

SCF

Safety Comes First®



Q2 2021
Financial Results



Investor Presentation

August 2021

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1. Key Investment Highlights



Global Leader in Marine Transportation Solutions

Unique Expertise in Large-Scale Ultra Harsh Environment Projects

Key Highlights

30+ years history of operations

Engaged in marine services and transportation of liquefied gas, crude oil and petroleum products

Focused on large-scale industrial energy projects and long-term contracts

Specialises on operating in ultra harsh environments and challenging ice conditions

Owns and operates world's largest fleet of ice-class vessels

In-house engineering expertise to satisfy customer needs

Global Leadership in Core Segments⁽¹⁾

#1

Ice-class LNG Carriers



#1

Ice-class Shuttle Tankers



#1

Ice-breaking Supply Vessels



#1

Aframax Crude Oil Tankers



One of World's Largest Fleets

168

vessels⁽²⁾

15_m

DWT⁽²⁾

USD6.1 bn

Fleet Value⁽³⁾



FLOT ticker on MOEX
c. US\$2.8 bn market cap⁽⁴⁾



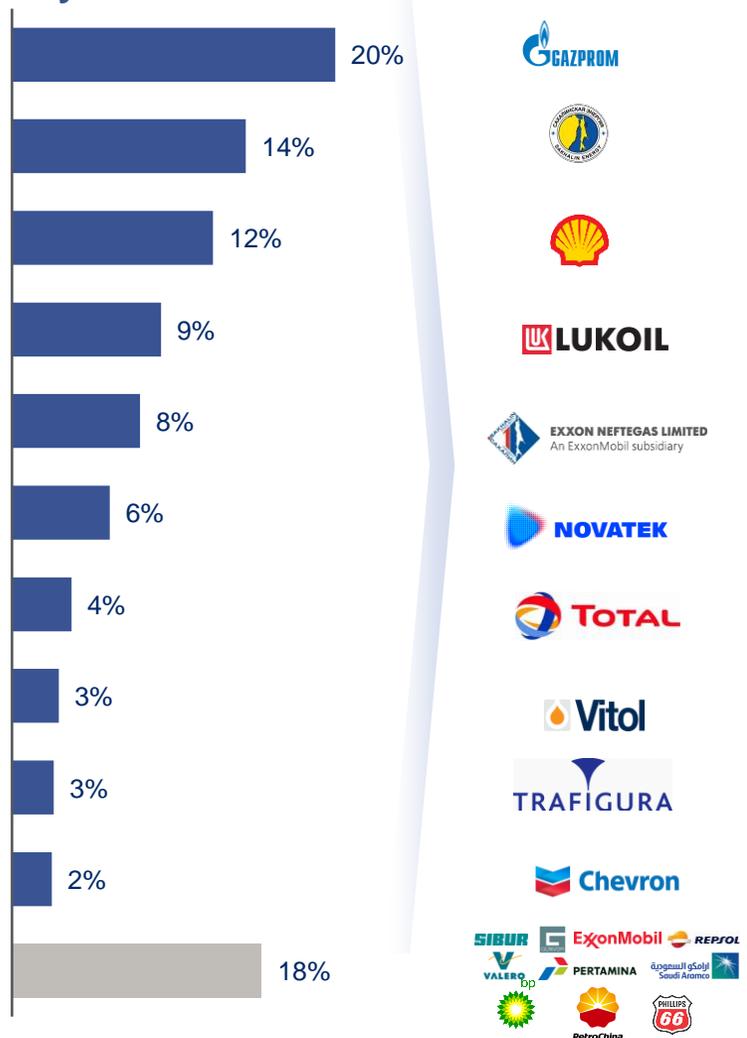
Source: Company data, Clarksons Research (March 2021), public sources.

Note: (1) As of 31 March 2021 by number of vessels; includes orderbook as per Clarksons Research estimates. Sovcomflot's number of vessels and orderbook as per Company data. (2) Includes JVs' fleet and 26 newbuildings as of 30 June 2021. (3) Net book value of total fleet as of 30 June 2021; excluding JVs. Total fleet consists of vessels and drydock. (4) As of 30 June 2021. Converted to U.S. dollars using USD/RUB exchange rate of 73.068.

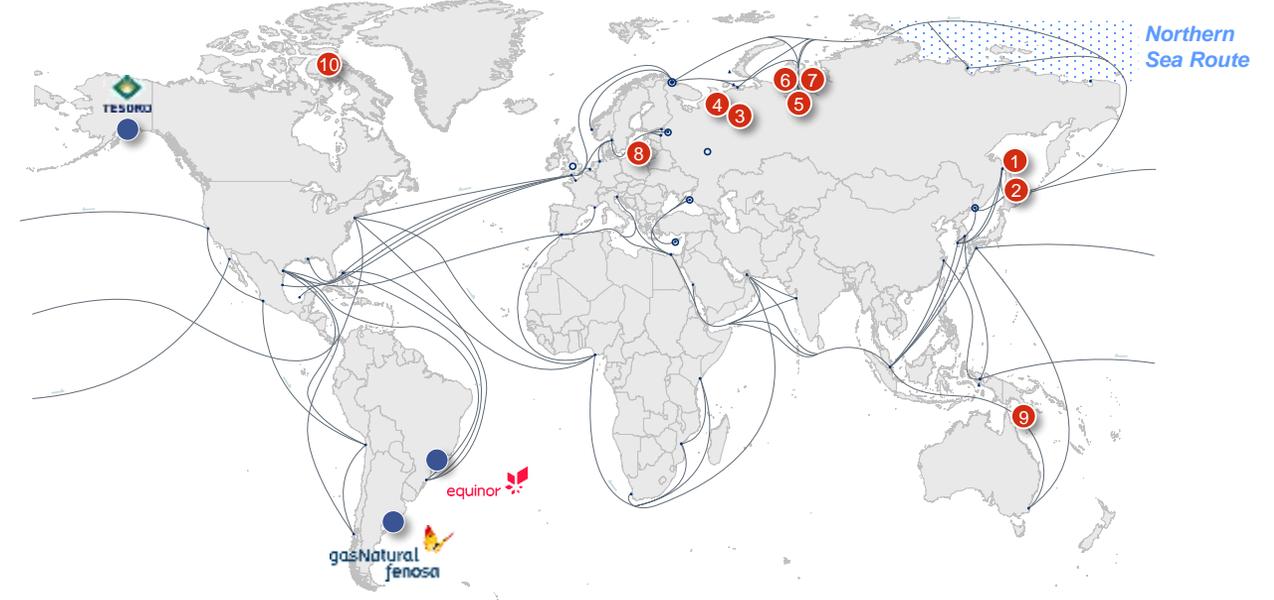
Global Footprint and Long-established Relationships with Customers

Provider of “floating pipeline” critical infrastructure for global energy suppliers to connect to their customers

Key customers - Share in 6M 2021 TCE Revenue⁽⁶⁾



- ⊗ Annual Capacity
- ⊗ Project Life
- Ongoing Projects
- Completed Projects
- ➔ Sovcomflot Routes



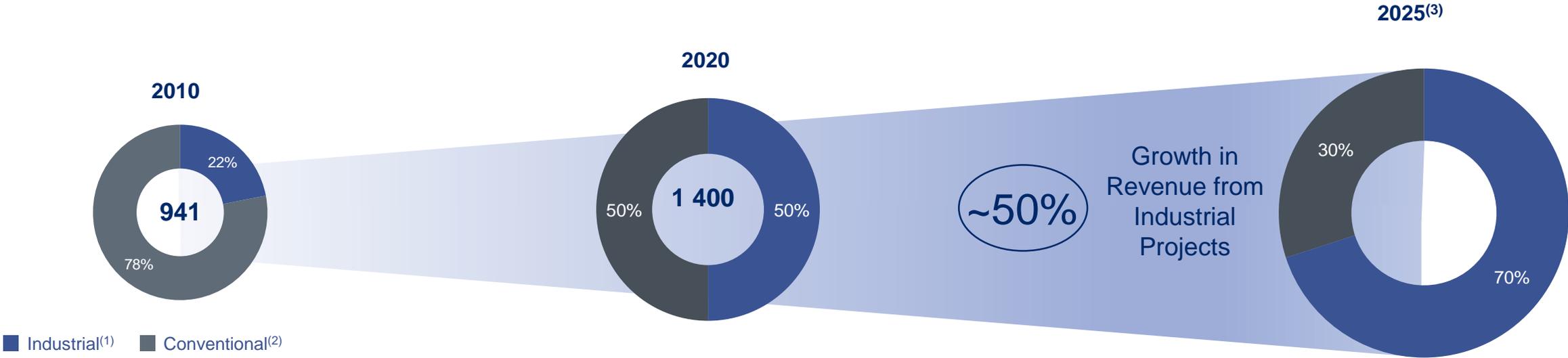
Source: Company data for project status, public sources for project life and project capacity.
 Note: (1) Actual production in 2018. (2) SCF contract option life. (3) Technical management contract with Gazprom's Marshal Vasilevskiy floating storage and regasification unit. (4) DWT. (5) Assuming the FSRU's economic useful life of 35 years and given the construction year of 2018. (6) Gazprom owns 50%+1 share but Sakhalin Energy operates under the production sharing agreement.

Highly Visible Long-Term and Growing Infrastructure Cash Flows

Contracts backlog in excess of USD 24 bn

TCE revenue

USDmln



■ Industrial⁽¹⁾ ■ Conventional⁽²⁾

SCF's main strategic priority is maximization of shareholders' value by increasing high margin sustainable industrial business portfolio

Source: Company data, Clarksons Research (March 2021), public sources.
Note: (1) Includes Offshore and Gas. (2) Includes Crude Oil, Oil Product and Other. (3) Target revenue structure

2. Operations and Business Update

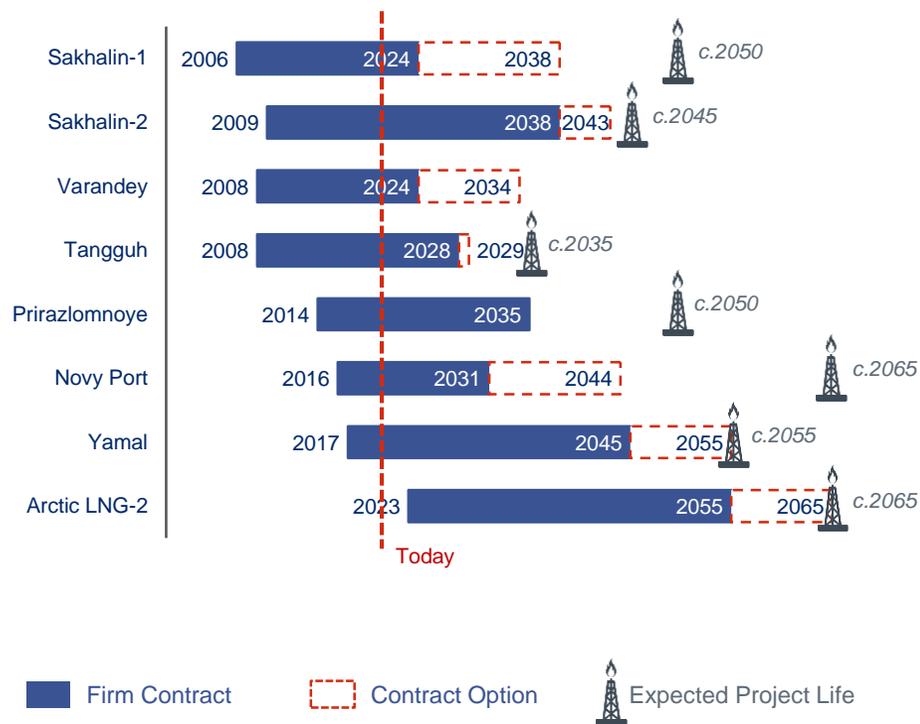


Strong Competitive Advantages in Long Life Projects

Good visibility of future cashflow and earnings

Long-term Nature of Industrial Projects and Contracts⁽¹⁾

Great Potential for Follow-on Business



Total Contracted Backlog⁽²⁾

USDmln



25

Weighted average contracted duration

USD24bn

Total contract backlog

>80%

NEVT margin for industrial projects

Source: Company data, Clarksons Research (March 2021), public sources.
 Note: (1) The longest contract option related to the project. (2) Including JV

Industrial Business. Gas segment: New Contracts for 3 LNG Carriers

Steady Growth in the Core Segment

- SCF and TotalEnergies concluded three time charter agreements for construction and subsequent operation by SCF of three new 174,000-cbm Atlanticmax LNG carriers.
- New Atlanticmax vessels will be similar ships to previously delivered *SCF Timmerman*, *SCF Barents* and *SCF La Perouse*. Total contract backlog is USD 360 mln.
- The delivery of LNG carriers to the charterer is scheduled for the third quarter of 2023 and second half of 2024.



Investments in Safe, Innovative and Most Environmental Friendly Technologies

- **X-DF propulsion system**, operated by a slow-speed diesel engine with a direct drive to the propellers.
- **Reliquefaction Plant** - boil-off gas partial re-liquefaction system allows boil-off gas to be returned to cargo tanks instead of being burned (thermal oxidation process) in the gas combustion unit.
- **Air-lubrication system** - technology provides fuel and CO2 emissions savings by reducing hull friction.
- **Propulsion Improving Device** - improves propeller efficiency by establishing more uniform inflow into propeller.

33%⁽¹⁾
Fuel consumption
reduction

=

33%
CO₂ Emission
reduction

Industrial business. Offshore segment: New Contracts with Sakhalin Energy

SCF undertakes a responsible investment approach and finds best value solutions for existing vessels

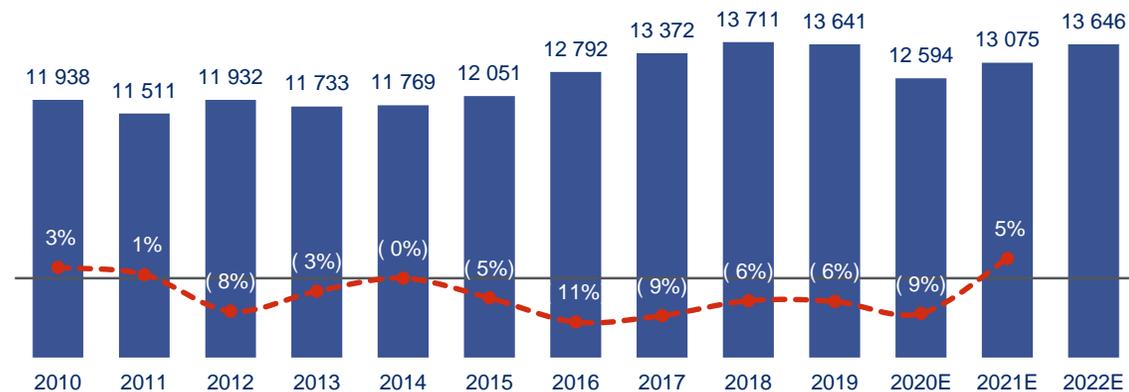


- Two LNG-fueled tankers will be employed to shuttle crude oil for the Sakhalin-2 project
- Tankers will be upgraded, including the installation of a bow loading system and a modification to their LNG bunkering systems to allow direct fuelling from the project's Prigorodnoye production complex LNG terminal
- Charter will be started in 2024 for ten years, with an extension option for up to three years
- Contract backlog – USD 215 mln

Conventional Business: Rates to Capture Recovery in Seaborne Trade

Seaborne Trade Demand to Recover to Pre-pandemic Level in 2022

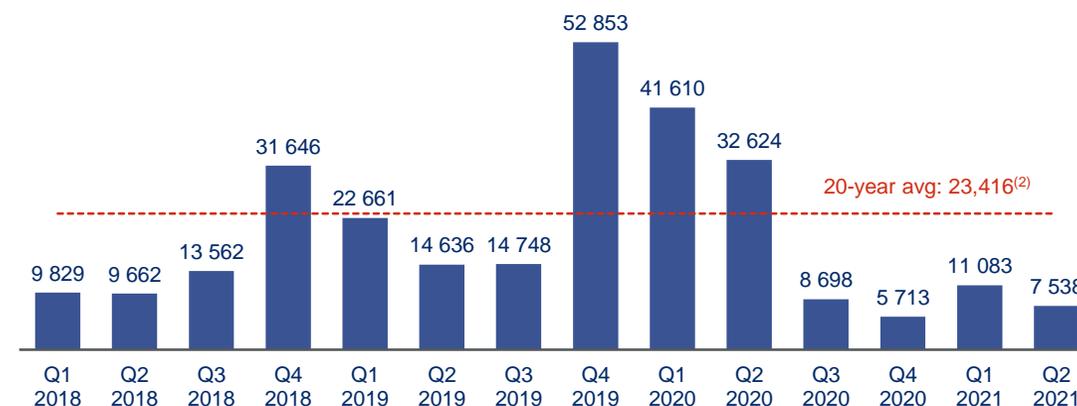
World Seaborne Oil Trade Volumes (bn tonne-miles)
Newbuilding Price Index⁽¹⁾



- Seaborne trade demand is now expected to recover to pre-pandemic level in 2022
- 4% increase in seaborne trade demand in 2021 year to year
- Newbuilding price index increased by 15% YTD in 2021
- Scrapping prices are increasing following newbuilding price growth

Spot Rates Stay at Historically Low Level

Aframax Spot Rate (USD/day)



- After reaching record highs during the first half of 2020, the tanker market rates dropped 4 times year-on-year and remained low in H1 2021
- Outbreaks of Covid-19 continue to curb economic activities
- OPEC+ production rises and return to normal production activities should trigger additional demand

Source: Company data, Clarksons Research (August, 2021)

Note: All forward-looking information is sourced from Clarksons Research. (1) Rebased to YE 2009 (2) Average dayrate for Aframax tankers from Aug 2002 to July 2021 (calculated based on weekly data).

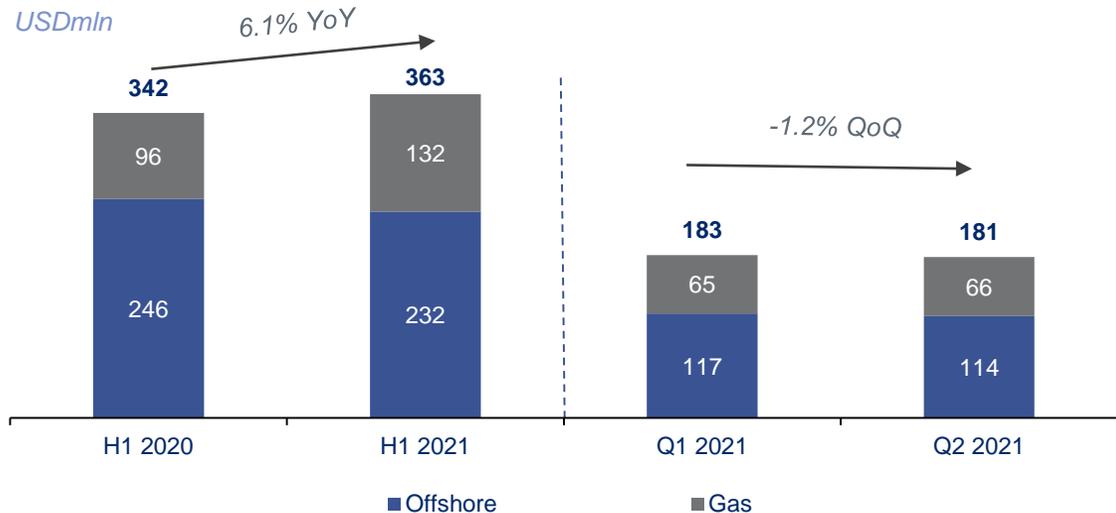
3. Financial Highlights



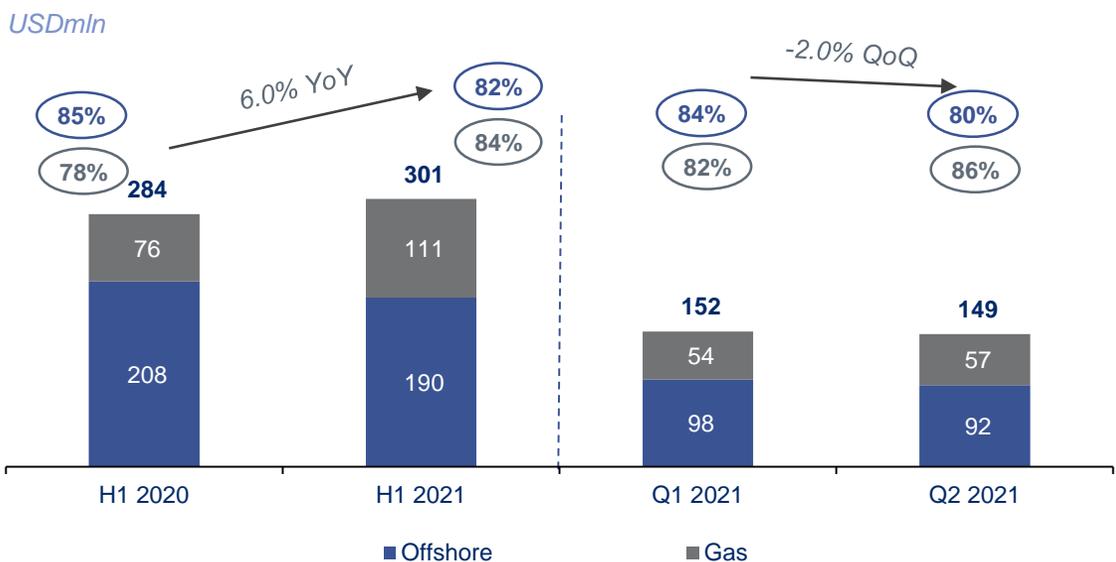
Segments Financial Analysis

Industrial Segments

TCE Revenue

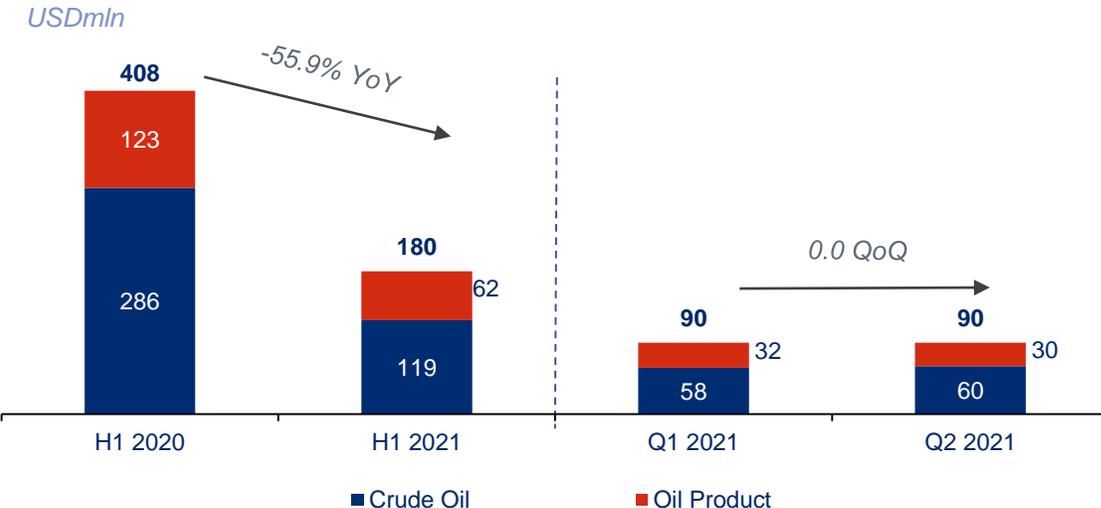


Net Earnings from Vessels' Trading

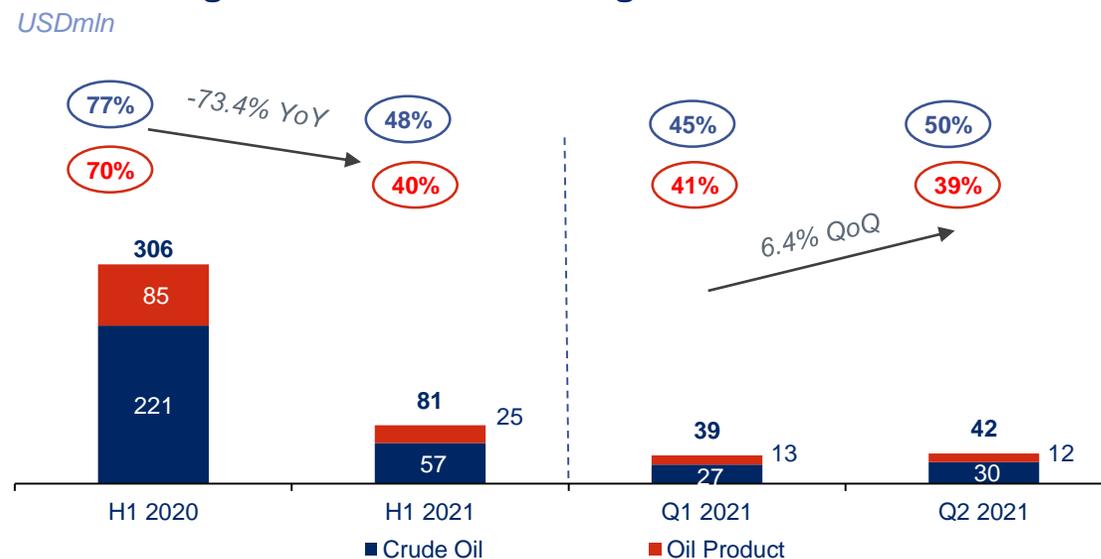


Conventional Segments

TCE Revenue



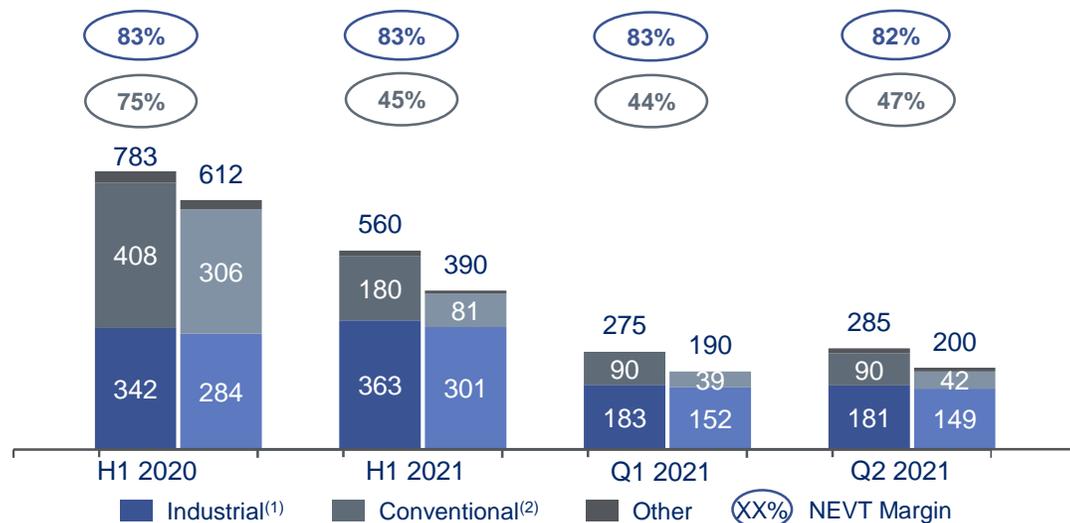
Net Earnings from Vessels' Trading



Financial Highlights

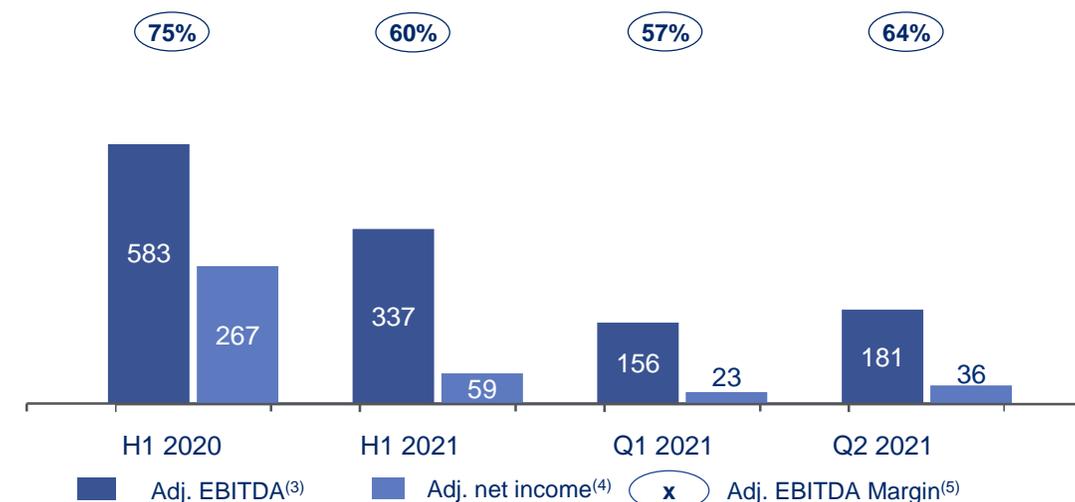
Focus on Growing Contribution of Higher Margin Industrial Business

TCE Revenue and NEVT, USDm



Consistently High Adj. EBITDA Margin and Positive Adj. Net Income

USDm



Highlights

- Industrial businesses contribution in H1 2021 – 65% of the total TCE revenue
- New approach to adjusted net income (a basis for dividends payment starting from FY 2021) - in accordance with Russian Government resolution No. 1589-p dated 11 June 2021, as a net profit attributed to shareholders of PAO Sovcomflot less impairment for fixed and intangible assets, foreign exchange gains and losses and gains and losses related to revaluation of financial assets.

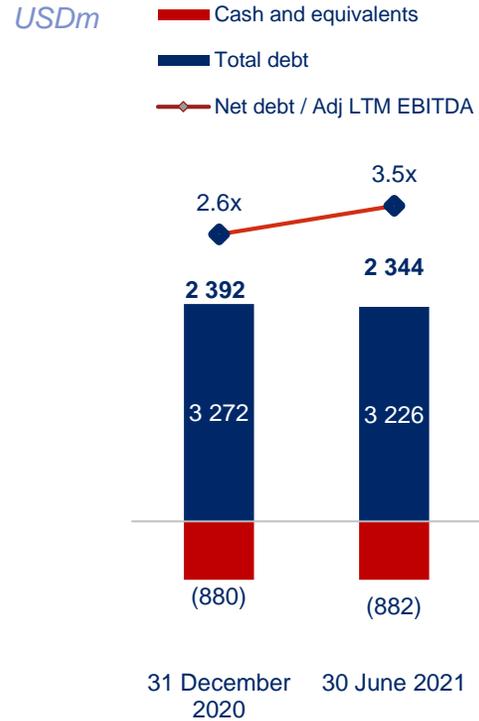
Source: PAO Sovcomflot IFRS financials

Notes: (1) Includes Offshore and Gas. (2) Includes Crude Oil, Oil Product and Other (3) EBITDA adjusted for other non-operating expenses; hedge ineffectiveness and termination of hedge; gain on derecognition of dividend liability; loss on sale and dissolution of subsidiaries; foreign exchange gains; foreign exchange losses and gain/loss on sale of equity accounted investments. (4) Adjusted profit/loss for the period – calculated as a basis for dividends payment starting from FY 2021 (in accordance with Russian Government resolution No. 1589-p dated 11 June 2021) as a net profit attributed to shareholders of PAO Sovcomflot less impairment for fixed and intangible assets, foreign exchange gains and losses and gains and losses related to revaluation of financial assets. (5) Adj. EBITDA margin calculated as adjusted EBITDA divided by TCE revenue

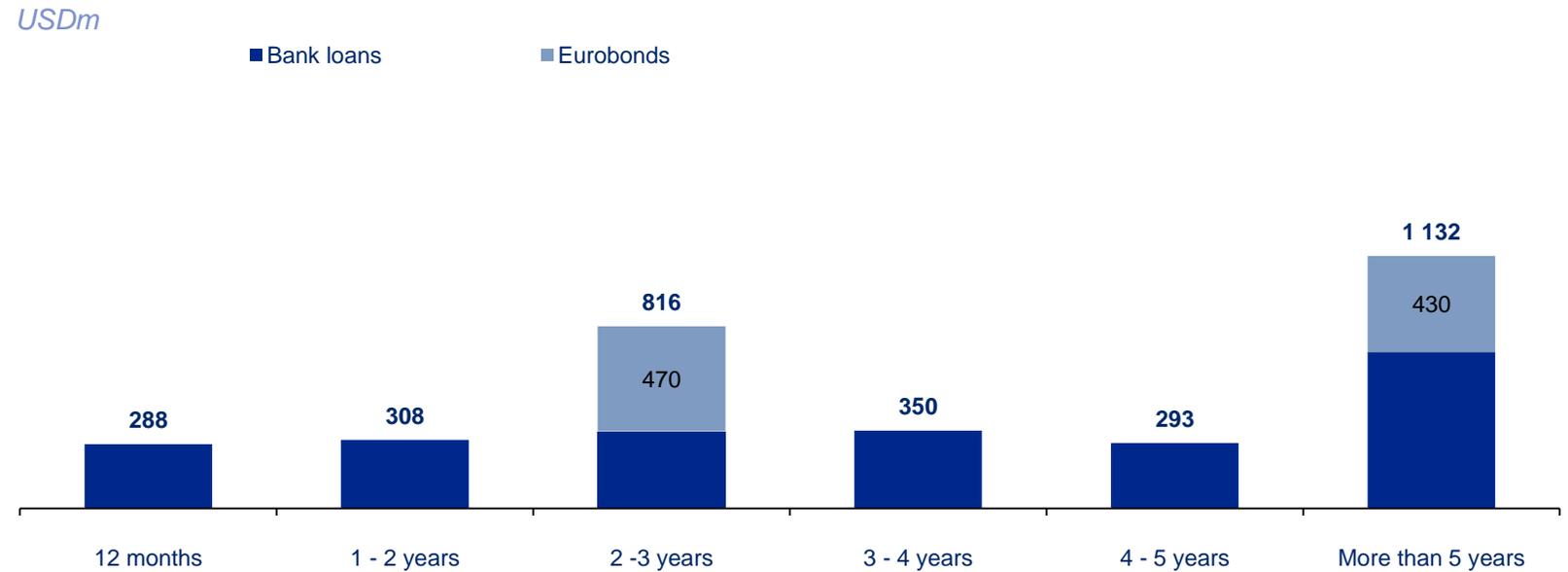
Strong liquidity position

Conservative leverage by industry standards

Debt & Liquidity Position



Debt Repayment Schedule



Debt Currency



Debt Portfolio Structure



4. Questions and Answers

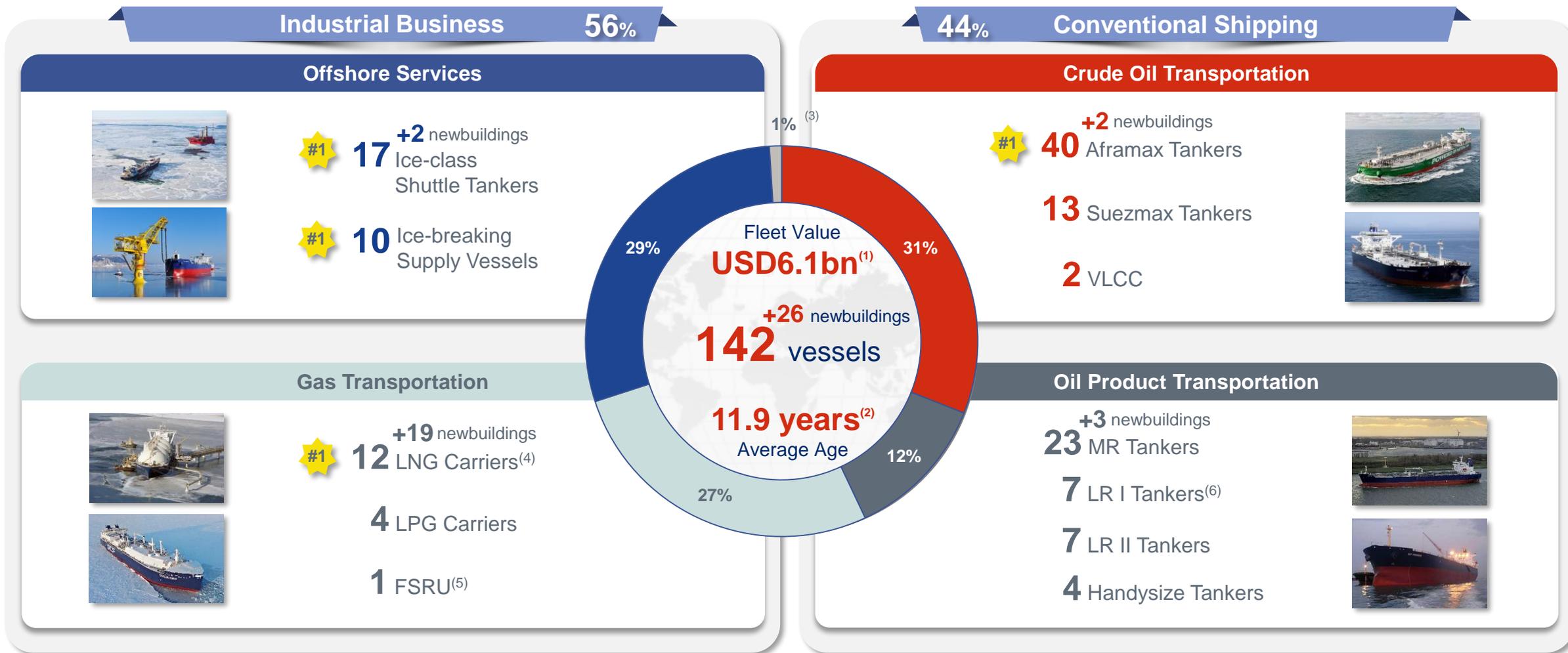


5. Appendix



Global Leadership Across Energy Marine Transportation

Integrated international energy shipping operator providing a wide range of services to energy majors



Global ranking

Source: Company data
 Note: Number of vessels includes fully owned vessels, vessels owned through JVs, chartered in vessels and newbuilds as of 30 June 2021. The chart indicates % fleet net carrying value contribution. (1) Net book value of total fleet as of 30 June 2021; excluding JVs. (2) As of 30 June 2021. Average age excludes vessels in the orderbook. It includes wholly-owned vessels, vessels owned through JVs and chartered in vessels and is weighted based on the DWT of such vessels. (3) 1% of total net carrying value is related to other marine services segment which operates three vessels not included in Industrial or Conventional businesses. (4) Includes 4 vessels owned via JV; 14 JV newbuildings and 5 own newbuildings; the ranking takes into account ice-class vessels only. (5) SCF has a technical management contract for Marshal Vasilevsky, a floating storage and regasification unit of Gazprom. (6) Includes 7 vessels owned via JV.

Financial Summary

| USD mln | H1 2021 | H1 2020 | % | Q2 2021 | Q1 2021 | % |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| Revenue | 759.8 | 951.3 | -20.1 | 397.0 | 362.9 | 9.4 |
| Time charter equivalent (TCE) revenues | 559.9 | 782.7 | -28.5 | 284.9 | 275.1 | 3.6 |
| Vessels' running costs | -170.1 | -170.5 | -0.2 | -84.8 | -85.3 | -0.5 |
| Net earnings from vessels trading | 389.8 | 612.2 | -36.3 | 200.0 | 189.8 | 5.4 |
| Net other operating revenue | 5.0 | 4.8 | 3.3 | 2.9 | 2.1 | 36.2 |
| Depreciation, amortization and impairment | -241.7 | -229.0 | 5.6 | -139.7 | -101.9 | 37.1 |
| General and administrative expenses | -44.3 | -46.0 | -3.8 | -23.4 | -20.9 | 12.0 |
| Operating profit | 97.4 | 354.5 | -72.5 | 41.5 | 56.0 | -25.9 |
| Financing costs | -104.3 | -99.2 | 5.1 | -61.9 | -42.4 | 46.1 |
| Profit before income taxes | 18.8 | 248.5 | -92.4 | 10.7 | 8.0 | 33.8 |
| Income tax expense | -13.1 | -22.1 | NM | -3.4 | -9.7 | -64.6 |
| Adjusted profit/loss for the period⁽¹⁾ | 59.2 | 266.9 | -77.8 | 36.1 | 23.2 | 55.8 |
| Profit/loss for the period | 5.6 | 226.4 | NM | 7.3 | -1.7 | NA |
| EBITDA⁽²⁾ | 337.2 | 583.4 | -42.2 | 181.2 | 156.0 | 16.2 |
| Debt | 3 226.0 | 3 468.9 | -7.0 | | | |
| Cash and deposits | 881.7 | 710.7 | 24.0 | | | |
| Book value of equity | 3 912.6 | 3 669.7 | 6.6 | | | |
| Net debt ⁽³⁾ | 2 344.4 | 2 758.2 | -15.0 | | | |
| Net debt/Adjusted LTM EBITDA | 3.5 | 2.6 | | | | |

Source: Company data.

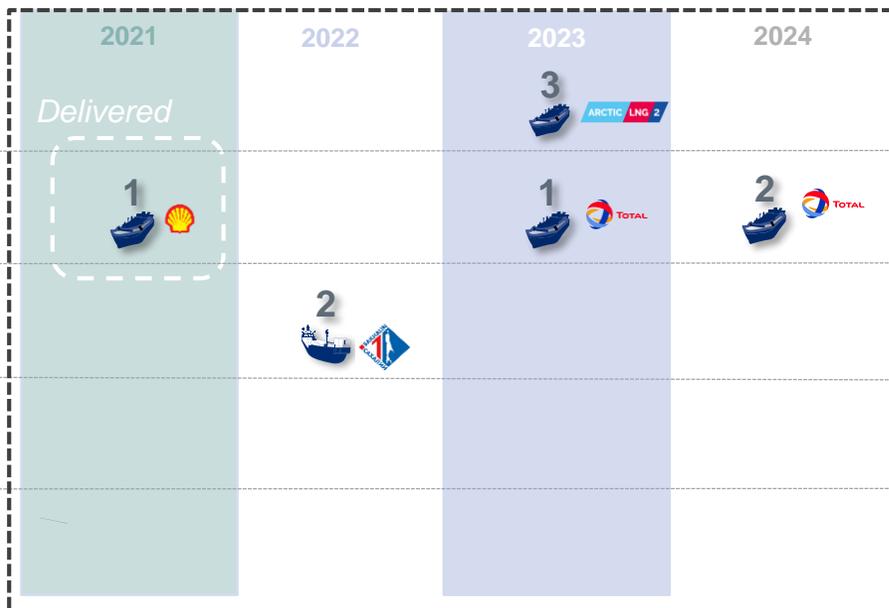
Notes: (1) Adjusted profit/loss for the period – calculated as a net profit attributed to shareholders of PAO Sovcomflot less impairment for fixed and intangible assets, foreign exchange gains and losses and gains and losses related to revaluation of financial assets. (2) EBITDA adjusted for other non-operating expenses; hedge ineffectiveness and termination of hedge; gain on derecognition of dividend liability; loss on sale and dissolution of subsidiaries; foreign exchange gains; foreign exchange losses and gain/loss on sale of equity accounted investments. (3) Net debt includes total secured bank loans, other loans and finance lease liabilities after deducting cash and bank deposits and restricted cash

Investment Program

SCF Fully Owned

Contracted newbuilding Capex

- 18 Ice-breaking Arc7 LNG Carriers
- 4 Atlantimax LNG Carriers
- 2 Shuttle Tankers
- 2 Crude Oil Tankers
- 3 Oil Product Tankers



USD 5.1bn

Contract Backlog⁽¹⁾

Investment schedule
USDmn

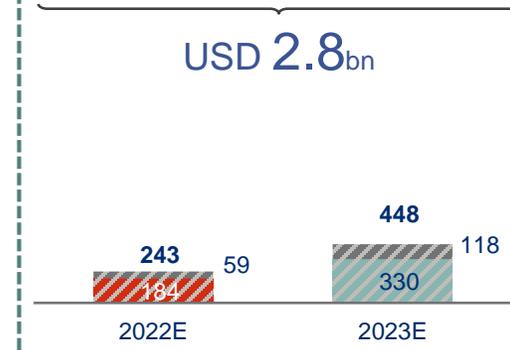


SCF Fully Owned

Commitments under leasing contracts



USD 2.8bn



SCF/Novatek Smart LNG JV (SCF owns 50%)

Equity accounted, commitments under leasing contracts



USD 9.7bn



■ Gas ■ Offshore ■ Crude Oil ■ Oil Product ▨ Finance lease (fully funded)

Source: Company data
Notes: (1) Contract backlog, as of any date, is the total amount receivable by the Group under the Group's currently outstanding time-charter agreements as of such date, including arising from the Group's share in the joint ventures. It is presented either for a specified period or for the total term of such agreements, in each case excluding extension options.