OKEANIS

ECO TANKERS

US VIRTUAL NON-DEAL ROADSHOW

May 2025

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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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Youngest and Best Performing Crude Tanker Company

Superior Fleet

14

scrubber-fitted eco design vessels

~5.6

years average age

Financial Strength

~30%

spot market TCE outperformance vs listed peers[1]

40%

fleet net market LTV[3]

Strategic Vision

~13%

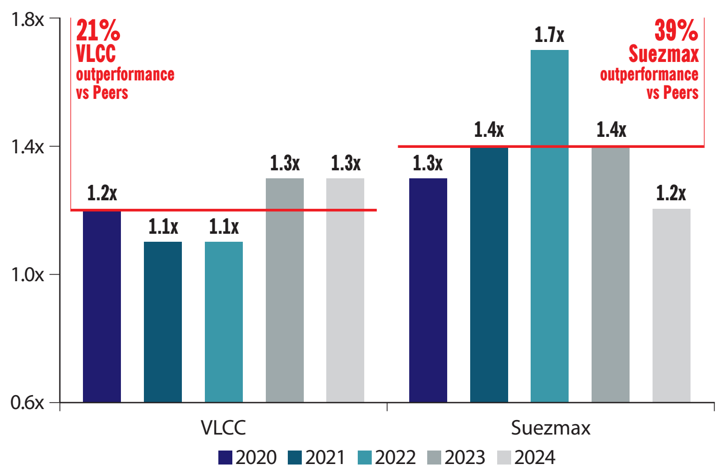
average annualized dividend yield[2] over the past twelve quarters

~90%

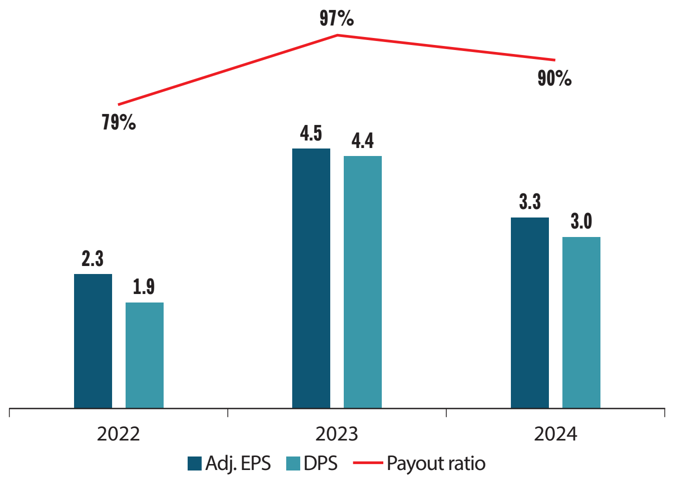
of adjusted earnings distributed every quarter[4]

Maturing into the Scaled Pure-Play Tanker Company of Choice

Commercial outperformance vs peers average



OET dividend payout track record

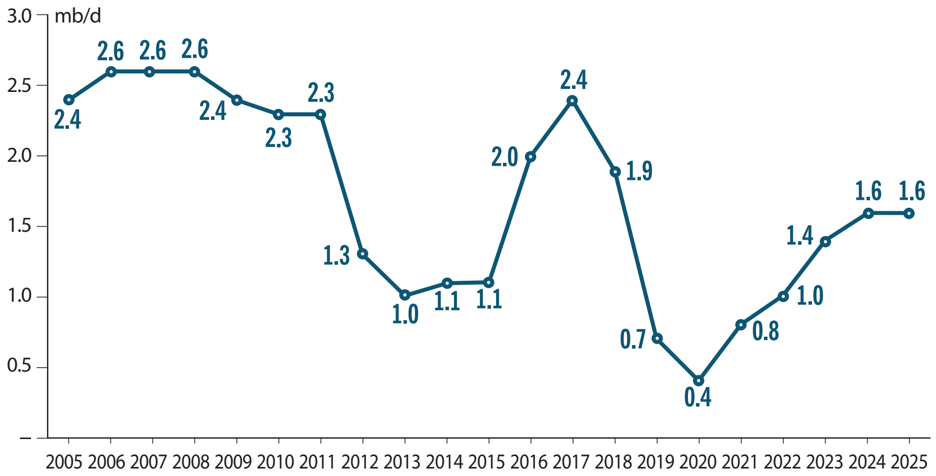


NOTES: 1. Since 4Q 2019. Blended VLCC / Suezmax segments.
2. Calculation based on the annualized quarterly dividend on the day it was paid versus the stock price on the same day.
3. Based on latest broker valuations as of 31/3/2025.
4. Since having a fully delivered fleet Q2-22.

OET Opportunity Today

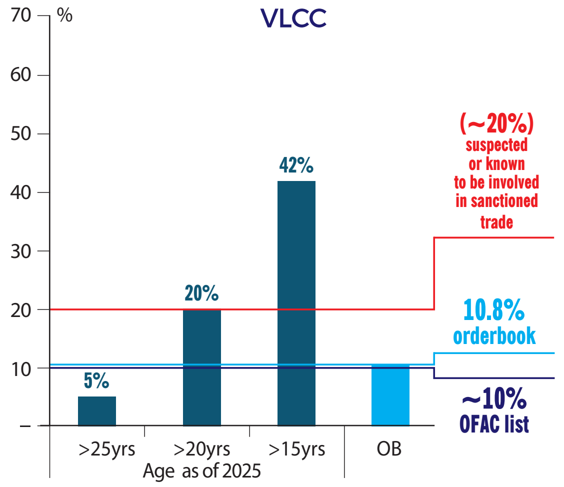
Market Dynamics Position OET for Extended Run

Iran: A Demand Catalyst for Conventional Tonnage

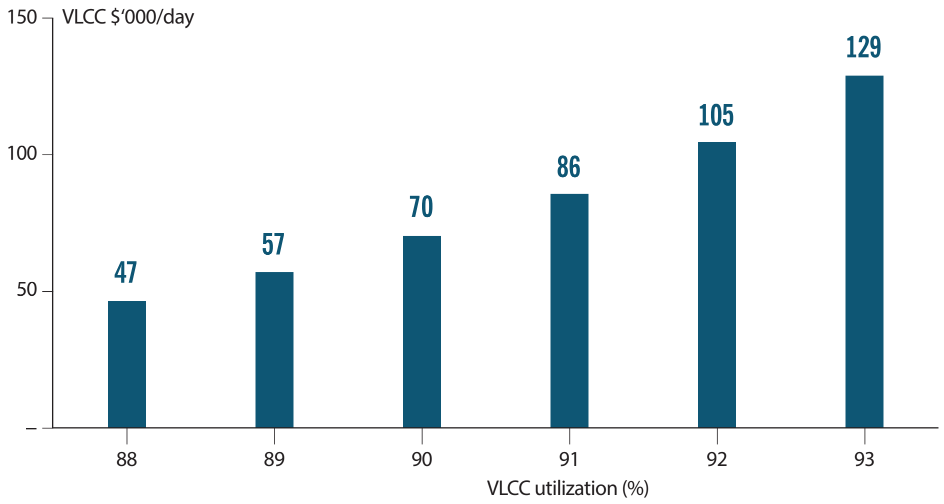


- **Full Return to Market (US-Iran Deal)**
  Adds ~1.6 mb/d to seaborne flows, boosting mainstream VLCC demand and utilization.
- **Maximum Pressure (Sanctions Tighten)**
  Up to 1 mb/d must be rerouted, adding ~25 VLCCs/month in demand and benefiting older tonnage.
- **Status Quo (Current Scenario)**
  Shadow trade persists, muting mainstream VLCC demand but supporting tonne-mile shifts.

Supply constraints with limited orderbook creates positive tailwinds

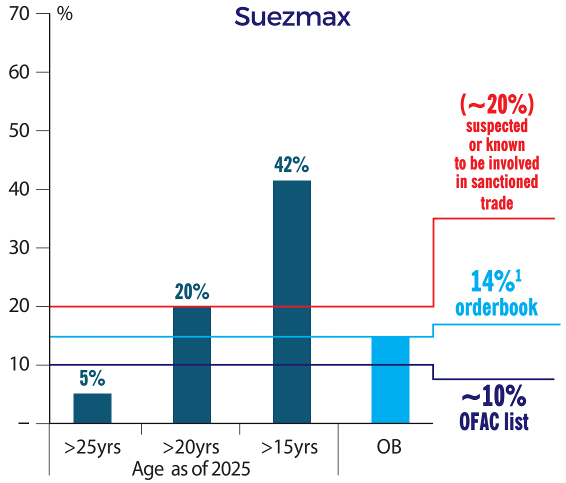


Geopolitical tensions and OPEC's increasing support have boosted tankers demand and runway to tight market



Utilization Drivers:

- VLCC utilization has increased recently, reaching close to 90%, and may continue to improve supported by current market dynamics.
- **OPEC+ liftings surge:** +411kb/d in both May and June supports tighter fleet balance.
- **Atlantic barrels move East:** Driving longer hauls and boosting ton-miles.
- **Sanctions tighten trade:** Russian and Iranian flows shift to mainstream fleet, lifting utilization.



SOURCES: Company, Clarksons Research, Jefferies LLC.
NOTE: 1. Excluding approximately ~3.3% of shuttle tankers.

State of the Art Asset Base

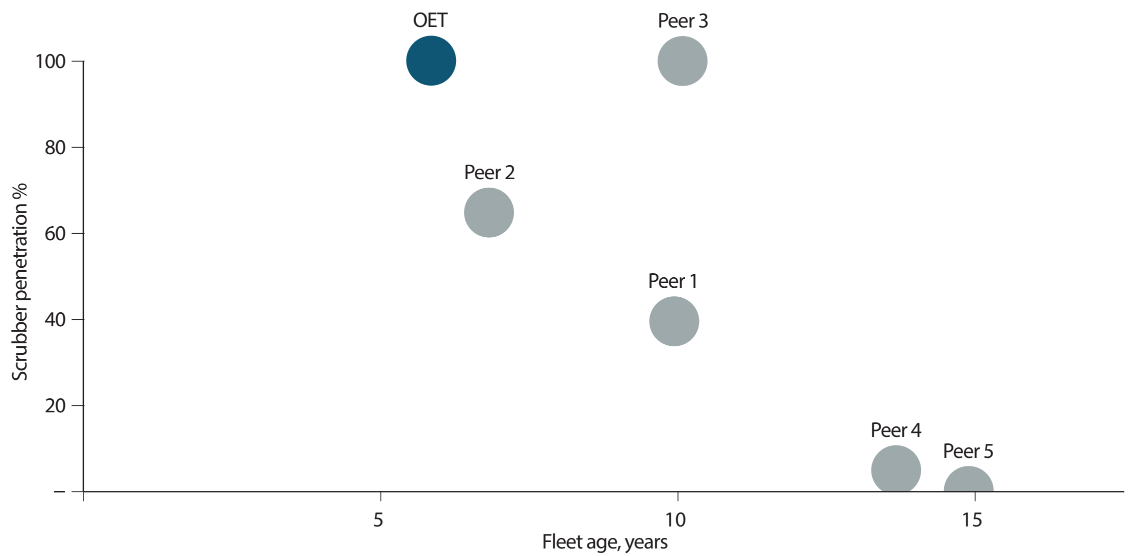
Only listed pure ECO and scrubber fitted crude tanker platform

6x Suezmaxes

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

8x VLCCs

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



14 vessels

100% scrubber, BWTS fitted, eco-design

~5.6 years average age

3.5m total DWT

SOURCES: Company, Clarksons SIN, Company Fillings.

Investment Highlights

1

CONSTRUCTIVE MARKET ENVIRONMENT

Aging fleet, low orderbook, increasing oil supply, and shifting trade flows — boosted by sanctions related dislocations — support a constructive market outlook

2

COMMERCIAL PLATFORM OUTPERFORMANCE

Fleet profile consistently outperforms listed peers, with VLCCs ahead by 21% and Suezmaxes by 39% over 22 quarters.

3

PRUDENT CAPITAL STRUCTURE

Well-capitalized balance sheet, no near-term maturities, and net LTV around 40%.

4

STRONG OPERATING LEVERAGE AND UPSIDE POTENTIAL

Lean structure and spot exposure enhance earnings potential in a rising rate environment.

5

STRONG SHAREHOLDER TRACK RECORD WITH EMPHASIS ON GOVERNANCE

Dual-listed on NYSE and OSE, with a focus on transparency and best-in-class governance.

1

Market Narrative

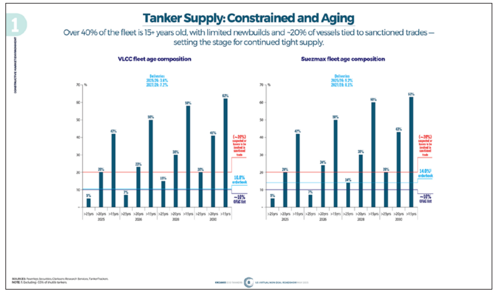
Aging fleet, sanctions and trade growth. A utilization game.

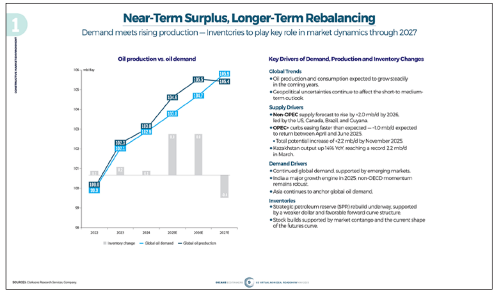
1. **Aging Supply & Limited Replacements:** Over 40% of the fleet is already 15+ years old; by 2028, more than half the fleet will be over 20 years old, just as when any newbuilding orders could start delivering. Constrained yard capacity and currently low orderbook are set to further tighten net supply.

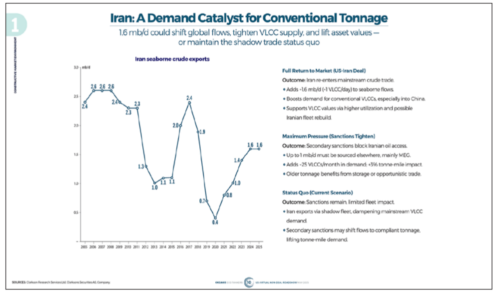
2. **Shifting Flows & Demand Expansion Boost Ton-Miles:** Rising supply from non-OPEC producers and a faster-than-expected unwinding of OPEC+ cuts are increasing seaborne volumes, particularly from the Americas. At the same time, Asia and India remain strong demand anchors, driving longer-haul East-bound flows. This dynamic is expanding ton-mile demand and reinforcing the structural support for utilization.

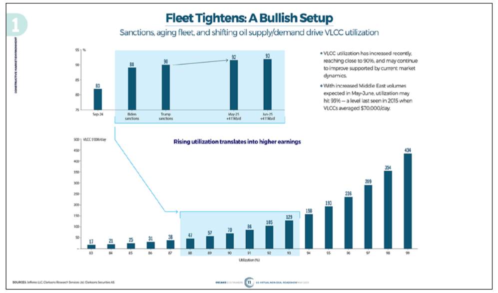
3. **Sanctions Shift Volumes to Compliant Fleet:** Around 20% of vessels are tied to sanctioned trade; tighter restrictions (Iran, Russia) — or even a potential trade deal — could significantly redirect volumes to the compliant fleet, driving a notable rise in utilization.

4. **Constructive Outlook for 2025–2026:** The combined impact of aging supply, shifting trade flows, and fleet segmentation under sanctions is driving higher utilization — supporting a constructive market outlook over the next two years.







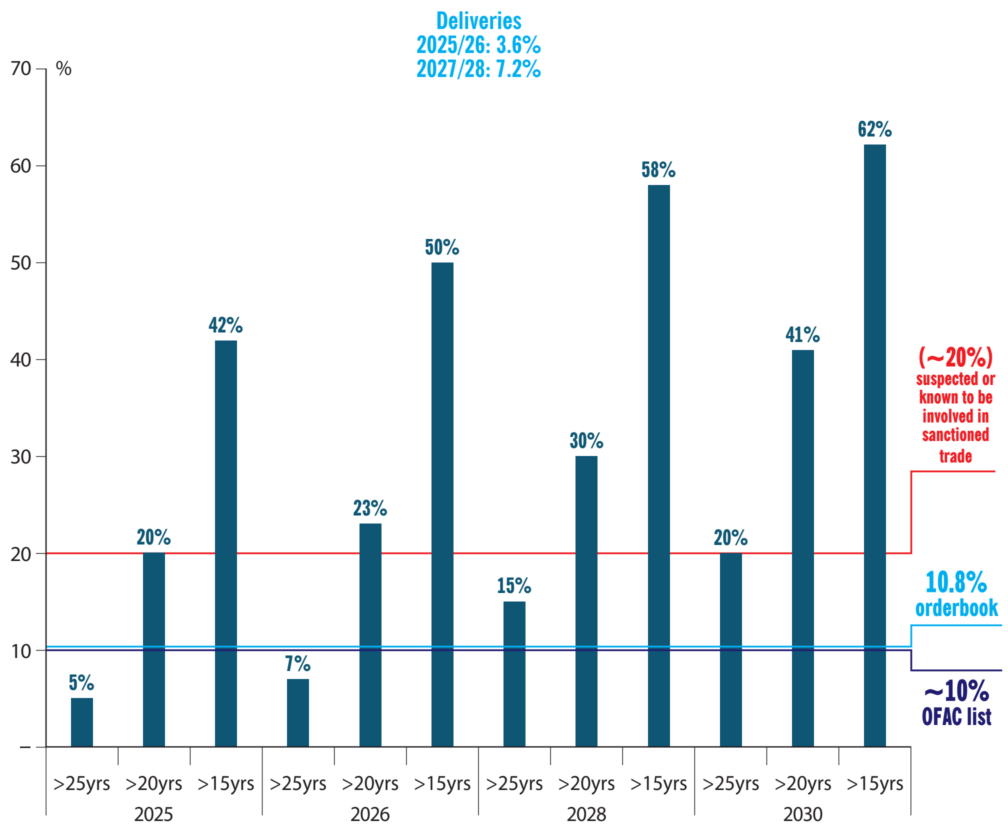


SOURCES: Company, Clarksons Research Services Ltd., Fearnleys Securities.

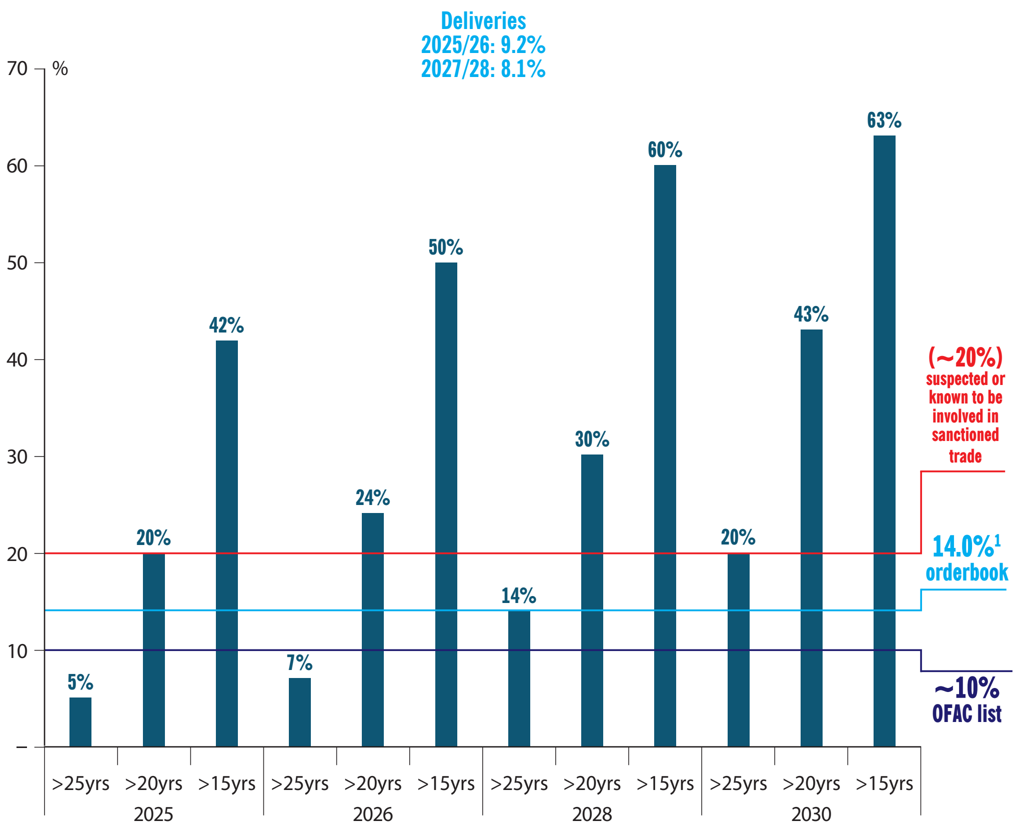
Tanker Supply: Constrained and Aging

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

VLCC fleet age composition



Suezmax fleet age composition

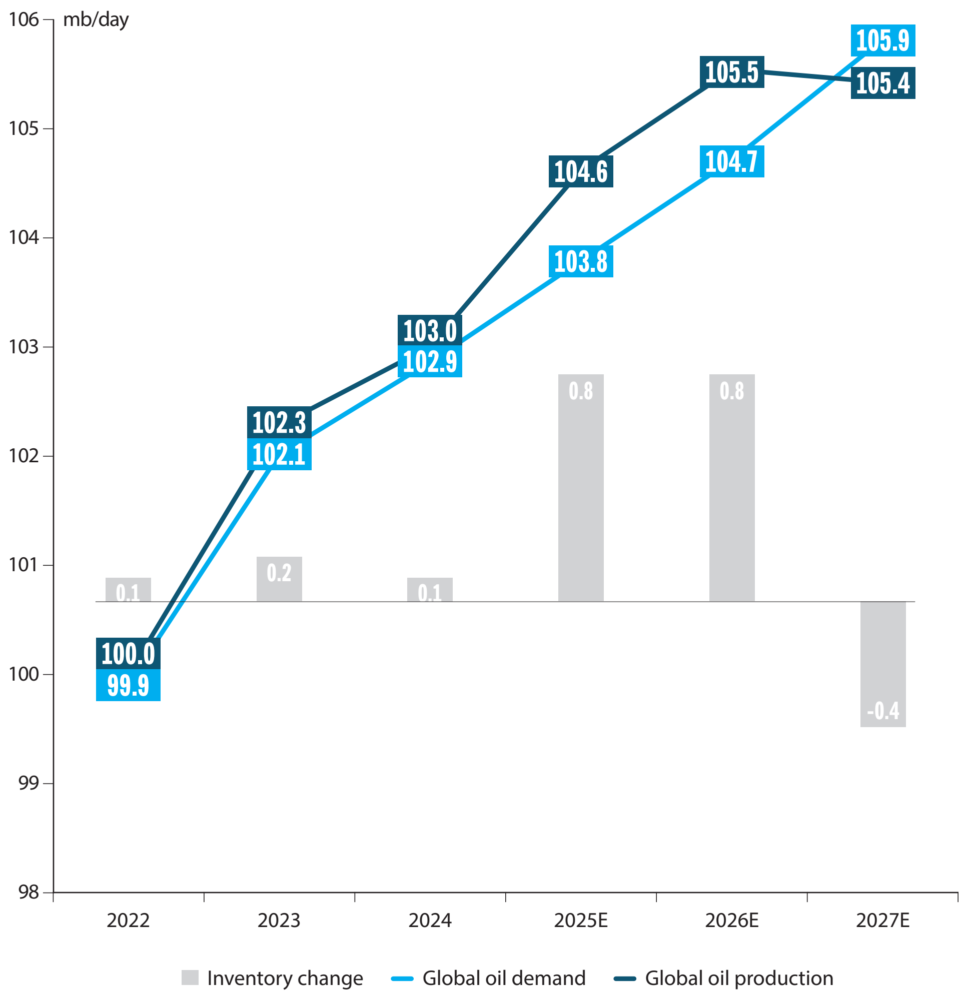


SOURCES: Fearnleys Securities, Clarksons Research Services, TankerTrackers.
NOTE: 1. Excluding ~3.3% of shuttle tankers.

Near-Term Surplus, Longer-Term Rebalancing

Demand meets rising production — Inventories to play key role in market dynamics through 2027

Oil production vs. oil demand



Key Drivers of Demand, Production and Inventory Changes

Global Trends

- Oil production and consumption expected to grow steadily in the coming years.
- Geopolitical uncertainties continue to affect the short-to medium-term outlook.

Supply Drivers

- **Non-OPEC** supply forecast to rise by +2.0 mb/d by 2026, led by the US, Canada, Brazil, and Guyana.
- **OPEC+** curbs easing faster than expected — ~1.0 mb/d expected to return between April and June 2025.
  - Total potential increase of +2.2 mb/d by November 2025.
- Kazakhstan output up 14% YoY, reaching a record 2.2 mb/d in March.

Demand Drivers

- Continued global demand, supported by emerging markets.
- India a major growth engine in 2025; non-OECD momentum remains robust.
- Asia continues to anchor global oil demand.

Inventories

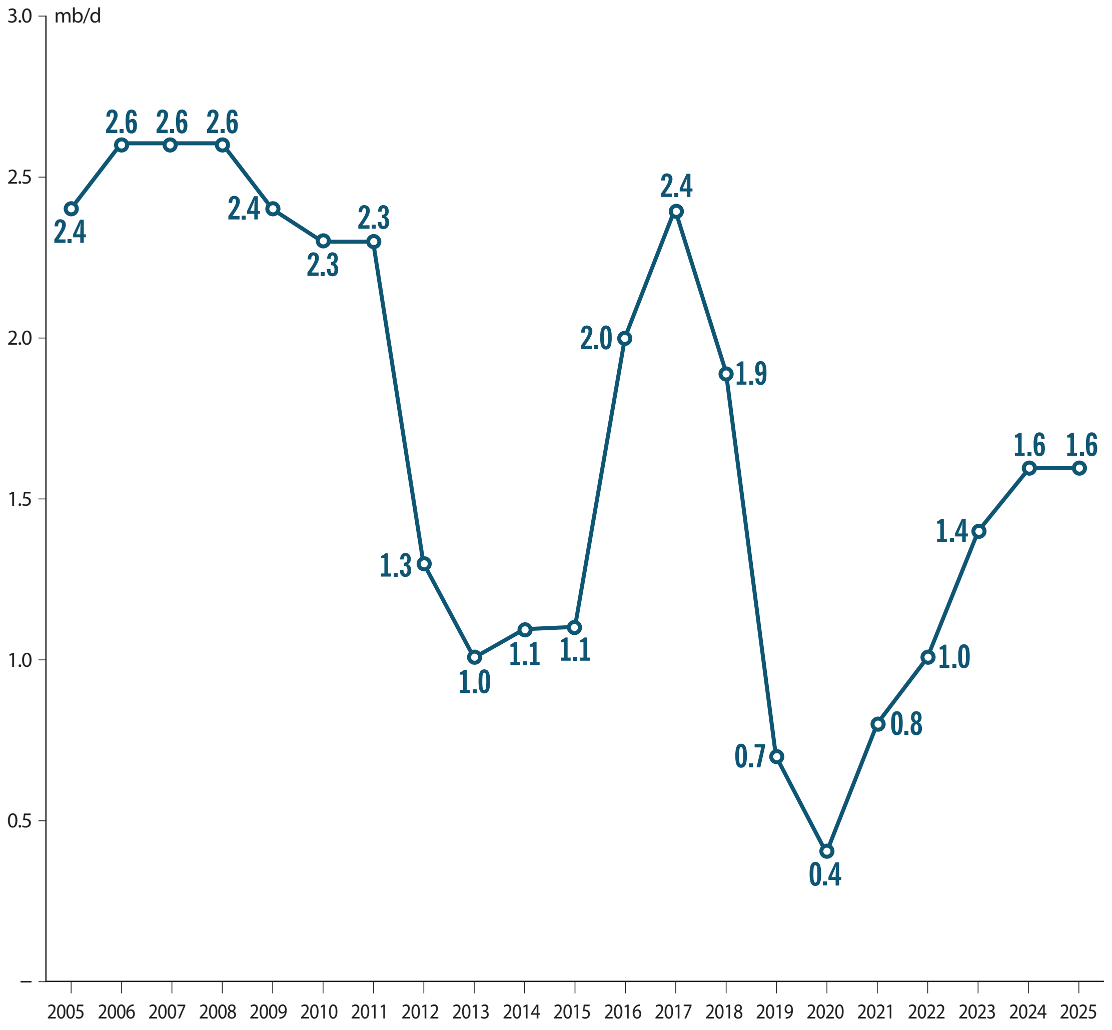
- Strategic petroleum reserve (SPR) rebuild underway, supported by a weaker dollar and favorable forward curve structure.
- Stock builds supported by market contango and the current shape of the futures curve.

SOURCES: Clarksons Research Services, Company.

Iran: A Demand Catalyst for Conventional Tonnage

1.6 mb/d could shift global flows, tighten VLCC supply, and lift asset values — or maintain the shadow trade status quo

Iran seaborne crude exports



Full Return to Market (US-Iran Deal)

Outcome: Iran re-enters mainstream crude trade.

- Adds ~1.6 mb/d (~1 VLCC/day) to seaborne flows.
- Boosts demand for conventional VLCCs, especially into China.
- Supports VLCC values via higher utilization and possible Iranian fleet rebuild.

Maximum Pressure (Sanctions Tighten)

Outcome: Secondary sanctions block Iranian oil access.

- Up to 1 mb/d must be sourced elsewhere, mainly MEG.
- Adds ~25 VLCCs/month in demand; +3% tonne-mile impact.
- Older tonnage benefits from storage or opportunistic trade.

Status Quo (Current Scenario)

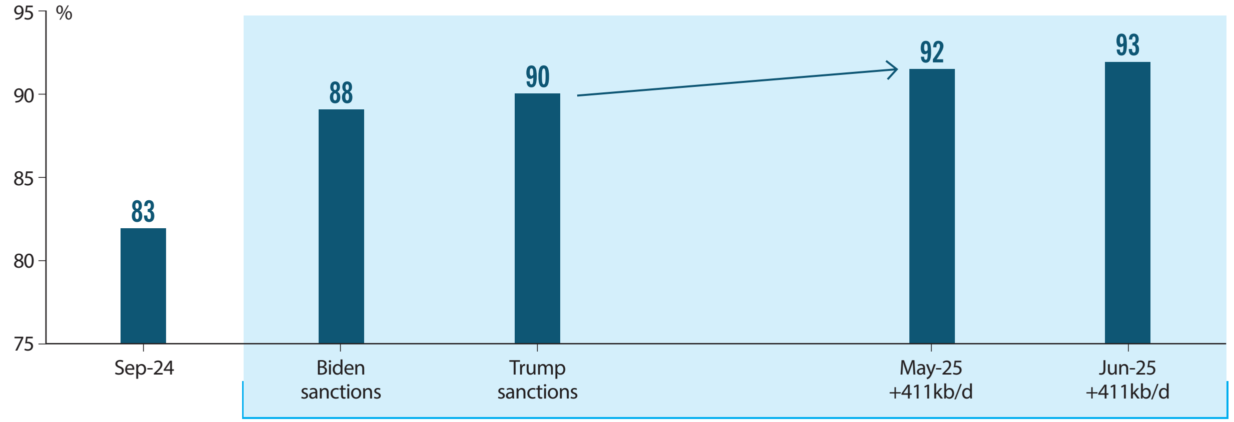
Outcome: Sanctions remain, limited fleet impact.

- Iran exports via shadow fleet, dampening mainstream VLCC demand.
- Secondary sanctions may shift flows to compliant tonnage, lifting tonne-mile demand.

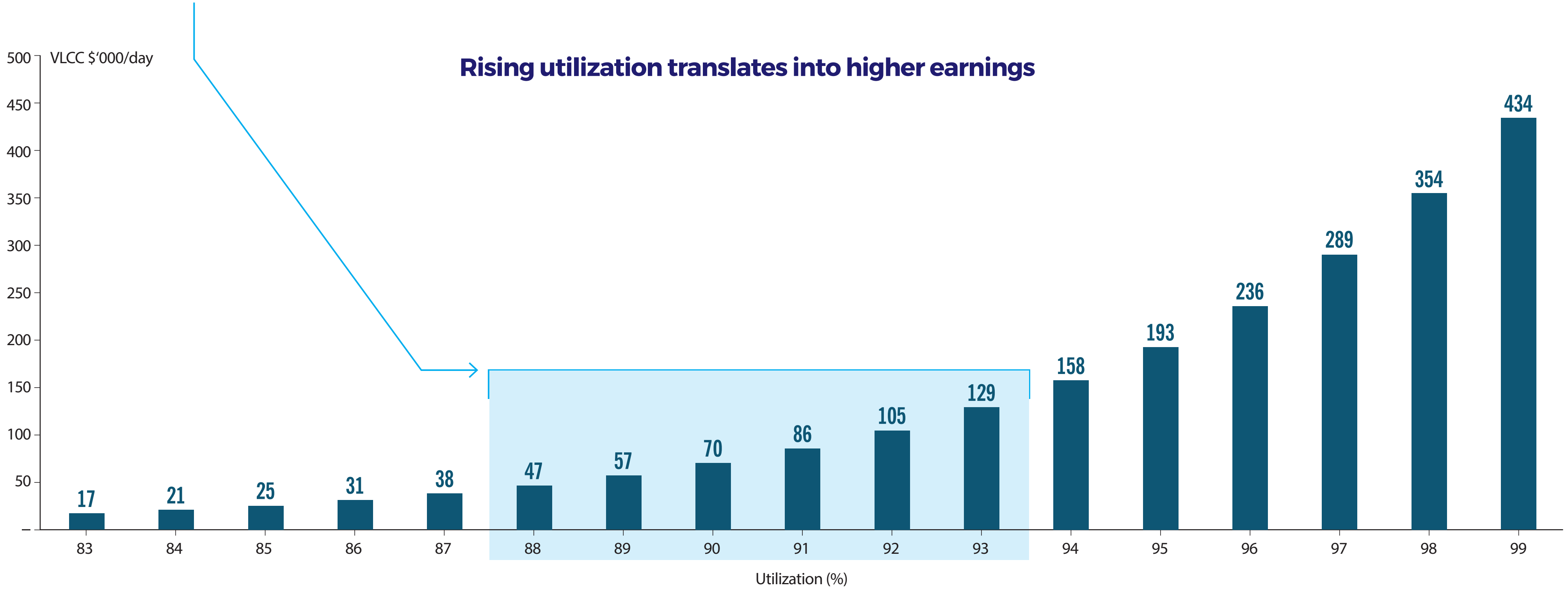
SOURCES: Clarkson Research Services Ltd, Clarksons Securities AS, Company.

Fleet Tightens: A Bullish Setup

Sanctions, aging fleet, and shifting oil supply/demand drive VLCC utilization



- VLCC utilization has increased recently, reaching close to 90%, and may continue to improve supported by current market dynamics.
- With increased Middle East volumes expected in May–June, utilization may hit 93% — a level last seen in 2015 when VLCCs averaged $70,000/day.



SOURCES: Jefferies LLC, Clarksons Research Services Ltd, Clarksons Securities AS.

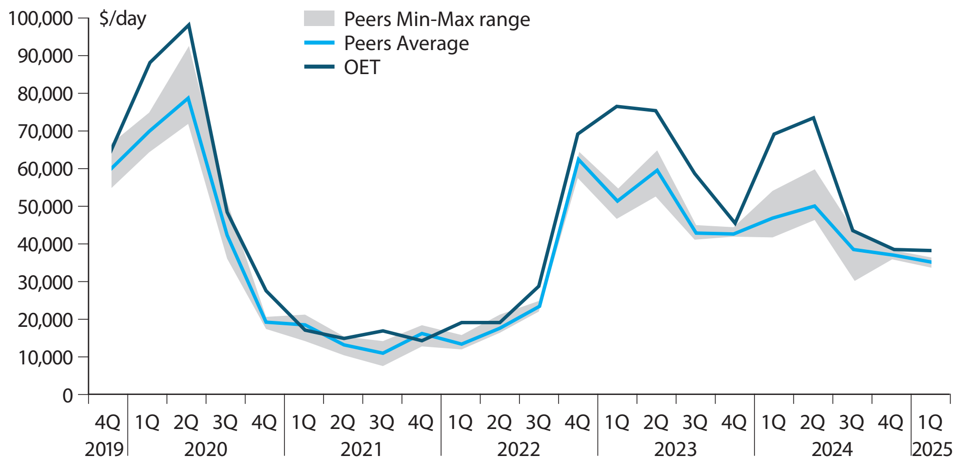
2

COMMERCIAL PLATFORM OUTPERFORMANCE

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



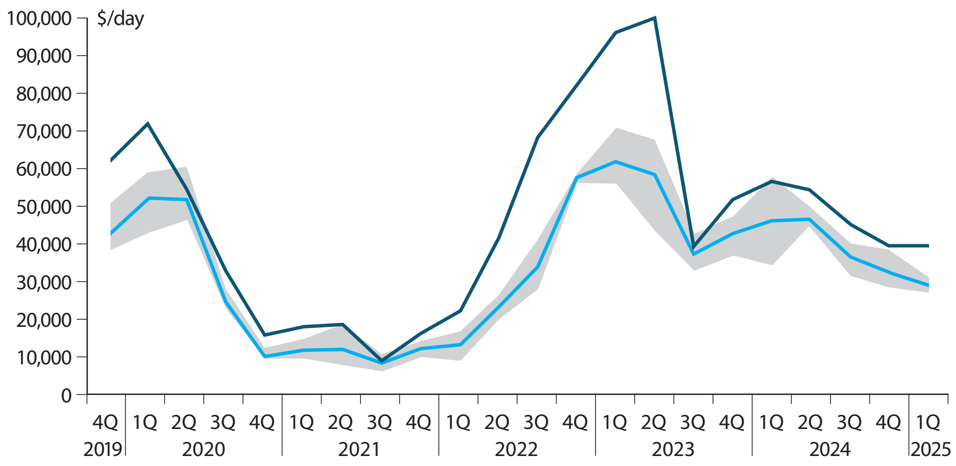
Commercial performance tanker peer comparison since 4Q 2019 (22 quarters)

OET generated **~$195m** of outperformance since 4Q 2019 over the average of the peer group

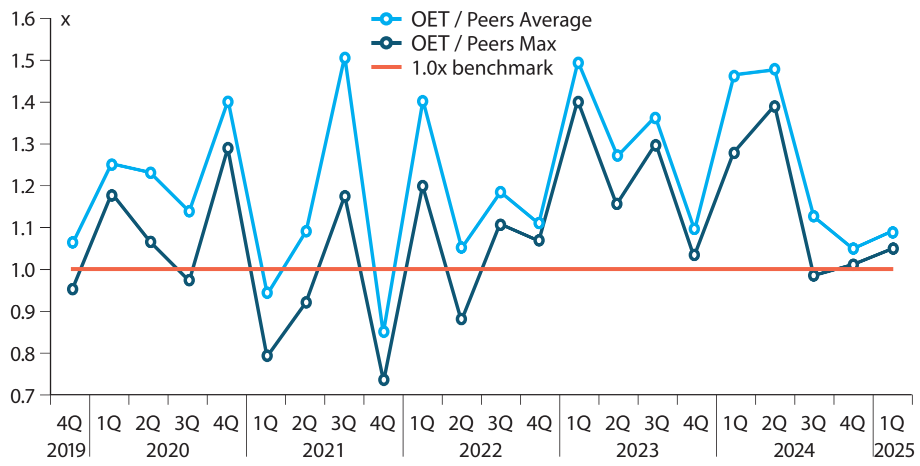
VLCC

OET Daily Out/(Under) Performance	$10,046
OET VLCC Spot Days	10,191
OET Total Out/(Under)Performance	~$102

Suezmax spot TCE against peers



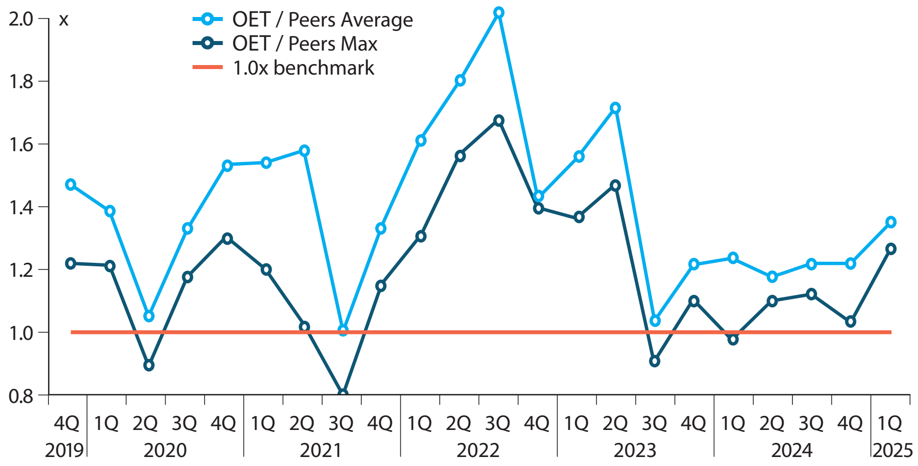
VLCC spot performance against peers



Suezmax

OET Daily Out/(Under) Performance	$11,974
OET Suezmax Spot Days	7,765
OET Total Out/(Under)Performance	~$93

Suezmax spot performance against peers



SOURCE: Company filings.
NOTE: Q1 2025 figures are based on actuals from companies that have already reported.

2

COMMERCIAL PLATFORM OUTPERFORMANCE

Commercial Performance – Q2 2025 Guidance

VLCC: 72% of available 2Q25 spot days fixed at **$46,700 pd**
Suezmax: 64% of available 2Q25 spot days fixed at **$50,600 pd**

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	–	–	–	–	–	–	–	–	–
Spot - fixed[1]	520	72%	$46,700	350	64%	$50,600	870	69%	$48,200
Spot - unfixed[2]	202	28%	–	196	36%	–	398	31%	–
Total[3]	**722**	**100%**	**–**	**546**	**100%**	**–**	**1,268**	**100%**	**–**
Calendar	728			546			1,274		
Operating	722			546			1,268		
Utilization	99%			100%			100%		

VLCC

Capitalized on the spike in the Middle Eastern Gulf market by executing round trip voyages in the East with minimal waiting.

Strategically triangulated the fleet to ensure 3x VLCCs opened in the West during this quarter.

Maintaining a balanced global exposure will assist in capturing market upturn to deploy vessels on long voyages at higher earnings.

SUEZMAX

Took advantage of the strengthening West African market to perform longer-haul voyage opportunities.

Leveraged a strengthening Aframax market by loading Aframax cargoes onto 2x Suezmaxes, generating earnings that exceeded market levels.

Completed recurring voyages with minimal waiting time and short ballast legs.

FLEETWIDE

Optimized fleet allocation through global vessel distribution, enabling us to capitalize on opportunities across diverse markets.

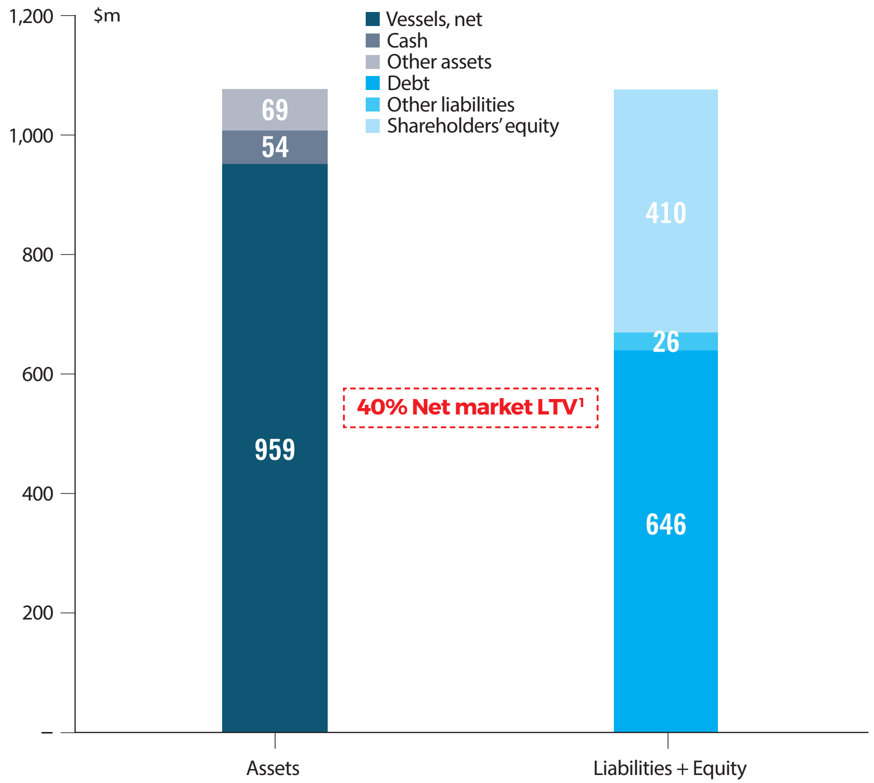
Focus will remain on operational metrics and efficient fleet deployment with no idle capacity.

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.
3. Data as of the latest publicly disclosed date (May 15, 2025).

Resilient & Balanced Capital Structure

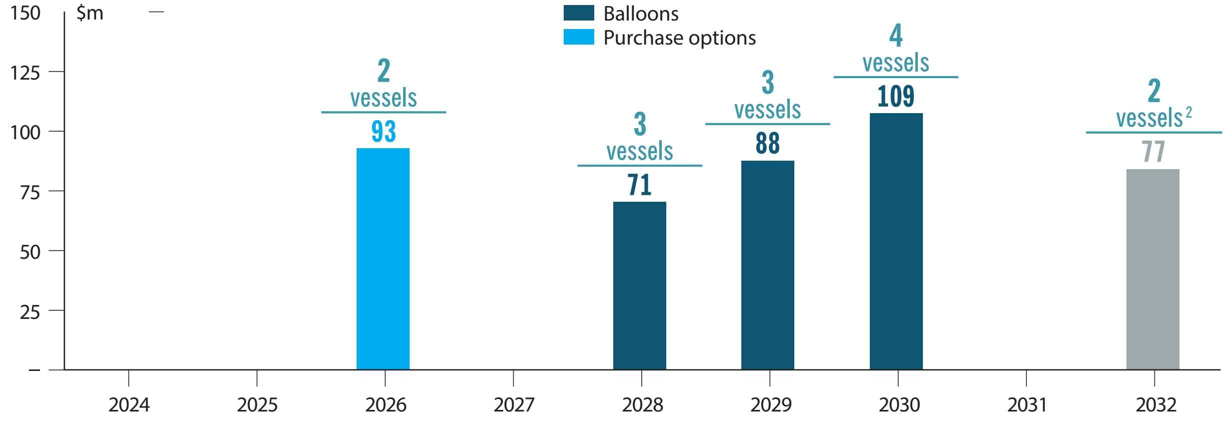
Disciplined balance sheet management supporting long-term financial flexibility

Robust and clean balance sheet



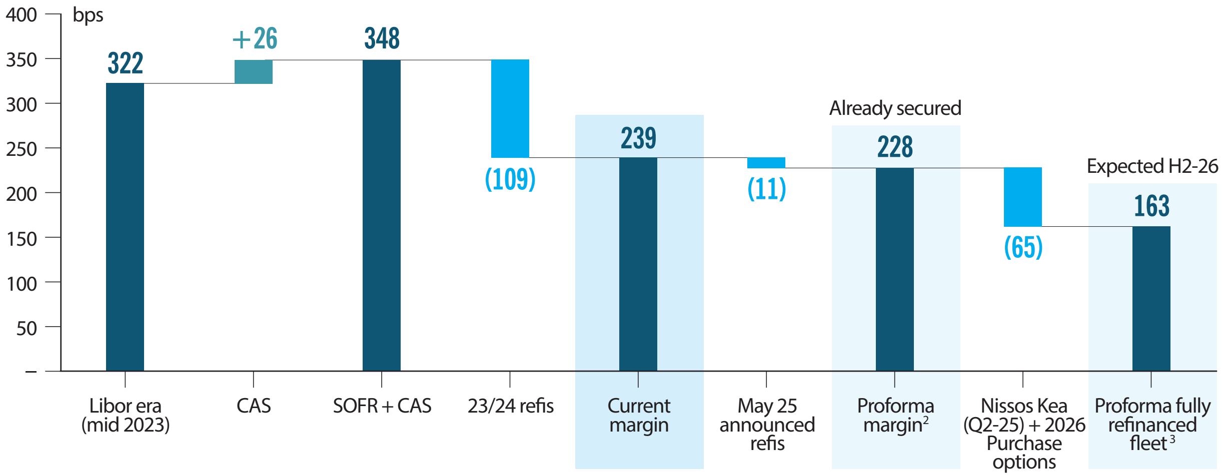
ABN·AMRO, CA, 招银金融租赁 CMB Financial Leasing, DANISH SHIP FINANCE, KEXIM ASIA LIMITED, NATIONAL BANK OF GREECE, OCEAN YIELD, 永豐銀行 Bank SinoPac

Loan maturities



Staggered maturities from 2028 to 2032[2] enable a more balanced distribution of our capital sourcing need in the next refinancing cycle

The impact of our refinancing strategy on our weighted average margin

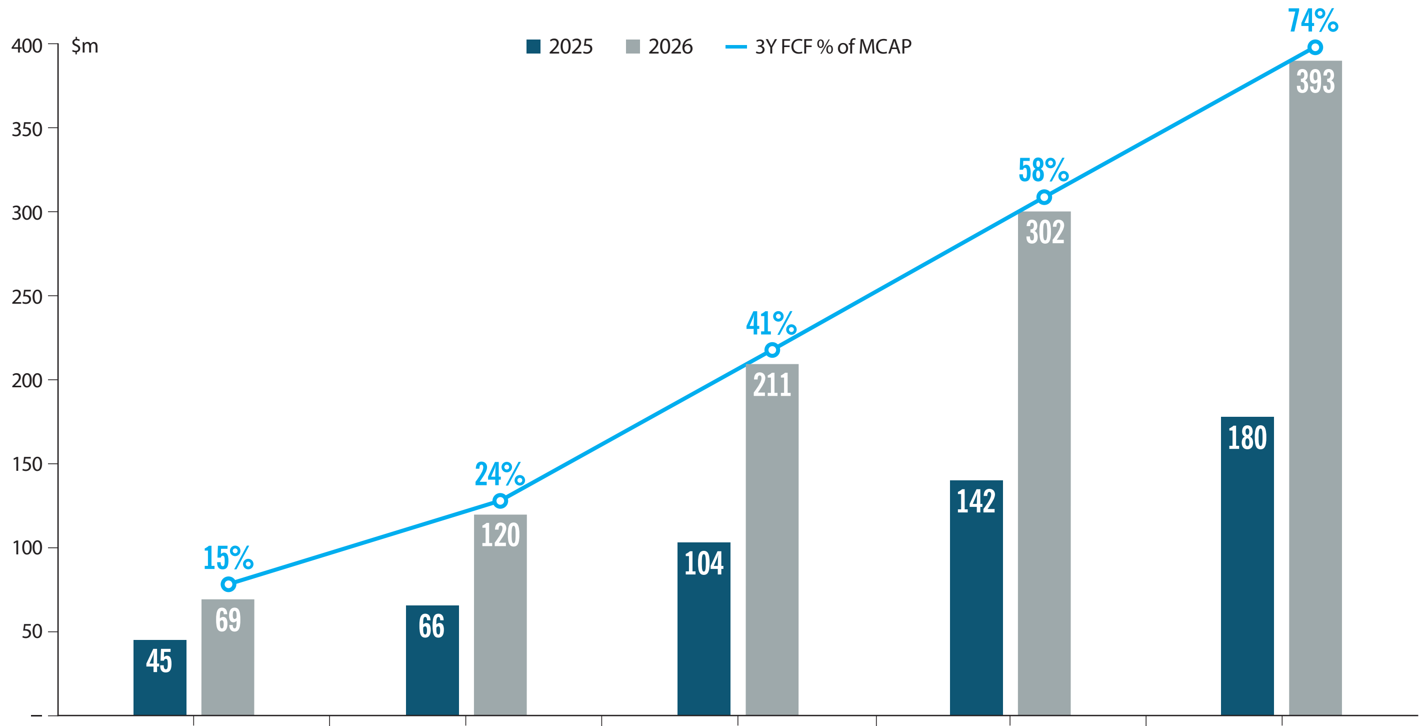


SOURCE: Company.
NOTES: 1. Based on latest broker valuations.
2. Pro forma recently announced refinancing.
3. Assumes refinancing of Nissos Kea, Nissos Rhenia and Nissos Despotiko at terms in line with our latest refinancings.

Strong Operating Leverage and Upside Potential

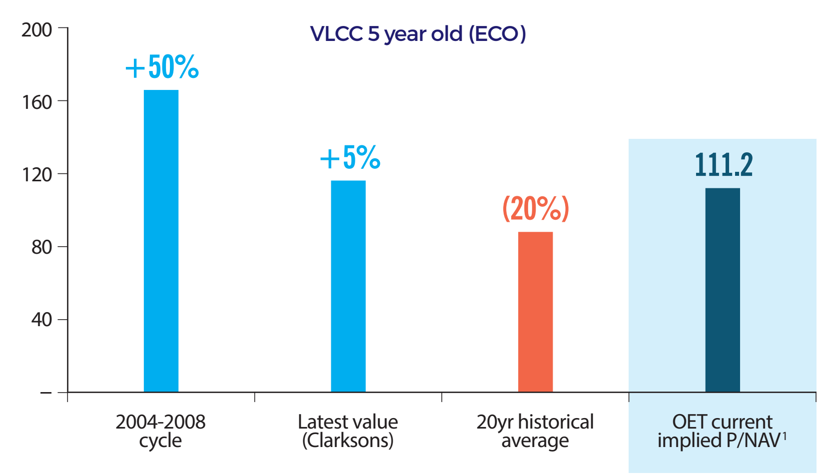
OET is positioned to capitalise on market opportunities, unlocking significant upside

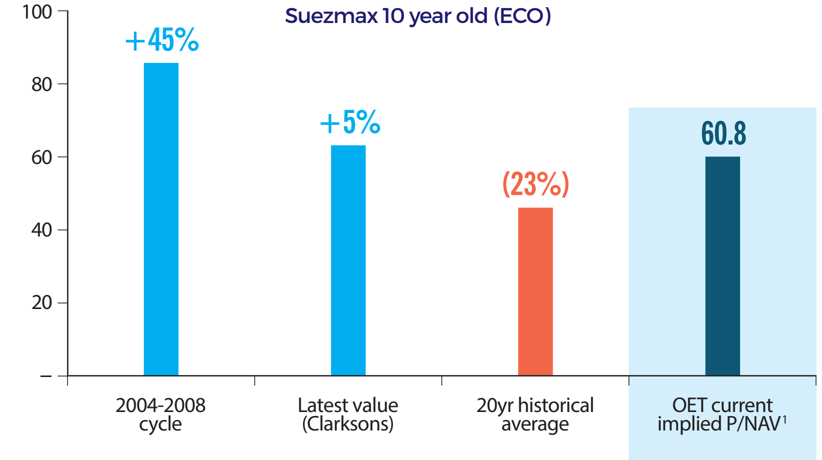
Operating Leverage: FCF[2,3] Sensitivities



Rates per day	VLCC $45k Suezmax $35k		VLCC $55k Suezmax $45k		VLCC $75k Suezmax $60k		VLCC $95k Suezmax $75k		VLCC $115k Suezmax S $90k	
	EPS ($ per share)	*Implied EPS yield*	EPS ($ per share)	*Implied EPS yield*	EPS ($ per share)	*Implied EPS yield*	EPS ($ per share)	*Implied EPS yield*	EPS ($ per share)	*Implied EPS yield*
2025	2.25	9%	3.04	13%	4.45	19%	5.88	24%	7.27	30%
2026	2.37	10%	3.96	16%	6.75	28%	9.61	40%	12.43	52%

Values Upside Potential





SOURCES: Clarksons SIN, Company.
NOTES: **1.** Asset values basis Clarksons SIN, adjusted for scrubbers. Implied trading value, based on average of DnB/Carnegie and Pareto as of May 16 2025.
2. Assumes 100% utilization on gross rates, the SOFR forward curve, refinancing of 2026 purchase options at recent average terms, and market capitalization as of the May 15 market close. EPS yield is based on the share price as of the same date. Q1 2025 reflects actuals; Q2 includes current coverage, with remaining open days at assumed rates. Assumed rates fully apply to H2 2025 and 2026.
3. 2025 includes the recently announced $0.32/share dividend payable June 12.

Delivering on our IPO promises

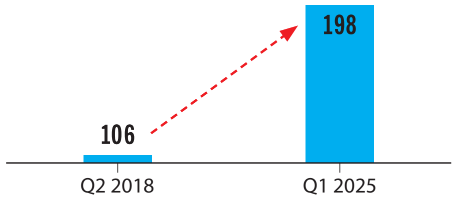
Executing within the track established in 2018

2018 OET investor pitch / Promises

Actions - Deliverables

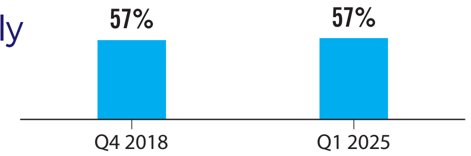
"Opportune and unique time to invest in the tanker market"

Clarksons second hand tanker price index



"Co-invest with fully aligned, committed sponsor"

Alafouzos family shareholding

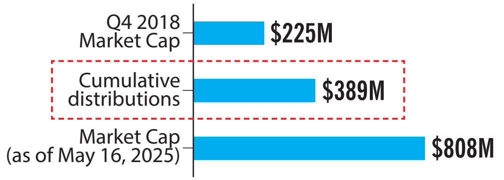


Ioannis A. Alafouzos: *"OET will offer investors the opportunity to participate in a traditional Greek shipping company focusing on operating excellence"*

- VLCC: **21%** spot market TCE outperformance vs listed peers
- Suezmax: **39%** spot market TCE outperformance vs listed peers

"Commitment to enact and maintain an aggressive dividend policy"

- OET has distributed **1.7x times** its initial market cap
- **~100%** of LTM free cash flow paid back to shareholders



"Preservation of shareholder value and best corporate governance practices"

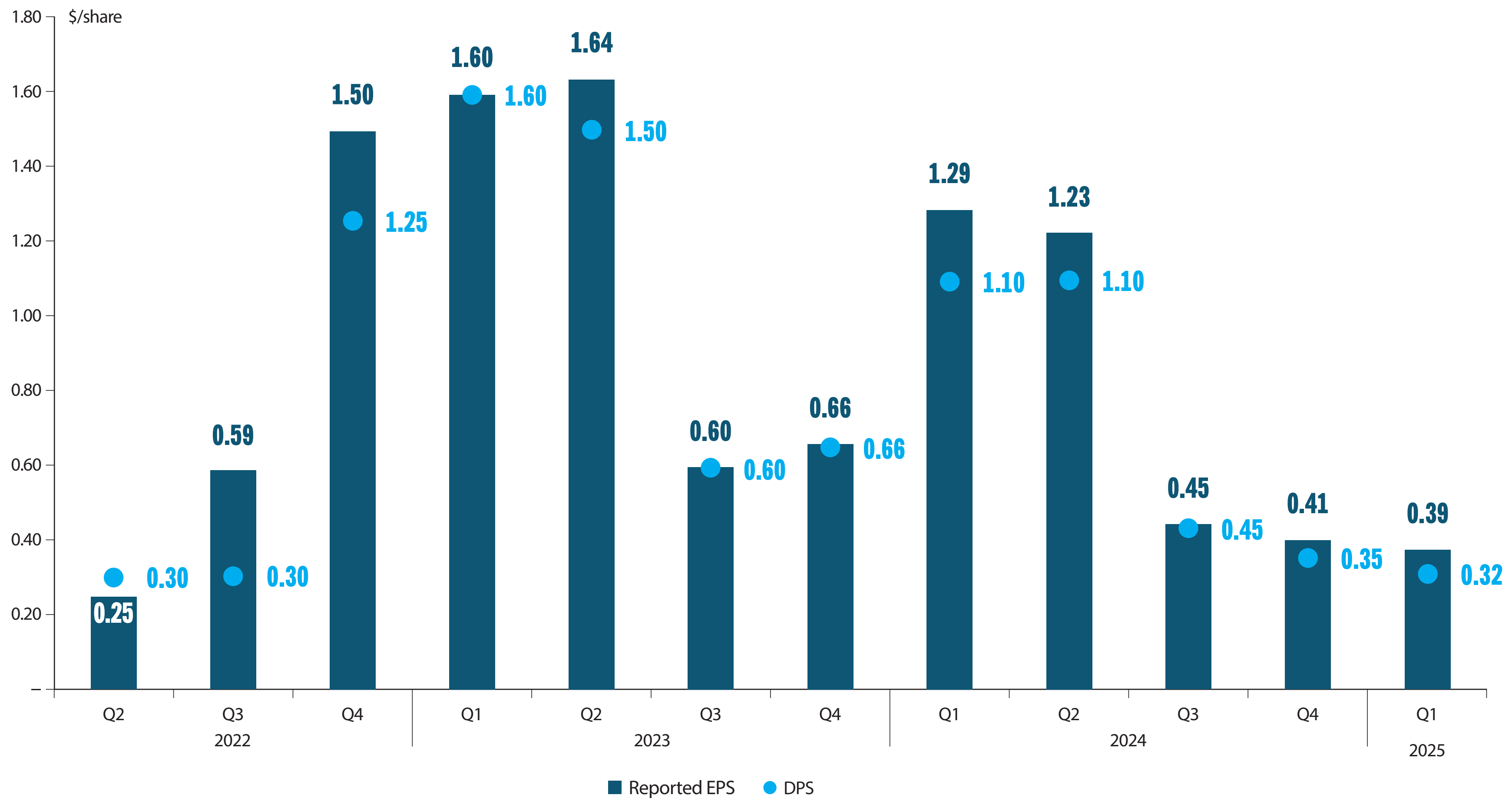
- Number of dilutive capital raises: **ZERO**
- **86%** independent directors
- **Maximizing shareholder value** remains key strategic priority

SOURCES: Clarksons SIN, Company.

Executing Our Strategic Vision

Establishing OET as the Leading Public Tanker Investment

Dividend distribution



Notes

- Over **$389m** distributed since our IPO or **1.7x** of initial market cap
- **~13%**[1] average annualized dividend yield over the past ten quarters
- Total distributions over the last 4 quarters: **$2.22** per share or **~91%** of adjusted 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.

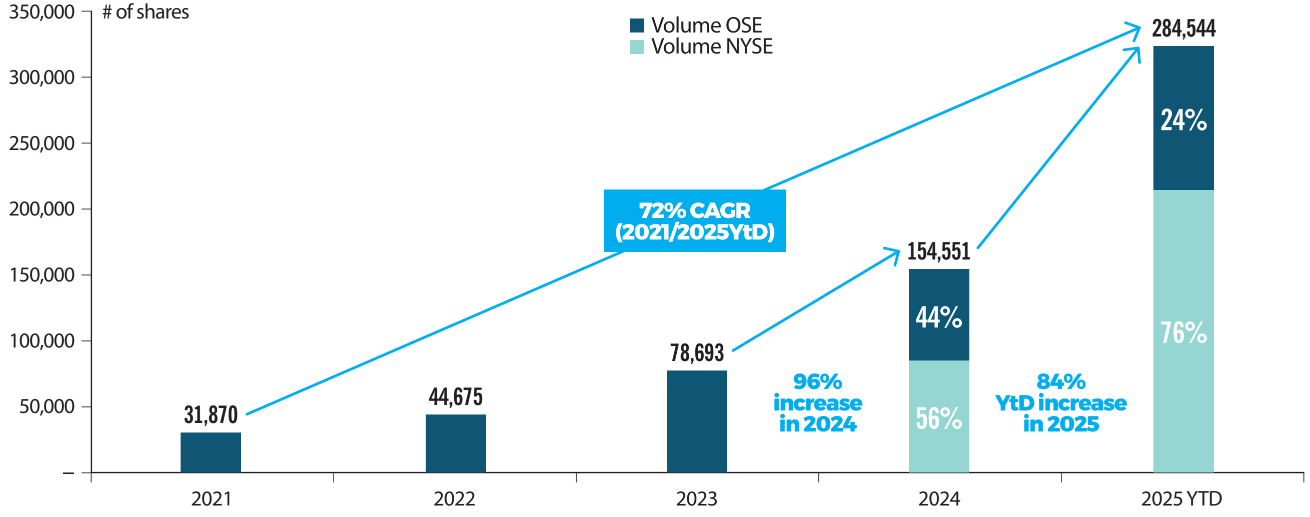
Dual Listing in the US

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

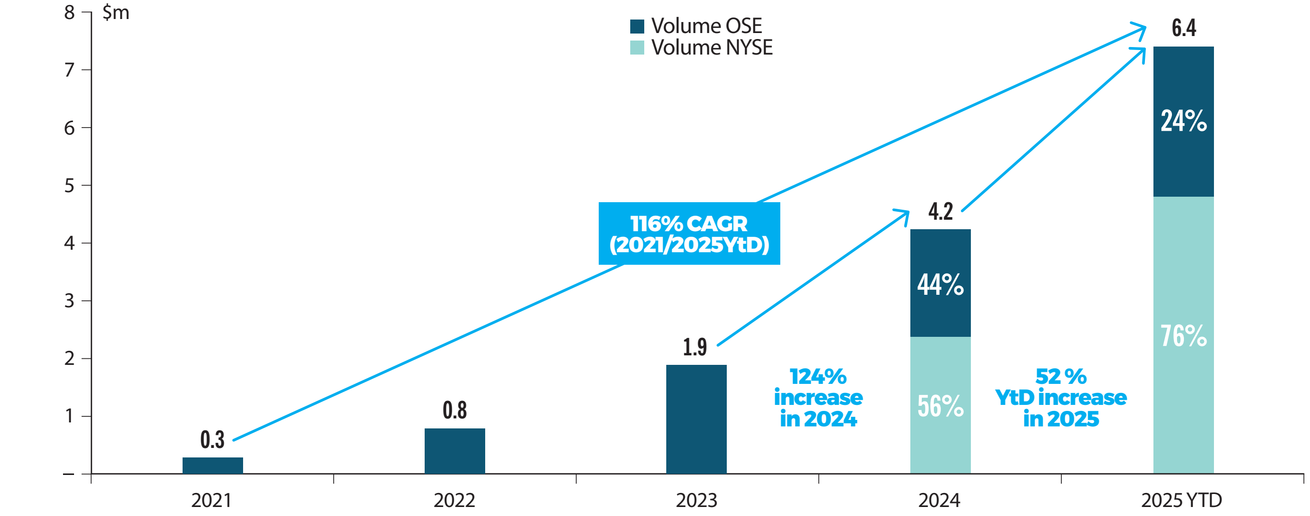
5

STRONG SHAREHOLDER TRACK RECORD WITH EMPHASIS ON GOVERNANCE

Shares daily trading volume



$m daily trading volume



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
- Focus on generating new research relationships

Foundational support to elevate platform in scale

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

SOURCES: Company, Yahoo Finance, S&P Capital IQ, Euronext, as of April 30th 2025.

APPENDIX

Q1 2025 Financials

Income Statement Summary

Income statement summary ($m)	
TCE Revenue	**48.6**
Vessel operating expenses	(10.5)
Management fees	(1.1)
General and administrative expenses	(4.4)
EBITDA	**32.5**
Depreciation and amortization	(10.2)
EBIT	**22.3**
Net interest expense	(11.0)
Other financial income/expenses	1.3
Reported Profit	**12.6**
Reported EPS - basic & diluted	**0.39**
Adjustments	(1.1)
Adjusted Profit	**11.4**
Adjusted EPS - basic & diluted	**0.36**
Weighted average shares - basic & diluted	32.2

Cash Flow Summary

CF Statement Summary ($m)	
Cash Flow from Operating Activities	
Net income	$12.5
Total reconciliation adjustments	19.7
Total changes in working capital	(20.3)
Net cash from operating activities	**$11.9**
Cash Flows from Investing Activities	
Investment in vessels	($0.7)
Other investing activities	(0.6)
Net cash from investing activities	**($1.3)**
Cash Flow from Financing Activities	
Net changes in debt	($11.9)
Dividends and capital returns	(11.3)
Financing costs	0.0
Net cash from financing activities	**($23.2)**
FX effect	$0.3
Net change in cash & cash equivalents	*(12.5)*
Cash and cash equivalents BoP	49.3
Cash and cash equivalents EoP	**$37.1**

Balance Sheet Summary

Balance Sheet Summary ($m)	
Assets	
Cash & cash equivalents	$37.1
Restricted cash	5.9
Vessels, net	948.6
Other assets	77.7
Total Assets	**$1,069.3**
Shareholders' Equity & Liabilities	
Shareholders' equity	411.7
Interest bearing debt	634.0
Other liabilities	23.6
Total Shareholders' Equity & Liabilities	**$1,069.3**

Indicative Eco Benefit Calculation

Unlocking value through fuel efficiency and scrubber benefit

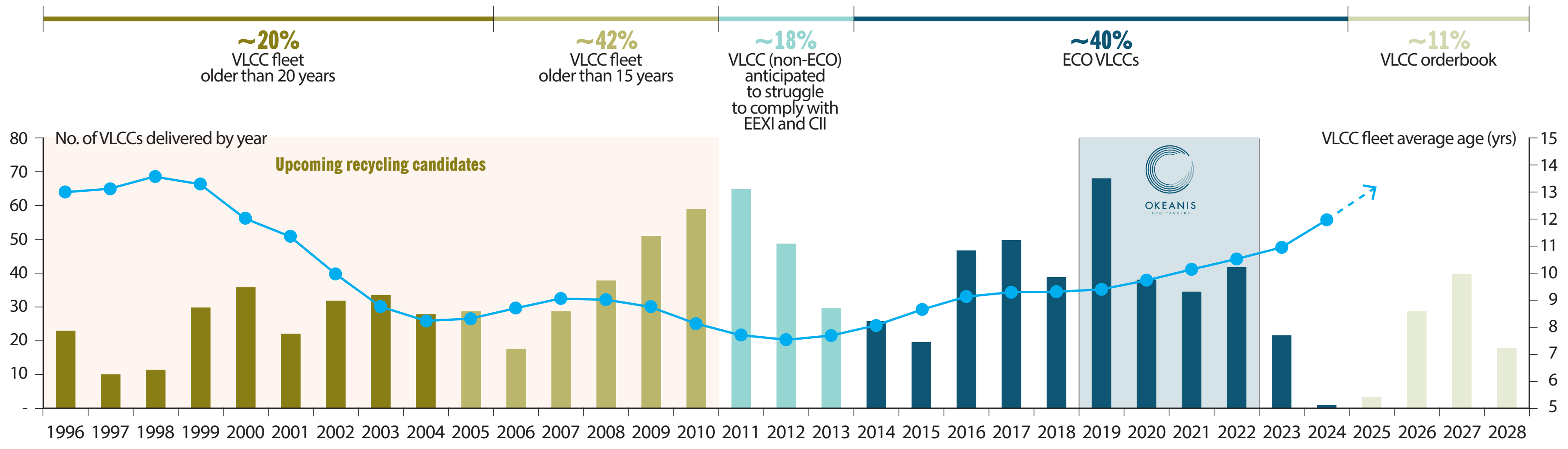
Assumptions		VLCC	Suezmax
Sailing Days	A	325	295
Fuel Consumption (tons/day@12.5 knots)			
Non-Eco	B	61.5	43.0
Eco	C	45.0	30.0
Incremental for Scrubber	D	2.0	1.0
Daily Eco fuel savings	**E=(B–C)**	**16.5**	**13.0**
Singapore Bunker Prices ($/ton)			
VLSFO	F	$500	$500
HSFO (380cst)	G	$450	$450
Spread	**H=(F–G)**	**$50**	**$50**
Eco Daily Savings	**I=(A*E*F/365)**	**$7,450**	**$5,250**
Scrubber Daily Savings	**J=(A*(C–D)*H)/365**	**$1,915**	**$1,170**
Eco + Scrubber Daily Savings	**K=(I+J)**	**$9,365**	**$6,420**

NOTE: Indicative calculation basis referred to bunker prices and consumption assumptions.

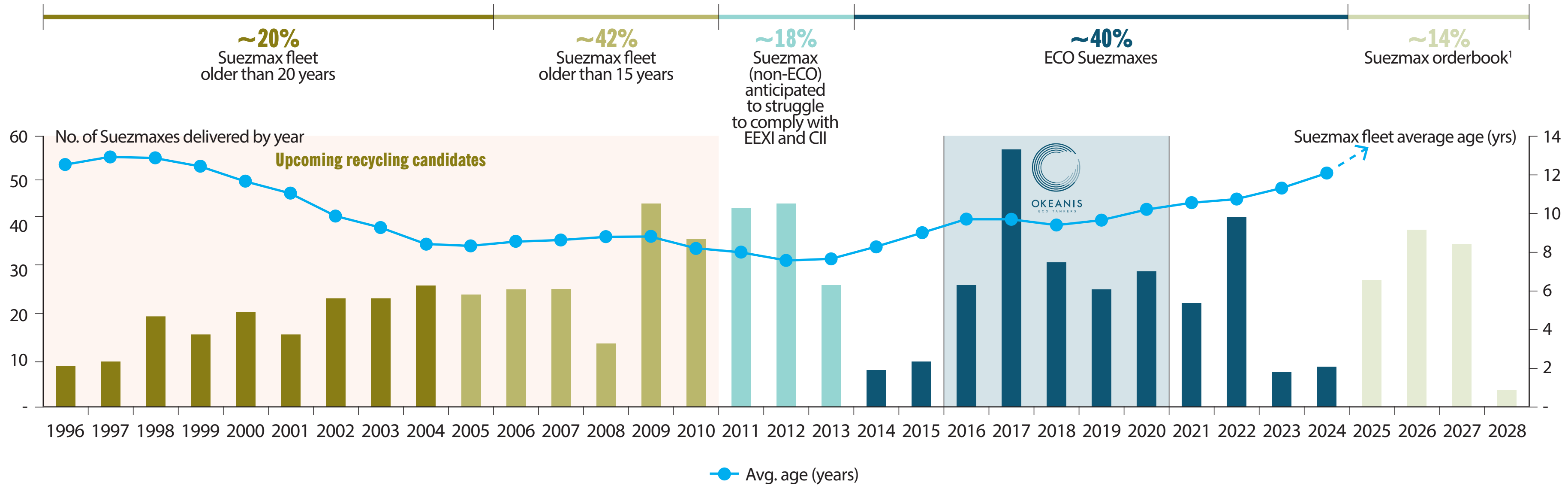
OET's Fleet: Among the Youngest in a Potentially Shrinking Global Fleet

Future deliveries and aging trends highlight limited future supply

Number of VLCCs delivered by year



Number of Suezmaxes delivered by year



SOURCES: Clarksons SIN, Fearnleys Securities, Company.
NOTE: 1. Excluding ~3.3% of shuttle tankers.

Unlocking Savings: The Impact of Our Refinancing Strategy

Over the past two years, we refinanced 12 of our 14 vessels, significantly reducing financing costs and unlocking substantial annual savings

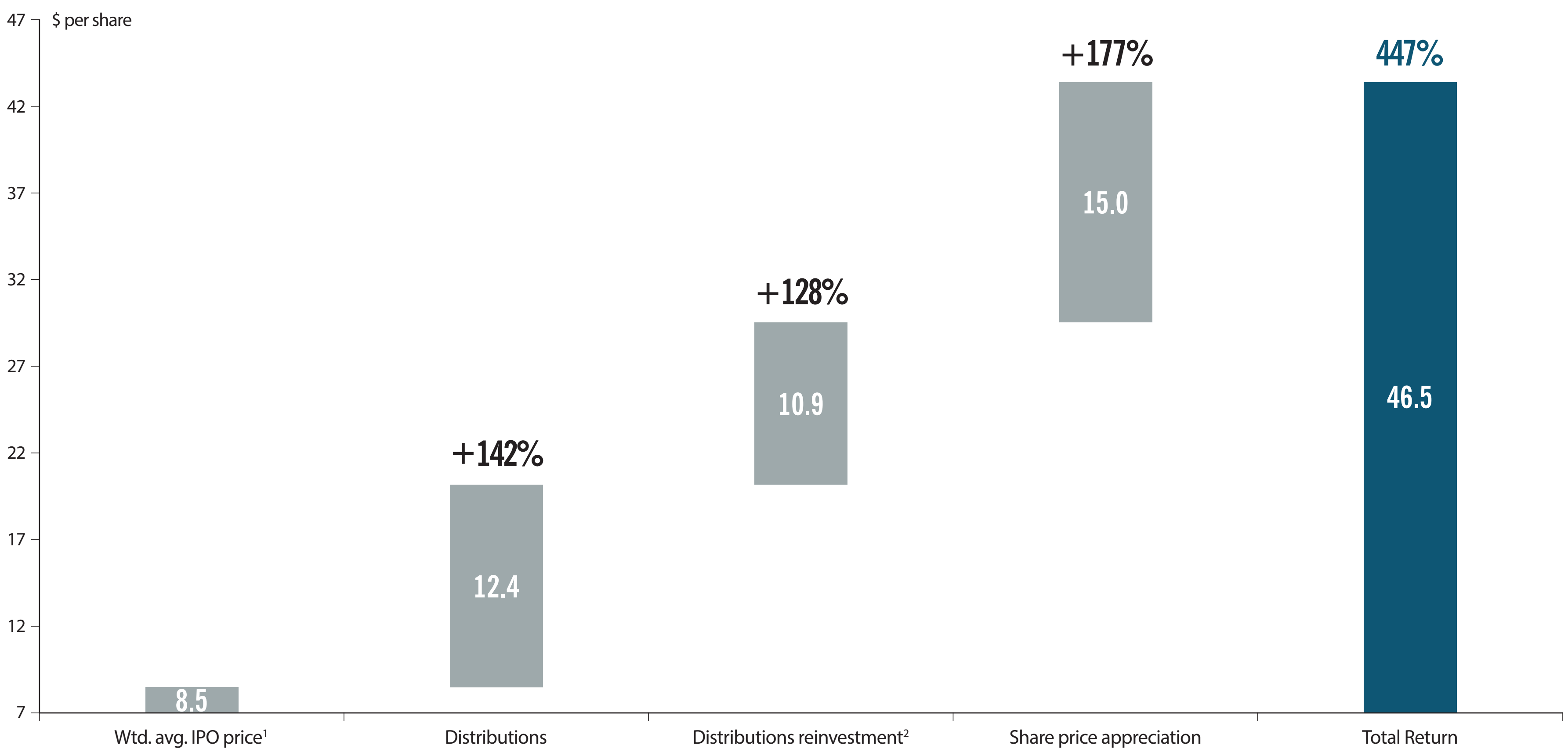
Vessel Name	LIBOR Era	CAS Introduction	SOFR Transition (SOFR+CAS)	Refinancing Benefit Margin Reduction	Refinancing Benefit CAS Elimination	Current
Milos	L+5.62%	+26	S+5.62%+0.26	**387**	**26**	S+1.75%
Poliegos	L+6.76%	+26	S+6.76%+0.26	**516**	**26**	S+1.60%
Kimolos	L+2.50%	+26	S+2.50%+0.26	**60**	**26**	S+1.90%
Folegandros	L+2.60%	+26	S+2.60%+0.26	**70**	**26**	S+1.90%
Nissos Sikinos	L+1.96%	+26	S+1.96%+0.26	**11**	**26**	S+1.85%
Nissos Sifnos	L+1.96%	+26	S+1.96%+0.26	**11**	**26**	S+1.85%
Nissos Rhenia[1]	L+5.28%	+26	S+5.28%+0.26			S+5.29%+0.26
Nissos Despotiko[1]	L+5.28%	+26	S+5.28%+0.26			S+5.29%+0.26
Nissos Donoussa	L+2.50%	+26	S+2.50%+0.26	**85**	**26**	S+1.65%
Nissos Kythnos	L+2.50%	+26	S+2.50%+0.26	**110**	**26**	S+1.40%
Nissos Keros	L+2.25%	+26	S+2.25%+0.26	**35**	**26**	S+1.90%
Nissos Anafi	L+2.09%	+26	S+2.09%+0.26	**19**	**26**	S+1.90%
Nissos Kea	L+2.45%	+26	S+2.45%+0.26	**45**	**26**	S+2.00%
Nissos Nikouria	L+2.45%	+26	S+2.45%+0.26	**45**	**26**	S+2.00%
Weigted Average cost of debt	**L+3.22%**		**S+3.22%+0.26**			**S+2.39%**
Annual/Daily impact exercise						
Assuming Q4 2024 amount oustanding of $646m						
Implied daily interest cost over benchmark ($/day)			~4,400			~3,050
Benefit from refinancing annualy						**~$7.0m**

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

- Improvement of **~110bps** across the entire fleet, or **~130bps** on the 12 refinanced vessels.
- Improvement of **~$1,350/day** across the entire fleet.

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

447% 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 May 15, 2025.

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