



CMB
.TECH

Decarbonise Today
Navigate Tomorrow





Presentation topics

I. COMPANY PROFILE

II. HYDROGEN AND AMMONIA

III. BUSINESS UNITS OF CMB.TECH

1. Marine
2. H2 Industry
3. H2 Infra

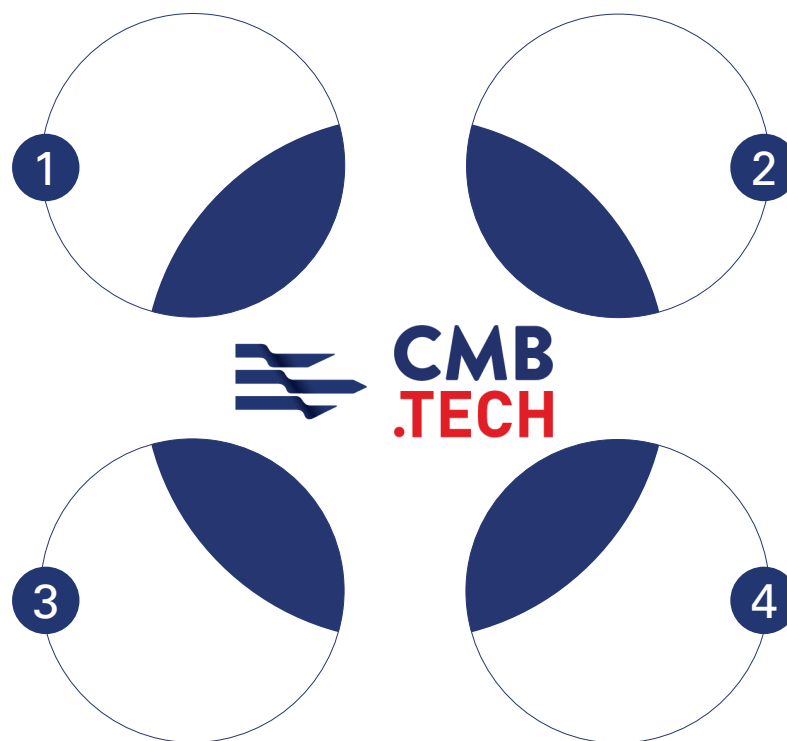
Company profile

- 156 seagoing vessels
 - Dry bulk
 - Container transport
 - Chemical tankers
 - Offshore wind
 - Oil tankers
- Hydrogen & ammonia
- Headquartered in Belgium with offices in Europe, Singapore, Japan, Africa, China and America.
- Listed on Euronext Brussels and on the NYSE under the symbol 'CMBT'.



A diversified & future-proof maritime group

- ▶ CMB.TECH focuses on hydrogen for small ships and ammonia for large ships.
- ▶ We power green marine value chains: Shipping assets, port assets, and H₂/NH₃ production infrastructure.
- ▶ We attract and inspire the best talents.



- ▶ We serve our clients with reliable, qualitative, and safe services.
- ▶ We create diverse, sustainable, and high-quality cash-flows.
- ▶ We reward our shareholders.

CMB

As a strong anchor shareholder

A strong, experienced management team

with a successful track record



Alexander Saverys
Chief Executive Officer

Alexander Saverys serves on the Management Board of CMB.TECH as Chief Executive Officer as of 22 November 2023.

He founded Delphis in 2004, a short sea container shipping company. He became director of CMB in 2006 and is Chief Executive Officer of CMB since September 2014.



Ludovic Saverys
Chief Financial Officer

Ludovic Saverys joined CMB.TECH on the Management Board as Chief Financial Officer as of 22 November 2023.

He is also the CFO of CMB and the General Manager of Saverco NV. He was on EURN board from 2015 to 2021.



Michael Saverys
Chief Chartering Officer

Michael Saverys joined CMB.TECH on the Management Board as Chief Chartering Officer on 22 November 2023.

In 2009 he joined CMB as Chartering Director of Bocimar International, and he is a member of the Board and Executive Committee of CMB NV.



Maxime Van Eecke
Chief Commercial Officer

Maxime Van Eecke joined CMB.TECH on the Management Board as Chief Commercial Officer on 22 November 2023.

He started as Legal Counsel for the CMB group in 2005 and became MD of Delphis in 2014. In 2021 he was appointed CCO of the CMB group. He is an executive board member of CMB NV.



Benoit Timmermans
Chief Strategy Officer

Benoit Timmermans joined CMB.TECH on the Management Board as Chief Strategy Officer on 22 November 2023.

He is in charge of the Chemical division and zero carbon fuel procurement. He is an executive board member of CMB NV.



Our founders are the driving force CMB.TECH and the rapid technological advancements which result in proprietary H₂ and NH₃ technologies



Combined they hold over 100 years of shipping experience – financial, commercial, and operational



The management has been instrumental to the success and growth of CMB.TECH during the last decade



Ambitious strategy for CMBT to be a leading green shipping growth stock – on both NYSE and Euronext-



Clear vision on how to become the reference in green shipping – and to provide real ESG investment opportunities

Source: Public information

OUR DIVISIONS



MARINE

Development of H₂ & NH₃ systems
for Marine applications

—

in cooperation with leading OEMs



H2 INDUSTRY

Development of H₂ systems
for Land-based applications

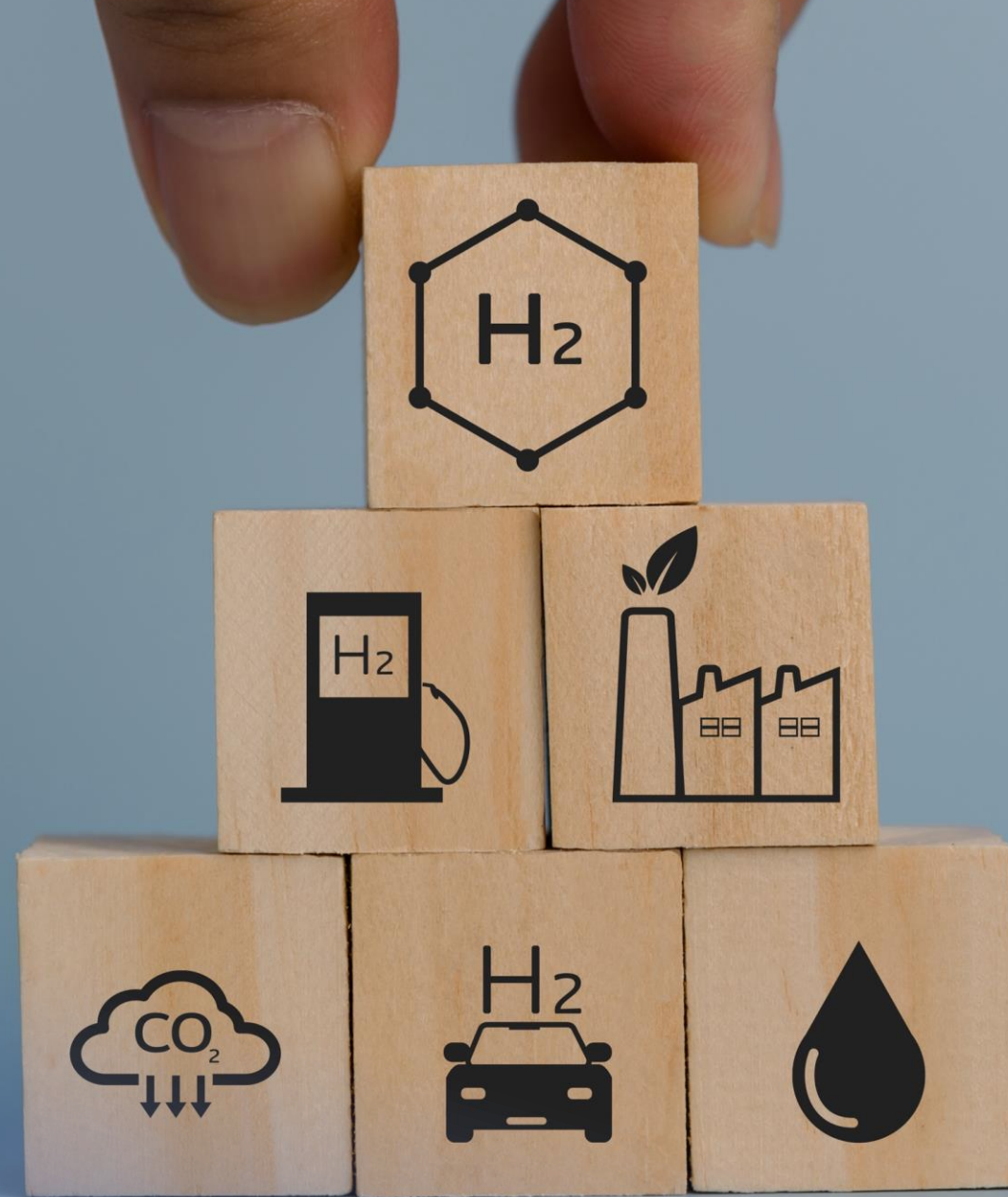
—

in cooperation with leading OEMs



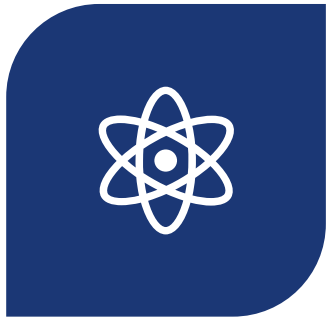
H2 INFRA

Technology and infrastructure
to produce and distribute
green H₂ and NH₃, the fuel of the future

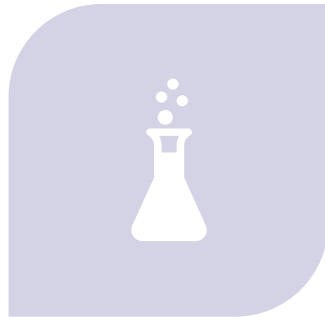


What is hydrogen ?

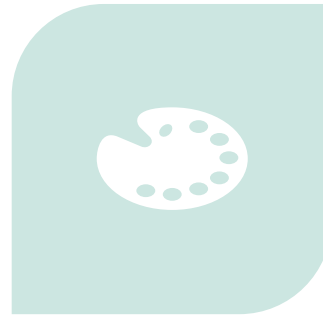
Hydrogen is the lightest and most abundant element in the universe, often found as a gas made up of two hydrogen atoms (H_2). It's used as a clean fuel because when it burns, it only produces water, making it environmentally friendly.



Hydrogen is the
lightest atom on earth



Hydrogen is the most
abundant element in the
universe



Hydrogen is
colourless

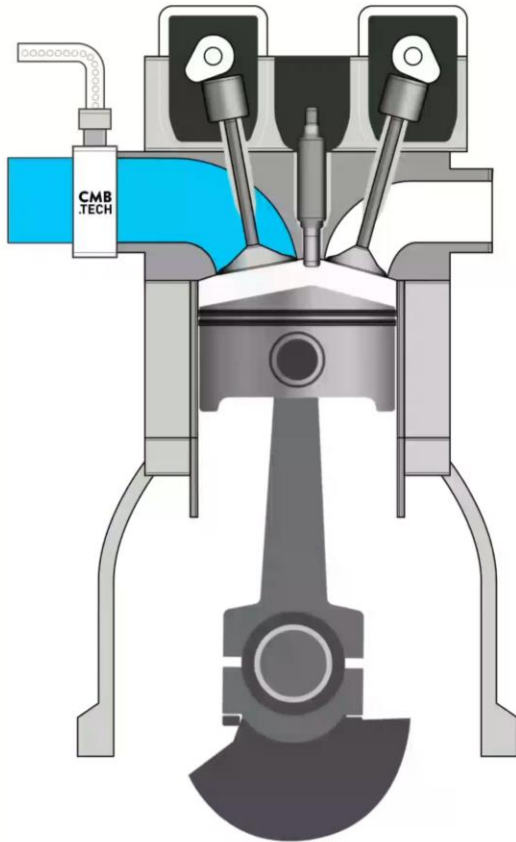


Hydrogen is odourless



Hydrogen emits
no CO_2

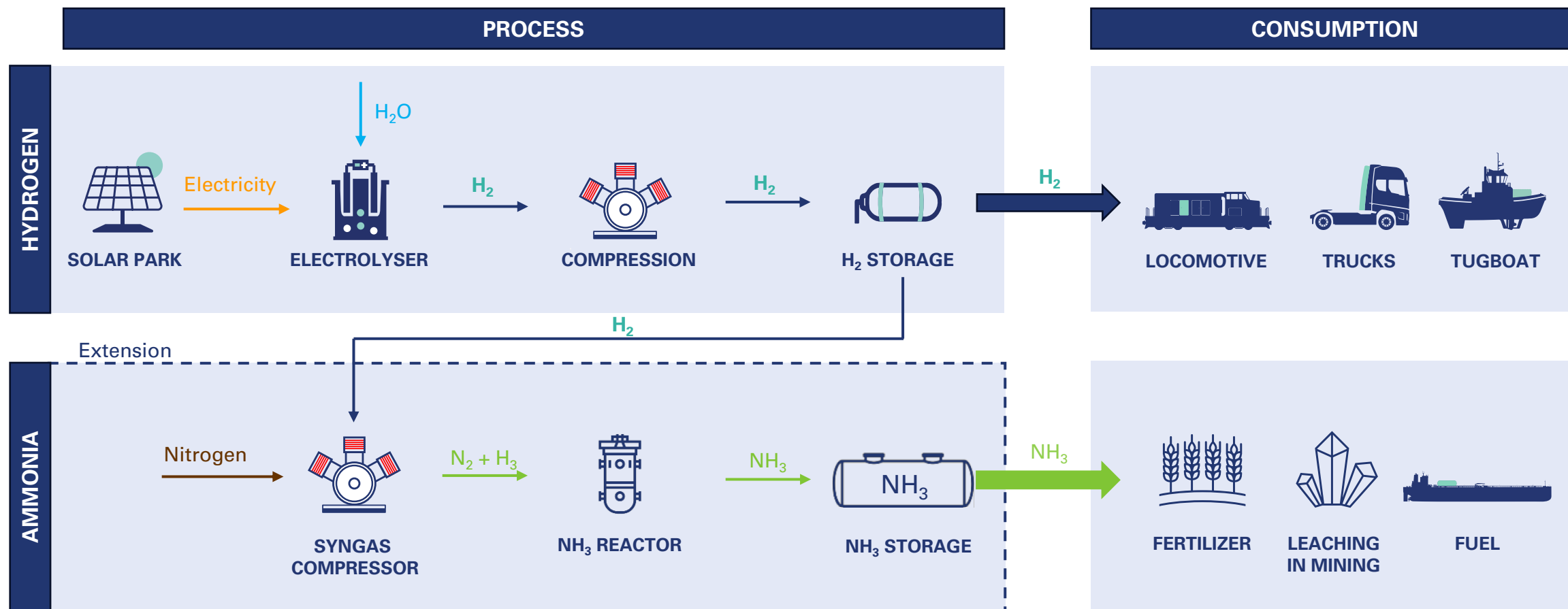
Our hydrogen dual fuel technology



How it works:

- Hydrogen is injected with air intake through the injector ring
- Hydrogen mixes further to an uniform and homogeneous mixture during the compression stroke
- A small amount of pilot fuel (diesel) is injected into the chamber just before top dead center
- Diesel auto-ignites (due to high temperature and pressure) and co-combusts with all the hydrogen forcing the piston down during the power stroke
- The cylinder is cleaned during the exhaust stroke, having lower NOx and CO2 emission in the exhaust gases

Hydrogen & ammonia production



What is ammonia?

Ammonia is an inorganic compound of nitrogen and hydrogen with the formula NH_3 . It is present in the environment as a result of natural processes and industrial activity, including certain types of intensive farming.

681
KG/M³

DENSITY

-33.3
°C

BOILING POINT

17.03
G/MOL

MOLAR MASS

15-34
%

FLAMMABILITY
RANGE

NH_3

FORMULA



**CMB
TECH**

MARINE

FUTURE FLEET POWERED BY HYDROGEN AND AMMONIA



EURONAV IS THE OIL TANKER UNIT, ENGAGED IN MARINE TRANSPORT AND CRUDE OIL STORAGE.


35 + 7



BOCIMAR OWNS AND OPERATES BULKERS AND TRANSPORTS COAL, IRON ORE, GRAIN AND MINOR BULK.



12 + 18



DELPHIS SPECIALISES IN MEDIUM-SIZED CONTAINER SHIPS. IT IS ONE OF THE WORLD'S LARGEST OWNERS OF ICE-CLASSED CONTAINER SHIPS





BOCHEM IS AN OWNER AND OPERATOR OF HIGH QUALITY AND MODERN CHEMICAL TANKERS.


6 + 4




WINDCAT IS A LEADING PROVIDER OF SAFE AND EFFICIENT SPECIALIST CREW TRANSFER SERVICES TO THE OFFSHORE WIND INDUSTRY.


59 + 8



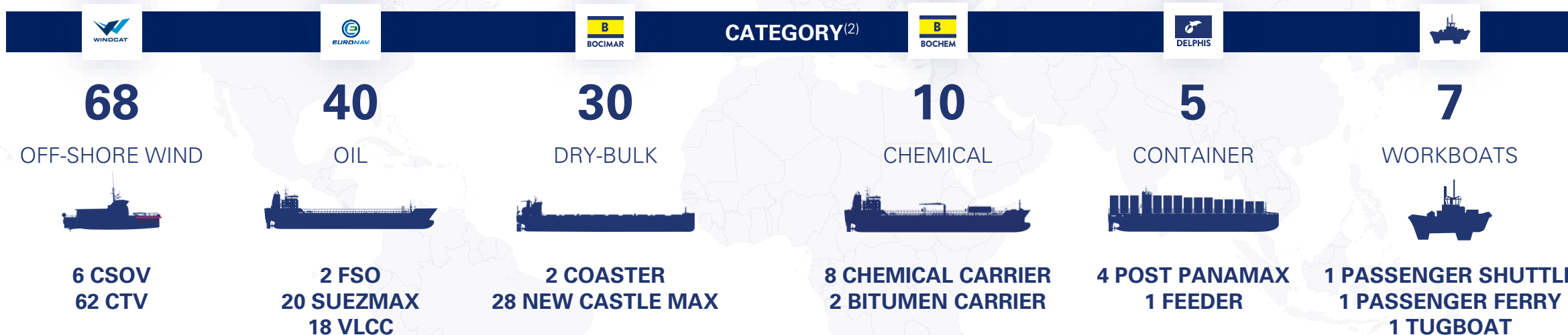
WORKBOATS


3 + 3

Total of
156
vessels



with an
average age of
4.52
years ⁽¹⁾



ENERGY



93 conventional



43 ammonia ready
ammonia fitted



28 dual fuel hydrogen

⁽¹⁾ Age calculation: new building fleet set at 0, excluding CTV's (Avg. age 6.68 years)

⁽²⁾ Data format: fleet on the water + new building orders



H2 INDUSTRY

INDUSTRIAL APPLICATIONS THAT RUN ON HYDROGEN

H₂

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H2 Industry highlights

Our H₂ Industry division develops, tests and markets mono fuel and dual fuel hydrogen and ammonia combustion engines for various industries, such as marine, trucks, port, mining, rail and power generation.

Port areas are set to become important hotspots for hydrogen technology.

The heavy-duty nature of cargo-handling equipment, locomotives, and tugs makes hydrogen an ideal fuel, marking a first step in the energy transition.





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HYDROGEN-POWERED TRUCK

Port equipment

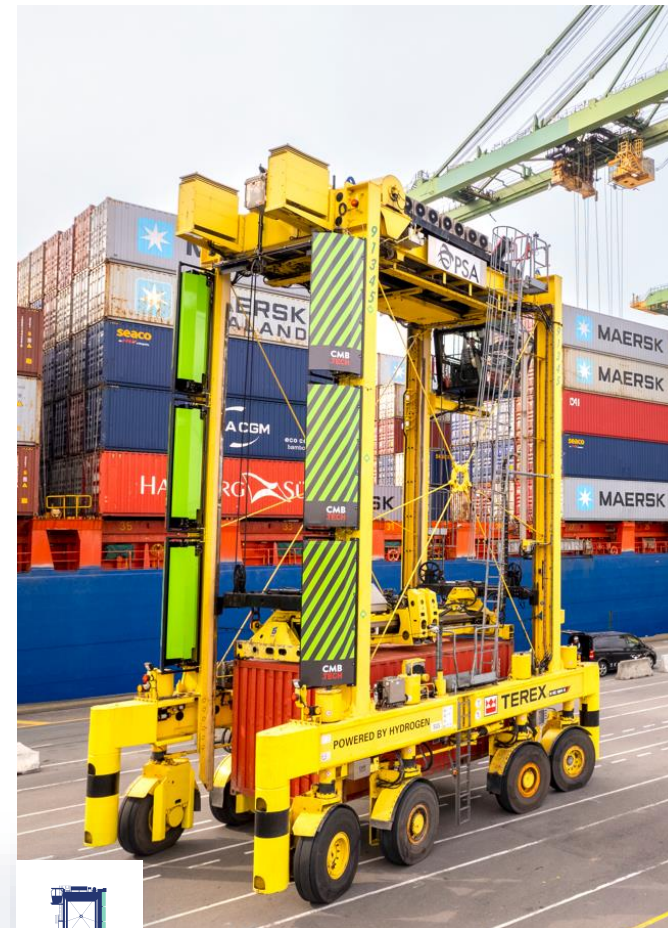
That brings hydrogen into the port area



RORO TRACTOR
TRANSPORT OF ROAD-TRAILERS
BETWEEN SHIP AND TERMINAL



YARD TRACTOR
HORIZONTAL TRANSPORT OF
ISO-CONTAINERS ON TERMINALS



STRADDLE CARRIER
TRANSPORT AND STACKING
OF ISO-CONTAINERS ON TERMINALS



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HYDROGEN LOCOMOTIVE



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H2 INFRA

PRODUCTION & DISTRIBUTION OF GREEN H2 AMMONIA



Multi-modal hydrogen refuelling station

Port of Antwerp Bruges - Belgium

World's first hydrogen refuelling station with onsite green H₂ production which can be dispensed to trucks, cars, trailers and ships.



A grid connected hydrogen production facility with 1.2MW PEM electrolyser



195kg @500bar, 40kg @900bar



Public hydrogen refuelling station with refrigerated 700bar (IR) and 350bar HF (non IR)



Marine dispenser for Hydroville



1x dock for mobile refuellers and 1x 200bar industrial (un)loading

Off-grid green H2 production & H2 academy

Walvis Bay, Namibia



5MWp Solar farm with annual solar irradiation of 2200-2400 kWh/m² used for hydrogen production



Off-grid hydrogen production facility with 5MW PEM electrolyser and a 5.9MWh battery



129kg @40bar, 1290kg @300bar and 468kg @500bar



Public hydrogen refuelling station
350bar for trucks and heavy-duty applications



2x dock for mobile refuellers@500bar

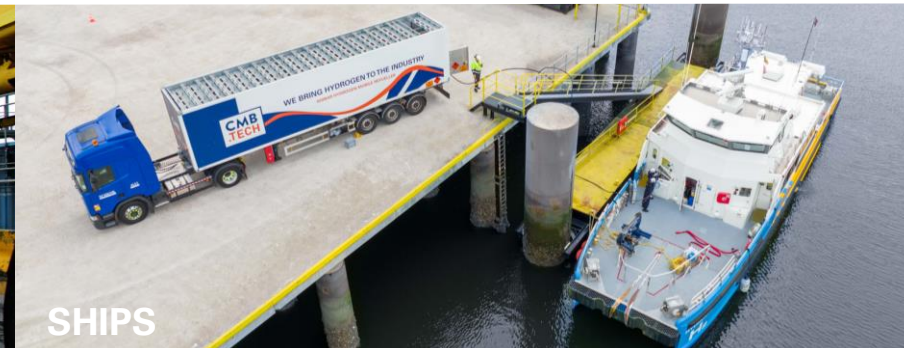
500bar Mobile refueller



MOBILE REFUELLER



PORT EQUIPMENT



SHIPS



TO FACILITATE REMOTE REFUELLING



996kg Hydrogen at 350bar in
90x type IV cylinders



Dispensing 600kg at 350bar and
945kg at 7bar for genset use



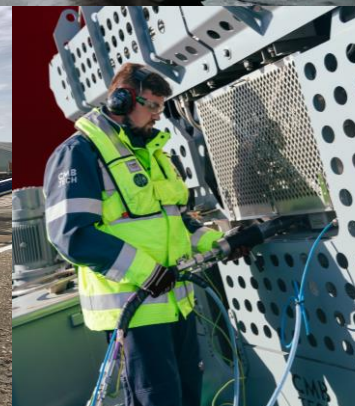
Inlet : 300bar and 500bar
Outlet : (7bar) 200bar and
350bar



Compatible with existing 200bar
industrial standard connection

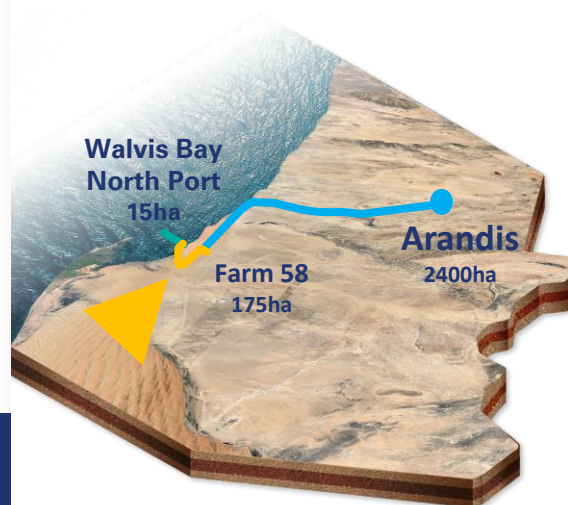


High flow TK16 & TK25 Nozzles
for 350bar applications,
connected with 25m hoses



BUNKERING





- Refrigerated NH_3 pipeline (4km 2x16")
- Ambient NH_3 pipeline (12km 6")
- Pressurized H_2 pipeline (80km 22")
- Project location

Ammonia Tank Terminal



Phased Approach

1

Small
scale



2

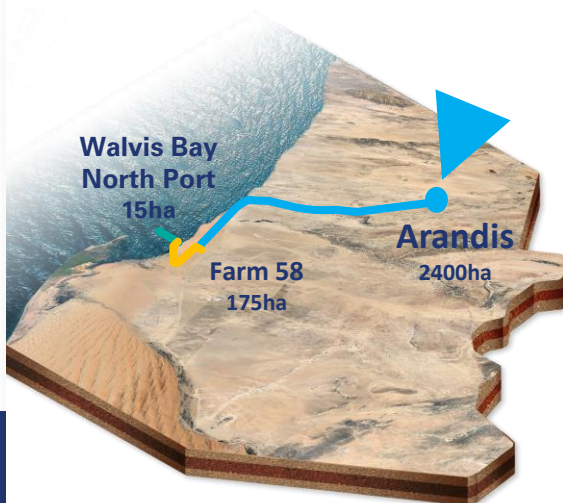
Storage
&
bunkering



3

Industrial
scale

Ammonia Production plant



10km



- Refrigerated NH₃ pipeline (4km 2x16")
- Ambient NH₃ pipeline (12km 6")
- Pressurized H₂ pipeline (80km 22")
- Project location



Phased Approach

1

Small scale



2

Storage & bunkering



3

Industrial scale



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QUESTIONS?

Alexander Saverys
CEO