DELIVERING
CLEAN ENERGY
TO THE WORLD

1H19 Financial Results

Presentation – 11th July 2019

Forward Looking Statements & Disclaimer

All statements in this presentation (other than those of historical fact) contain reference to our future business and financial performance and future events or developments that may constitute forward-looking statements. These statements may be identified by words such as "expect," "look forward to," "anticipate" "intend," "plan," "believe," "seek," "estimate," "will," "project", “may”, “forecast” or words of similar meaning. We may also make forward-looking statements in other reports, in presentations, in material delivered to shareholders and in press releases. In addition, our representatives may from time to time make oral forward-looking statements. Such statements are based on the current expectations and certain assumptions of NAKILATs’ management, of which many are beyond NAKILATs’ control. These are subject to several risks, uncertainties and factors that might cause future results and outcomes to differ including, but not limited to the following:

- 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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NAKILAT ناقلات

Table of Contents

Glossary

LNGC
Liquefied Natural Gas Carrier

FSRU
Floating Natural Gas Unite

Charter Free
LNGC is not attached with charter party

DFDE
Dual Fuel Diesel Electric Propulsion System (2nd generation of LNGCs)

Steam
Steam Turbine Propulsion System (1st generation of LNGCs)

MEGI
M-type, Electronically Controlled, Gas Injection (3rd generation of LNGCs)

BoG
Boil-off Gas

DSME
Daewoo Shipbuilding & Marine Engineering

HHI
Hyundai Heavy Industries

Company Profile & Structure

Nakilat Fleet
- 69* LNG carriers
- 4 LPG carriers
- 1 FSRU

Shipyard
- N-KOM
  - Repair, conversion, maintenance & fabrication
  - Marine vessels and onshore & offshore structures
- N-DSQ
  - Building ships up to 170m in length
- QFAB
  - Fabrication, construction & assembly of offshore and onshore structures

Marine Services
- NSW
  - Towage & marine support services
  - Operating a fleet of vessels including tug & pilot boats
- Nakilat Agency Company
  - Shipping agency, marine & logistics services
  - All ports & terminals in Qatar
- VSU
  - Provisions, materials logistics, warehousing & coordination of repairs

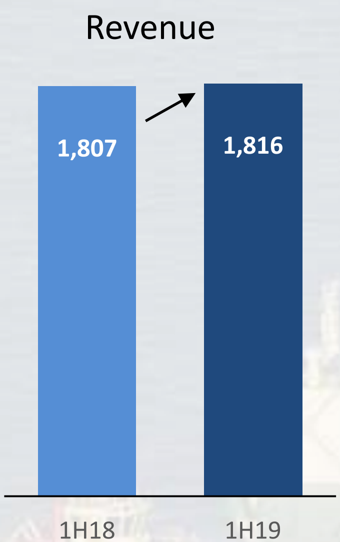
* Includes 4 newbuilds

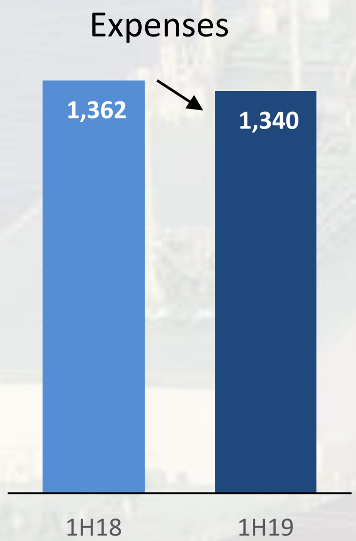
Profits: QAR 476 Million

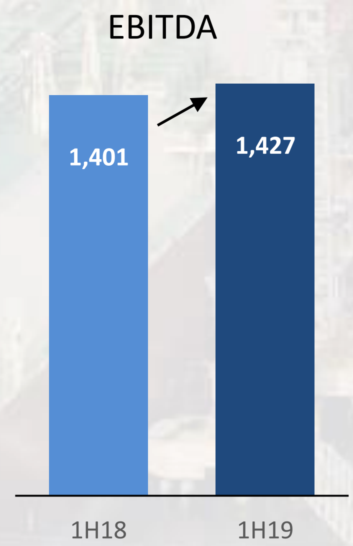
Financial Results for 1H19

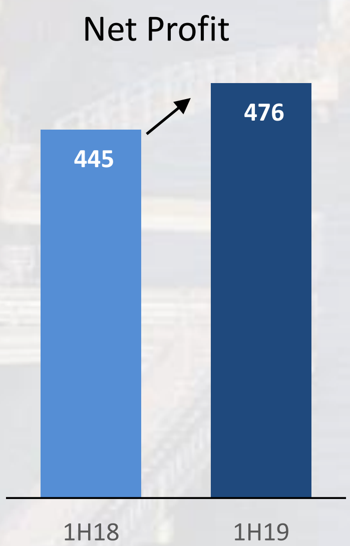
Financial Highlights (1H19)

QR 1,816M	QR 1,427M	QR 476M	QR 0.086	10.7%	1.14
Revenue	EBITDA*	Net Profit	EPS	RoE**	Current Ratio









- ***Total revenue increased*** by 0.5%. Main drivers were the better performance of LNG & LPG business lines
- ***Expenses reduced*** by 1.6% due to lower operating costs, G&A and interest costs
- ***EBITDA higher*** by 1.9% due to decrease in operating costs and G&A
- ***Net Profit increase of*** 7% was driven by higher EBITDA

**Note:* 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")*

***Note:* RoE is annualized*

Income Statement (1H19)

Items (QAR - M)	1H19	1H18	*YoY %*
Revenue from operations	1,757	1,746	*0.6%*
Interest, dividend and other income	59	61	*-4.4%*
Total Revenue	**1,816**	**1,807**	***0.5%***
Operating costs	327	340	*-3.6%*
General and administrative expenses	62	66	*-5.5%*
Amort. & Depr. of PPE	374	377	*-0.7%*
Finance charges	576	580	*-0.7%*
Total Expenses	**1,340**	**1,362**	***-1.6%***
Net profit for the period	**476**	**445**	***7.0%***
EPS *	**0.086**	**0.080**	***7.0%***

* Adjusted EPS as share price split from QAR 10 to QAR 1 per share

Highlights :

- ***Total Revenue increased by 0.5%*** mainly due to better performance by LNG & LPG vessels and Towage JV
- ***Operating costs decreased by 3.6%*** as a result of management initiatives towards cost optimization
- ***General and administration expenses decreased by 5.5%*** as a result of process enhancement and cost optimization initiatives of management
- ***Finance charges decreased by 0.7%*** as a result of scheduled repayment of corporate loan
- ***Earnings per share went up by 7%*** due to better bottom line achieved

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Balance Sheet (1H19)

Items (QAR - M)	Jun-19	Dec-18	*YoY %*
Property and equipment	21,737	21,840	*-0.5%*
Investment in joint venture companies	4,722	4,613	*2.4%*
Cash and bank balances	2,149	2,463	*-12.7%*
Trade and other receivables	1,186	504	*135.3%*
Equity investments	128	144	*-11.3%*
Total Assets	**29,922**	**29,564**	***1.2%***
Borrowings	19,369	19,794	*-2.1%*
Equity after hedge reserve and before non-controlling interests	6,308	6,933	*-9.0%*
Fair value of interest rate swaps	2,416	1,943	*24.3%*
Accounts payable, accruals and other liabilities	1,823	888	*105.2%*
Non-controlling interests	6	5	*9.2%*
Total Equity & Liabilities	**29,922**	**29,564**	***1.2%***

Highlights :

- ***Investment in JVs increased*** by 2.4% as a result of increase in share of profit from JVs
- ***Cash and bank balances decreased*** by 12.7% due to payment of dividend and scheduled repayment of loan
- ***Trade and other receivables increased*** by 135.3% mainly due to advances increased as a result of new Hub business in the Port Agency business line. This is offset by accounts payable
- ***Equity investments decreased*** by 11.3% due to lower share prices of shares held for investment
- ***Borrowings were lower*** by 2.1% due to scheduled repayment of loan and no additions to loan
- ***Equity after hedge reserve and before non-controlling interests decreased*** by 9% mainly due to increase in hedge reserve for IRS
- ***Fair value of interest rate swaps up*** by 24.3% due to decrease in swap rate (LIBOR)
- ***Accounts payable, accruals and other liabilities increased*** by 105.2% mainly due to new Hub business in the Port Agency business line. This is offset by accounts receivables.
- ***Non-controlling interests increased*** by 9.2% due to better profits

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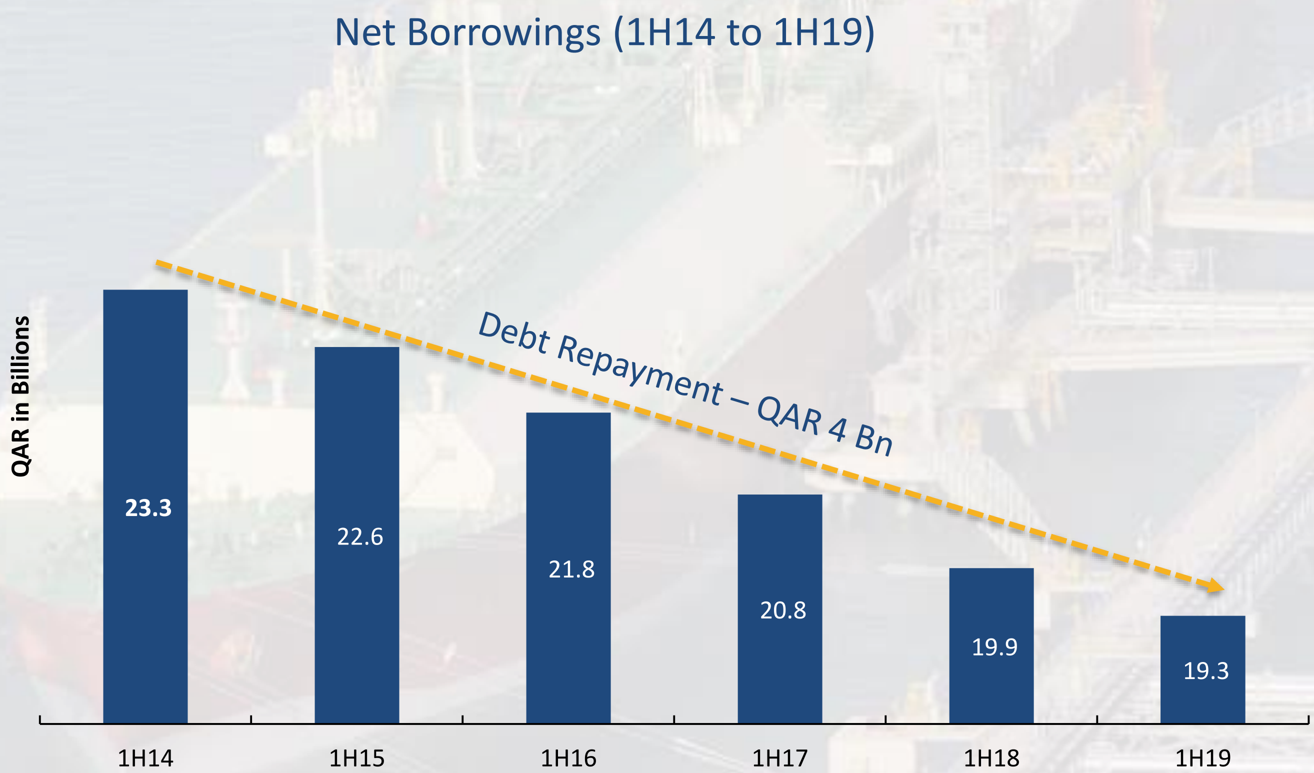
Net Borrowings (QAR in Billions)



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LNG SHIPPING OVERVIEW

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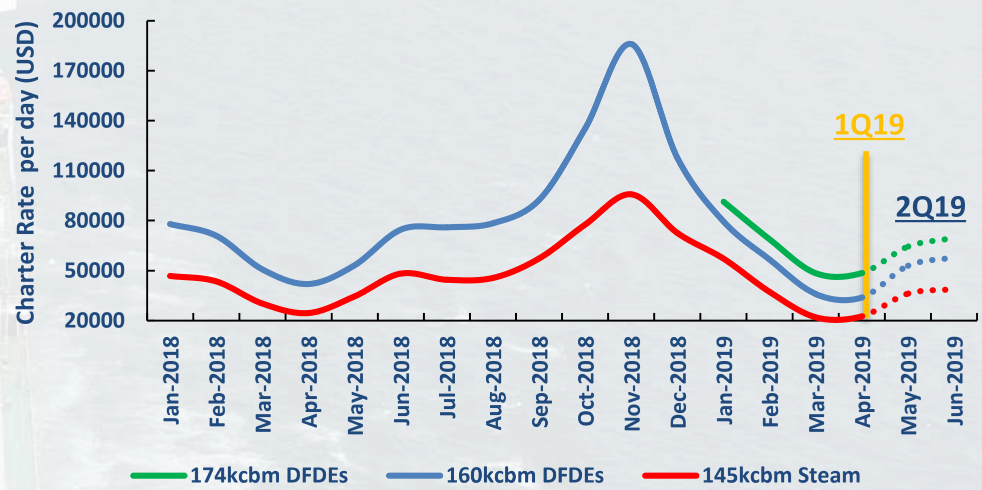
1H19 - LNG Shipping Market Update

Spot Market Rebounds As Available Prompt Spot Tonnage Gets Less

- Due to the wider gap between spot charter rates and multi-month/year time charters for LNGCs, shipowners are increasingly keen to lock away their available tonnage for term period
- Demand for term charters is coming from both Portfolio companies and LNG Traders as the industry expands
- The spot rates continue to rebound from seasonal lows and are now back into the $60kpd range for DFDEs which is about 60% over the Mar'19

Spot Rates (MEGI Vs DFDEs Vs Steam) in 2018 - 2Q19



Source: Clarksons

Multi-Month (3-6) LNG Shipping Market Rates

Average MEGI Day Rates

+8%

Jan'19 ~$88,250

Jun'19 ~$95,000

Source: Clarksons

Average DFDE Day Rates

+11%

Jan'19 ~$76,750

Jun'19 ~$85,000

Source: Clarksons

Spot LNG Shipping Market Rates

Average DFDE Day Rates

-15%

2Q18 ~$56,600

2Q19 ~$48,300

Source: Clarksons

Average Steam Day Rates

-9%

2Q18 ~$35,700

2Q19 ~$32,400

Source: Clarksons

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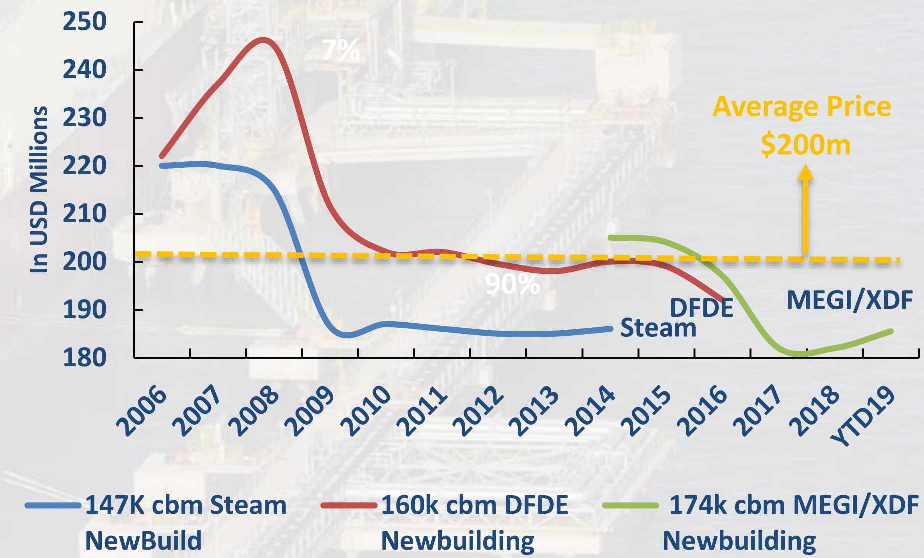
LNG Shipping Supply - Exiting Fleet & Orderbook

Development of Global LNG Fleet* (2018 - 2023e)

Source: Clarksons, SSY

Historic LNGC Newbuild Price 2006 - 2018



Source: Clarksons

Note: **As of 1Q19, World live LNG fleet (excl. vessels <125,000cbm, FSRUs, FSUs, and FLNG, no assumption for scrapping, or LNGC conversion to FSRUs*

Executive Summary - LNG Shipping Market Balance

LNG Shipping Market Balance Forecast:

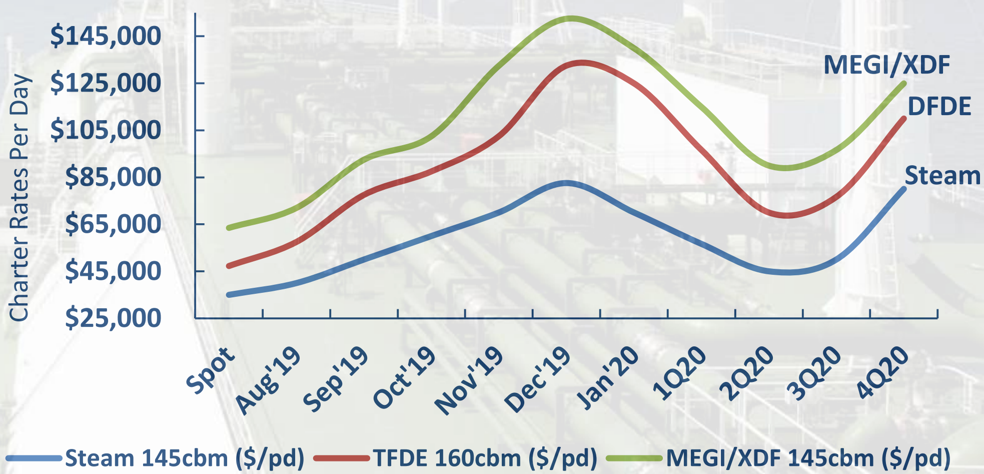
- In 2H19 and 2020 is expected to see an improved demand for LNG carriers based on the start and ram-up of new liquefaction projects
- A small number of vessels are delivering charter free in 2019 while more than 30mtpa of capacity is expected
- The new LNG supply will drive a higher demand of the LNG and it will have a profound positive impact of the global average ton-mile sailing distance
- 2019-2022 will witness a very high increase in LNG production of ~65mts. From this, the ~60% is coming from US
- Currently, the LNG shipping market is expected to be balanced by 2020
- In the near-term (18-24 months), LNG shipping charter rates are expected to be at healthy levels due to ramping global liquefaction capacity, US exports, and high LNG demand from Asia

**Qatar's LNG expansion (~33mtpa) and Golden Pass (~16mtpa) expected to come on-line by 2024 (not included in the LNG shipping market balance)*

Shipping Balance* – 174k cbm (2012 - 2023e)

Source: Clarksons

LNG Freight Forward Curves**



Source: Affinity

***Note: For the purpose of simplicity, the different routes (Atlantic and Pacific) was integrated through the average of both routes. It is key to understand that these values are not a forecast of freight rates and naturally will change with time*

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BUSINESS OVERVIEW

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Nakilat's Bussiness Outlook 1H19

LNG Shipping Fleet

Expect an increased JV income given full impact of the two additional LNGCs and inclusion of one FSRU

Continue to look for new business opportunities in 2019 to exploit the positive market fundamentals

Shipyard & Marine Services

Anticipate an higher utilization of shipyard given dry dock activities and to rise of port calls post blockade

Market Fundamentals

According to Wood Mackenzie, LNG demand to grow by 150mts between 2018 and 2025

We expect demand for LNG shipping to strengthen as we move through 2019 and into 2020

Portfolio growth

Nakilat expands its LNG fleet with 4 additional LNG carriers (173,400cbm per vessel) through a new JV (60% Nakilat – 40% Maran) and the LNGCs will be technically and commercially managed by Nakilat with delivery at 2020-21

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1H19 Earnings Results - Summary

SUMMARY

Global leader for energy transportation

Maximize shareholder return

Priority for safety & environment

1H19 Earnings Results:

- Strong profitability results (+7% YoY), momentum continues
- Successfully deploys the company's strategic plans through expanding its LNG fleet with 4 additional advanced technology LNG carriers
- Continuous rationalization of group's operational expenses less by 3.6% and G&As by 5.5%
- Higher utilization and activity of ship repair facility
- 1H19 – LTIF* Yearly Data: (0.08 Nakilat in May'19 Vs 0.46 Industrial Average 2018)

*Note: Lost Time Incident Frequency Rate

Q&A

Thank You

Qatar Gas Transport Company Ltd. (Nakilat)
Head Office: Al Shoumoukh Tower (B)
P.O. Box: 22271 ،Doha ،Qatar | **C.R.No.:** 28566
Office: +974 4499 8111
Fax: +974 4448 3111
www.nakilat.com.qa