OKEANIS

ECO TANKERS

Q2 2026

EARNINGS PRESENTATION

August 5, 2026

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EXECUTIVE AND FINANCIAL UPDATE

COMMERCIAL AND MARKET UPDATE

APPENDIX

OKEANIS
ECO TANKERS

Executive Summary

Okeanis Eco Tankers delivered the strongest quarterly results since inception

		Q2 2026	Q2 2025	6M 2026	6M 2025
COMMERCIAL PERFORMANCE USD per day	VLCC TCE[1]	$187,700	$49,800	$146,200	$43,900
	Suezmax TCE[1]	$174,900	$51,400	$130,000	$45,400
	Fleetwide TCE[1]	$181,200	$50,500	$138,100	$44,500
	Fleetwide Opex[2]	$9,936	$9,963	$9,769	$9,600
	Timecharter Coverage[3]	6%	–	5%	–
INCOME STATEMENT USDm exc. EPS	TCE Revenue	$268.1	$64.0	$400.4	$112.6
	Adjusted EBITDA[4]	$251.8	$47.3	$361.9	$79.8
	Adjusted Profit	$230.8	$26.7	$319.7	$38.1
	Adjusted EPS	$5.91	$0.83	$8.28	$1.18

		Q2 2026	Q4 2025
BALANCE SHEET USDm	Total Interest Bearing Debt	$722.5	$605.1
	Total Cash[5]	$247.8	$122.5
	Total Assets	$1,649.3	$1,200.6
	Total Equity	$877.5	$573.1
	Leverage	35%	46%

Highlights for the quarter

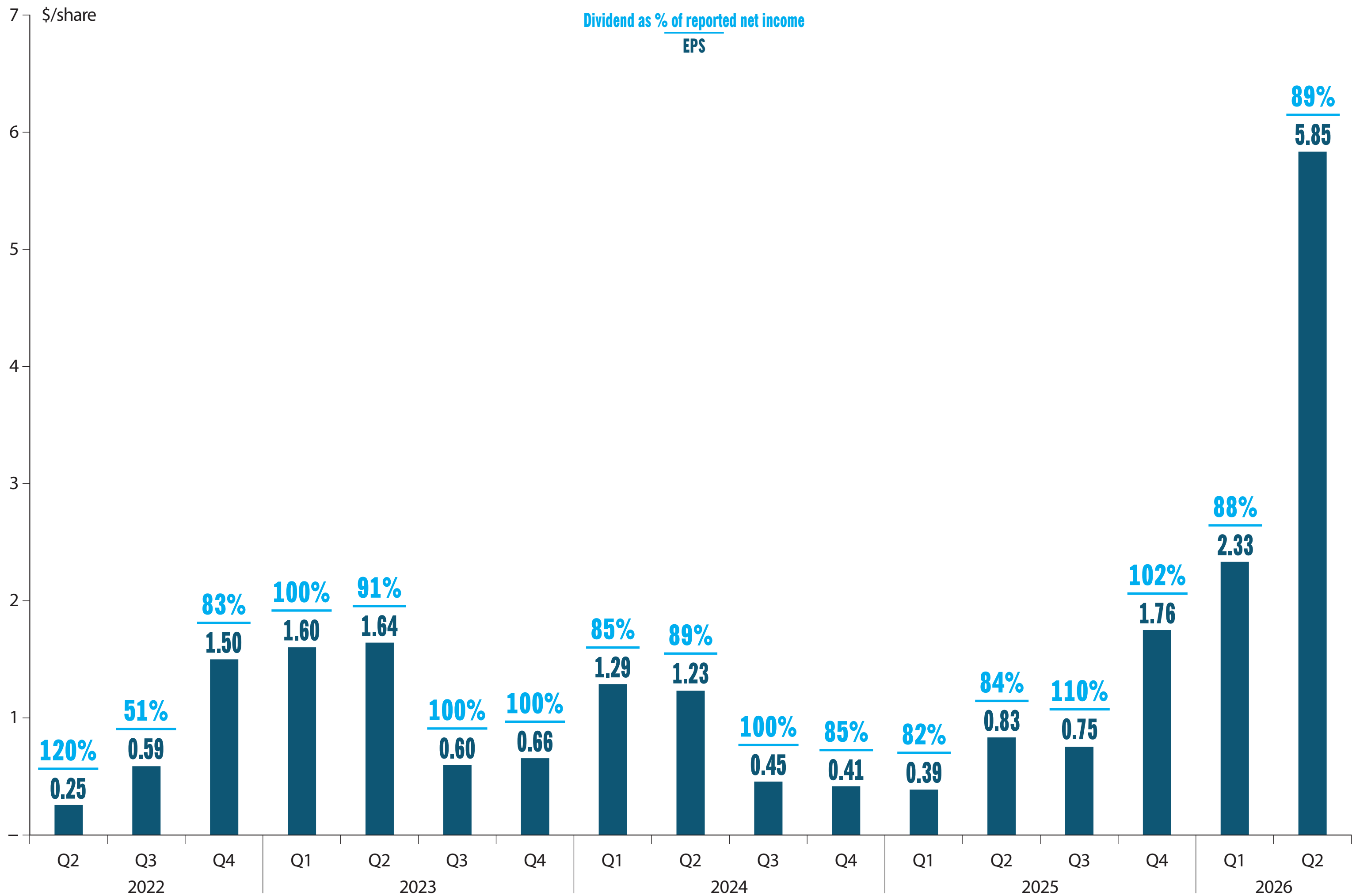
- **$181,200pd** fleetwide TCE
- **$251.8m** adj. EBITDA[4]
- **$5.91** adj. EPS

- **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.

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.

Executing Our Strategic Vision

Establishing OET as the leading public tanker investment platform with focus on shareholder returns



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.

Income Statement Summary

Income statement summary ($m)	Q2 2026	Q2 2025	6M 2026	6M 2025
TCE Revenue	**$268.1**	**$64.0**	**$400.4**	**$112.6**
Vessel operating expenses	(13.3)	(11.5)	(25.6)	(22.0)
Management fees	(1.5)	(1.1)	(2.9)	(2.3)
General and administrative expenses	(1.6)	(4.0)	(10.1)	(8.5)
EBITDA	**$251.8**	**$47.3**	**$361.9**	**$79.8**
Depreciation and amortization	(12.7)	(10.3)	(24.7)	(20.6)
EBIT	**$239.1**	**$36.9**	**$337.1**	**$59.2**
Net interest expense	(8.6)	(11.2)	(17.8)	(22.2)
Other financial income/expenses	(0.2)	1.2	(0.6)	2.5
Reported Profit	**$230.3**	**$26.9**	**$318.6**	**$39.4**
Reported EPS - basic & diluted	**$5.90**	**$0.84**	**$8.25**	**$1.23**
Adjustments	0.5	(1.4)	1.1	(2.5)
Adjusted Profit	**$230.8**	**$25.5**	**$319.7**	**$37.0**
Adjusted EPS - basic & diluted	**$5.91**	**$0.79**	**$8.28**	**$1.15**
Weighted average shares - basic & diluted	39.0	32.2	38.6	32.2

Notes

- Q2 2026 delivered the strongest quarterly results in the Company's history, demonstrating the exceptional earnings power of our fleet and operating platform.
- 6M 2026 also represented the strongest first-half performance since inception, with record revenue, EBITDA and profitability.
- TCE Revenue of **$268.1m** for Q2 2026 and **$400.4m** for 6M 2026.
- EBITDA of **$251.8m** for Q2 2026 and **$361.9m** for 6M 2026.
- Net Income of **$230.3m** for Q2 2026 and **$318.6m** for 6M 2026. Adjusted Net Income of **$230.8m**, or **$5.91/share**, for Q2 2026 and **$319.7m**, or **$8.28/share**, for 6M 2026.

Balance Sheet Summary

Balance Sheet Summary ($m)	Q2 2026	Q4 2025
Assets		
Cash & cash equivalents	$222.6	$116.6
Restricted cash	25.2	5.9
Vessels, net	1,193.6	922.1
Other assets	207.8	156.0
Total Assets	**$1,649.0**	**$1,200.6**
Shareholders' Equity & Liabilities		
Shareholders' equity	877.5	573.1
Interest bearing debt	722.5	605.1
Other liabilities	49.3	22.5
Total Shareholders' Equity & Liabilities	**$1,649.0**	**$1,200.6**

Notes

- Total cash[1] of **$247.8m**
- Total assets of **$1.65bn**
- Total interest bearing debt of **$722.5m**
- Book leverage of **35%**
- Total equity of **$877.5m**

NOTE: 1. Including restricted cash.

State of the Art Asset Base

10x Suezmaxes

- **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,

8x VLCCs

- **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

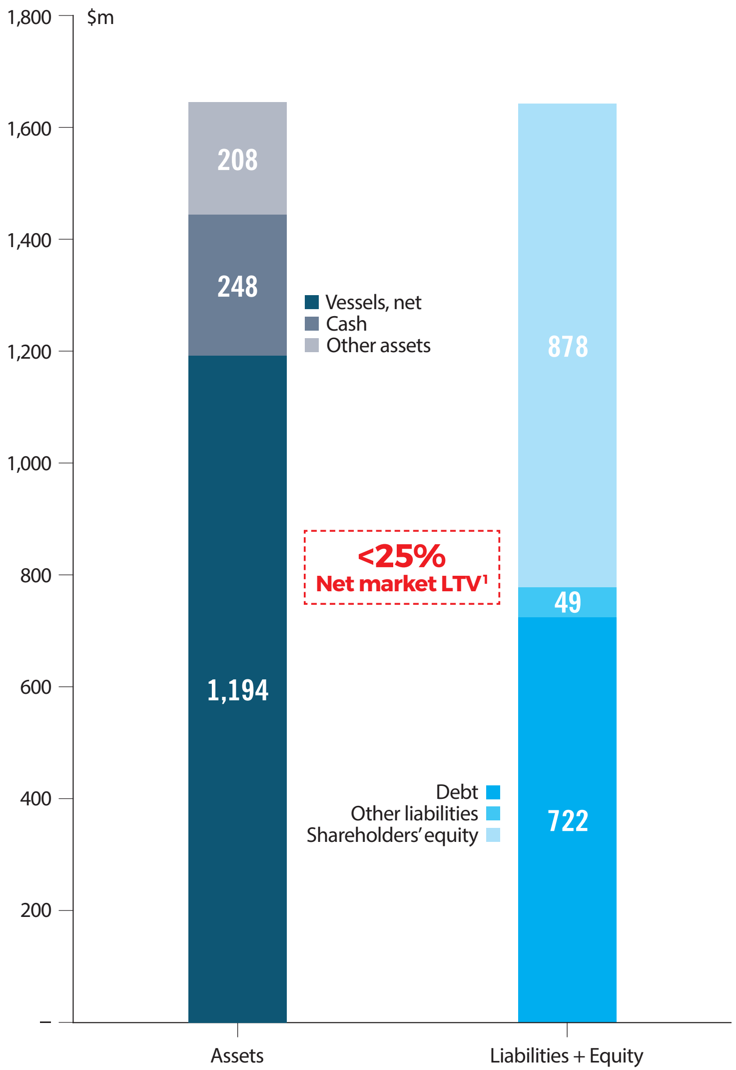
94% spot exposure

NOTE: As of August 2026.

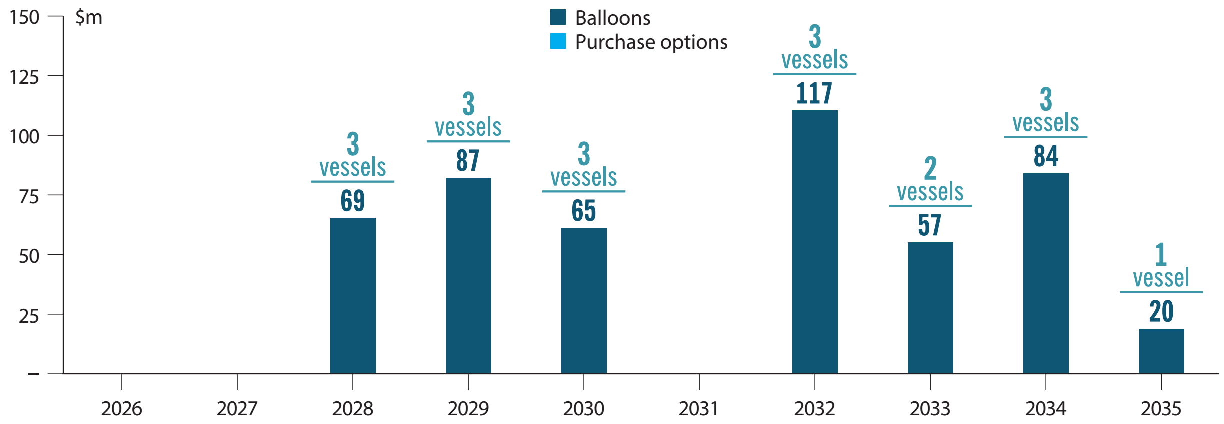
Resilient & Balanced Capital Structure

Disciplined balance sheet management with very attractive margins

Robust and clean balance sheet

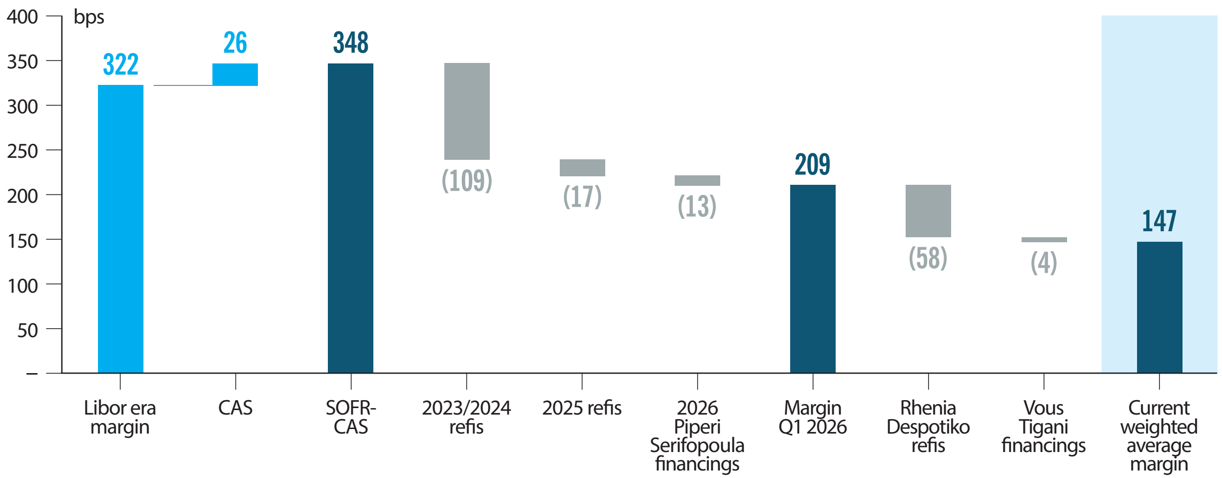


Loan maturities



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



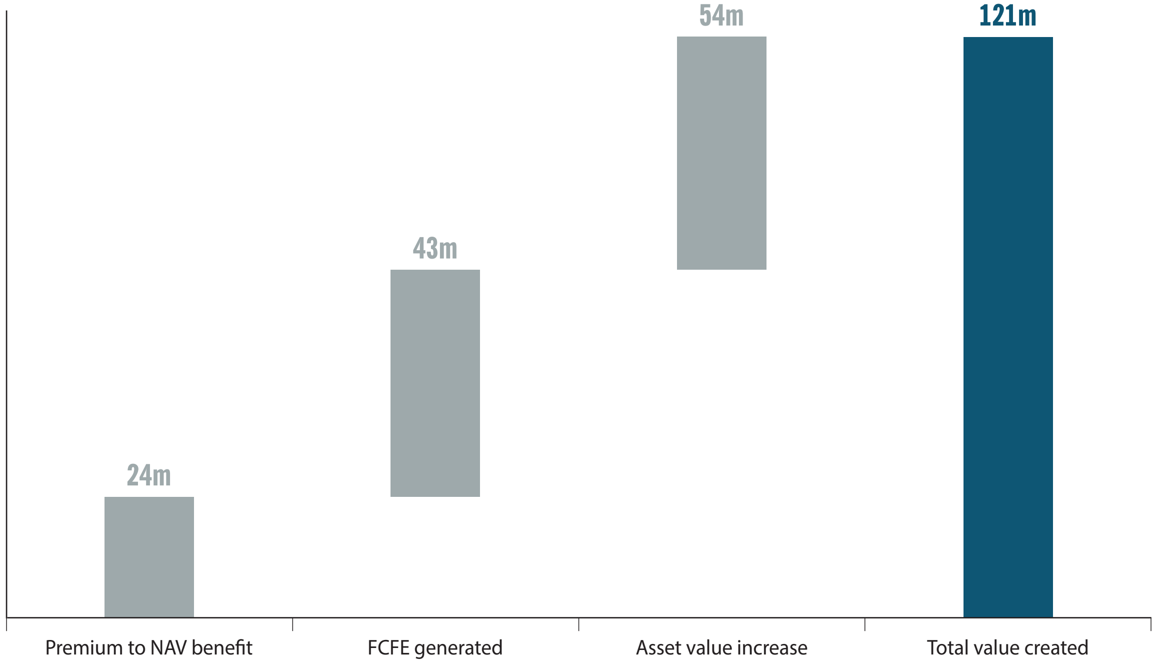
NOTE: 1. Based on latest broker valuations.

Nissos Piperi & Nissos Serifopoula – A Value Creation Case Study

Well-timed acquisitions, accretive financing and strong operating execution

$121m[1] of of value creation

Combined value-creation bridge ($m)



NISSOS PIPERI

~$64m

Estimated value created

Premium to NAV benefit	$12m
FCFE generated	$25m
Asset value increase	$27m

NISSOS SERIFOPOULA

~$57m

Estimated value created

Premium to NAV benefit	$12m
FCFE generated[1]	$18m
Asset value increase	$27m

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 $120m per vessel – implying ~$54m 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 August 2026.

EXECUTIVE AND FINANCIAL UPDATE

COMMERCIAL AND MARKET UPDATE

APPENDIX

OKEANIS

ECO TANKERS

Commercial Performance – Q2 2026

Fleetwide TCE of **181,200 pd** – $213,600 pd for spot VLCCs and $174,900 pd for spot Suezmaxes

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%		

The fleet capitalized on elevated tonne-mile demand and favorable market conditions, as several vessels executed repeat voyage patterns with minimal ballast legs, yielding attractive returns.

3x vessels were employed on long-haul East voyages at premium levels.

Nissos Tigani was delivered during the quarter and swiftly repositioned eastward to capitalize on exceptional market strength.

Benefited from an exceptionally active Atlantic Suezmax market, as oil traders scrambled to secure cargoes, allowing vessels to secure employment with minimal waiting time.

Fleet also continued to execute consecutive Cross-Med voyages, maximizing daily earnings.

Near-perfect utilization once again this quarter, reflecting our competitive edge in vessel optimization.

Earnings improved meaningfully versus Q1 2026 levels, nearly doubling quarter-over-quarter.

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.

Commercial Performance – Q3 2026 Guidance

VLCC: 48% of available 3Q26 spot days fixed at **$206,600 pd**
Suezmax: 42% of available 3Q26 spot days fixed at **$133,000 pd**

	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%		

Amid elevated volatility, the fleet capitalized on opportunities arising from market uncertainty, as discharge positions happened to fall in the East benefiting from constrained AG capacity.

2x VLCC secured AG employment at a premium relative to prevailing market conditions.

Took delivery of Nissos Vous, the final vessel in our series of 4x Suezmax newbuildings.

Sustaining a significant presence in the West by fixing voyages across the Black Sea, Mediterranean, Wafr, ensuring broad exposure to the strongest markets amid geopolitical uncertainty.

Summer market performance defied seasonal norms, with elevated volatility and external macro factors combining to generate compelling trading opportunities.

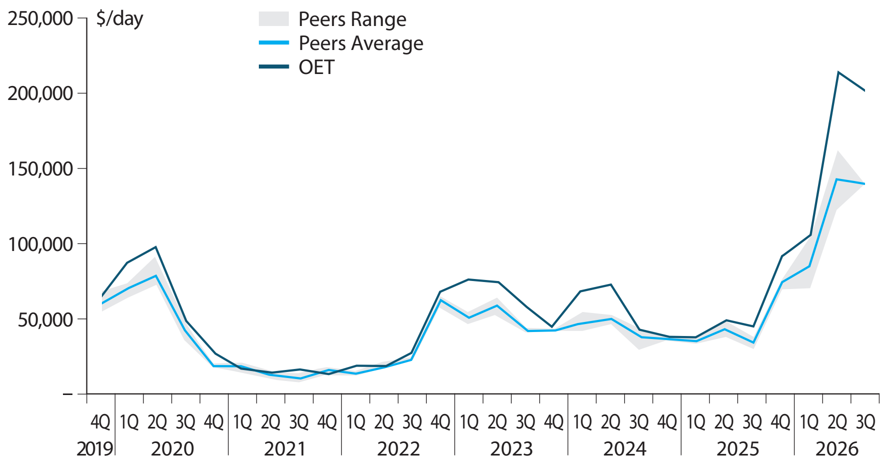
Continue to seek for triangulation opportunities, maximizing earnings while reducing ballast.

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.

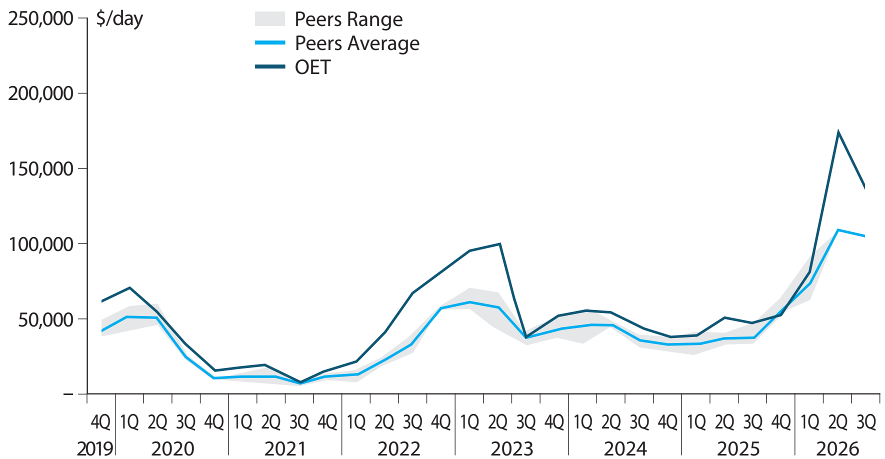
Superior Commercial Performance

Reaping the benefits of consistent out performance

VLCC spot TCE against peers



Suezmax spot TCE against peers



OET generated **~$341m** of outperformance since 4Q 2019 over the average of the peer group

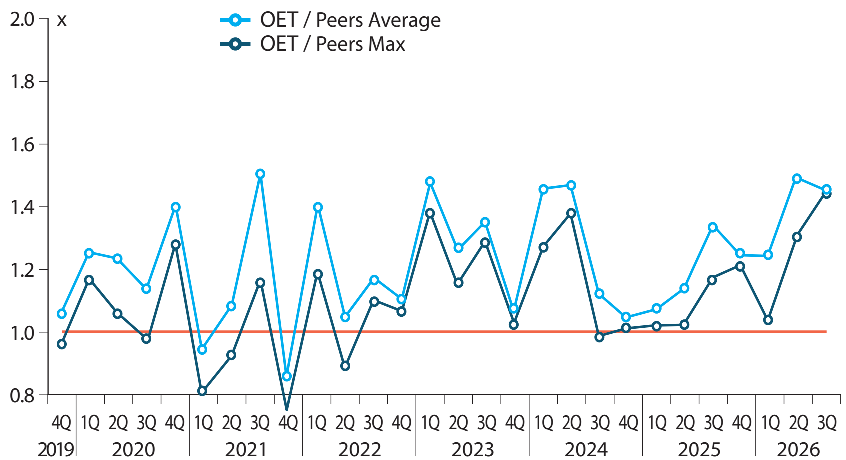
VLCC

OET Daily Out/(Under) Performance	$13,324
OET VLCC Spot Days	13,623
OET Total Out/(Under) Performance	**~$182m**

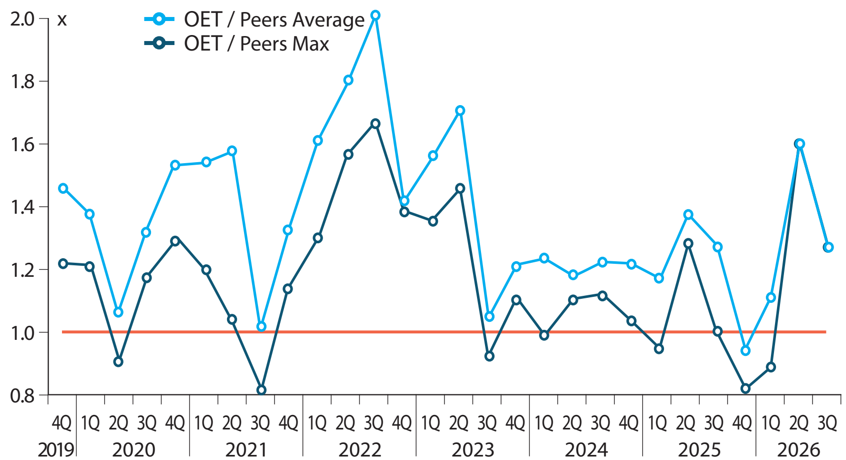
Suezmax

OET Daily Out/(Under) Performance	$14,610
OET Suezmax Spot Days	10,852
OET Total Out/(Under) Performance	**~$159m**

VLCC spot performance against peers



Suezmax spot performance against peers

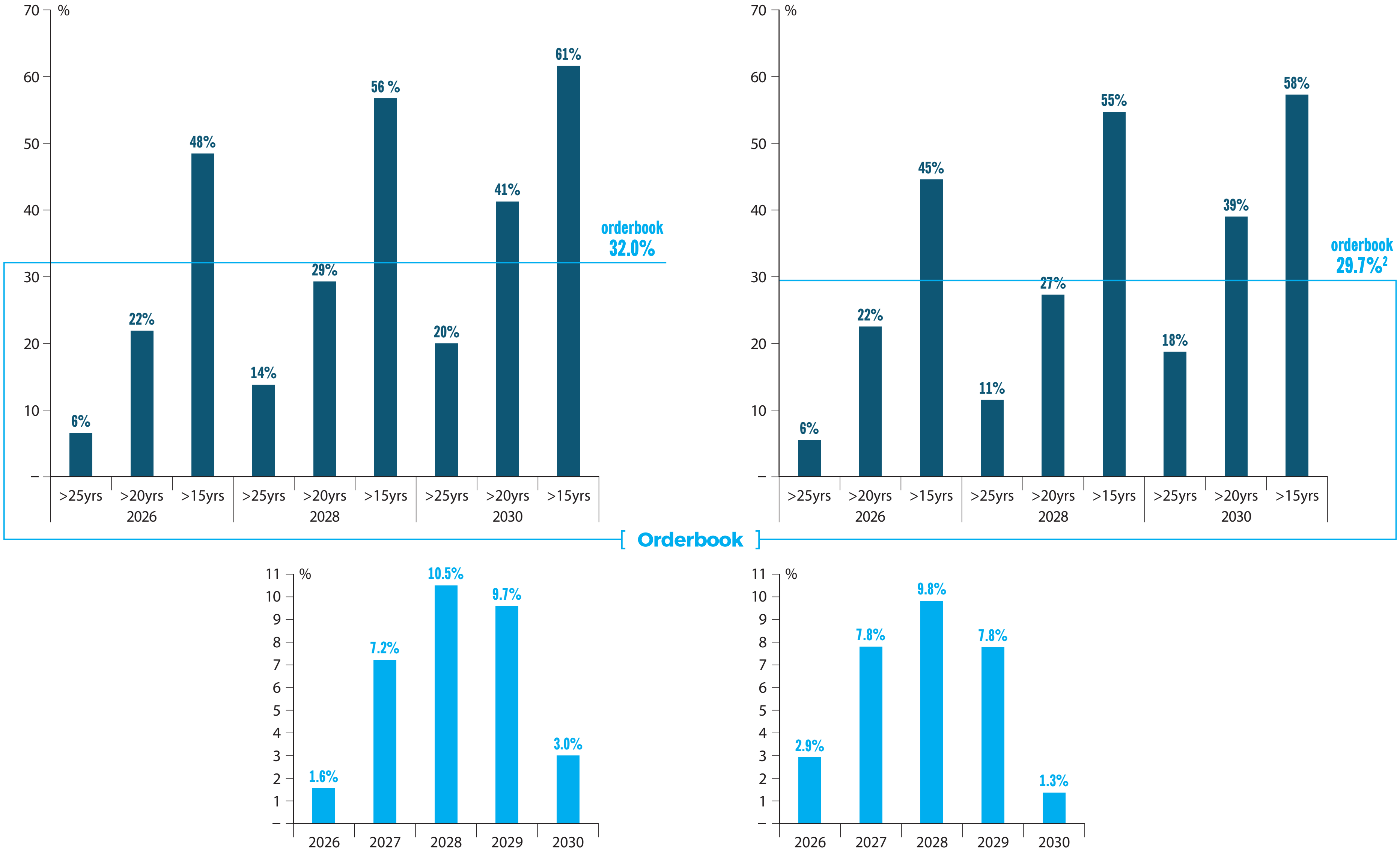


SOURCE: Company filings.
NOTE: Q2 2026 and Q3 2026 guidance figures based on companies that have already reported for the quarter. Outperformance based on actuals.

High Orderbook, but Not Necessarily Market-Breaking

Orderbooks have reached cycle highs (VLCC 32.0%, Suezmax 29.7%), but the risk is tempered by a delivery schedule concentrated in the latter part of the decade

VLCC fleet age composition[1] | **Suezmax fleet age composition[1]**

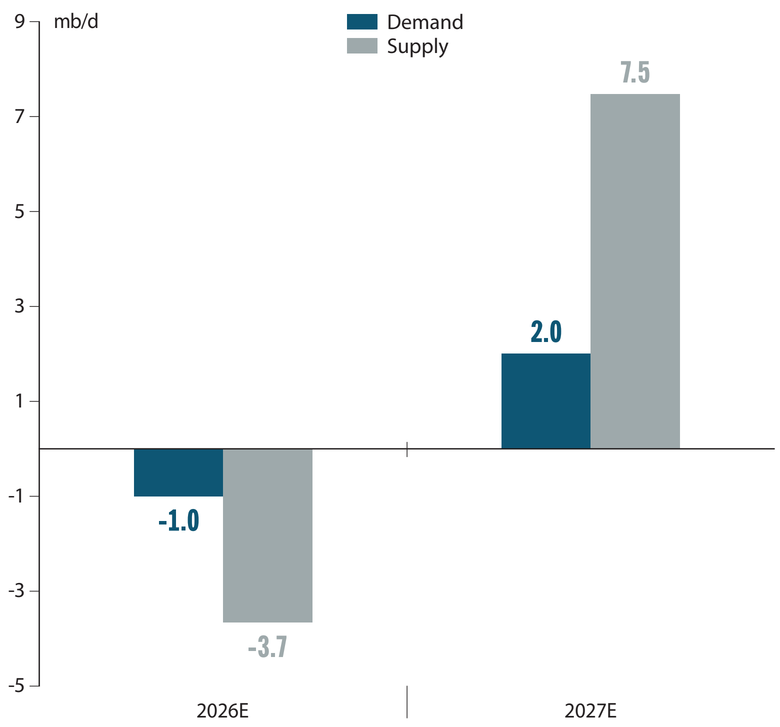


SOURCES: Company, Clarksons SIN.
NOTES: 1. Future age composition excludes current orderbook.
2. Including ~3.3% of shuttle tankers.

Geopolitics Rules the Market

Three chokepoints under simultaneous pressure; supply has fallen faster than demand; depleted inventories point to a structural restocking need

Global oil demand vs. supply (y/y change)



Stocks drew **~3.8 mb/d** on average since the conflict onset — the 2027 supply rebound is the restocking opportunity

Geopolitics / Chokepoints

Three key arteries under simultaneous pressure – Hormuz, Red Sea, Black Sea – an unprecedented concurrence of chokepoint risk

- **Hormuz:** transits recovering under the June MOU, but fragile and highly sensitive to renewed escalation
- **Black Sea:** attacks on tankers and export infrastructure disrupt crude loadings
- **Red Sea:** Threatened Houthi attacks push traffic via Suez onto Cape of Good Hope routings, adding significant tonne miles and further increasing inefficiencies

Global Balance

- **IEA:** 2026 supply -3.7 mb/d to 102.6 mb/d vs demand -1.0 mb/d – supply has fallen nearly 4x faster than demand
- **2027:** supply rebounds +7.5 mb/d as Gulf output normalises and OPEC+ raises targets — enabling inventory replenishment

Tonne-Miles

- Volumes down, distances up: Atlantic-to-Asia now ~35% of VLCC liftings vs ~22% pre-conflict (USG–China ~2.6x the AG–China distance)
- MEG export shortfall vs ~7.4 mb/d pipeline rerouting capacity clears only via long-haul barrels

Inventories & Prices

- OECD and floating stocks at multi-year lows; US SPR ~395 mbbl vs >600 pre-2022; >300 mbbl of IEA emergency releases to be refilled
- ~1.8 mb/d of crude supply required over ~1.5 years to rebuild stocks — inventory build translates directly into tanker demand

SOURCES: IEA Oil Market Report (July 2026), EIA Short-Term Energy Outlook (July 2026), McQuilling Services (July 2026), Vortexa, Clarksons, Company.
NOTE: Market data as of late July 2026; the geopolitical situation remains fluid and subject to rapid change.

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COMMERCIAL AND MARKET UPDATE

APPENDIX

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Cash Flow Summary

CF Statement Summary ($m)	Q2 2026	Q2 2025	6M 2026	6M 2025
Cash Flow from Operating Activities				
Net income	230.3	26.9	318.6	39.4
Total reconciliation adjustments	21.6	20.1	43.2	39.8
Total changes in working capital	(61.5)	(9.7)	(63.0)	(30.0)
Net cash provided by operating activities	**$190.4**	**$37.3**	**$298.9**	**$49.3**
Cash Flow from Investing Activities				
Investment in vessels	(80.4)	(1.3)	(277.4)	(2.0)
Other investing activities	27.3	0.7	(16.8)	0.1
Net cash provided by/(used in) investing activities	**($53.1)**	**($0.6)**	**($294.3)**	**($1.9)**
Cash Flow from Financing Activities				
Net changes in debt	38.8	(3.7)	117.0	(15.6)
Dividends and capital returns	(78.1)	(10.3)	(138.6)	(21.6)
Financing costs	(1.1)	(0.9)	(1.6)	(0.9)
Other financing activities	–	–	124.4	–
Net cash (used in)/provided by financing activities	**($40.3)**	**($14.9)**	**$101.2**	**($38.1)**
Effects of exchange rate changes of cash held in foreign currency	0.1	0.8	0.1	1.1
Net change in cash & cash equivalents	*96.9*	*21.9*	*105.8*	*9.3*
Cash and cash equivalents at beginning of period	125.6	37.1	116.6	49.3
Cash and cash equivalents at end of period	**$222.6**	**$59.8**	**$222.6**	**$59.8**

The Refinancing Strategy – Fully Delivered

Significantly reduced financing costs and cash breakeven levels across the entire fleet

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 ◀

SOURCE: Company.

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	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 August 2026, basis year built.

OKEANIS
ECO TANKERS

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