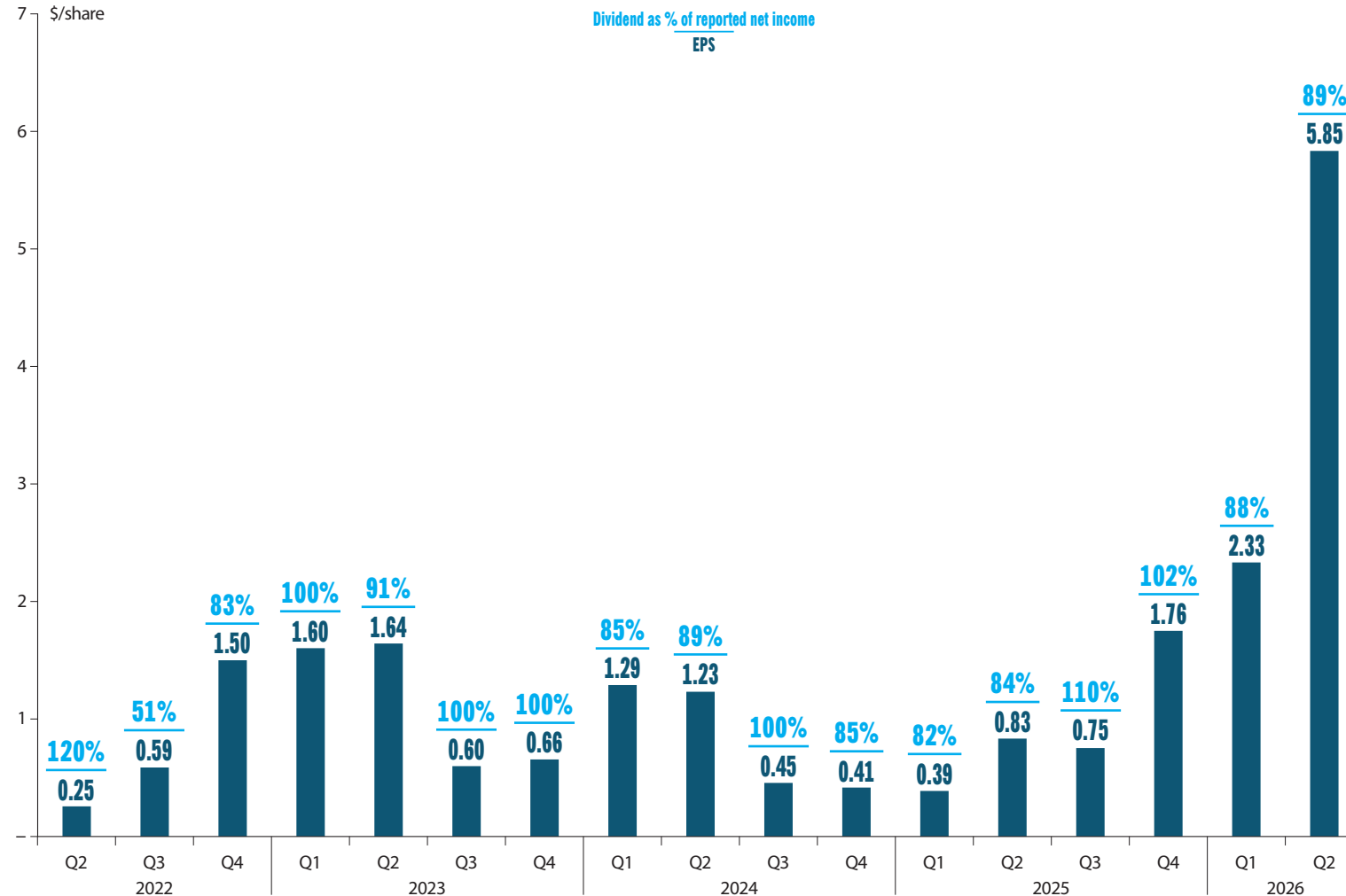


“Preservation of shareholder value and best corporate governance practices”

- ▶ Number of dilutive capital raises: **ZERO**
- ▶ Number of accretive capital raises: **TWO**
- ▶ **75%** independent directors
- ▶ **Maximizing shareholder value** remains key strategic priority

Executing Our Strategic Vision

Seventeen Consecutive Dividends — More Than \$780m Returned Since IPO

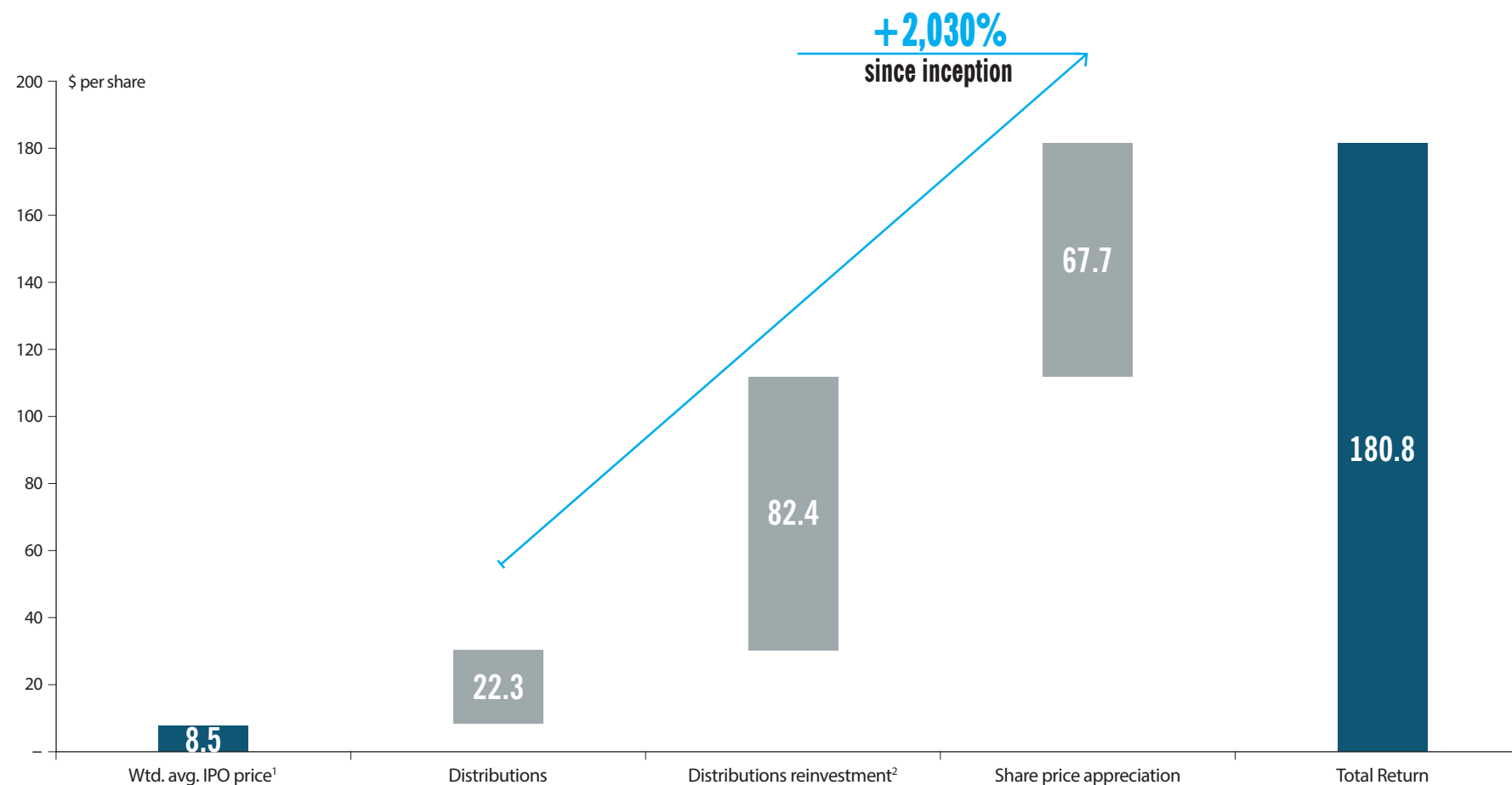


Notes

- ▶ Record **\$5.25** per share dividend — the 17th consecutive distribution and equal to the total dividends paid over the previous five quarters combined
- ▶ Over **\$780m** distributed since our IPO or **~3.5x** of initial market cap
- ▶ **~14%¹** average annualized dividend yield over the past seventeen quarters
- ▶ Since having a fully delivered fleet we have distributed on average, **~90%** of our reported net income

NOTE: 1. Calculation based on the annualized quarterly dividend on the day it was paid versus the stock price on the same day.

2,030% Total Shareholder Return Since IPO in July 2018



SOURCES: Company, 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 11, 2026.

Turning Valuation Into Value

Issuing equity above NAV to fund accretive fleet expansion

Transaction 1



November 2025
Equity offering of common shares of USD 115m

Size: USD 115 million
Issue Price: USD 35.50/share
Discount to last close: ~10%
Premium to NAV: ~1.25x
Subscription: >2.5x
Acquisitions' deliveries: January 2026

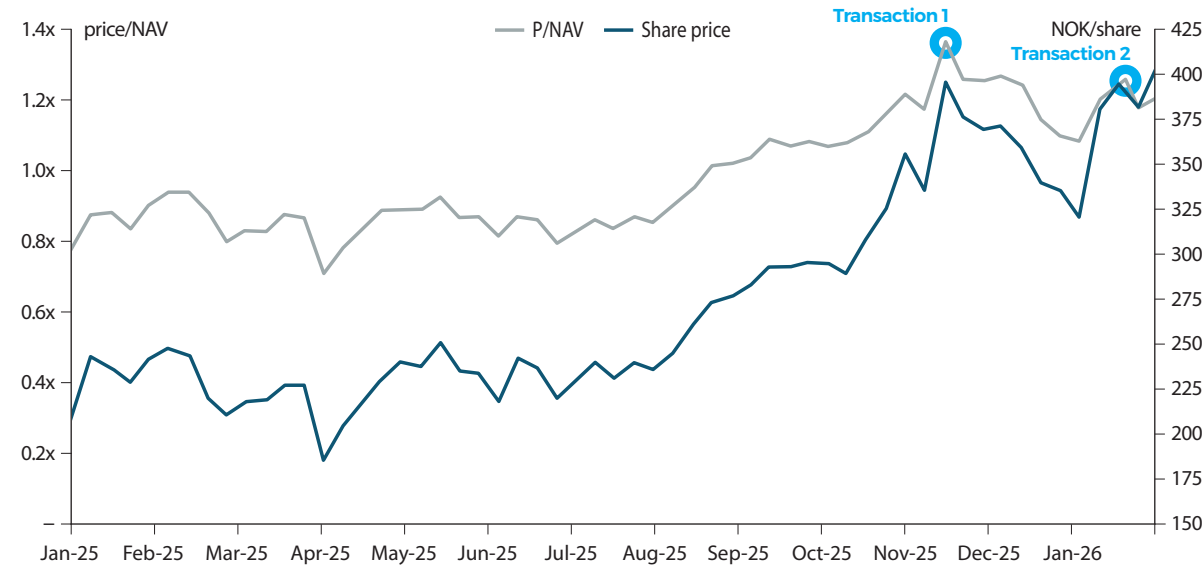
Transaction 2



January 2026
Equity offering of common shares of USD 130m

Size: USD 130 million
Issue Price: USD 36.00/share
Discount to last close: ~7%
Premium to NAV: ~1.20x
Subscription: >4.5x
Acquisitions' deliveries: Q2 2026

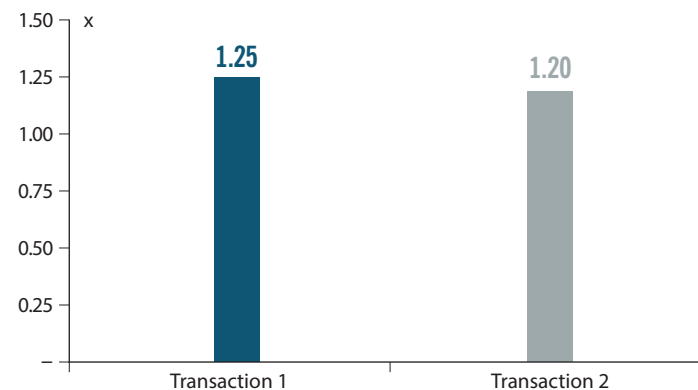
Creating shareholder value combining accretive issue and acquisitions below NAV



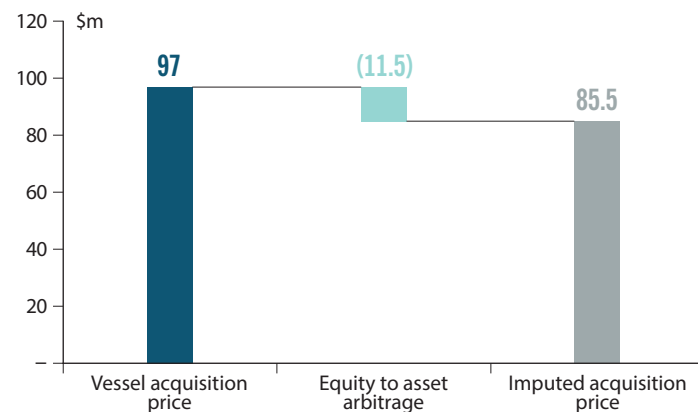
Issuing Above NAV – Acquiring at NAV

Immediate NAV accretion through disciplined execution

NAV Premium



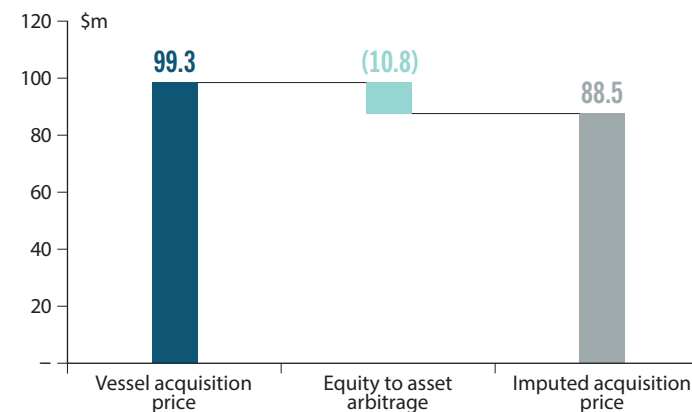
Transaction 1



Equity-to-Asset Arbitrage

Above-NAV equity issuance drove accretive growth

Transaction 2



Key takeaways

The equity raise amongst other things:

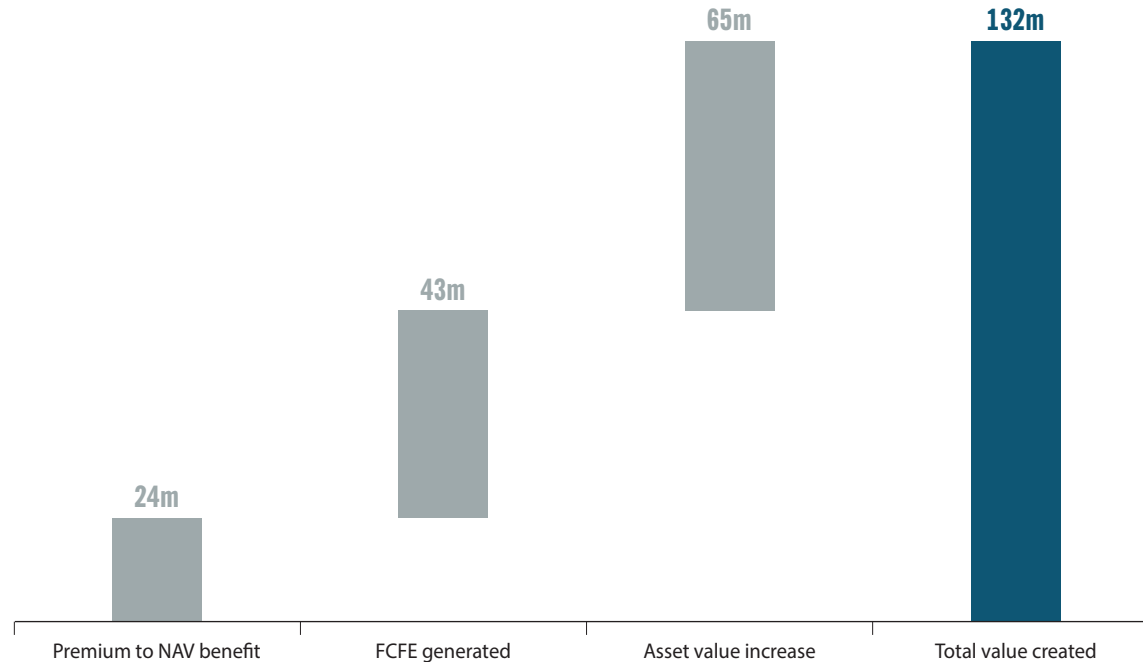
- ▶ Enhanced share liquidity and free float, supporting improved trading dynamics.
- ▶ Expanded and diversified shareholder base.
- ▶ Improved market visibility and capital markets credibility.
- ▶ Enabled accretive fleet growth through the acquisition of four modern vessels.
- ▶ Reduced fleetwide breakeven levels, strengthening cash flow resilience.

Accretive Growth in Action

Nissos Piperi & Nissos Serifopoula – A Value Creation Case Study

▶ **\$132m¹ of value creation** ◀

Combined value-creation bridge (\$m)



NISSOS PIPERI

~\$69m

Estimated value created

Premium to NAV benefit	\$12m
FCFE generated	\$25m
Asset value increase	\$33m

NISSOS SERIFOPOULA

~\$63m

Estimated value created

Premium to NAV benefit	\$12m
FCFE generated ¹	\$18m
Asset value increase	\$33m

Accretive equity raise

Equity raised at ~1.3x NAV generated an estimated ~\$24m combined NAV-issuance benefit.

Strong operating platform

~\$43m of combined FCFE generated to date, accelerating recovery of the effective equity investment.

Timed acquisitions

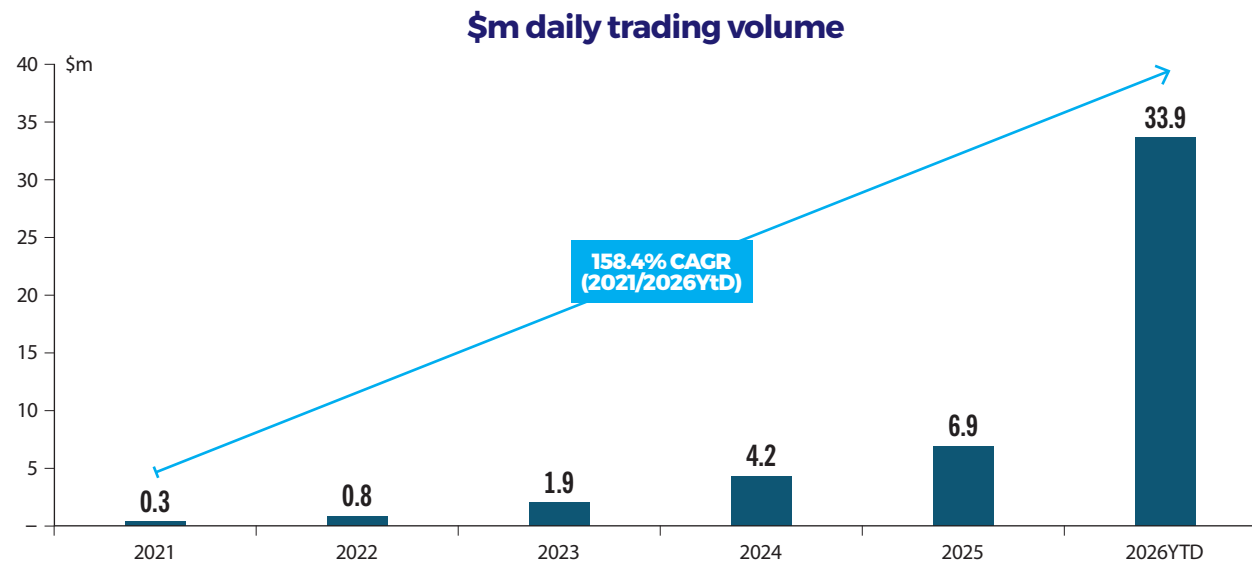
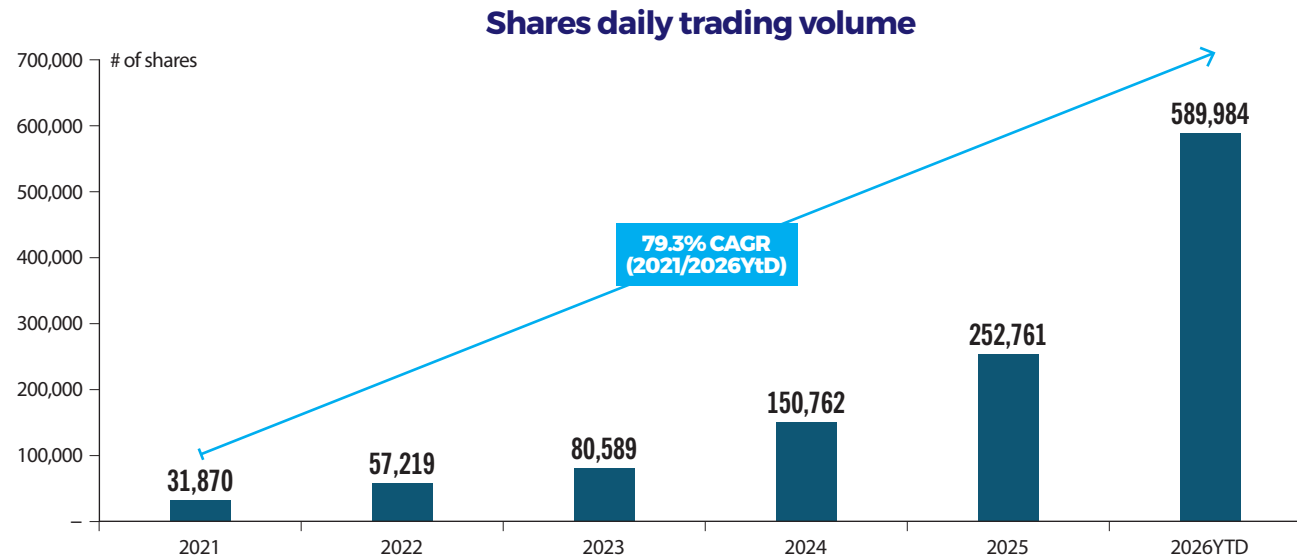
Acquired at \$97m per vessel; asset value estimates now exceed \$130m per vessel – implying ~\$65m of combined unrealized value uplift.

SOURCES: Company, Clarksons SIN.

NOTE: 1. FCFE reflects free cashflow generated through the vessels' current fixtures in Q3. Asset value uplift is unrealized and based on estimated asset values, as of September 11, 2026.

Dual Listing and Trading Liquidity

Volume nearly doubling every year – Steady and strong momentum since 2021!



ECO
LISTED
NYSE

OET
EURONEXT
OSLO BØRS

NYSE strategic vision:

Migrating volume & shareholder base

- ▶ Shareholder base increased following the dual listing, with the majority of trading volume now occurring in the U.S.

Robust approach to investor relations

- ▶ Roadshows
- ▶ Transparent, detailed investor data
- ▶ Expanding equity research coverage through new analyst relationships

Foundational support to elevate platform in scale

- ▶ Interests fully aligned with sponsor
- ▶ Independent BoD
- ▶ Industry expertise from generational shipowning and shipmanagement organization

APPENDIX

The Refinancing Strategy – Fully Delivered

Long-dated maturities and lower margins complete the balance-sheet de-risking

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 Piperi						S+1.30%
Nissos Serifopoula						S+1.30%
Nissos Vous						S+1.20%
Nissos Tigani						S+1.20%
Nissos Rhenia	L+5.28%	+26	S+5.28%+0.26	403	26	S+1.25%
Nissos Despotiko	L+5.28%	+26	S+5.28%+0.26	398	26	S+1.30%
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	69	26	S+1.40%
Nissos Kea	L+2.45%	+26	S+2.45%+0.26	110	26	S+1.35%
Nissos Nikouria	L+2.45%	+26	S+2.45%+0.26	105	26	S+1.40%
Weighted average cost of debt		L+3.22%	S+3.22%+0.26			S+1.47%

► Improvement of **200bps** across the entire fleet ◀

Current Fleet List

Eighteen eco-designed, scrubber-fitted vessels with 94% spot exposure

No.	Vessel Name	Asset Type	Asset Size	Built	Age ¹	Yard	Ownership	Scrubber	Eco Design
1	Milos	Suezmax	157,525	2016	10	Sungdong 	100%	Yes	Yes
2	Poliegos	Suezmax	157,525	2017	9	Sungdong 	100%	Yes	Yes
3	Kimolos	Suezmax	159,159	2018	8	JMU 	100%	Yes	Yes
4	Folegandros	Suezmax	159,221	2018	8	JMU 	100%	Yes	Yes
5	Nissos Sikinos	Suezmax	157,971	2020	6	HSHI 	100%	Yes	Yes
6	Nissos Sifnos	Suezmax	157,971	2020	6	HSHI 	100%	Yes	Yes
7	Nissos Piperi	Suezmax	157,993	2026	0	Daehan 	100%	Yes	Yes
8	Nissos Serifopoula	Suezmax	157,993	2026	0	Daehan 	100%	Yes	Yes
9	Nissos Tigani	Suezmax	157,993	2026	0	Daehan 	100%	Yes	Yes
10	Nissos Vous	Suezmax	157,993	2026	0	Daehan 	100%	Yes	Yes
11	Nissos Rhenia	VLCC	318,953	2019	7	HHI (Ulsan) 	100%	Yes	Yes
12	Nissos Despotiko	VLCC	318,953	2019	7	HHI (Ulsan) 	100%	Yes	Yes
13	Nissos Donoussa	VLCC	318,953	2019	7	HHI (Ulsan) 	100%	Yes	Yes
14	Nissos Kythnos	VLCC	318,953	2019	7	HHI (Ulsan) 	100%	Yes	Yes
15	Nissos Keros	VLCC	318,953	2019	7	HHI (Ulsan) 	100%	Yes	Yes
16	Nissos Anafi	VLCC	318,953	2020	6	HHI (Ulsan) 	100%	Yes	Yes
17	Nissos Nikouria	VLCC	299,988	2022	4	HHI (Ulsan) 	100%	Yes	Yes
18	Nissos Kea	VLCC	299,988	2022	4	HHI (Ulsan) 	100%	Yes	Yes
Aggregate			4,095,038	~5.6					

NOTE: 1. As of September 2026, basis year built.



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