



GTT

FY 2025 / Q1 2026

TECHNOLOGY FOR A SUSTAINABLE WORLD

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Agenda



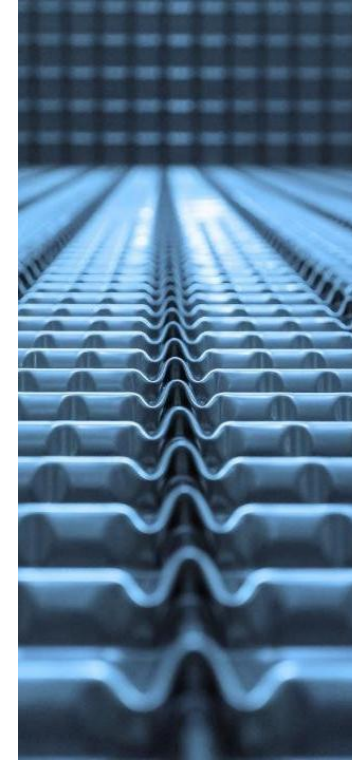
01
Introduction



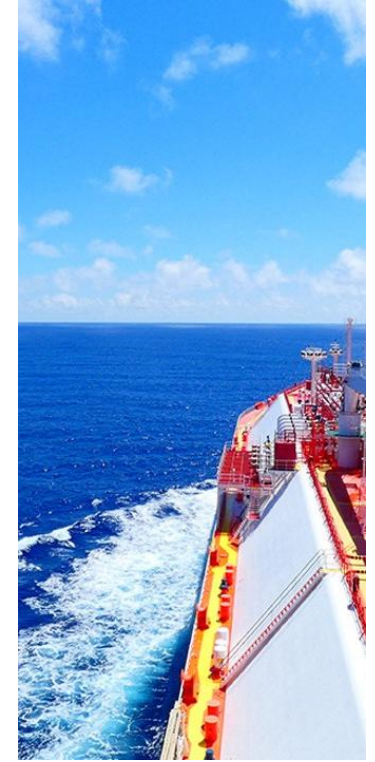
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Technologies
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GTT Energy



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GTT Marine

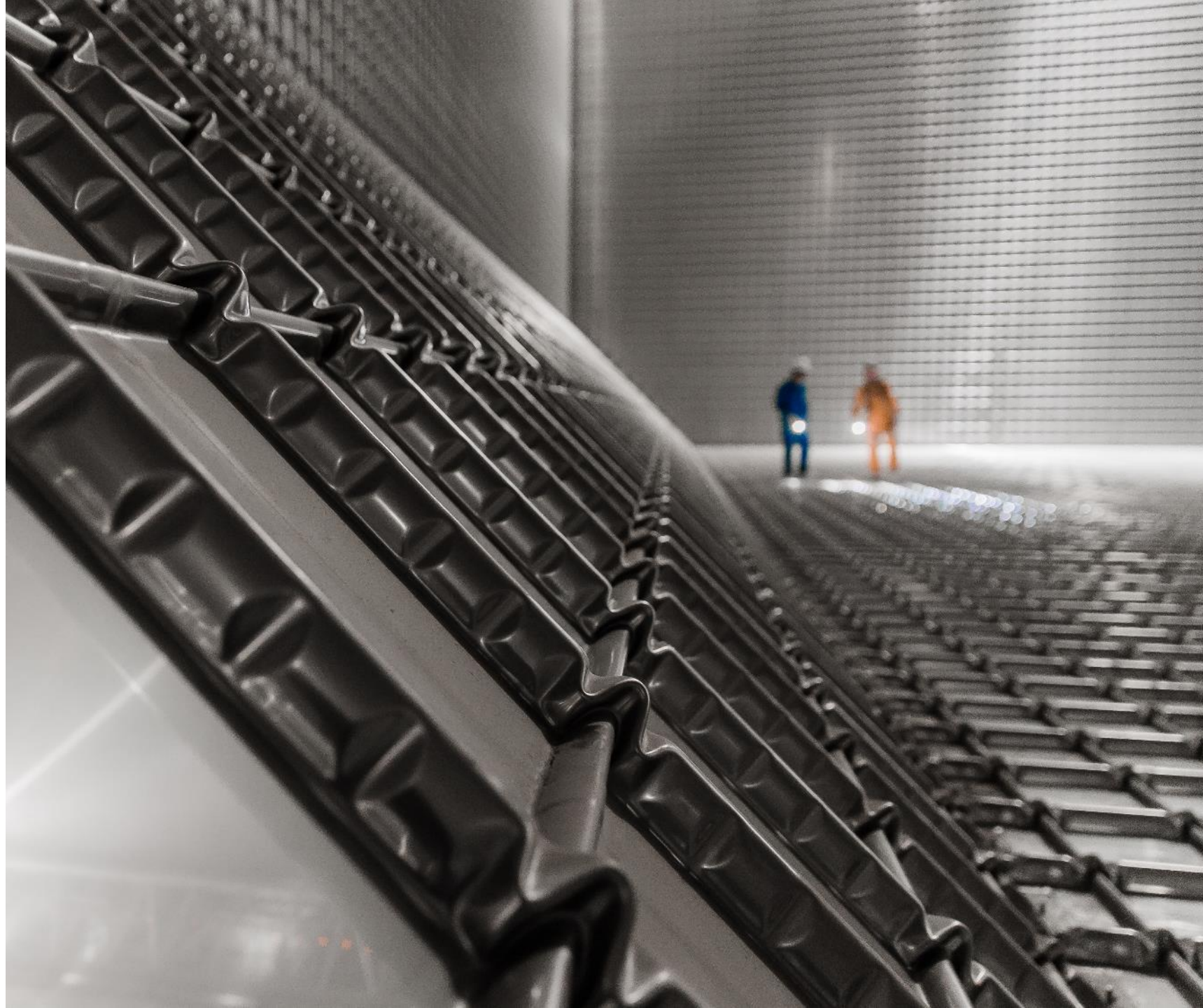


05
Financials
& outlook

1

Introduction

GTT



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

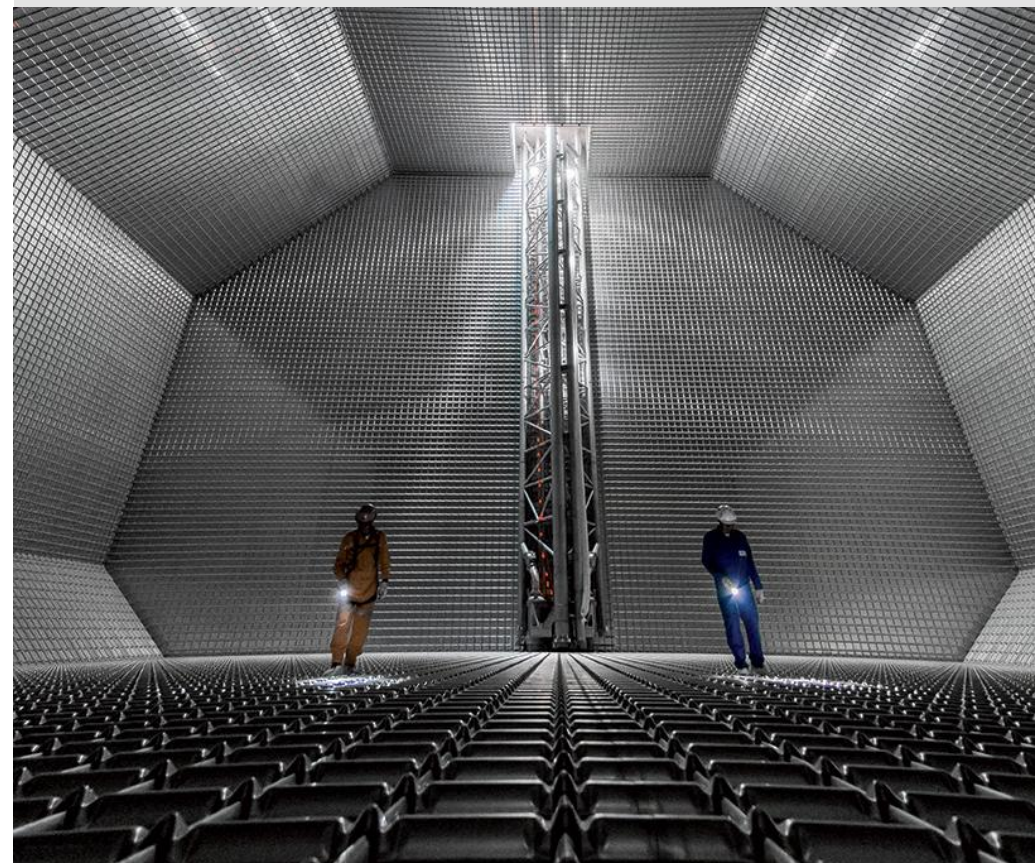
60 years expertise
in liquefied gas containment systems

Our values

Safety, Excellence, Innovation, Teamwork, Transparency



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



A new setup to foster the execution of our strategy



GTT ENERGY

Containment and energy management systems

- LNG Carriers – Ethane Carriers – Offshore – Multi-gas – Onshore storage
- LNG as fuel
- Services to shipowners and gas companies

GTT MARINE

Critical marine and digital solutions for vessel safety and performance

- Data collection and transmission equipment
- Voyage optimisation
- Vessel performance solutions
- Fleet centers

GTT Advanced technologies hub

Investments in breakthrough technologies

- AI and advanced modelling
- Electrolysers
- Venture capital

R&D – INNOVATION – DATA INTELLIGENCE – OPERATIONAL EXCELLENCE



2

Technologies & Solutions

GTT



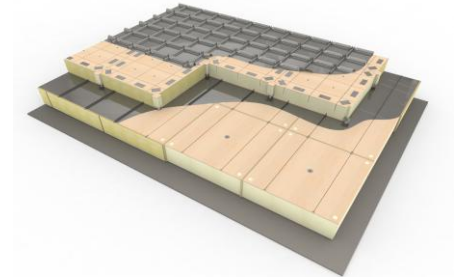
Innovation strategy: Designing forward-thinking technologies covering the integrated value chain

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

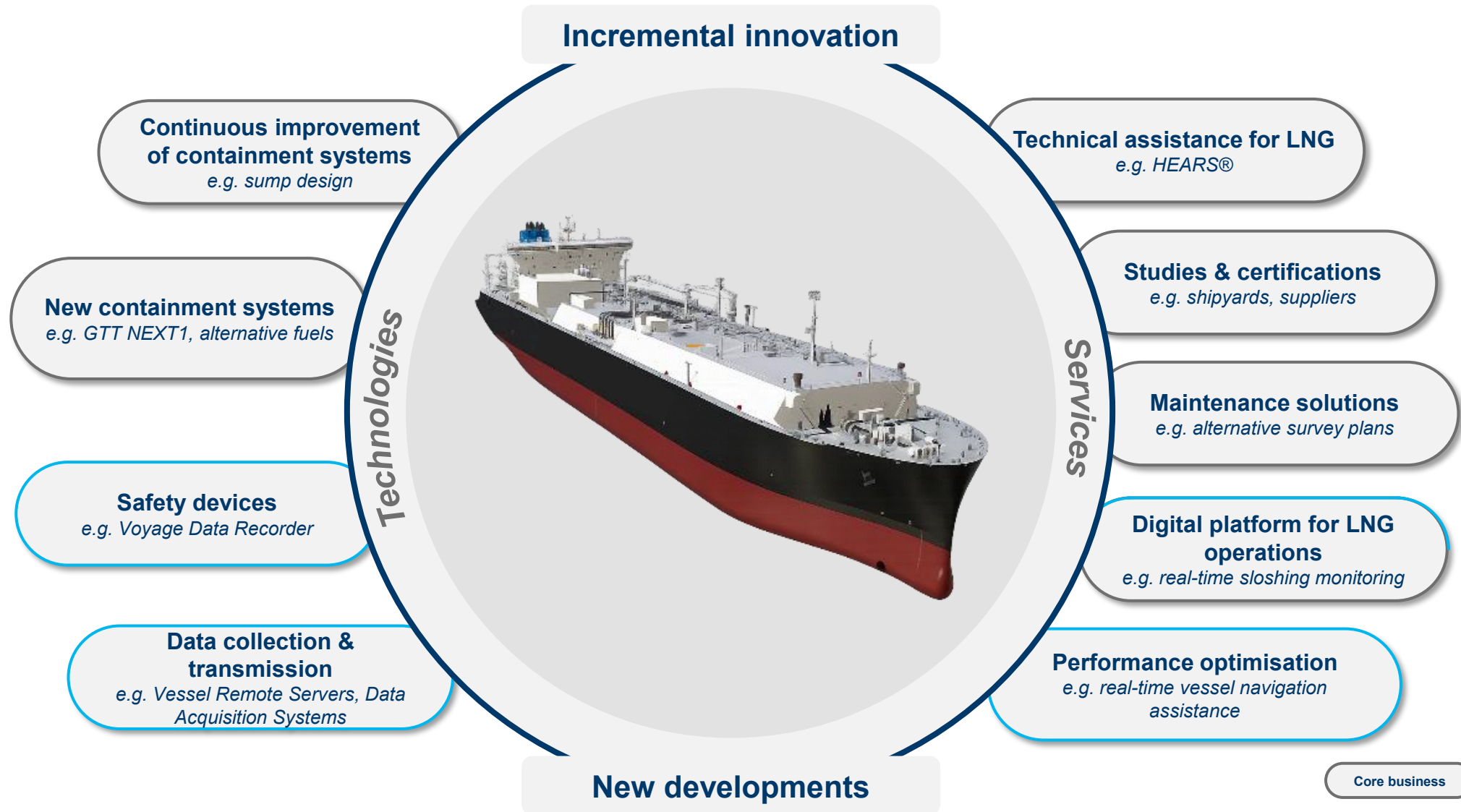


Technical assistance and digital services for the LNG and maritime industries

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



3

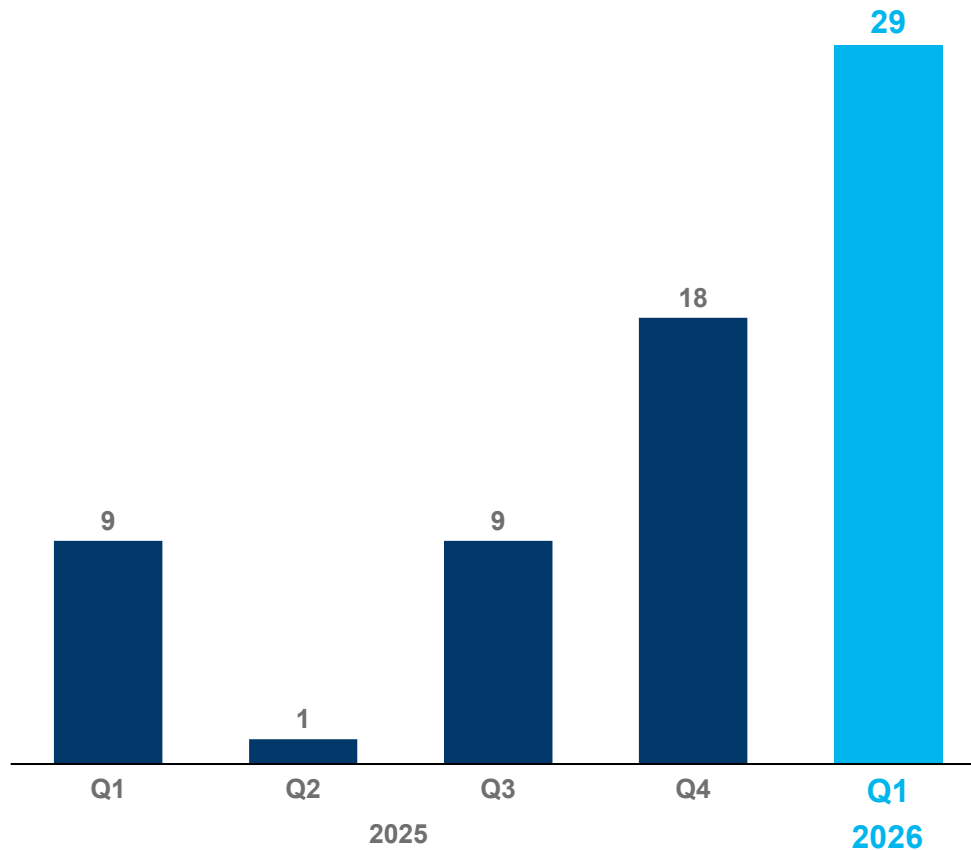
GTT Energy

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GTT Energy: Q1 2026 Highlights

LNGC orders by quarter



Strong order entry

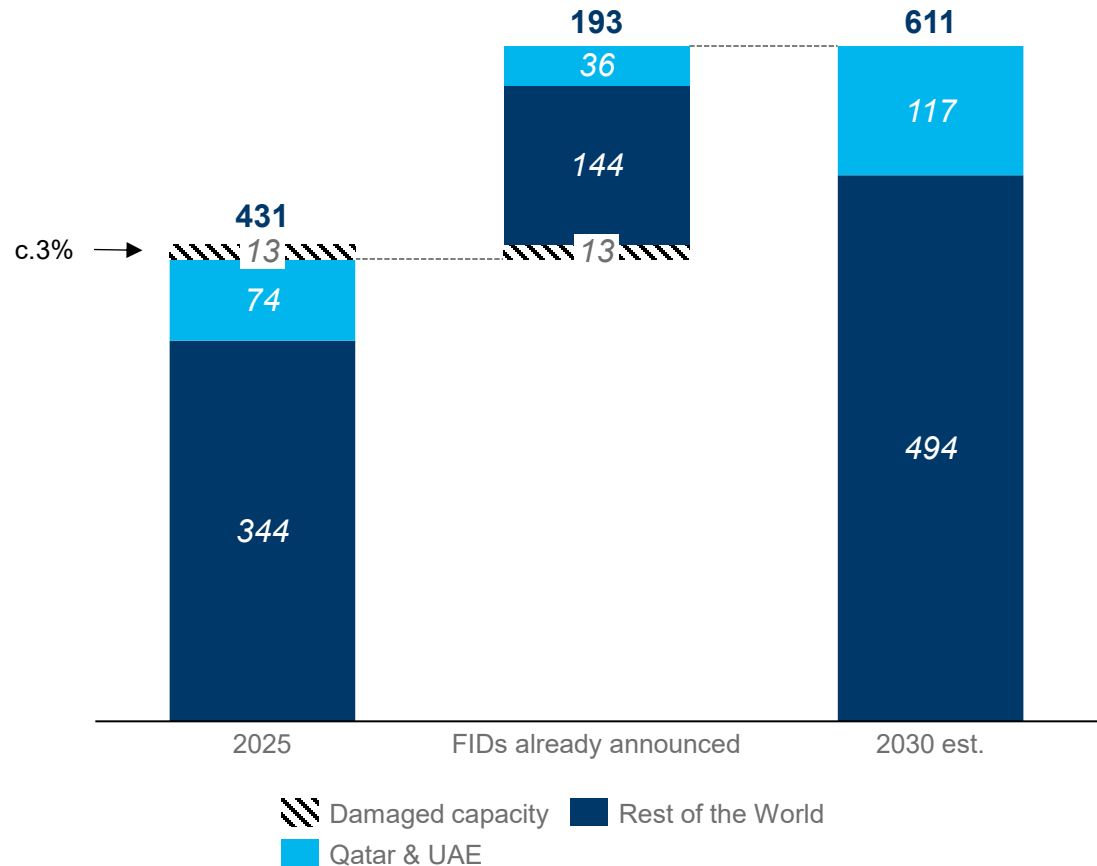
- 29 orders for LNGCs in the first quarter
- Second best Q1 performance after 2022
- Order of 2 VLEC and 1 onshore storage tank

To date, no delays in LNGC deliveries

- 22 LNGCs deliveries in the first quarter, in line with Q1 2025 (23 deliveries)

GTT Energy: update on LNG global production capacity

LNG PRODUCTION CAPACITY BY GEOGRAPHY (Mtpa)



180 Mtpa new volumes to come online by 2030, mainly from USA

13 Mtpa of production damaged in Qatar

- Representing c. 3% of the global LNG production
- 3 to 5 years rebuilding delay expected

GTT Energy: overview of FIDs

	LNG PROJECT *	COUNTRY	OPERATOR	VOLUME (Mtpa)	Contracted (SPA)	Start date
FIDs in 2025 YTD	Argentina Ph1 – FLNG 1	Argentina	Southern Energy	2.4	84 Mtpa	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		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
<i>Mozambique LNG-1</i>	<i>Mozambique</i>	<i>TotalEnergies</i>	13.1	(1)		
FIDs in 2026	Qatar North Field West	Qatar	Southern Energy	16	23 Mtpa	2033
	CP2 Phase 2	USA East	Venture Global	c.7		2028
Most likely FIDs in 2026-2027	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	
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	
	Corpus Christi Stage 4	US East	Cheniere	Up to 24	0%	
	Plaquemines expansion	US East	V. Global	Up to 26		
	Delfin FLNG 2	USA	Delfin	4.4	0%	
	Saguaro Energía Phase 1 & 2	Mexico West	Mexico Pacific	15.0	c.90%	

23 Mtpa FIDed in Q1 2026

Continued momentum for FIDs after a record year in 2025

84 Mtpa FIDed in 2025, mainly in the USA







Representing a need of c. 150 LNGC

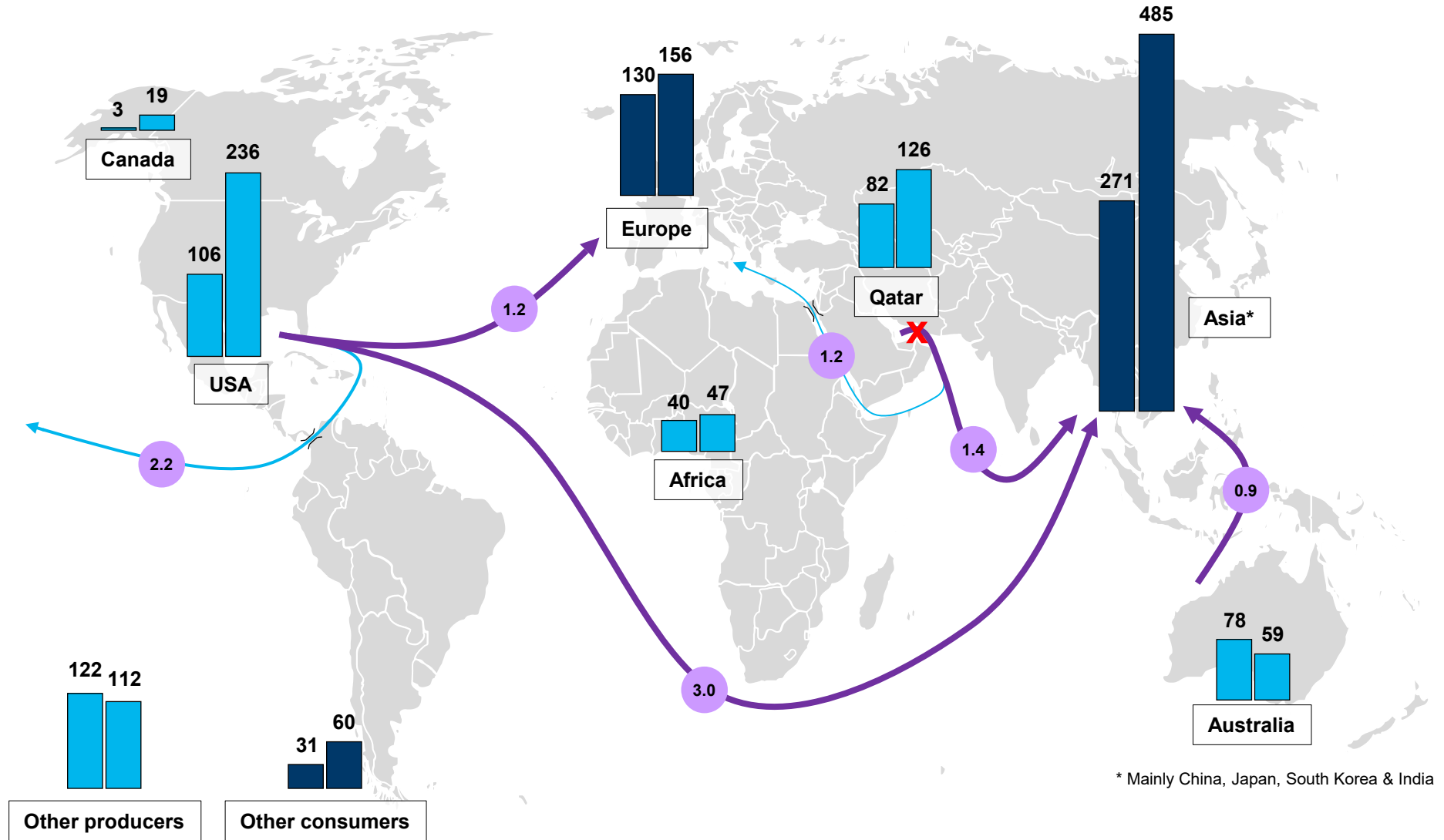
* Non-exhaustive list

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

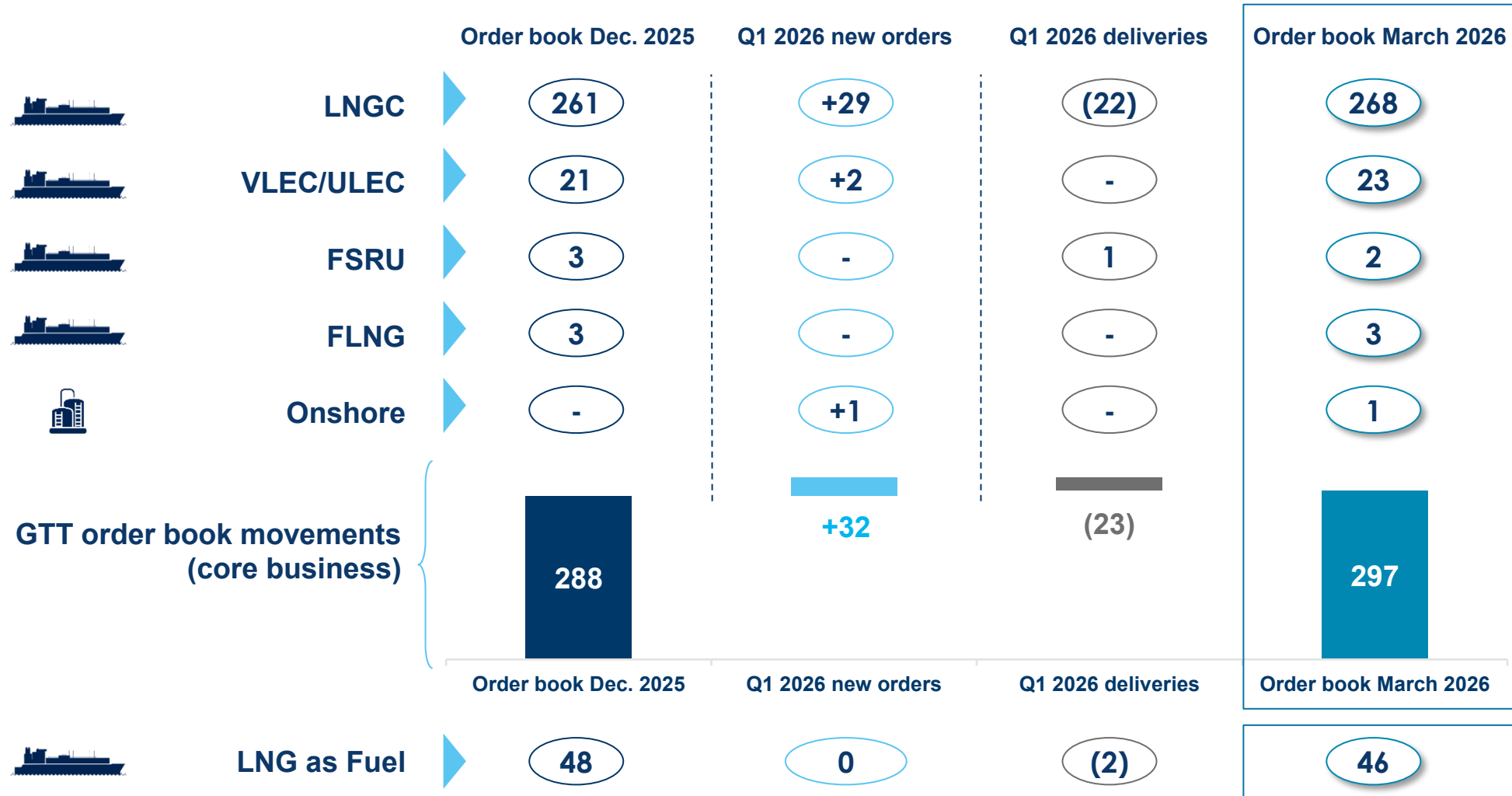
GTT Energy: increased flexibility and route diversification to secure LNG supply

Legend:

-  Main producers of LNG (Mtpa 2025 & 2040)
-  Main consumers of LNG (Mtpa 2025 & 2040)
-  Major LNG flows
-  Arrow thickness represent routes' usage
-  Shipping intensity (Number of LNGCs needed to transport 1 Mtpa)
-  Panama Canal / Suez Canal
-  Strait of Hormuz



Q1 2026 orderbook highlighting strong order momentum



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



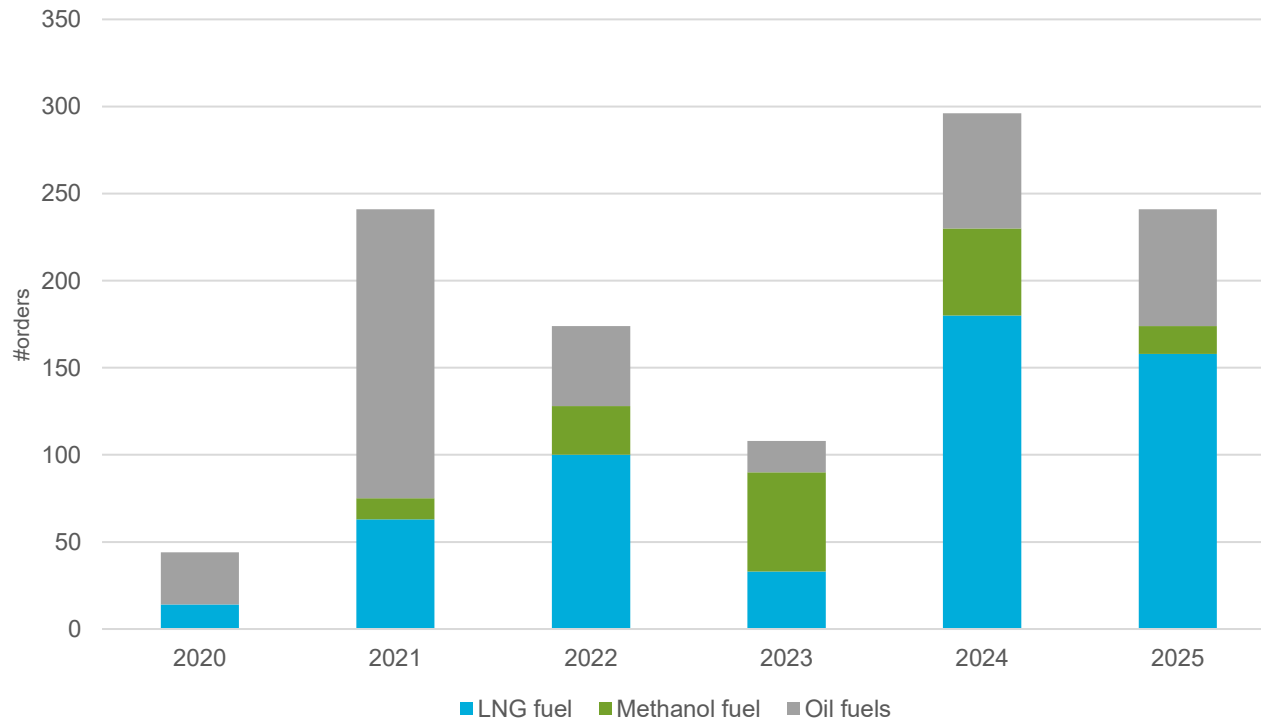
Onshore & GBS tanks



Between 25 & 30 units

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

4

GTT Marine

GTT



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

2025 Revenue

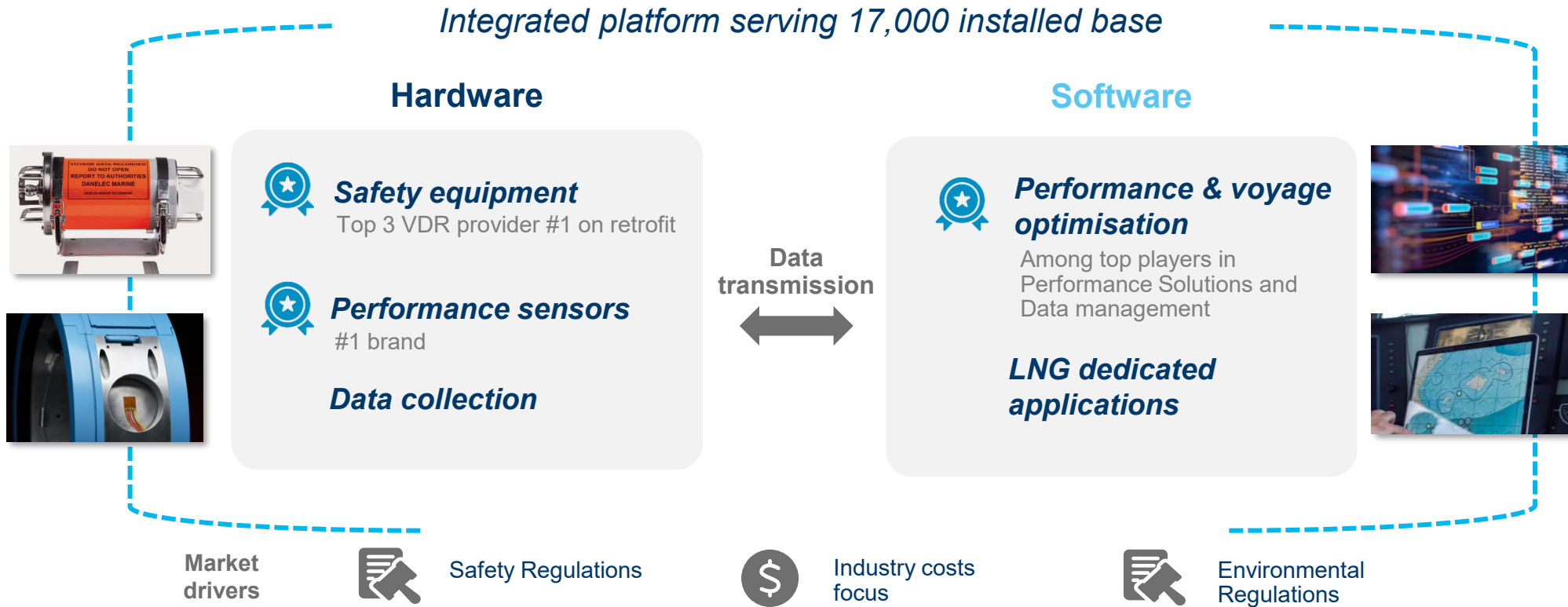
€36.1m

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

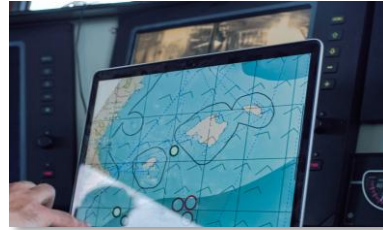
GTT Marine: Q1 2026 key commercial highlights demonstrating our integrated offering of hardware and software solutions

Safety



- Voyage Data Recorders: newbuild & retrofit for European shipowners
- Electronic Fuel Monitoring Systems: **accreditation received** from two oil majors to equip chartered vessels

Performance Solutions



- Data collection: signing of a contract with a major logistics company **expanding the fleet equipped** from 50 to 80 vessels
- Contract secured with a major shipowner **broadening the scope of solutions provided:** from data collection only to data collection, performance, and voyage optimization solutions

GTT Marine joint approach unlocks new wins



Large contract signed with Petrobras, **combining data collection, performance solutions and voyage optimisation**

- ▶ Up to 120 vessels equipped with performance and voyage optimization solutions

5

Financials & outlook

GTT



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%	

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 Revenue	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)

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

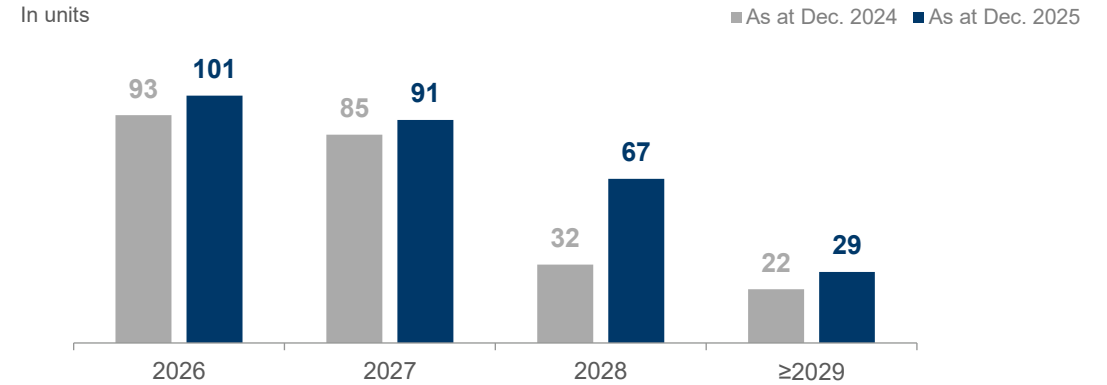
As of 31/12/2025, the core business orderbook stood at 288 units, split as such:

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

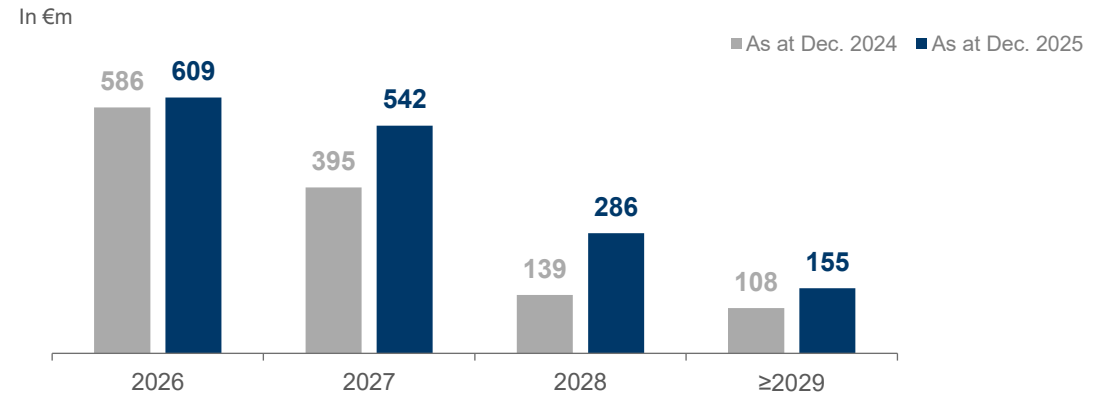
For a total value of €1.6bn

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



Q1 2026: Consolidated Revenue

<i>in €m</i>	Q1 2026	Q1 2025	Change (%)
Total revenue	192.5	190.5	+1.0%
GTT Energy	178.1	184.7	-3.6%
Newbuilds	172.7	180.5	-4.3%
<i>% of revenue</i>	90%	95%	
LNG/Ethane carriers	160.4	170.4	-5.9%
FSRU	5.2	1.7	+211.8%
FLNG	2.9	2.1	+41.7%
Onshore & GBS tanks	-	0.0	-
LNG as Fuel	4.2	6.4	-33.6%
Services ⁽¹⁾	5.4	4.2	+27.5%
<i>% of revenue</i>	3%	2%	
GTT Marine ⁽²⁾	14.4	4.7	+207.7%
<i>% of revenue</i>	7%	2%	
Electrolysers	0.0	1.1	nm
<i>% of revenue</i>	0%	1%	

GTT Energy: -3.6% YoY

Newbuilds revenue: -4% YoY

- Mostly linked to LNGC and Ethane carriers (-6%), impacted by the high comparison base due to the 2022 order peak and lower order intake in 2025
- LNG as fuel: down 34% due to intensifying competition

Services revenue: +27% YoY

- Driven by higher level of assistance to vessels in operation and pre-engineering studies

GTT Marine: +208% YoY

- €10M contribution from Danelec
- GTT Marine now accounts for 7% of Group Revenue



(1) Including OSE Engineering
(2) Including Danelec (€10m contribution)

Q1 2026 Key takeaways

Sustained LNGC order intake

- Already **29 LNGC orders**
- **Second best Q1** for LNGCs order intake after Q1 2022

Q1 2026 Group revenue in line with expectations

- **193 M€** (+1% YoY)
 - Newbuild revenue impacted by the high comparison base due to the 2022 order peak and lower order intake in 2025
 - GTT Marine now accounts for 7% of Group Revenue vs 2% YoY

To date, the situation in the Middle-East has no direct impact on GTT's activities

- **To date, no delays in LNGC deliveries**
- LNG liquefaction capacity still expected to **increase by c.40% by 2030**



2026 Outlook confirmed

Revenue⁽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

Appendices



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

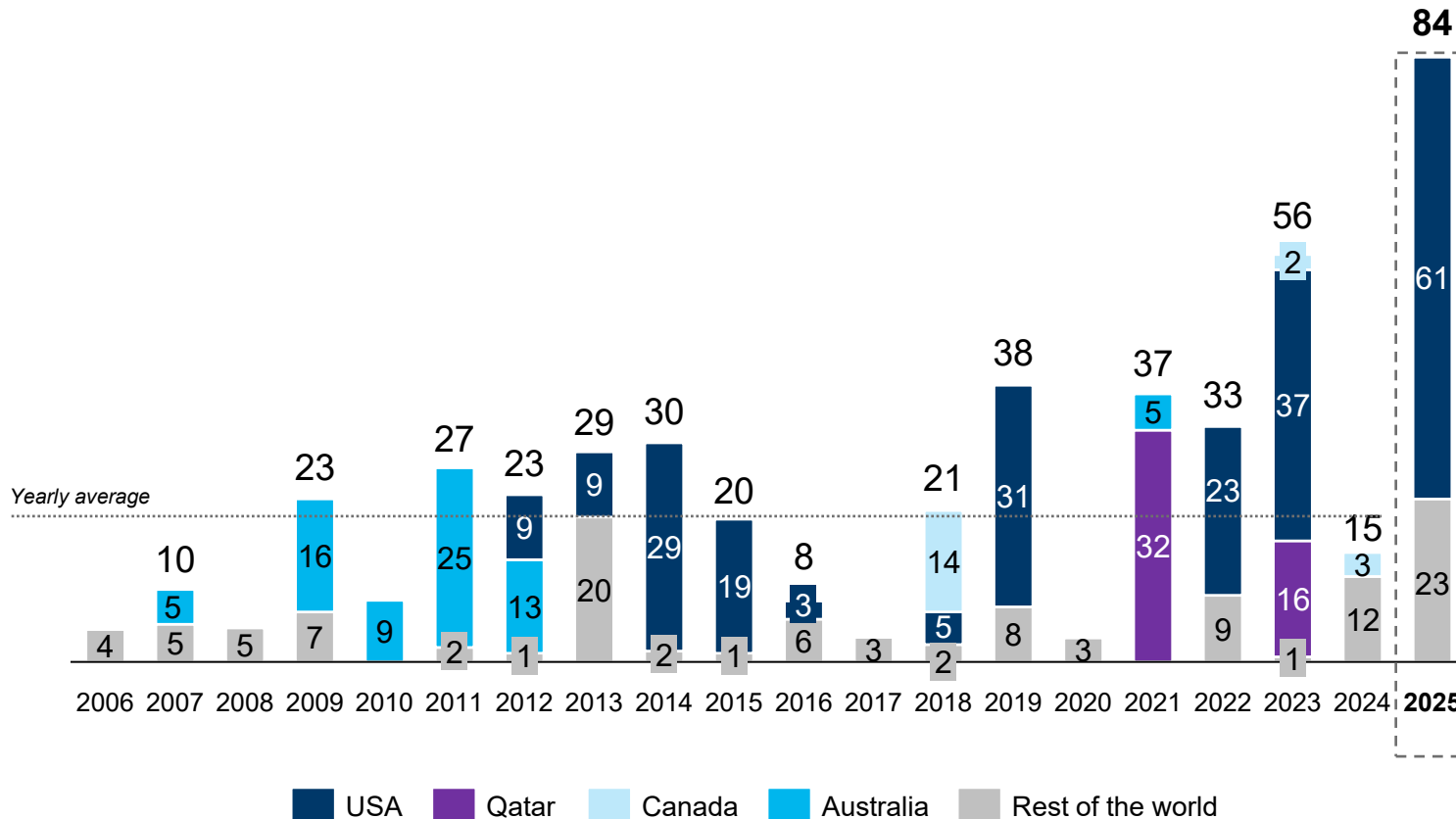
*Replacement market driven by economics with the combination of an **ageing fleet** and increasingly stringent regulations*



**Growing
LNG carrier
demand**

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:

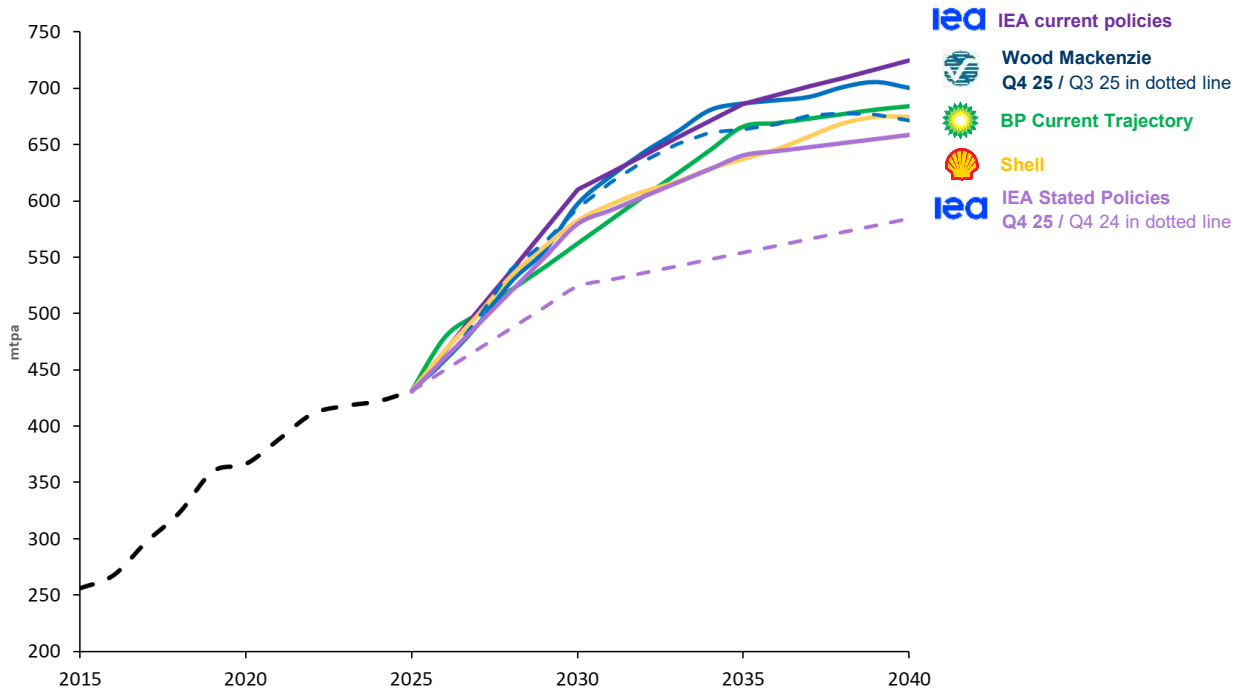
- Woodside Louisiana
- CP2 Phase 1
- Port Arthur Phase 2
- Rio Grande Train 4 & 5
- Corpus Christi Midscale T8&9

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

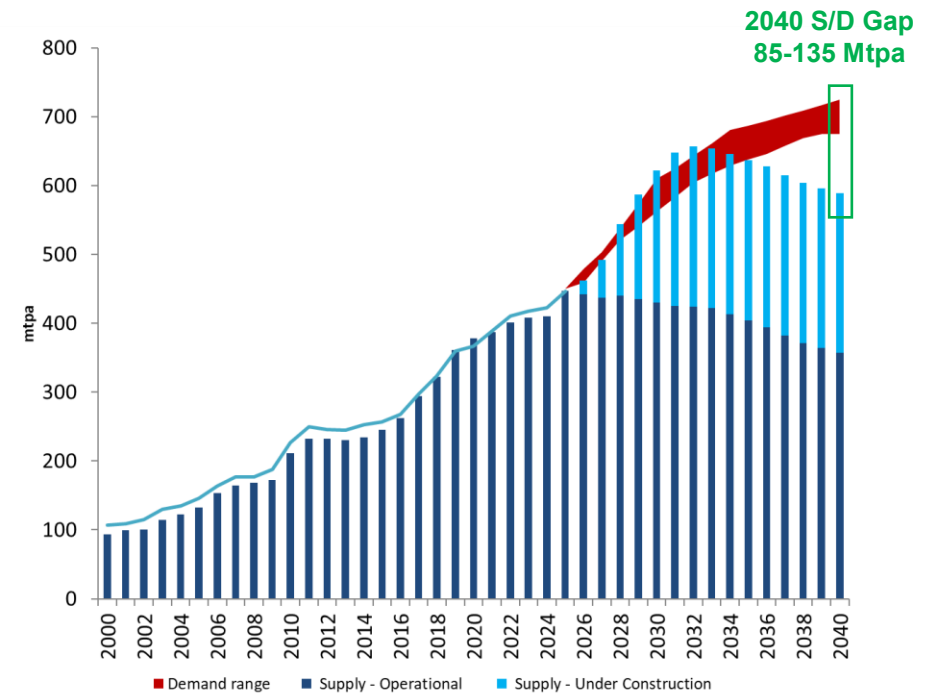
LNG market fundamentals: Demand/supply balance

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

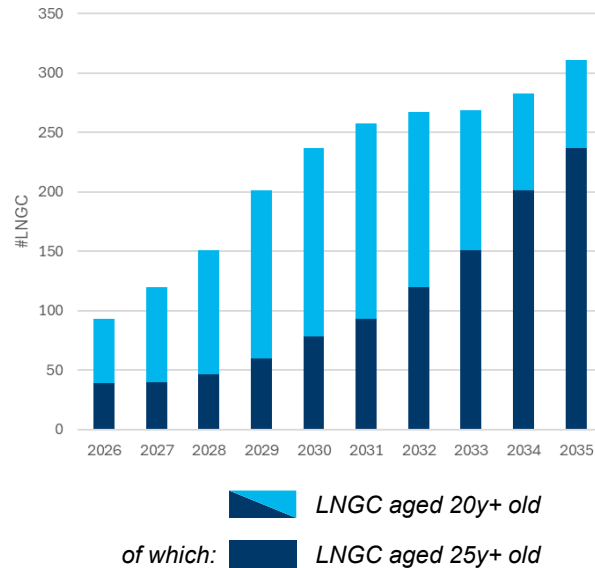
LNG SUPPLY DEMAND BALANCE



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

Fleet Replacement: an ageing fleet becoming increasingly costly to run

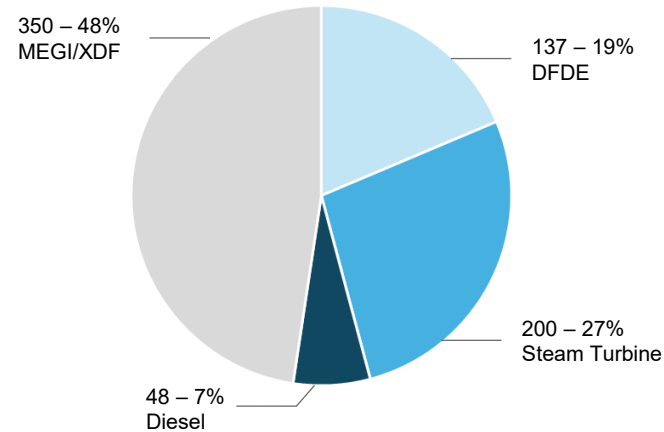
AGEING FLEET IN THE NEXT 10 YEARS



Source: Wood Mackenzie

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

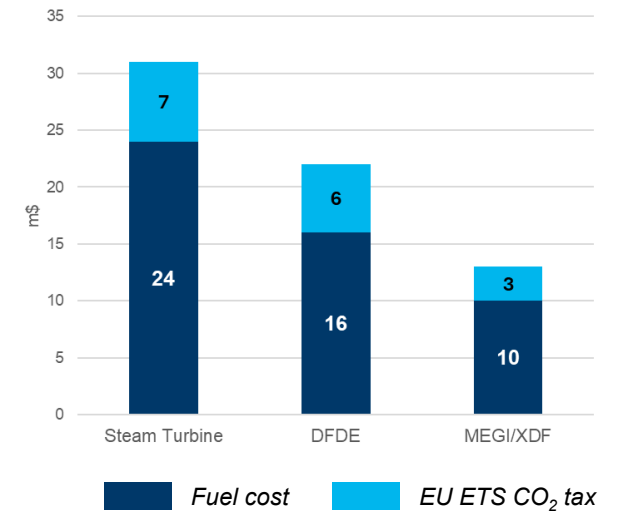
FLEET BREAKDOWN BY ENGINE



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)

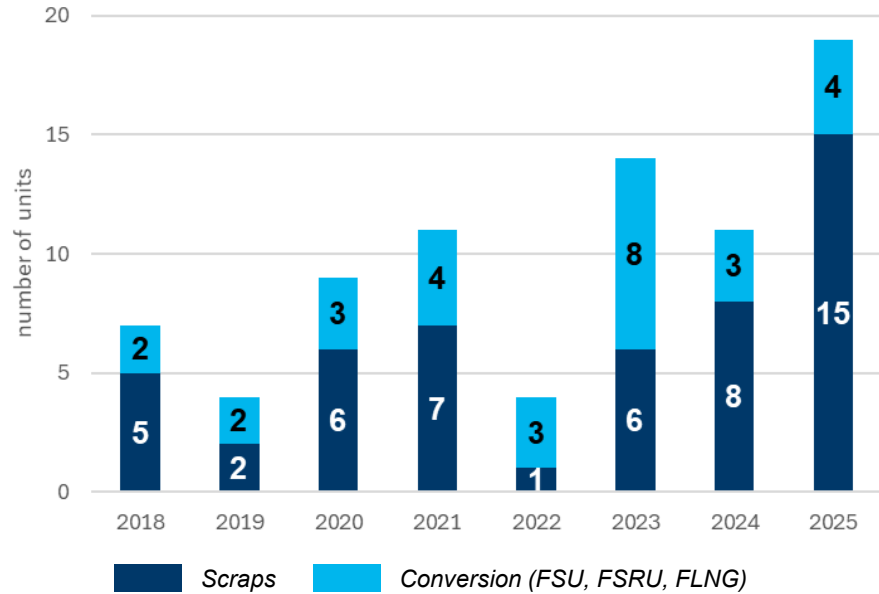


Source: GTT, press

- 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

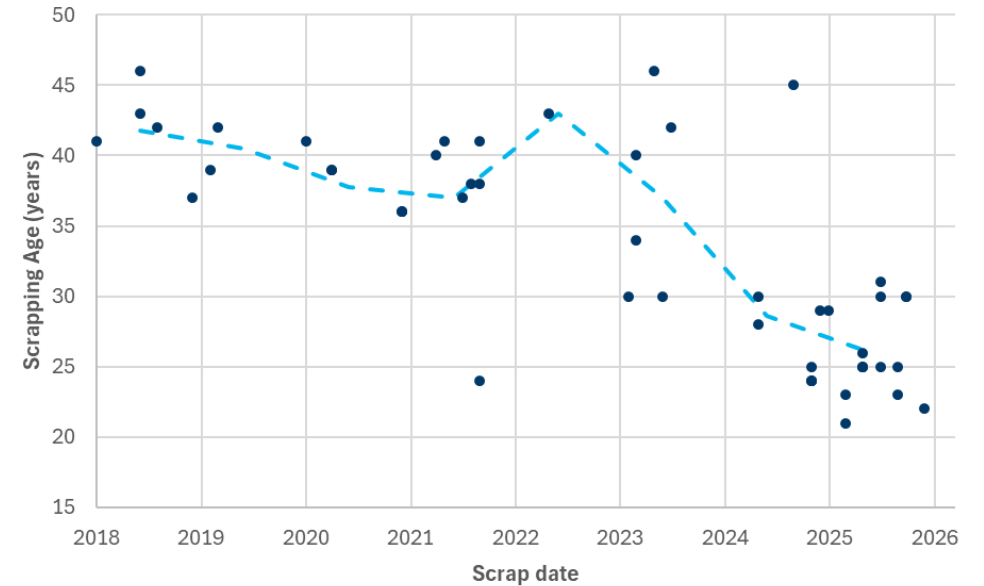


Source: GTT, press

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



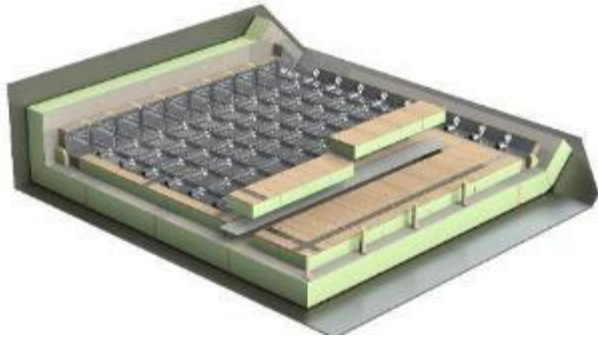
Source: GTT, press

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

GTT membrane technologies

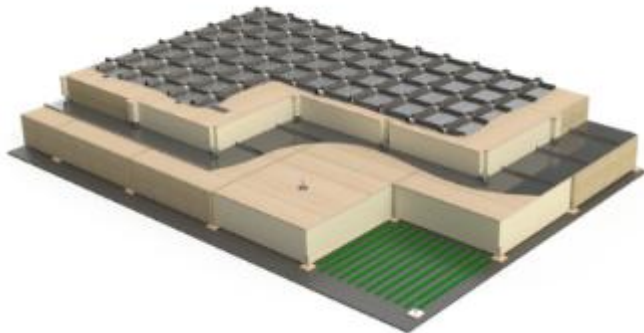
Mark III system



NO96 system



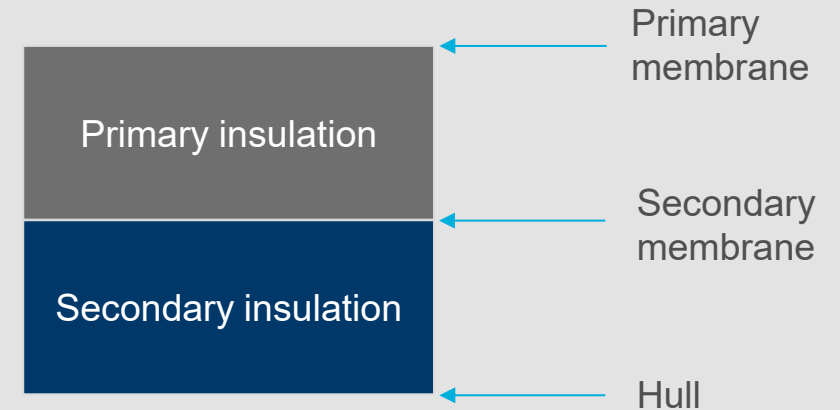
GTT NEXT1



- Stainless Steel corrugated Primary Membrane (same as MarkIII)
 - Reinforced polyurethane foam
 - Invar Secondary Membrane (same as NO96)
- **Low boil-off rate of 0.07% (for a standard 174,000 m³ LNG Carrier)**

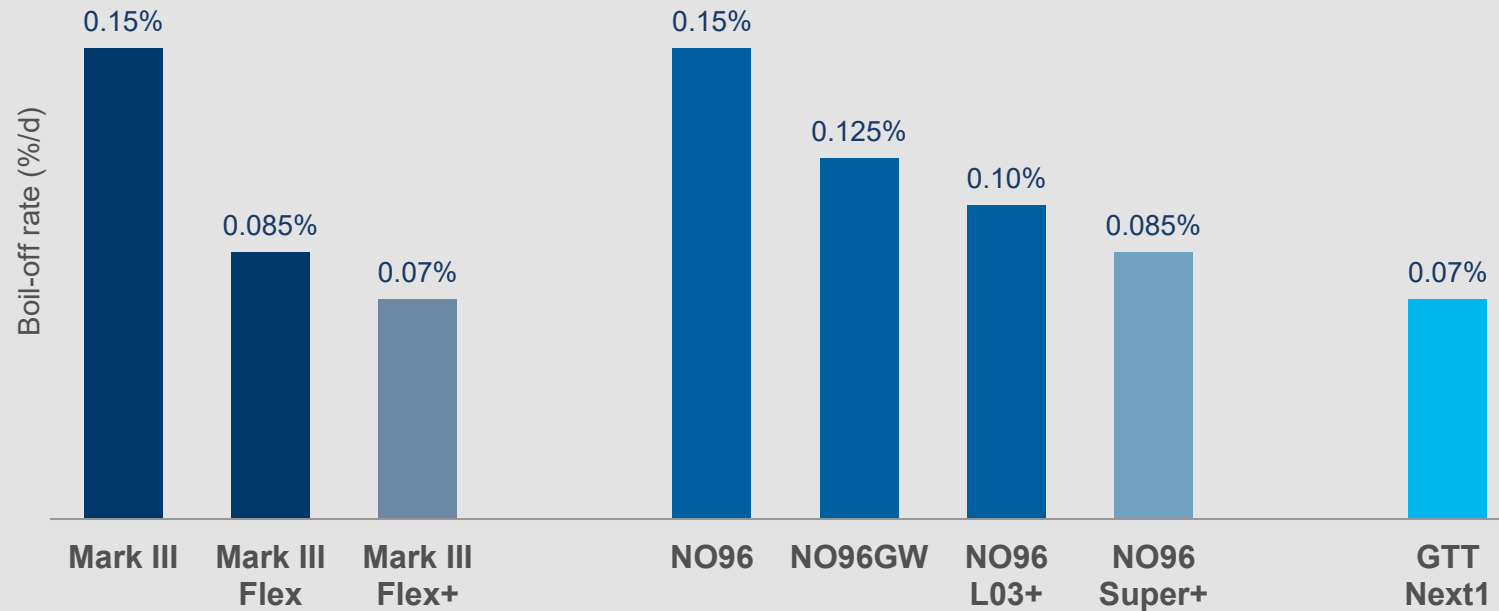
General principles

- Two membranes
- Two layers of insulations
- Containment system anchored to the inner hull



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

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

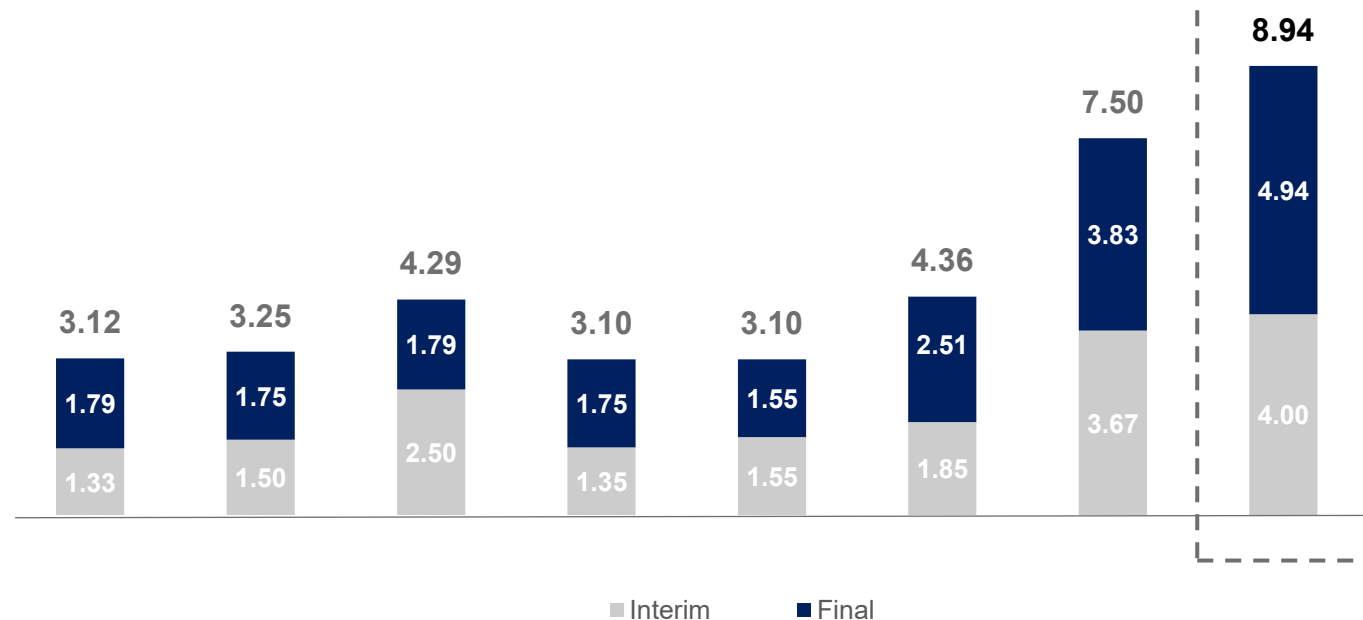


Swedish developer of a **Wave Energy Converter**, generating electricity from one of the last and largest untapped sources of clean energy, offering high availability and a predictable profile

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

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

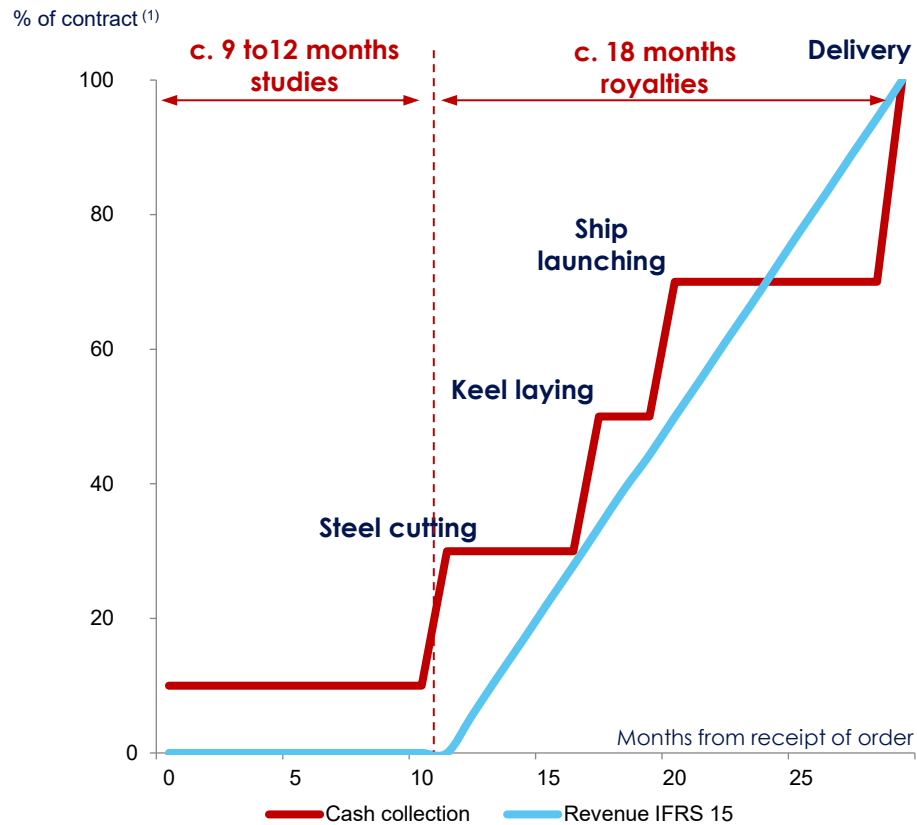


Steady ESG performance in 2025

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 fourth consecutive year

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 / Q1 2026

TECHNOLOGY FOR A SUSTAINABLE WORLD