Company Presentation

26 April 2017

Disclaimer

- THIS PRESENTATION (THE “PRESENTATION”) HAS BEEN PRODUCED BY FLEX LNG LTD. ("FLEX LNG" OR "THE COMPANY”), SOLELY FOR PRESENTATION PURPOSES AND DOES NOT PURPORTE TO GIVE A COMPLETE DESCRIPTION OF THE COMPANY, ITS BUSINESS OR ANY OTHER MATTER DESCRIBED HEREIN.
- THE PRESENTATION DOES NOT CONSTITUTE AN OFFER, INVITATION OR SOLICITATION OF AN OFFER TO BUY, SUBSCRIBE OR SELL ANY SECURTIEIS. THIS PRESENTATION IS STRICTLY CONFIDENTIAL AND MAY NOT BE REPRODUCED OR REDISTRIBUTED, IN WHOLE OR IN PART, TO ANY OTHER PERSON.
- NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE ACCURACY OR COMPLETENESS OF ANY INFORMATION INCLUDED HEREIN IS GIVEN BY THE COMPANY, AND THAT NOTHING CONTAINED IN THIS PRESENTATION IS OR CAN BE RELIED UPON AS A PROMISE OR REPRESENTATION BY THE COMPANY, WHO DISCLAIM ALL AND ANY LIABILITY, WHETHER ARISING IN TORT OR CONTRACT OR OTHERWISE.
- THE PRESENTATION SPEAKS AS OF THE DATE SET OUT ON ITS FRONT PAGE. THE COMPANY DOES NOT INTEND TO, OR WILL ASSUME ANY OBLIGATION TO, UPDATE THE PRESENTATION OR ANY OF THE INFORMATION INCLUDED HEREIN.
- THE CONTENTS OF THE PRESENTATION ARE NOT TO BE CONSTRUED AS FINANCIAL, LEGAL, BUSINESS, INVESTMENT, TAX OR OTHER PROFESSIONAL ADVICE. EACH RECIPIENT SHOULD CONSULT WITH ITS OWN PROFESSIONAL ADVISORS FOR ANY SUCH MATTER AND ADVICE.
- AN INVESTMENT IN THE COMPANY INVOLVES RISK, AND SEVERAL FACTORS COULD CAUSE THE ACTUAL RESULTS, PERFORMANCE OR ACHIEVEMENTS OF THE COMPANY TO BE MATERIALLY DIFFERENT FROM ANY FUTURE RESULTS, PERFORMANCE OR ACHIEVEMENTS THAT MAY BE EXPRESSED OR IMPLIED BY STATEMENTS AND INFORMATION IN THIS PRESENTATION.
- THE PRESENTATION CONTAINS CERTAIN FORWARD-LOOKING STATEMENTS RELATING TO THE BUSINESS, FINANCIAL PERFORMANCE AND RESULTS OF THE COMPANY AND/OR THE INDUSTRY IN WHICH IT OPERATES, SOMETIMES IDENTIFIED BY THE WORDS "BELIEVES”, "EXPECTS”, “INTENDS”, “PLANS”, “ESTIMATES” AND SIMILAR EXPRESSIONS. THE FORWARD-LOOKING STATEMENTS CONTAINED IN THIS PRESENTATION, INCLUDING ASSUMPTIONS, OPINIONS AND VIEWS OF THE COMPANY OR CITED FROM THIRD PARTY SOURCES, ARE SOLELY OPINIONS AND FORECASTS WHICH ARE SUBJECT TO RISKS, UNCERTAINTIES AND OTHER FACTORS THAT MAY CAUSE ACTUAL EVENTS TO DIFFER MATERIALLY FROM ANY ANTICIPATED DEVELOPMENT. THE COMPANY DOES NOT PROVIDE ANY ASSURANCE THAT THE ASSUMPTIONS UNDERLYING SUCH FORWARD-LOOKING STATEMENTS ARE FREE FROM ERRORS NOR DOES THE COMPANY ACCEPT ANY RESPONSIBILITY FOR THE FUTURE ACCURACY OF THE OPINIONS EXPRESSED IN THE PRESENTATION OR THE ACTUAL OCCURRENCE OF THE FORECASTED DEVELOPMENTS. NO OBLIGATION IS ASSUMED TO UPDATE ANY FORWARD-LOOKING STATEMENTS OR TO CONFORM THESE FORWARD-LOOKING STATEMENTS TO ACTUAL RESULTS.
- THIS PRESENTATION IS SUBJECT TO NORWEGIAN LAW, AND ANY DISPUTE ARISING IN RESPECT OF THIS PRESENTATION IS SUBJECT TO THE EXCLUSIVE JURISDICTION OF THE NORWEGIAN COURTS.

1 Executive Summary

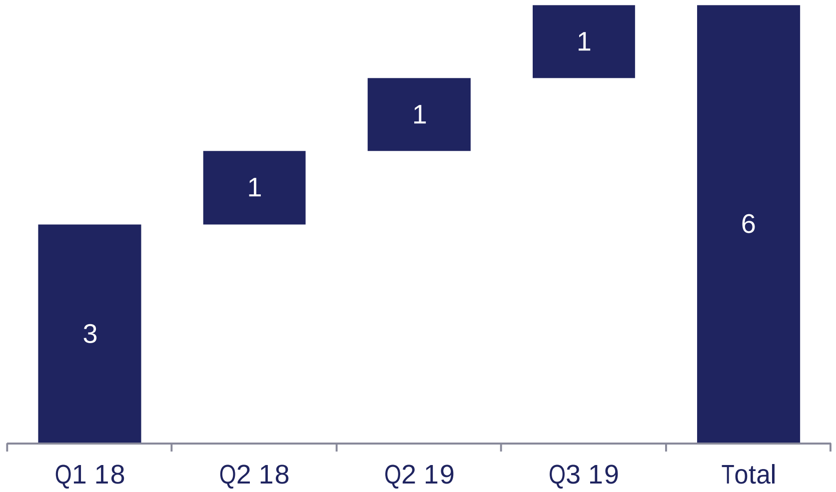
Flex LNG provides pure exposure to the attractive LNGC and FSRU markets with best-in class fleet and strong sponsor and management

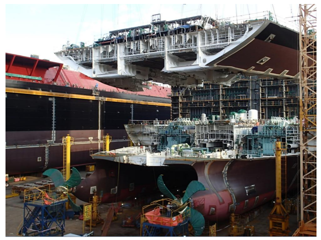
Acquisition of 2x LNG MEGI newbuilds at attractive terms	• Acquisition of 2x LNG MEGI newbuilds at DSME with delivery in Q2/Q3'2019 • Highly attractive all-in price, including supervision, of USD 180m per vessel • Back end dated payment terms with 20% now and 80% at delivery • The deal is better than what can be achieved today both with respect to price and payment terms
Significant exposure towards a LNGC market recovery	• Flex will have a homogenous fleet of six MEGI LNG vessels with superior earnings capacity • Tightening of supply/demand in LNG shipping market indicating shortage of vessels in 2018-19 • Flex has the largest share of available next generation LNG carriers for delivery before 2020
Strong pipeline of FSRU projects	• The FSRU market is poised to grow substantially over the next five years • FLEX is selectively pursuing FSRU opportunities and has been short listed in two potential FSRU projects and has active discussions with several other projects • Opportunities may include FSRU newbuilds for long-term chartering contracts and/or conversions of existing vessels
Strong support from sponsor	• Flex is the growth platform for LNGC/FSRU in the Seatankers group and the sponsor expected to continue to support Flex in achieving its long term strategic goals • Sale of 2x LNG MEGI newbuilds at USD 180m reflects the Seatankers group's unique access to attractive deals with ship owners and yards to the benefit of Flex

FLEX LNG at a Glance

- Listed on the Oslo Axess Stock Exchange with a MCAP of NOK ~3.4bn / USD 390m[(1)]
  - The Company is exploring the potential migration of its listing from Oslo Axess
- Majority owned by Geveran Trading Co Ltd (“Geveran”)
  - Geveran is highly committed to build up Flex LNG into major player in LNG sector
  - Affiliates of Geveran has provided Flex LNG with a USD 270m RCF at a fixed cost of 1% to back stop take-out financing
    - Currently USD 200m outstanding
- Assuming completion of the Private Placement, Flex will have 6x LNG MEGI newbuilds on order from DSME (4x) and SHI (2x)
  - Delivery through Q3 2019
- Building market presence and operation experience through chartered-in vessels
  - 4 chartered in TFDEs for 6 months firm period (+6 months option) from March 2017
  - 155k-174k TFDE vessels from Gazprom (2), Woodside (1) and Alpha (1)

# of MEGI newbuilds and expected delivery





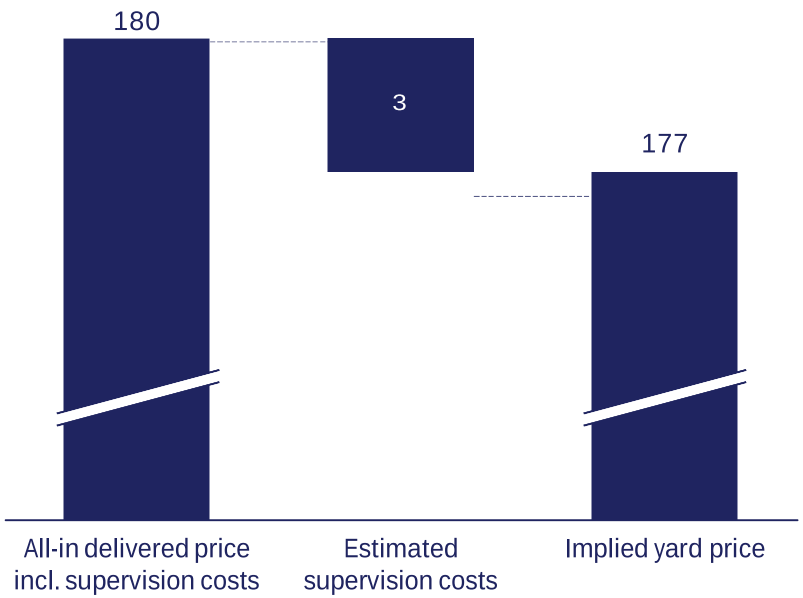
Notes: (1) Market cap post registration of shares from Private Placement in February 2017

Implied Newbuild Price Represents an All Time Low

HIGHLY ATTRACTIVE ONE-OFF PRICE ILLUSTRATING THE VALUE OF BEING PART OF THE SEATANKERS GROUP

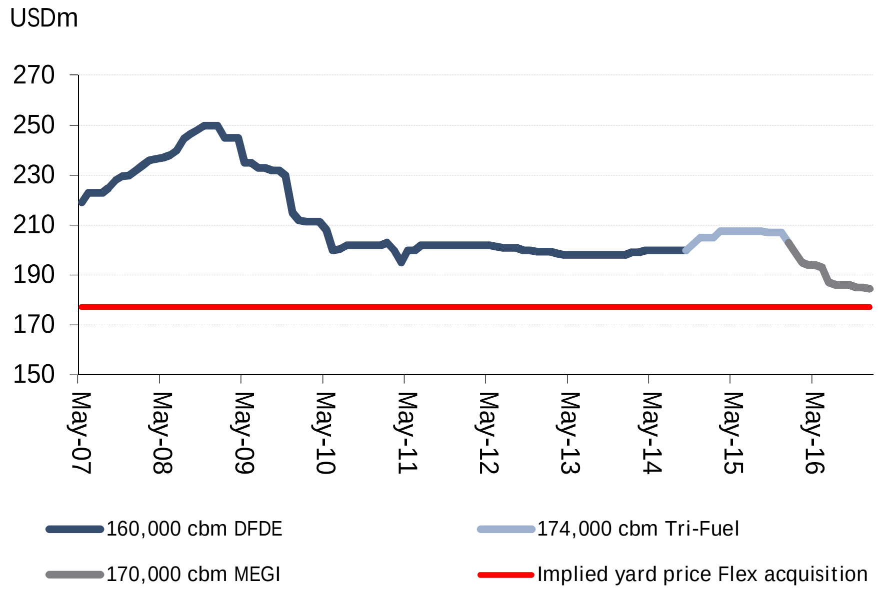
Implied yard price of USD 177m…

USDm



…representing an all time low newbuild price

Newbuild prices for modern LNG vessels 2007-current



- In March 2017, affiliates of Seatankers entered into a contract for two LNGC newbuilds at DSME
- The transaction was part of a broader deal involving several related companies within the Seatankers group
- Seatankers was able to negotiate a very attractive price as the contracts were entered into in the middle of the DSME refinancing. DSME has now completed their refinancing efforts and the three big Korean yards are all facing significant political pressure to stop taking loss making orders
- Vessels to be acquired on attractive NSF terms, with payment 20% upfront and 80% at delivery
- Seatankers with responsibility for supervision costs, yard instalments, and construction risk until delivery to Flex LNG

Sources: Arctic Securities

FLEX LNG strategy: Develop leading position in LNGC shipping and targeting selective FSRU growth

Exploration & Drilling → Production → Lique-faction → 1. Shipping → 2. Regas (FSRU) → Pipeline Delivery

1. Leading position in LNG shipping (LNGC)

- The LNGC segment has been "out of favour" the last years with low rates and weak utilisation
- Competitors with main focus on FLNG and FSRU
- Most LNGC newbuilds have been ordered against long term contracts
- Market is expected to see strong growth next years showing a tight supply/demand situation from 2018 and onwards
- Flex believes this represents an attractive opportunity and has secured 6 out of 9 open LNG newbuilds
- Flex is prepared to trade the vessels in the spot market the next years, however will consider long term employment at the right rates

2. Selective FSRU growth

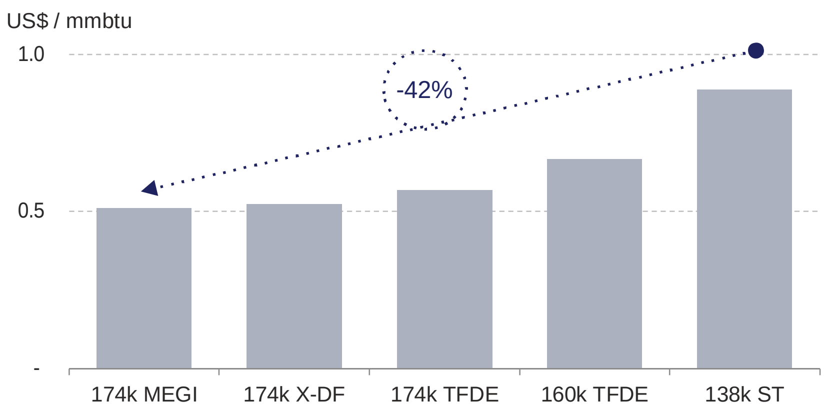
- The Flex management team and the Seatankers group has extensive experience in developing and executing FSRU projects after being involved in a total of 19 FSRU projects globally
- Flex has an LOI in place with NextDecade to create a full value chain solution for LNG to international customers from the Rio Grande LNG export project under development in Brownsville, Texas with 27mtpa nameplate capacity
- Flex has been short listed in two potential FSRU projects and has active discussions with several other projects
- Flex has finalized the FSRU design that would be applied and would make them the most advanced FSRUs in the market

Fuel Efficiency and Minimized BOR Drives Vessel Evolution

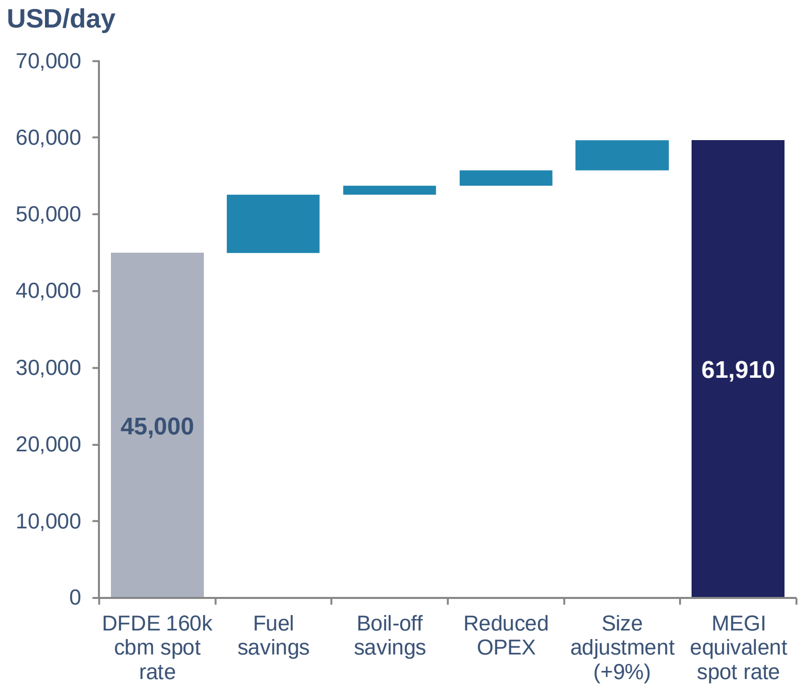
Technological Specification of FLEX LNG MEGI LNGCs

Cargo capacity:	173,400 / 174,000 cbm LNG cargo capacity
Service speed:	19.5 knots at NCR
Fuel consumption at service speed:	DSME: 91 ton/day / SHI: 92 ton/day
Engine and Propulsion system:	2-stroke slow speed MEGI main engines
Boil-off Rate:	Low boil-off rates to maintain speed flexibility (SHI: 0.09% / DSME: 0.075% with reliq.)
Exhaust gas and ballast water treatment:	Modern system in compliance with new emissions regulations
OPEX:	Reduced engine complexity is expected to lower opex by c. $2,000 / day

Comparison of LNG Ship Types on UTC Basis*



MEGI Equivalent Spot Rates[1]



Notes: (1) Estimated fuel savings are based on an assumption of fuel cost of $330/ton and estimated boil-off savings is based on 0.12% for DFDE vs 0.09% for MEGI

Sources: FLEX LNG, MAN, DSME

LNG Trade To Increase By Over 50% By 2021

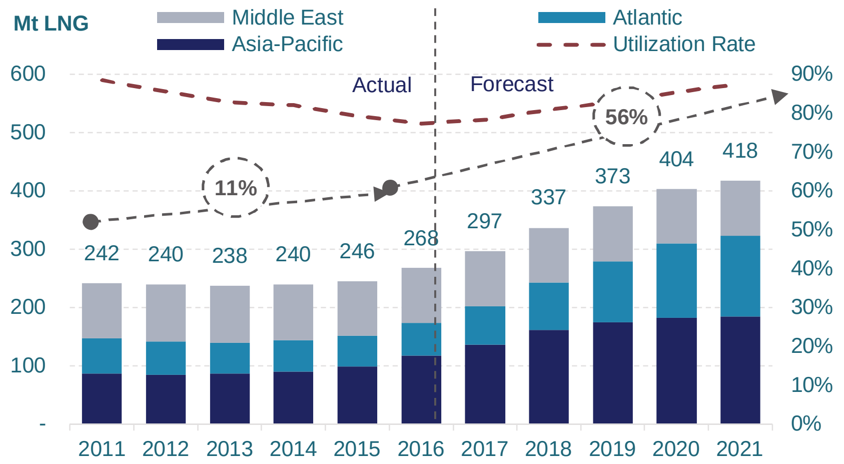
By 2021 global LNG supply is expected to reach 420mt, an increase of ~56% from 2016

- Despite low oil and gas prices, new LNG export projects produced an incremental 22 mt in 2016
- LNG supply increased from 242 mt in 2011 to 268 mt in 2016
- Over the next 5 years LNG annual supply is projected to rise by at least 130 mt (new projects and existing projects ramping up capacity) to ~418 mt

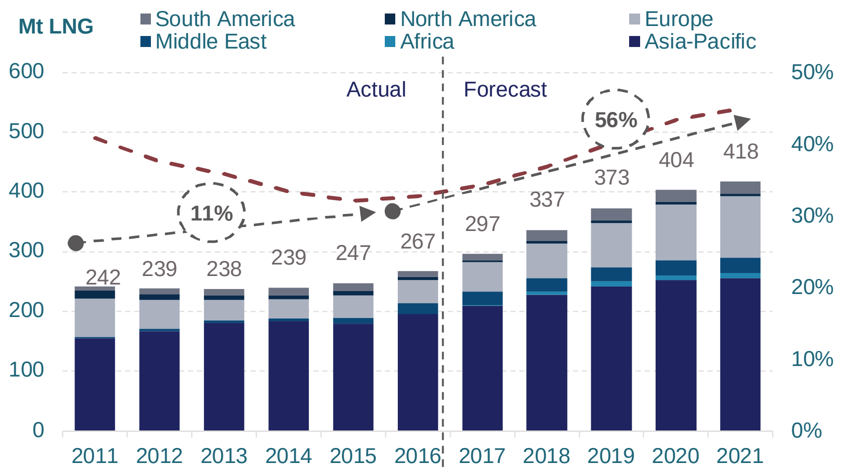
LNG demand growth has accelerated, facilitated by an increase in LNG supply, collapse in gas prices and environmental benefits

- IEA predicts global energy demand will increase by 30% between by 2040
- Natural gas represents 25% of the world's energy mix. Falling gas prices and lower CO2 emissions helps outcompete alternative fuels such as coal and oil
- LNG grows seven times faster than pipeline gas trade and is expected to account for 50% of globally traded gas in 2035 (up from 32% today)
- There are currently 36 counties importing LNG, and this number could rise to 90 countries over the next ten years (Wood Mackenzie)

Supply by Region, 2011-2021



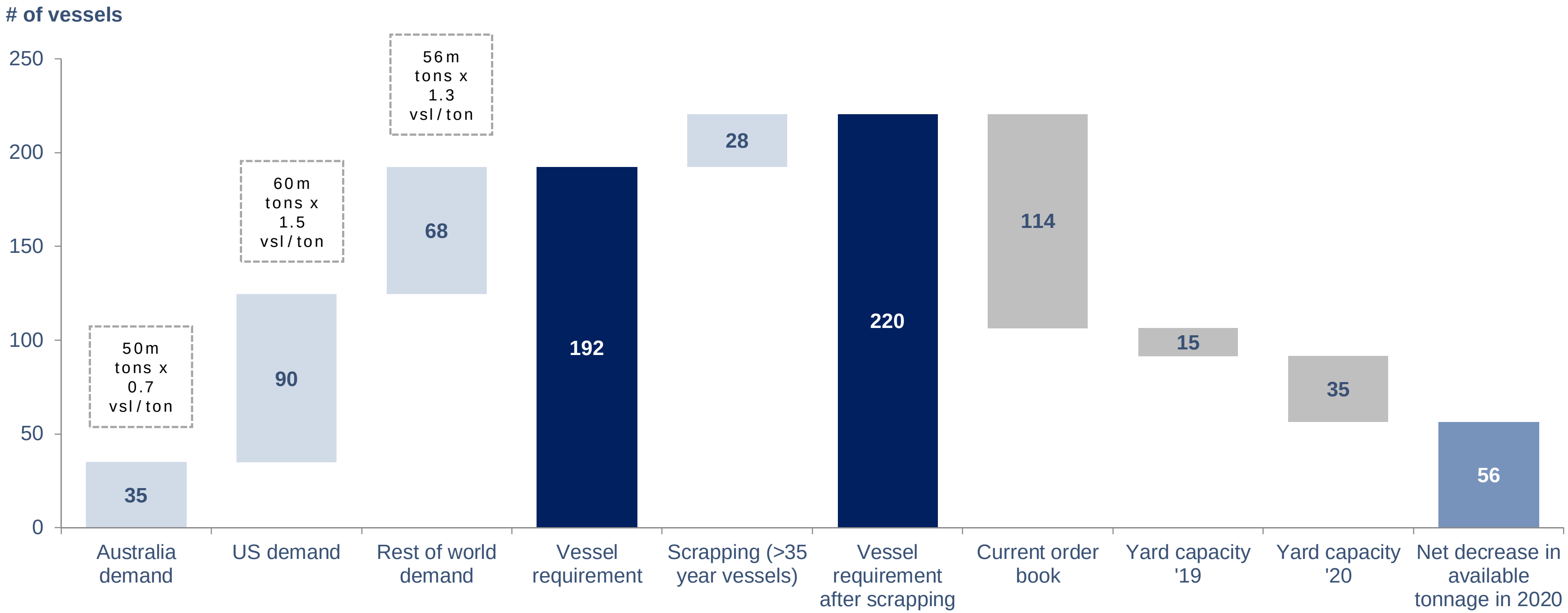
Demand by Region, 2011-2021



Sources: IEA, WoodMackenzie, Reuters

Tightening LNG Shipping Market Outlook

Overview of incremental LNGC vessel demand and supply through 2020

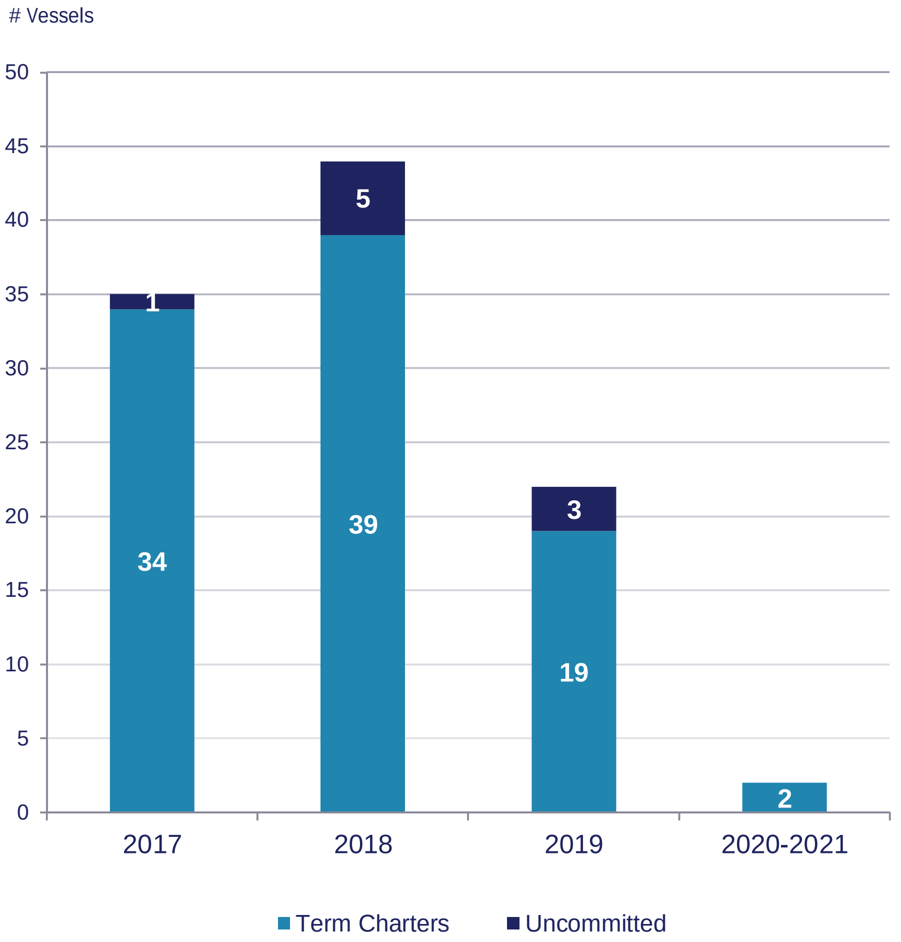


- The LNGC market is expected to tighten significantly with an estimated decrease in available tonnage of 56 vessel equivalents in the period until 2020 on conservative assumptions
  - U.S. LNG export requires an estimated 1.5 LNGC per mtpa
  - Australian LNG export requires an estimated 0.75 LNGC per mtpa
- There is substantial upside to these estimates as the current low ordering activity makes it highly uncertain that 15/35 newbuild vessels will be ordered with 2019/20 delivery

Sources: Arctic Shipping

Most LNG Newbuilds Are Committed To Long-Term Projects

Only 9 open LNGCs out of 114 through 2021



Only 9 uncommitted newbuilds in orderbook

- There are currently 114 vessels on the LNGC orderbook of which 105 have been announced as contracted by charterers

FLEX LNG / Seatankers will own and manage 6 out of a total of 9 open LNG newbuilds, four of which will deliver in 2018 and two in 2019

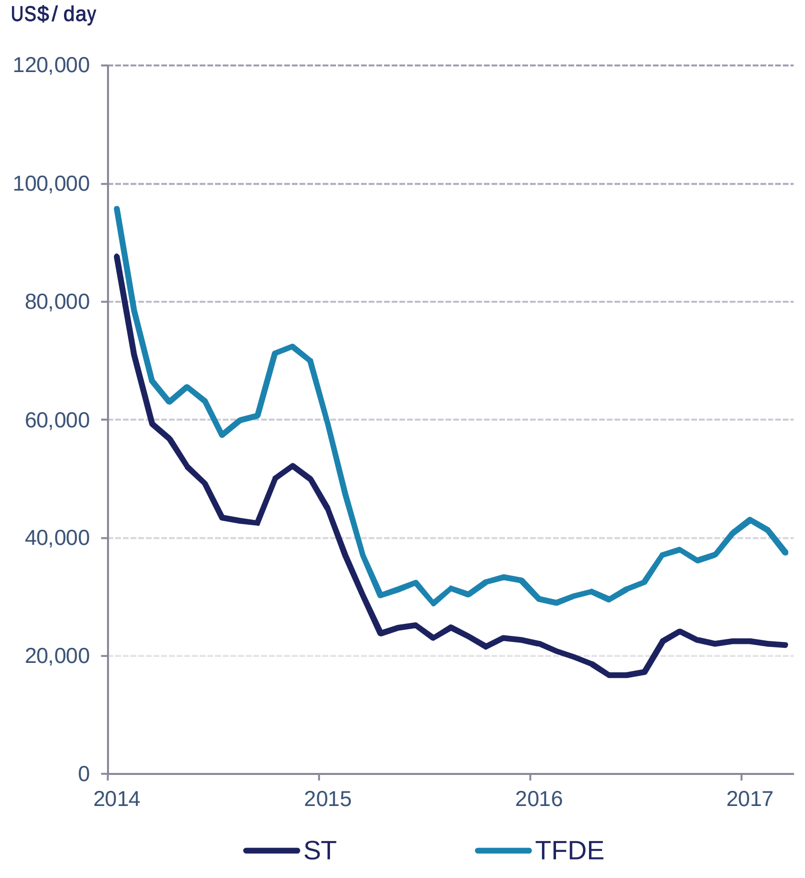
- Only 8 LNGC newbuilds were ordered between Sep 2015 and Apr 2017

Source: FLEX LNG

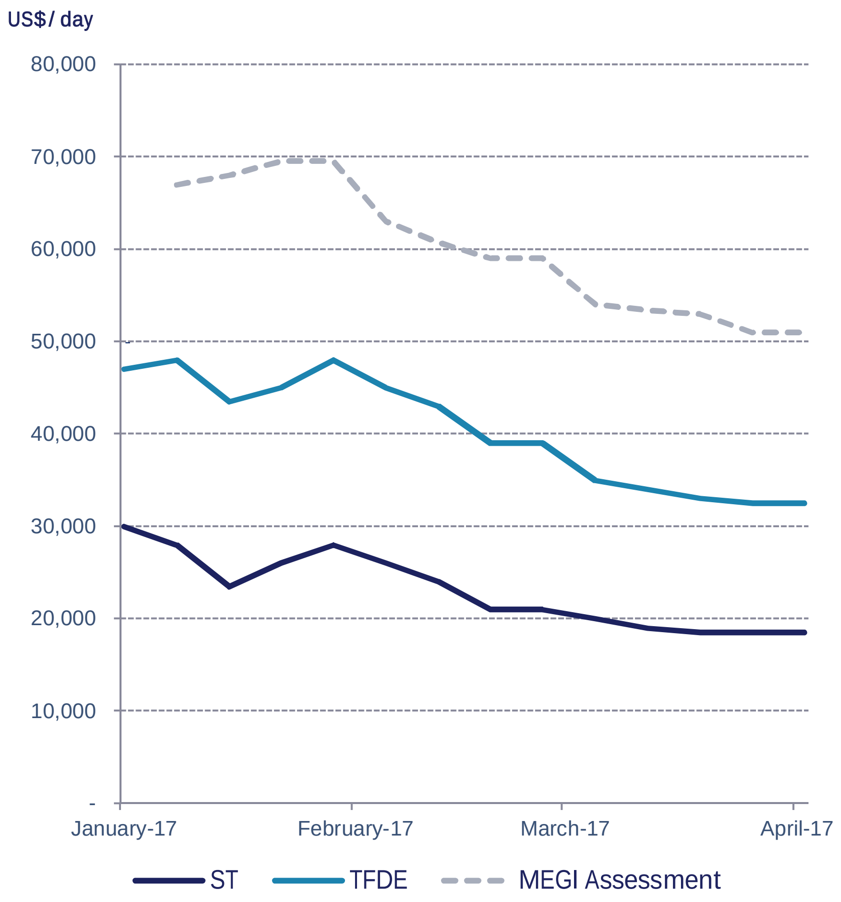
FLEX LNG

Two-Stroke Gas Engines Sets New Standard in LNG Shipping

TFDE Tonnage Commands TC Premium Over Steam



Brokers began publishing MEGI Proxy TC Rate in Jan-17*



*There are currently five MEGI vessels on the water (all under term TC contracts).

Source: Arctic Shipping Research, Fearnley LNG, Clarksons

FLEX LNG

FSRU Gaining Market Share Over Traditional Import Terminals

The FSRU market is poised to grow substantially over the next five years

- Growth of LNG supply, low LNG prices, energy deficits, security of supply issues and fuel switching due to mandated emissions reductions are prime drivers
- NB FSRU are flexible, efficient and cost competitive compared to conversions (with current yard prices)
- Based on the current supply-demand outlook, there is potential for 12-15 new FSRU projects contracted by 2021
- Current FSRU order book includes only 3 uncommitted FSRUs

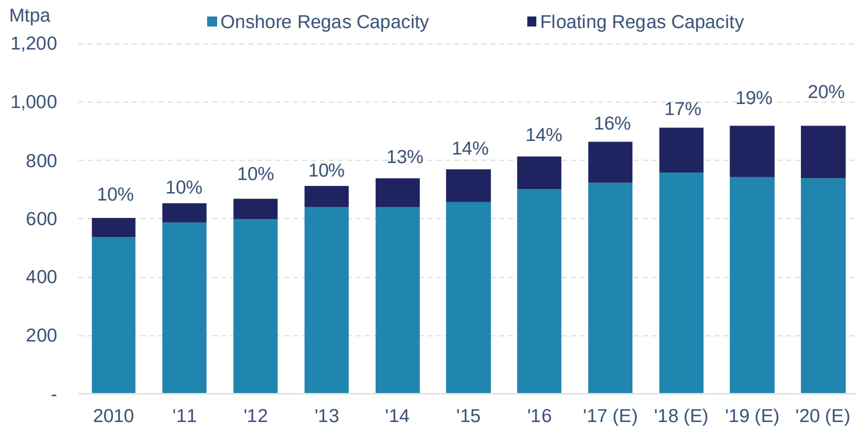
FLEX LNG has a highly experienced team to succeed in the FSRU market (commercial and technical)

- FLEX LNG is actively pursuing FSRU opportunities and plan to establish a presence in the FSRU market
- FLEX LNG will consider placing orders for NB FSRU to meet the demand of fast track projects
- FSRU newbuilds can be delivered in 27-30 months

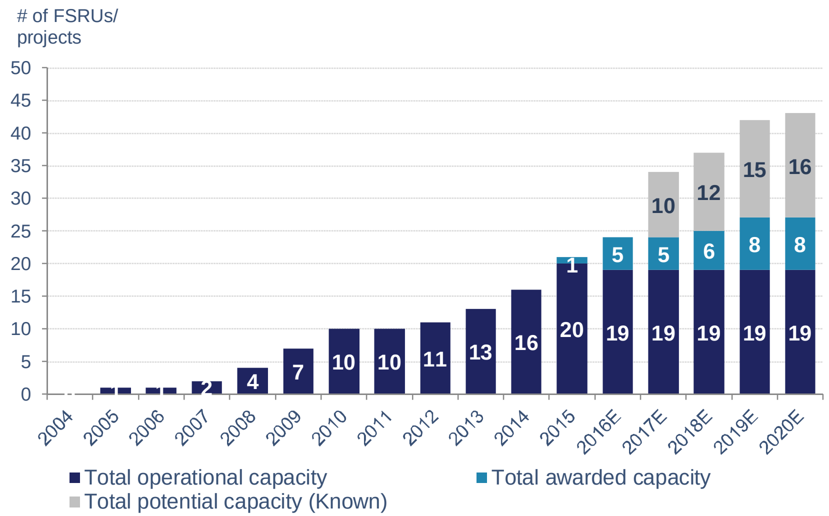
FLEX LNG FSRU newbuilds will have state of the art design incorporating latest technologies and lessons learned

- Newbuild prices of FSRUs have fallen and compete favourably with conversion economics

LNG Imports: FSRUs vs. Land-Based Terminals



FSRU projects: Operational/Awarded/Projected



Sources: Arctic Shipping Research, Reuters, Affinity Shipping

FLEX LNG

04

Appendix

FLEX LNG Q1 2017 Trading Update

Key figures Q1 2017

- Revenue $1.7m
- Net financing revenue $1.3m, including the hedge gain on February equity raise
- Net loss $1.1m
- Cash $14.8m
- Interest bearing debt $200.0m

Source: FLEX LNG

Key FLEX LNG financials

P&L

Figures in USD '000s	2015	2016
Operating revenues	0	0
Administrative expenses	2,231	1,485
EBITDA	-2,231	-1,485
Depreciation	0	0
EBIT	-2,231	-1,485
Finance income	20	9
Finance cost	267	314
Profit before tax	-2,478	-1,790
Income tax expense	7	-1
Net income	-2,485	-1,789

Balance sheet

Figures in USD '000s	2015	2016
New building assets and capitalised costs	211,270	212,472
Plant and equipment	3	2
Total non-current assets	211,273	212,474
Other current assets	252	220
Cash and cash equivalents	3,722	1,439
Total current assets	3,974	1,659
TOTAL ASSETS	215,247	214,133
Share capital	1,279	1,279
Share premium	563,080	563,174
Other equity	-356,725	-358,511
Total equity	207,634	205,942
Other financial liabilities	7,000	7,000
Total non-current liabilities	7,000	7,000
Current liabilities	613	1,191
Total current liabilities	613	1,191
Total liabilities	7,613	8,191
TOTAL EQUITY AND LIABILITIES	215,247	214,133

Source: FLEX LNG

FLEX LNG

Fleet Breakdown – Owned and Chartered-In

FLEX LNG FLEET

	Status	Vessel Name	Builder	Prop.	Built	Capacity	Ownership	Employment
1.	Owned	HN #2447(1)	DSME	MEGI	2018	173,400 m^3	Flex LNG	Available Q1 2018
2.	Owned	HN #2448(1)	DSME	MEGI	2018	173,400 m^3	Flex LNG	Available Q1 2018
3.	Owned	HN #2107(2)	SHI	MEGI	2018	174,000 m^3	Flex LNG	Available Q1 2018
4.	Owned	HN #2108(2)	SHI	MEGI	2018	174,000 m^3	Flex LNG	Available Q2 2018
5.	Managed / To be acquired	HN #2470(3)	DSME	MEGI	2019	173,400 m^3	Seatankers (to be acquired by Flex LNG)	Available Q2 2019
6.	Managed / To be acquired	HN #2471(3)	DSME	MEGI	2019	173,400 m^3	Seatankers (to be acquired by Flex LNG)	Available Q3 2019
7.	Chartered-In	WOODSIDE REES WITHERS(4)	DSME	TFDE	2016	174,000 m^3	Woodside	Chartered-Out
8.	Chartered-In	PSKOV(4)	STX	TFDE	2014	155,000 m^3	Gazprom	Spot market
9.	Chartered-In	YENISEI RIVER(4)	HHI	TFDE	2013	170,000 m^3	Gazprom	Spot market
10.	Chartered-In	ENERGY ATLANTIC(4)	STX	TFDE	2015	160,000 m^3	Alpha Gas	Spot market

Notes:
(1) Delivery between Aug 2017 – Jan 2018 in Owner's option
(2) Delivery of vessel #1 between Jan – Apr 2018 in Owner's option, vessel #2 delivery between Apr – Jun 2018 in Owner's option
(3) Vessels ordered by affiliates of Geveran, currently being marketed by Flex LNG and to be acquired following successful completion of the Private Placement
(4) All four vessels are chartered in for a period of 6 months + 6 months option

Source: FLEX LNG

Highly Experienced Management Team and BoD

Executive & Commercial Management Team

Jonathan Cook – CEO

- Previously Chief Marketing Officer for Cardiff LNG, where he managed the LNG commercial activities. Prior to that he was a founding partner and COO of Excelerate Energy
- 30 years in the maritime and energy sectors with the last 16 years in the LNG sector

Thomas Thorkildsen - SVP Business Development

- Previously Head of Business Development for Hoegh LNG where he managed the FSRU business development activities
- 20 years in the maritime industry with the last 14 years in LNG business development

James Clarke - SVP Finance

- Previously at Vetco Gray - part of GE Oil & Gas – in roles covering corporate and personal tax reporting and contract review for Europe, Africa, Middle East and Australia.
- Mr. Clarke is a graduate of the London School of Economics, a Chartered Accountant and a member of the Association of Corporate Treasurers.

Board of Directors(1)

David McManus – Chairman

- Mr. McManus has served on the Board since August 2011, and was elected as chairperson in September 2011
- Previously served as Executive Vice President and Head of International Operations for Pioneer Natural Resources. He is currently serving as non-executive director for a number of listed companies
- Mr. McManus was previously Chairman of Cape plc an energy service company, which has been involved as a contractor in more than 50% of the world's LNG facilities, including Sakhalin, RasGas, Qatargas, Damietta, Idku, North West Shelf, Pluto and Arzew

Robin Bakken – Director

- Mr. Bakken joined the Board in October 2014, he is a partner with the law firm BA-HR in Oslo, Norway.
- He has extensive experience in corporate transactions (equity capital markets and M&A), and is currently heading BAHR's corporate practice group. Mr. Bakken joined BA-HR in 2000, partner from 2007

Marius Hermansen – Director

- Mr. Hermansen joined the Board in December 2015, he works for Frontline Management and is involved in S&P activities for Frontline and all related companies. Previously he worked for over 10 years at Fearnleys
- He was educated at the Norwegian School of Economics (NHH) in Bergen and started as a trainee with AP Moller-Maersk

Notes: (1) Certain changes to the board composition are expected in connection with the re-domicilation of the company from British Virgin Islands to Bermuda

FLEX LNG

April 2017