



OKEANIS
ECO TANKERS

Q3 2025
EARNINGS PRESENTATION
November 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

		Q3 2025	Q3 2024	9M 2025	9M 2024	Highlights for the quarter
COMMERCIAL PERFORMANCE USD per day	VLCC TCE ¹	\$45,500	\$43,100	\$44,400	\$61,500	• \$46,600pd fleetwide TCE • \$45.2m adj. EBITDA³ • \$0.77 adj. EPS
	Suezmax TCE ¹	\$48,200	\$44,800	\$46,300	\$52,900	
	Fleetwide TCE ¹	\$46,600	\$43,900	\$45,200	\$57,700	
	Fleetwide Opex ²	\$10,014	\$9,811	\$9,740	\$9,470	• The board has declared a 14th consecutive dividend of \$0.75 per share. • Total distributions over the last 4 quarters: \$2.12 per share or 89% of adjusted net income. • We declared the purchase options of Nissos Rhenia and Nissos Despotiko from their sale and leaseback financings, both expected to close in Q2 2026.
INCOME STATEMENT USDm exc. EPS	TCE Revenue	\$59.9	\$52.2	\$172.5	\$212.7	
	Adjusted EBITDA ³	\$45.2	\$37.9	\$124.9	\$167.0	
	Adjusted Profit	\$24.7	\$14.5	\$62.8	\$94.3	
	Adjusted EPS	\$0.77	\$0.45	\$1.95	\$2.93	
				Q3 2025	Q4 2024	
BALANCE SHEET USDm	Total Debt			\$616.6	\$645.6	
	Total Cash ⁴			\$58.2	\$54.3	
	Total Assets			\$1,067.1	\$1,082.1	
	Total Equity			\$429.8	\$410.4	
	Book Leverage			57%	59%	

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

2. Including management fees.

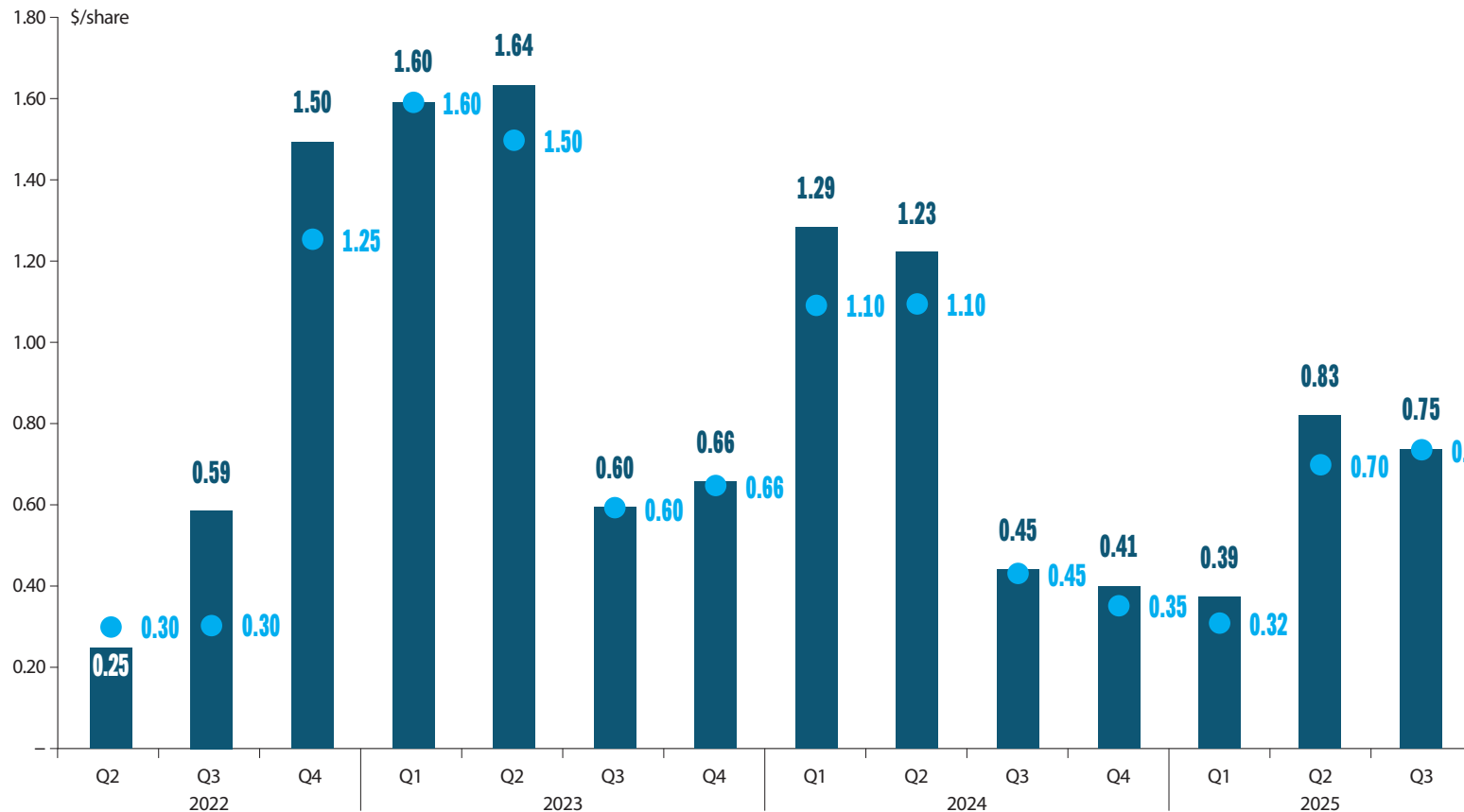
3. EBITDA adjusted for derivatives, FX, and other non-cash items.

4. Including restricted cash.

Executing Our Strategic Vision

Establishing OET as the leading public tanker investment

Dividend distribution



Notes

- ▶ Over **\$435m** distributed since our IPO or **1.8x** of initial market cap
- ▶ **~13%¹** average annualized dividend yield over the past fourteen quarters
- ▶ Since having a fully delivered fleet we have distributed **91%** of our adjusted EPS

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

Income Statement Summary

Income statement summary (\$m)	Q3 2025	Q3 2024	9M 2025	9M 2024
TCE Revenue	\$59.9	\$52.2	\$172.5	\$212.7
Vessel operating expenses	(11.7)	(11.5)	(33.8)	(32.9)
Management fees	(1.2)	(1.2)	(3.4)	(3.5)
General and administrative expenses	(1.9)	(1.7)	(10.3)	(9.3)
EBITDA	\$45.2	\$37.9	\$124.9	\$167.0
Depreciation and amortization	(10.4)	(10.4)	(31.0)	(30.8)
EBIT	\$34.7	\$27.4	\$93.9	\$136.2
Net interest expense	(10.4)	(13.4)	(32.7)	(42.0)
Other financial income/expenses	(0.2)	0.5	2.2	1.4
Reported Profit	\$24.1	\$14.5	\$63.5	\$95.7
Reported EPS - basic & diluted	\$0.75	\$0.45	\$1.97	\$2.97
Adjustments	0.6	(0.0)	(0.7)	(1.4)
Adjusted Profit	24.7	14.5	62.8	94.3
Adjusted EPS - basic & diluted	\$0.77	\$0.45	\$1.95	\$2.93
Weighted average shares - basic & diluted	32.2	32.2	32.2	32.2

Notes

- Q3 2025 delivered solid results, particularly considering this period represents the seasonal low point of the year. Performance remained stable and was supported by healthy trends across Revenue, EBITDA, and Net Income
- TCE Revenue of **\$59.9m** for Q3 2025 and **\$172.5m** for 9M 2025
- EBITDA of **\$45.2m** for Q3 2025 and **\$124.9m** for 9M 2025
- Net Income of **\$24.1m** or **\$0.75/share** for Q3 2025 and **\$63.5m** or **\$1.97/share** for 9M 2025

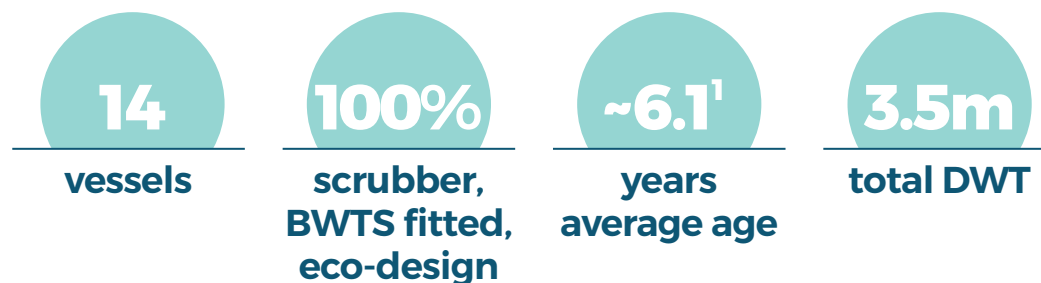
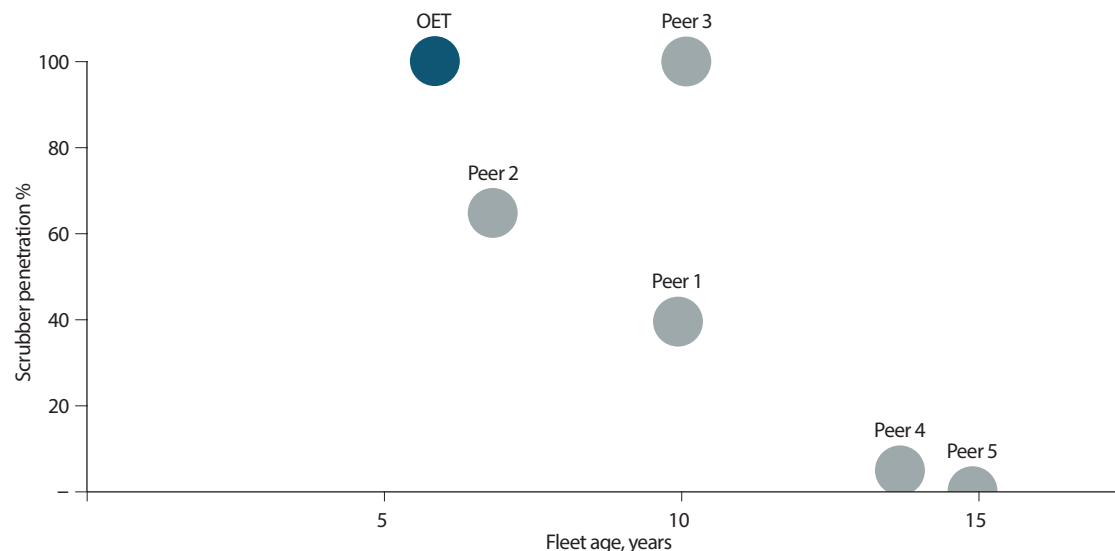
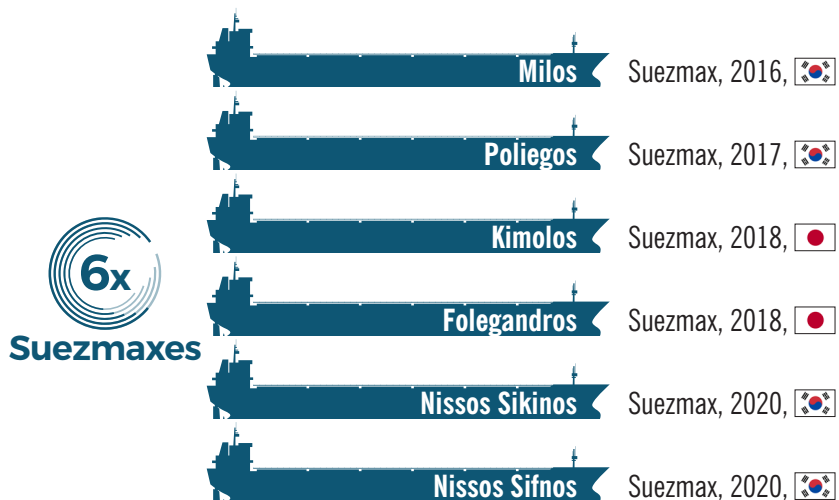
Balance Sheet Summary

Balance Sheet Summary (\$m)	Q3 2025	Q4 2024	Notes
Assets			
Cash & cash equivalents	\$52.6	\$49.3	• Total cash ¹ of \$58.2m
Restricted cash	5.6	5.0	
Vessels, net	928.3	958.6	• Total assets of \$1.1bn
Other assets	80.6	69.2	
Total Assets	\$1,067.1	\$1,082.1	• Total interest bearing debt of \$617m
Shareholders' Equity & Liabilities			
Shareholders' equity	429.8	410.4	• Book leverage of 57%
Interest bearing debt	616.7	645.7	
Other liabilities	20.6	26.0	• Total equity of \$430m
Total Shareholders' Equity & Liabilities	\$1,067.1	\$1,082.1	

NOTE: 1. Including restricted cash.

State of the Art Asset Base

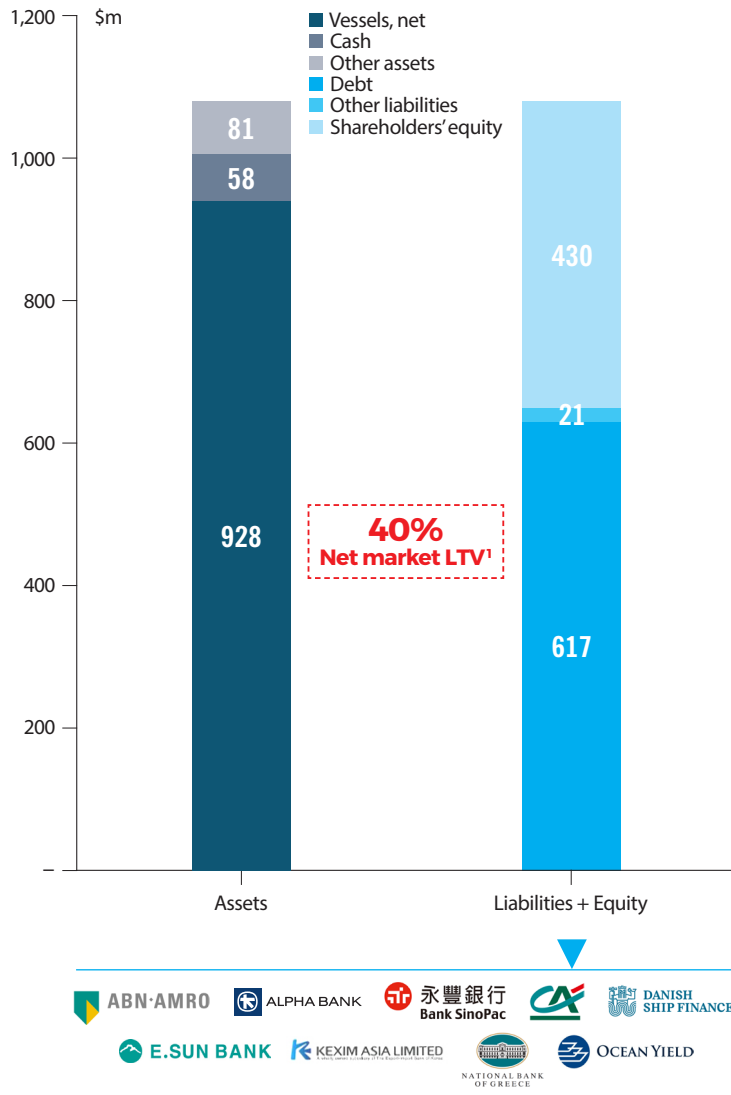
Only listed pure ECO and scrubber fitted crude tanker platform



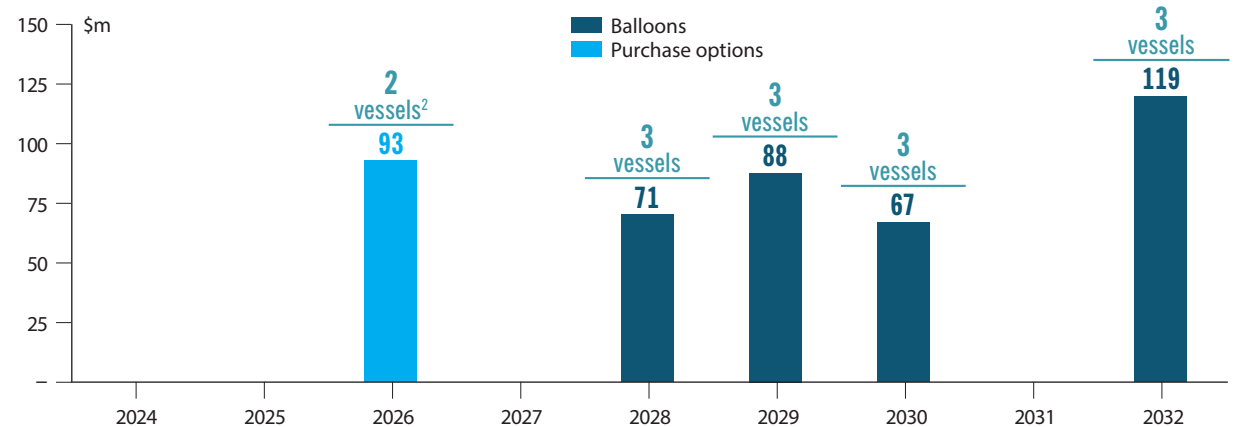
Resilient & Balanced Capital Structure

Disciplined balance sheet management with very attractive margins

Robust and clean balance sheet



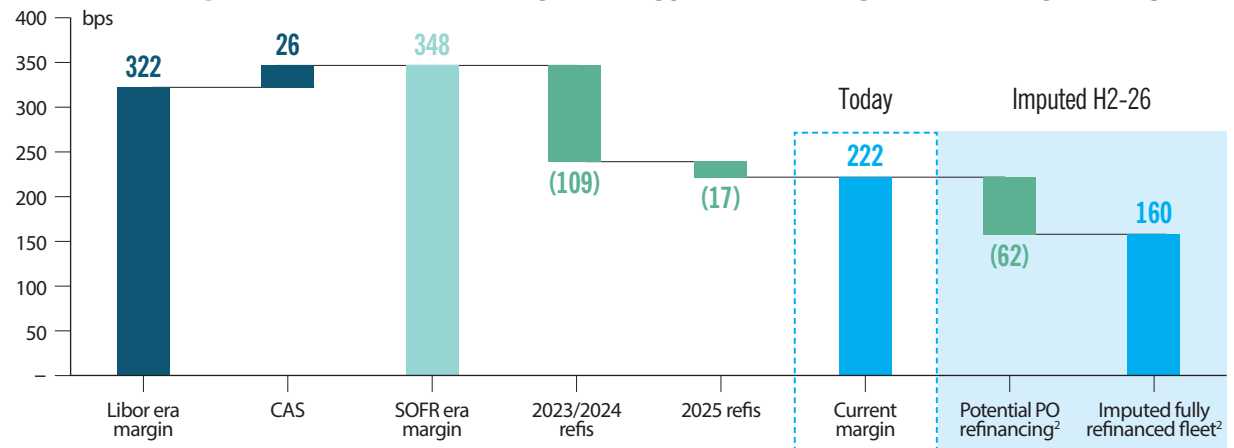
Loan maturities



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

We declared the purchase options of Nissos Rhenia and Nissos Despotiko.

The impact of our refinancing strategy on our weighted average margin



SOURCE: Company.

NOTES: 1. Based on latest broker valuations.

2. Nissos Rhenia and Nissos Despotiko purchase options kick-in in H1 2026.

Assumed refinancing of 2026 purchase options at average recently achieved terms.

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



Commercial Performance – Q3 2025

Fleetwide TCE of **\$46,600 pd** – \$45,500 pd for spot VLCCs and \$48,200 pd for spot Suezmaxes

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	—	—	—	—	—	—	—	—	—
Spot ¹	736	100%	\$45,500	549	100%	\$48,200	1,285	100%	\$46,600
Total	736	100%	\$45,500	549	100%	\$48,200	1,285	100%	\$46,600
Calendar	736			552			1,288		
Operating ²	736			549			1,285		
Utilization	100%			100%			100%		
Successfully performed a clean product backhaul voyage to reposition 1x VLCC back West in anticipation of seasonal market upside.			Nissos Sikinos and Nissos Sifnos were fixed on front-haul voyages to the East for dry-dock positioning.			Executed several fixtures from WAFR, leveraging advantageous regional market conditions.			
Employed 3x VLCCs on trans- Atlantic voyages, in anticipation of Q4 long-haul opportunities.			Remaining 4x Suezmaxes maintained Western presence, harnessing the strong local market conditions.			Once again, achieved near perfect utilization accross the fleet. Suezmax earnings outperformed VLCCs for fifth consecutive quarter.			
			Strategically employed vessels on long laden voyages benefiting from lucrative flat rates and maximized duration.			Maintained significant Western exposure this quarter, with expectations of a firm Atlantic market in Q4.			

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

Commercial Performance – Q4 2025 Guidance

VLCC: 80% of available 4Q25 spot days fixed at **\$88,100 pd**
Suezmax: 48% of available 4Q25 spot days fixed at **\$60,800 pd**

	VLCC			SUEZMAX			FLEETWIDE		
	Days	% of Total	TCE	Days	% of Total	TCE	Days	% of Total	TCE
Timecharter	—	—	—	—	—	—	—	—	—
Spot - fixed ¹	587	80%	\$88,100	241	48%	\$60,800	828	67%	\$80,700
Spot - unfixed ²	149	20%		263	52%		412	33%	
Total	736	100%		504	100%		1,240	100%	
Calendar	736			552			1,288		
Operating	736			504			1,240		
Utilization	100%			91%			96%		

Calculated Q3 vessel positioning allowed 4x VLCCs to undertake eastbound long-haul voyages, capitalizing on robust market conditions for extended periods.

Nissos Kea was fixed off prompt dates, minimizing waiting time and optimizing the TCE, given the vessel's opening position in West Coast India.

USG loadings continue their upward trajectory, indicating a rise in tonne-miles driven by growing imports into Asia.

Nissos Sifnos successfully completed her scheduled dry-dock, while Nissos Sikinos will proceed to discharge and will begin.

Historically high levels of activity driving the market higher with increased tonne-miles, while winter weather delays are still expected, which will significantly tighten market further.

Prioritized consecutive voyages with minimal waiting, thereby eliminating ballast days and achieving higher returns.

Tighter sanctions enforcement drove incremental demand from India, Turkey, and China for replacement barrels, materially tightening supply. Meanwhile, ongoing difficulties with sanctioned cargoes are contributing to a rise in floating storage.

Optimistic for an all around strong Q4 amid recent announcements of OPEC+ December output increase.

Optimized fleet deployment positions continue to allow us to capture spikes accross global markets.

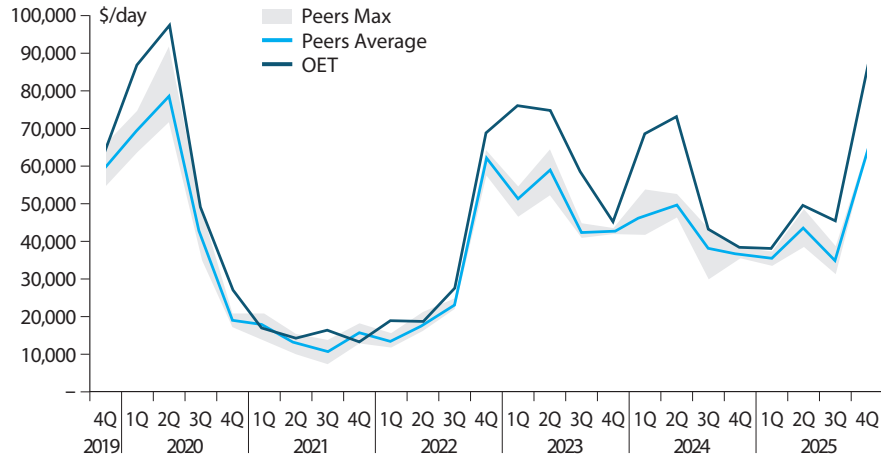
NOTES: 1. Spot days include short-term trip charters.

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

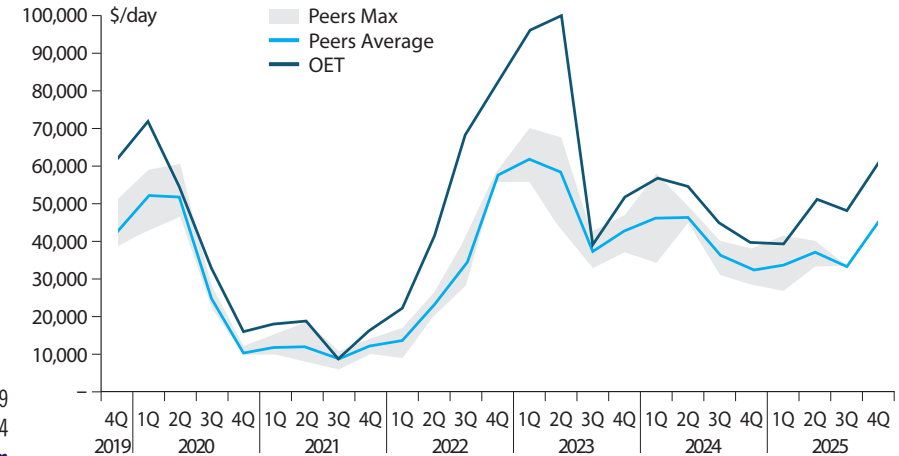


OET generated
~\$220m
of outperformance
since 4Q 2019
over the average
of the peer group

VLCC

OET Daily Out/(Under) Performance \$9,679
OET VLCC Spot Days 11,654
OET Total Out/(Under)Performance **~\$113m**

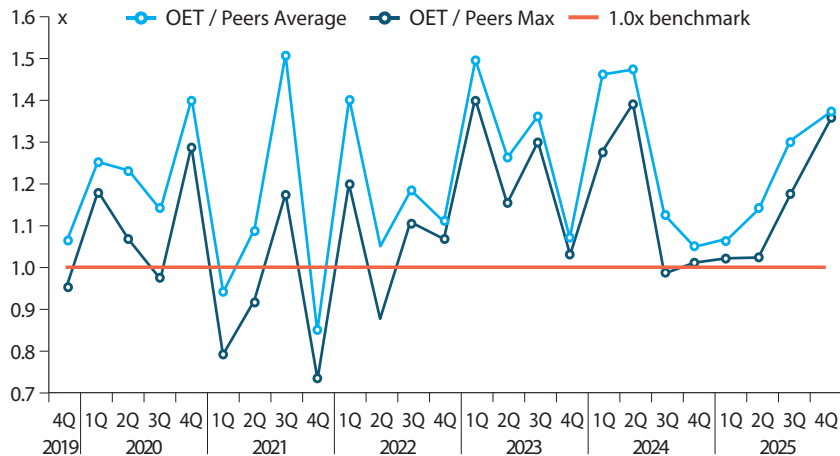
Suezmax spot TCE against peers



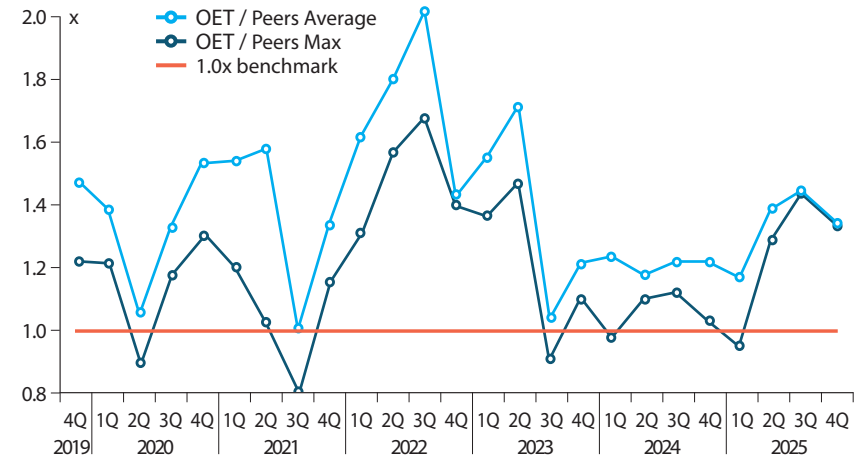
Suezmax

OET Daily Out/(Under) Performance \$12,125
OET Suezmax Spot Days 8,841
OET Total Out/(Under)Performance **~\$107m**

VLCC spot performance against peers



Suezmax spot performance against peers



SOURCE: Company filings.

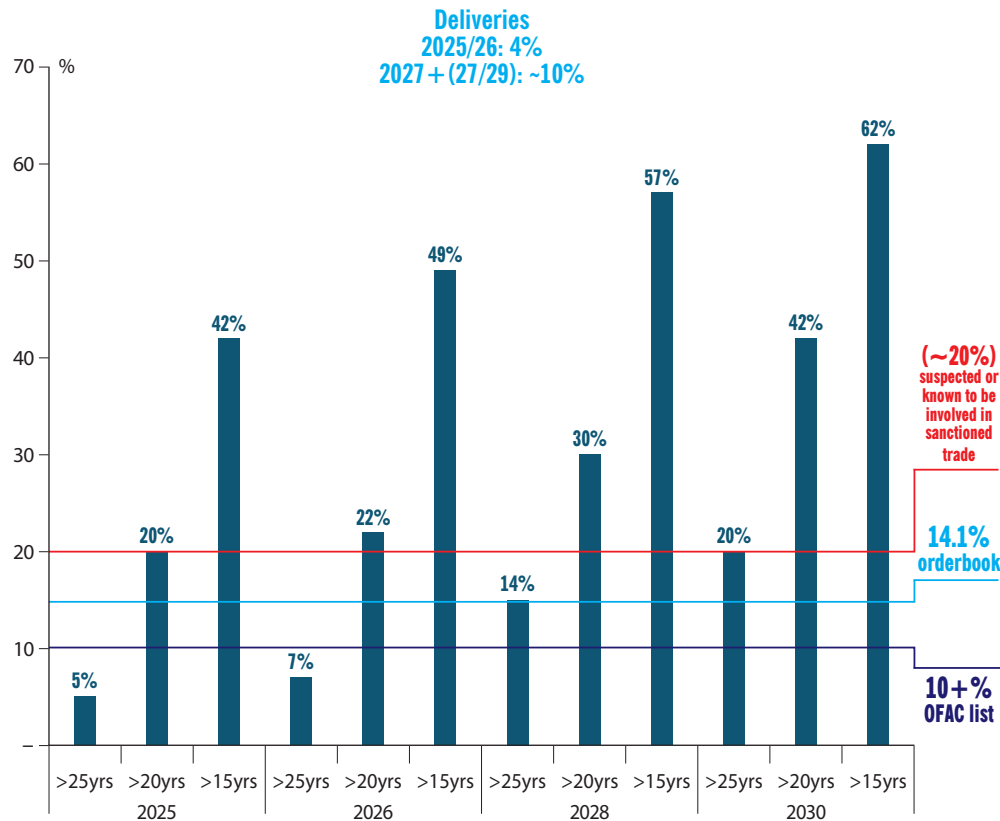
NOTE: Q3 2025 and Q4 2025 guidance figures based on companies that have already reported for the quarter.

Q4 2025 figures are preliminary and based on fixed spot days. Guidance figures 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.

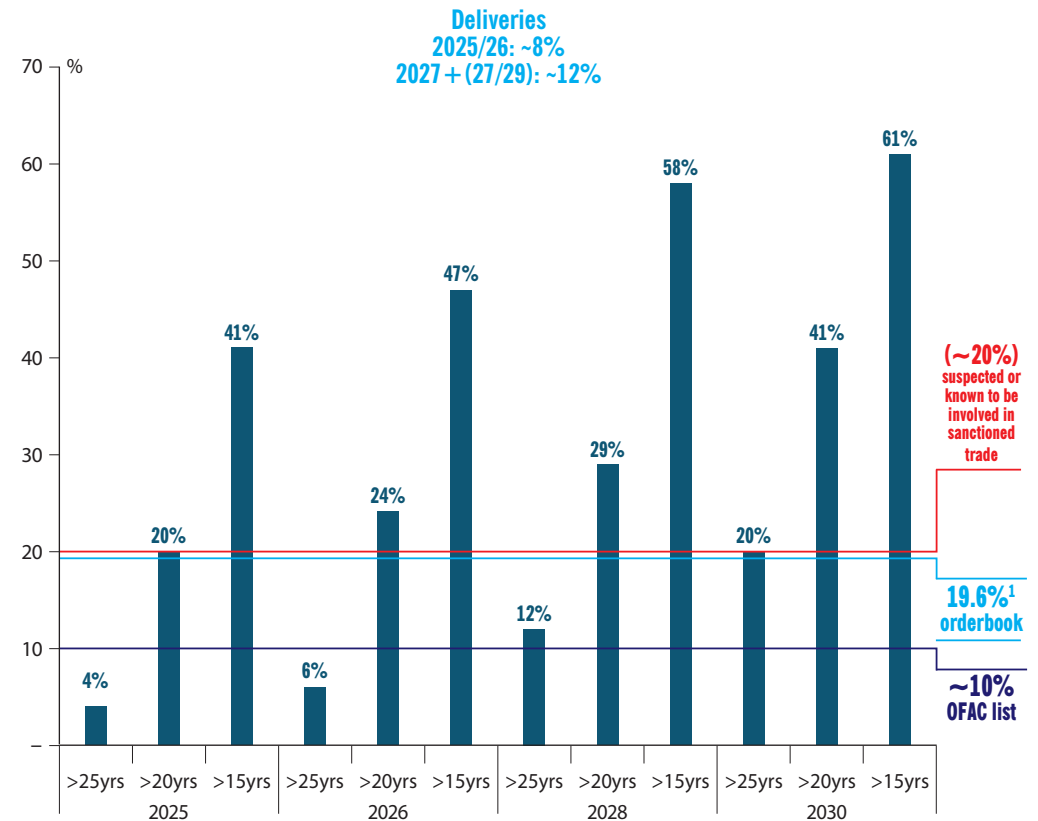
Tanker Supply: Constrained and Aging

Over 40% of the fleet is 15+ years old, with an orderbook that does not offset retirements 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, McQuillling Services, S&P Global.

NOTES: 1. Including ~3.5% of shuttle tankers.

2. Future age composition excludes current orderbook.

Shrinking Yard Capacity Limits Fleet Renewal

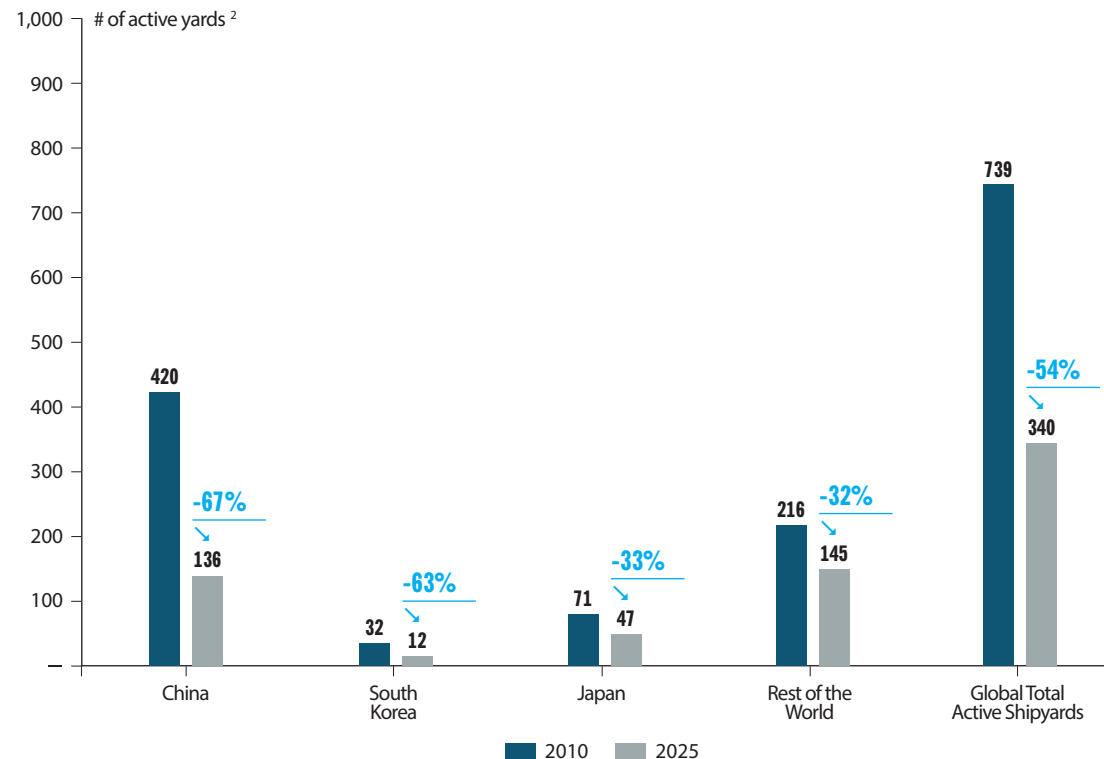
Shrinking shipyard capacity and a manageable orderbook — as yards shift to higher-margin projects — will constrain future tanker supply, especially for large tankers

- Replacement need of older tonnage will become increasingly pressing over the next few years

- Global yard capacity has approximately halved in both number of yards and GCT capacity since 2010

- Continued ordering on other asset classes and yard preference for higher margin projects further enhances the tanker supply outlook

Yard capacity¹



SOURCE: Clarksons SIN.

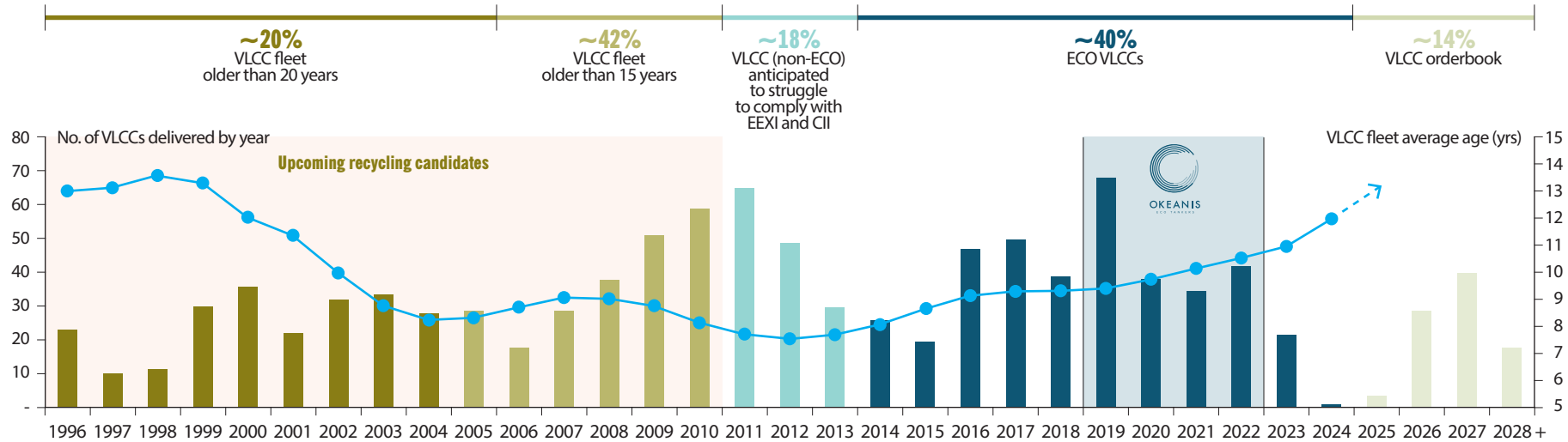
NOTES: 1. There has been consolidation in the sector.

2. Number of yards delivering at least one vessel of 1,000 GT or above, including marine and 'ship-shaped' offshore vessels only.

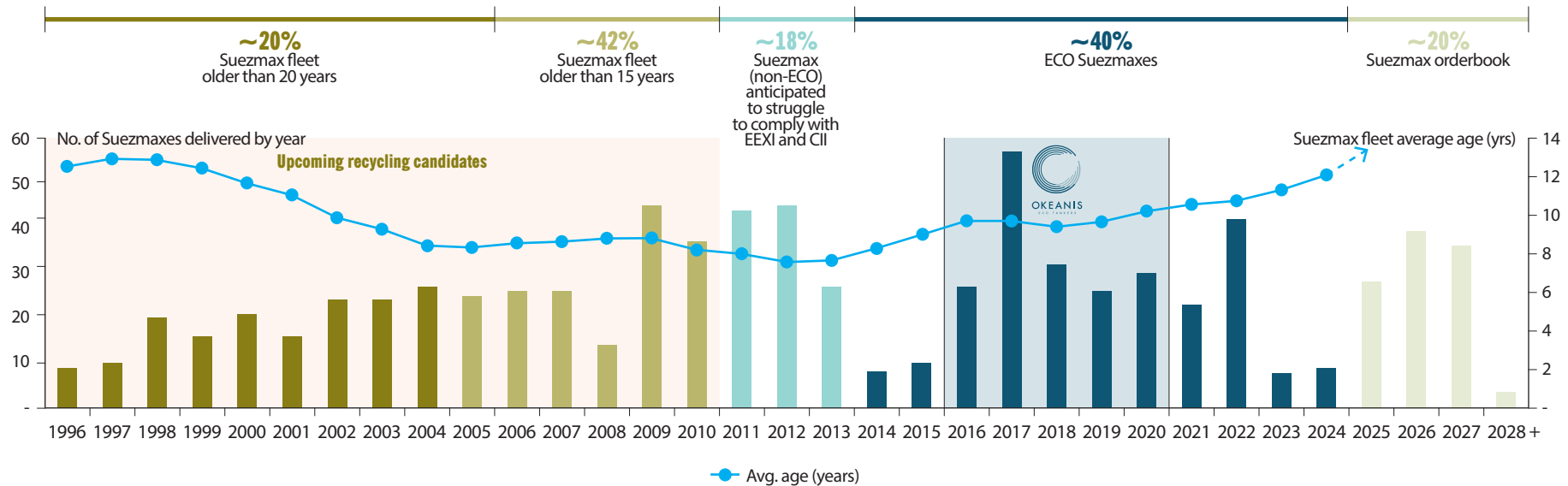
OET: Resilient by Design

A modern fleet built to outperform in an aging, supply-constrained market

Number of VLCCs delivered by year



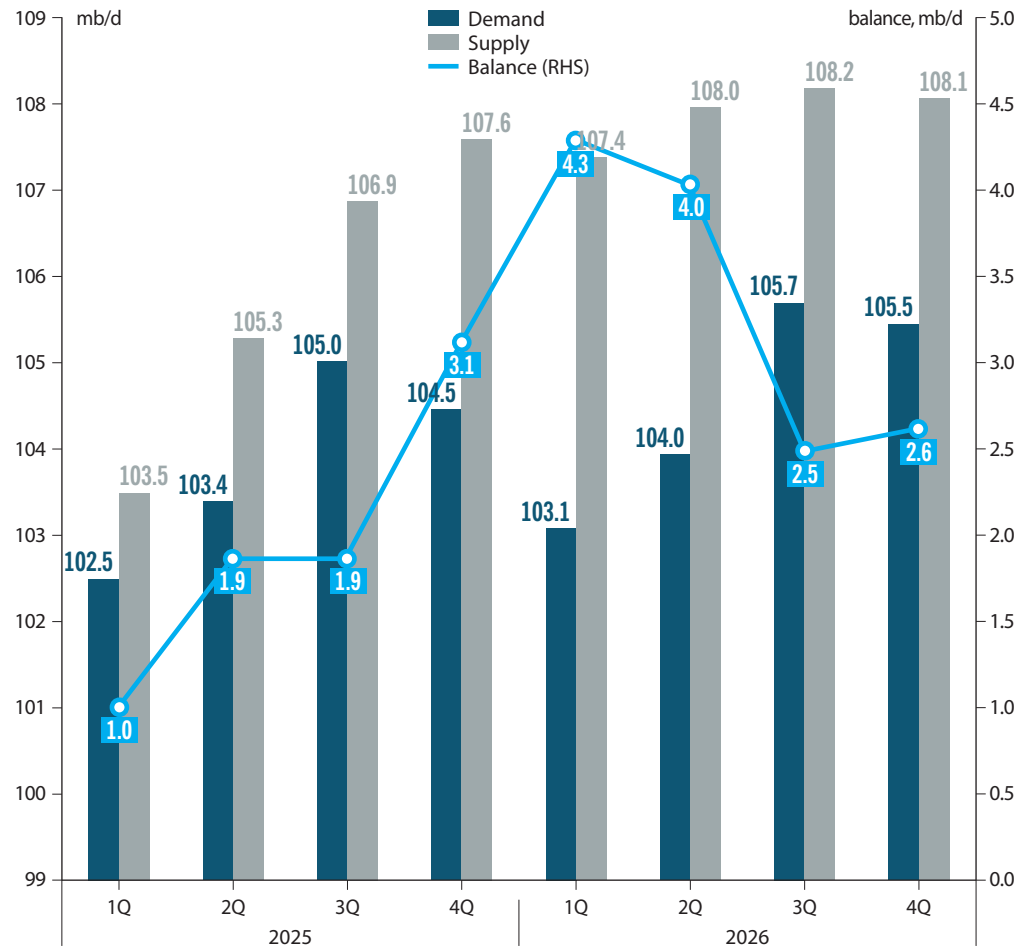
Number of Suezmaxes delivered by year



Balancing the Equation: Demand Growth Meets Constrained Supply

Geopolitics, trade flows, and inventories reinforce the supportive market backdrop

IEA base case: 2025/26 oil market balance



Key drivers of demand, production and inventory changes

Global Trends

IEA: Supply projected to exceed demand by ~3 mb/d through 2026, with 2025 stock builds averaging around 1 mb/d since early in the year.

Supply

Non-OPEC / OPEC+: Non-OPEC supply +~2 mb/d by 2026 (US, Canada, Brazil, Guyana) while Venezuela restart, Brazil & Guyana ramp-up and a gradual reversal of OPEC+ cuts (targets lifted ~2.9 mb/d, ~2.7% of global supply) modestly lift exports and tonne-miles.

Demand

OECD / Asia / India: Strong US gasoline pull and firm refining margins, China and India as key demand drivers (incl. diversification away from Russian crude), with seasonal Q4 strength supportive to tankers.

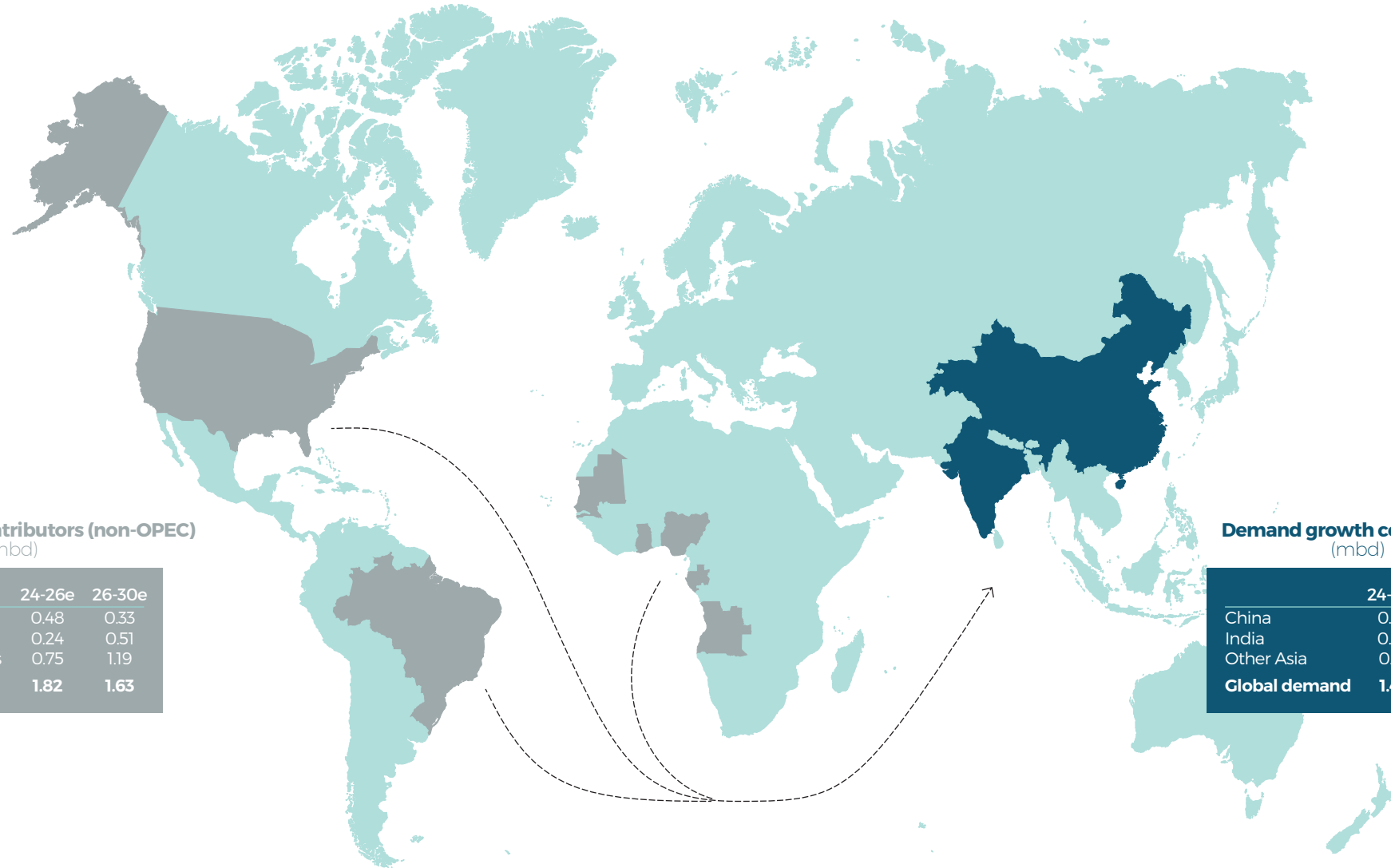
Geopolitics / Sanctions

US, EU, Russia, China, Iran: Tightening US/EU sanctions on Russian crude and shipping, the challenges facing Russian barrels and rerouted flows, a tactical US-China truce, and increased oversight of Iran's shadow fleet all reshape trade routes and support mainstream tanker utilization.

Inventories

Stocks: Floating and commercial stocks rising, but OECD inventories remain near multi-year lows and at the low end of the 10-year range; US SPR restocking leaves the market vulnerable to shocks and supportive for tanker demand.

Atlantic Barrels Sailing East; Tonne-miles Extend



Supply growth contributors (non-OPEC)
(mbd)

	24-26e	26-30e
Brazil	0.48	0.33
Guyana	0.24	0.51
Other Americas	0.75	1.19
Global supply	1.82	1.63

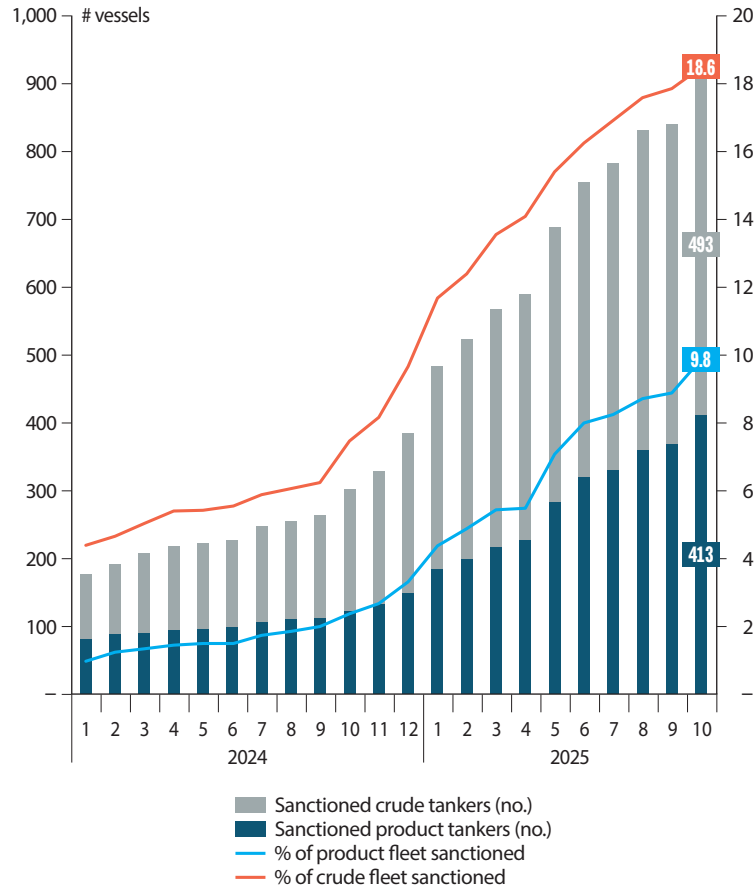
Demand growth contributors
(mbd)

	24-26e	26-30e
China	0.26	0.03
India	0.28	1.02
Other Asia	0.33	1.24
Global demand	1.47	2.49

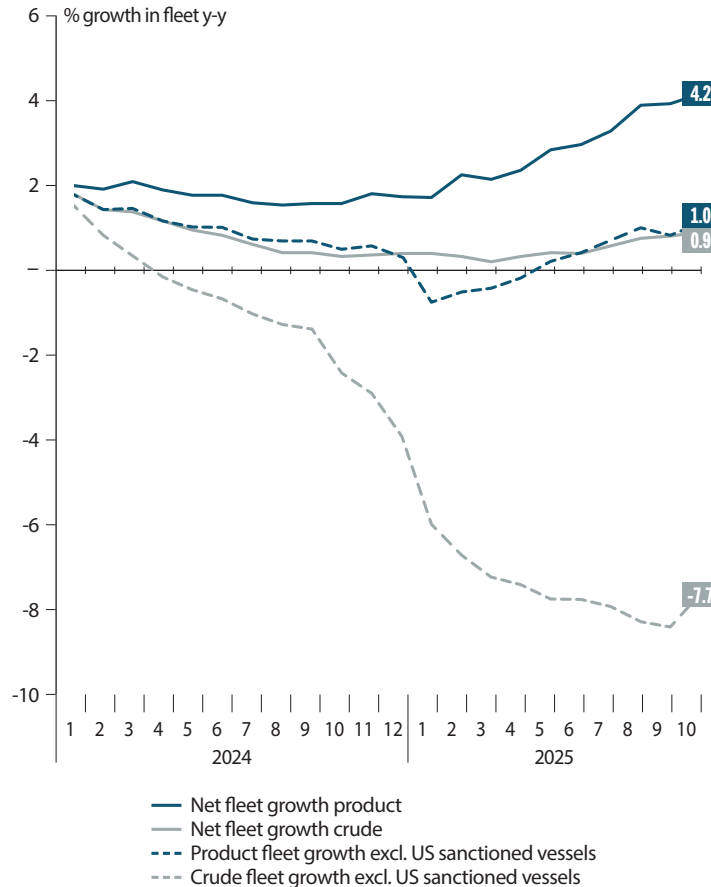
- Supply growth: Brazil / Guyana / Other Americas drive non-OPEC additions.
- Demand growth: Heaviest in China, India, wider Asia.
- Implication: Longer voyages Atlantic to Asia increase tonne-miles and vessel days on the water.

Sanctions Reshape Tanker Supply

15.8% of tanker fleet now under sanctions



Sanctions turn mainstream crude fleet growth negative



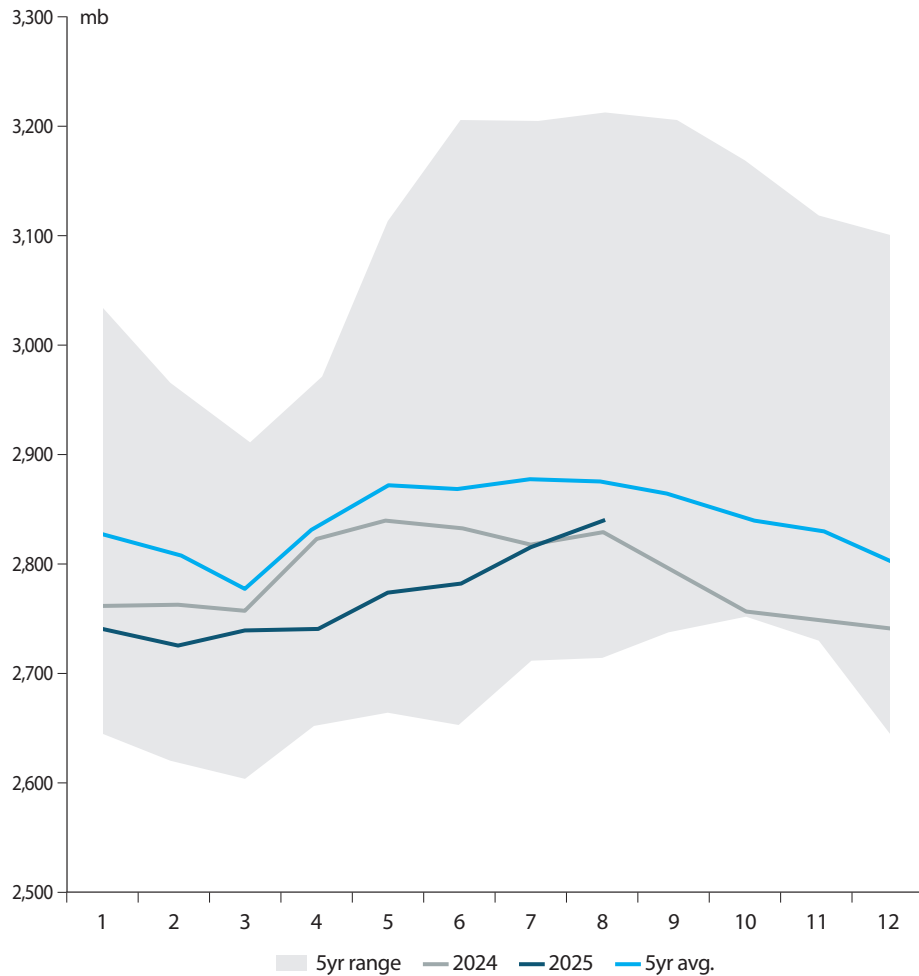
- ▶ Since early 2024, US/OFAC sanctions have expanded: ~20% of crude DWT and ~8% of product DWT now sit on sanctions lists.
- ▶ Iranian and Russian exports remain near record levels, but barrels are harder to place, pushing more crude into floating storage.
- ▶ This storage is increasingly covered by older shadow tonnage, which is unlikely to re-enter compliant trade, shrinking the mainstream fleet.
- ▶ Replacing sanctioned barrels with compliant supply would lift demand for mainstream ships, tightening effective supply and supporting freight rates.

And lift demand for compliant crude

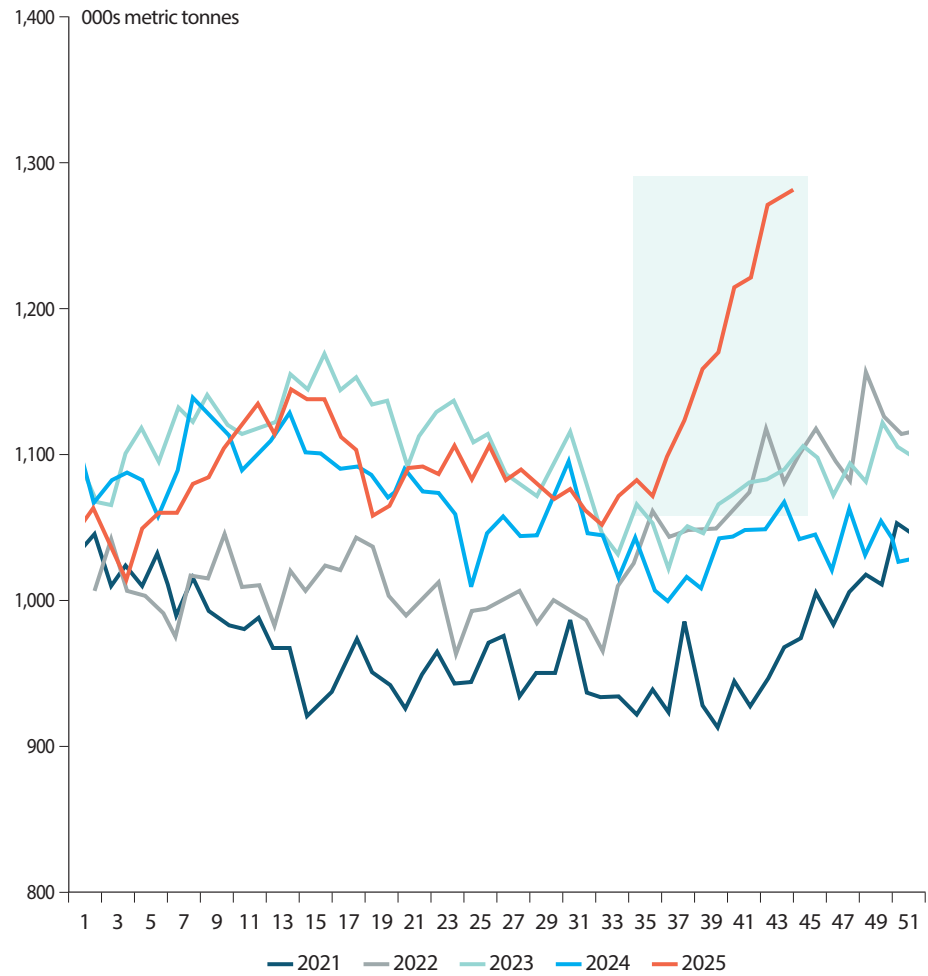
Inventories & Oil-on-water Signal a Tighter Crude Market

Low OECD stocks and surging crude in transit reinforce an elevated freight environment

OECD commercial inventories



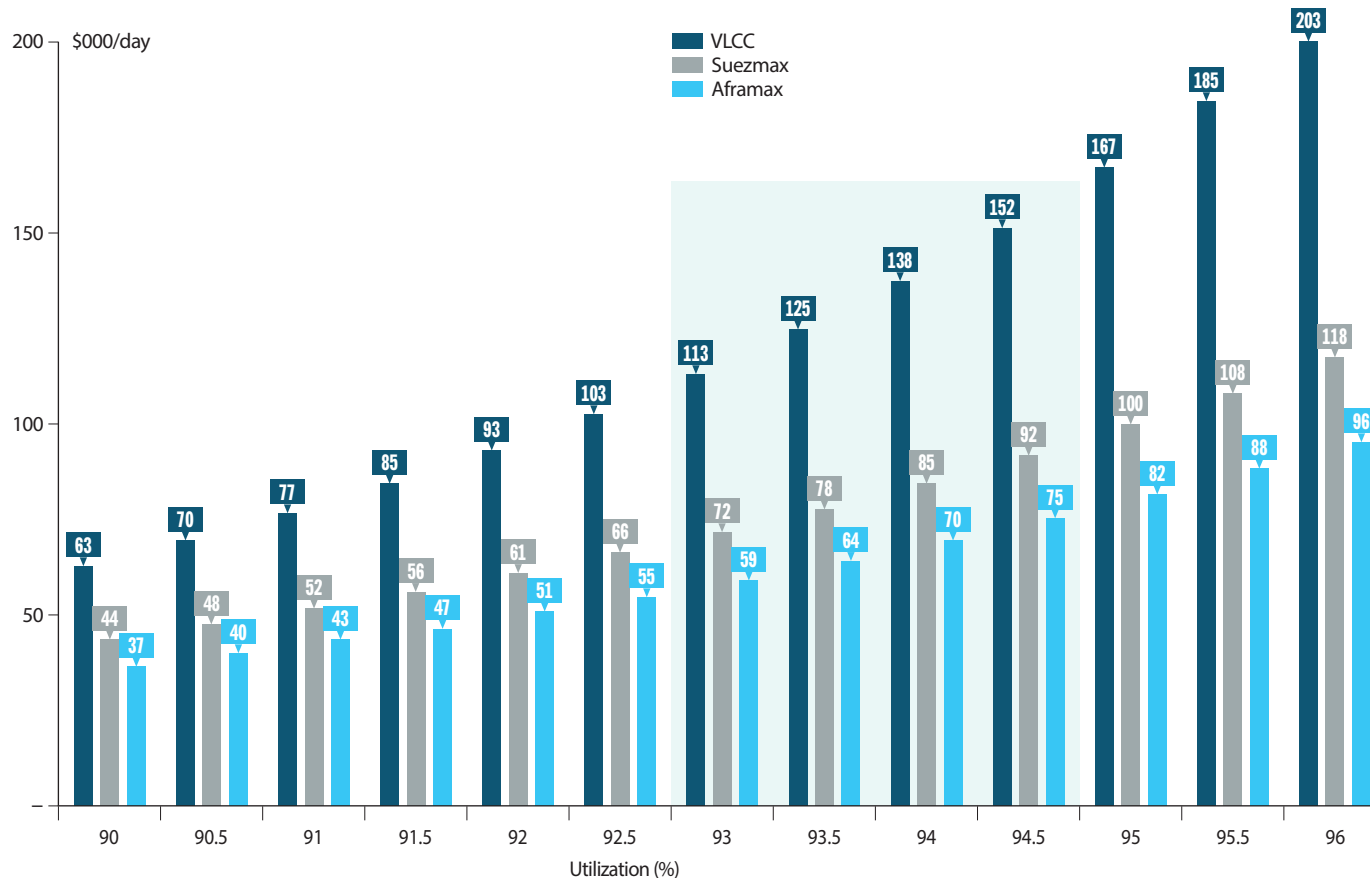
Global crude oil in transit



Crude Tanker Utilization at 3-year High

Crude tanker strength mirrors late-2022 dynamics, driven by sanctions and shifting trade flows

Rates vs. utilization

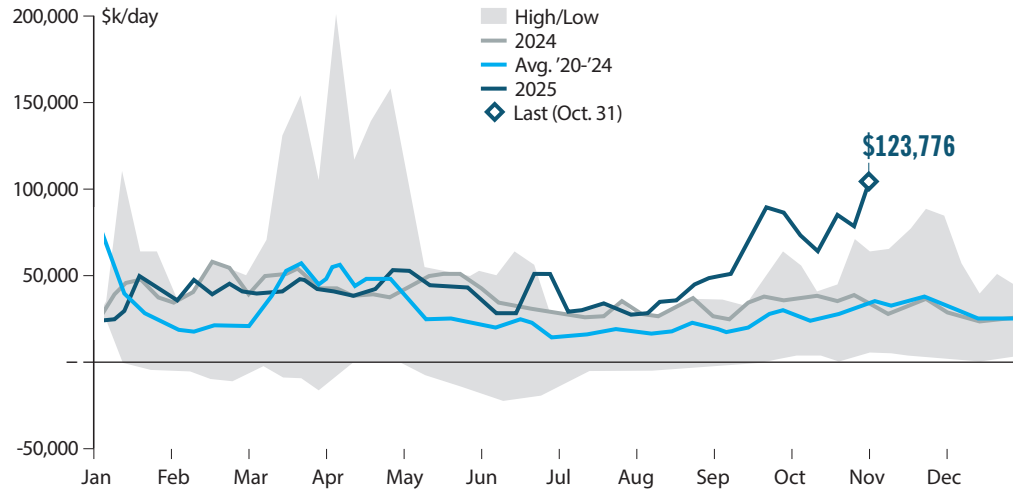


- ▶ Crude tanker utilization slightly above 93%, the highest in three years, last seen before the EU ban on Russian crude (Dec 2022)
- ▶ Rally supported by US sanctions on Russian producers and Indian refiners shifting to Middle East and US Gulf crude
- ▶ Indian refiners have stepped up Middle East and US Gulf purchases for December-January delivery
- ▶ These cargoes must be transported by conventional tankers rather than the shadow fleet
- ▶ Every 1% increase in utilization could add c. \$25k/day (~\$9.1m/year) per VLCC and c. \$15k/day (~\$5.5m/year) per Suezmax, underscoring the strong operating leverage to higher crude tanker utilization

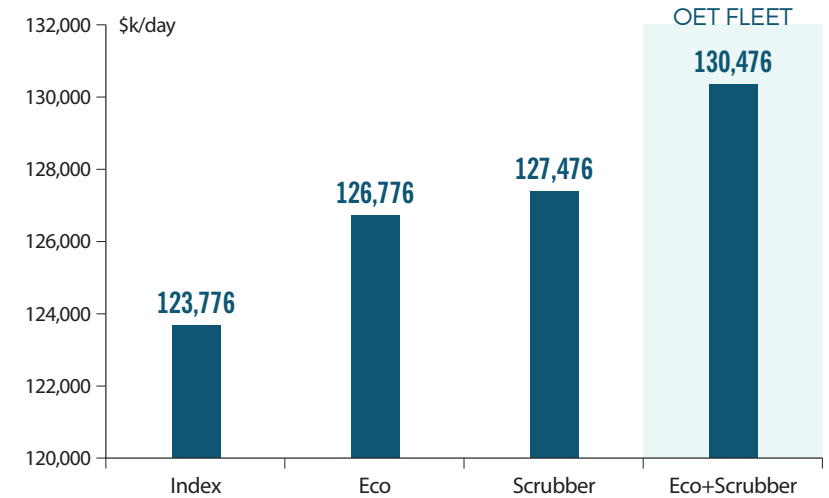
Crude Tanker Rally

Rates are rallying, and OET's fully eco, scrubber-fitted fleet is best positioned to capture the upside

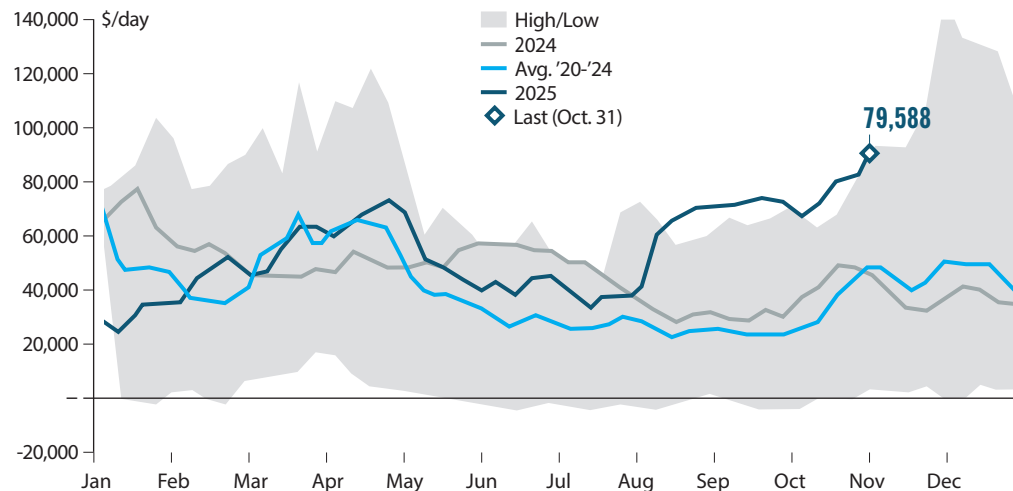
VLCC spot MEG-China



VLCC ECO/Scrubber latest premiums



Suezmax



Notes

- ▶ VLCC and Suezmax spot rates have broken out of the 2020-24 range, with VLCC MEG-China earnings now tracking late-2022 highs.
- ▶ Eco and scrubber ships earn a clear premium, and OET's 100% eco, scrubber-fitted fleet consistently sits at the top of the earnings stack.
- ▶ High spot exposure combined with a strong balance sheet gives OET the best torque to a sustained crude tanker rally.

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



Cash Flow Summary

CF Statement Summary (\$m)	Q3 2025	Q3 2024	9M 2025	9M 2024
Cash Flow from Operating Activities				
Net income	24.1	14.5	63.5	95.7
Total reconciliation adjustments	20.9	22.6	60.7	70.1
Total changes in working capital	(15.4)	(30.2)	(45.3)	(33.6)
Net cash provided by operating activities	\$29.5	\$6.9	\$78.8	\$132.2
Cash Flow from Investing Activities				
Investment in vessels	(0.3)	(3.0)	(2.3)	(5.7)
Other investing activities	0.6	(0.6)	0.7	0.8
Net cash provided by/(used in) investing activities	\$0.3	(\$3.5)	(\$1.6)	(\$4.8)
Cash Flow from Financing Activities				
Net changes in debt	(14.4)	(11.8)	(30.0)	(34.9)
Dividends and capital returns	(22.5)	(35.4)	(44.1)	(92.1)
Financing costs	(0.4)	(0.3)	(1.3)	(1.3)
Net cash (used in)/provided by financing activities	(\$37.3)	(\$47.5)	(\$75.4)	(\$128.3)
Effects of exchange rate changes of cash held in foreign currency	0.4	0.6	1.5	(0.1)
<i>Net change in cash & cash equivalents</i>	<i>(7.5)</i>	<i>(44.2)</i>	<i>1.8</i>	<i>(0.9)</i>
Cash and cash equivalents at beginning of period	59.8	92.8	49.3	50.0
Cash and cash equivalents at end of period	\$52.6	\$49.1	\$52.6	\$49.1

Unlocking Savings: The Impact of Our Refinancing Strategy

Over the past three 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	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+5.23%+0.26
Nissos Despotiko ¹	L+5.28%	+26	S+5.28%+0.26			S+5.23%+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	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+2.22%

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

Annual/Daily impact exercise			
Assuming Q3 2025 amount outstanding of \$621m			
Implied daily interest cost over benchmark (\$/day)		~4,200	~2,700
Benefit from refinancing annually			~\$8.0m

► Improvement of **~125bps** across the entire fleet, or **~155bps** on the 12 refinanced vessels.

► Improvement of **~\$1,500/day** across the entire fleet.

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	400	400
Spread	$H = (F - G)$	100	100
Eco Daily Savings	$I = (A * E * F) / 365$	7,346	5,253
Scrubber Daily Savings	$J = (A * (C - D) * H) / 365$	3,829	2,344
Eco + Scrubber Daily Savings	$K = (I + J)$	11,175	7,597

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	157,525	2016	9	Sungdong 	100%	Yes	Yes
2	Poliegos	Suezmax	157,525	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	HSHI 	100%	Yes	Yes
6	Nissos Sifnos	Suezmax	157,447	2020	5	HSHI 	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	~6.1					



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