



**First quarter 2024**

May 23, 2024

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# Company overview



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Awilco LNG is a fully integrated pure play LNG transportation provider, owning and operating LNG carriers.

The Company currently own and operates two 2013-built 156,000 cbm TFDE LNG carriers, WilPride and WilForce, trading in the medium-term market.

Awilco LNG is listed on Euronext Expand with ticker ALNG.

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# Agenda May 23, 2024



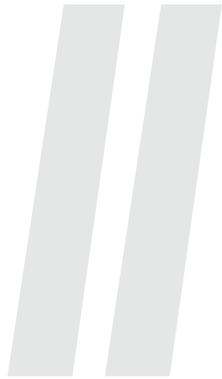
1. Highlights
2. Financials first quarter 2024
3. Market update
4. Summary

# Highlights

- Awilco LNG achieved a net result of USD 7.2 million and earnings per share of USD 0.05 in the first quarter 2024, down from a net result of USD 14.9 million and USD 0.11 per share in the fourth quarter 2023 which was positively impacted by a USD 5 million one-off insurance settlement.
- Net freight income of USD 21.9 million in first quarter 2024, compared to USD 22.2 million in fourth quarter 2023.
- EBITDA in first quarter 2024 ended at USD 17.6 million, down from USD 22.8 million in fourth quarter 2023.
- Vessel utilization was 100% for first quarter 2024 with net TCE at USD 120,600, the same as for fourth quarter 2023.
- In February the Company declared a dividend of NOK 1.00 per share for the fourth quarter. The dividend, corresponding to USD 12.2 million was paid in April 2024.
- In May the Company signed documentation for refinancing of both vessels and exercised the purchase option under the existing financing. The refinancing will reduce the Company's finance cost and cash break even substantially. Closing of the refinancing is expected during second quarter 2024
- On May 22, 2024, the Board authorized a cash dividend payment of NOK 0.75 per share to be paid in July 2024. The Company has thus declared a total of NOK 3.35 per share in dividends since March 2023.

<sup>1)</sup> TCE: Net freight income divided by the number of calendar days less off-hire days

# Agenda May 23, 2024



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4. Summary

# First quarter 2024 income statement

USD million	Q1'24	Q4'23	Q1'23	2023
Freight income	22.1	22.4	20.7	80.7
Voyage related expenses	(0.2)	(0.2)	(0.2)	(1.3)
<b>Net freight income</b>	<b>21.9</b>	<b>22.2</b>	<b>20.5</b>	<b>79.4</b>
Other income	0.0	5.0	0.0	5.0
Operating expenses	(3.5)	(3.1)	(3.0)	(11.3)
Administration expenses	(0.9)	(1.3)	(0.9)	(4.2)
<b>EBITDA</b>	<b>17.6</b>	<b>22.8</b>	<b>16.6</b>	<b>68.9</b>
Depreciation	(3.9)	(3.4)	(3.2)	(12.9)
Net finance	(6.5)	(4.5)	(4.4)	(17.7)
<b>Profit/(loss) before tax</b>	<b>7.2</b>	<b>14.9</b>	<b>9.0</b>	<b>38.3</b>
Tax	-	-	-	-
<b>Profit/(loss)</b>	<b>7.2</b>	<b>14.9</b>	<b>9.0</b>	<b>38.3</b>



# First quarter 2024 financial position

USD million	31.12.23	31.12.23	31.03.23
Vessels	313.8	317.3	315.3
Other fixed assets	0.5	0.5	0.5
<b>Total non-current assets</b>	<b>314.3</b>	<b>317.8</b>	<b>315.8</b>
Trade receivables	0.0	2.8	3.7
Other short term assets	1.3	2.2	0.5
Cash and cash equivalents	38.3	27.1	28.0
<b>Total current assets</b>	<b>39.6</b>	<b>32.1</b>	<b>32.2</b>
<b>Total assets</b>	<b>353.9</b>	<b>349.9</b>	<b>348.0</b>
<b>Total equity</b>	<b>139.7</b>	<b>144.7</b>	<b>129.1</b>
Long-term interest bearing debt	168.4	170.8	184.3
Other non-current liabilities	0.6	0.5	0.6
<b>Non-current liabilities</b>	<b>169.0</b>	<b>171.3</b>	<b>184.9</b>
Short-term interest bearing debt	18.8	18.8	18.8
Other current liabilities	24.7	15.1	15.3
<b>Total current liabilities</b>	<b>45.2</b>	<b>33.9</b>	<b>34.0</b>
<b>Total equity and liabilities</b>	<b>353.9</b>	<b>349.9</b>	<b>348.0</b>



# First quarter 2024 cash flow

USD million	Q1'24	Q4'23	Q1' 23	2023
<b>Cash Flows from Operating Activities:</b>				
Profit/(loss) before taxes	7.2	14.9	9.0	38.3
Income taxes paid	-	-	-	-
Interest and borrowing costs expensed	6.8	4.8	4.6	18.8
Depreciation, amortisation and impairment	3.9	3.4	3.2	12.9
Trade receivables, inventory and other short term assets	3.7	(2.2)	0.2	(0.5)
Accounts payable, accrued exp. and deferred revenue	(0.6)	(1.2)	1.4	0.9
<b>Net cash provided by / (used in) operating activities</b>	<b>20.9</b>	<b>19.6</b>	<b>18.4</b>	<b>70.5</b>
<b>Cash Flows from Investing Activities:</b>				
Investment in vessels and securities	(0.4)	(3.9)	(1.4)	(13.1)
<b>Net cash provided by / (used in) investing activities</b>	<b>(0.4)</b>	<b>(3.9)</b>	<b>(1.4)</b>	<b>(13.1)</b>
<b>Cash Flows from Financing Activities:</b>				
Dividends paid	0.0	(4.4)	6.4	20.0
Repayment of borrowings	(4.7)	(4.7)	(4.7)	(18.8)
Interest and borrowing costs paid	(4.6)	(4.6)	(4.0)	(17.6)
<b>Net cash provided by / (used in) financing activities</b>	<b>(9.3)</b>	<b>(13.7)</b>	<b>(15.1)</b>	<b>(56.3)</b>
<b>Net change in cash and cash equivalents</b>	<b>11.2</b>	<b>2.1</b>	<b>1.9</b>	<b>1.0</b>
Cash and cash equivalents at start of period	27.1	25.0	26.1	26.1
<b>Cash and cash equivalents at end of period</b>	<b>38.3</b>	<b>27.1</b>	<b>28.0</b>	<b>27.1</b>

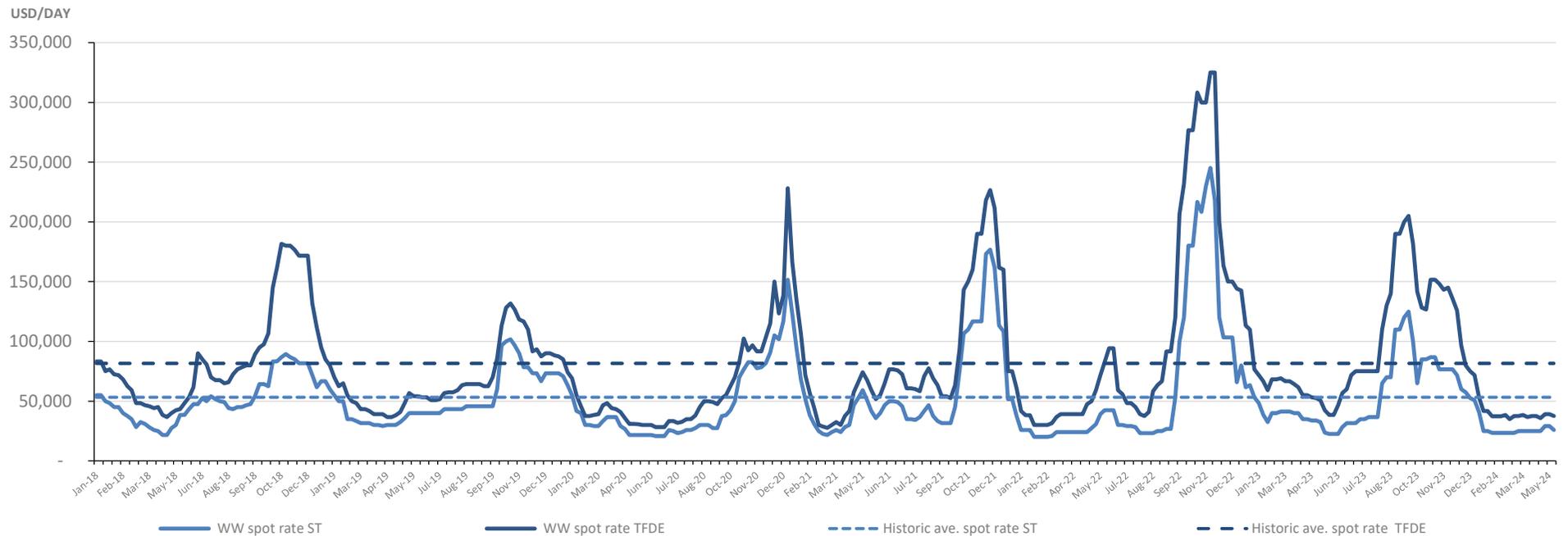


# Agenda May 23, 2024



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2. Financials first quarter 2024
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4. Summary

# Spot rates

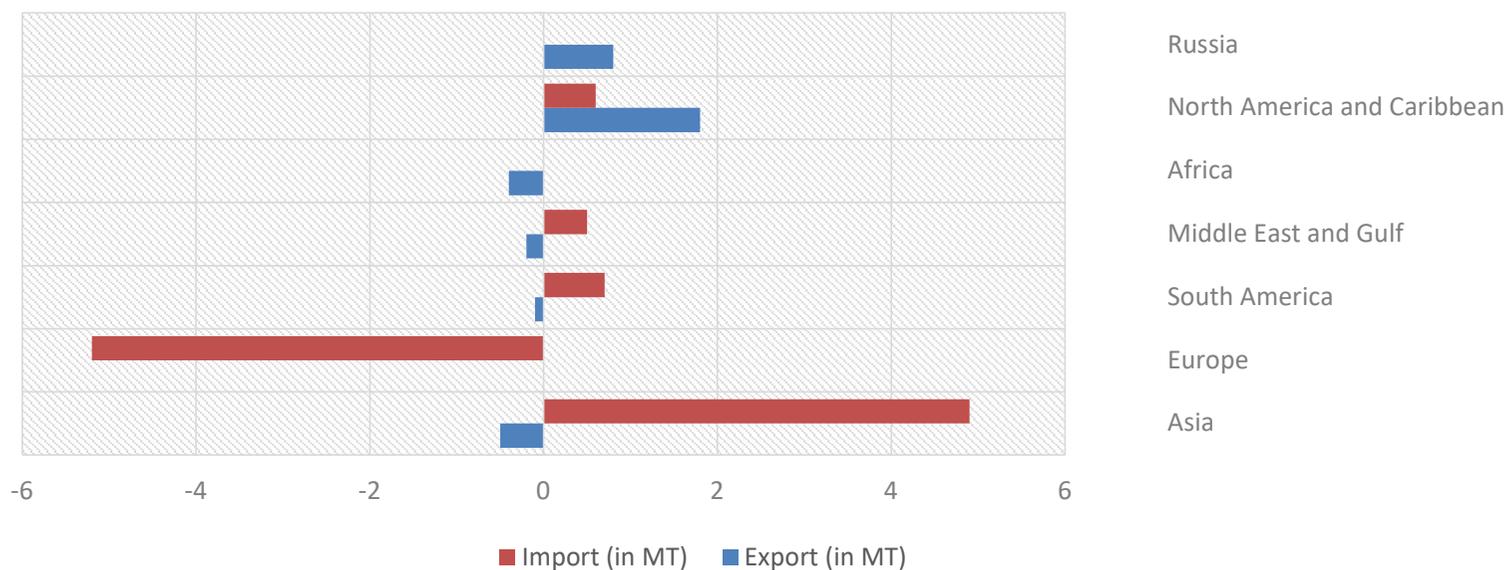


- Following a slow “shoulder season” the market is showing signs of improvement as China and other importers in the Far East are increasing imports and thus ton-mile. This is also impacted by both the Suez-, and Panama Canals practically closed for LNG vessels.
- Spot rates are slowly inching up which is driving some more activity on multi-month deals with the 1/year TC for TFDEs is currently quoted around USD 60-65,000 per day

Source: SSY

# LNG export and import

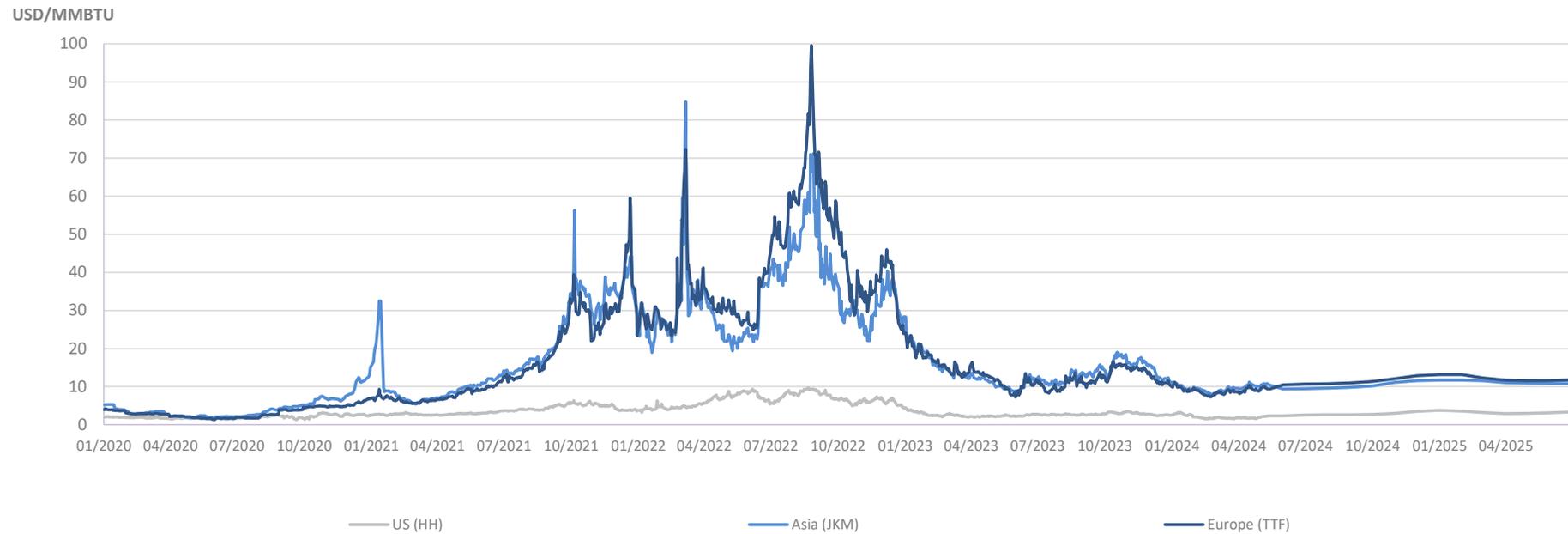
Q1 2024 vs Q1 2023 (YoY change)



- European import decreased year over year due to mild winter and high storage level
- Increased Asian import, primarily to China compensated shortage of European import without significant influence on shipping rates
- Limited growth in US export, set to increase going forward

Source: Fearnley LNG

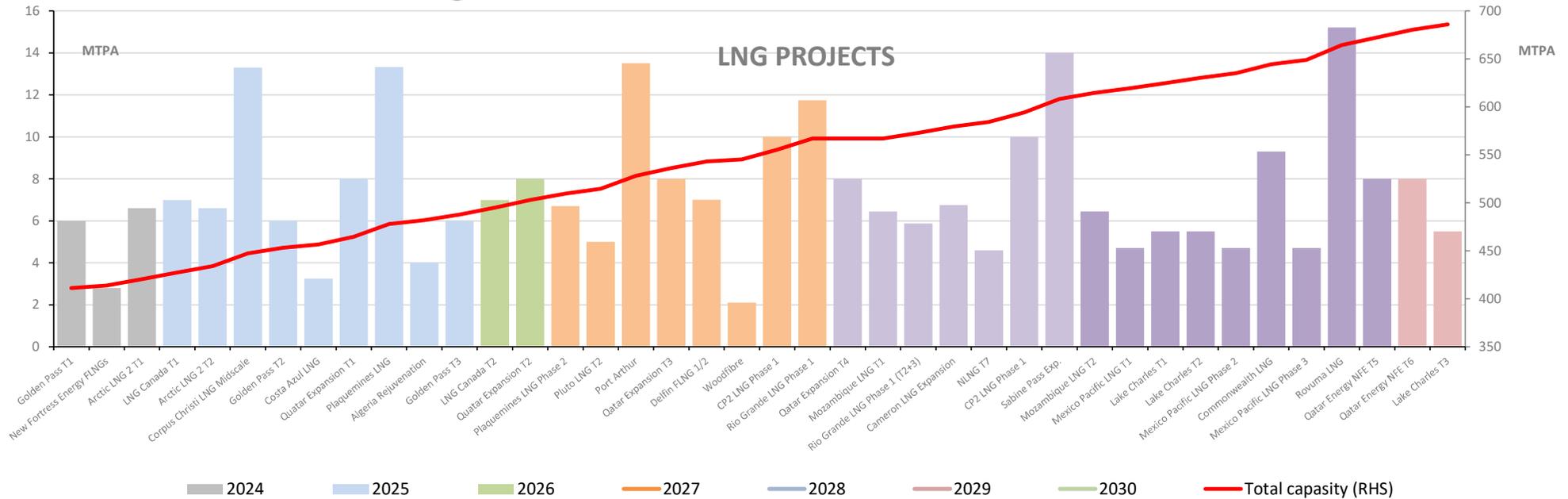
# Gas prices



- Volatility in gas prices back “to normal” as prices also normalize in the \$7-12 range.
- Gas prices in Europe and Asia move in tandem with limited arbitrage.

Source: SSY

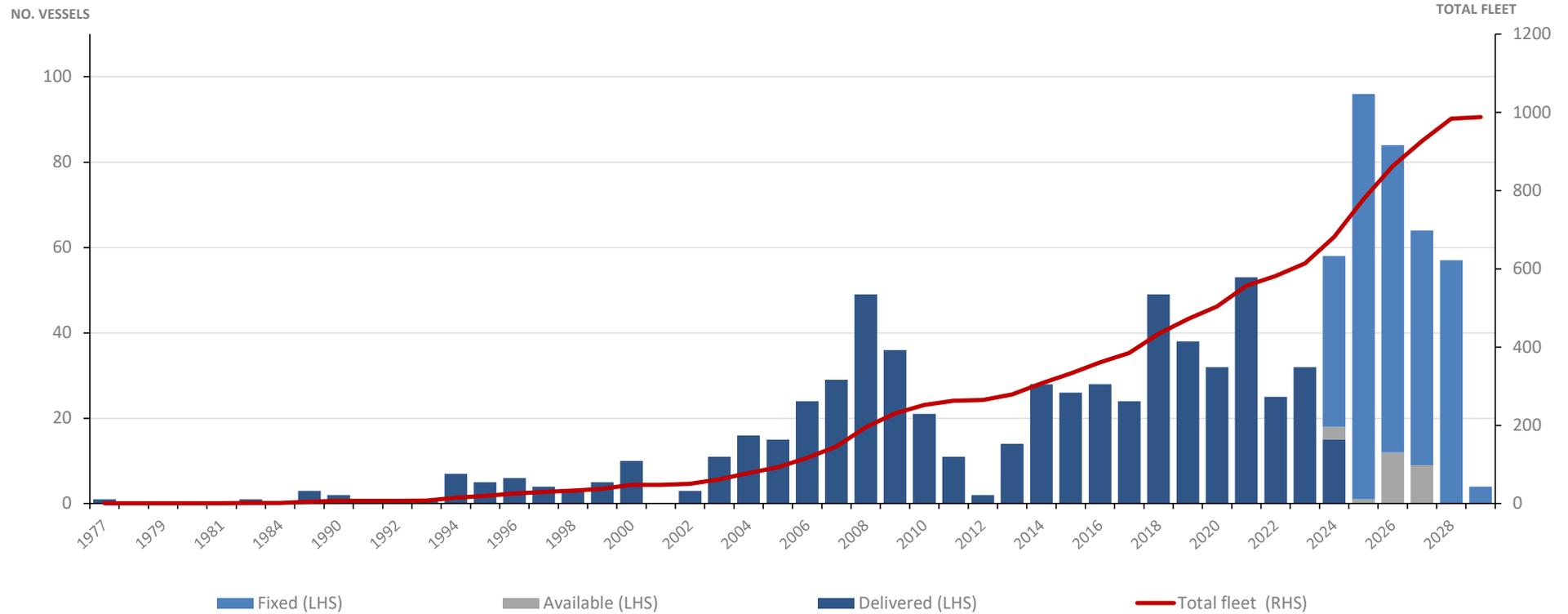
# Trainspotting – new LNG production



- ~ 295 MTPA new capacity currently under construction or in advanced planning
  - of this ~90 MTPA are at potential risk should the US Department of Energy stop issuing non-FTA permits
- Qatar announced next phase aiming to increase exports from 121 MTPA to 142 MTPA by 2030
- Shell expects more than 50% rise in global LNG demand by 2040 – more FID's required to meet demand

Source: Poten & Partners

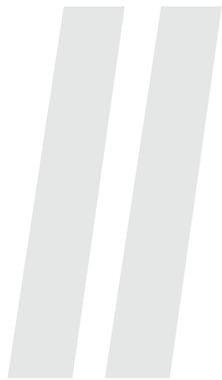
# LNG fleet and orderbook



- Orderbook for LNGC now stands at 359 of which about 7% are unfixed
- Ordering activity is relatively subdued except for the massive Qatar program that is keeping yards busy.
- Contract prices remain high as do interest rates while charter rates do not support speculative ordering.

Source: Poten & Partners

# Agenda May 23, 2024



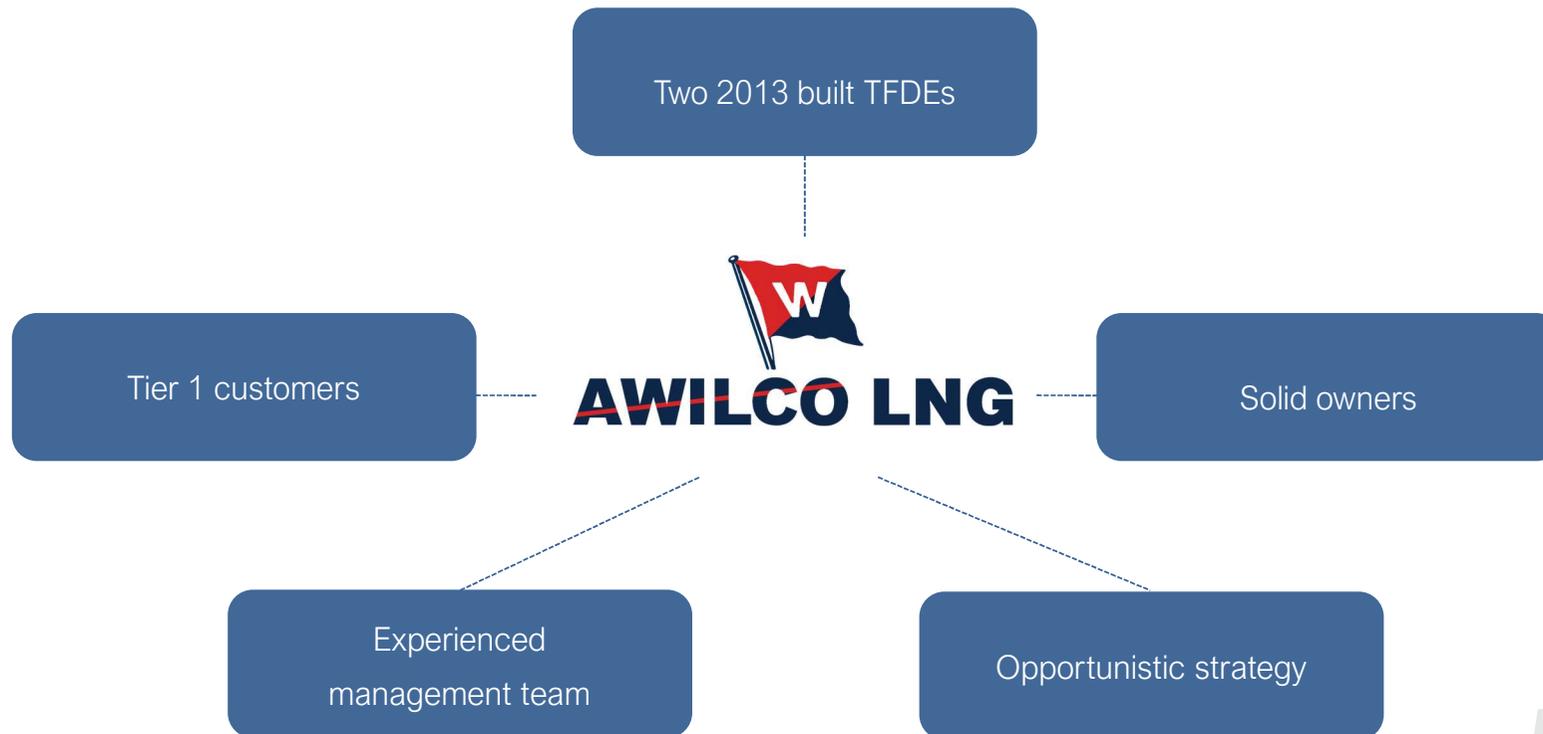
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# Summary

- The Company report a profit for the quarter of USD 7.2 million
- Previously announced signed refinancing of both vessels will reduce cost and cash break even with approximately USD 10,000 pd per vessel from third quarter 2024
- Closing planned mid June
- Secured employment until third quarter 2024 with an average rate of USD 121,500 pd
- The Board of Directors approved a dividend of NOK 0.75 per share, payable on or about July 2, 2024
  
- Mid- and long-term demand for LNG transportation remains strong
  - Disruptions in trade patterns will increase ton-mile until resolved
  - High delivery pace from shipyards in 2024 and 2025 limiting rate improvement but commercial and environmental phase-out of older and smaller steam vessels reduce tonnage surplus
  - LNG volumes are set to grow massively during 2<sup>nd</sup> half of this decade with several FIDs recently taken
  
- Awilco LNG
  - WilForce open in third quarter 2024, actively engaged in securing next employment
  - WilPride fixed until December 2025 + 2 year option



## A Fully Integrated Pure Play LNG Transportation Provider





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