DELIVERING
CLEAN ENERGY
TO THE WORLD



1H22 Financial Results

IR Presentation – 9th August 2022

*"**Together** Towards **Tomorrow**"*

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- general LNG shipping market conditions and trends, including spot and long-term charter rates, ship values, factors affecting supply and demand of LNG and LNG shipping, technological advancements
- and opportunities for the profitable operations of LNG carriers;
- fluctuations in spot and long-term charter hire rates and vessel values;
- changes in our operating expenses, including crew wages, maintenance, dry-docking and insurance costs and bunker prices;
- number of off-hire days and dry-docking requirements including our ability to complete scheduled dry-dockings on time and within budget;
- planned capital expenditures and availability of capital resources to fund capital expenditures;
- may no longer have the latest technology which may impact the rate at which we can charter such vessels;
- increased exposure to the spot market and fluctuations in spot charter rates;
- fluctuations in prices for crude oil, petroleum products and natural gas, including LNG;
- changes in the ownership of our charterers;
- our customers' performance of their obligations under our time charters and other contracts;
- our future operating performance and expenses, financial condition, liquidity and cash available for dividends and distributions;
- our ability to obtain financing to fund capital expenditures, acquisitions and other corporate activities, funding by banks of their financial commitments, and our ability to meet our restrictive covenants
- future, pending or recent acquisitions of or orders for ships or other assets, business strategy, areas of possible expansion and expected capital spending;
- the time that it may take to construct and deliver new buildings and the useful lives of our ships;
- fluctuations in currencies and interest rates;
- the expected cost of and our ability to comply with environmental and regulatory conditions, including changes in laws and regulations or actions taken by regulatory authorities, governmental
- organizations, classification societies and standards imposed by our charterers applicable to our business;
- risks inherent in ship operation, including the risk of accidents, collisions and the discharge of pollutants;
- our ability to retain key employees and the availability of skilled labor, ship crews and management;
- potential disruption of shipping routes due to accidents, political events, piracy or acts by terrorists;
- potential liability from future litigation;
- any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach

Should one or more of these risk factors or uncertainties materialize or should underlying expectations not occur or assumptions prove incorrect, actual results, performance or achievements of NAKILAT may (negatively or positively) vary materially from those described explicitly or implicitly in the relevant forward-looking statement. NAKILAT neither intends, nor assumes any obligation, to update or revise these forward-looking statements in light of developments which differ from those anticipated except if required by law. Accordingly, you should not unduly rely of any forward-looking statements. NAKILAT makes no representation or warranty, expressed or implied, with respect to any forecast, projection or predictive statements in this presentation.

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Glossary

LNGC
Liquefied Natural Gas Carrier

Charter Free
Vessel which is not attached with charter party

Steam
Steam Turbine Propulsion System)

BoG
Boil-off Gas

HHI
Hyundai Heavy Industries

FSRU
Floating Storage Regasification Unit

DFDE
Dual Fuel Diesel Electric Propulsion System

MEGI
M-type, Electronically Controlled, Gas Injection

DSME
Daewoo Shipbuilding & Marine Engineering



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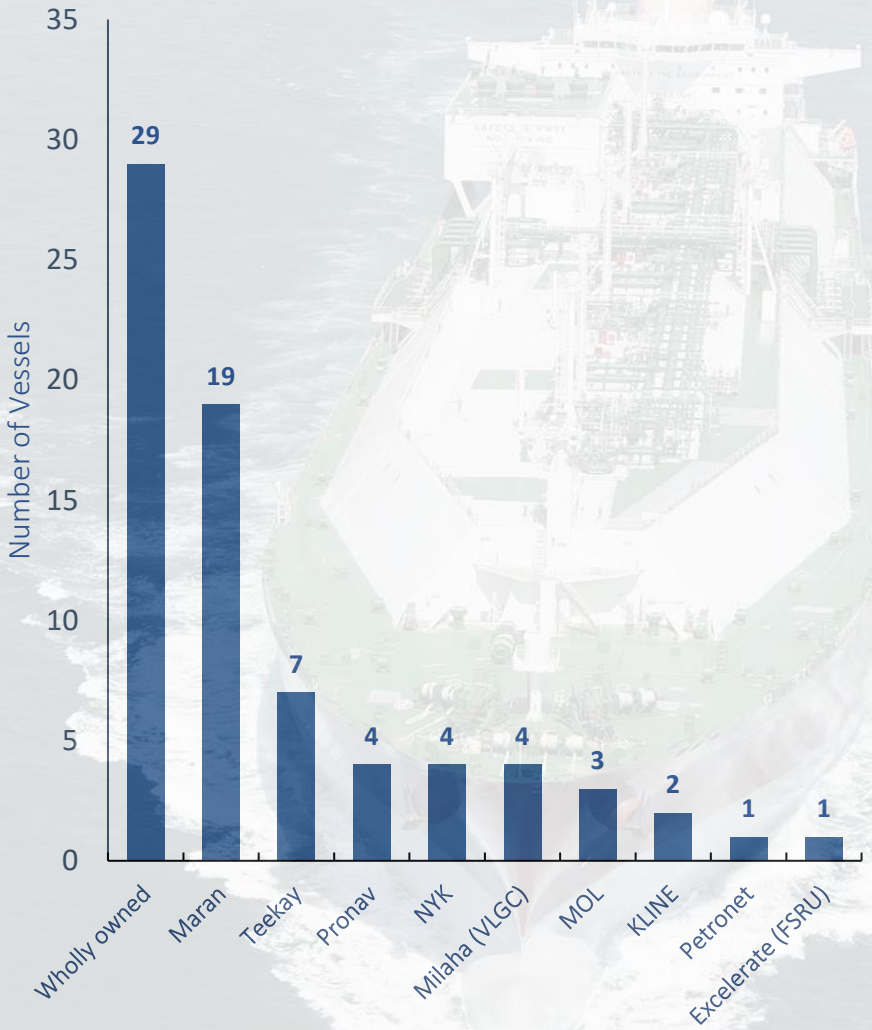
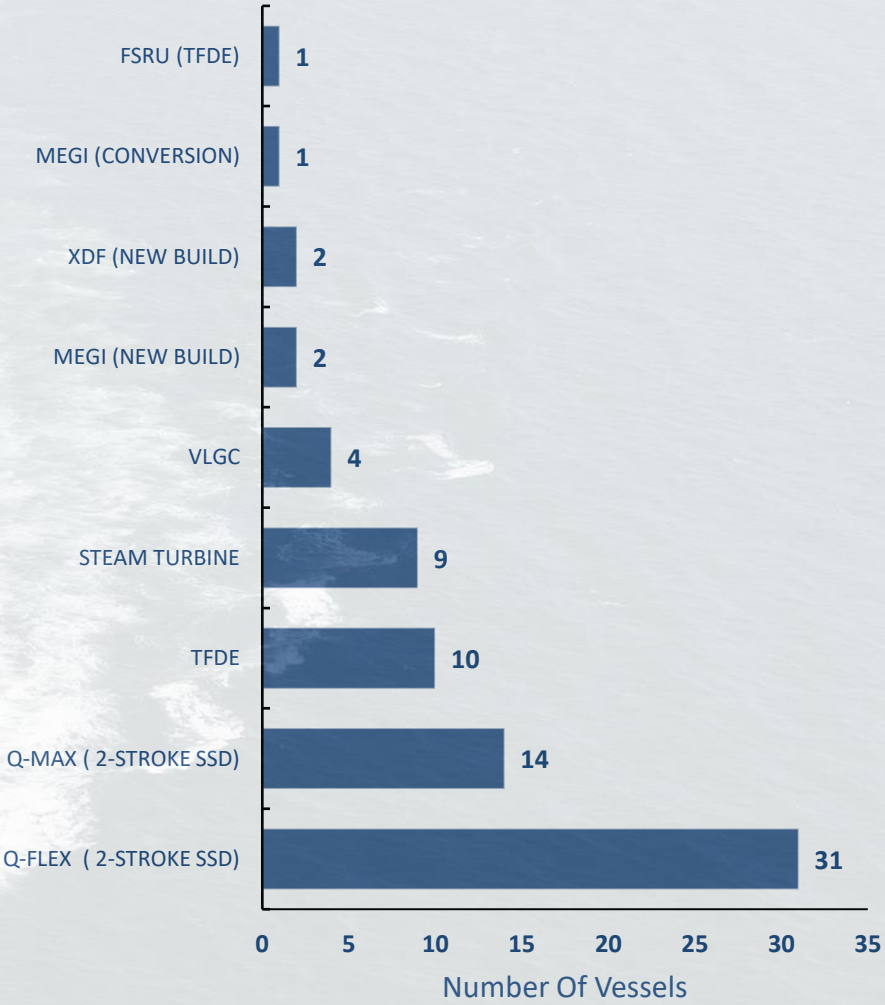
Nakilat's Fleet

Wholly & Jointly-Owned Fleet



Vessels' Type / Propulsion



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Profit: QAR 730M

Financial Results for 2Q-2022



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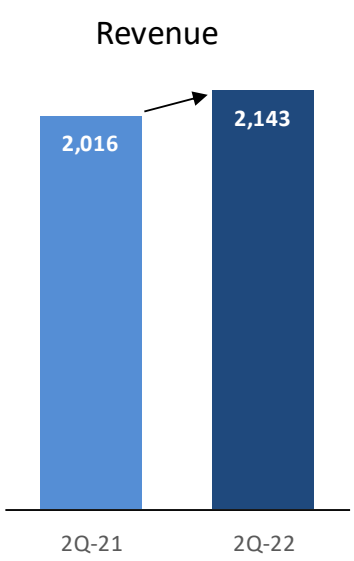
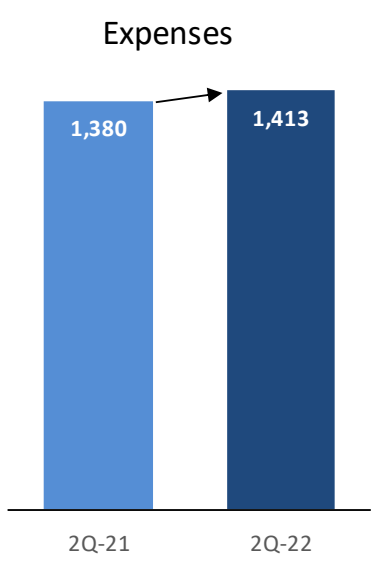
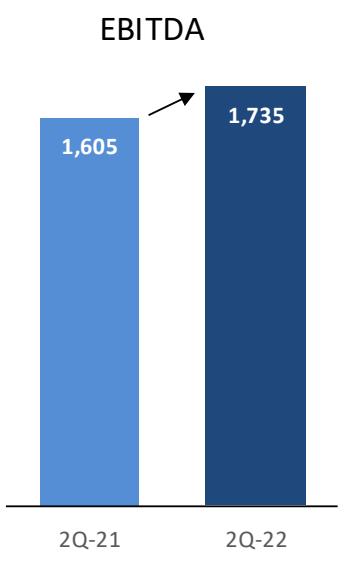
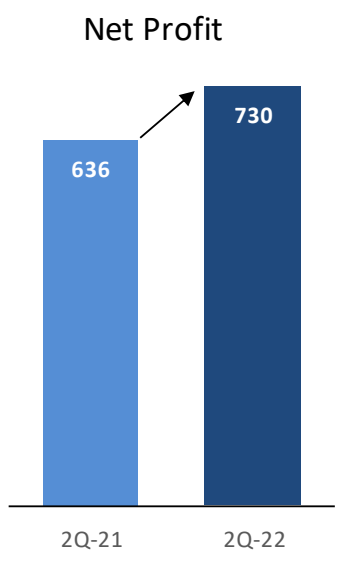
Financial Highlights (2Q-2022)

QAR 2.14Bn	QAR 1.7Bn	QAR 730M	QAR 0.13	13.5%	1.18
Revenue	EBITDA(1)	Net Profit	EPS	RoE(2)	Current Ratio(3)









- ***Total revenue increased*** by 6.3% mainly due to higher results from Joint Ventures.
- ***Expenses higher*** by 2.4% mainly due to higher finance charges.
- ***EBITDA increased*** by 8.1% due to increase in revenues.
- ***Net Profit increase of*** 14.9% was driven by higher revenues offset by higher finance charges.

(1) EBITDA is a non-IFRS financial measure and should not be used in isolation or as substitute for Nakilat's financial results presented in accordance with International Financial Reporting Standards ("IFRS")
(2) Annualized RoE
(3) Current liabilities for the period include debt balloon payment repayable within one year and planned to be refinanced in due course

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Income Statement (2Q-2022)

Items (QAR - M)	2Q-22	2Q-21	YoY %
Revenue from operations	2,109	1,985	6.3%
Interest, dividend and other income	34	31	9.7%
Total Revenue	**2,143**	**2,016**	**6.3%**
Operating costs	364	366	-0.5%
G & A expenses	44	45	-2.2%
Amort. & Depr. of PPE	439	440	-0.2%
Finance charges	566	529	7.0%
Total Expenses	**1,413**	**1,380**	**2.4%**
Net profit for the period	**730**	**636**	**14.9%**

Highlights :

- ***Total Revenue increased by 6.3%*** *mainly due to higher results from Joint Ventures.*
- ***Interest, dividend and other income increased by 9.7%*** *mainly due to higher dividends on investment securities and higher interest rates on term deposits, offset by settlement of loan by a Joint Venture resulted in lower interest income.*
- ***Operating costs decreased by 0.5%*** *in line with prior year level.*
- ***General and administration expenses decreased by 2.2%*** *due to timing variation of costs and continuous improvements.*
- ***Amort. & Depr. of PPE decreased by 0.2%*** *due to slight change in asset base.*
- ***Finance charges increased by 2.4%*** *as a result of the increase in LIBOR rates on the unhedged portion of debt and One-time write-off of legacy financing costs due to refinancing, offset by scheduled repayment of loans.*

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Balance Sheet (2Q-2022)

Items (QAR - M)	Jun-22	Dec-21	% Change
Property and equipment	21,857	22,266	*-1.8%*
Investment in joint venture companies	5,284	4,900	*7.8%*
Cash and bank balances	3,838	3,439	*11.6%*
Trade and other receivables	1,218	1,542	*-21.0%*
Equity investments	190	163	*16.6%*
Total Assets	**32,387**	**32,310**	***0.2%***
Borrowings	19,381	19,850	*-2.4%*
Equity after hedge reserve and before non-controlling interests	10,026	8,764	*14.4%*
Fair value of interest rate swaps	1,002	1,986	*-49.5%*
Accounts payable, accruals and other liabilities	1,972	1,702	*15.9%*
Non-controlling interests	6	8	*-25.0%*
Total Equity & Liabilities	**32,387**	**32,310**	***0.2%***

Highlights :

- ***Investment in joint venture companies increased by 7.8%*** *due to higher share of JV's profits.*
- ***Cash and bank balances increased by 11.6%*** *mainly due to cash generated by operations and settlement of loan by a Joint Venture, offset by dividend paid to shareholders.*
- ***Trade and other receivables decreased by 21%*** *mainly due to settlement of loan by a new Joint Venture.*
- ***Equity investments increased by 16.6%*** *due to higher market prices of shares held for investment.*
- ***Fair value of interest rate swaps decreased by 49.5%*** *due to decrease in notional amounts as a result of loan repayments and decrease in mark to market due to the increase in the interest variable rates (LIBOR).*
- ***Accounts payable, accruals and other liabilities increased by 15.9%*** *mainly due to advances received from hub business and loan interest accruals.*

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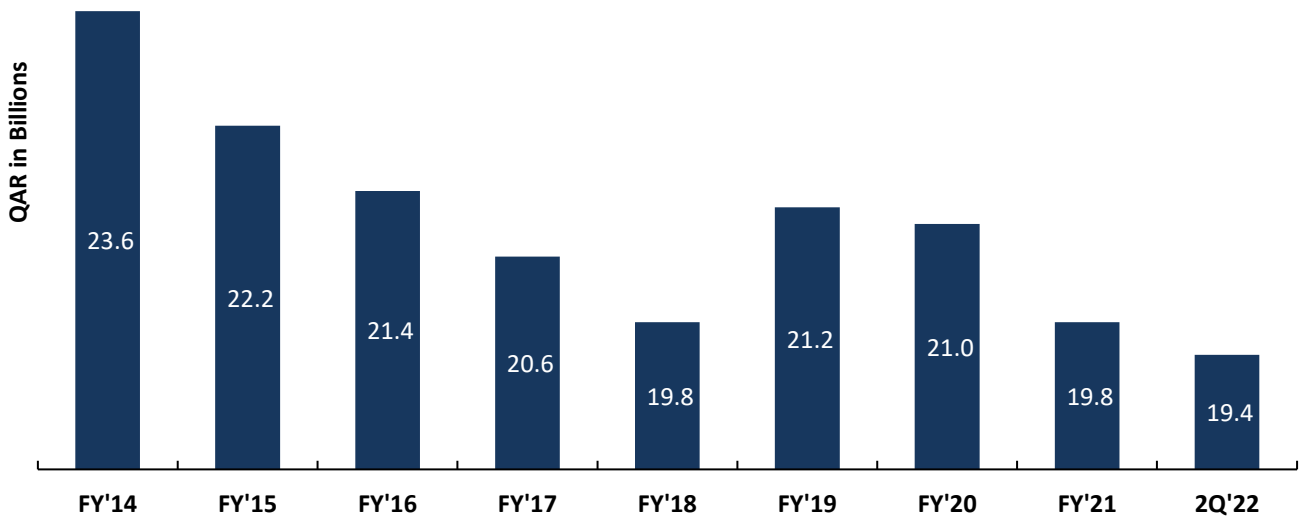
Net Borrowings (QAR in Billions)

Net Borrowings (FY'14 to 2Q'22)



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LNG SHIPPING OVERVIEW



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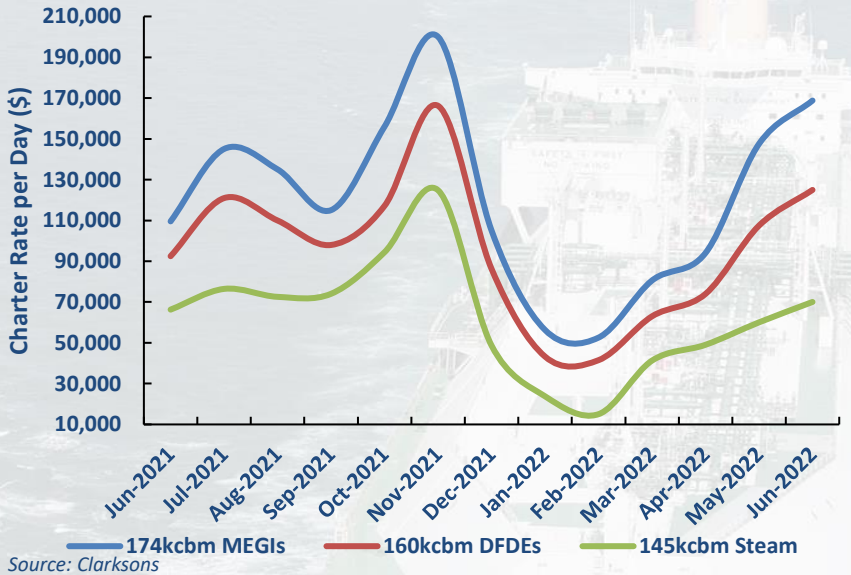
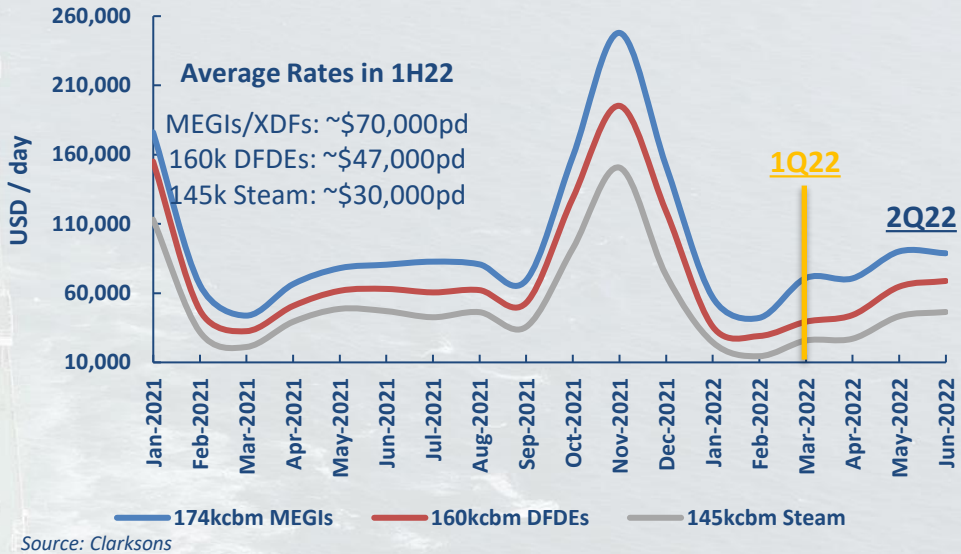
2Q22 - LNG Shipping Market Update

Multi-Month (3-6) LNG Shipping Rates 12 Months



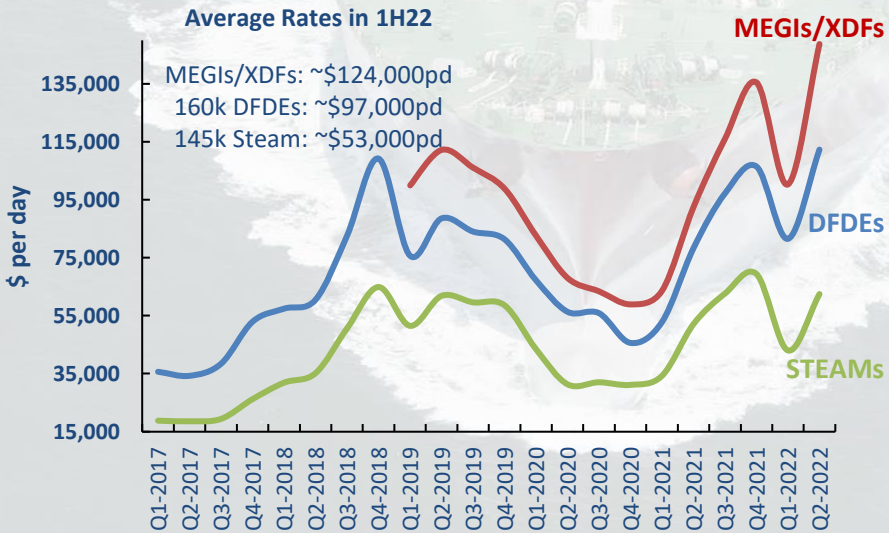
Source: Clarksons

Spot Rates (MEGI Vs DFDEs Vs Steam) 2021 – 2Q22



Source: Clarksons

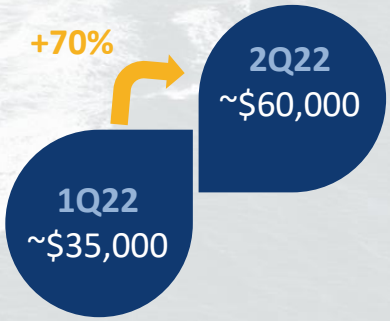
1 Year Time-Charter Rate in 2017 – 2Q22



Source: Clarksons

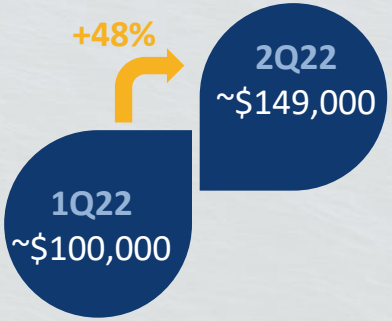
Spot LNG Shipping Market Rates

Average DFDEs Day Rates



Source: Clarksons

Average MEGIs Day Rates



Source: Clarksons

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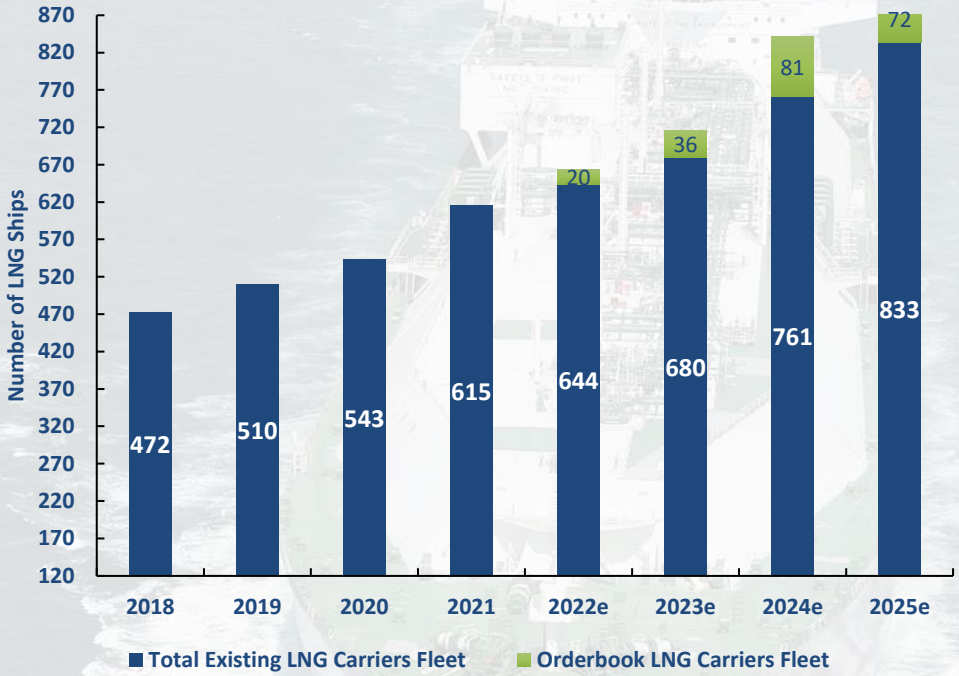
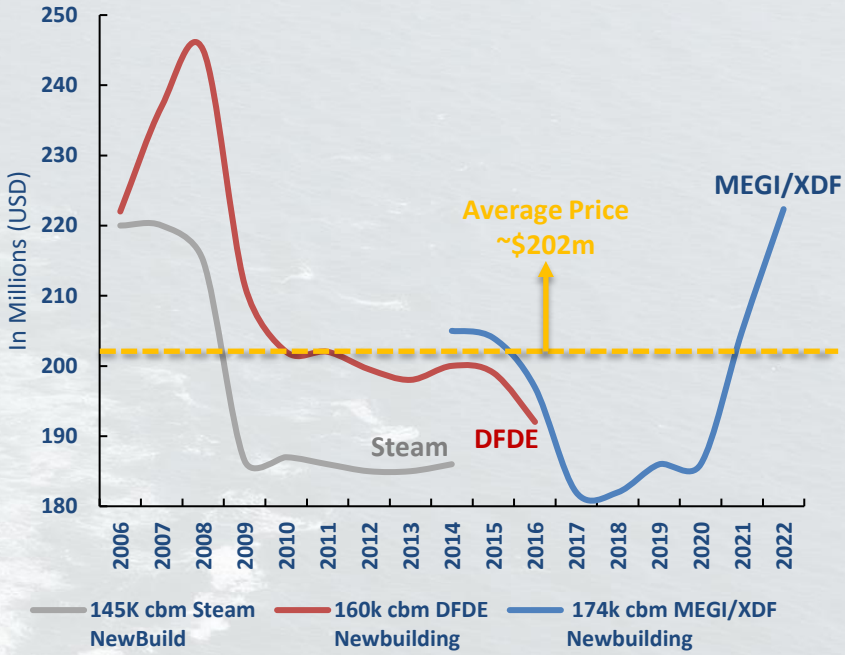
2Q22 - LNG Shipping Supply – LNGC Newbuild Price

Development of Global LNG Carriers Fleet* (2018 - 2025e)



Source: Clarksons

Historic LNGC Newbuild Price 2006 - 2022



Source: Clarksons

***Note:** *As of 2Q22, World live LNG fleet (excl. vessels <125,000cbm, FSRUs, FSUs, and FLNG, no assumption for scrapping, or LNGC conversion to FSRUs)*

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BUSINESS OVERVIEW



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Nakilat's Business Outlook



LNG Shipping Fleet

The 4 newbuild LNG Carriers have been fixed on term contracts with international world-class charterers.

All of the 4 newbuild LNG vessels are commercially and technically managed by Nakilat.



Shipyard & Marine Services

The shipyard has a strategic importance for Nakilat. Shipyard has faced a tough couple of years given the Covid-19 pandemic which has postponed projects.

In 2022, we see a more positive momentum for shipyard segment as the conditions of Covid-19 are normalized.



Market Fundamentals

According to Drewry, LNG trade increased by ~6.5% in 2021. Drewry expects LNG trade to grow at a CARG of 4.6% from 2021 to 2026 because of decarbonization goals and higher use of LNG for power generation and industrial consumption. This positive LNG trade increase will also benefit LNG shipping fundamentals.



Portfolio Growth

Nakilat continues to pursue attractive LNG shipping business opportunities worldwide in order to expand its current asset portfolio.

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1H22 - Earnings Results - Summary



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Summary

Global leader for energy transportation

Maximize shareholder return

Priority for safety & environment

1H22 Earnings Results:

- Stellar profitability results (+14.9% YoY), momentum continues
- Nakilat's defensive and solid business model provides the flexibility to navigate sustainably through volatile markets
- Nakilat's EBITDA reached QAR 1.7 billion
- LTIF* Yearly Data: (0.17 Nakilat in May'22 Vs 0.41 Industrial Average 2021)

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*Note: Lost Time Incident Frequency Rate

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Q&A



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Any Further Investor Questions?

For Investor Relations inquiries please contact:

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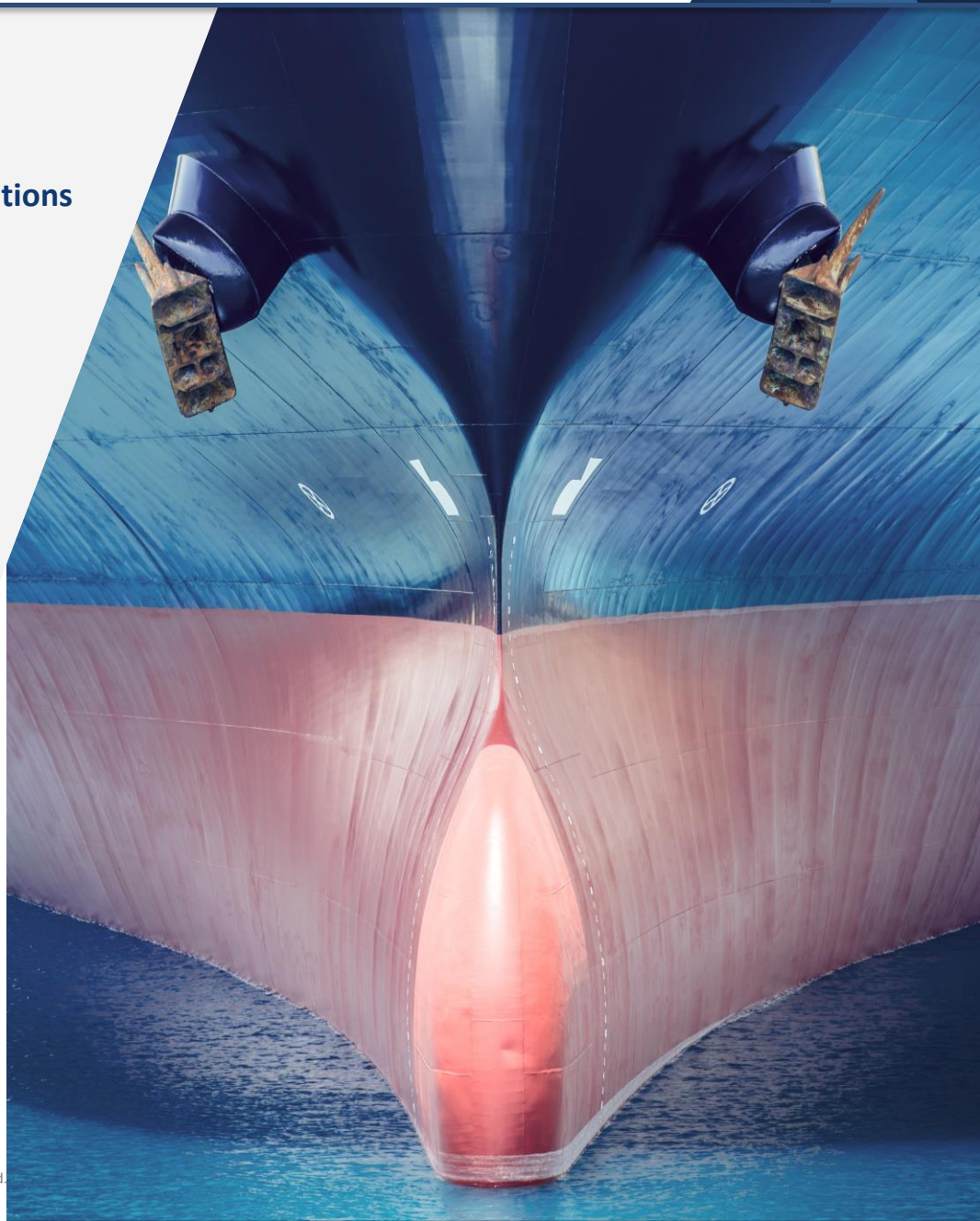

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