33rd Annual Energy Conference

Oslo, September 2026

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MATTERS DISCUSSED IN THIS PRESS RELEASE MAY CONSTITUTE FORWARD-LOOKING STATEMENTS. THE PRIVATE SECURITIES LITIGATION REFORM ACT OF 1995 PROVIDES SAFE HARBOR PROTECTIONS FOR FORWARD-LOOKING STATEMENTS IN ORDER TO ENCOURAGE COMPANIES TO PROVIDE PROSPECTIVE INFORMATION ABOUT THEIR BUSINESS. FORWARD-LOOKING STATEMENTS INCLUDE STATEMENTS CONCERNING PLANS, OBJECTIVES, GOALS, STRATEGIES, FUTURE EVENTS OR PERFORMANCE, AND UNDERLYING ASSUMPTIONS AND OTHER STATEMENTS, THAT ARE OTHER THAN STATEMENTS OF HISTORICAL FACTS. THE COMPANY DESIRES TO TAKE ADVANTAGE OF THE SAFE HARBOR PROVISIONS OF THE PRIVATE SECURITIES LITIGATION REFORM ACT OF 1995 AND IS INCLUDING THIS CAUTIONARY STATEMENT IN CONNECTION WITH THIS SAFE HARBOR LEGISLATION. WORDS SUCH AS "BELIEVE," "EXPECT," "FORECAST," "ANTICIPATE," "AIM,“ "COMMIT," "ESTIMATE," "INTEND," "PLAN," "POSSIBLE," "POTENTIAL," "PENDING," "TARGET," "PROJECT," "LIKELY," "MAY," "WILL,“ "WOULD," "SHOULD," "COULD" AND SIMILAR EXPRESSIONS ARE INTENDED TO IDENTIFY FORWARD-LOOKING STATEMENTS.

THE FORWARD-LOOKING STATEMENTS IN THIS PRESS RELEASE ARE BASED UPON VARIOUS ASSUMPTIONS, MANY OF WHICH ARE BASED, IN TURN, ON FURTHER ASSUMPTIONS, INCLUDING WITHOUT LIMITATION, MANAGEMENT’S EXAMINATION OF HISTORICAL OPERATING TRENDS, DATA CONTAINED IN THE COMPANY’S RECORDS AND OTHER DATA AVAILABLE FROM THIRD PARTIES. ALTHOUGH MANAGEMENT BELIEVES THAT THESE ASSUMPTIONS WERE REASONABLE WHEN MADE, THEY ARE INHERENTLY SUBJECT TO SIGNIFICANT UNCERTAINTIES AND CONTINGENCIES THAT ARE DIFFICULT OR IMPOSSIBLE TO PREDICT AND ARE BEYOND THE COMPANY’S CONTROL, AND ACCORDINGLY THERE CAN BE NO ASSURANCE THAT THE COMPANY WILL ACHIEVE OR ACCOMPLISH THESE EXPECTATIONS, BELIEFS OR PROJECTIONS. AS SUCH, THESE FORWARD-LOOKING STATEMENTS ARE NOT GUARANTEES OF THE COMPANY’S FUTURE PERFORMANCE, AND ACTUAL RESULTS AND FUTURE DEVELOPMENTS MAY DIFFER MATERIALLY FROM THOSE PROJECTED IN THE FORWARD-LOOKING STATEMENTS. THE COMPANY UNDERTAKES NO OBLIGATION, AND SPECIFICALLY DISCLAIMS ANY OBLIGATION, EXCEPT AS REQUIRED BY APPLICABLE LAW OR REGULATION, TO PUBLICLY UPDATE OR REVISE ANY FORWARD-LOOKING STATEMENTS, WHETHER AS A RESULT OF NEW INFORMATION, FUTURE EVENTS OR OTHERWISE. NEW FACTORS EMERGE FROM TIME TO TIME, AND IT IS NOT POSSIBLE FOR THE COMPANY TO PREDICT ALL OF THESE FACTORS OR TO ASSESS THE IMPACT OF EACH SUCH FACTOR, OR COMBINATION OF FACTORS, ON ITS BUSINESS OR RESULTS OF OPERATIONS. FURTHER, THE COMPANY CANNOT ASSESS THE EFFECT OF EACH SUCH FACTOR ON ITS BUSINESS OR THE EXTENT TO WHICH ANY FACTOR, OR COMBINATION OF FACTORS, MAY CAUSE ACTUAL RESULTS TO BE MATERIALLY DIFFERENT FROM THOSE CONTAINED IN ANY FORWARD-LOOKING STATEMENT.

IN ADDITION TO THESE IMPORTANT FACTORS, OTHER IMPORTANT FACTORS THAT, IN THE COMPANY’S VIEW, COULD CAUSE ACTUAL RESULTS TO DIFFER MATERIALLY FROM THOSE DISCUSSED IN THE FORWARD-LOOKING STATEMENTS INCLUDE: UNFORESEEN LIABILITIES, FUTURE CAPITAL EXPENDITURES, THE STRENGTH OF WORLD ECONOMIES AND CURRENCIES, INFLATIONARY PRESSURES AND CENTRAL BANK POLICIES INTENDED TO COMBAT OVERALL INFLATION AND RISING INTEREST RATES AND FOREIGN EXCHANGE RATES, GENERAL MARKET CONDITIONS, INCLUDING FLUCTUATIONS IN CHARTER RATES AND VESSEL VALUES, CHANGES IN DEMAND IN THE LNG TANKER MARKET, THE COMPANY’S BUSINESS STRATEGY AND EXPECTED AND UNEXPECTED CAPITAL SPENDING AND OPERATING EXPENSES, INCLUDING DRYDOCKING, SURVEYS, REPAIRS, UPGRADES, INSURANCE COSTS AND BUNKER COSTS, THE FUEL EFFICIENCY OF THE COMPANY’S VESSELS, THE MARKET FOR THE COMPANY’S VESSELS, AVAILABILITY OF FINANCING AND REFINANCING, ABILITY TO COMPLY WITH COVENANTS IN SUCH FINANCING ARRANGEMENTS, FAILURE OF COUNTERPARTIES TO FULLY PERFORM THEIR CONTRACTS WITH THE COMPANY, CHANGES IN GOVERNMENTAL RULES AND REGULATIONS OR ACTIONS TAKEN BY REGULATORY AUTHORITIES, INCLUDING THOSE THAT MAY LIMIT THE COMMERCIAL USEFUL LIVES OF LNG TANKERS, CUSTOMERS' INCREASING EMPHASIS ON ENVIRONMENTAL AND SAFETY CONCERNS, POTENTIAL LIABILITY FROM PENDING OR FUTURE LITIGATION, GLOBAL AND REGIONAL ECONOMIC AND POLITICAL CONDITIONS AND DEVELOPMENTS, ARMED CONFLICTS, INCLUDING DEVELOPMENTS INVOLVING RUSSIA AND UKRAINE, ISRAEL, IRAN AND REGIONAL ACTORS IN THE MIDDLE EAST, ACTUAL OR THREATENED ATTACKS ON COMMERCIAL SHIPPING AND DISRUPTIONS AFFECTING STRATEGIC WATERWAYS AND MAJOR MARITIME TRADE ROUTES, INCLUDING THE RED SEA AND GULF OF ADEN, THREATS TO CLOSE OR DISRUPT STRATEGIC WATERWAYS SUCH AS THE STRAIT OF HORMUZ, TRADE WARS, TARIFFS, EMBARGOES AND STRIKES, THE IMPACT OF RESTRICTIONS ON TRADE, INCLUDING THE IMPOSITION OF NEW TARIFFS, PORT FEES AND OTHER IMPORT RESTRICTIONS BY THE UNITED STATES ON ITS TRADING PARTNERS AND THE IMPOSITION OF RETALIATORY TARIFFS BY CHINA AND THE EUROPEAN UNION ON THE UNITED STATES, THE COST AND EFFECTS OF CYBERSECURITY INCIDENTS OR OTHER FAILURES, INCLUDING SYSTEM INTERRUPTIONS, BREACHES, SOFTWARE FAILURES OR DATA SECURITY INCIDENTS, RISKS ARISING FROM THE MISUSE, MISAPPLICATION OR FAILURE OF ARTIFICIAL INTELLIGENCE IN THE COMPANY’S OPERATIONS, BUSINESS DISRUPTIONS, INCLUDING SUPPLY CHAIN DISRUPTION AND CONGESTION, INCLUDING PORT CONGESTION, DUE TO NATURAL OR OTHER DISASTERS OR OTHERWISE, POTENTIAL PHYSICAL DISRUPTION OF SHIPPING ROUTES DUE TO ACCIDENTS, CLIMATE-RELATED INCIDENTS, PUBLIC HEALTH THREATS OR POLITICAL EVENTS, POTENTIAL CYBERSECURITY OR OTHER PRIVACY THREATS AND DATA SECURITY BREACHES, VESSEL BREAKDOWNS AND INSTANCES OF OFFHIRE, AND OTHER FACTORS, INCLUDING THOSE THAT MAY BE DESCRIBED FROM TIME TO TIME IN THE REPORTS AND OTHER DOCUMENTS THAT THE COMPANY FILES WITH OR FURNISHES TO THE U.S. SECURITIES AND EXCHANGE COMMISSION (“OTHER REPORTS”). FOR A MORE COMPLETE DISCUSSION OF CERTAIN OF THESE AND OTHER RISKS AND UNCERTAINTIES ASSOCIATED WITH THE COMPANY, PLEASE REFER TO THE OTHER REPORTS.

FLEX LNG INVESTMENT HIGHLIGHTS

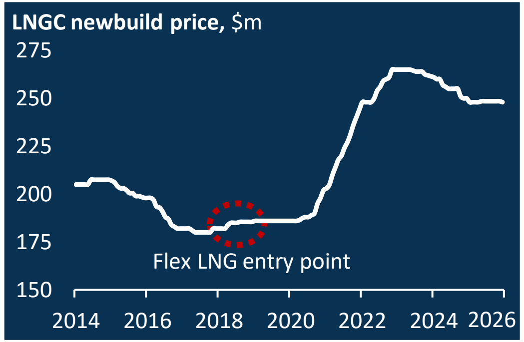
Modern LNGC fleet	13x modern two-stroke LNGCs (4x X-DFs and 9x MEGIs) with an average age of 6.8 years. Ordered at the right time in the cycle, avg. all-in newbuild cost of $185m, vs. current newbuild prices of ~$250m
High earnings visibility	50 years of minimum charter backlog, may grow to 77 years with charterer's options
Fortress balance sheet	No debt maturities prior 2029 and capex liabilities limited to drydock of the fleet Robust cash position of $397m as per Q2
Shareholder focus	NYSE listed and market cap of $1.8bn[1] with a daily trading volume of 385,000 shares
Attractive capital returns	Trailing 12-months dividend of $3 per share. Dividend yield of ~9.3%[1] The 20th quarterly dividend of $0.75 per share paid today Paid out ~$850m in dividends since 2021

Note: 1) As per close NYSE September 15, 2026

DISCIPLINED CAPITAL ALLOCATION

1 INVESTING

Invest when expected return exceeds return requirement



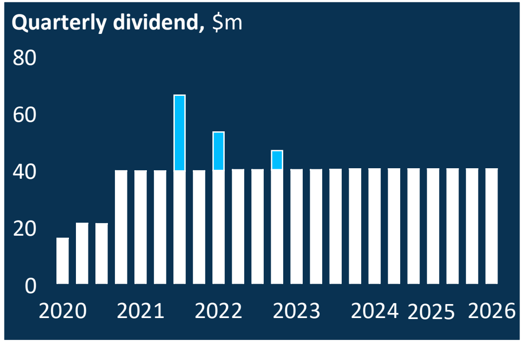
2 FINANCING

Optimize funding to lower the cost of capital

Continued balance sheet optimization

3 DIVIDEND

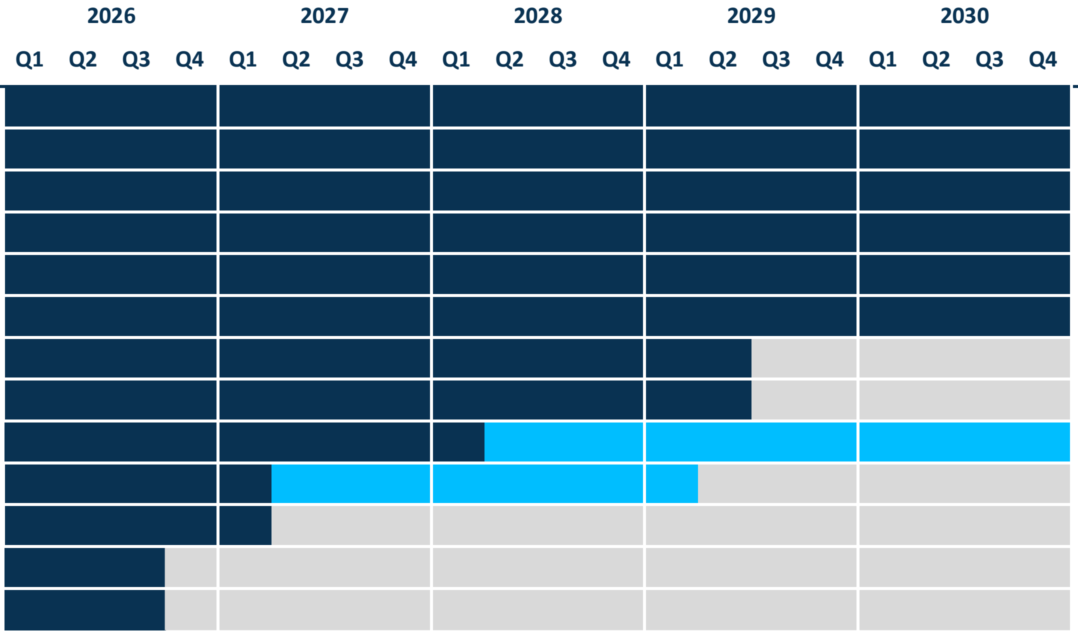
Invest or return excess cash to shareholders



Distributed ~$850 million since 2021

HIGH CONTRACT COVERAGE AND EARNINGS VISIBILITY

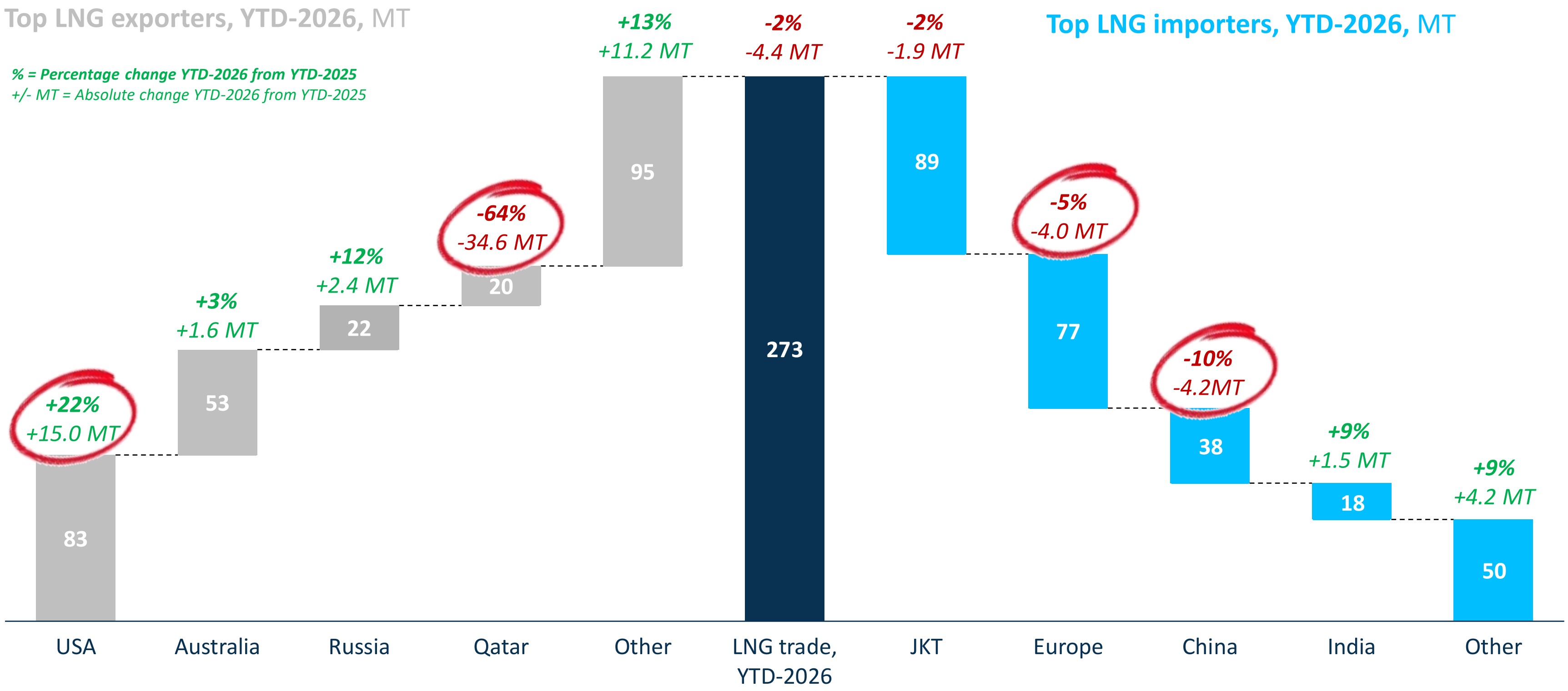
50 years of minimum firm backlog which may grow to 77 years with charterers' extension options



Vessels	End firm	Inc. options
Flex Constellation	2041	2043
Flex Rainbow	2033	N/A
Flex Resolute	2032	2039
Flex Courageous	2032	2039
Flex Endeavour	2032	2033
Flex Vigilant	2031	2033
Flex Amber	2029	N/A
Flex Enterprise	2029	N/A
Flex Aurora	2028	2034
Flex Freedom	2027	2029
Flex Ranger	2027	N/A
Flex Artemis	2026	N/A
Flex Volunteer	2026	N/A

Fixed hire   Options   Spot trading

SUPPLY DISRUPTION AND SOFTER DEMAND PUSHED TRADE DOWN 2%

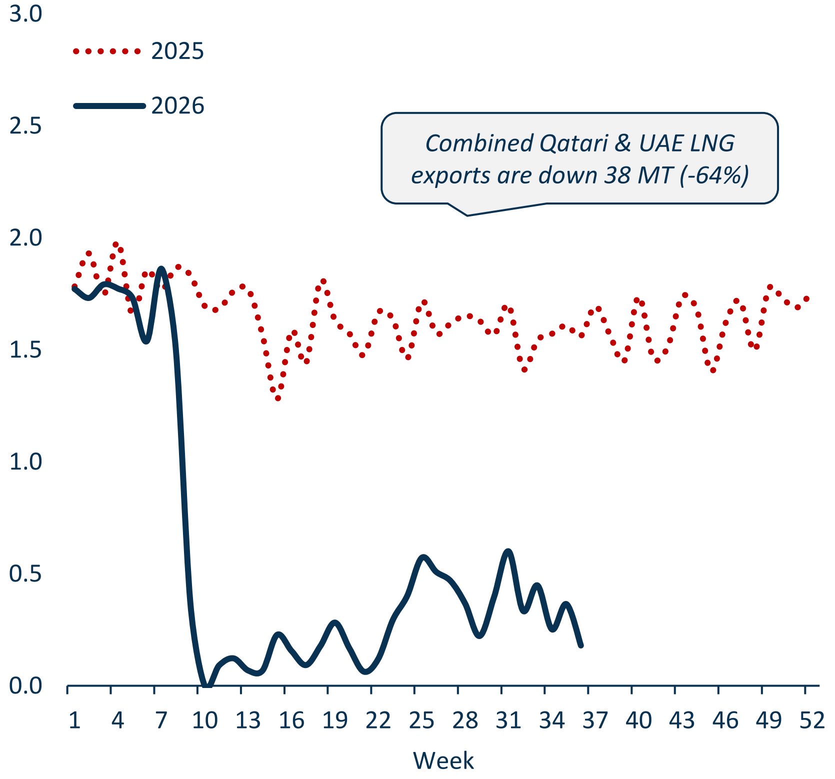


Source: Kpler

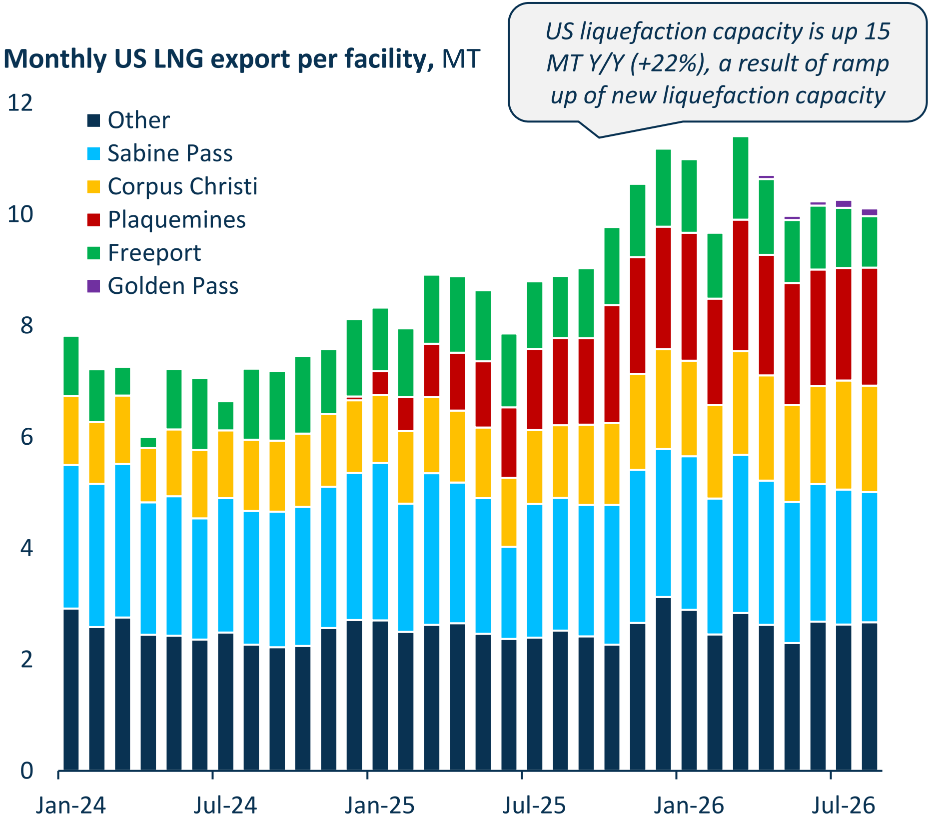
Note: Import is export destination, some LNG is utilized as boil off gas for fuel, Year to date 2026 includes January 1 – August 31

MIDDLE EAST VOLUME LOSS MITIGATED BY STRONG US GROWTH

Weekly LNG exports from Qatar & UAE, MT



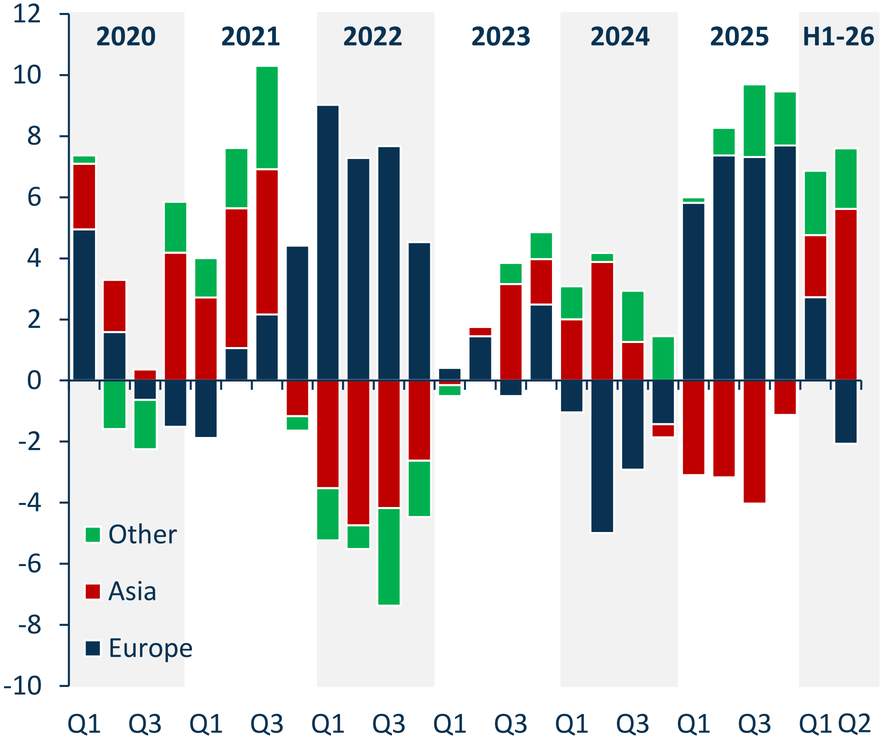
Monthly US LNG export per facility, MT



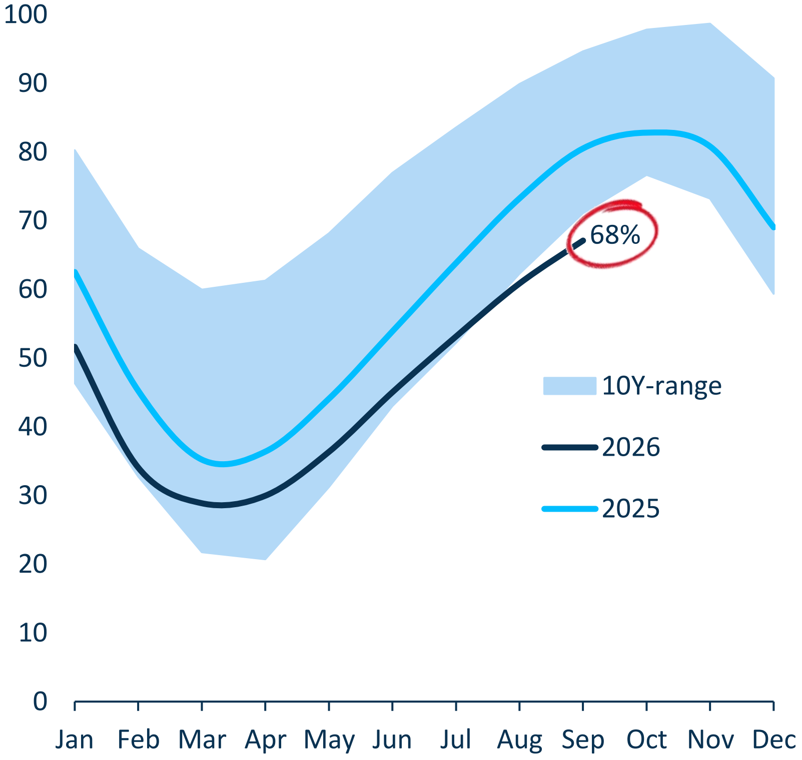
Source: Kpler

LOW EU STORAGE SETS UP A TUG-OF-WAR WITH ASIA FOR US LNG

US LNG exports to Europe and Asia Y/Y, MT

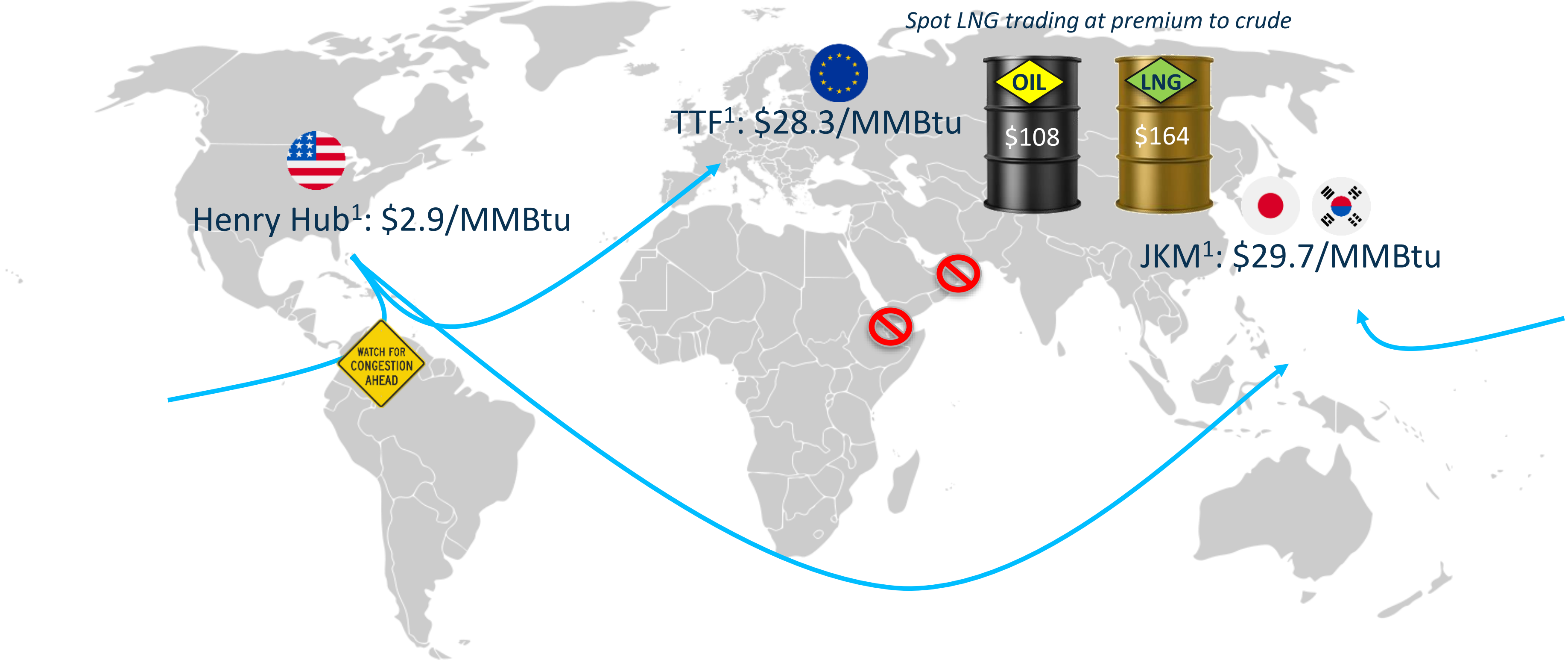


European gas storage levels, % of full



Source: Kpler, GIE AGSI

ELEVATED NATGAS PRICES COULD UNLOCK ATTRACTIVE ARBITRAGE

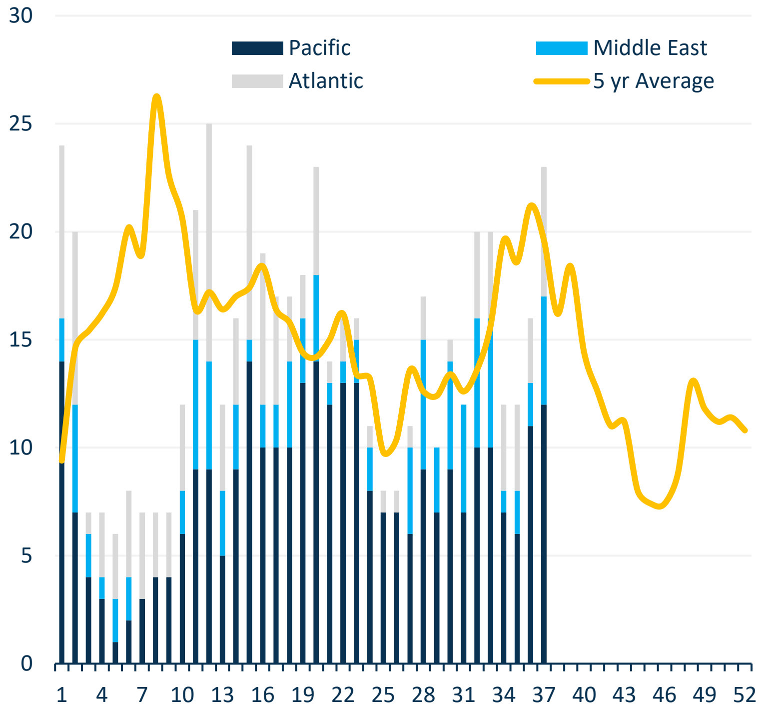


Source: 1) S&P Platts front month October

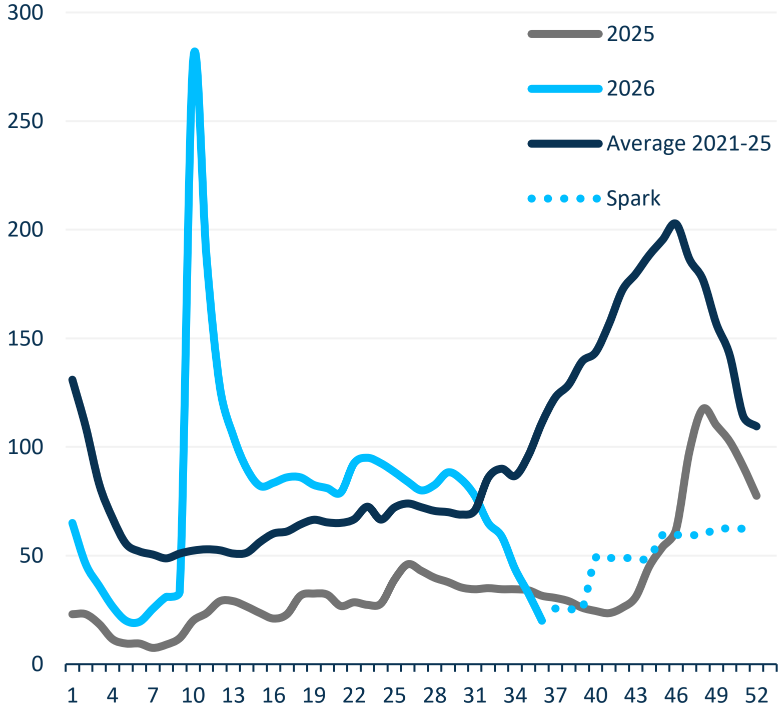
Note: Assume large cargo of 4 trillion BTU or approx. 172,000 cbm. Barrel of oil equivalent assumed to be ~5.8x

HIGH VESSEL AVAILABILITY PRIOR TO SEASONAL DEMAND PULL

Vessel availability, # of vessels



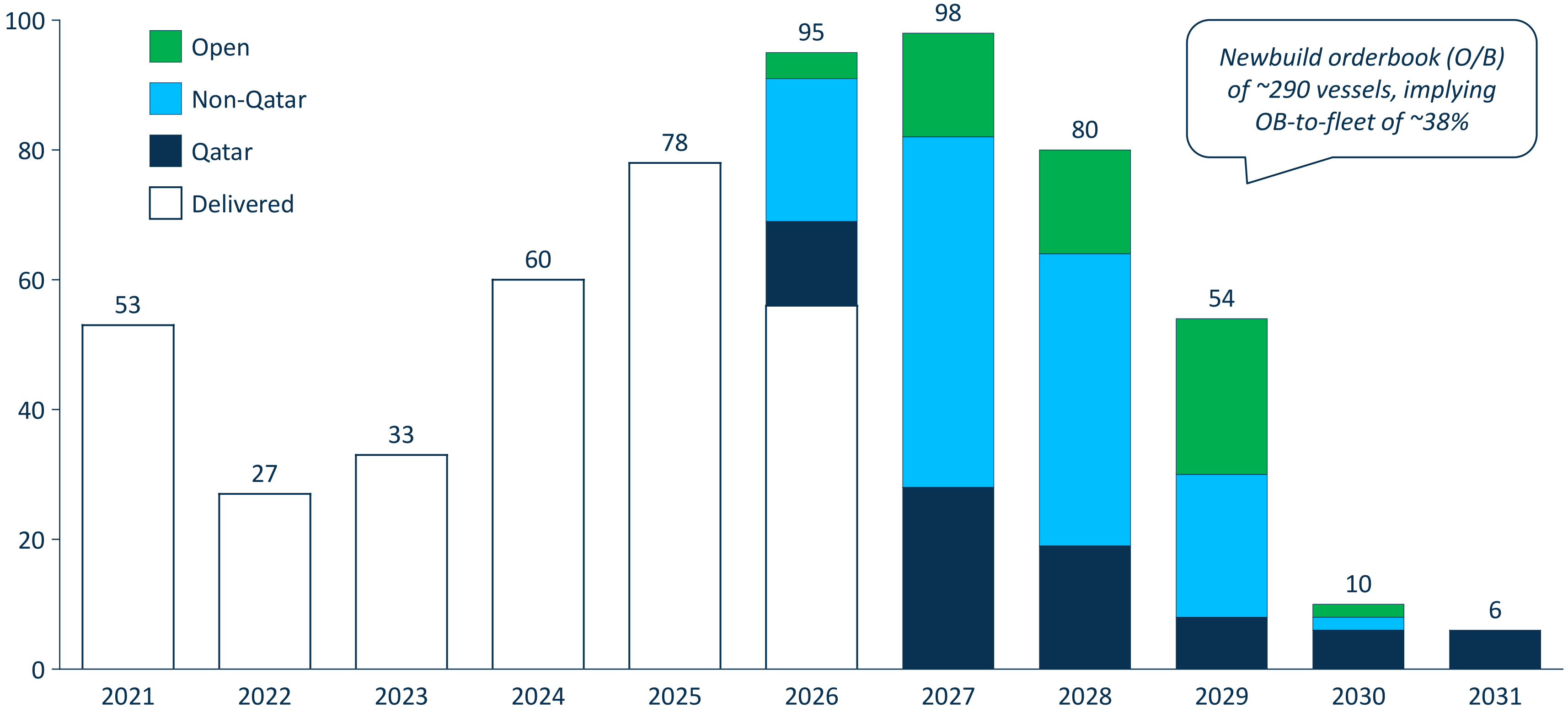
Spot rates 2-strokes, $/day



Source: Fearnleys, Affinity, Spark

SUBSTANTIAL NEWBUILD DELIVERIES OVER THE NEXT 24 MONTHS

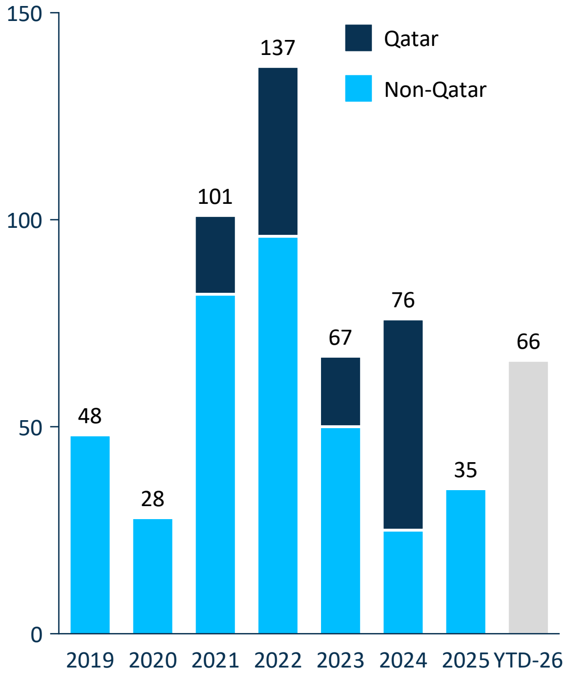
LNG newbuild delivery, # vessels



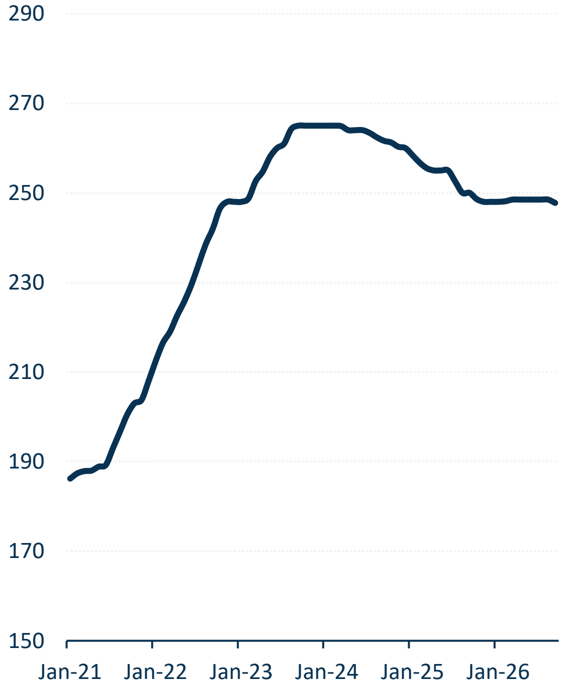
Source: SSY, Affinity, Clarksons

NEWBUILD ORDERING ACTIVITY IS BACK AS PRICES STABILIZE

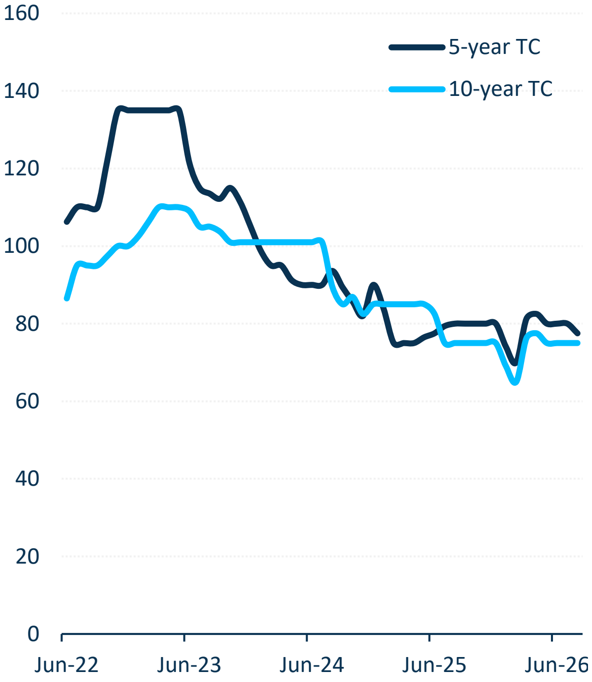
LNG newbuild orders by order year,
vessels



LNG newbuild prices,
$m



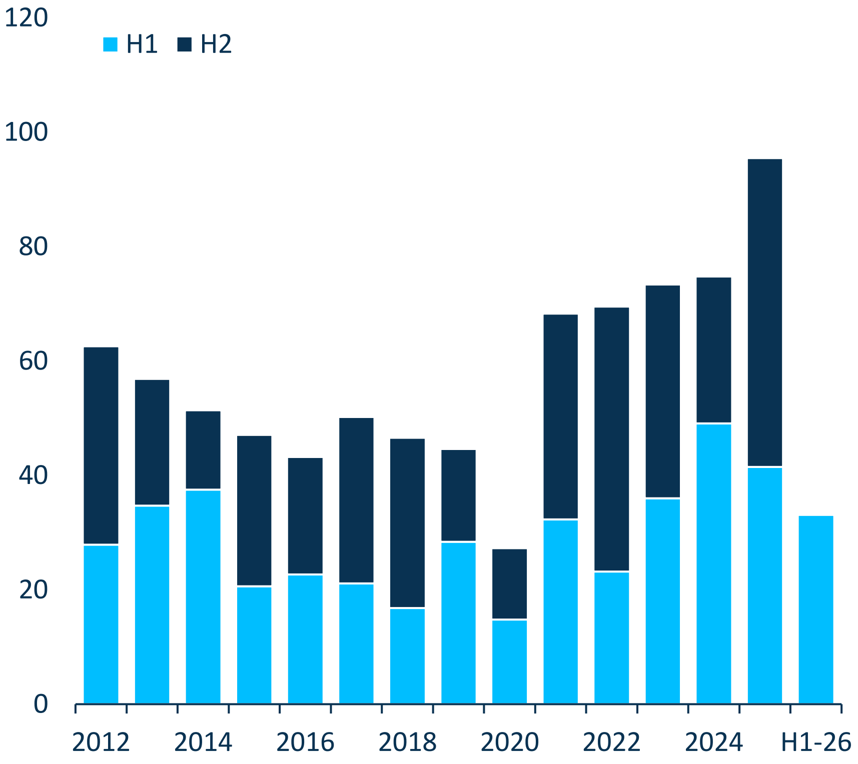
Term rates,
$'000/day



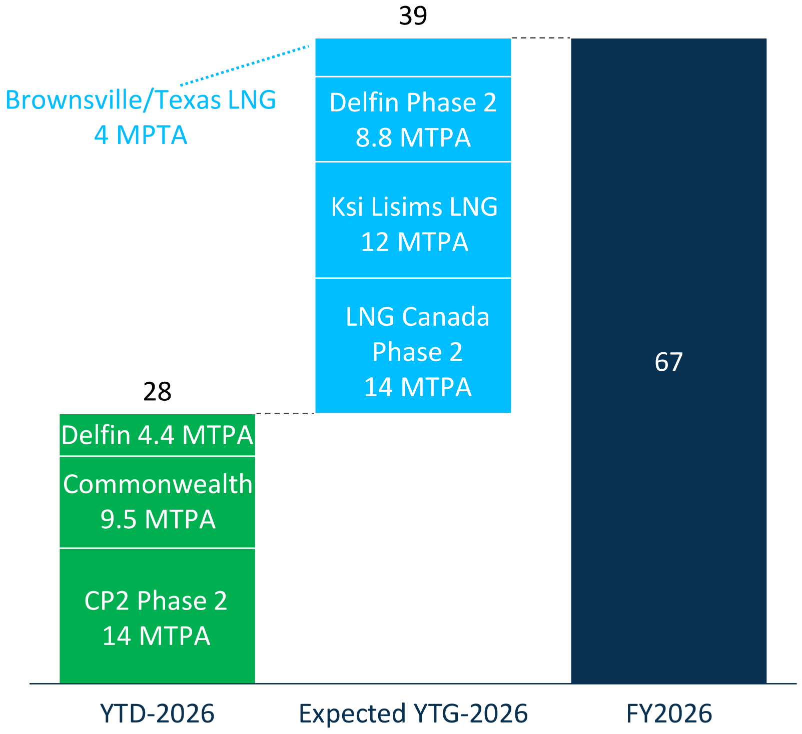
Source: SSY, Clarksons

CONTINUED HIGH SPA VOLUMES SUPPORTING NEW FIDs

LNG SPA volumes signed per year, MTPA



FIDs per project in 2026, MTPA



Source: Affinity

Thank you!

Q&A