



GTT

FY 2025 Results

TECHNOLOGY FOR A SUSTAINABLE WORLD

20 February 2026

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Agenda



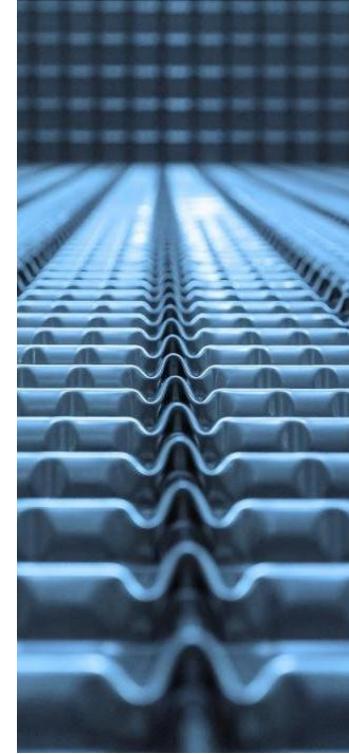
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Highlights



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& Solutions



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GTT: A longstanding and reliable partner for the maritime and energy industries

The technological expert in dedicated liquefied gas transport and storage systems

Our Key Assets

Human & intellectual capital: unique combination of skills and IP

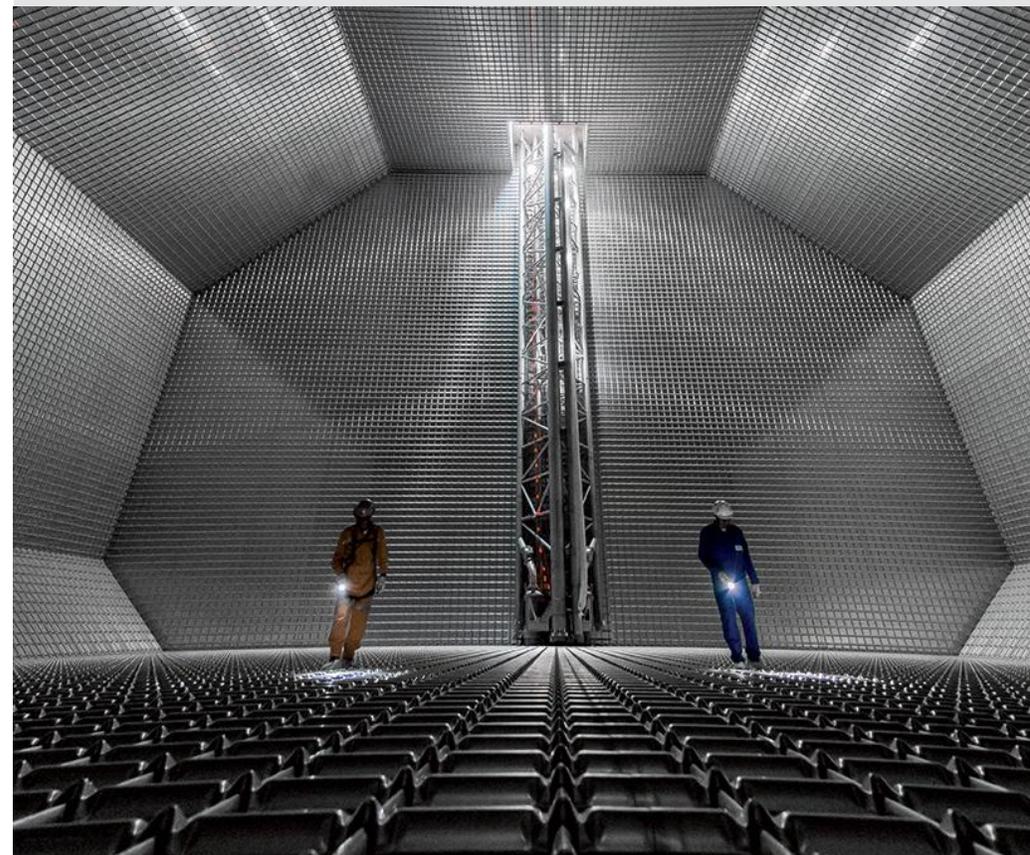
60 years expertise
in liquefied gas containment systems

Our values

Safety, Excellence, Innovation, Teamwork, Transparency



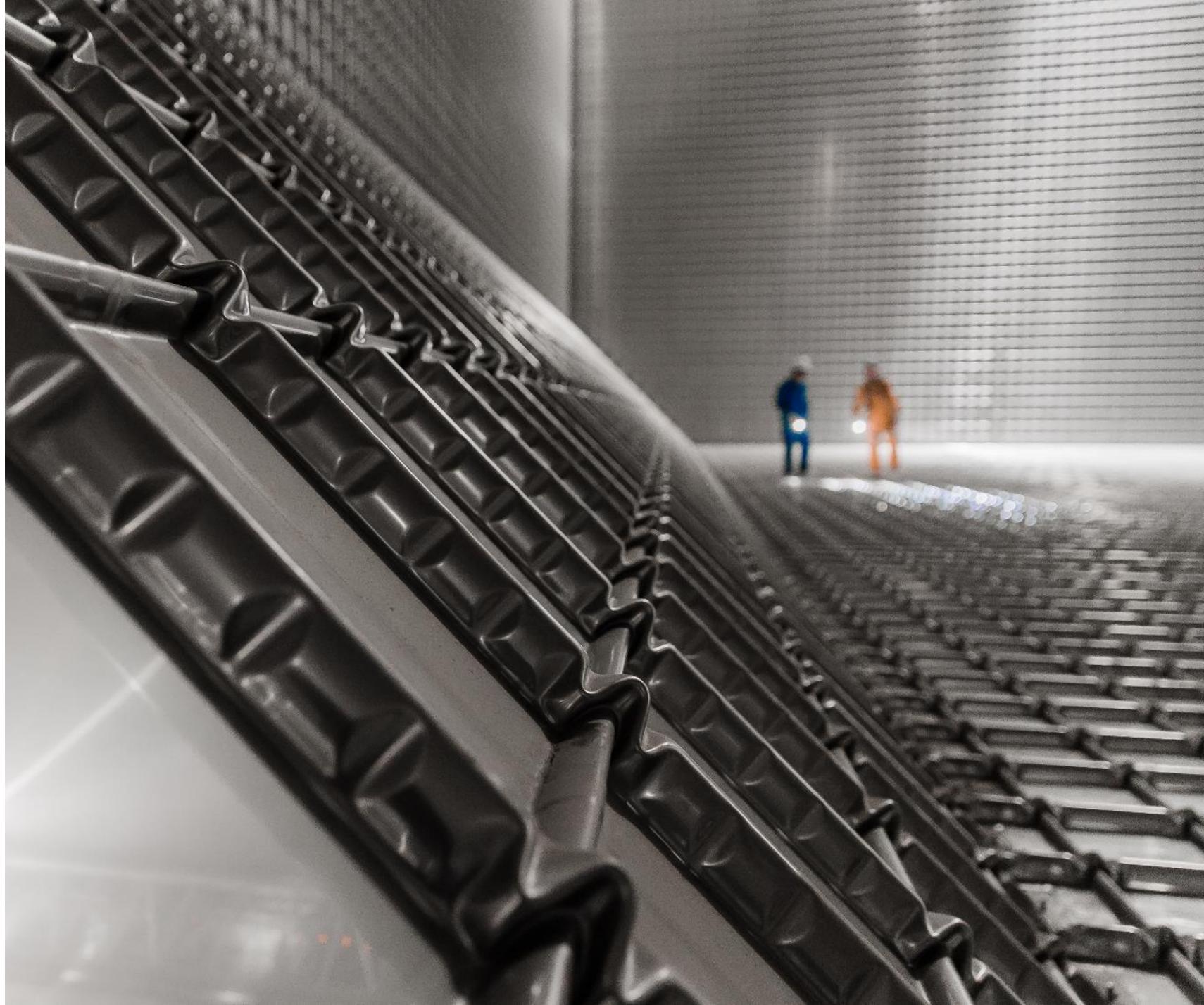
Our conviction is that technology is the most efficient enabler of the energy transition



1

Key Highlights

GTT



2025 Key figures



Revenues **€803 M**
+25% YoY



EBITDA **€542 M**
EBITDA Margin **67%**
+40% YoY



Net income
€414 M



Free Cash-Flow
€271 M



Dividend **€8.94**
Payout ratio **80%**



Core business order book
288 units / €1,591 M



2025 Key highlights

Containment and energy management systems

Marine & Digital solutions

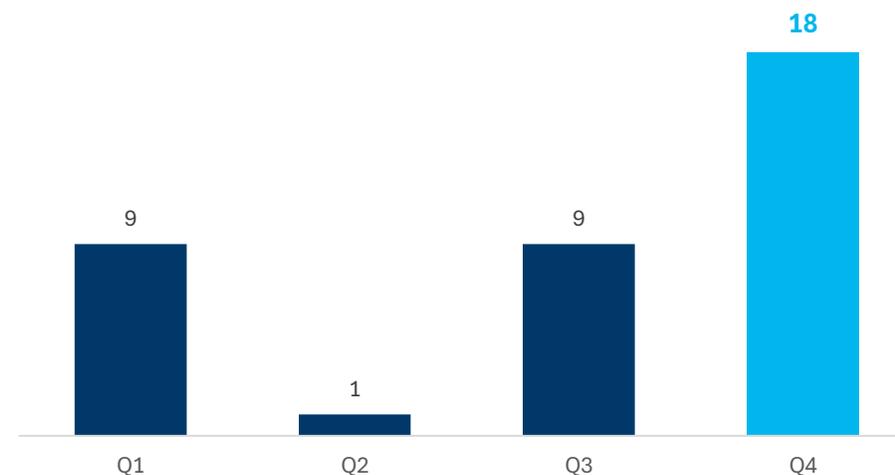
Advanced technologies

After a moderate start of the year due to geopolitical tensions, strong momentum both for FIDs and LNGCs orders

- **84 Mtpa FIDed*** which should translate into c. 150 additional vessels to be ordered
- Record level of **82 LNGCs delivered** confirming shipyards' ramp-up in capacity
- **37 LNGC orders in 2025 including 18 in Q4**
- Record level of LNGCs covered by GTT's Technical Service Agreement

*Final Investment Decision

2025 LNGCs orders by quarter



2025 Key highlights

Containment and energy management systems

Marine & Digital solutions

Advanced technologies

Expansion of the digital solutions and services portfolio with the acquisition of Danelec

- Combined **hardware and software** solutions to address shipowners' needs and grow market share
- **Large combined installed base** of 17,000 products
- **Robust platform** to develop integrated digital systems and solutions for vessel performance and for LNG operations on board



2025 Key highlights

Containment and energy management systems

Marine & Digital solutions

Advanced technologies

GTT Strategic Ventures: 2 new investments and 1 increased stake

- **Two new investments:** novoMOF and CorPower Ocean
- **Increased stake** in bound4blue



Ose engineering

- Supporting surface vessels to perform **key operations** (optimized navigation, decisions-making based on real-time data, adaptation to weather conditions)



Resizing of Elogen's activity following strategic review

- Workforce reduction of 110 FTEs down to 55 FTE at year end
- Focus on core technology development



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Technologies & Solutions

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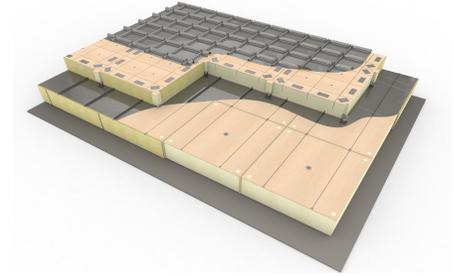
Innovation strategy: Designing forward-thinking technologies covering the integrated value chain

Further improve the efficiency of the containment system



Breakthrough and incremental innovations

e.g: GTT NEXT1, optimal balance between thermal efficiency and mechanical strength



Enhance LNGCs overall performance



Innovative vessel architecture and design

e.g: LNGC 3-tank 200k m³, a combination of two changes vs standard LNG carriers to enhance operational efficiency



Support to operations

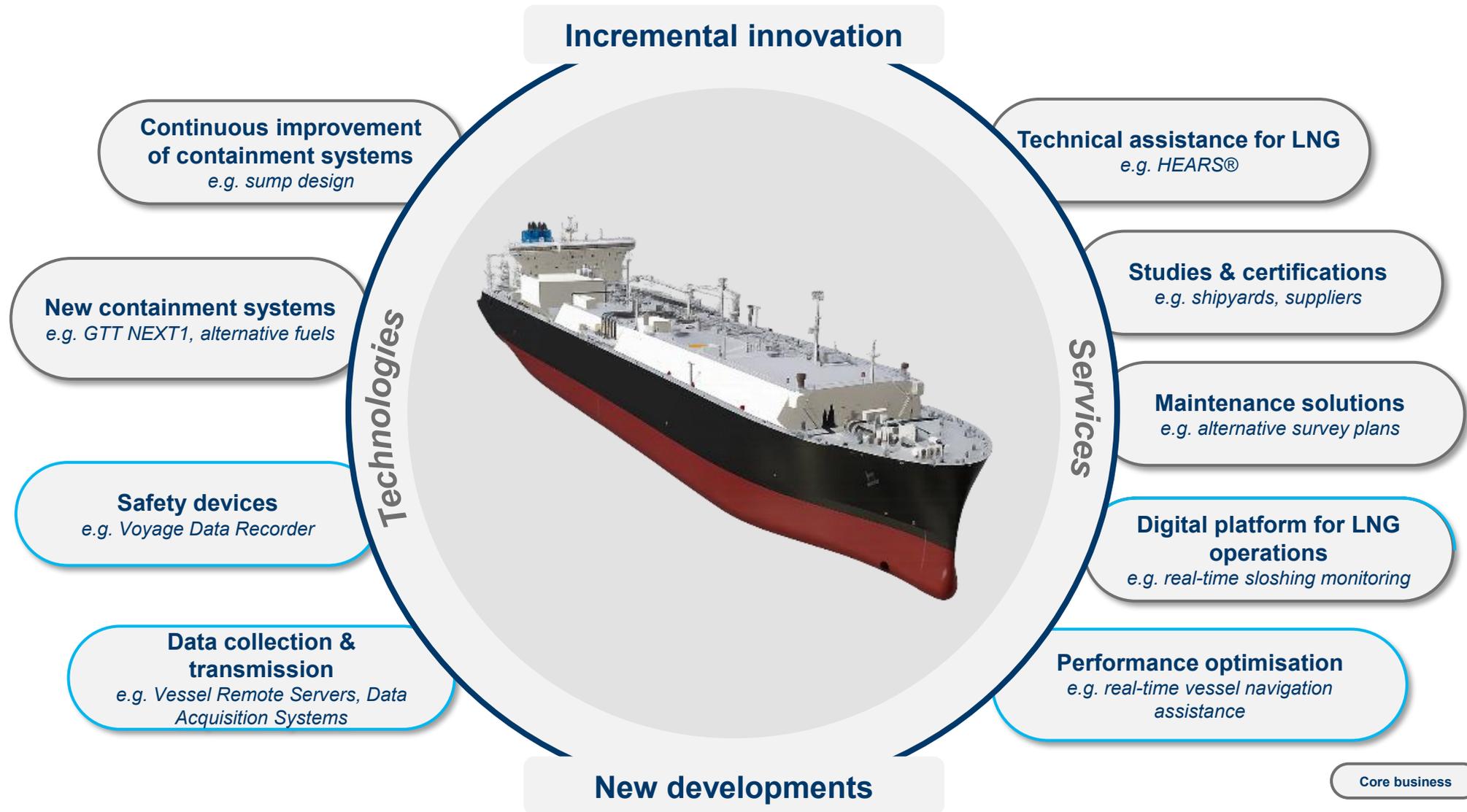


Technical assistance and digital services for the LNG and maritime industries

e.g: Sloshing virtual sensors, leveraging GTT's motion analysis platform and sea condition forecast



Technologies and solutions: building on core know-how to enhance competitiveness and expand our range of services



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Market update

LNG CARRIERS
AND OTHER CORE
APPLICATIONS

GTT



Dynamic LNG Carrier demand led by a combination of growth drivers



1

Energy demand and growing natural gas needs

*Natural gas is **complementary to renewables**
Coal-to-gas switch in some geographies*



2

Pipe-to-LNG switch

***Flexibility, security** of supply and reduced dependency
Low cost of regasification units and high flexibility of FSRU*



3

Switch from old to new vessels

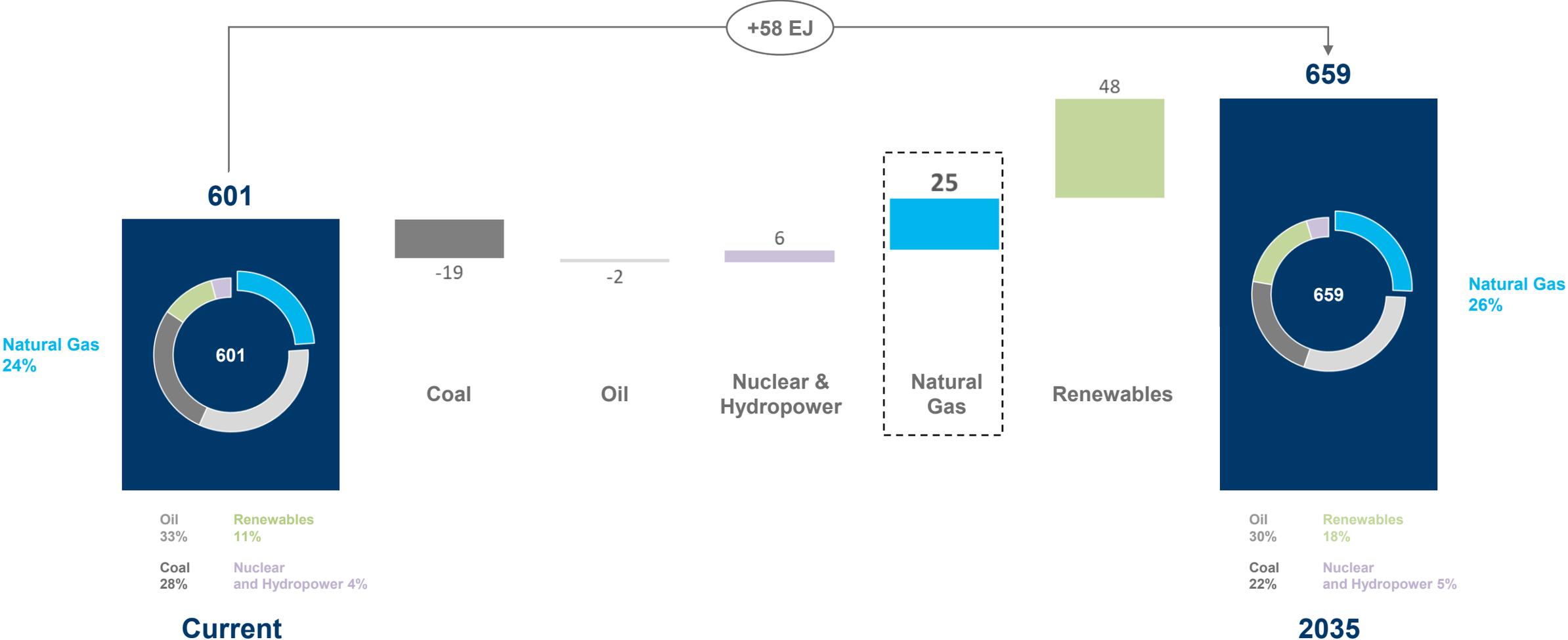
*Replacement market driven by economics with the combination of an **ageing fleet** and increasingly stringent regulations*



**Growing
LNG carrier
demand**

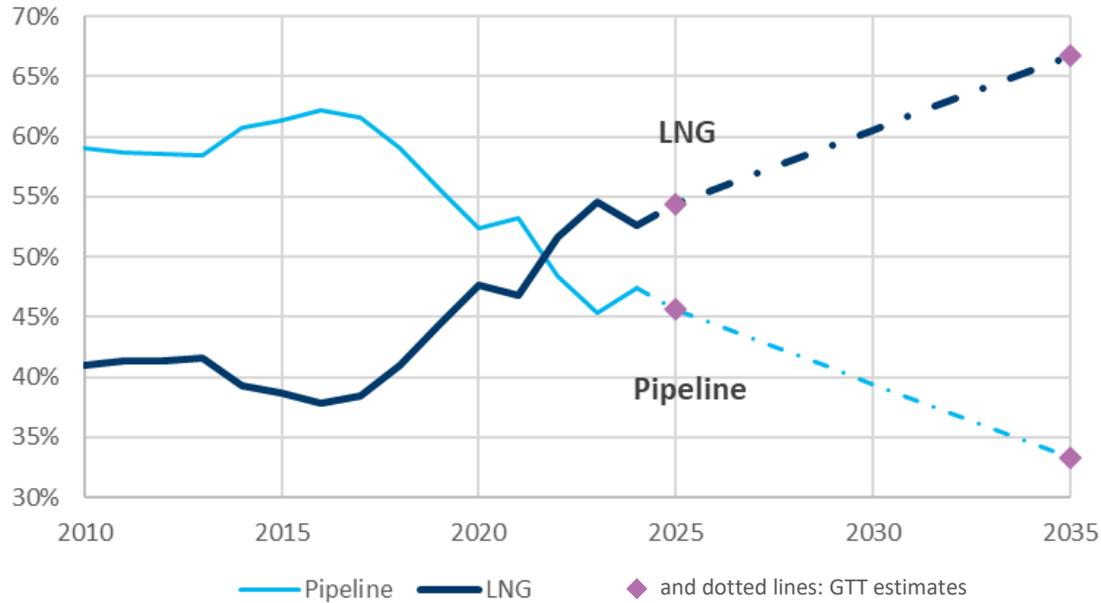
LNG market fundamentals: natural gas is projected to be the second fastest growing source of energy

GAS SHARE IN THE ENERGY MIX (DEMAND IN EJ)



LNG market fundamentals: LNG demand outpaces energy and gas market growths

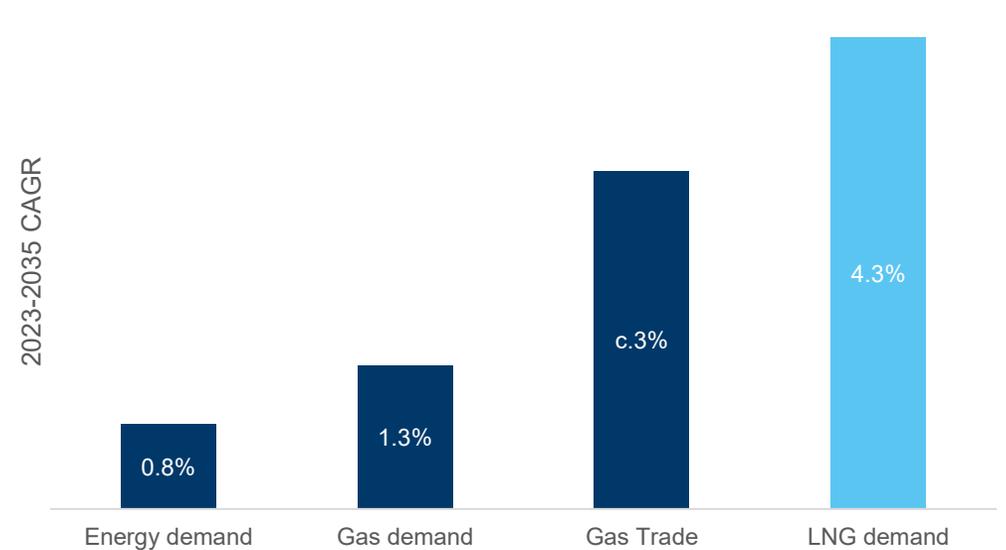
LNG IS BECOMING MORE PREVALENT THAN PIPELINE



Sources: Statistical Review of Energy, GTT estimates

LNG should represent 2/3 of gas international trade in 2035

LNG GROWS FASTER THAN ENERGY DEMAND

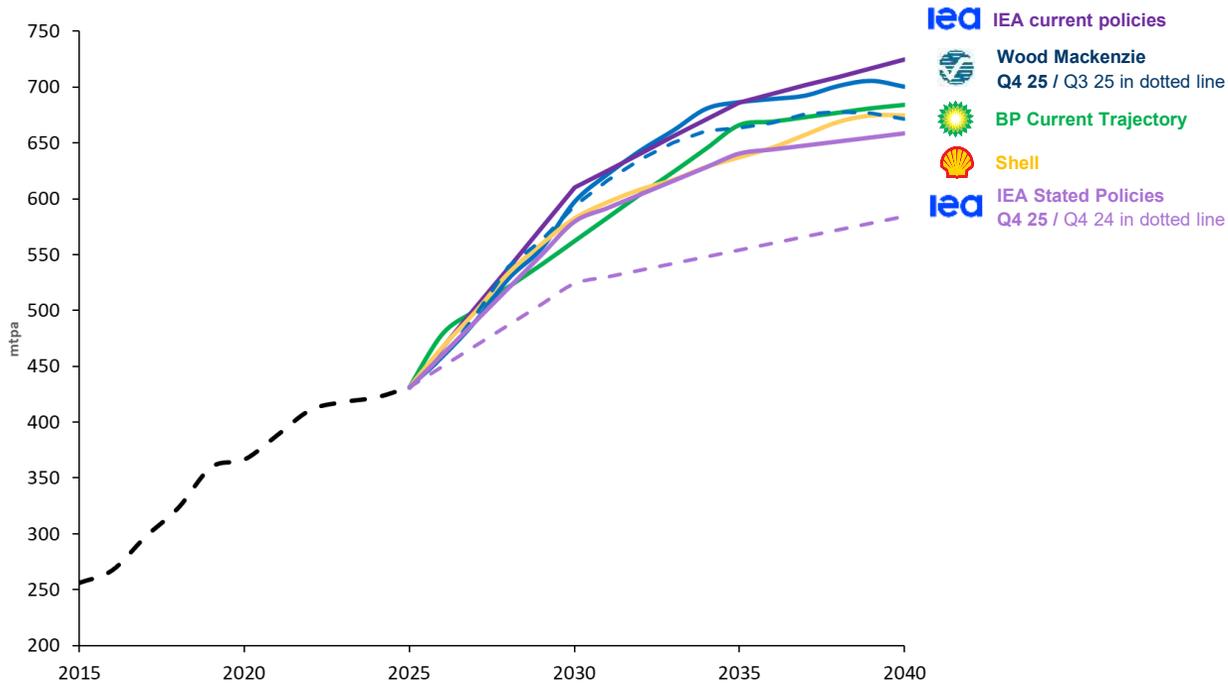


Sources: BP Energy outlook 2025, GTT estimates

Natural gas is increasingly liquefied for transportation, providing more flexibility and security

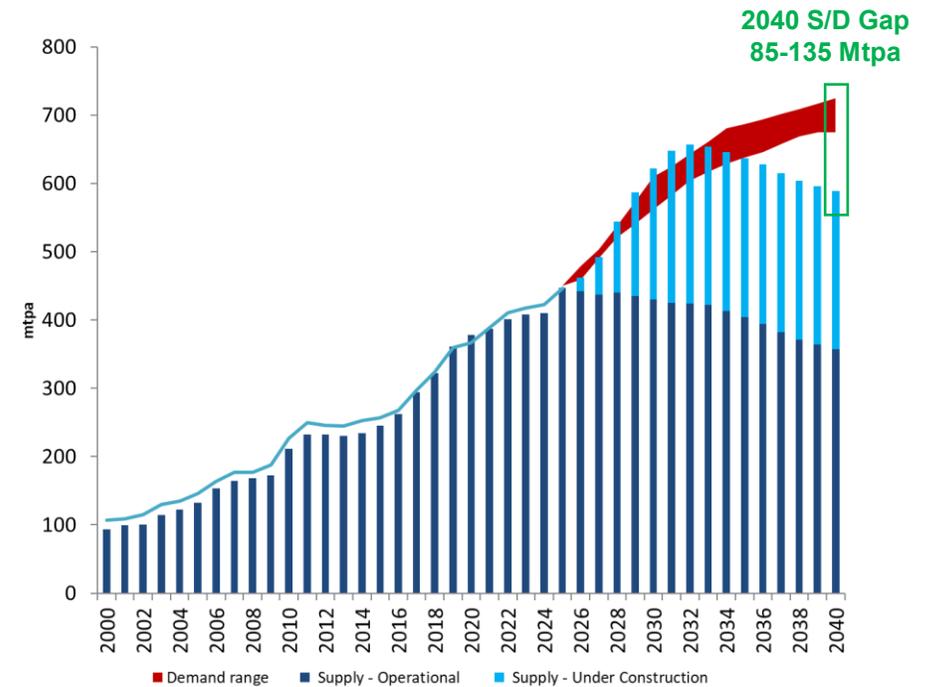
LNG market fundamentals: Demand/supply balance

LNG DEMAND OUTLOOK



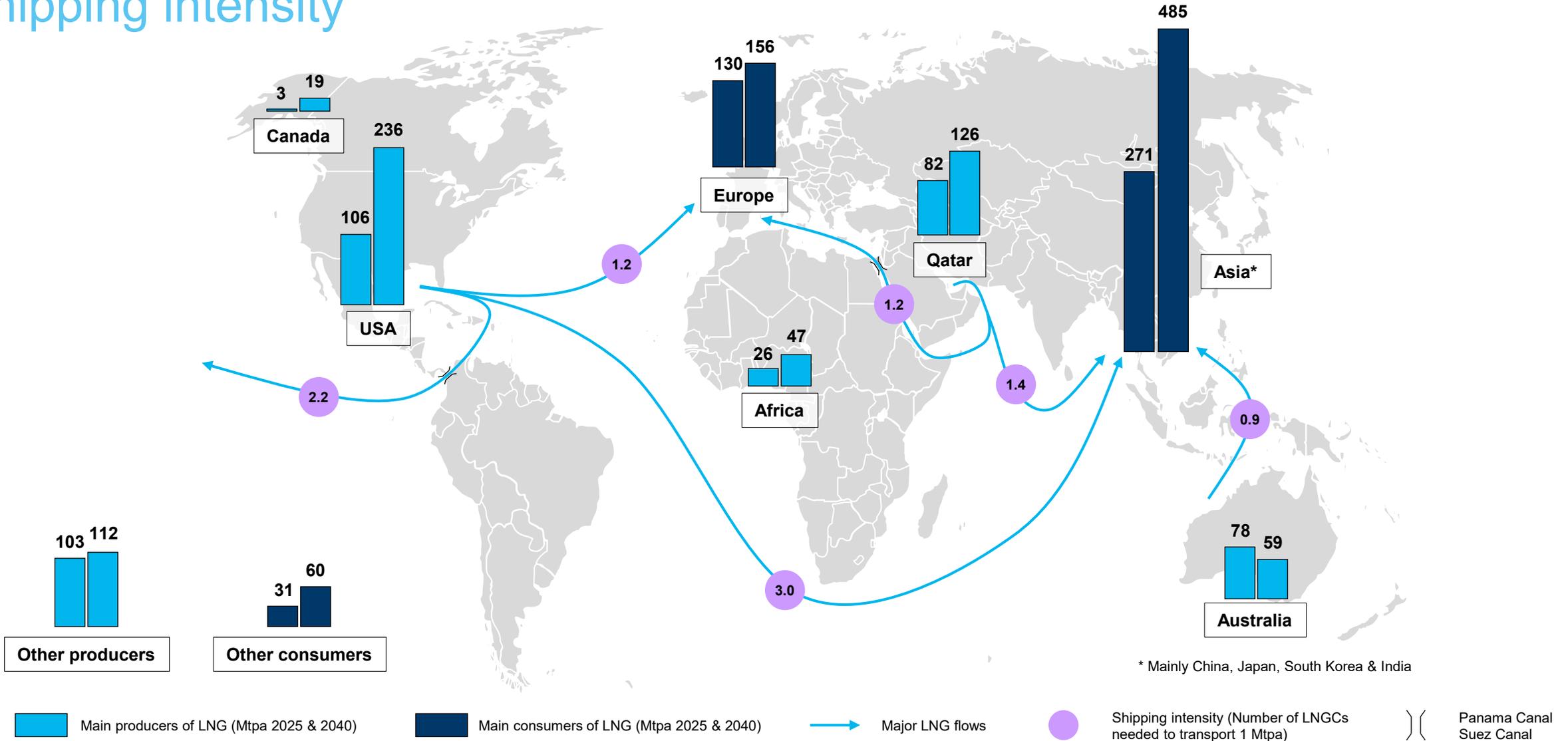
Sources: BP Q3 25, Shell Q1 25, Wood Mackenzie Q4 25 & Q4 24, IEA Q4 25 & Q4 24
 (1) taking into account full commitment from EU, Japan, Korea by 2050 and China by 2060

LNG SUPPLY DEMAND BALANCE



Sources: BP Q3 25, Shell Q1 25, Wood Mackenzie Q4 25 & Q4 24, IEA Q4 25, GTT
 Arctic LNG-2 is excluded

LNG market fundamentals: increasing USA supply leading to a higher shipping intensity



A favourable FiD outlook after the 2025 record level

FIDs in 2025 YTD

LNG PROJECT *	COUNTRY	OPERATOR	VOLUME (Mtpa)	Contracted (SPA)	Start date
Argentina Ph1 – FLNG 1	Argentina	Southern Energy	2.4		2027
CP2 Phase 1	USA East	Venture Global	14.4		2027
Corpus Christi MidscaleTrains 8&9	USA East	Cheniere	5.0		2028
Argentina Ph1 – FLNG 2	Argentina	Golar/YPF	3.5		2028
Coral Norte FLNG	Mozambique	ENI	3.4	84 Mtpa	2028
Woodside Louisiana Phase 1	USA East	Woodside	16.5		2029
Rio Grande Train 4	USA East	Next Decade	5.9		2030
Port Arthur Phase 2	USA East	Sempra	13.5		2030
Rio Grande Train 5	USA East	Next Decade	5.9		2031
Mozambique LNG-1	Mozambique	TotalEnergies	13.1		(1)

Most likely FIDs in 2026-2027

Qatar North Field West	Qatar	Qatar Energy	16.0	Equity	
Texas LNG	USA	Glenfarne	4.0	100%	
Commonwealth LNG	USA	Commonwealth LNG	9.5	85%	
Sabine Pass Stage 5 Ph 1	USA East	Cheniere	7.0	90%	
Delfin FLNG1	USA East	Delfin	3.3	100%	
Argentina Ph2 – 2 FLNGs	Argentina	YPF	12.0	Equity	
CP2 Phase 2	USA East	Venture Global	5.5	65%	

Other possible FIDs

Sabine Pass Stage 5 Ph 2	USA East	Cheniere	12.0	20%	
LNG Canada Phase 2	Canada West	Shell	14.0	Equity	
PNG expansion	PNG	Total/Exxon	4.2	Equity	
Delfin FLNG 2	USA	Delfin	4.4	0%	
Saguaro Energía Phase 1 & 2	Mexico West	Mexico Pacific	15.0	c.90%	

84 Mtpa FIDed in 2025, mainly in the USA

Representing a need of c. 150 LNGC

Pre-FID SPAs represent 50+ Mtpa of which c.37 Mtpa in the USA

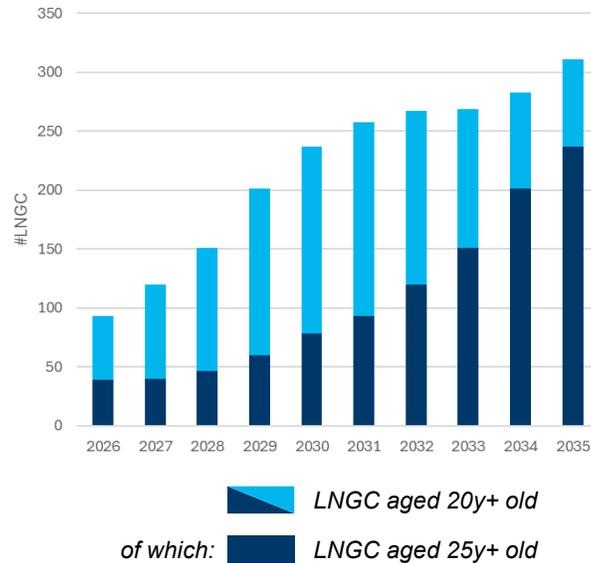
Positive signals for further FIDs

* Non-exhaustive list

(1) FID taken in 2019, Force Majeure lifted in October 2025, expected start-up date in 2029

Fleet Replacement: an ageing fleet becoming increasingly costly to run

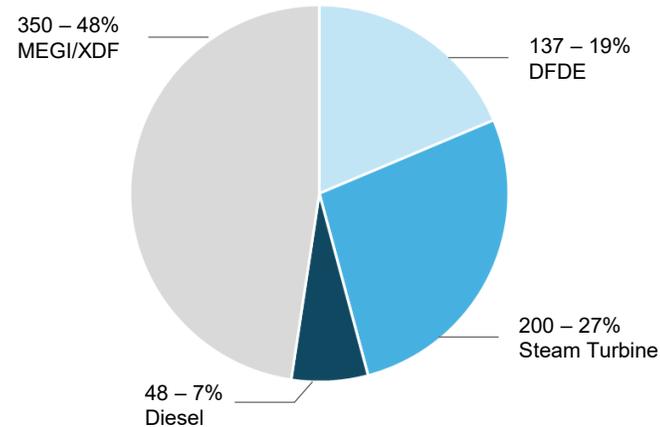
AGEING FLEET IN THE NEXT 10 YEARS



Source: Wood Mackenzie

- More than 300 LNGCs will be 20y+ old in the next 10 years (of which c.240 will be 25y+ old)

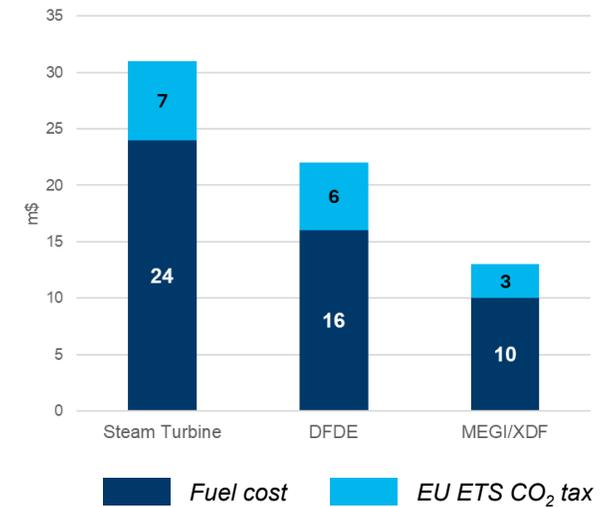
FLEET BREAKDOWN BY ENGINE



Source: Wood Mackenzie - 100k+ cbm LNG carriers (31/12/2025)

- Less than half the fleet is running on latest generation MEGI/XDF engines

ANNUAL FUEL COST TO TRANSPORT 1 MTPA (USA - EU ROUTE IN 2026)

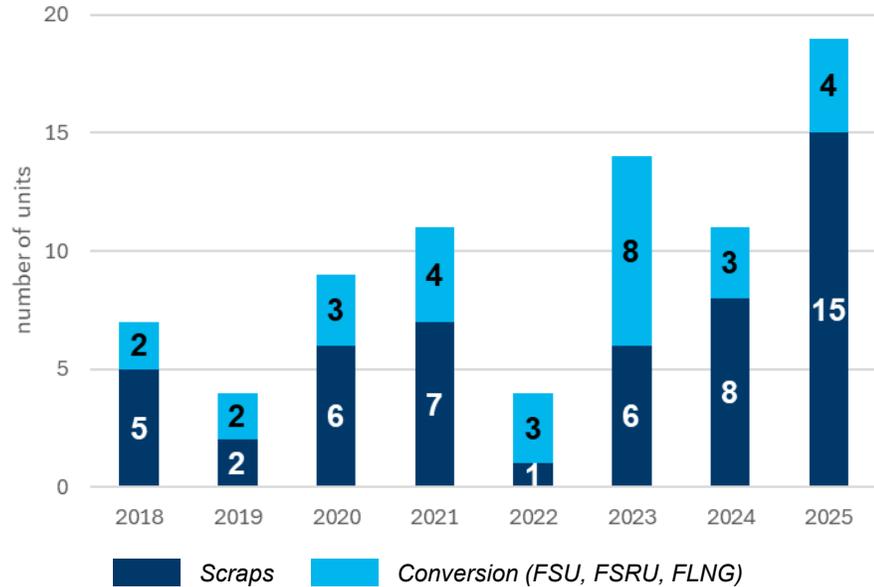


Source: GTT, press

- Full implementation of ETS in 2026 to reinforce economics of modern LNGC
- EU ETS will represent c.\$500m tax for the LNGC fleet in 2026

Fleet Replacement: scrapping at record levels

NUMBER OF LNGC SCRAPPED AND CONVERTED

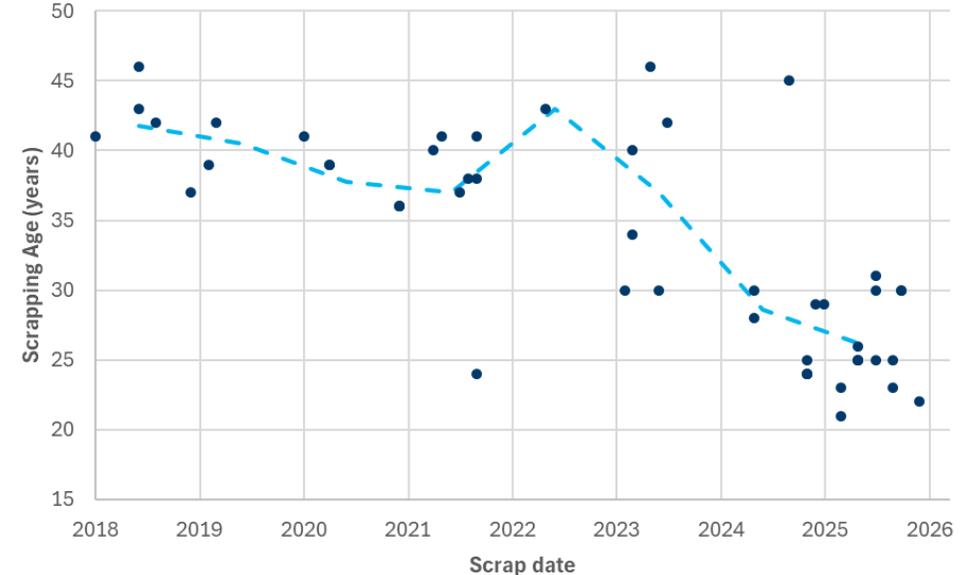


Source: GTT, press

2025: A record year for scrapping

- 15 LNGC have been scrapped in 2025, almost twice the 2024 record
- Sustained level expected for 2026

AGE OF VESSELS AT TIME OF SCRAPPING



Source: GTT, press

Vessels scrapped are increasingly younger

- Average age at scrapping: 26 years old in 2025 vs 35+ years old before 2023
- Driven by economics, more stringent regulations and acceleration of modern vessel deliveries

Long term estimates for GTT orders

ESTIMATED GTT CUMULATED ORDERS OVER 2026-2035



LNGC



450++ units



ULEC/VLEC



Between 25 & 40 units



FSRU



Up to 10 units⁽¹⁾



FLNG



Up to 10 units



Onshore & GBS tanks



Between 25 & 30 units

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Market update

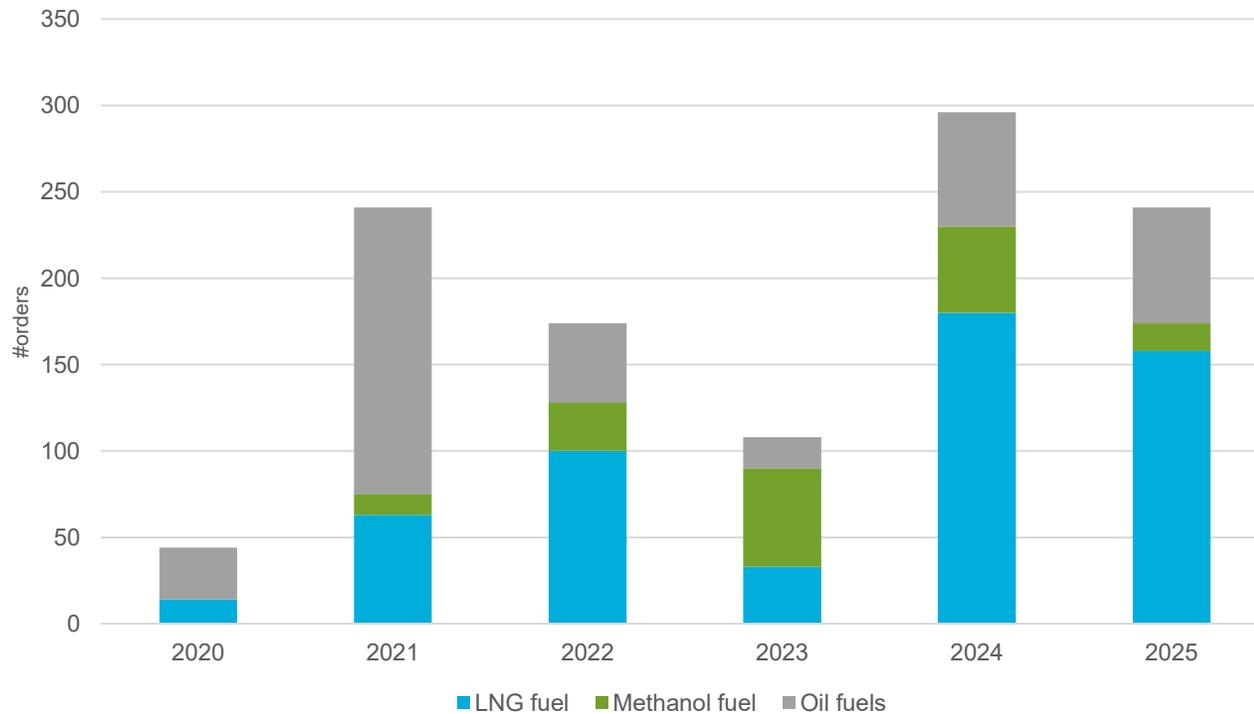
LNG AS FUEL

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LNG as fuel market remains robust, intense competition from other technologies

7K+ TEU CONTAINERSHIPS ORDERS BY FUEL



Source: GTT, press

LNG as fuel chosen for 2/3 of orders for 7k+ TEU containerships

GTT membrane solution facing intense competition in shipyards

19 orders received in 2025

- 18 containerships
- 1 bunker vessel

Action plan:

- **Product R&D and innovation** to further improve the membrane's competitive advantage: Recycool, 1 barg, GTT Cubiq™
- **Together with partners, industrialisation** of our solutions to cut installation costs and time for shipyards, limit workforce requirements on site, and facilitate adoption

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Market update

MARINE AND DIGITAL
SOLUTIONS



Marine and Digital solutions: A best in class offer combining hardware and software solutions

2025 Revenue

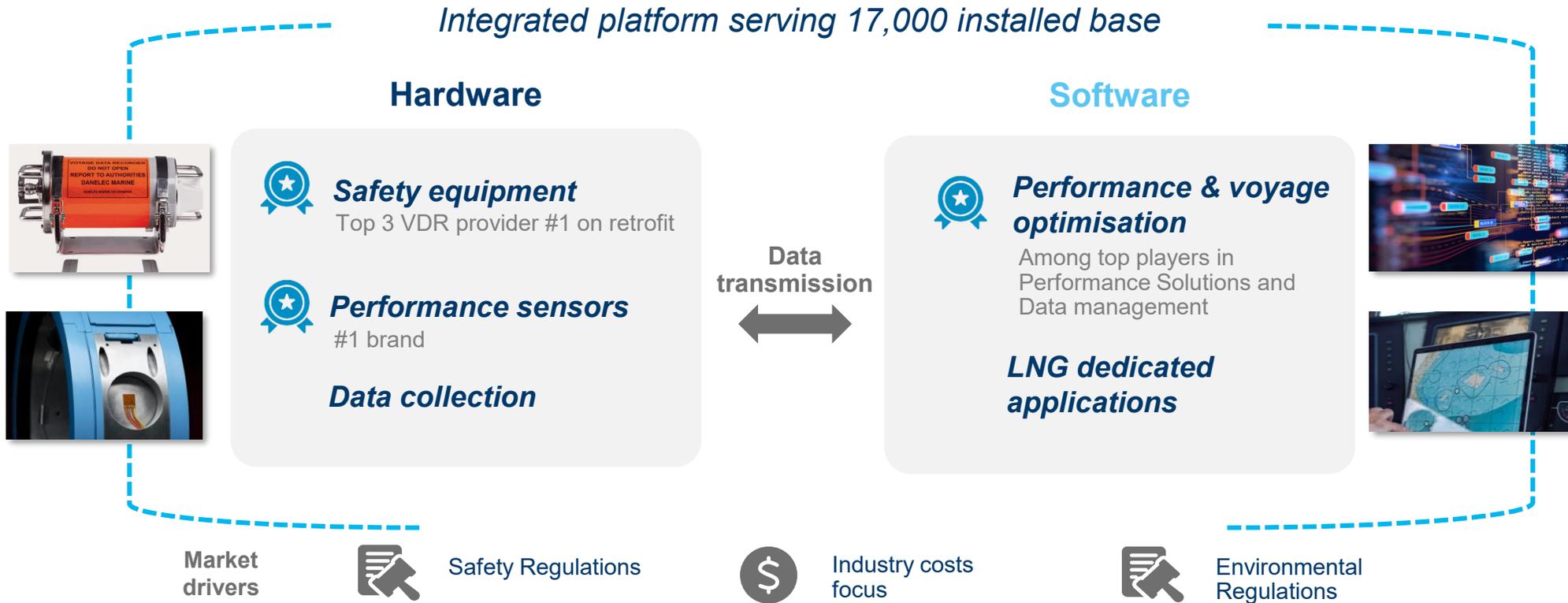
€36.1m

Of which Danelec €16.1m

2025 Gross margin

67%

2024 gross margin: 48%



GTT has now a robust digital platform allowing the development of integrated digital system solutions for vessels performance and LNG operations on board

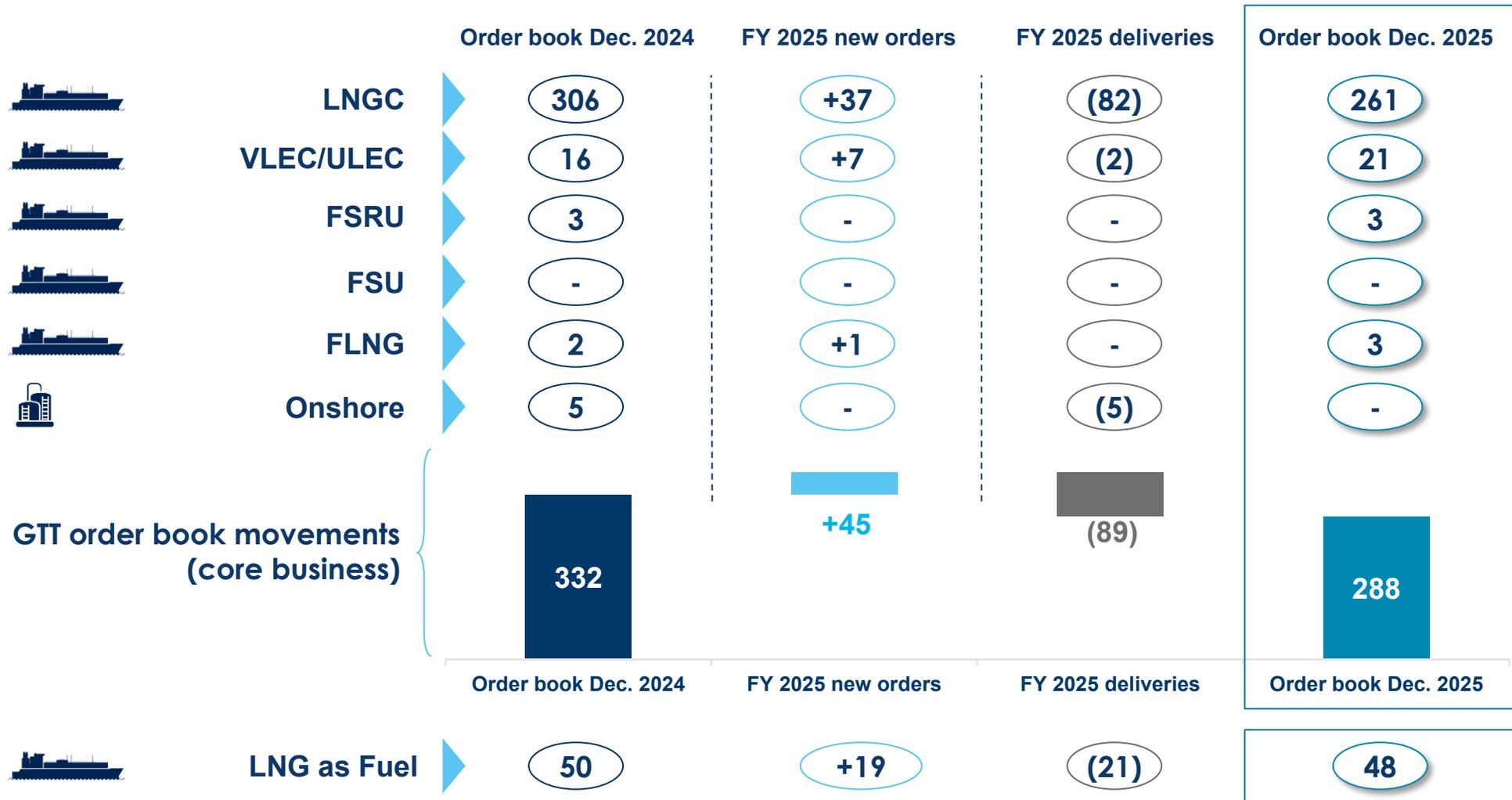
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Financials

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FY 2025 Orderbook



Core business⁽¹⁾ Orderbook: €1.6 Bn of secured revenues

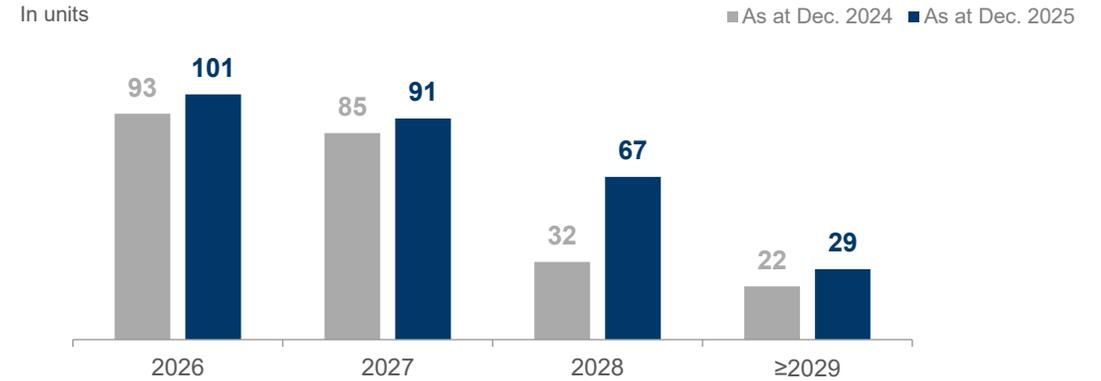
The core business orderbook stands at 288 units, split as such:

- 261 LNG carriers
- 21 VLEC/ULEC
- 3 FSRU/FSU
- 3 FLNG

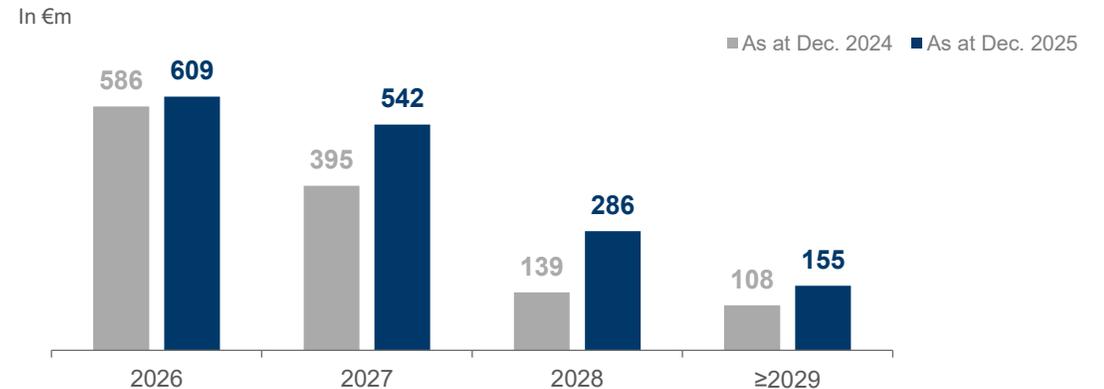
For a total value of €1.6bn

Flow of 2025 orders brought additional revenues for years beyond 2026, providing good revenue visibility over the coming years

ORDER BOOK BY YEAR OF DELIVERY (UNITS PER YEAR)



REVENUES EXPECTED FROM CURRENT ORDER BOOK



FY 2025: Consolidated Revenue

<i>in €m</i>	2025	2024	Change (%)
Total revenue	803.0	641.4	+25.2%
Newbuilds	739.3	591.1	+25.1%
<i>% of revenue</i>	92%	92%	
LNG/Ethane carriers	697.8	552.5	+26.3%
FSRU/FSU	11.5	1.4	+723.3%
FLNG	10.2	4.6	+122.1%
Onshore & GBS tanks	0.0	1.7	nm
LNG as Fuel	19.7	30.9	-36.2%
Services ⁽¹⁾	23.0	23.3	-1.0%
<i>% of revenue</i>	3%	4%	
Marine and Digital Solutions ⁽²⁾	36.1	15.6	+131.4%
<i>% of revenue</i>	4%	2%	
Electrolysers	4.6	11.4	-59.6%
<i>% of revenue</i>	1%	2%	

(1) Including OSE Engineering
(2) Including Danelec (€16.1 contribution)

KEY HIGHLIGHTS

Newbuilds revenue: +25% YoY

- Driven by LNGCs and Ethane carriers (+26%), reflecting more LNG carriers under construction
- LNG as fuel: down 36%, driven by a high comparison base in 2024 (following FY21/22 deliveries) and intensifying competition

Services revenue: -1% YoY

- Robust certification activity, offset by fewer pre-engineering studies

Marine & Digital Solutions revenue: +131% YoY

- Growth from sales of equipment and vessel subscriptions
- Impact of Danelec acquisition, completed end-July 2025
- Excluding Danelec, digital growth was +28%

FY 2025: Financial Performance

SUMMARY CONSOLIDATED ACCOUNTS

<i>in €m</i>	2025	2024	Change (%)
Total Revenues	803.0	641.4	+25.2%
EBITDA	541.8	388.1	+39.6%
<i>Margin (%)</i>	<i>67.5%</i>	<i>60.5%</i>	
Operating Income/ EBIT	521.3	374.3	+26.2%
<i>Margin (%)</i>	<i>64.9%</i>	<i>58.4%</i>	
Net Income	413.6	347.8	+18.9%
<i>Margin (%)</i>	<i>51.5%</i>	<i>54.2%</i>	
Change in Working Capital	-26.4	+18.6	nm
Investment operations ⁽¹⁾	-244.8	-68.5	nm
Free Cash Flow ⁽²⁾	270.6	338.2	-19.9%
Dividend paid	-290.2	-228.9	+26.8%
	31/12/2025	31/12/2024	
Cash position	346.9	343.3	+1.0%

(1) Of which:
 Capex : €40m in 2025 and €62m in 2024
 Investments : €205m in 2025 and €16m in 2024

(2) Defined as EBITDA + change in working capital + investment operations

KEY HIGHLIGHTS

EBITDA +40% YoY

- 67.5% margin
- Benefiting from operating leverage
- Disciplined cost management

Net income at €414m

- Including €48m of non-recurring operating expenses, mostly related to Elogen

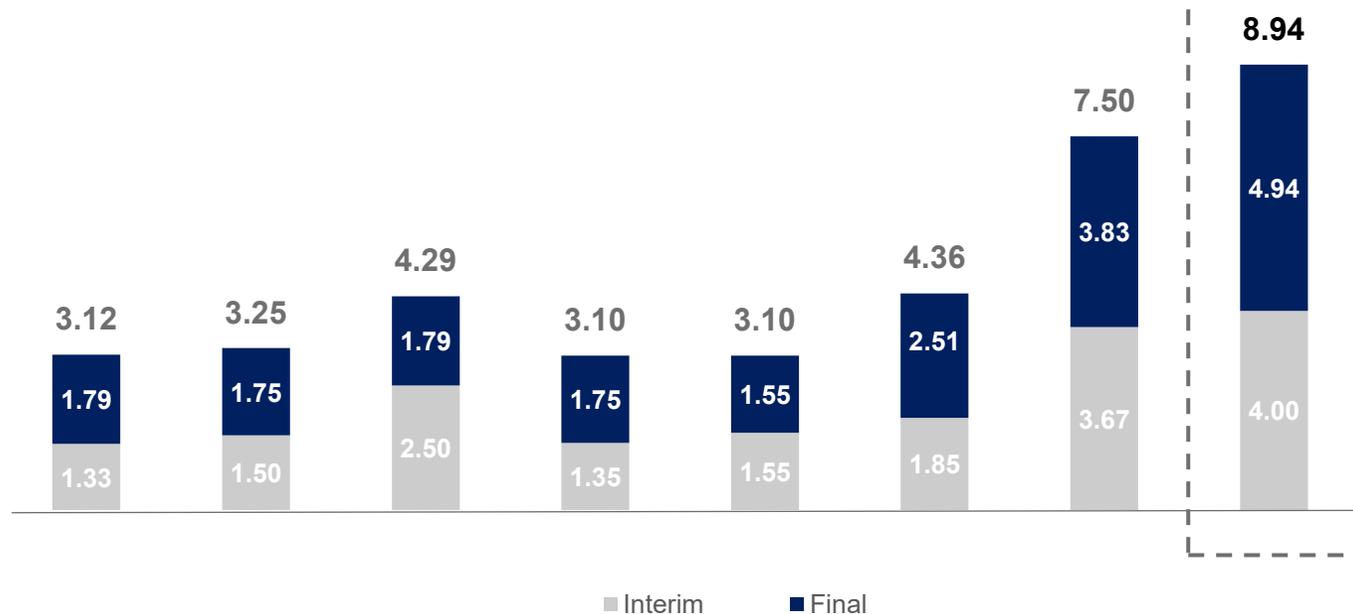
Cash position stable

- After payment of €290m dividend in line with our distribution policy
 - €142m paid for 2024 balance of dividend
 - €148m for 2025 interim dividend
- After Danelec acquisition for €194m (partly financed by debt for €120m)

2025 Dividend: A record year

	2018	2019	2020	2021	2022	2023	2024	2025
Consolidated net profit (IFRS)	€142.8 M	€143.4 M	€198.9 M	€134.1 M	€128.3 M	€201.4 M	€347.8 M	€413.6 M
Net earnings per share ⁽¹⁾	€3.85	€3.87	€5.36	€3.63	€3.48	€5.45	€9.41	€11.16

Dividend Amount



FY 2025 Payout ratio⁽²⁾: 80%

Balance dividend of €4.94⁽³⁾

- Ex-dividend date: June 17, 2026
- Payment date: June 19, 2026

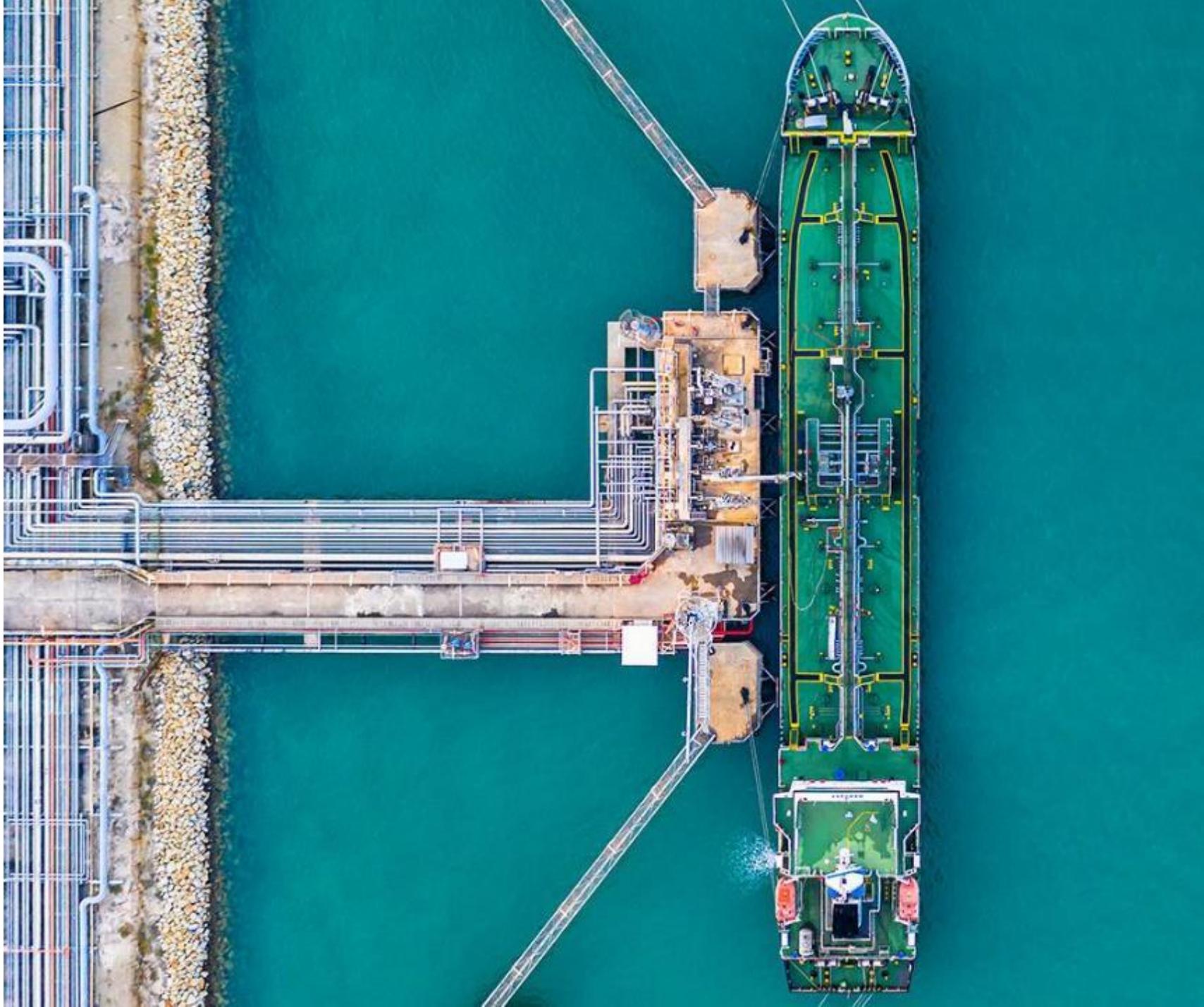
(1) Net earnings per share is based on the weighted average number of shares outstanding

(2) Dividend payout ratio calculated on profit distributed (and possible distribution of reserves) as % of consolidated net profit for the financial year

(3) Subject to approval by the Shareholders' Meeting and the distributable profits in the corporate financial statements of GTT SA

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Outlook & Conclusion



2026 Outlook

Revenues⁽¹⁾

- 2026 to be compared with a high base of 2025 (effect of 2022 orders peak)
- 2026 activity impacted by the temporary slowdown of order entries in the first half of 2025



2026 consolidated revenue estimated in a range of **€740M to €780M**

EBITDA

- Implied EBITDA margin at a top level thanks to close cost management
- Potentially, the second-best financial performance for GTT



2026 consolidated EBITDA estimated in a range of **€490M to €530M**

Dividend payment⁽²⁾

- Record level of dividend in 2025



Dividend policy maintained

Notes:

(1) In the absence of any significant delays or cancellations in orders. Variations in order intake between periods could lead to fluctuations in revenues

(2) Subject to approval of Shareholders' meeting. GTT by-laws provide that dividends may be paid in cash or in shares based on each shareholder's preference

Key take-aways

2025 is GTT's third record year in a row

- **€803 M revenue**, +25% - reaping benefit of 2022 orders wave
- **€542 M EBITDA**, +40% - EBITDA margin at **67%**

Strong LNG demand underpinning future orders

- Record high level of FiDs in 2025
- Order pace picking up at 2025 year-end
- Solid end of year **order book at €1.6bn**

High end technology company building on its core expertise

- Building an **integrated platform combining hardware and software** to serve the maritime industry
- **Leveraging liquefied gas transport and storage systems expertise** to bring value to stakeholders in the shipping and LNG industry



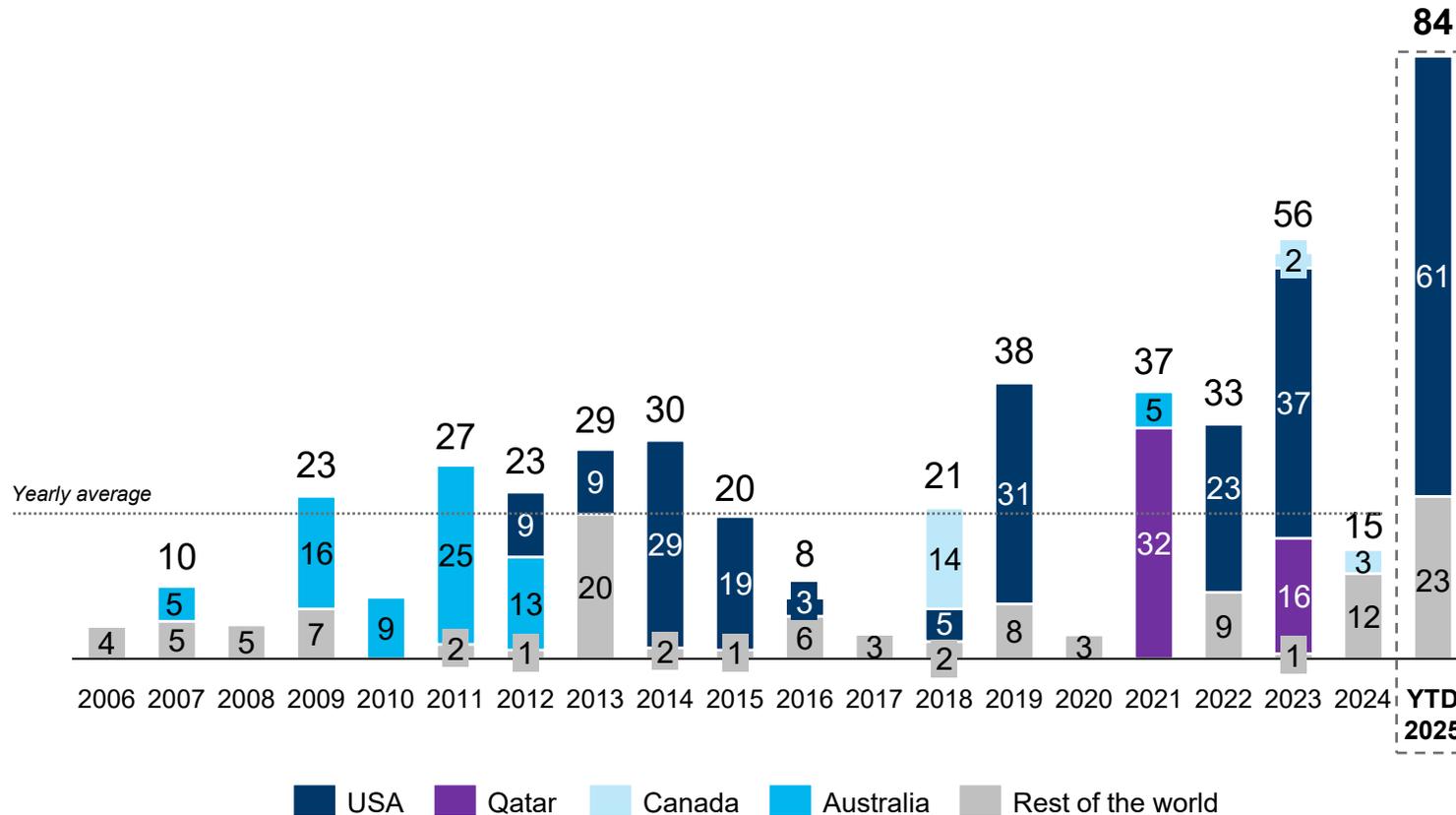


Appendices



All-time record FID activity, led by the US

FID volume by country¹, Mtpa



US FIDs drive a historic year, reinforcing LNG demand resilience

84 Mtpa FIDs in 2025, mainly in the US:

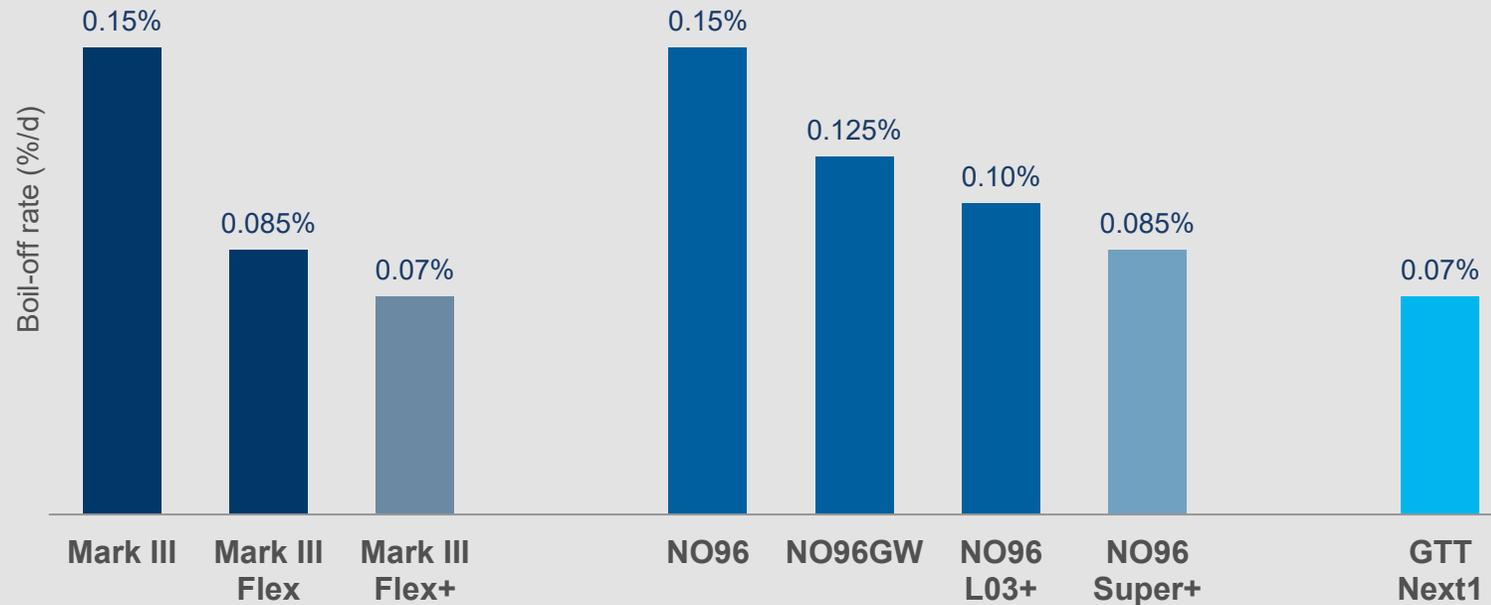
- Woodside Louisiana
- CP2 Phase 1
- Port Arthur Phase 2
- Rio Grande Train 4 & 5
- Corpus Christi Midscale T8&9

Strong outlook for LNGC demand

1. Excluding Russia (20 Mtpa in 2019, 13 Mtpa in 2021) and total Mozambique (13 Mtpa) excluded in 2019 and included in 2025

Continuous improvement of Boil-off rate

Boil-off rate of GTT technologies⁽¹⁾



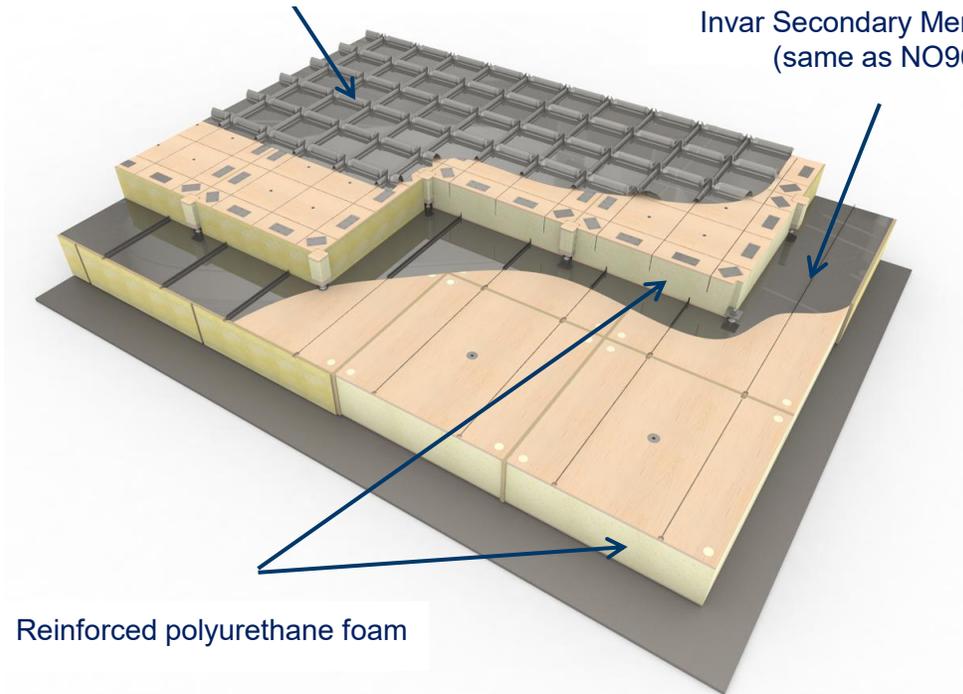
Enabling better energy efficiency by halving boil-off rate in a decade

(1) For a 174k m3 LNGC

Innovation GTT NEXT1 brings reliability and performance to the next level

Stainless Steel corrugated Primary Membrane (same as MarkIII)

Invar Secondary Membrane (same as NO96)



Low boil-off rate of 0.07%
(for a standard 174,000 m³ LNG Carrier)

Benefits for GTT stakeholders:

- For **charterers**: lower consumption and optimum compatibility to new systems or alternative fuels
- For **shipowners**: better CII and lower maintenance cost
- For **shipyards**: higher value product re-utilizing mainly existing components for which they have experience (membranes, foam, equipment, tools,....)

Continuous optimisation

- Optimal balance between thermal efficiency and mechanical strength
- Delivers thermal performance on par with Mark III Flex+ technology
- **General Design Approval from American Bureau of Shipping (ABS) during LNG Doha 2026**

Innovation in LNG as fuel

GTT Cubiq™



More cargo space via enhanced volumetric efficiency

Easier installation thanks to simplified construction

Low boil-off rate = reduced OPEX

1 barg design ready for cold ironing regulation

1 barg design

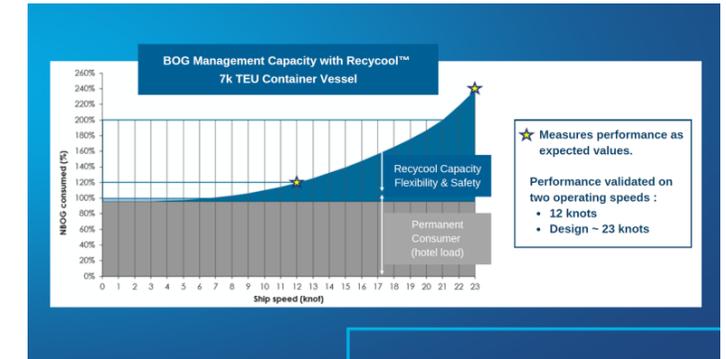


Suitable for **LNG powered vessels**

Key benefits:

- **Extended pressure-holding time**
- Warmer-temperature bunkering
- Compliance with upcoming **cold-ironing regulation**

Recycool™



Reliquefy **excess boil-off gas** from LNG-fuelled ships equipped with high-pressure engines.

Recovering cold energy from LNG before it is vaporized and sent to the engine.

GTT Strategic Ventures: Investing in a sustainable world

Q3 22



Norwegian specialist in **multi-gas & emission analysers**

Q4 22



French designer of an **energy recovery system**

Q3 23



Developer of an automated **wind-assisted propulsion system** for maritime transport

Q2 24



Finnish specialist in **management of Cargo and maritime fleets** incorporating AI & ML in its cloud solution

Q2 24



Cryogenics expert and leader in **bioCO2 upgrading technology**

Q2 24



Technology developer for efficient **e-methane production** and other green energy applications

Q3 24



Developing **articulated hydrofoil** inspired by whale tail fins to convert pitching motion into forward propulsion **optimizing energy efficiency**

Q2 25



Specialized in **metal-organic frameworks (MOFs)**, high performance materials for **CO₂ capture systems** well-suited to constrained environments such as maritime transportation, thanks to their compactness.

Q3 25



Swedish developer of a **Wave Energy Converter**, generating electricity from one of the last and largest untapped sources of clean energy, offering high availability and a predictable profile

Marine and Digital solutions: 2025 Key Achievements

Safety & Monitoring

Remote Piloting and remote navigational assistance

Completed remote piloting testing with Danish company 3 European shipping companies

Strategic partnership with Emerson

Provide shipping and offshore players with state-of-the-art digital solutions for fuel monitoring and performance management

Commercial success

In retrofit and newbuilding projects for Shaft Power Meter and Onboard Ship Performance Monitoring

Data & Performance

Fleet Centre expansion

Expanded global support: 3 fleet centers providing 24/7 support for shipowners, charterers, and fleet managers worldwide



Key contracts

- TMS Group chose Ascenz Marorka to equip its entire fleet of 130+ ships
- Fleet Center voyage optimization contract received from a global feeder company for +70 ships
- Ascenz Marorka signed with Hudong-Zhonghua to equip 24 LNGCs with SloShield™ system

R&D and Innovation

Next generation VDR released building on more than 20 years of reliability: designing resilient systems that keep vessels compliant while unlocking operational insights to support data management

IACS E27 cybersecurity type approval for On-board Ship Performance Monitoring solution



2025 Revenue

€4.6m

2025 EBITDA

€-16.1m

2025 order book

€2.3m

Business model

Workforce
reduction

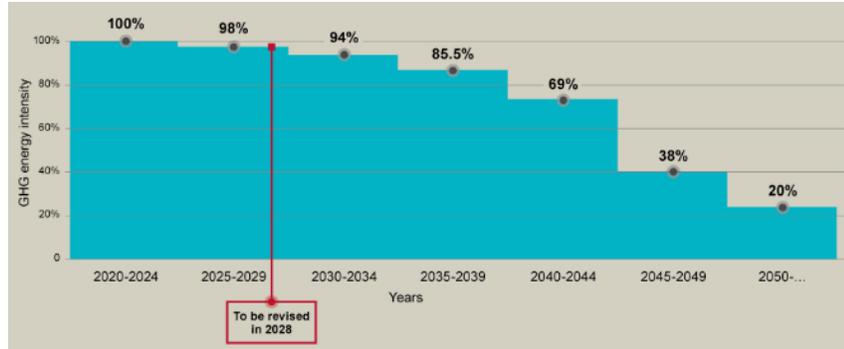
Cost control

Key updates on strategic review

- Focus on **R&D and high-power stack production** at les Ulis
- Workforce reduction of 110 FTEs down to **55 FTE at year end**
- Optimization of internal organization to ensure **disciplined cash consumption**, halt of Vendôme giga factory

LNG fuel: regulation picking up in the EU

FUEL EU MARITIME



Source: BV

Fuel EU regulation – Effective from 1 January 2025

- Scope: applies to all ships >5,000GT calling from or to EU ports

From 2025 fuel mix must be 2% cleaner than the reference fuel (oil fuels)

- Methane slip and upstream emissions included (Well to Wake and all GHG included)
- Progressive reduction to reach -80% by 2050
- Non-compliance penalty: €2,400/tLSFOeq

Fossil LNG is compliant⁽¹⁾ until 2039

- Allowing for gradual and reasonable integration of bio & e-LNG

INCLUSION OF SHIPPING IN EU ETS



Source: Ember

Emissions from vessels calling to/from the EU are submitted to European Carbon tax since 2024

- Scheme ramping up, with 70% of emissions included in 2025 (vs 40% in 2024)
- Full scheme (100%) since 2026 + inclusion of other GHG (methane, N₂O)

A vessel operating in the EU in 2026 will pay for Fuel EU & ETS compliance:

- With oil fuels: Around €300/ton fuel since 2026 (and €400/ton fuel by 2030)
 - With LNG: €150-200/ton diesel eq in 2026 (and also in 2030)
- NB: LNG generates overcompliance credits than can be monetized in private pooling systems

Assumption : €80/tonCO₂ ETS

CSR performance consistent with the roadmap



- Pursuit of headquarters' refurbishment
- Supply chain engagement to accelerate the switch to HFO
- New patents files on ammonia readiness, liquified hydrogen transportation and carbon capture



- Further enhancement of the training program
- Roll out of the disability action plan



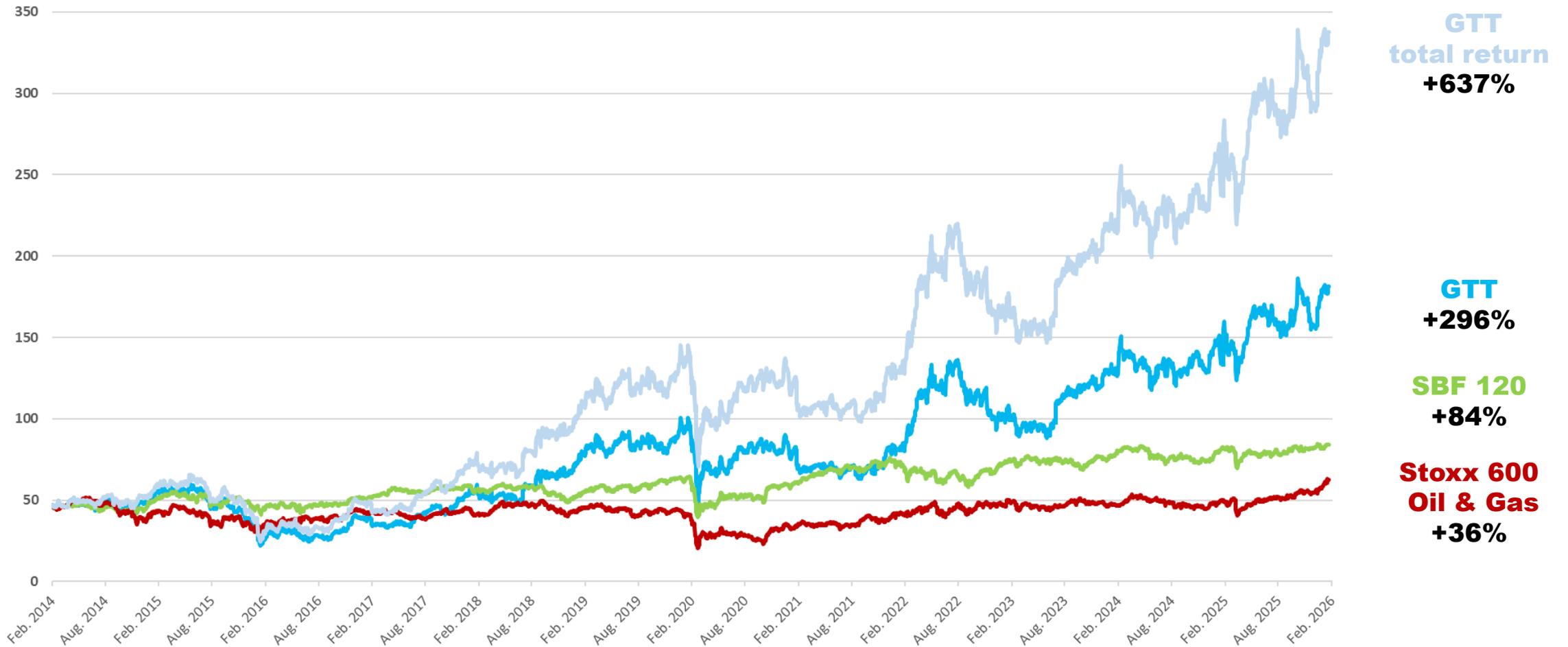
- New ethics charter and roll out of specific trainings for corporate functions
- ISO 9001 certification renewed, reaffirming GTT's commitment to meet best standards
- Improved supplier engagement and signing of the code of conduct



Steady ESG performance in 2025

MSCI	BBB
Sustainalytics	18 (low risk) ranking: 5 th /102
Ethifinance	62/100 vs. 54/100 in 2024
ISS	C+ Prime status
CDP (Climate)	B confirmed in 2026 for the forth consecutive year

Performance of GTT shares since the IPO

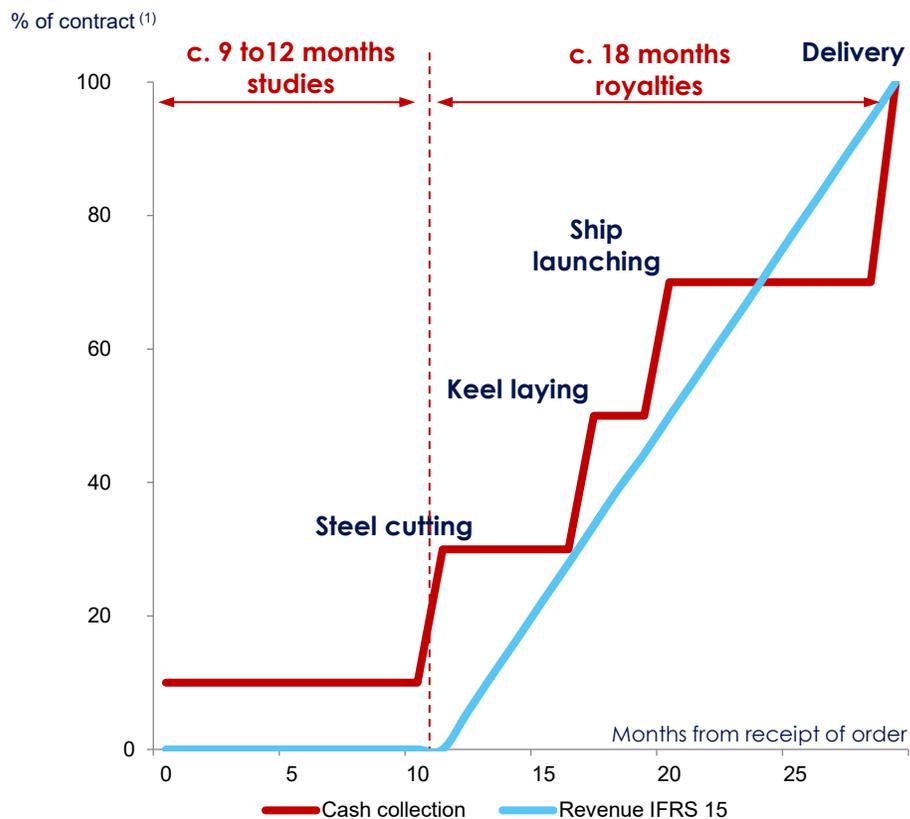


Market capitalization as of February 16, 2026: €6.729 billion



An attractive business model supporting high cash generation

INVOICING AND REVENUE RECOGNITION



Business model supports high cash generation

- Revenue is recognized pro-rata temporis between construction milestones
- Initial payment collected from shipyards at the effective date of order of a particular vessel (10%)
 - Steel cutting (20%)
 - Keel laying (20%)
 - Ship launching (20%)
 - Delivery (30%)

Glossary

The following abbreviations have been used throughout this document

BOR	Boil Off Rate	FSU	Floating Storage Unit	MEGI	M-type, Electronically Controlled Gas Injection
APAC	Asia-Pacific	GBS	Gravity Based Structure	Mtpa	Million tons per annum
CAGR	Compound Annual Growth Rate	GHG	Greenhouse Gases	MW	Megawatt
DFDE	Dual Fuel Diesel Electric	GW	Gigawatt	NOx	Nitrogen Oxide
EBITDA	Earnings Before Interest, Tax, Depreciation & Amortization	HFO	Heavy Fuel Oil	O&G	Oil & Gas
EEDI	Energy Efficiency Design Index	IMO	International Maritime Organization	PEM	Polymer Electrolyte Membrane
EEXI	Energy Efficiency Existing Ship Index	IT	Information Technology	R&D	Research & Development
EJ	Exajoule	KFTC	Korea Fair Trade Commission	SOx	Sulfur Oxide
EPC	Engineering, Procurement & Construction	kW	Kilowatt	TEU	Twenty-foot Equivalent Unit
ESG	Environmental, Social & Governance	LNG	Liquefied Natural Gas	VLEC	Very Large Ethane Carrier
ETS	Emissions Trading System	LNGC	LNG Carrier	XFD	Type of propulsion system
FLNG	Floating Liquefied Natural Gas	LSFO	Low Sulfur Fuel Oil		
FSRU	Floating Storage Regasification Unit	LTI	Long Term Incentives		



GTT

FY 2025 Results

TECHNOLOGY FOR A SUSTAINABLE WORLD

20 February 2026