



Q1 2021

Financial report

28 May 2021 | Torgeir E. Ramstad | CEO

Tom E. Jebsen | CFO



© OHT ASA

Disclaimer

This presentation (the "Presentation") has been prepared by OHT ASA ("OHT" or the "Company") exclusively for information purposes, is strictly confidential and may not be reproduced or redistributed, in whole or in part, to any other person. The Presentation does not constitute an offering of securities or otherwise constitute an invitation or inducement to any person to underwrite, subscribe for or otherwise acquire securities in the Company.

The Presentation contains certain forward-looking statements relating to the business, financial performance and results of the Company and/or the industry in which it operates. Forward-looking statements concern future circumstances and results and other statements that are not historical facts, sometimes identified by the words "believes", "expects", "predicts", "intends", "projects", "plans", "estimates", "aims", "foresees", "anticipates", "targets", and similar expressions. The forward-looking statements contained in the Presentation, including assumptions, opinions and views of the Company or cited from third party sources are solely opinions and forecasts which are subject to risks, uncertainties and other factors that may cause actual events to differ materially from any anticipated development. None of the Company or any of its parent or subsidiary undertakings or any such person's officers or employees provides any assurance that the assumptions underlying such forward-looking statements are free from errors nor does any of them accept any responsibility for the future accuracy of the opinions expressed in the Presentation or the actual occurrence of the forecasted developments. The Company assumes no obligation, except as required by law, to update any forward-looking statements or to conform these forward-looking statements to its actual results.

The Presentation contains information obtained from third parties. You are advised that such third-party information has not been prepared specifically for inclusion in the Presentation and the Company has not undertaken any independent investigation to confirm the accuracy or completeness of such information.

Several factors could cause the actual results, performance or achievements of the Company to be materially different from any future results, performance or achievements that may be expressed or implied by statements and information in the Presentation. Should any risks or uncertainties materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those described in the Presentation.

No representation or warranty (express or implied) is made as to, and no reliance should be placed on, any information, including projections, estimates, targets and opinions, contained herein, and no liability whatsoever is accepted as to any errors, omissions or misstatements contained herein, and, accordingly, none of the Company or any of its parent or subsidiary undertakings or any such person's officers or employees accepts any liability whatsoever arising directly or indirectly from the use of the Presentation.

By attending or receiving the Presentation you acknowledge that you will be solely responsible for your own assessment of the market and the market position of the Company and that you will conduct your own analysis and be solely responsible for forming your own view of the potential future performance of the Company's business.

The Presentation speaks as of 28 May 2021. Neither the delivery of this Presentation nor any further discussions of the Company with any attendee or recipient shall, under any circumstances, create any implication that there has been no change in the affairs of the Company since such date.

Agenda

- | | |
|----|-------------------------------------|
| 01 | First Quarter 2021 Financial Report |
| 02 | Status financing |
| 03 | Operations and contracts |
| 04 | Newbuilding status |
| 05 | The sweet-spot for WTG installation |
| 06 | Market & Outlook |



First Quarter 2021

Q1 2021 Income Statement

in \$ thousands	Q1 2021	Q4 2020
Total revenue	11,666	8,917
Voyage expenses	4,848	3,572
Ship operating expenses	4,236	3,801
Other operating expenses	241	205
General and administrative expenses	2,457	2,180
Operating profit (loss) before depreciation and amortization expenses ("EBITDA")	(116)	(842)
Depreciation and amortization expenses	4,028	4,128
Operating profit (loss)	(4,144)	(4,970)
Net financial income (expenses)	(119)	638
Net profit (loss)	(4,263)	(5,535)
Basic and diluted earnings (loss) - \$ per share	(0.035)	(0.046)

Comments

- TCE per day \$17,600 in Q1 2021, up from \$11,200 in Q4 2020. Utilization on the fleet was 90% in Q1 2021, up from 71% in Q4 2020.
- OPEX per day \$9,413 in Q1 2021.
- EBITDA was negative \$0.1 million in Q1 2021, compared to negative \$0.8 million in Q4 2020.



First Quarter 2021

Q1 2021 Balance sheet and Cash flow

in \$ thousands	31 March 2021	31 December 2020
Non-current assets	259,856	239,409
Bank deposits and cash equivalents	16,276	14,787
Other current assets	21,259	13,507
Total Assets	297,391	267,703
Total Equity	229,464	233,685
Non-current lease liabilities	2,492	2,587
Debt to credit institutions	21,422	-
Total current liabilities	44,012	31,431
Total equity and liabilities	297,391	267,703

in \$ thousands	Q1 2021	Q4 2020
Net cash flow from operating activities	3,877	(2,659)
Net cash flow used in investment activities	(24,201)	(35,565)
Net cash flow from financing activities	21,813	(18,195)

Comments

- Contingent liabilities related to Alfa Lift and VIND 1 specified in note 10, totalling \$381 million.
- Payments in relation to investments under the construction contracts: Final 10% instalment for Alfa Lift prior to delivery.
- \$22 million in drawdown of debt during the quarter.
- \$28 million undrawn from RCF at quarter-end 2021 (and as today 28 May 2021).



Status financing

- The Group has accepted a firm offer, subject to satisfactory documentation, for a \$135.0 million Senior Secured Green ECA Credit Facility agreement for the post-delivery financing of the wind foundation installation vessel Alfa Lift.
- In addition to the above and as previously communicated, we have a need for \$40-50 million to take us past delivery of Alfa Lift. Funding options:
 - Bond market
 - Industrial partner/M&A
 - Equity issue

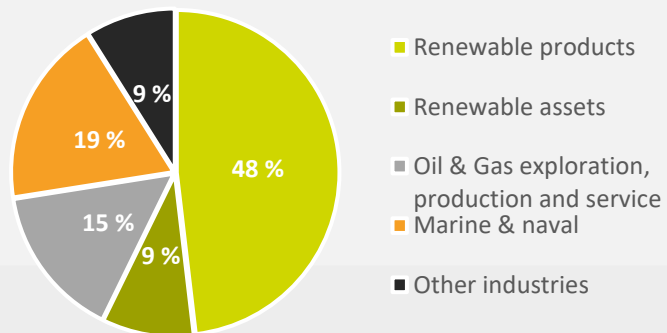


Transportation

Operations and contracts

- Markets continue to be affected by hesitation to commit due to Covid-19 restrictions, but activity levels and pricing continue to show modest improvements as predicted.
- YTD utilisation in Q1 was 90% and Opex in line with budget at \$9,413 per day.
- All five vessels were fitted with exhaust gas scrubbers in 2019 to a total Capex of \$11.4 million. Savings on fuel cost compared to using Low Sulphur Fuel Oil 0.5% stands at \$8.9 million or a payback of 78% so far.

Revenue per cargo category (Apr. 20 - Mar. 21)



Albatross with offshore wind jack-up "Apollo" on the way to China.
Image courtesy Piet Sinke.

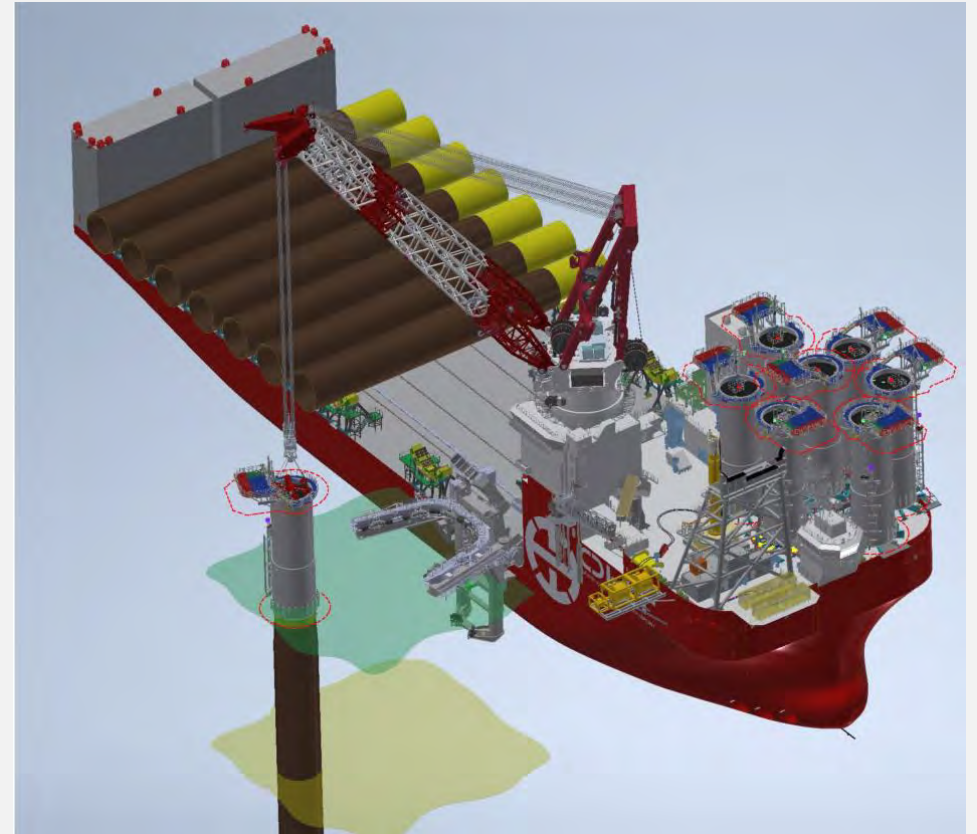


Falcon with offshore wind jack-up barge "JB118" on the way to China.

Installation

Operations and contracts

- The Dogger Bank A and B projects are in detail design and showing good progress.
- Currently in dialogue with the client regarding impact of certain changes introduced by the client.
- We have placed a major subcontract for the rental of the piling hammer with Menck GmbH.
- Other subcontracts for grillage and lifting equipment have been placed or are imminent.
- No undesired incidents and the Client relationship remains good and constructive.
- Start offshore construction in Q3 2022.



Installation of Transition Piece following Monopile installation.

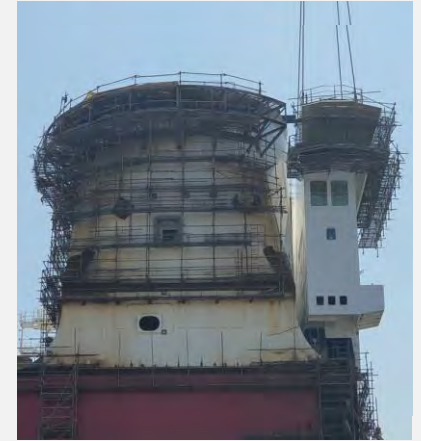
Newbuilding status

Alfa Lift

- Vessel was successfully undocked on 28 February and moved to the outfitting quay. The fourth payment milestone was fulfilled.
- Liebherr successfully performed separate overload tests of main crane hooks (picture).
- Liebherr main crane slewing column and A-frame safely arrived at shipyard and was lifted onto the deck in late April (picture).
- Crane pedestal machining soon to complete.
- Shipyard maintains vessel delivery end 2021, but as we will install mission equipment before departure from China, we will keep the vessel at the shipyard in Q1 2022.

VIND 1

- Basic design almost complete, detail design approaching 20%.
- All key equipment selected, VDL target of 10,000t.
- Delivery mid-2023.



A competitor's view on how converted WTIVs compare with newbuilds

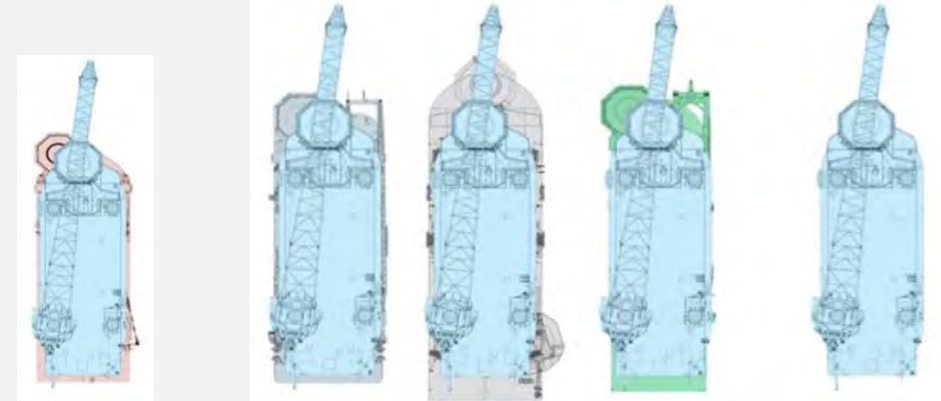
They did not get it entirely right...

Some key questions to ask

- What is the crane's capacity at a more realistic outreach of 45m?
- What does max lifting height mean – is it main hook / auxiliary hook / boom extensions ?
- For the first WTG in a set you have to lift towers above the nacelles, so what is the max tower height that the main hook can lift over the nacelles on deck?
- How much has jacking speed been affected to achieve a higher VDL than originally designed?
- How much Capex has been put into the vessel in total?
- With deeper sites and ever-increasing hub heights, what is the maximum water depth the vessel can install in?

1) In extended mode - 2,500t in retracted mode.
2) Medium hub height/tower weight.

Numbers can be deceptive with upgraded vessels – it does not help to be able to carry the WTGs if you cannot lift components over the deck or jack up high enough to install them.



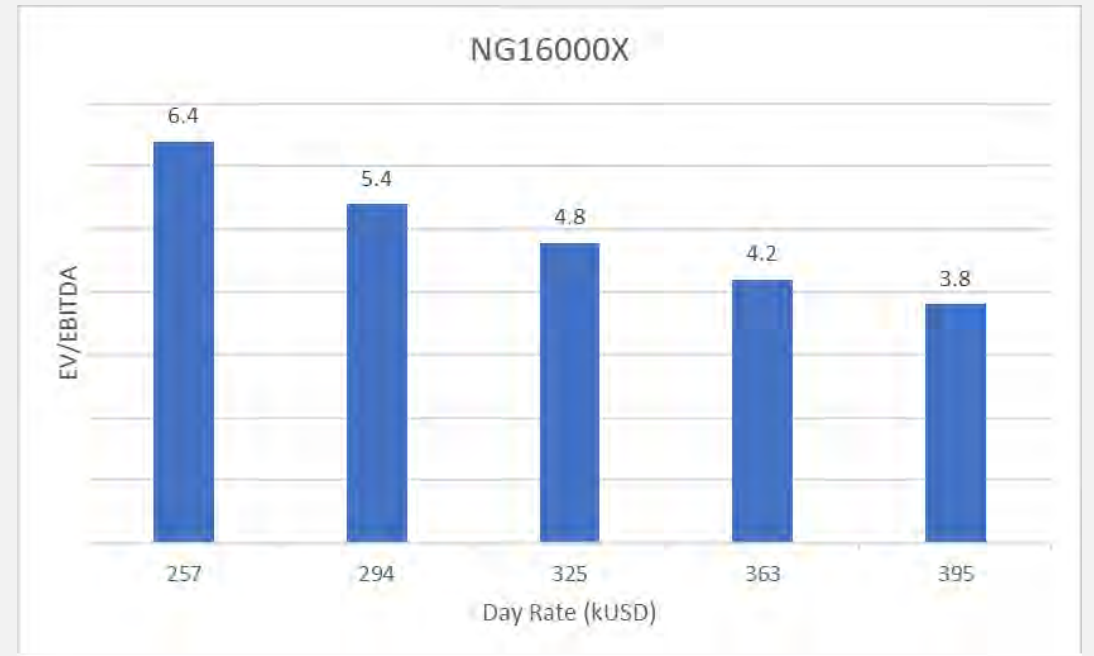
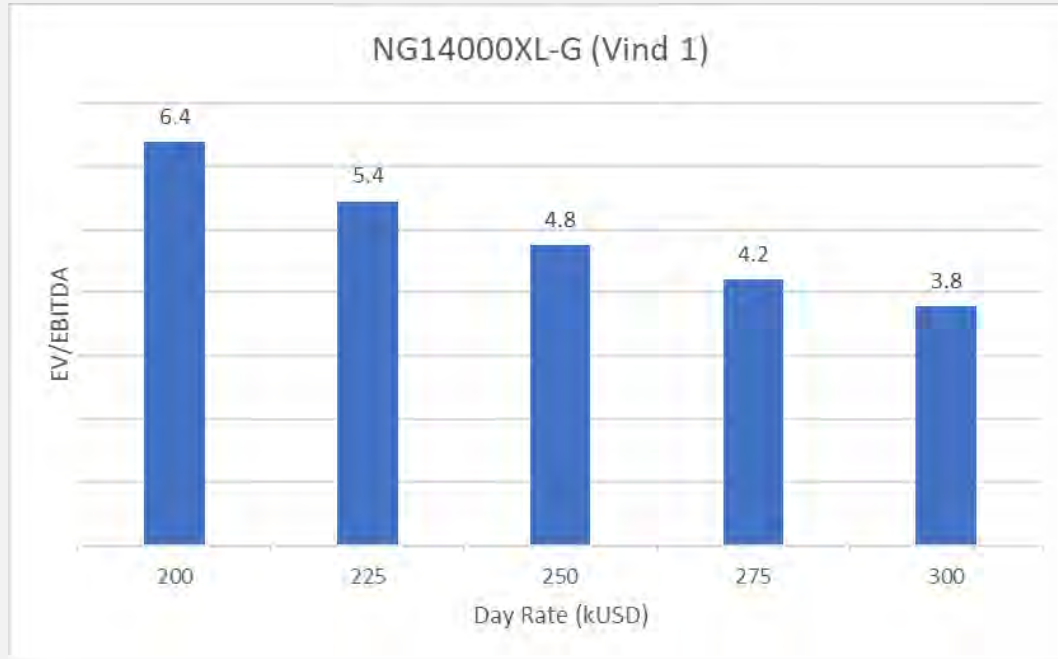
	NG14000XL-G (OHT Vind 1)	NG14000X (Scylla)	KEH 2012 v2.0 (Wind Orca)	Wat/OD (Innovation)	Windcarrier (Tern 2.0)
Crane capacity	1,250t @ 35m 1,600t @ 38.5m ¹⁾	1,500t @ 31.5m	1,600t @ 40m	1,500t @ 40m	1,600t @ 31m
Max lifting height (m.d.)	156m 166.5m	122m	159.7m	c. 118m	157m
Deck space	4,600m ²	4,600m ²	4,300m ²	3,400m ²	3,600m ²
Elevated variable load	8,750t 10,000t	8,500t	10,000t	8,000t	9,000t
Haliade-x	3 4	3	4	3	3
SG 14-222-DD ²⁾	2 4	2	3	2	3
V236	3 4	3	4	3	3

Recent newbuilds published indicate a substantial price increase

We believe our Vind 1 has hit a sweet-spot between Capex and capabilities

Capex: 230 MUSD Opex: 35 kUSD/day
 Activation costs/misc.: 25 MUSD SG&A ¹⁾: 2 MUSD

Capex: 330 MUSD Opex: 35 kUSD/day
 Activation costs/misc.: 25 MUSD SG&A ¹⁾: 2 MUSD



The larger unit would need +75kUSD/day to provide the same payback time

1) Incremental

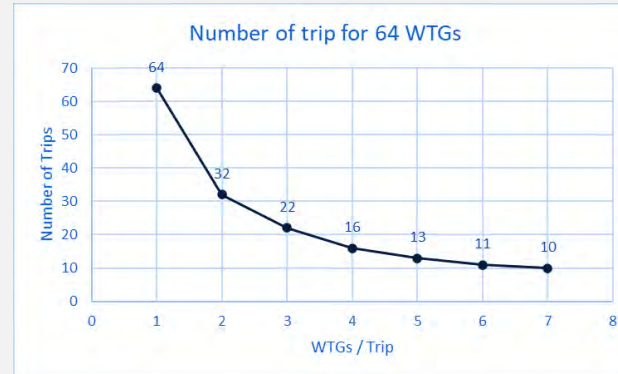
Case study: How does number of WTGs carried affect execution time?

Using a 15MW WTG with typical tower weights and transportation distance

The relationship between number of WTGs / trip and number of trips is inversely exponential (see chart).

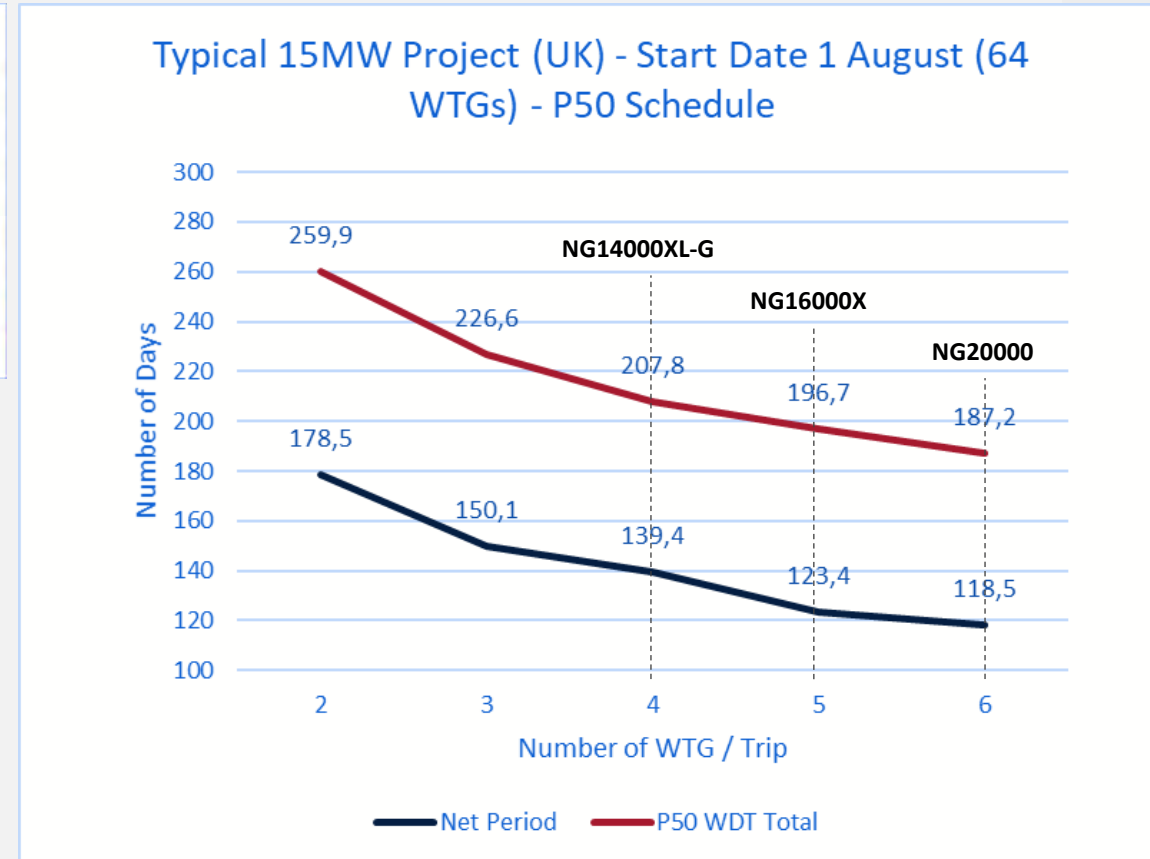
Reason for diminishing schedule gains of taking more WTGs / trip is that the primary difference to the schedule is only the additional sailing time, as the same number of WTGs are loaded and installed.

Therefore, from a point around 4 WTGs / trip the extra cost for a larger vessel is increasingly more difficult to defend for projects that do not have extended sailing distances.



Difference in schedules between

- 2 → 3 WTGs / Trip (P50): 33 days
- 3 → 4 WTGs / Trip (P50): 19 days
- 4 → 5 WTGs / Trip (P50): 11 days
- 5 → 6 WTGs / Trip (P50): 9 days



P50 WDT indicates the duration when there is a 50% likelihood of non-exceedance due to weather down-time.

Market and Outlook

Offshore wind

Transportation

- We have already seen improved utilisation, to be followed by stronger pricing.
- We see a material reduction of available capacity due to competitors' backlog on oil & gas projects which have not been targeted by the Company, and limited newbuilding activity.
- Bidding Offshore Wind related transportation projects up until 2027, which will represent a substantial part of the market with foundation components to be transported
 - from Asia to Europe, and
 - From Europe to the US.
- Oil & gas decommissioning as well as new gas processing facilities in the Middle East will develop a healthy volume of additional transportation opportunities.
- This is a strategically important market segment in support of our offshore wind strategy.

Installation

- The market looks stronger every day, with Rystad now predicting 250GW installed capacity by 2030, up from 31GW end 2020.
- There will be a critical bottleneck especially within monopile installation from 2024/25, with no newbuilds having been announced in the last 12 months.
- Both our newbuilds are available from 2024 onwards.
- The Company has >\$2 billion in open tenders. None have been awarded so far.
- Developers remain delayed with their contract awards, with several having to make a call at the very latest in Q3 to achieve overall project milestones.
- OHT will continue to be disciplined wrt. pricing and is confident that our timing to market is spot on.



Summary: Creating a leading Offshore Wind T&I Contractor

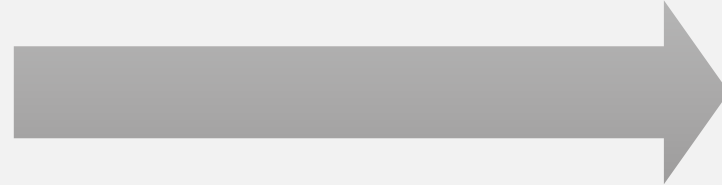
A growth story from ~80% reliance on O&G to complete exit in 10 years

Oil & Gas

Offshore Wind

Transportation

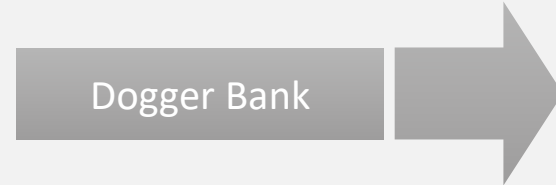
Five Heavy Transportation Vessels



Foundations

Installation

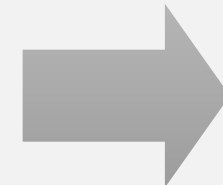
Alfa Lift under construction
Alfa Lift 2 under consideration



Foundations

Installation

VIND 1 under construction
Options for three more



Turbines

2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026

Renewable share:

0%

50%

95%

Exit O&G



Thank you



Torgeir Ramstad

CEO

tr@oht.no

Tom Jebsen

CFO

tj@oht.no