

# 3Q24 Results Presentation

November 21, 2024



# Forward looking statements

This presentation and any other written or oral statements made by us in connection with this presentation include forward-looking statements within the meaning of and made under the “safe harbor” provisions of the U.S. Private Securities Litigation Reform Act of 1995. All statements, other than statements of historical facts, that address activities and events that will, should, could, are expected to or may occur in the future are forward-looking statements. You can identify these forward-looking statements by words or phrases such as “believe,” “anticipate,” “intend,” “estimate,” “forecast,” “outlook,” “project,” “plan,” “potential,” “will,” “may,” “should,” “expect,” “could,” “would,” “predict,” “propose,” “continue,” or the negative of these terms and similar expressions. These forward-looking statements include statements relating to our outlook, industry trends, expected results, plans to upsize and/or refinance the existing facilities, expectations on LNG prices, chartering and charter rates, chartering plan and expectations, expected drydockings including the cost, timing and duration thereof, and impact of performance enhancements on our vessels, dividends and dividend policy, statements about our share repurchase program, potential growth opportunities in light of current market conditions, expected growth in LNG supply and the impact of new LNG and liquefaction projects on LNG volume, expected industry and business trends and prospects including expected trends in LNG demand and market trends expectations of steam-turbine vessels leaving the market, anticipated rates of net fleet growth, LNG vessel supply and demand factors impacting supply and demand of vessels, rates and expected trends in charter rates, contracting, market outlook and LNG vessel newbuild order-book and expectations that newbuilds will be absorbed in the market in 2025, statements made under “LNG and LNG Shipping Market Review” and “Outlook” and other non-historical matters.

The forward-looking statements in this document are based upon management’s current expectations, estimates and projections. These statements involve significant risks, uncertainties, contingencies and factors that are difficult or impossible to predict and are beyond our control, and that may cause our actual results, performance or achievements to be materially different from those expressed or implied by the forward-looking statements. Numerous factors could cause our actual results, level of activity, performance or achievements to differ materially from the results, level of activity, performance or achievements expressed or implied by these forward-looking statements including: (1) general economic, political and business conditions, including sanctions and other measures; (2) general LNG market conditions, including fluctuations in charter hire rates and vessel values; (3) changes in demand in the LNG shipping industry, including the market for our vessels; (4) changes in the supply of LNG vessels, including whether older steam vessels leave the market as expected; (5) our ability to successfully employ our vessels; (6) changes in our operating expenses, including fuel or cooling down prices and lay-up costs when vessels are not on charter, drydocking and insurance costs; (7) compliance with, and our liabilities under, governmental, tax, environmental and safety laws and regulations; (8) risks related to climate change, including climate-change or greenhouse gas related legislation or regulations and the impact on our business from physical climate-change related to changes in weather patterns, and the potential impact of new regulations relating to climate change and the potential impact on the demand for the LNG shipping industry; (9) changes in governmental regulation, tax and trade matters and actions taken by regulatory authorities; (10) potential disruption of shipping routes and demand due to accidents, piracy or political events and/or instability, including the ongoing conflicts in the Middle East and changes in political leadership in the US and other countries; (11) vessel breakdowns and instances of loss of hire; (12) vessel underperformance and related warranty claims; (13) our ability to procure or have access to financing and refinancing and to complete the upsize and/or refinancing of our facilities; (14) continued borrowing availability under our credit facilities and compliance with the financial covenants therein; (15) fluctuations in foreign currency exchange and interest rates; (16) potential conflicts of interest involving our significant shareholders; (17) our ability to pay dividends and repurchase shares; (18) information system failures, cyber incidents or breaches in security; (19) amounts repurchased under share repurchase programs; and (20) other risks indicated in the risk factors included in our Annual Report on Form 20-F for the year ended December 31, 2023 and other filings with and submission to the U.S. Securities and Exchange Commission.

The foregoing factors that could cause our actual results to differ materially from those contemplated in any forward-looking statement included in this report should not be construed as exhaustive. Moreover, we operate in a very competitive and rapidly changing environment. New risks and uncertainties emerge from time to time, and it is not possible for us to predict all risks and uncertainties that could have an impact on the forward-looking statements contained in this presentation. The results, events and circumstances reflected in the forward-looking statements may not be achieved or occur, and actual results, events or circumstances could differ materially from those described in the forward-looking statements.

As a result, you are cautioned not to place undue reliance on any forward-looking statements which speak only as of the date of this presentation. The Company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise unless required by law.

# CoolCo at a glance

Q3 2024

Average TCE<sup>(1)</sup>  
**\$81,600** per  
day

Revenue  
**\$82.4m**

Adj. EBITDA<sup>(1)</sup>  
**\$53.7m**

Net Income<sup>(3)</sup>  
**\$8.1m**

Backlog <sup>(1)</sup>  
**~\$1.7bn**

Market cap  
**~\$560m**

Dividend  
**\$0.15**  
per share

Buy-back  
**\$40m** over 2 yrs

Net Debt<sup>(2)</sup>  
**\$1,027m**

Average Interest  
Rate **5.95%**

Hedged  
**~80%**

Growth in owned  
vessels  
**12+1NBs**

## Q4 2024 perspectives



Disappointing start to  
winter season

Lack of volatility limiting  
trading opportunities



TTF  
JKM  
HH



New LNG supply in 2025  
needed to absorb excess ships

Commercial bank approval  
for \$570m refinancing



Well executed Q3/Q4 dry-docks  
limit off-hire

<sup>(1)</sup> Refer to 'Appendix A' - Non-GAAP financial measures and definitions

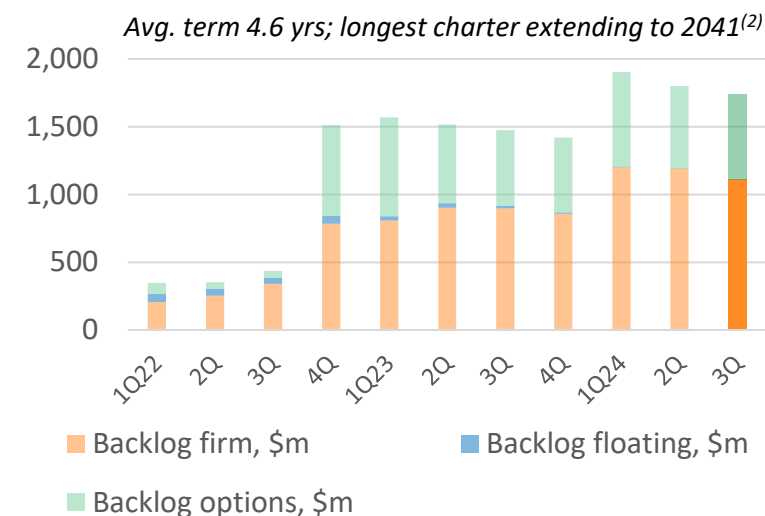
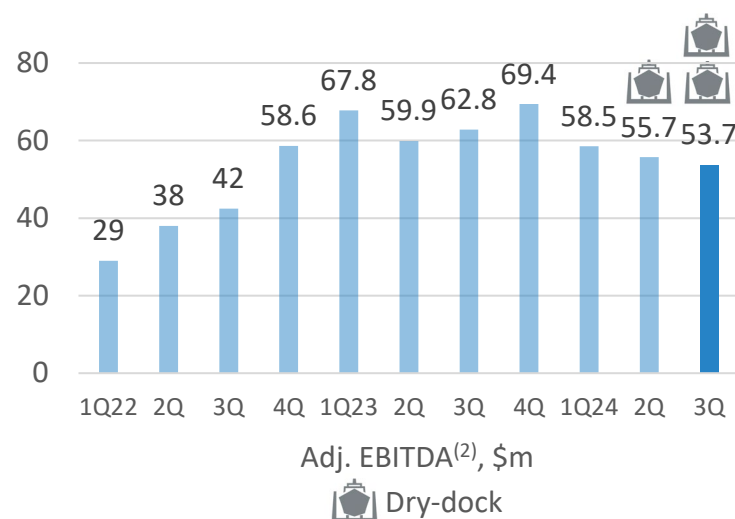
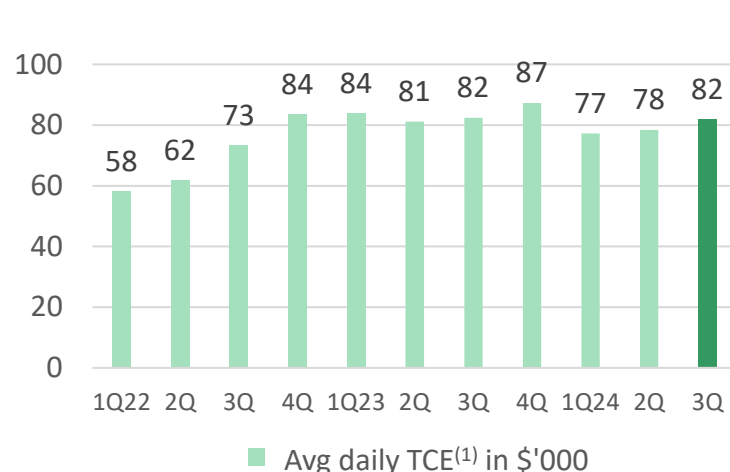
<sup>(2)</sup> Pro Forma Net Debt is Total Contractual Debt<sup>(1)</sup> minus cash & cash equivalents

<sup>(3)</sup> Net income for Q3 2024 includes a mark-to-market loss on interest rate swaps amounting to \$12.5 million, of which \$15.5 million was unrealized

# Quarterly highlights

Harvesting \$1.7 billion backlog, while dry-docking and securing employment for (re)delivering vessels

- Slight pick-up in average TCE<sup>(1)</sup> to \$81,600 per day, supported by full quarter's contribution from a vessel that moved to a higher rate in 3Q
- Total operating revenues reached the upper end of guidance at \$82.4 million
- Newbuild vessel, the *Kool Tiger*, delivered from shipyard in October and repositioned to the Atlantic basin for spot market employment while long-term employment is pursued
- Completed our second and third drydocks in Q3 2024, taking 21 and 20 days respectively – both ahead of schedule
- Obtained commercial bank approval for a refinancing into a revolving credit facility, increasing borrowing capacity by ~\$120 million and lowering cost, while extending nearest maturity to late 2029
- Declared a dividend for Q3 2024 of \$0.15 per share, reduced to accommodate dry-docks, provide flexibility and increase capacity for buy-backs
- Board approved buy-back program of \$40 million over 24-months

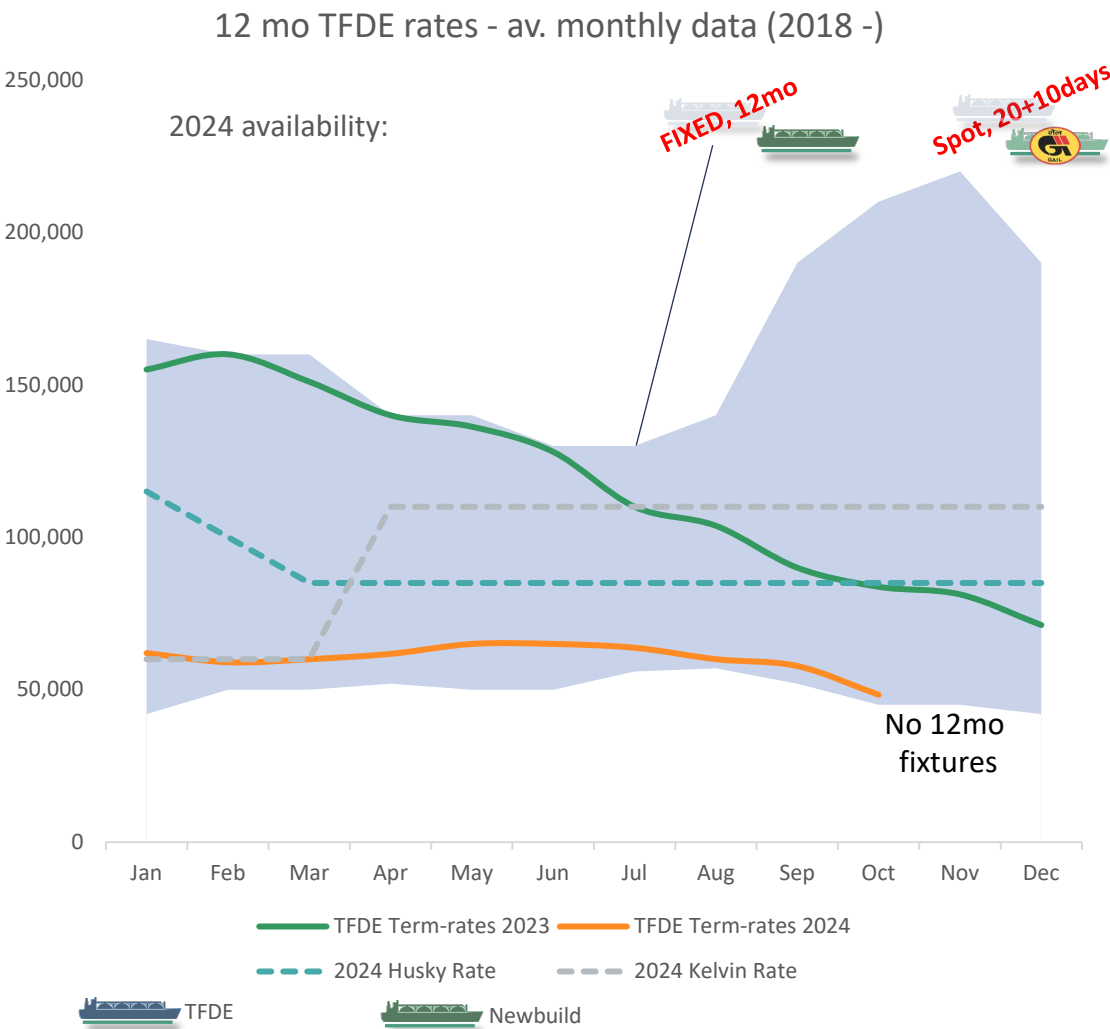
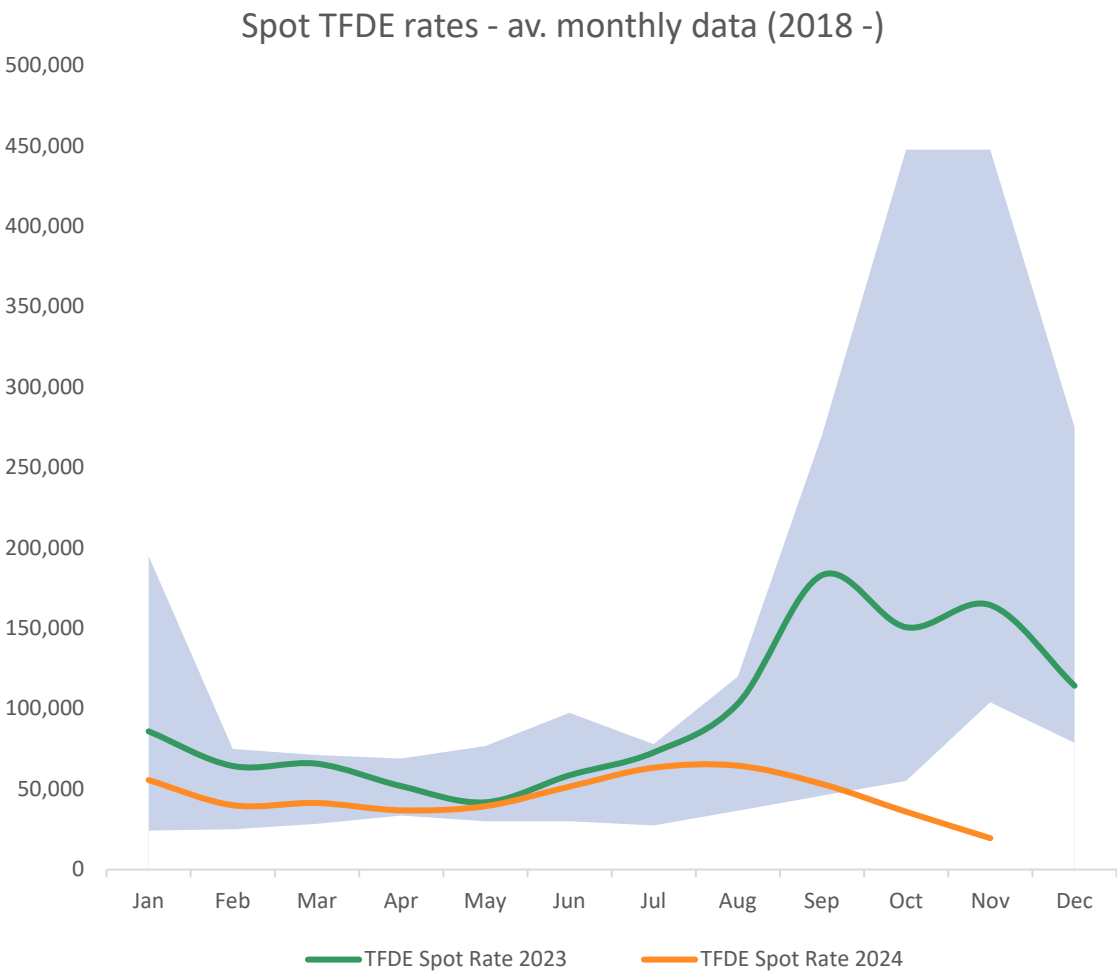


<sup>(1)</sup> Refer to 'Appendix A' - Non-GAAP financial measures and definitions

<sup>(2)</sup> Including option periods

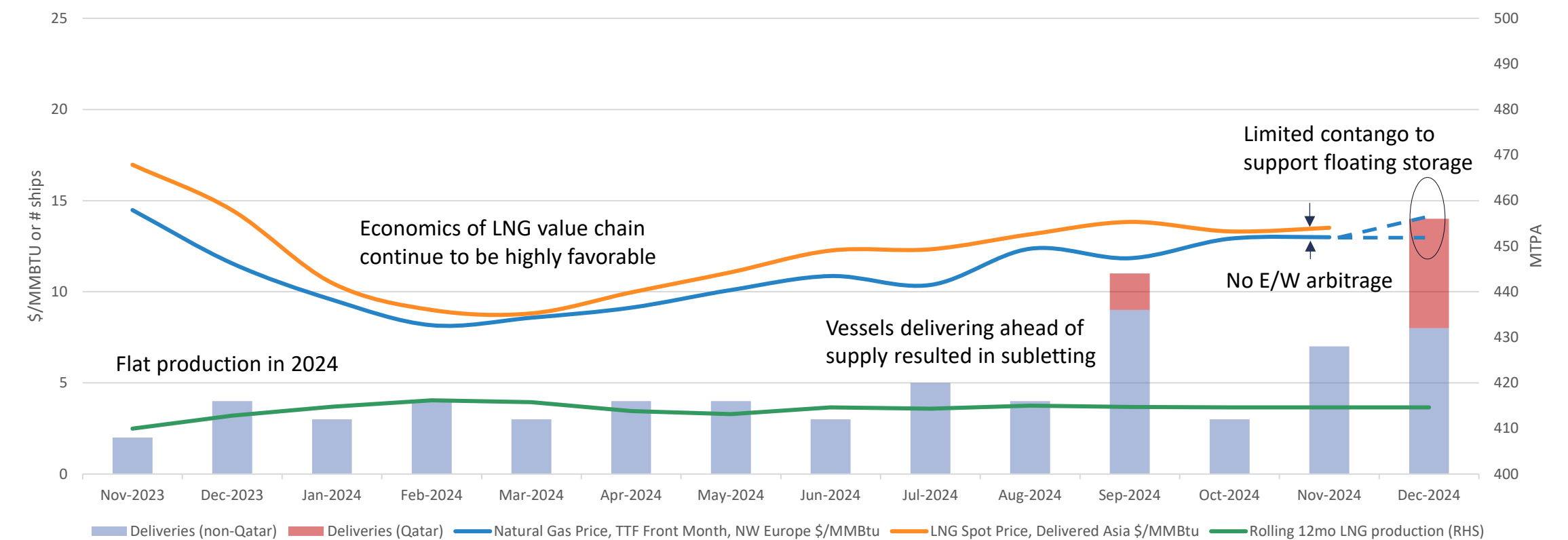
# CoolCo supported by backlog during period of weak rates

Unfavorable trading dynamics expected to be temporary; new LNG supply to reduce slack in due course



# Why the disconnect between LNG and LNG shipping markets?

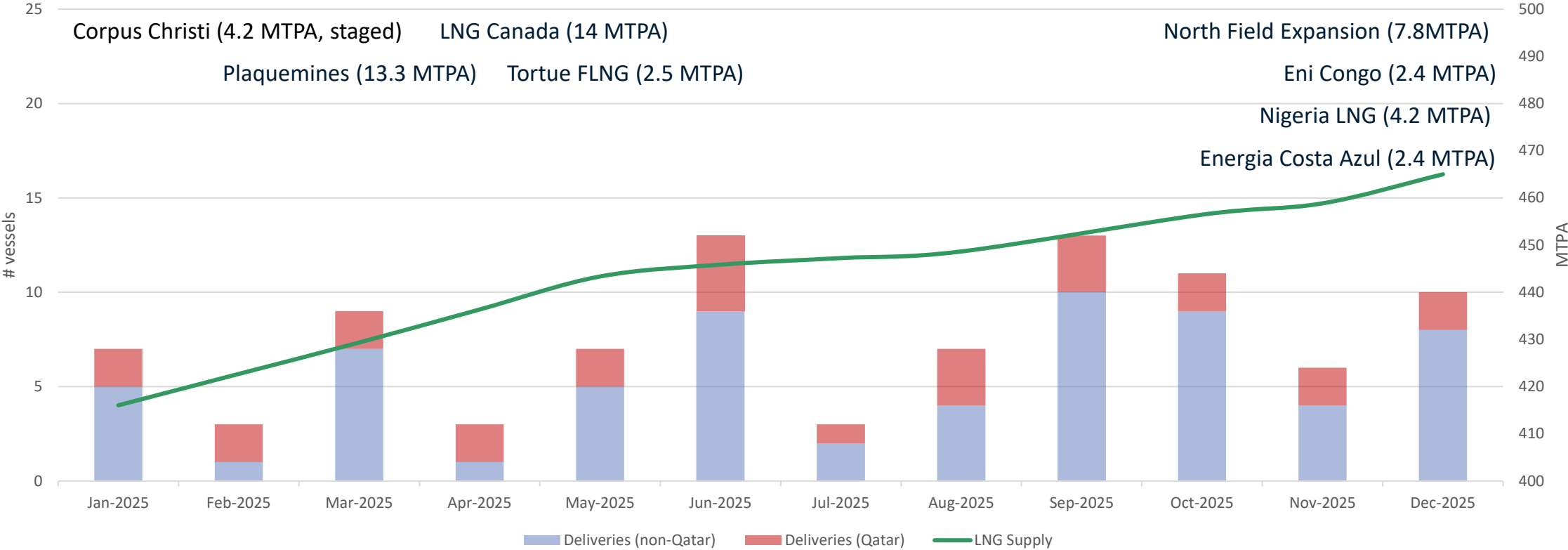
LNG prices supported by flat production in 2024; shipping hit by lack of trading opportunities and deliveries



Source: Company analysis, Clarksons Research data

# How long will it take for balance to be restored?

Improved visibility on supply delivering in 2025

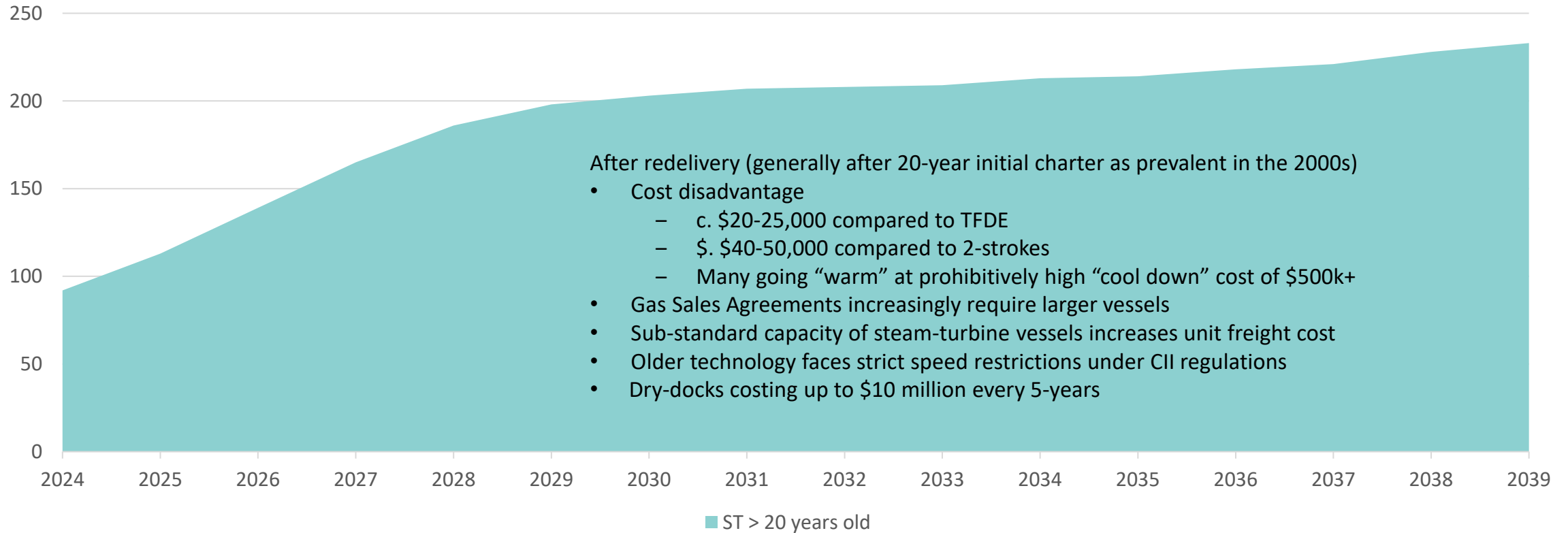


Source: Company analysis, Clarksons Research data



# Meaningful additional demand from exit of steam-turbines

Entering a period of rapid replacement of steam-turbine fleet by more modern vessels





# Q3 revenues above initial guidance and consensus

Results in Q3 reflect start and/or finish of three planned drydocks

(in \$ million, except average daily TCE)	1Q24	2Q24	3Q24			4Q24
	actual	actual	guidance	consensus	actual	guidance
Time and charter voyage revenues	78.7	76.4	77-78		77.7	79-80
Total operating revenues	88.1	83.4		80.4	82.4	82-83
Depreciation & amortization	18.9	18.8	19.0		18.7	20.2
Operating income	44.1	41.4			38.9	
Net income	36.8	26.5		22.7	8.1	
Adjusted EBITDA <sup>(2)</sup>	58.5	55.7			53.7	
Average daily TCE <sup>(2)</sup> (rounded)	77,200	78,400	> 81,000		81,600	

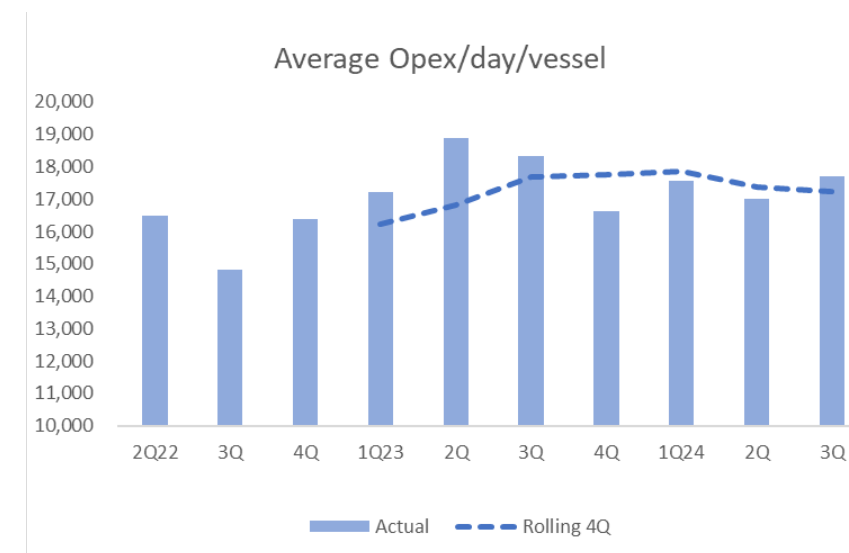
Note: the analysts' consensus EBITDA of \$55.4m includes a combination of their computed EBITDA (with the revenue amortization of contract intangibles of ~4m) and Adjusted EBITDA, which explains most of the variance from CoolCo's reported Adjusted EBITDA.

## 3Q24 vs. 2Q24 commentary

- TCE revenues increased due to a higher renewal rate on one of our vessels, partially offset by incremental drydock-related loss of hire;
- Operating revenues also impacted by lower vessel and other management fee revenues;
- Net income includes a large unrealized mark-to-market loss on our interest rate swaps (\$15.5m);
- Adjusted EBITDA reduction mainly due to lower operating revenues.

## Drydock guidance

- Kool Husky drydock completed and on-hire on Oct 28;
- 4 drydocks now completed during 2024;
- Remaining 7 drydocks<sup>(1)</sup> planned for 2025 (6x) and 2026 (1x):
  - 3 drydocks w/o LNGe upgrades - ~30 days off-hire each
  - 4 drydocks with LNGe upgrades (i.e. subcooler and air lubrication system upgrades) - ~50 days off-hire each.

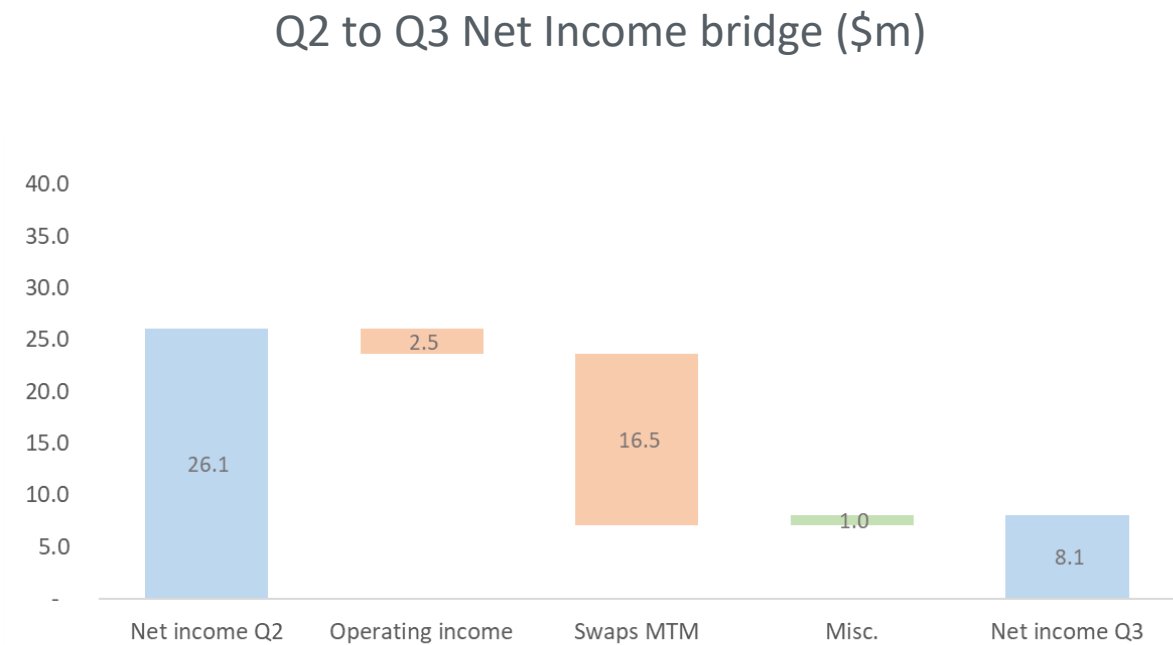
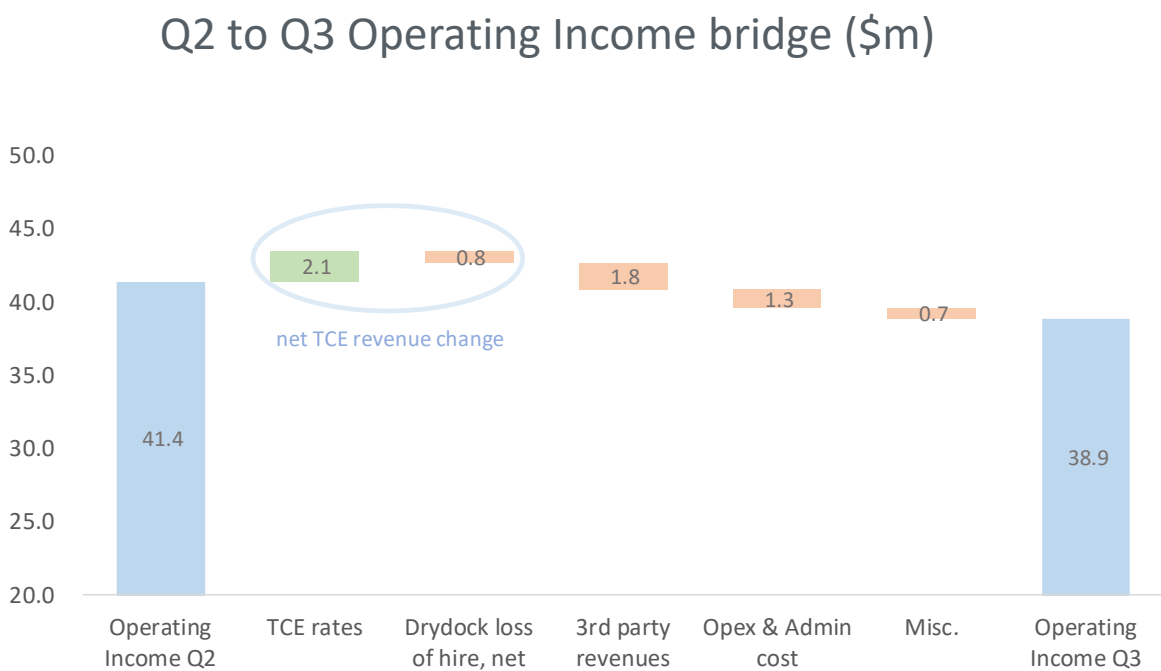


(1) 30-day timeline represents standard scheduled drydocking duration incl. off-hire; for LNGe upgrades, the drydock duration is expected to increase by ~20 days

(2) Refer to 'Appendix A' Non-GAAP financial measures and definitions

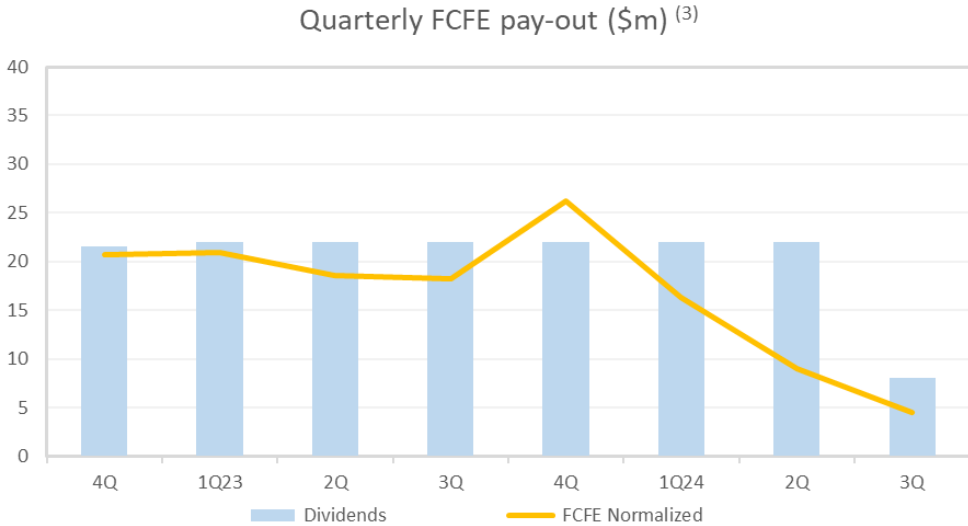
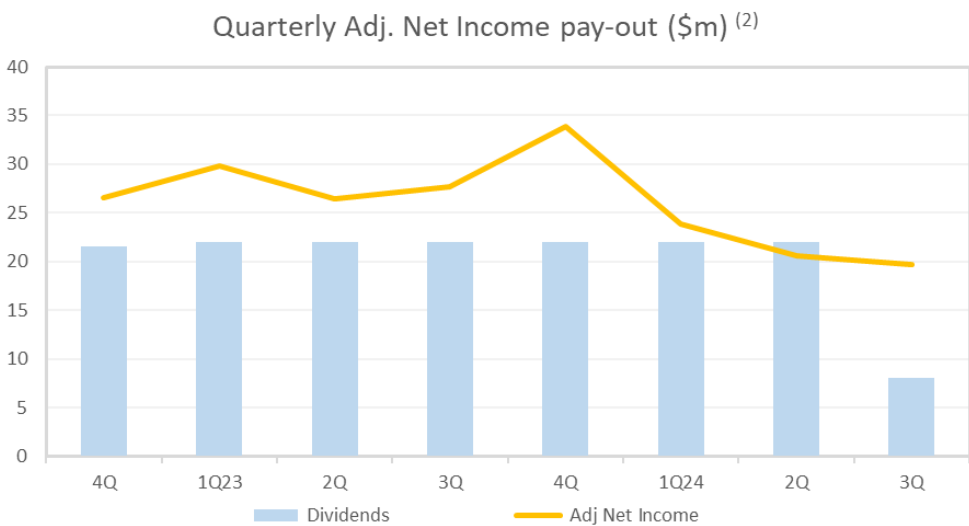
# Higher rates offset by drydocks and lower 3<sup>rd</sup> party revenues

Net income reflects unrealized losses on our mark-to-market interest rate swaps



# Current concentrated fleet drydock cycle reduces FCFE <sup>(1)</sup>

Quarterly dividend declared at \$0.15 per share



### 3Q24 dividend:

- Variable dividend policy announced in Oct. 2022
- 3Q24 dividend reduction partly reflects current drydocking cycle with three drydocks that either started or finished during the quarter
- Expanding our return of capital policy to include a share repurchase program of up to \$40m over 24 months

### 3Q24 dividend dates:

- Ex-dividend date OSE is November 29, 2024
- Ex-dividend date NYSE is December 2, 2024 <sup>(4)</sup>
- Record date is December 2, 2024
- Distribution to DTC-registered holders on or about December 9, 2024
- Distribution to Norwegian-registered holders on or about December 13, 2024

(1) FCFE (free cash flow to equity) defined as Adj. EBITDA minus debt service, plus interest income, minus drydock expenses

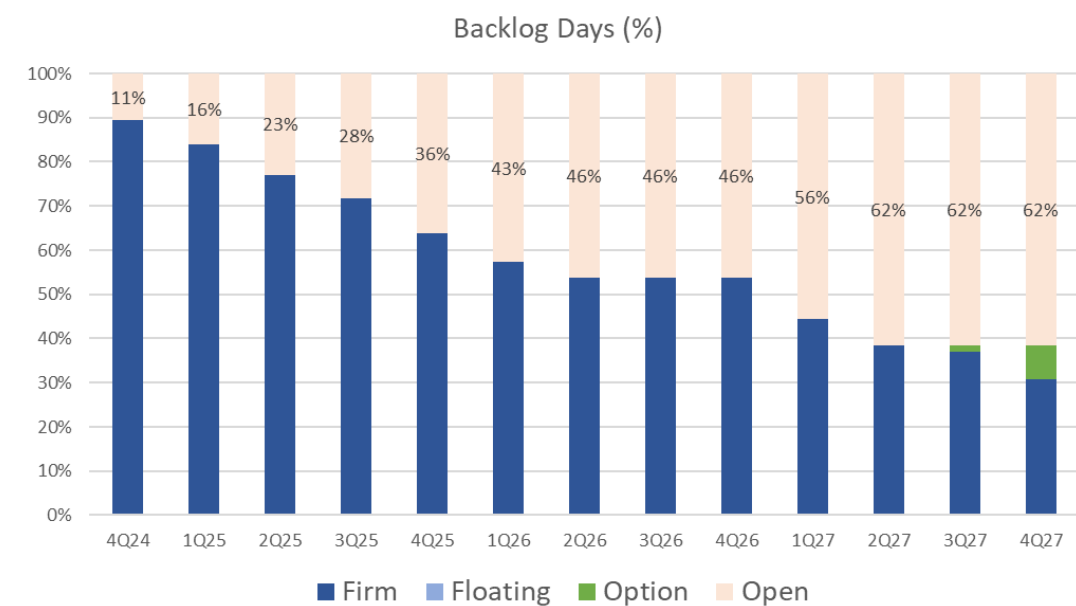
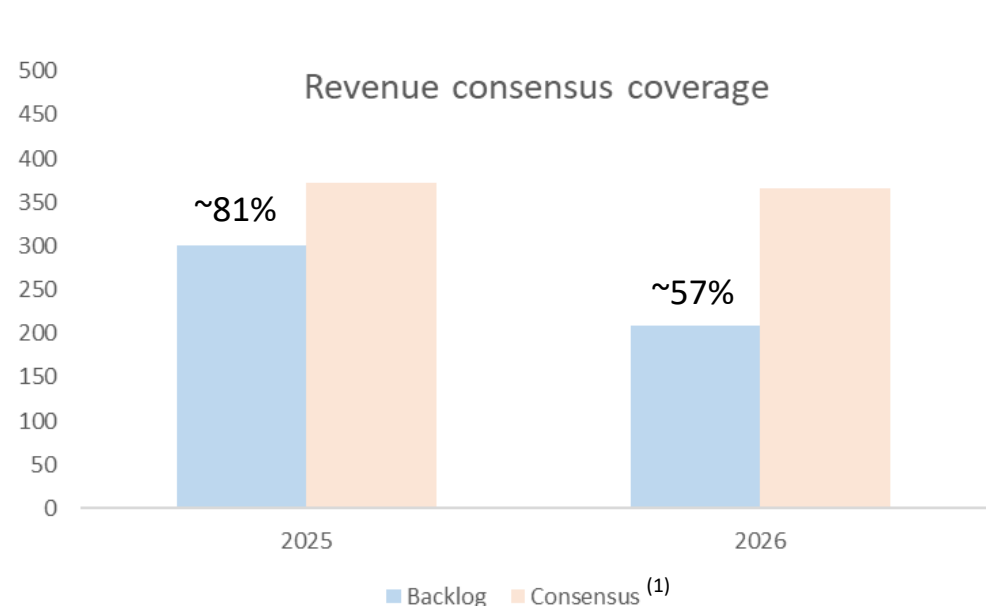
(2) Adjusted net income is adjusted for non-recurring gains on sale of *Seal* during 1<sup>st</sup> quarter of 2023

(3) For trend purposes, FCFE is normalized by spreading the semi-annual debt repayment on one facility quarterly.

(4) From May 28, 2024, the standard settlement cycle for transactions executed in securities traded on the New York Stock Exchange (“NYSE”) will be shortened from T+2 to T+1 (T= trading date), while the Oslo Stock Exchange (“OSE”) will continue to settle its trades on a T+2 basis.

# Strong backlog coverage of consensus revenues in next 2 years

Laser-focused on securing additional term contract coverage

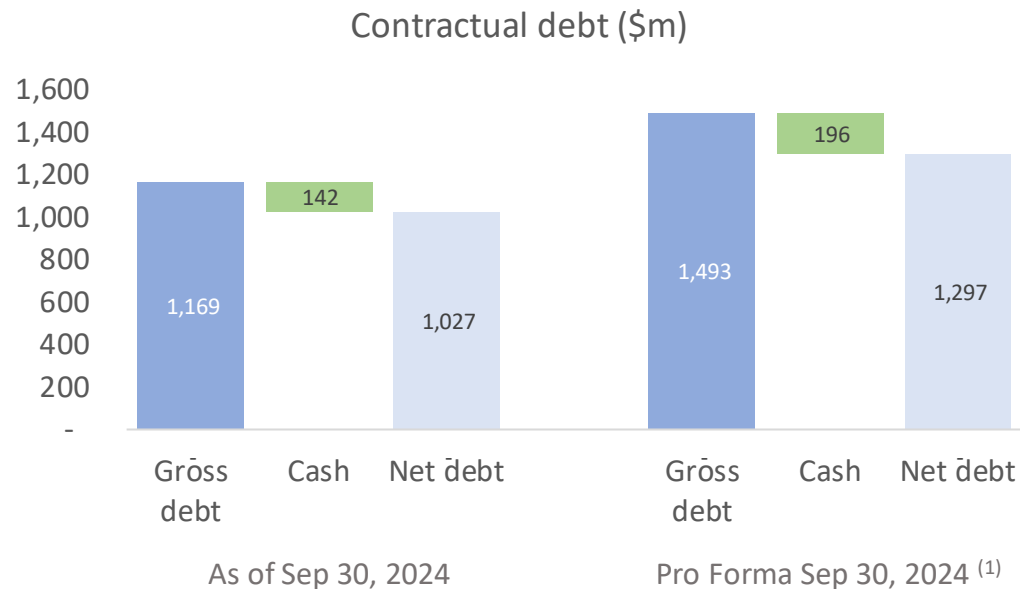


- \$1.1Bn of firm backlog (or ~35 years), averaging ~2.8 years per vessel (13 vessels) and a TCE rate of ~\$85k
- \$1.7Bn of total backlog incl. extension options (or ~60 years), averaging ~4.6 years per vessel (13 vessels) and a TCE rate of ~\$80k

(1) As per Factset.

# Debt structure is well-balanced with sub 6% interest rate

Less than \$100m in average net debt per vessel; first debt maturity 4.5 years out once refinancing is closed

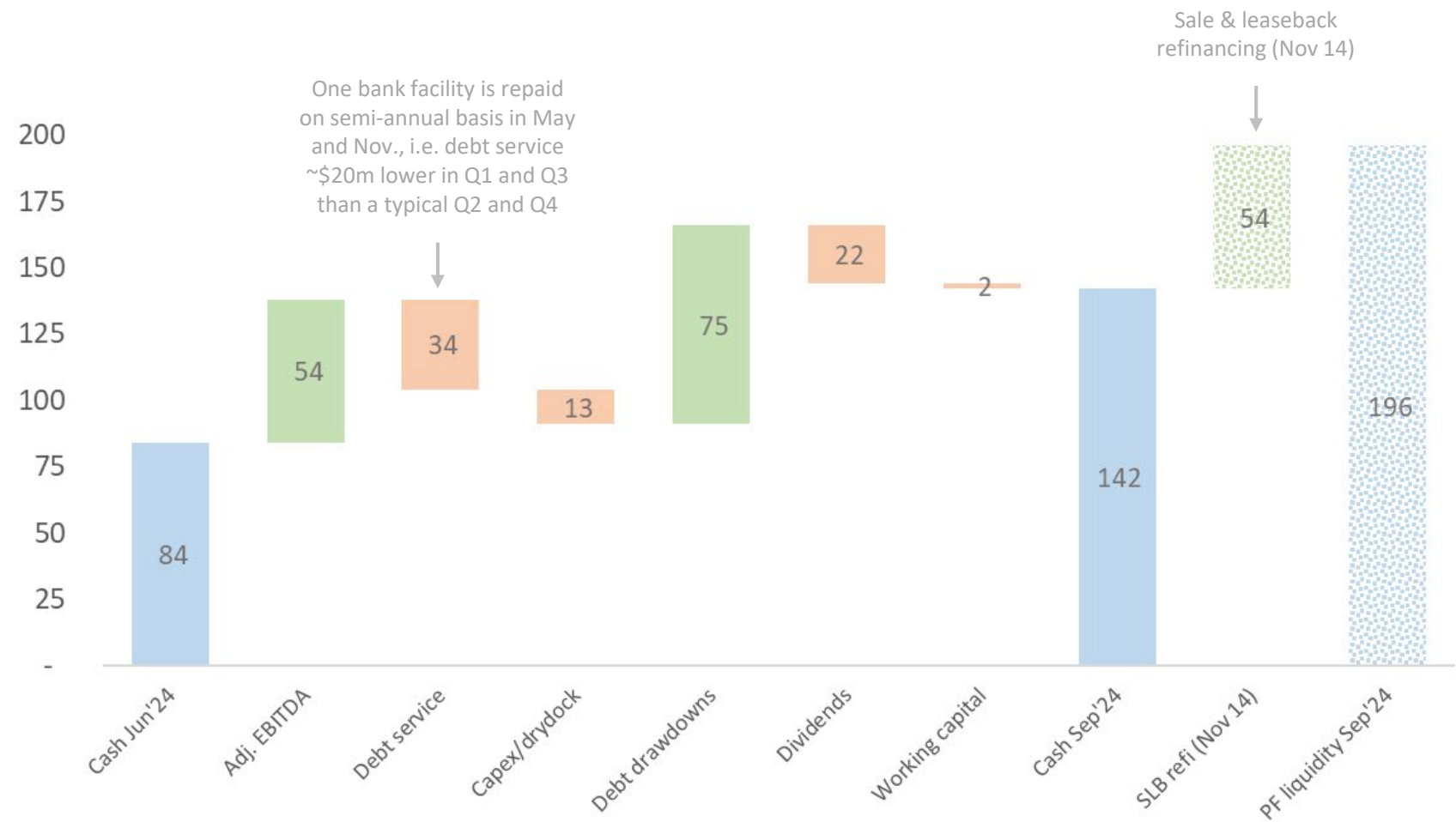


- Previously announced refinancing of the two sale & leaseback facilities that mature in 1Q25 was funded through an upside of the existing \$520m bank facility, freeing up \$54m in cash on Nov. 14
- Obtained bank approvals for a refinancing of the \$570m bank facility into a Reducing Revolving Credit Facility (RRCF):
  - Extending maturity date by ~3 years from Feb. 2027 to Dec. 2029 with options for two one-year extensions
  - Increasing this facility's LTV from low 50% to mid 60%, providing ~\$120m in borrowing capacity once closed (expected in Dec. 2024)
  - Reducing margin
  - Improving collateral value covenant test
- The upside and refinancing push out our first debt maturity to May 2029, 4.5 years from today
- Hedge ratio is ~74% (pro forma: ~70%)
- Average pro forma interest rate ~5.95% (assuming today's SOFR rate for the floating portion)
- Realized interest rate swaps gains of ~\$20m since inception of swap program in mid 2022

(1) Pro Forma numbers include the two newbuilds delivered & fully funded and the sale & leaseback refinanced on November 14, but exclude the pending refinancing of the \$570m bank facility into a RRCF.

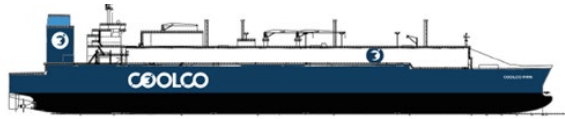
# Bridging cash to available liquidity

Liquidity position of ~\$200m, excluding bank-approved refinancing of the \$570m bank facility



# CoolCo summary

Connecting the world with cleaner, more secure energy



- LNGC pure play with balanced portfolio of short and longer-term charters

- Built-in and funded growth from two NBs, delivering in Oct '24 & Jan '25



- LNGe upgrade program set to reduce emissions by 10 to 15% as part of a target 35% reduction across the fleet between 2019 and 2030

- Strong shareholders enabling CoolCo to punch above its weight with shipyards, financing institutions and on deal-flow



- Dividends and buy-back program, strong balance sheet enabling CoolCo to make opportunistic acquisitions and grow across the cycle



# Appendix A: Non-GAAP measures<sup>(1)</sup>

**Adjusted EBITDA:** represents net income adjusted for other non-operating income, amortization of intangible assets and liabilities -charter agreements, net, income taxes, net, depreciation and amortization, interest income, interest expense, gains/(losses) on derivative instruments and other financial items. Adjusted EBITDA is a financial measure used by management and investors as a supplemental measure of total financial performance. We believe that the exclusion of these items enables investors and other users of our financial information to assess our sequential and year over year performance and operating trends on a more comparable basis and is consistent with management's own evaluation of business performance. Adjusted EBITDA is a non-GAAP financial measure and should not be considered as an alternative to net income or any other measure of CoolCo's financial performance calculated in accordance with U.S. GAAP.

**Average daily TCE:** is the measure of the average daily revenue performance of a vessel. This is the standard shipping industry performance measure used primarily to compare period-to-period changes in the vessel's net revenue performance despite changes in the mix of charter types (i.e. spot charters, time charters and bareboat charters) under which the vessel may be employed between the periods. Management used this information in making decisions regarding the deployment and utilization of its fleet and in evaluating financial performance.

**Total Contractual Debt:** represents our actual debt obligations under our various financing arrangements before consolidating the Lessor VIEs. We consolidate two lessor VIEs for our sale and leaseback facilities (for the vessels *Ice* and *Kelvin*). This means that on consolidation, our contractual debt is eliminated and replaced with the Lessor VIEs' debt. The measure enables investors and users of our financial statements to assess our liquidity and the split of our debt (current and non-current) based on our underlying contractual obligations.

**Contracted revenue backlog:** is the contracted daily charter rate for each vessel multiplied by the number of scheduled hire days for the remaining contract term. Contracted revenue backlog is not intended to represent adjusted EBITDA or future cashflows that will be generated from these contracts. This measure should be seen as a supplement to and not a substitute for our US GAAP measures of performance.

<sup>(1)</sup> Refer to presentations for reconciliations



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