Altera Shuttle Tankers

USD 100-150m senior unsecured bond issue

Investor presentation

22nd of February 2024

Important information – disclaimer (1/2)

THIS PRESENTATION AND ITS CONTENT ARE NOT FOR RELEASE, PUBLICATION OR DISTRIBUTION, IN WHOLE OR PART, DIRECTLY OR INDIRECTLY, IN OR INTO: (i) THE UNITED STATES OF AMERICA (INCLUDING ITS TERRITORIES AND POSSESSIONS, ANY STATE OF THE UNITED STATES OF AMERICA AND THE DISTRICT OF COLUMBIA) (THE "UNITED STATES"); (ii) AUSTRALIA; (iii) NEW ZEALAND; (iv) CANADA; OR (v) THE HONG KONG SPECIAL ADMINISTRATIVE REGION OF THE PEOPLE'S REPUBLIC OF CHINA OR JAPAN; OR (vi) ANY OTHER JURISDICTION IN WHICH SUCH PUBLICATION, DISTRIBUTION OR RELEASE WOULD BE UNLAWFUL OR REQUIREREGISTRATION OR ANY OTHER MEASURES. THIS PRESENTATION IS NOT AN OFFER OR INVITATION TO BUY OR SELL SECURITIES IN ANY JURISDICTION.

This presentation (the "Presentation") has been prepared by Altera Shuttle Tankers L.L.C (“Altera”, the "Company“ or the "Issuer", and together with its subsidiaries the "Group"), with assistance from Arctic Securities AS, Danske Bank, Norwegian Branch, DNB Markets, a part of DNB Bank ASA, Nordea Bank Abp, filial i Norge, and Skandinaviska Enskilda Banken AB (publ) (the “Joint Bookrunners"), and Crédit Agricole Corporate and Investment Bank (the “Co-Manager”), the Joint Bookrunners and the Co-Manager collectively referred to as the “Managers”. The Presentation has been prepared for information purposes only in connection with a contemplated senior unsecured bond issue as described herein (the "Bonds" or the Bond Issue"), and is made available on a confidential basis. By attending a meeting where this presentation is presented, or by reading the materials or by otherwise receiving these or the information contained herein, you agree to be bound by the terms, conditions and limitations set out herein.

The Presentation is for information purposes only, and does not in itself constitute, and should not be construed as, an offer for sale or subscription of or solicitation or invitation of any offer to subscribe for or purchase any securities of the Company or its affiliates in any jurisdiction. The Presentation is strictly confidential and may not be reproduced or redistributed, in whole or in part, to any other person. The Presentation has not been approved, reviewed by or registered with any supervisory or market authority or stock exchange, and does not constitute a prospectus or a similar disclosure document. This Presentation shall not form the basis of any contract or commitment whatsoever.

The Presentation comprises a general summary of certain matters in connection with the Group and the Bond Issue, and does not purport to contain all of the information that any recipient may require to make an investment decision. The Managers are acting exclusively for the Company and will not be responsible to anyone other than the Company for providing the protections afforded to clients of the Managers with respect to advice in relation to any potential offering of securities of the Company. These materials does not constitute and should not be considered as any form of financial, legal, business, investment, tax or other professional advice or recommendation by the Managers or any of their affiliates or representatives. Each recipient should seek own independent advice in relation to any financial, legal, tax, accounting or other specialist advice.

The information contained herein is obtained from various sources. Unless stated otherwise, the source of the information is the Company. Neither the Company nor the Managers have taken any steps to verify any of the information contained herein. No representation or warranty (express or implied) is made by any of them as to any information contained herein, and no liability whatsoever is accepted by them as to any errors, omissions or misstatements. Accordingly, none of the Company or the Managers or any of their parent or subsidiary undertakings or any such person's officers, representatives, employees or advisors accepts any liability whatsoever arising directly or indirectly from the use of the Presentation.

AN INVESTMENT IN THE COMPANY AND ITS SECURITIES INVOLVES RISKS, AND IS SUITABLE ONLY FOR INVESTORS WHO UNDERSTAND THE RISKS ASSOCIATED WITH THIS TYPE OF INVESTMENT AND WHO CAN AFFORD A LOSS OF ALL OR PART OF THE INVESTMENT. SEVERAL FACTORS COULD CAUSE THE ACTUAL RESULTS, PERFORMANCE OR ACHIEVEMENTS OF THE COMPANY OR THE GROUP TO BE MATERIALLY DIFFERENT FROM ANY FUTURE RESULTS, PERFORMANCE OR ACHIEVEMENTS THAT MAY BE EXPRESSED OR IMPLIED BY STATEMENTS AND INFORMATION IN THIS PRESENTATION, INCLUDING, AMONG OTHERS, RISKS OR UNCERTAINTIES ASSOCIATED WITH THE GROUP'S BUSINESS, SEGMENTS, DEVELOPMENT, GROWTH MANAGEMENT, FINANCING AND LIQUIDITY POSITION, MARKET ACCEPTANCE AND RELATIONS WITH CUSTOMERS, AND, MORE GENERALLY, GENERAL ECONOMIC AND BUSINESS CONDITIONS, CHANGES IN DOMESTIC AND FOREIGN LAWS AND REGULATIONS, TAXES, CHANGES IN COMPETITION AND PRICING ENVIRONMENTS, FLUCTUATIONS IN CURRENCY EXCHANGE RATES AND INTEREST RATES AND OTHER FACTORS. SHOULD ONE OR MORE OF THESE RISKS OR UNCERTAINTIES MATERIALISE, OR SHOULD UNDERLYING ASSUMPTIONS PROVE INCORRECT, ACTUAL RESULTS MAY VARY MATERIALLY FROM THOSE DESCRIBED IN THIS PRESENTATION. BEFORE MAKING ANY INVESTMENT DECISION, ANY POTENTIAL INVESTOR SHOULD THEREFORE CAREFULLY CONSIDER ALL INFORMATION INCLUDED HEREIN AS WELL AS ALL PUBLIC DISCLOSURES MADE BY THE COMPANY (INCLUDING ITS HISTORIC PERIODIC REPORTING), AND IN PARTICULAR THE DESCRIPTION OF CERTAIN APPLICABLE RISKS SET OUT ON PAGES 51 TO 61 HEREIN.

Important information – disclaimer (2/2)

The Presentation further contains certain forward-looking statements relating to inter alia the business, financial performance and results of the Company and the Group, and the industry in which it operates. Forward-looking statements concern future circumstances and results and other statements that are not historical facts, sometimes identified by the words “believes”, “expects”, “predicts”, “intends”, “projects”, “plans”, “estimates”, “aims”, “foresees”, “anticipates”, “targets”, and similar expressions. Any 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 and are subject to risks, uncertainties and other factors that may cause actual results and events to be materially different from those expected or implied by the forward-looking statements. None of the Company or the Managers, or any of their respective representatives provides any assurance that the assumptions underlying such forward-looking statements are free from errors nor do any of them accept any responsibility for the future accuracy of opinions expressed in this Presentation or the actual occurrence of forecasted developments. Furthermore, no liability for such statements, or any obligation to update any such statements or to conform such statements to actual results, is assumed.

The Presentation contains financial information derived from the Company's financial statements, including the Company’s un-audited interim financial reports. To obtain complete information of the Company's financial position, operational results and cash flow, the financial information in this Presentation must be read in conjunction with the Company's audited financial statements and other regulatory financial information made public by the Company.

Neither the Company nor the Managers have authorised any other person to provide investors with information related to the Bond Issue or the Company, and neither the Company nor the Managers will assume any responsibility for any information other persons may provide.

This Presentation is not intended for distribution to, or use by, any person in any jurisdiction where such distribution or use would be contrary to local laws or regulations, and by accepting these materials, each recipient confirms that it is able to receive them without contravention of any unfulfilled registration requirements or other legal or regulatory restrictions in the jurisdiction in which such recipients resides or conducts business. In member states of the European Economic Area (“EEA”), the Presentation is directed at persons, who are “qualified investors” as defined in Article 2(e) of the Prospectus Regulation (Regulation (EU) 2017/1129, as amended) (“Qualified Investors”), and in the United Kingdom only at (i) persons having professional experience in matters relating to investments who fall within the definition of "investment professionals" in Article 19(5) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 (the "Order"); or (ii) high net worth entities falling within Article 49(2)(a) to (d) of the Order; or (iii) other persons to whom it may otherwise be lawfully communicated.

The Presentation does not constitute an offer to sell, or a solicitation of an offer to purchase, any securities in the United States, and the securities referred to herein have not been and will not be registered under the U.S. Securities Act of 1933, as amended (the "Securities Act") and may not be offered or sold within the United States absent registration or an applicable exemption from, or in a transaction not subject to, the registration requirements of the Securities Act. The Presentation is not for general distribution in or into the United States of America, but directed only at persons reasonably believed to be a qualified institutional buyer ("QIB"), as defined in the Securities Act.

ACCORDINGLY, ANY OFFER OR SALE OF BONDS WILL ONLY BE OFFERED OR SOLD (I) WITHIN THE UNITED STATES, OR TO OR FOR THE ACCOUNT OR BENEFIT OF U.S. PERSONS, ONLY TO QIBs IN OFFERING TRANSACTIONS NOT INVOLVING A PUBLIC OFFERING AND (II) OUTSIDE THE UNITED STATES IN OFFSHORE TRANSACTIONS IN ACCORDANCE WITH REGULATION S. ANY PURCHASER OF BONDS IN THE UNITED STATES, OR TO OR FOR THE ACCOUNT OF U.S. PERSONS, WILL BE DEEMED TO HAVE MADE CERTAIN REPRESENTATIONS AND ACKNOWLEDGEMENTS, INCLUDING WITHOUT LIMITATION THAT THE PURCHASER IS A QIB.

The materials speaks only as of the date set out on the cover, and the views expressed are subject to change without notice based on a number of factors. There may have been changes in matters that affect the Company or the Group subsequent to the date of this Presentation. Neither the delivery of this Presentation nor any further discussions of the Company may have with any of the recipients shall, under any circumstances, create any implication that there has been no change in the affairs of the Company since such date. None of the Company or the Managers undertake any obligation to amend, correct or update the materials or to provide any additional information about any matters described herein, but each of the Company and the Managers reserves the right to amend, correct or update the materials and provide additional information.

The Presentation is subject to Norwegian law, and any dispute arising in respect of this Presentation is subject to the exclusive jurisdiction of Norwegian courts with Oslo district court (Nw: Oslo tingrett) as exclusive venue.

Summary of risk factors (1/2)

SUMMARY OF RISK FACTORS

An investment in the Bonds involves a high level of risk. Set out below is a summary of certain of the risks described in this Presentation. No investor should make any investment decision without having carefully reviewed and considered the full-length risk factors included in this Presentation, under the caption "Risk factors", and the other information contained in this Presentation. An investment in the Bonds is suitable only for investors who understand the risks associated with this type of investment and who can afford to lose all or part of their investment.

If any of the following risks were to materialize, individually or together with other circumstances, this could have a material adverse effect on the Group and/or its business, results of operations, cash flows, financial condition and/or prospects, which may cause a decline in the value and trading pricing of the Bonds, resulting in loss of all or part of an investment in the Bonds. The risks and uncertainties described below, and under the caption "Risk factors" in this Presentation, are not the only risks the Group may face. Additional risks and uncertainties that the Group currently believes are immaterial, or that are currently not known to the Group, may also have a material adverse effect on the Group's business, results of operations, cash flows, financial condition and/or prospects.

The risk factors have been divided into four (4) categories based on their nature:

1.1 Risks related to the Group's business and the industry in which the Group operates

- The Group's revenue under its life-of-field contracts relies on the continuous operations of the field and the renewal or extensions on other charter contracts
- The Group derives a majority of its revenues from a limited number of customers
- The results of the Group’s shuttle tanker operations in the North Sea are subject to seasonal fluctuations
- The offshore service industry has historically been highly cyclical and volatile, which may limit the Group's access to capital
- The Group relies on partners, suppliers, and other third parties to supply certain services for the successful operations of its business
- The Group may experience operational problems with vessels that could reduce revenue and increase costs
- The Group’s insurance coverage and indemnities may not adequately cover all risks, losses or expenses
- Competition and other factors may affect demand for the Group’s services, which could adversely affect the Group's revenues, profitability and financial condition
- The international nature of the Group's operations may make the outcome of any bankruptcy proceedings difficult to predict
- Armed conflicts, piracy, increased hostilities and terrorist attacks could negatively affect the Group's business, financial position and operating results

Summary of risk factors (2/2)

1.2 Financial risks

- The Company's or the Group's financing arrangements, as well as any future financing agreements, include operating and financial restrictions and covenants that may limit or adversely impact the Group's business activities
- The Group may be exposed to fluctuations in currency exchange rates
- The Group may be unable to realize expected benefits from any acquisitions of vessels
- The Group may not be able to generate sufficient cash to service all of its indebtedness and may be forced to take other actions to satisfy the obligations under its indebtedness, which may not be successful
- Fluctuations in interest rates may materially affect the Group's operating results

1.3 Legal and regulatory risks

- Because the Company is organized under the laws of the Marshall Islands, it may be difficult to serve the Company with legal process or enforce judgments against it, or its directors or management
- As a Marshall Islands limited liability company, the Company's operations may be subject to the economic substance requirements which could harm its business
- The Group operates in a market which is governed by regulatory regimes which may be subject to change
- The nature of the Group's operations exposes it to a wide range of environmental regulations that could result in significant environmental liabilities
- The Group may be subject to legal, governmental, regulatory or arbitration proceedings that may affect the Group's business and results of operations
- The Group is exposed to risks relating to cyber attacks
- The Group is exposed to risk due to changes in tax laws or tax practice of jurisdiction in which the Group operates

1.4 Risks related to the Bonds

- The Issuer's ability to make principal or interest payments when due in respect of its financial indebtedness, will depend on the Group's future performance and its ability to generate cash which, to a certain extent, is subject to various factors, many of which are beyond the Issuer's control
- The Bonds are subject to call options and mandatory redemption mechanics
- The Issuer may have insufficient funds to make required repurchases of the Bonds
- There will only be a limited trading market for the Bonds and the market may have limited liquidity
- Risks related to transfer restrictions on the Bonds
- Pre-defined majority may amend the Bond Terms
- The Bonds are unsecured and will be effectively subordinated to any secured debt of the Company
- The Issuer is a holding company and dependent on distributions from its subsidiaries to service payments in respect of the Bonds

Issuer characteristics and due diligence overview

Business overview

Altera Shuttle Tankers L.L.C. is among the world's largest owners and operators of shuttle tankers. Shuttle tankers are used to transport crude oil from oil production fields without access to fixed pipelines to refineries or export hubs. The Issuer operates a fleet of 20 shuttle tankers, of which 19 vessels are owned. The Issuer is incorporated under the laws of the Republic of the Marshall Islands, and managed from Stavanger, Norway.

Listing & ownership

The Issuer is a wholly owned subsidiary of Altera Infrastructure L.P. ("Altera Infrastructure", or the "Parent").

Altera Infrastructure is controlled by Brookfield Business Partners L.P. ("Brookfield") through its 100% ownership of the general partner interest and approximately 88% of Altera Infrastructure's common units.

The Issuer will apply for listing of the bonds on Oslo Stock Exchange or any other Exchange within six months of the Issue Date.

Capital markets experience

Although being a privately owned company, the Issuer has considerable capital markets experience through its long-lasting presence in the Nordic bond market. This comes in addition to Altera Infrastructure's historical presence in the US bond market and Brookfield's extensive capital markets knowledge. Brookfield has four representatives on the Parent's board of directors.

Declaration of completeness and bring down due diligence

The Issuer will sign a "Declaration of Completeness" and has concluded a "Bring Down Due Diligence" call, among others confirming to the Managers that the marketing material in all material respect is correct and complete, and that all matters relevant for evaluating the Issuer and the contemplated Bond Issue is properly disclosed in the marketing material.

Investors considering an investment in the bonds should review the entire Investor Presentation extensively, including the disclaimer on pages 2-3 and the risk factors on pages 51-61. The risk factors are summarized on pages 4-5 of this presentation, but investors should review the long form version of the risk factors in addition to the summary.

Legal due diligence prior to the launch of the bond issue

No due diligence review has been carried out prior to the launch of the bond issue

Joint Bookrunners

Arctic Securities, Danske Bank, DNB Markets, Nordea and SEB

Co-Manager

Crédit Agricole Corporate and Investment Bank

Legal counsel to the Managers and the Issuer

Wikborg Rein Advokatfirma AS acts as legal counsel to the Managers

Advokatfirmaet Schjødt AS acts as legal counsel to the Issuer

Auditor of the Issuer

EY LLP

Agenda

1. **Transaction overview**
2. Company overview
3. Market outlook
4. Financials
5. Appendix
6. Risk factors
7. ESG questionnaire

Transaction overview

Summary

- Altera is a leading owner and operator of shuttle tankers globally, with a fleet of 20 vessels on long-term charters to strong counterparties across the globe[1]
- In 4Q23 Altera refinanced eight vessels on the back of an improving market outlook and higher vessel values increasing liquidity with more than USD 80m
- The Company is contemplating issuing new 4-year USD 100-150m senior unsecured bonds, which together with undrawn capacity under its RCF (USD 120m as of year end 2023) will be used to repurchase and repay existing debt and for general corporate purposes

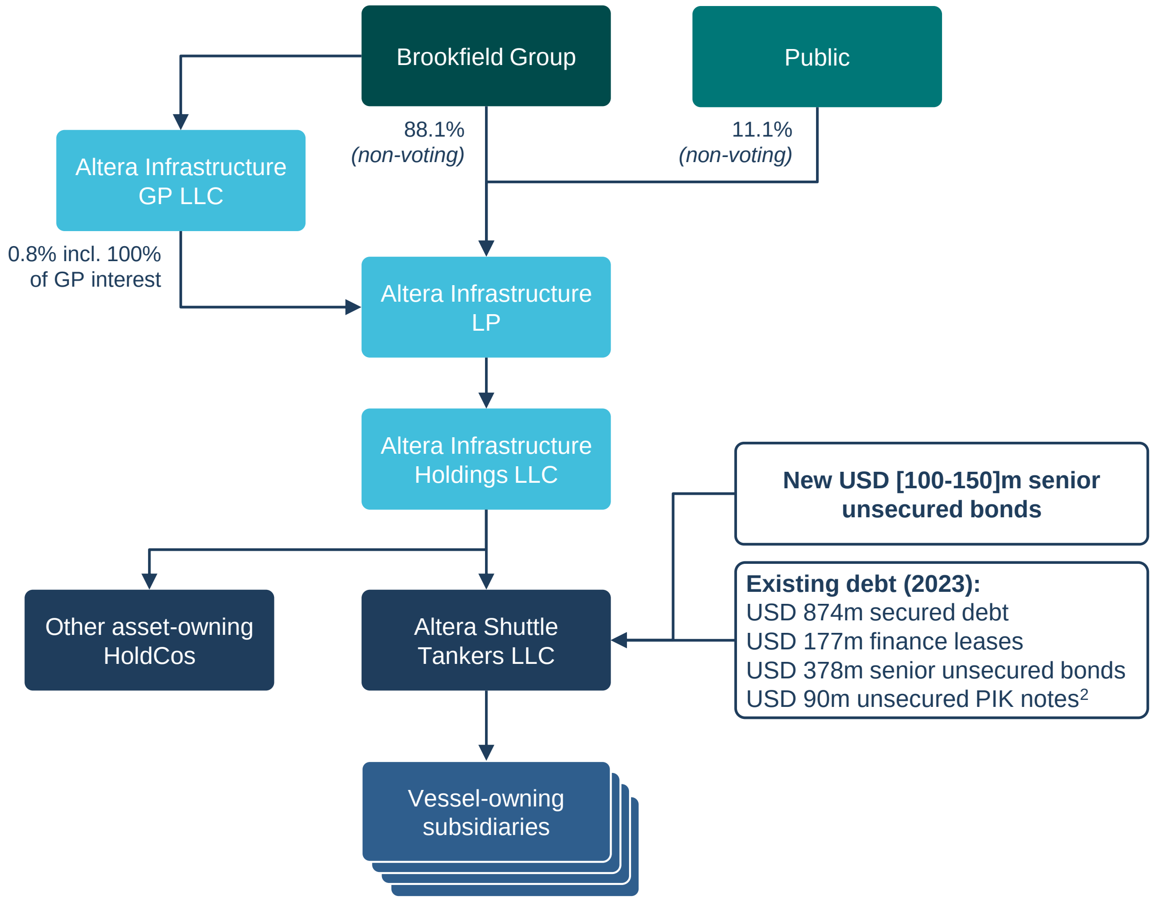
Sources & uses and pro-forma capitalization

Sources	USDm
Bond Issue	150
Balance sheet cash	98
RCF drawdown	50
Total	**298**

Uses	USDm
Repayment of existing debt	200
Cash and expenses	98
Total	**298**

Pro-forma capitalization	USDm	xAdj. EBITDA 2023
Secured debt	924	4.2x
Finance leases	177	0.8x
Senior unsecured bonds	328	1.5x
Unsecured PIK notes	90	0.4x
Gross debt	**1,519**	**6.9x**
Cash and cash equivalents	98	0.4x
Net interest-bearing debt	**1,421**	**6.4x**
Available RCF capacity	70	0.3x
All-in available liquidity	**168**	**0.8x**

Simplified corporate structure



Notes: (1) 18 owned and one in-chartered shuttle tankers, and one owned vessel which is expected acquired by Altera Infrastructure for approx. USD 40m to be converted to an FSO, subject to final terms. (2) The USD 90m unsecured PIK notes relate to an interest-bearing shareholder loan ranked pari-passu with the USD 378m public bonds

Key terms

Issuer	Altera Shuttle Tankers L.L.C
Status	Senior unsecured
Tenor	4 years
Initial issue amount	USD [100-150] million
Maximum issue amount	USD 200 million
Interest rate	[●]% p.a., semi-annual interest payments
Use of proceeds	Refinancing of existing debt and general corporate purposes
Amortization	The bonds shall be repaid in full at the maturity date at 100% of par value
Call options	Make-whole 24 months, thereafter callable at par + 50/33/17% of the interest rate after 24, 30 and 36 months respectively
Financial covenants	• Free liquidity and undrawn committed revolving credit facilities to be equal to or greater than USD 35 million and 5% of total debt • Net debt to total capitalization ratio not to exceed 75%
Distributions	No distributions unless net debt to total capitalization ratio does not exceed 67.5% pro-forma for distribution
General undertakings	The Issuer shall comply with certain general undertakings, inter alia mergers/de-merger restrictions, financial indebtedness, disposals, distributions and compliance with laws
Change of control	Investor put option at 101% of par upon a change of control event
Listing of bonds	Oslo Stock Exchange within 6 months after the issue date
Trustee	Nordic Trustee AS
Governing law	Norwegian Law
Joint Bookrunners	Arctic Securities, Danske Bank, DNB Markets, Nordea, SEB
Co-Manager	Crédit Agricole Corporate and Investment Bank

Notes: Please see the term sheet for details

Today's presenters

Idar Hillesøy

President

Altera Shuttle Tankers

Jan Rune Steinsland

Chief Financial Officer

Altera Infrastructure

Terje Selle Rundberg

VP Financing and Treasury

Altera Infrastructure

altera

Key credit highlights

Established and leading player with strong customer relationships and an attractive business model	• More than 30 years of experience in the shuttle tanker business, with long-term client relationships with investment grade rated counterparties • Well-established as the market leader in the North Sea with an attractive CoA business model based on economies of scale • The only operator with vessels in Canada, the North Sea and Brazil. Proven operational track record in all markets with 98.1% historical uptime • Owned by Brookfield, one of the world's leading asset managers through its portfolio company Altera Infrastructure, which is now recapitalised and has USD 1.1bn of book equity and a forward revenue backlog of approx. USD 5.5bn
Industry front-runner in emission reductions	• Young fleet with an average age of 8 years, making it one of the largest and most modern shuttle tanker fleets globally[1] • USD 850m invested in six Altera E-Shuttle design vessels, delivered during 2020 and 2021 with dual-fuel LNG propulsion and battery technology, reducing CO_2 equivalent emissions with up to 40% • Altera is leading the industry towards a lower carbon footprint, having already reduced its emissions by 49% compared to the 2008 IMO baseline – well ahead of the IMO targets of 50% by 2030
Strong market outlook with scheduled growth in key geographies from 2024	• Substantial growth in oil production volumes for shuttle tanker offtake in the Brazilian market over the next years, already materialising in tenders • Shuttle tanker demand in Altera's core regions Brazil, Canada and the North Sea is expected to grow by 50%, to more than 100 vessels by 2030 • The current shuttle tanker fleet is not able to absorb the coming capacity demand in Brazil and the North Sea, meaning already sanctioned field developments will trigger a near-term supply deficit • Increased cost of capital and higher newbuilding costs will push day rates higher for existing tonnage as well as for newbuild tenders
Prudent financial policies, improving financials and ambition to deleverage further	• Following the completion of its newbuilding programme in 2022, Altera now has the majority of its fleet fixed on long-term charters providing substantial cash flow for deleveraging • Altera is committed to further reduce leverage in the coming years by USD ~100m of annual amortisation – equal to ~0.5x 2023 Adj. EBITDA • Based on broker quotes, Altera's fleet value is USD 2,041m, which gives a prudent 64% net LTV[2]

Notes: (1) 18 owned and one in-chartered shuttle tankers, and one owned vessel which is expected acquired by Altera Infrastructure for approx. USD 40m to be converted to an FSO, subject to final terms. (2) The fair market value estimate is based on vessel valuations provided by two independent ship brokers

Strong support from ultimate owner Brookfield, owning and operating assets across the midstream, transport, data, and utilities sectors

USD ~865bn	~195,000	~1,200	30+
Assets under management	Operating employees	Investment professionals	Countries

Brookfield has a strong focus on investing in businesses with cash flow stability and resilience

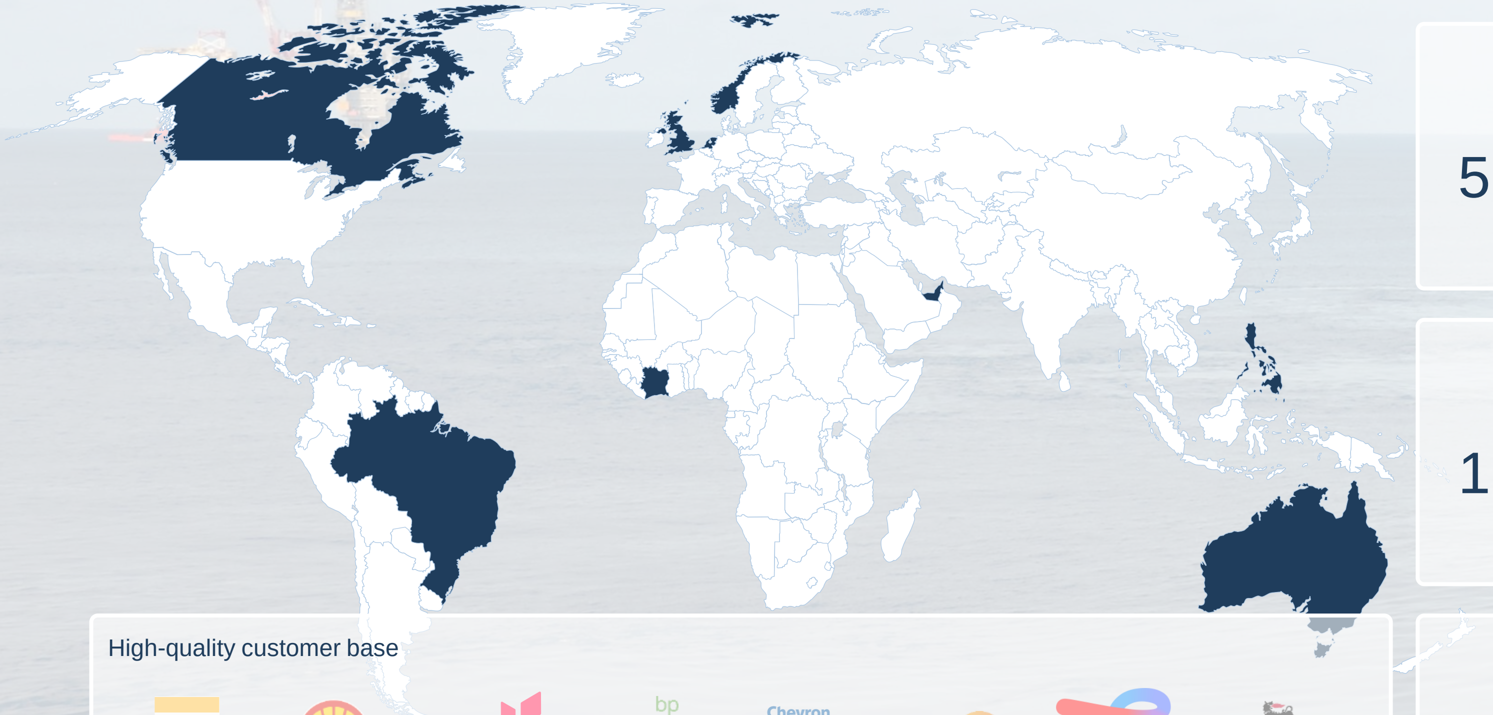
Extensive experience with owning and operating businesses in the energy supply chain

- 22,000 km of natural gas transmission pipelines primarily in the US
- 600 billion cubic feet of natural gas storage in the US and Canada
- 17 natural gas processing plants in Canada
- 16,200 km natural gas pipelines
- 1.9 million residential energy customers in the U.S. and Canada
- 7.3 million electricity and natural gas connections
- 71,600 km electricity transmission lines

Significant banking, equity and debt capital markets relationships across the Brookfield ecosystem

altera

Altera Infrastructure is a leading and well-capitalised owner and operator providing critical infrastructure assets to the largest players in the offshore energy industry



High-quality customer base

BR, Shell, equinor, bp, Chevron, Suncor Energy, TotalEnergies, vår energi, ExxonMobil, AkerBP, Enauta, cenovus Energy, ophir, Karoon Energy

USD 5.5bn	Firm revenue backlog
USD 1.1bn	Book equity
Zero	Debt or preference equity on corporate level

39 vessels owned and operated

- **8** Production assets
- **20** Shuttle tankers[1]
- **2** FSOs
- **8** Towage vessels
- **1** UMS

Notes: (1) Including in-chartered Ingrid Knutsen and Nordic Brasilia which is expected acquired by Altera Infrastructure for approx. USD 40m to be converted to an FSO, subject to final terms.

altera

Shuttle tankers are critical for the offshore value chain, acting as floating and flexible pipelines

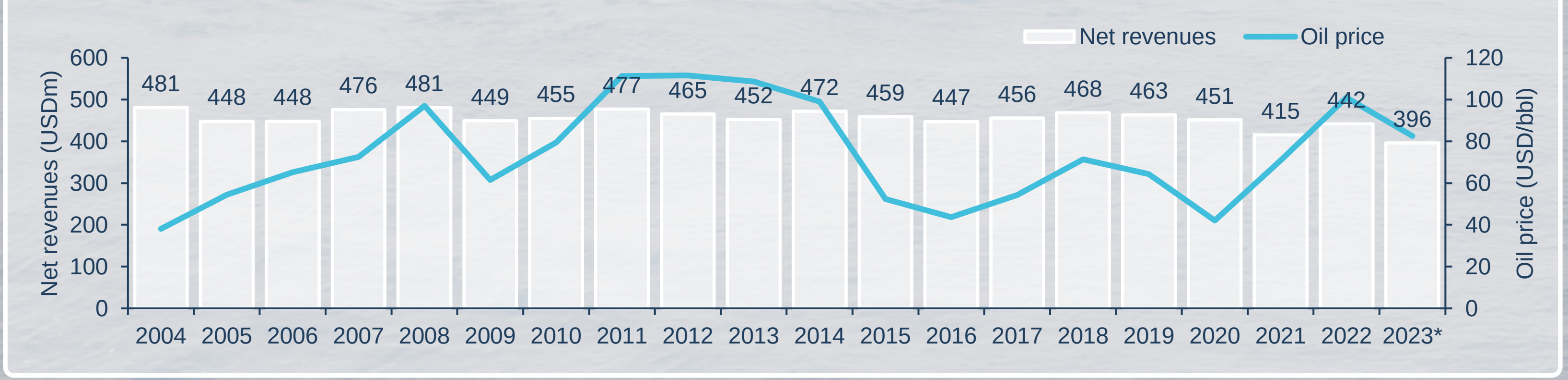
Exploration
More sensitive to oil prices

Production
Less sensitive to oil prices

Seismic surveying → Exploration & drilling → Subsea → Production → Storage → **Transportation** → Terminals

altera

Very low revenue volatility regardless of oil prices



Shuttle tankers 101

- The only solution for platforms without pipeline infrastructure to offload oil
- A low-cost and flexible alternative relative to the cargo value
- Stable business model with good visibility on earnings and market outlook
- Low revenue volatility as established oilfields are incentivised to maximise production in most market conditions

Notes: (*) One-off impact of USD 23m on 2023 revenues due to off-hire days in relation to the extensive drydockings and mid-life upgrades of 4x Samba Class vessels

Key developments in 2023

Successfully re-chartering the four Samba class vessels and further proof of market tightening

- During 2023 Altera **successfully re-contracted all four Samba class vessels** on new time-charter contracts at **day rates meaningfully higher** than historical levels
- The new Samba class contracts **add approximately USD 290m** to the Company's firm revenue backlog (USD 318m including options)
- Agreed with Equinor to **expand the master agreement to four vessels** on TC, incl. Tide Spirit from March 2025 to March 2027 while also firming up Current Spirit until March 2027
- Extended one of the largest CoA contracts for **5 years at substantially higher rates**

USD
401m
Additional TC backlog secured[1]

Two major refinancings finalised, highlighting strong support from our bank group

- In March 2023, the Company **completed its USD 153m commercial tranche refinancing** four shuttle tankers operating off the East coast of Canada
- In October 2023, the Company **closed a USD 340m sustainability-linked revolving credit facility** secured by eight shuttle tankers, refinancing two existing facilities of USD 59m and USD 198m, respectively. The facility was substantially oversubscribed
- The upsizing of USD 84m highlights the banks' comfort with the credit and asset values materially exceeding book values

USD
84m
Freed up liquidity in recent refinancing

Extensive upgrades and drydockings of the four Samba class vessels soon to be finalised

- By 1Q24, all four Samba class vessels are expected to have **completed an extensive mid-life dry-docking and upgrade program preparing the vessels for new lucrative time charters**
- Three of the vessels have already finalised their dockings while the fourth vessel is expected redelivered in 1Q24
- The docking and upgrade program has caused a **one-off negative impact** on the Company's 2023 EBITDA of approximately USD 23m[2]

# of days in 2023
366
Off-hire in relation with Samba-class docking

Notes: (1) Including the four Samba class vessels and the firmed-up charters with Equinor for Tide Spirit and Current Spirit (2) Primarily as a result of dry dock off-hire days

altera

Agenda

altera

Altera Shuttle Tankers at a glance

24%
Market share, with unique value proposition[1]

81%
2023 earnings from investment grade counterparties

97%
2023 revenue from fixed contracts

49%
Fleet Carbon Intensity reduction from IMO baseline in 2008

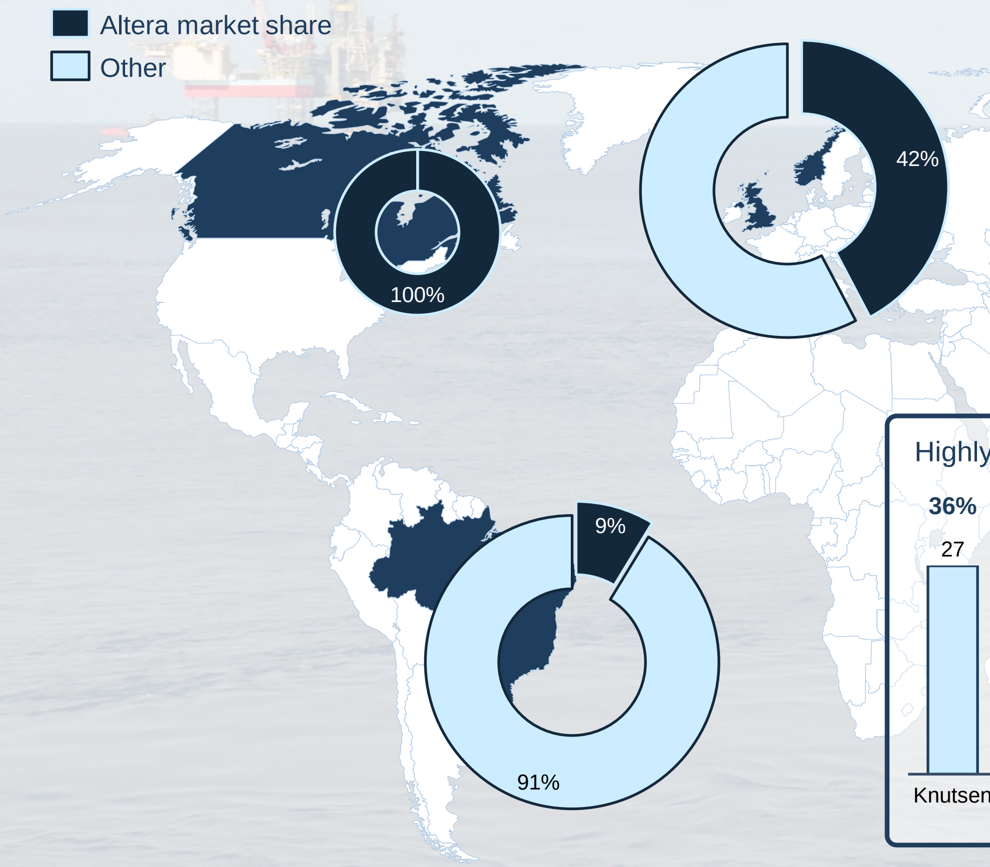
4.5 / 6.5 years
Average remaining contract tenor / including option period

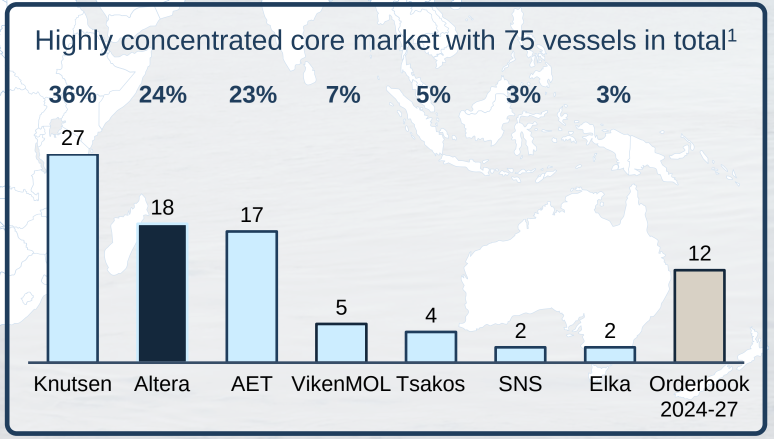
USD 1.9 / 2.7bn
Firm / option revenue backlog

20
Vessels with an average age of 8 years[2]

Notes: (1) Including in-chartered Ingrid Knutsen. (2) 18 owned and one in-chartered shuttle tankers, and one owned vessel which is expected acquired by Altera Infrastructure for approx. USD 40m to be converted to an FSO, subject to final terms.

Altera Shuttle Tankers is an established, leading player in an industry characterised by high barriers to entry





Considerable barriers to entry

- Contrasting conventional tankers, the shuttle tanker market is dominated by a handful of players with the financial and operational capabilities to operate
- Shuttle tankers operate on dynamic positioning in close proximity to offshore installations under harsh conditions, requiring highly specialised equipment and stringent operational regimes
- Where pipeline infrastructure does not exist, oil companies have no other option than using shuttle tankers to transport their oil from offshore installations
- Highly specialised vessels with associated high build costs means owners are not ordering newbuilds without long-term contracts attached
  - A newbuild today is quoted approx. 35% higher than 3-4 years ago, and close to 2x the current quote of USD ~85m for conventional Suezmax tankers
  - All vessels in the current orderbook have been contracted against long-term charters

Source: Company information, SIN

Notes: (1) Fleet overview comprising only relevant vessels for Altera's operations. Does not include e.g. Russian and Jones Act vessels

Modern fleet with high-quality counterparties

Vessel	Build Date	Age	Contract	Charterer	Region	DWT	24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44
Amundsen Spirit	Aug-10	13.4	CoA	CoA	North Sea	109 300	Aug-30
Nansen Spirit	Nov-10	13.2	CoA	CoA	North Sea	109 300	Nov-30
Peary Spirit	May-11	12.7	CoA	CoA	North Sea	106 000	May-31
Scott Spirit	Aug-11	12.4	CoA	CoA	North Sea	109 300	Aug-31
Tide Spirit	Jul-20	3.5	CoA	CoA	North Sea	130 000	Mar-25 Mar-27 Jul-40
Altera Wave	Jan-21	3.0	CoA	CoA	North Sea	103 000	Jan-41
Altera Wind	Mar-21	2.8	CoA	CoA	North Sea	103 000	Mar-41
Ingrid Knutsen			CoA	CoA	North Sea		Redelivery March 2024
Current Spirit	Aug-20	3.4	TC	Equinor	North Sea	130 000	Mar-27 Mar-30
Rainbow Spirit	Feb-20	3.9	TC	Equinor	North Sea	130 000	Mar-30 Mar-35
Aurora Spirit	Jan-20	4.0	TC	Equinor	North Sea	130 000	Mar-35 Dec-39
Beothuk Spirit	Oct-17	6.2	TC	BWTTS	Canada	155 000	Jun-30 Jun-35
Norse Spirit	Nov-17	6.2	TC	BWTTS	Canada	155 000	Jun-30 Jun-35
Dorset Spirit	Mar-18	5.8	TC	BWTTS	Canada	155 000	Jun-30 Jun-35
Altera Thule	Mar-22	1.8	TC/CoA	BWTTS/CoA	Canada/North Sea	146 300	Jun-30 Jun-35
Samba Spirit	Apr-13	10.7	TC	Total	Brazil	154 000	Oct-25
Lambada Spirit	Jun-13	10.6	TC	Petrobras	Brazil	154 000	Dec-28
Bossa Nova Spirit	Sep-13	10.3	TC	Total	Brazil	154 000	Mar-25 Mar-26
Sertanejo Spirit	Nov-13	10.2	TC	PetroChina	Brazil	154 000	Mar-29
Nordic Brasilia	Jan-04	20.0	FSO	N/A	In yard	151 000	Expected internal sale for approx. USD 40m subject to final terms

CoA
Firm
Option

North Sea

Equinor	bp
AA-	A+
Credit rating	Credit rating

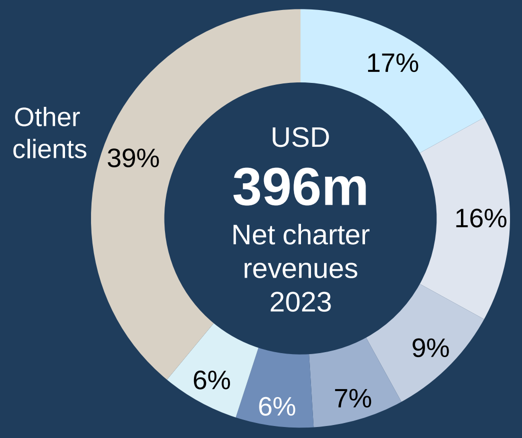
Brazil

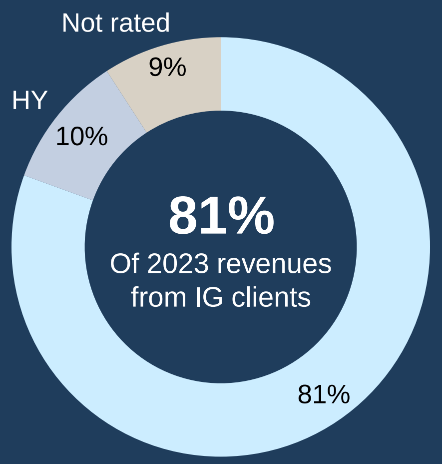
BR	TotalEnergies
BB	A+
Credit rating	Credit rating

Canada

Chevron	ExxonMobil
AA-	AA-
Credit rating	Credit rating

Diversified and solid revenue base



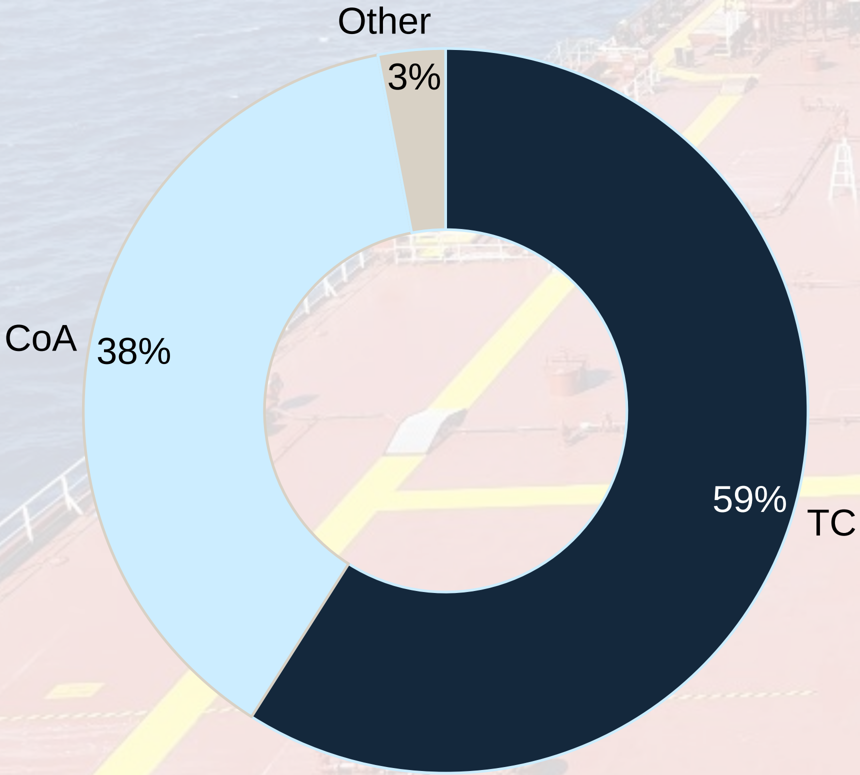


Source: S&P Global, Fitch

Solid revenue visibility from firm time charters and North Sea CoA business

Balanced mix of TC and CoA revenues

2023 net revenues, %



Robust revenue model with strong visibility and upside potential

Time charters, 11 vessels (Equinor, TotalEnergies ++)

- Firm, multi-year contracts with specified day rates where Altera owns and operates the vessels commercially and technically. Normally with charterers' extension options
- Master Agreement with Equinor giving Altera a right and obligation to supply a calculated number of vessels based on the production profiles of agreed fields
  - Equinor currently has three of Altera's E-Shuttles on charter, with an agreement to take on a fourth from March 2025 until March 2027

CoA, 8 vessels (multi-client)

- Unique North Sea business model where Altera is the market leader with a CoA portfolio of 19 contracts and an average firm duration of 2.9 years
  - 95% of CoA options have been executed historically
- Firm contract with specified day rate per customer for all liftings from a designated field. Most contracts include day rate escalation clauses
- Voyage-specific nominations (i.e. 7-10 days), typically with one-year forward visibility on volumes and indicative nominations from 2-3 months out
- Significant value proposition to the charterer, particularly when volumes do not justify a dedicated time-chartered vessel
- Higher day rates than TCs to compensate for the added utilisation risk
- Natural barriers to entry as owners need a certain fleet size and ability to service multiple customers to succeed

CoA structures offer an attractive value proposition in the North Sea to both Altera and clients

Benefits for charterers

Problem	Solution	Result
Charterer needs to lift its cargoes, but not enough to justify taking a vessel on TC	Enter into a CoA for a given volume within a period, without taking on vessel exposure	Cargoes are lifted at lower cost with increased flexibility as additional CoA days can be bought to match short-term production increases

Benefits for Altera

Added flexibility	Increased utilisation	Barriers to entry
A pool of vessels able to serve CoA contracts adds flexibility to optimise fleet performance	CoA contracts charge a premium to time charters. Increased earnings potential with a sufficient client base	Sufficient fleet scale is a prerequisite, leaving Altera able to gain additional market shares

North Sea offshore oil network

altera

Altera has a strong track-record servicing the North Sea fields, and sees new demand coming from ongoing field developments

Strong pipeline of projects

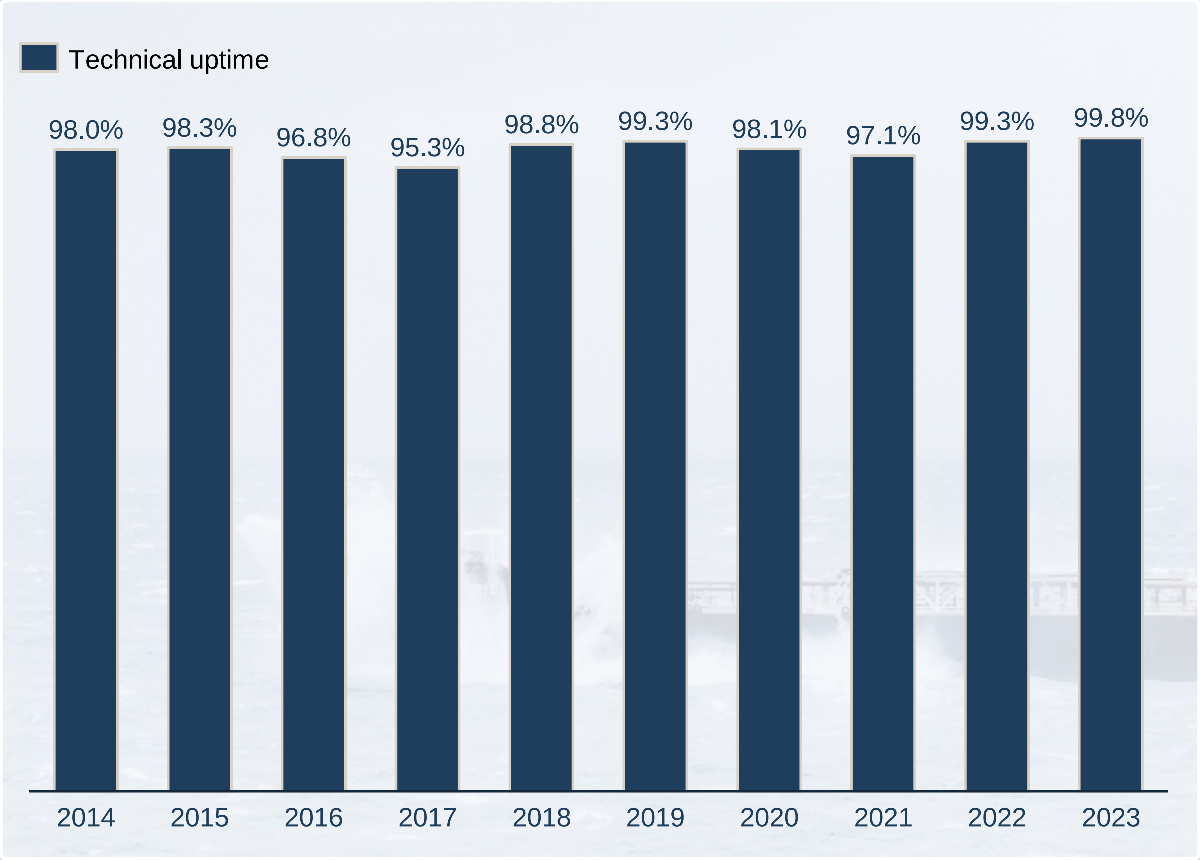
- Field operators tend to prefer experience and track-record, and given that most fields have an expected life beyond 2040, Altera's outlook for securing further business on existing fields is strong
- Altera has served most of these fields since first oil, renewing its contracts over the course of the field lives
  - 95% of charter options have been declared historically
  - 90% renewal rate on expiring charter agreements
- In addition, the pipeline of potential new business from fields coming online requiring shuttle tankers is substantial
  - These fields will likely require a combination of newbuilds and existing vessels with the necessary specifications and proven track-record, favouring Altera

 Source: Company information, Rystad Energy

altera

A strong operational track-record lays the foundation for long-term commercial relationships

98.1% uptime on average over the past 10 years



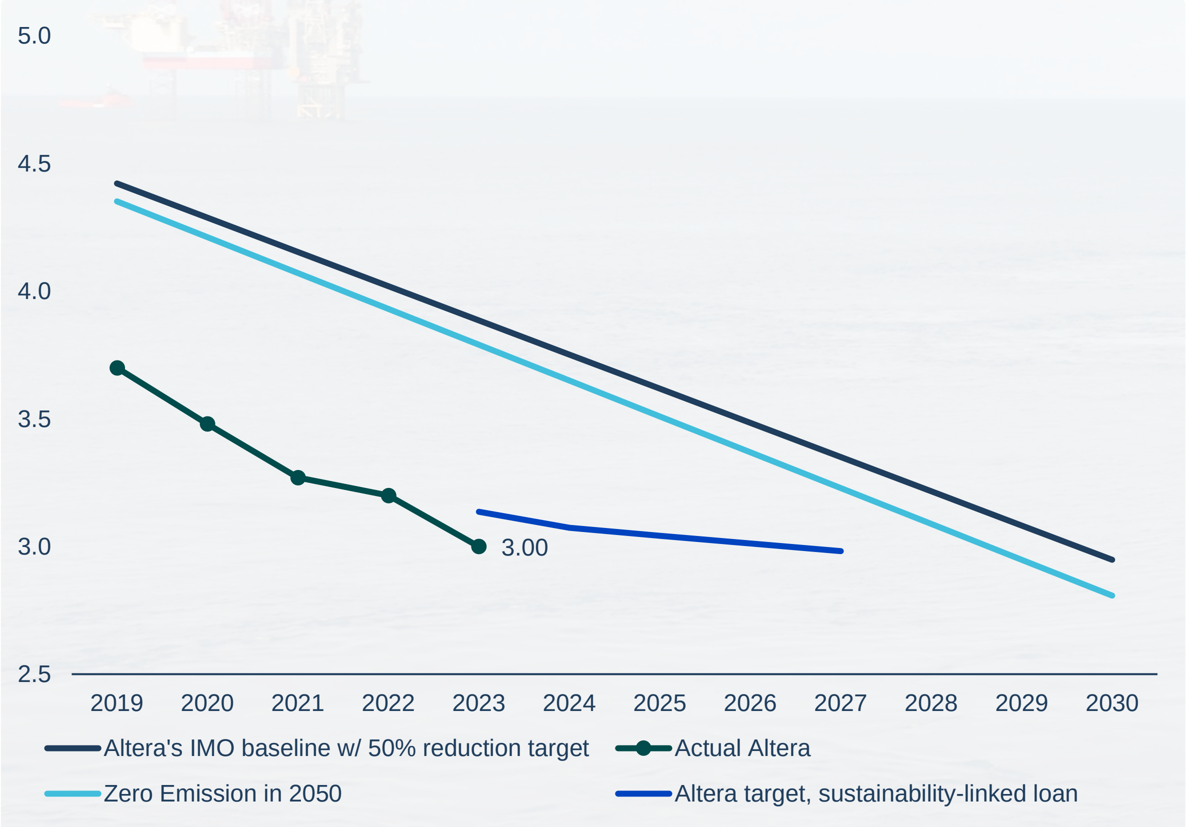
Key client relationships

Client	Years relationship
equinor	46
bp	27
BR	23
TotalEnergies	20
Chevron	30
ExxonMobil	29
AkerBP	21
vår energi	28

altera

Leading the industry to a sustainable future

Altera targets 50% reduction in fleet carbon intensity by 2030[1]



Sustainability is an integral part of our operation

6.4%
Fleet-wide CII reduction, 2023

40%
Senior management target gender balance

Zero
Oil spills during 2023

50%
Targeted emission reductions by 2030 vs 2008 baseline

0.5
Lost Time Injury (LTI) frequency per 1 million man-hours

40%
CO_2 equivalent emission reductions from E-Shuttles

Notes: (1) Annual efficiency ratio compared to 2008

altera

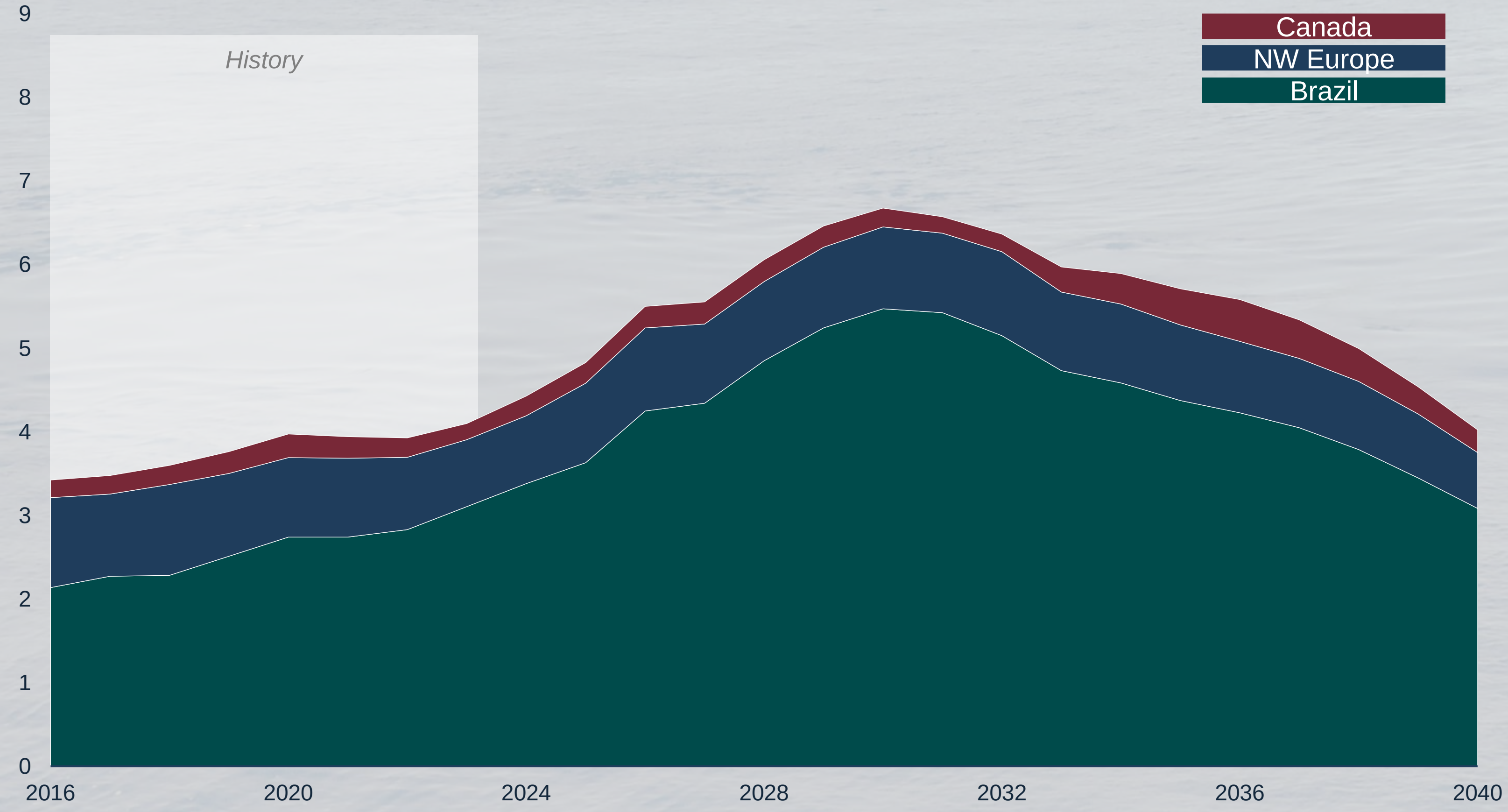
Agenda

altera

Steady production growth expected in core shuttle tanker markets…

Shuttle tanker field production profiles in core markets

Production, million bbl/d



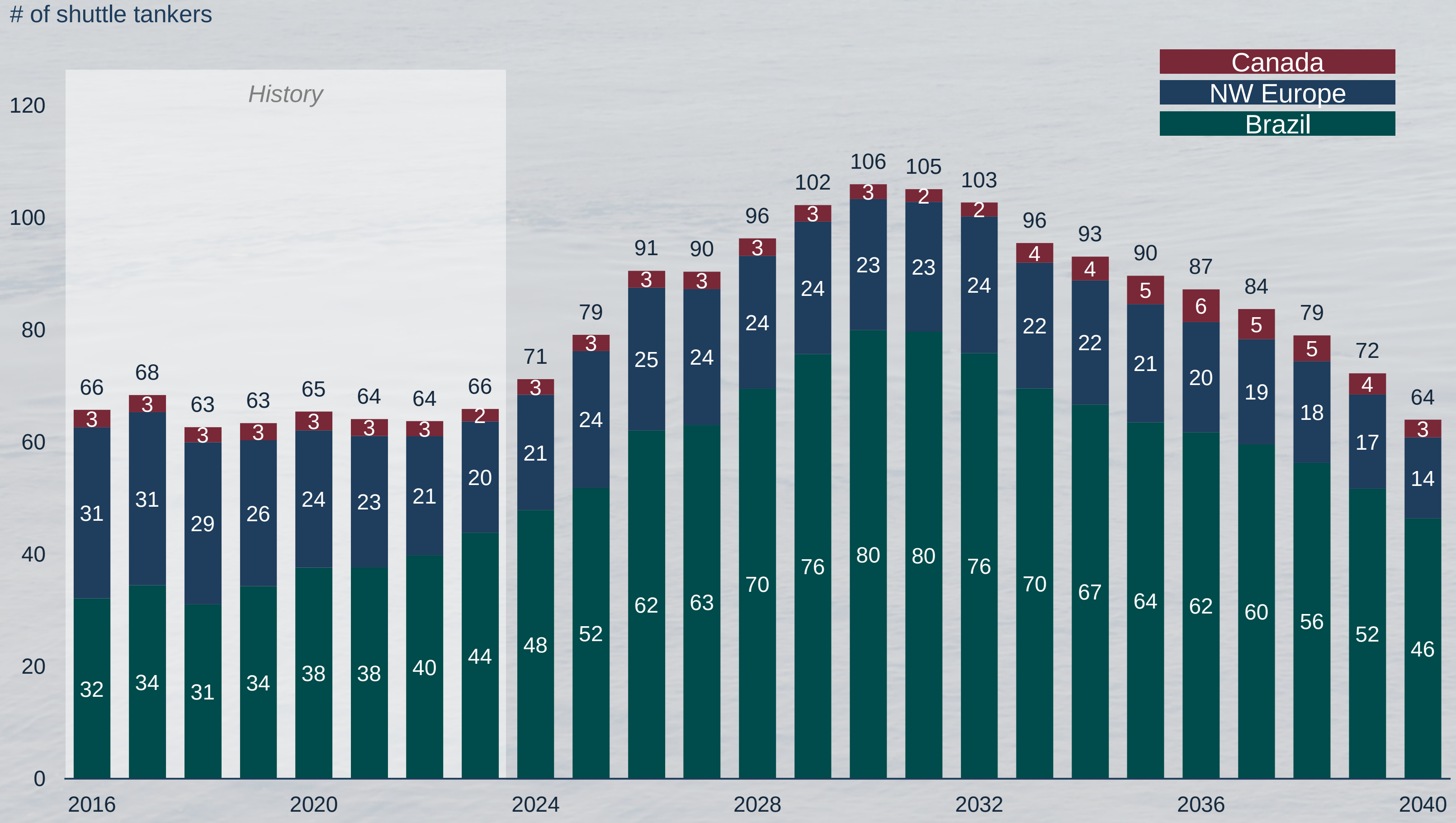
Key considerations

- Shuttled liquid volumes are expected to grow towards a 2030 peak in core shuttle tanker markets
- North-West Europe and Canadian offshore oil production is expected to remain stable through 2040
- Brazil is by far the largest shuttle tanker market and is expected to grow its position going forward. The landscape is changing with a large influx of international energy companies entering the oil production market

 Source: Rystad Energy research and analysis per November 2023. Estimated shuttle tankers required in flat 60 USD/bbl (real 2023) oil price scenario

…is expected to lead to steady shuttle tanker demand growth over the coming years…

Shuttle tanker demand by region from 2016 to 2040



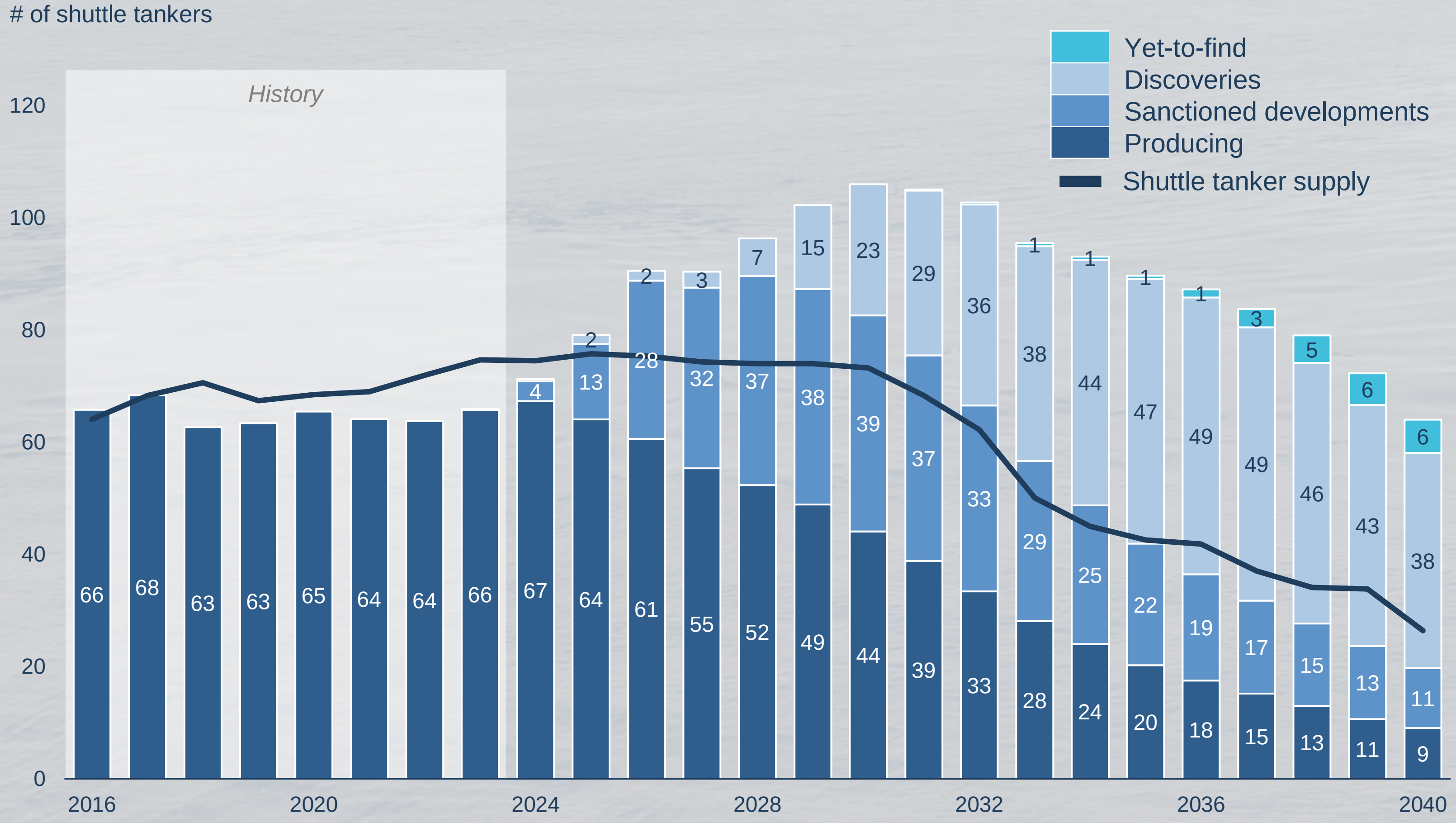
Key considerations

- Shuttle tanker demand in Brazil is expected to more than double by 2035, driven by a large influx of pre-salt development by Petrobras and international operators
- NW Europe remains a key market with high shuttle activity. Possible upside with higher Barents Sea activity
- Bay du Nord is a large development expected to come online in the 2030s, driving a 2036 peak in shuttle tanker demand in Canada

Source: Rystad Energy research and analysis per November 2023. Estimated shuttle tankers required in flat 60 USD/bbl (real 2023) oil price scenario

…creating a need for approx. 50 new shuttle tankers in the 2030s

Shuttle tanker market balance based on known orderbook and retirement after 20 years[1]



Key considerations

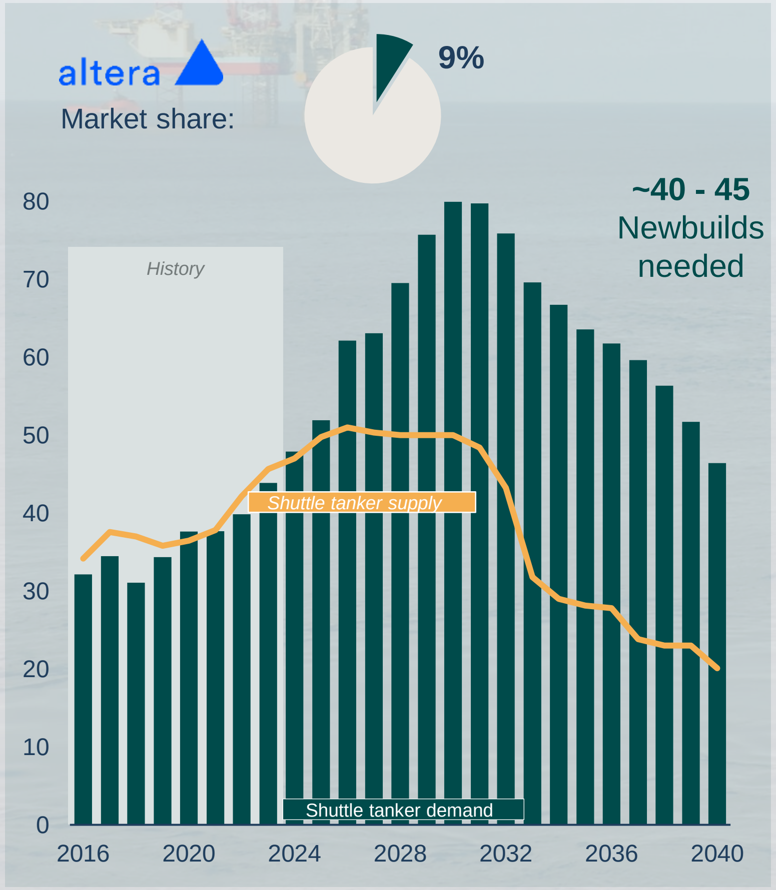
- Shuttle tanker market tightness is expected to start from 2025 as aggregate demand for vessels outpaces the current fleet
  - Expected market tightness already visible in chartering activity by customers, e.g. Equinor securing Tide Spirit on a TC from 2025 to 2027
- The market will likely require significant newbuilding activity in the next 10 years to remain balanced
  - E&P companies have already acknowledged this, as evidenced by recent uptick in tendering activity in Brazil
  - However, shuttle tanker owners have remained prudent. No vessels were contracted on a speculative basis in 2023
- Demand is expected to increase significantly from 2025 to the mid-2030s as a consequence of several large developments expected to come online
- Even without significant new sanctioning, Altera core markets are projected to be undersupplied by the mid-2020s

Source: Rystad Energy research and analysis per November 2023. Estimated shuttle tankers required in flat 60 USD/bbl (real 2023) oil price scenario

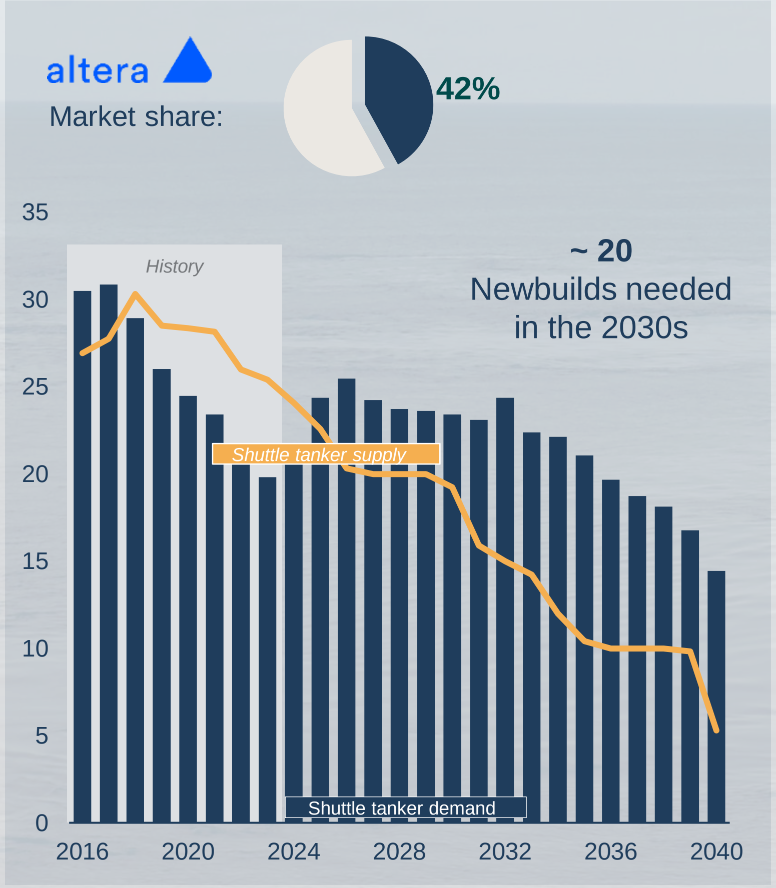
Notes: (1) Excluding the most recent tenders in the market

Altera is well-positioned to benefit from demand in all three regions

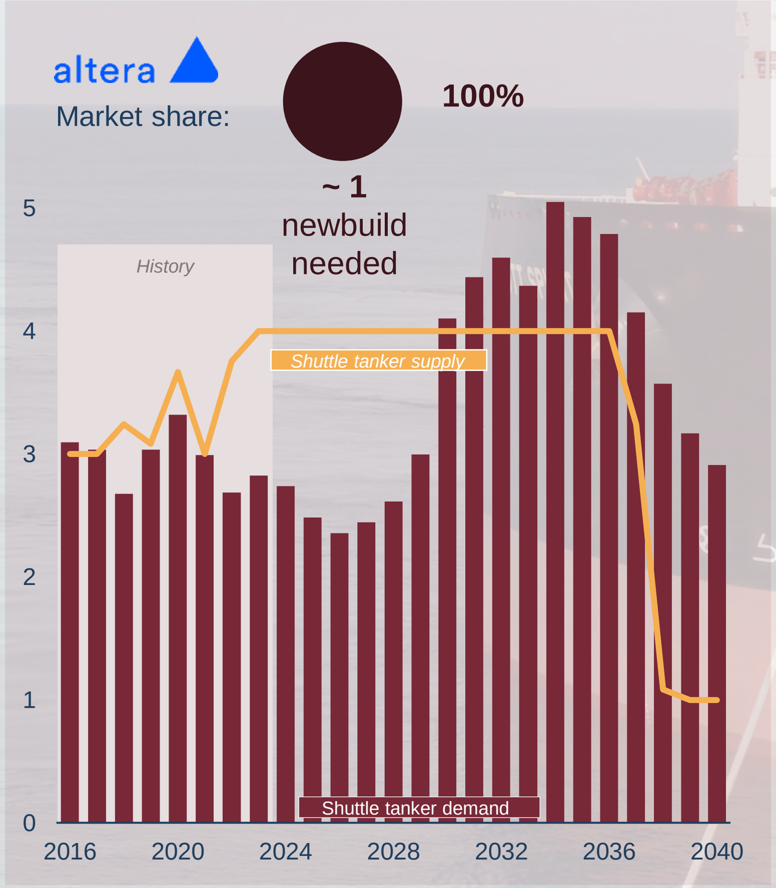
Brazil – supply & demand fundamentals[1]



North Sea – supply & demand fundamentals[1]



Canada – supply & demand fundamentals[1]



Source: Rystad Energy research and analysis per November 2023. Estimated shuttle tankers required in flat 60 USD/bbl (real 2023) oil price scenario

Notes: (1) Excluding the most recent tenders in the market.

Improving market fundamentals evidenced by stronger day rates in recent contracts

Higher newbuild prices pushing rates higher

- Newbuild prices have increased substantially over the past years – an E-shuttle tanker today would cost ~30% more than the Company's vessels that were delivered in 2020-21
- Higher newbuild prices and a further improvement in the market balance as sanctioned fields become operational is expected to favorably impact shuttle tanker day rates

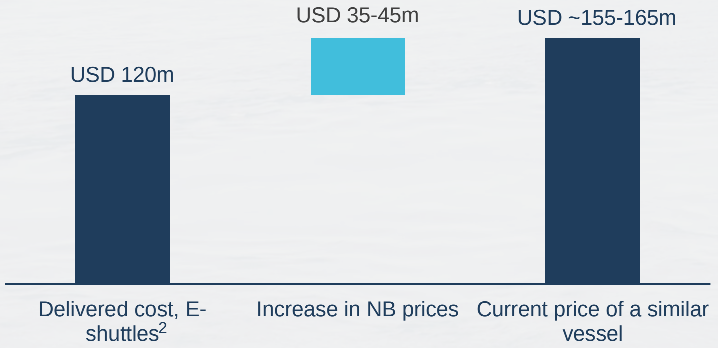
Several new tenders recently and upcoming

- There has been a strong increase in tender activity in Brazil over the past year as a result of a significant number of FPSOs that will be deployed over the next 2-5 years
- The recent time-charter contracts for the four Samba class vessels were closed meaningfully above budget, indicating a favorable development in the market balance which is expected to continue to strengthen

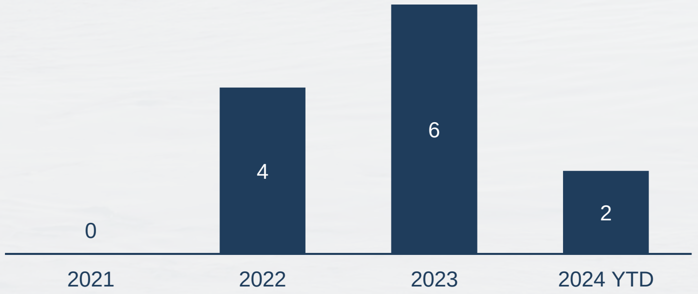
Altera strategy to maintain capital discipline

- Altera is in a strong position with the 16 of the 18 owned shuttle tankers being fixed on profitable contracts that expire in 2027 or later
  - The two shuttle tankers that will become available in 2025 and 2026 are ideally positioned to capitalize on a strengthening market
- Altera will continue to monitor growth opportunities ahead whilst maintaining capital discipline

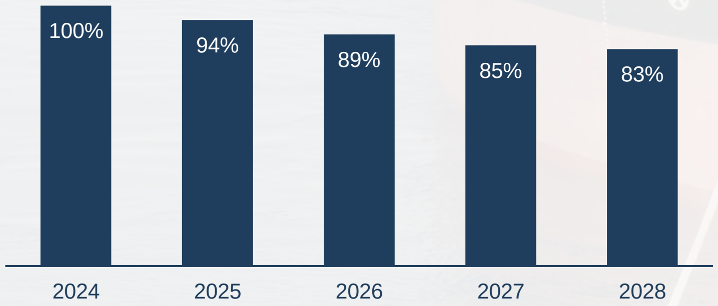
Illustrative development in newbuild prices[1]



# of vessels tendered for per year



Charter coverage for the Company's fleet[3]



Notes: (1) Illustration for North Sea specification vessels. (2) Excluding costs related to the VOC capturing technology. (3) Excluding Nordic Brasilia which is expected acquired by Altera Infrastructure for approx. USD 40m to be converted to an FSO, subject to final terms. Includes contracts of affreightment

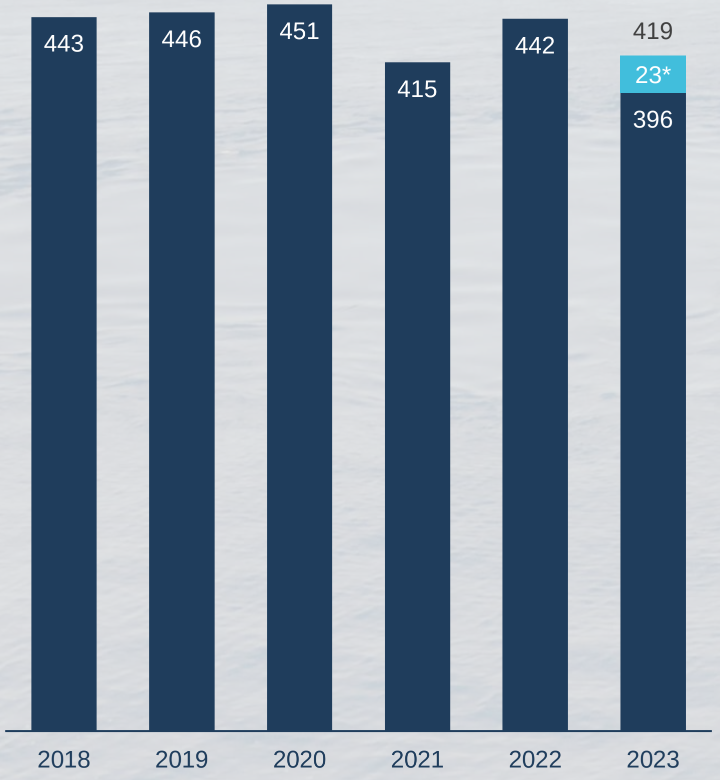
altera

Agenda

Stable financial performance

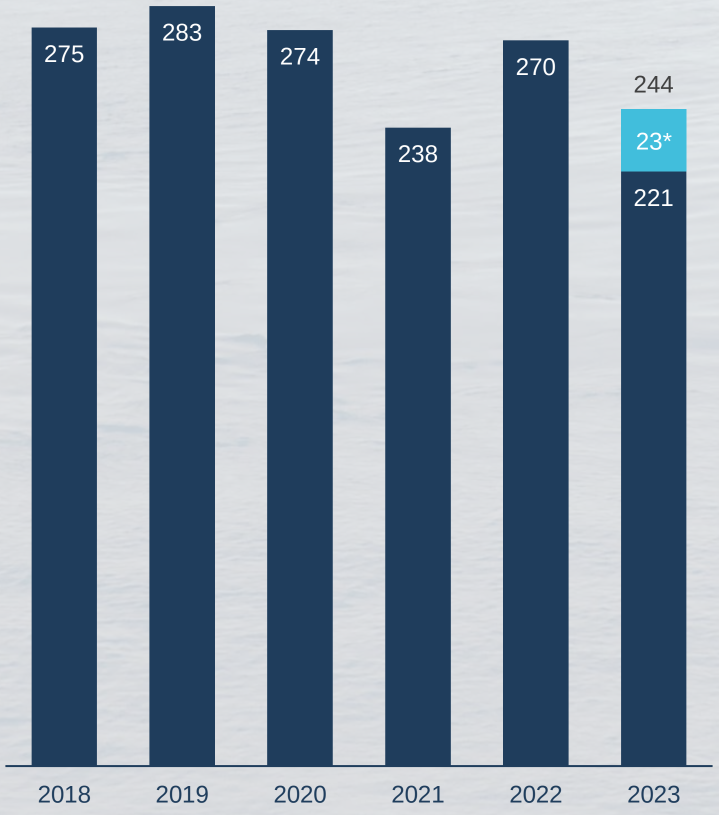
Net revenues

USDm



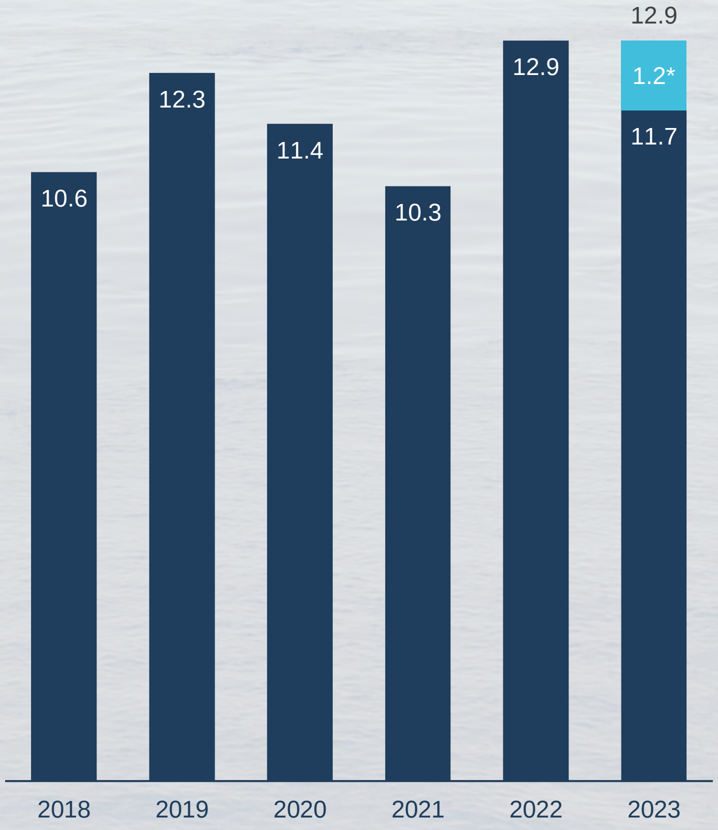
Adj. EBITDA

USDm



Adj. EBITDA per vessel

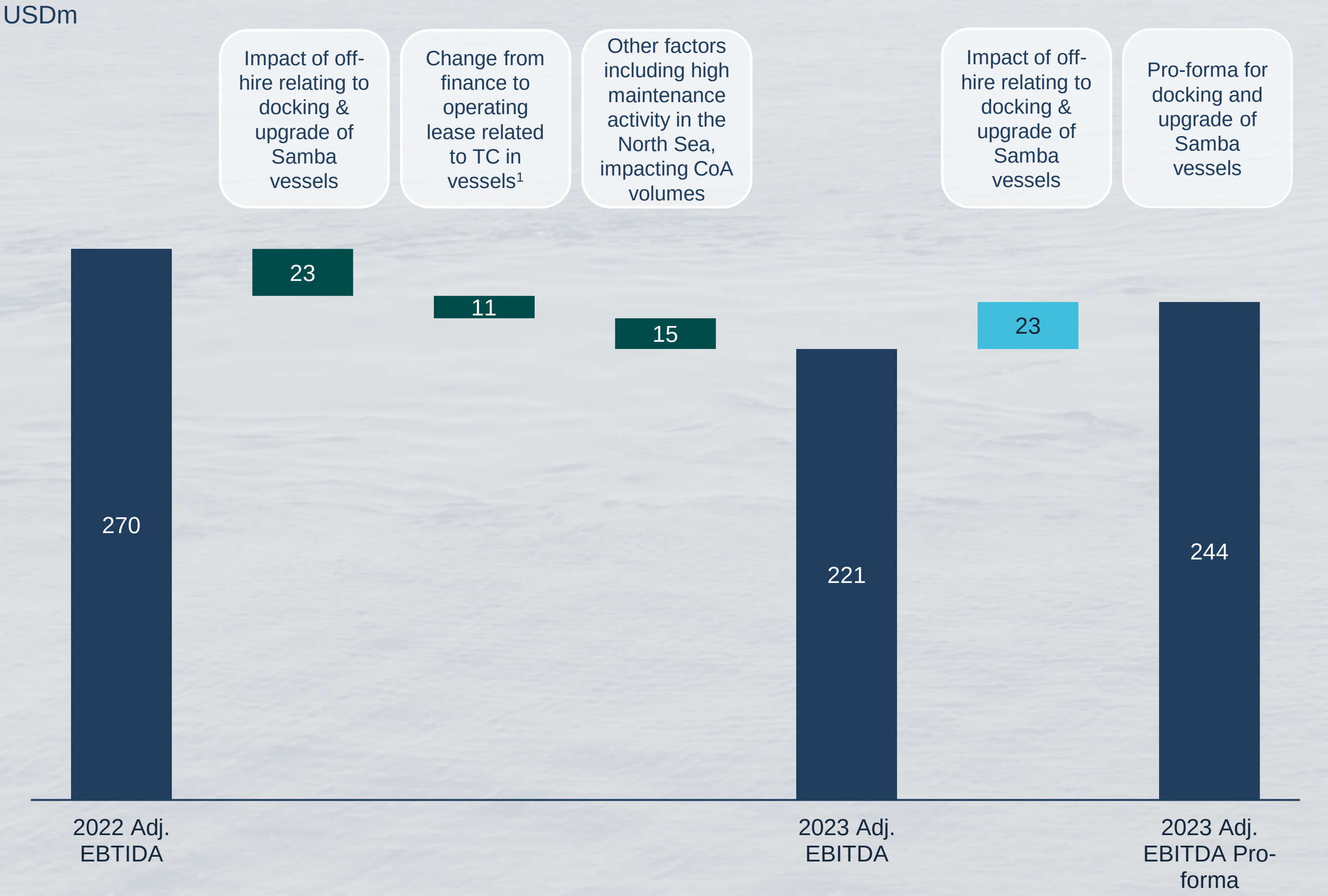
USDm



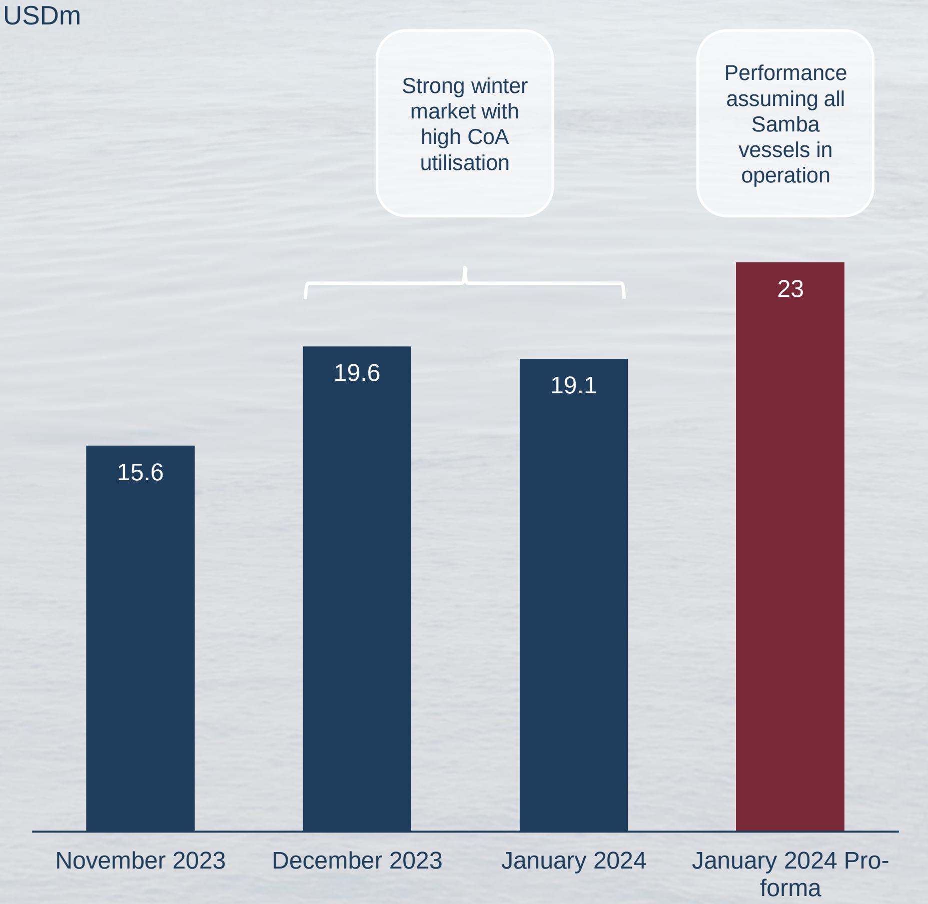
Notes: (*) Impact of off-hire in relation with the planned dry-docking and upgrade program of the Samba class vessels

2023 Adj. EBITDA of USD 244m pro-forma for mid-life docking and upgrades of the Samba-class vessels

Adj. EBITDA bridge from 2022 to 2023



Monthly Adj. EBITDA last three months



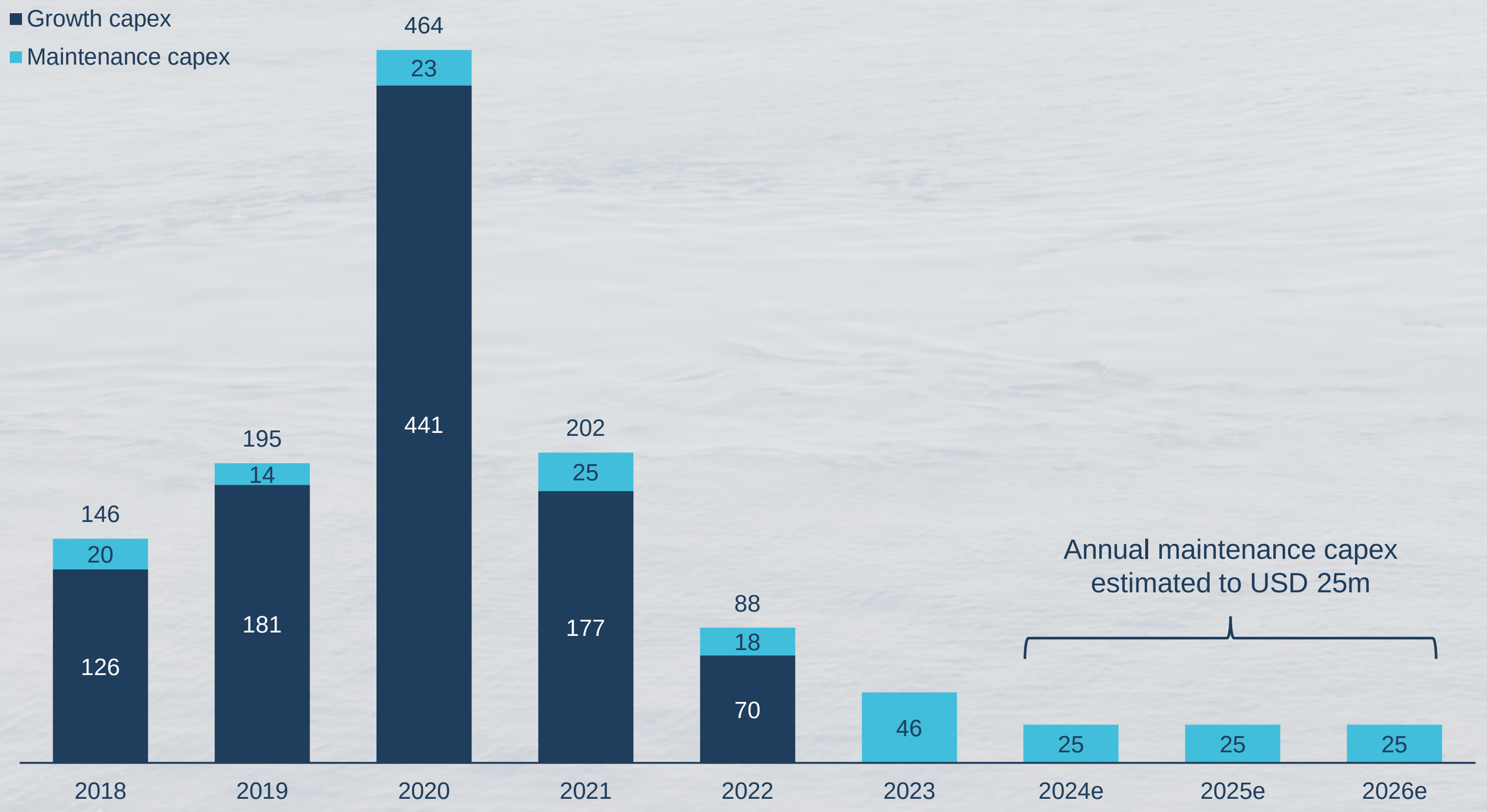
Notes: (1) Operating costs relating to Ingrid Knutsen which is chartered in on TC until March 2024 was under the previous long-term contract ending January 2023 recognized under lease accounting

altera

Limited capex commitments going forward following the completion of the newbuild program in 1H22

Historical capex program and committed capex per 4Q23[1]

USDm



Key considerations

- Altera's significant growth capex program between 2017 and 2022 of approximately USD 1bn was primarily related to the construction and delivery of six E-shuttles and one newbuild operating in East Coast Canada
  - The capex program resulted in a material decrease in the average fleet age of the fleet (currently 8 years)
  - As a result, Altera currently has the most energy efficient fleet among all shuttle tanker owners
- Following completion of the newbuild program in 2022, the Company has no commitments related to growth capex
- Estimated maintenance capex of USD 25m per year is related to scheduled drydockings
- Altera will continue to monitor growth opportunities ahead while applying capital discipline

Notes: (1) The figure excludes proceeds from sale of vessels and equipment

altera

Financing overview

Comments

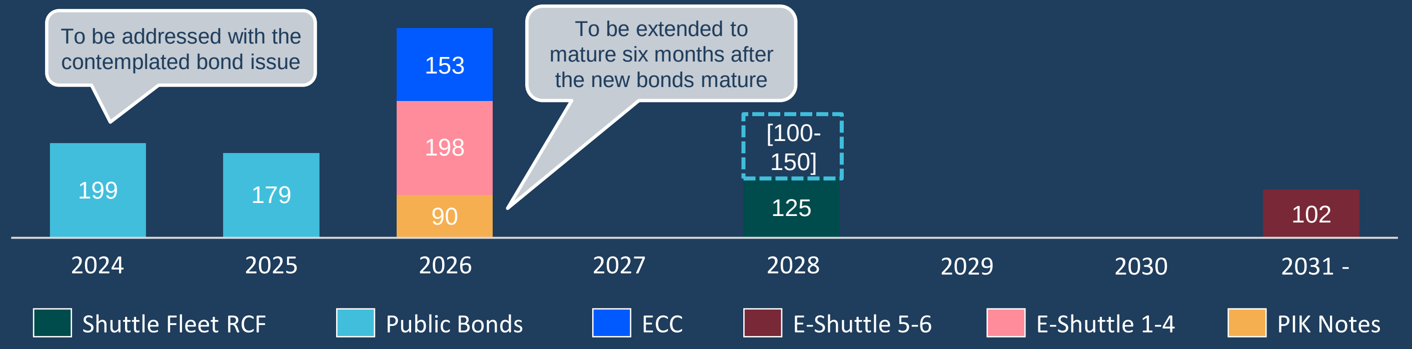
- Strong and committed bank group, most recently highlighted by the upsized bank refinancing described on p. 36
- The bullets in 2026 other than the PIK notes are related to financing of eight vessels with an average age of four years. All vessels are contracted on 3-10-year time-charter contracts
- After entering into interest rate swaps of USD 350m notional in January, the Company's current hedge ratio is at approx. 45%
- USD 120m available under the USD 340m at year-end 2023

Strong and committed banking group

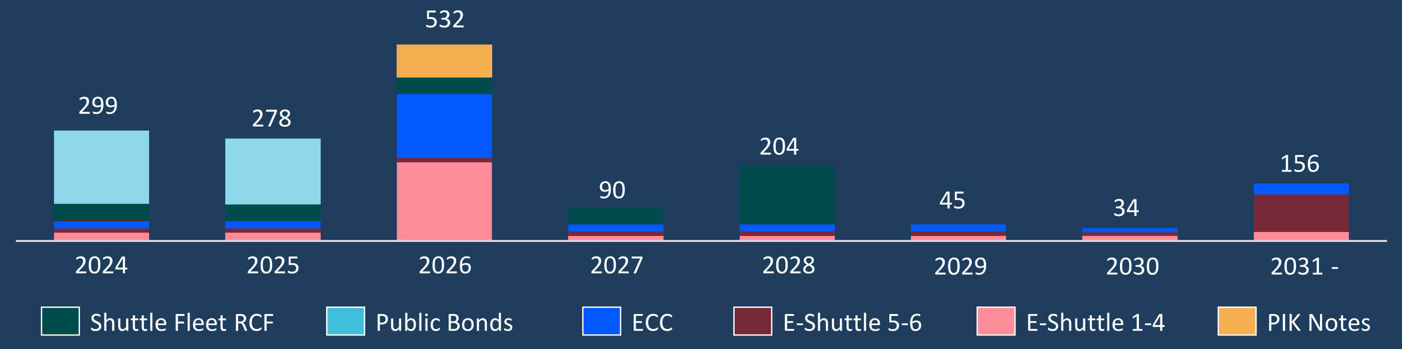
Eksfin, SEB, ICBC, Clifford Capital, Nordea, Korea Eximbank, Crédit Agricole, EDC, K-sure, Danske Bank, ABN·AMRO, DNB, First Citizens Bank

Debt maturity profile at year-end 2023[1]

USDm, excluding amortisation



USDm, including amortisation



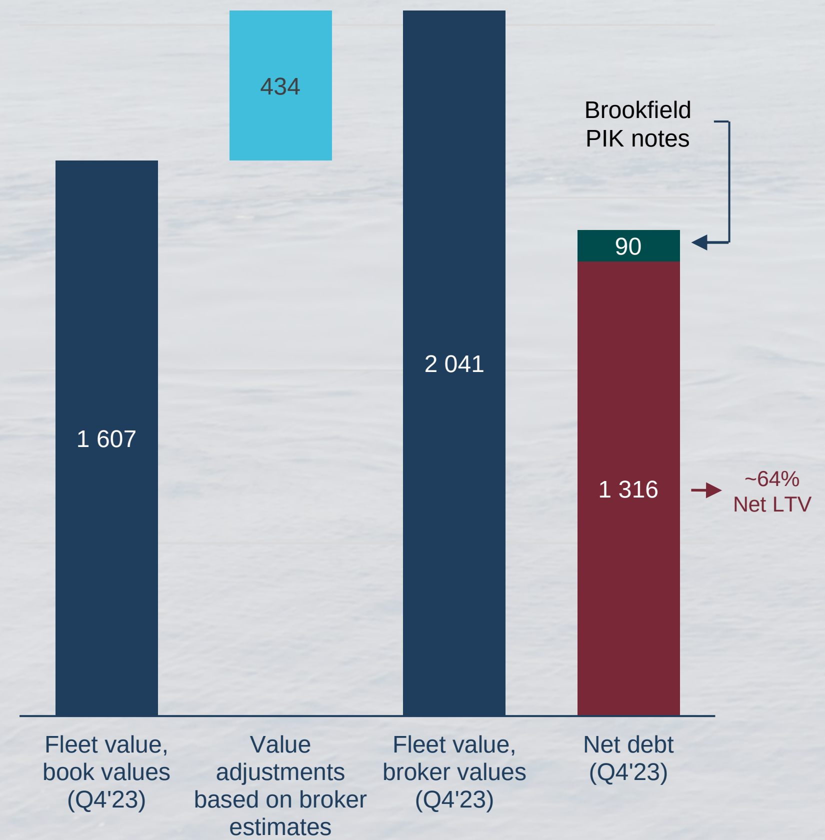
Notes: (1) Shuttle RCF shown as fully drawn while USD 220m was drawn per 4Q23. (2) The PIK Notes will be extended to mature at least six months after the contemplated bonds. See the Term Sheet for further details

altera

Increased market values ensure strong asset backing, evidenced by the recent refinancing in the bank market

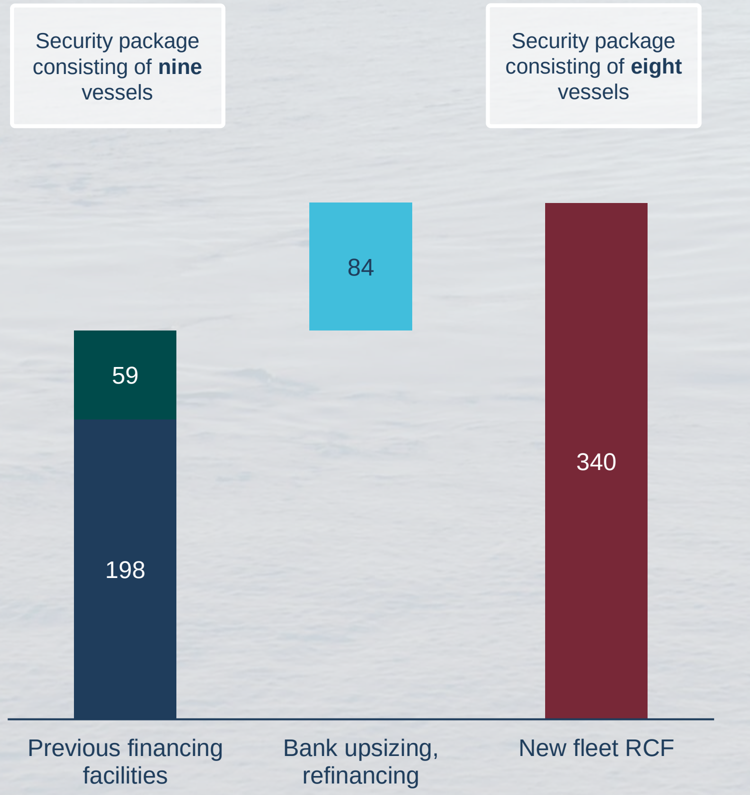
Market values have increased materially…

USDm



…supporting the recent bank refinancing

USDm



Key considerations

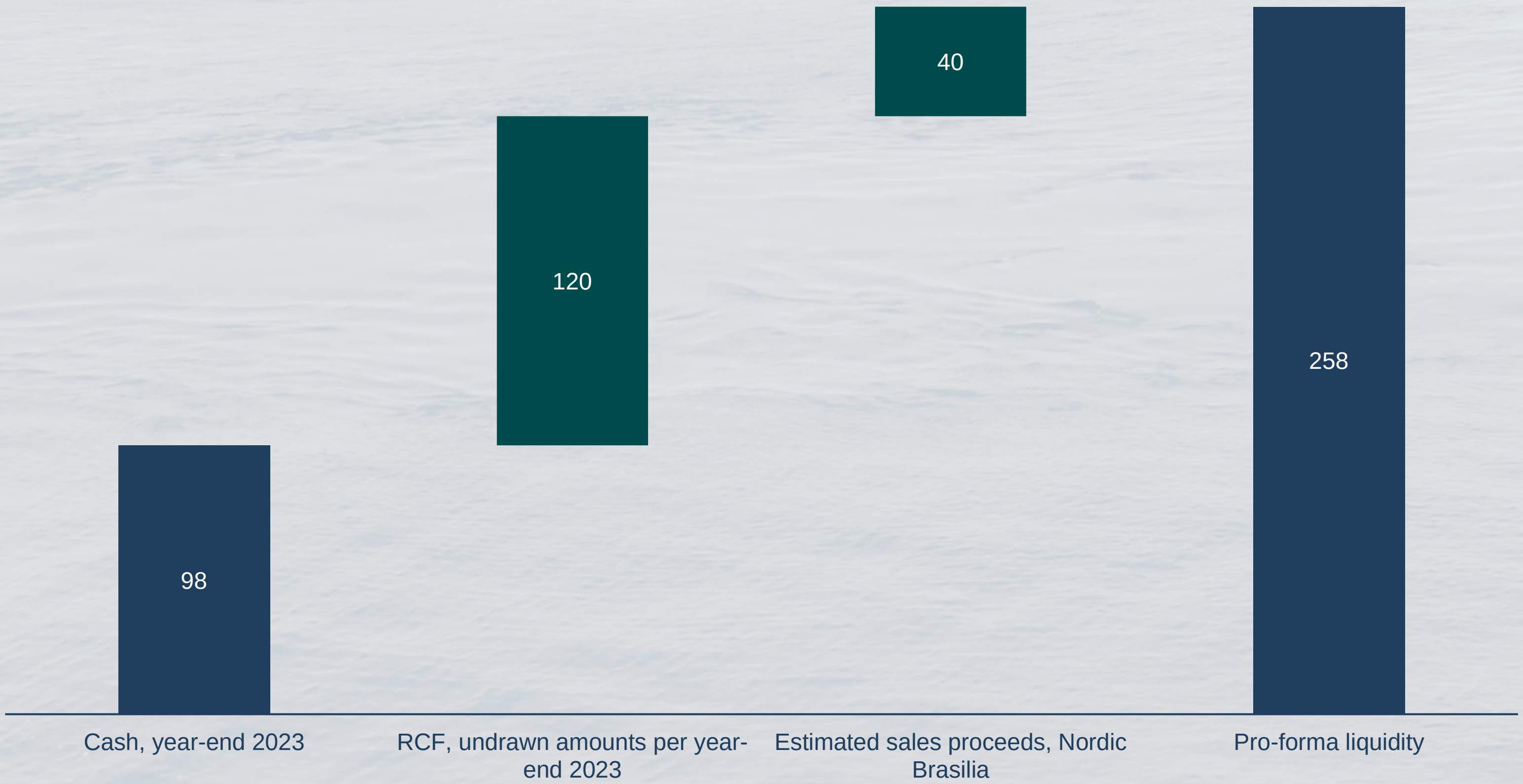
- The market value of the Company's fleet amounted to USD 2,041m at year end 2023. This compares to the book value of USD 1.6bn and net debt of USD 1.3bn at year-end
- In 4Q23, the Company refinanced a USD 59m private placement secured by two shuttle tankers and a USD 198m RCF secured by seven shuttle tankers into an upsized USD 340m RCF
  - The refinancing freed up significant liquidity, highlighting the banks' support and comfort with asset values materially exceeding book values
  - Recent recontractings were also emphasized by the banks during the refinancing process
  - The new revolving credit facility is secured by eight shuttle tankers and has a 5-year tenor and a 7.5-year repayment profile
    - > The upsizing was achieved despite one shuttle tanker being removed from the security package

Notes: The fair market value estimated depicted above is based on vessel valuations provided by two independent ship brokers

Entering 2024 with a substantial liquidity buffer

Pro-forma liquidity overview at year-end 2023

USDm



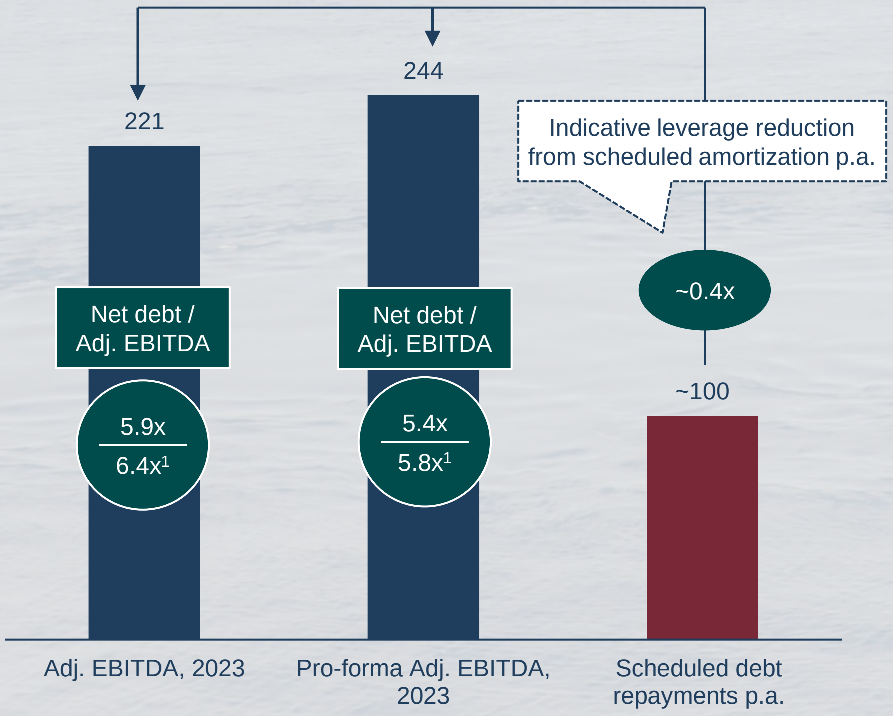
Key considerations

- Total liquidity in the Company amounted to USD 218m at year-end 2023
  - Cash amounted to USD 98m while USD 120m was available under the USD 340m RCF
  - Since year-end 2023, the available amounts under the RCF has increased to USD 134m
- In addition to the above, the Company expects to dispose the 2004-built Nordic Brasilia through a transaction with an affiliate during the first half of 2024 for a total consideration of approximately USD 40m, vs. a book value of USD ~10m. The vessel is debt free
  - The transaction is subject to final terms
- Assuming that Nordic Brasilia is sold, pro-forma liquidity in Altera at year-end 2023 would amount to approximately USD 258m, which compares to a covenant threshold of approximately USD 70m

De-leveraging remains a key priority going forward

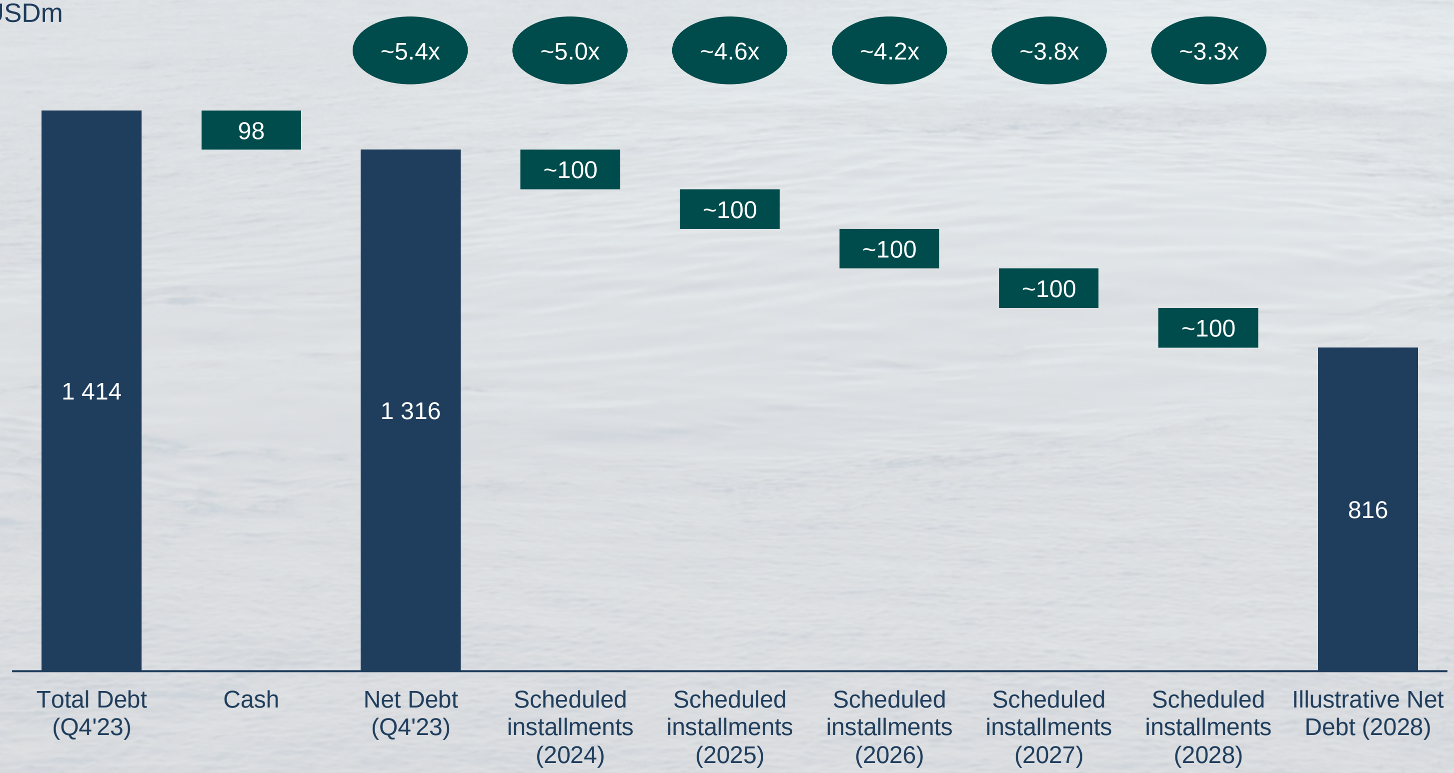
Leverage overview

USDm



Illustrative development in Net Debt based on scheduled installments[2]

USDm



- Scheduled installments amounts to approximately USD 100m p.a. over the next five years, assuming that all balloons are refinanced in full
- The currently limited capex program and the Company's scheduled installment profile suggests that net indebtedness will approach USD 800m by year-end 2028

Notes: (1) Including the Brookfield PIK notes (2) Simplified development in Net Debt, defined in the Term Sheet as net interest-bearing debt excluding the Brookfield PIK notes, assuming an EBITDA of USD 244m p.a. and an unchanged cash balance from 4Q23

Financial priorities going forward

- De-lever the balance sheet and target average lower cost of capital
- Maintain a solid contract backlog to ensure strong cash flow visibility
- Monitor growth opportunities while applying capital discipline

Agenda

Altera has a long-standing history in the shuttle tanker business

October 1997
Statoil establishes its shipping arm Navion as an independent company

March 2001
Teekay Corporation takes over Ugland Nordic Shipping, adding shuttle and conventional tankers to its fleet

December 2002
Teekay takes over Navion from Statoil

December 2006
Teekay Offshore is established and listed on NYSE as an MLP with a total owned and operated fleet of 36 shuttle tankers

2017
Teekay Offshore carves out its shuttle tanker business into a separate subsidiary, Teekay Shuttle Tankers

July 2017
Announcement of strategic partnership and co-sponsorship of Teekay Offshore with Brookfield where Brookfield holds 60% of common units

July & August 2017
Contracting 4 state-of-the-art E-Shuttle tanker newbuilds

January 2020
Brookfield completes its purchase of Teekay Corporation and the public's remaining interest in Teekay Offshore.
Teekay Shuttle Tankers is rebranded Altera Shuttle Tankers

2021 – 2022
Altera Infrastructure goes through a restructuring – Altera Shuttle Tankers remains untouched throughout the process

2022
Completion of the E-Shuttle newbuilding programme

Shuttle tankers are critical and irreplaceable parts of the offshore value chain

What is a shuttle tanker?

- Offshore midstream infrastructure
  - Specialised ship designed to transport oil from a producing offshore field to onshore terminal or export hub
- The vessels are equipped with thrusters and Dynamic Positioning (DP) systems, ensuring stability during offloading (typically from FPSOs) in harsh weather
- Limited exposure to volatility in oil price and macro sentiment as the vessels are linked to producing assets

Why and when are they used?

- An alternative to pipelines driven by field characteristics such as remoteness, harsh weather conditions, deep waters and complex crude grades
- The operators' infrastructure coverage in the area at the time can also play a role
  - Operators generally prefer to re-use their own infrastructure rather than renting capacity from (and being dependent on) a competitor

What are the advantages?

- Improves operator export flexibility
  - Instead of being fixed to one onshore terminal, shuttle tankers can transport oil to any destination
- Shuttle tankers give the option of oil segregation
  - Blending is known to be a problem for the heavy oil grades
- Shuttle tankers are easier to maintain than pipelines, resulting in decreased export downtime

E&Ps' decision tree for choosing export solutions for new developments

New development located near existing infrastructure?

- *Yes* → **Available capacity at neighbouring infrastructure?**
  - *Yes* → **Use of existing pipeline or shuttle tanker offloading dependent on cost level**
  - *No* → **Field characterized by any or more of the below?**
- *No* → **Field characterized by any or more of the below?**
  - Remote location
  - Deep waters
  - Harsh weather
  - Complex oil grade

  - *Yes* → **Shuttle tanker export the likely solution**
  - *No* → **Build new pipeline or use shuttle tankers**

altera

Altera E-Shuttle – industry first-mover

Not a design *evolution*, but a design *revolution*

- USD ~850m invested in six new ground-breaking environmental performance vessels
- Designed for our own fleet renewal, not through a newbuild TC tender
  - Not constricted by time constraints or specific charter specifications
- LNG as mail fuel
- Recovered VOC emissions as supplement fuel reduces bunkering requirement
- Battery hybrid technology for flexible power distribution and blackout prevention
- Fuel system ready for biogas and/or synthetic methane
  - Either 100% or as a drop-in fuel
- Gas electric propulsion
  - Simplifies retrofitting of future power generating technologies such as fuel cells
- CO_2 equivalent emissions reduced by 40% (incl. VOC)
- USD 22m in subsidies from the Norwegian government

> ***To reach the goals set out by the Paris Climate Agreement, vital steps to decarbonize the shipping industry must be taken – Altera is well underway***

altera

Strong management with substantial experience in the sector

Ingvild Sæther

President and CEO

Altera Infrastructure

- President and CEO of Altera Infrastructure Group since 2017
- More than 25 years of experience in the shipping and offshore sector and has been engaged in numerous boards and associations related to the industry
- On the board of Altera Infrastructure GP since 2020
- Been with the Company since 2002 following Teekay's acquisition of Navion from Statoil

Jan Rune Steinsland

Chief Financial Officer

Altera Infrastructure

- CFO of Altera Infrastructure Group since 2018, prior to which he served as CFO of Songa Offshore SE from 2013
- More than 30 years of energy and offshore industry experience, including as CFO at drilling contractor Ocean Rig and the financial group Acta Holding, as well as serving in several management positions at ExxonMobil
- Holds a Lic. Oec. degree from the University of St. Gallen and is a Certified European Financial Analyst (CEFA)

Duncan Donaldson

General Counsel

Altera Infrastructure

- General Counsel of Altera Infrastructure Group since 2018, prior to which he served as Chief Legal Counsel, North and South America for Maersk Drilling
- Has been a qualified lawyer in England and Wales since 2005, specialising in the energy, transportation and infrastructure sectors throughout his career
- Holds a BA (Hons) degree from Cambridge University and completed his post-graduate legal education at Nottingham Law School

Idar Hillesøy

President

Altera Shuttle Tankers

- President of the Company's Shuttle Tanker, Floating Storage Offloading (FSO) and Offshore Accommodation business unit since 2017
- Served as President & CEO of Siem Offshore's Offshore Shipping business prior to joining Altera. Substantial experience from previous management positions in the offshore industry
- Holds an Engineering degree from Trondheim School of Engineering (HiST) and an MBA from Heriot-Watt University

Terje Selle Rundberg

VP Financing and Treasury

Altera Infrastructure

- Appointed as VP Financing & Treasury in Altera Infrastructure in September 2018
- Joined Altera from drilling contractor Songa Offshore SE, where he served as VP Financing & Treasury from 2013 to 2018
- Mr. Rundberg brings 16 years of energy, offshore and banking industry experience

Altera Infrastructure has a highly experienced board of directors

Bill Utt
Chairman

30+ years' engineering and energy industry experience

Benedicte Bakke Agerup
Director

Previous CFO at Wilhelmsen ASA and numerous board positions

Ian Craig
Director

Numerous executive positions at Shell as well as board positions

Craig Laurie
Director

Managing Director in Brookfield's Private Equity Group

Emilio Nahum
Director

SVP in Brookfield's Private Equity Group

Ralf Rank
Director

Managing Partner and Head of Strategy in Brookfield's Private Equity Group

Ingvild Sæther
President and CEO

President and CEO of Altera Infrastructure Group

Nelson Silva
Director

Numerous executive positions incl. Petrobras and BG Group

Bill Transier
Director

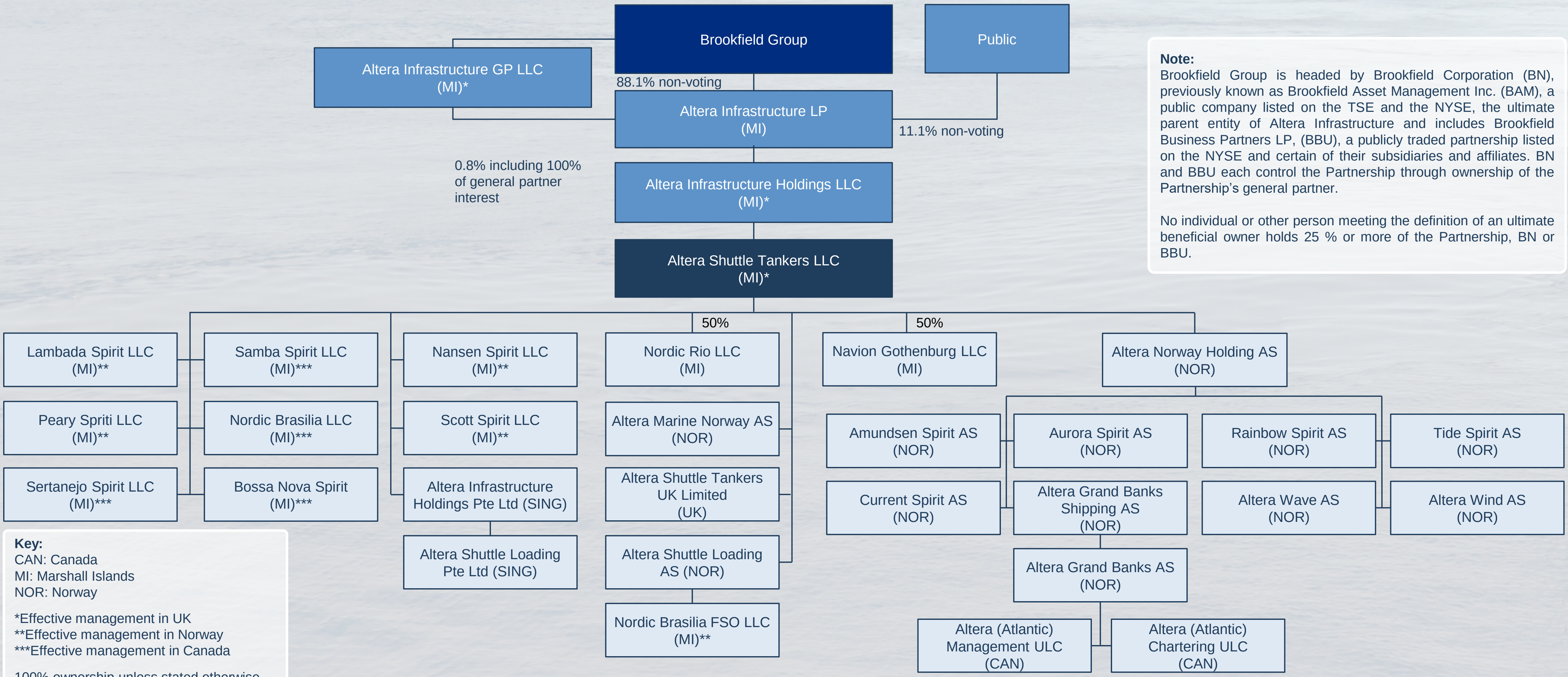
Numerous executive and board positions in the energy industry

Denis Turcotte
Director

Managing Partner in Brookfield's Private Equity Group

altera

Altera Shuttle Tankers LLC corporate structure



Note:
Brookfield Group is headed by Brookfield Corporation (BN), previously known as Brookfield Asset Management Inc. (BAM), a public company listed on the TSE and the NYSE, the ultimate parent entity of Altera Infrastructure and includes Brookfield Business Partners LP, (BBU), a publicly traded partnership listed on the NYSE and certain of their subsidiaries and affiliates. BN and BBU each control the Partnership through ownership of the Partnership's general partner.

No individual or other person meeting the definition of an ultimate beneficial owner holds 25 % or more of the Partnership, BN or BBU.

Key:
CAN: Canada
MI: Marshall Islands
NOR: Norway

*Effective management in UK
**Effective management in Norway
***Effective management in Canada

100% ownership unless stated otherwise

Historical financials – balance sheet

Altera Shuttle Tankers L.L.C. Balance Sheet (USD'000)	2023	2022	2021
Cash and cash equivalents	98,424	128,900	124,257
Financial assets	4,859	10,686	2,312
Accounts and other receivable, net	29,106	39,544	38,617
Vessels and equipment classified as held for sale	9,620	-	-
Inventory	13,386	19,084	12,902
Due from related parties	5,195	22,999	20,523
Other assets	26,551	23,138	21,718
Current Assets	**187,141**	**244,351**	**220,329**
Financial assets	-	-	-
Vessels and equipment	1,607,534	1,706,616	1,764,026
Advances on newbuilding contracts	-	-	51,918
Deferred tax assets	15,060	15,624	8,660
Due from related parties	-	-	-
Other assets	32,822	46,203	68,239
Goodwill	127,113	127,113	127,113
Long Term Assets	**1,782,529**	**1,895,556**	**2,019,956**
TOTAL ASSETS	**1,969,670**	**2,139,907**	**2,240,285**
Accounts payable and other	70,807	48,235	65,052
Other financial liabilities	11,045	11,366	12,939
Due to related parties	2,154	9,758	4,672
Borrowings	240,855	314,032	164,313
Current Liabilities	**324,861**	**383,391**	**246,976**
Accounts payable and other	82	113	507
Other financial liabilities	165,987	177,041	188,117
Borrowings	996,662	1,060,581	1,313,459
Due to related parties	89,854	79,594	70,389
Deferred tax liabilities	2,004	-	-
Long Term Liabilities	**1,254,589**	**1,317,329**	**1,572,472**
TOTAL LIABILITIES	**1,579,450**	**1,700,720**	**1,819,448**
Paid-in capital	526,459	526,459	511,459
Retained earnings	-139,869	-96,112	-111,469
Accumulated other comprehensive income (loss)	670	670	1,202
Non-controlling interests in subsidiaries	2,960	8,170	19,645
TOTAL EQUITY	**390,220**	**439,187**	**420,837**
Total liabilities and total equity	**1,969,670**	**2,139,907**	**2,240,285**

altera

Historical financials – profit & loss statement

Altera Shuttle Tankers L.L.C. Profit & Loss Statement (USD'000)	2023	2022	2021
Revenues	506,226	604,409	513,495
Direct operating costs	-261,238	-305,529	-245,753
General and administrative expenses	-23,125	-27,562	-30,180
Depreciation and amortization	-136,431	-158,703	-172,716
Interest expense	-140,570	-106,749	-81,644
Interest income	5,666	1,585	15
Impairment expense, net	-	-4,960	-
Gain (loss) on dispositions, net	12,215	11,414	3,644
Realized and unrealized gain (loss) on derivative instruments	1,328	-1,822	-151
Foreign currency exchange gain (loss)	-3,775	231	-1,395
Gain (loss) on modification of financial liabilities, net	-2,595	-	-10,532
Other income (expenses), net	-104	915	-276
Income (loss) before income tax (expense) recovery	**-42,403**	**13,229**	**-25,493**
Current Tax	1,163	-126	-3,252
Deferred Tax	-2,004	7,839	3,667
Net income (loss)	**-43,244**	**20,942**	**-25,078**

Historical financials – cash flow statement

Altera Shuttle Tankers L.L.C. Consolidated Cashflow Statement (USD'000)	2023	2022	2021
OPERATING ACTIVITIES			
Net income	-43,244	20,942	-25,078
Adjusted for the following items:			
Depreciation and amortization	136,431	158,703	172,716
Impairment expense, net	-	4,960	-
(Gain) loss on dispositions, net	-12,215	-11,414	-3,644
Unrealized (gain) loss on derivative instruments	-3,477	-2,228	3,450
Deferred income tax expense (recovery)	2,004	-7,839	-3,667
Provisions and other items	-	-	-5,644
Other non-cash items	14,097	5,056	7,051
Changes in non-cash working capital, net	57,374	9,129	13,915
Net operating cash flow	**150,970**	**177,309**	**159,099**
FINANCING ACTIVITIES			
Proceeds from borrowings	250,000	63,195	201,119
Repayments of borrowings	-388,272	-173,890	-329,863
Financing costs related to borrowings	-4,599	-	-
Prepayments of long-term debt	-	-	-
Proceeds from borrowings related to sale and leaseback of vessels	-	-	71,400
Repayments of borrowings related to sale and leaseback of vessels	-11,270	-11,272	-11,335
Financing costs related to borrowings from sale and leaseback of vessels	-	-	-584
Proceeds from borrowings from related parties	-	-	70,000
Lease liability repayments	-29	-11,373	-11,273
Capital provided by member	-	15,000	11,000
Capital provided by others who have interests in subsidiaries	-	5,300	17,950
Distributions to member	-	-	-125,000
Distribution to others who have interests in subsidiaries	-5,723	-22,360	-9,112
Net financing cash flow	**-159,893**	**-135,400**	**-115,698**
INVESTING ACTIVITIES			
Additions:			
Vessels and equipment	-50,459	-87,540	-201,386
Dispositions:			
Vessels and equipment	19,418	59,939	38,035
Restricted cash	8,983	-7,773	73,782
Direct financing lease payments received	-	-	-
Acquisition of company	-	208	-
Net investing cash flow	**-22,058**	**-35,166**	**-89,569**
Cash and cash equivalents			
Change during the period	-30,981	6,743	-46,168
Impact of foreign exchange on cash	505	-2,100	978
Balance, beginning of the period	128,900	124,257	169,447
Balance, end of the period	**98,424**	**128,900**	**124,257**

Agenda

Risk factors (1/11)

1 Risk factors

Investing in the Bonds involves inherent risks. Before making an investment decision with respect to the Bonds, investors should carefully consider the risk factors and all information contained in this Presentation. This section addresses both general risks associated with the industry in which Altera Shuttle Tankers L.L.C (the "Issuer" or the "Company"), and its subsidiaries (collectively, the "Group") operates and the specific risks associated with its business. If any such risks were to materialize, individually or together with other circumstances, the Issuer and/or the Group's business, results of operations, financial condition and/or prospects could be materially and adversely affected, which in turn could result in a decline in the value of the Bonds and a loss of all or part of an investment in the Bonds. Further, this section also describes certain risks relating to the Bonds which could also adversely impact the value of the Bonds.

An investment in the Bonds is suitable only for investors who understand the risk factors associated with this type of investment and who can afford a loss of all or part of their investment. The absence of negative past experience associated with a given risk factor does not mean that the risks and uncertainties described in the Presentation should not be considered prior to making an investment decision with respect to the Bonds. Furthermore, the risk factors presented herein are not exhaustive and other factors currently not known to the Issuer or which the Issuer currently does not deem to be material could also in the future have a material adverse effect on the Issuer.

The risks presented herein have been divided into four categories based on their nature. The risks within each category are listed, in the view of the Company, according to the possible negative impact they may have and the probability of their occurrence. The greatest risk within each category is mentioned first. It applies for all risk factors that, if materialized will have an adverse effect on the Company and/or the Group that may reduce anticipated revenue and profitability, which could ultimately result in an insolvency situation.

1.1 Risks related to the Group's business and the industry in which the Group operates

The Group's revenue under its life-of-field contracts relies on the continuous operations of the field and the renewal or extensions on other charter contracts

The duration of some of the shuttle tanker contracts of the Group is equal to the life of the relevant oil field or is subject to extension by the field operator or vessel charterer. If the oil field no longer produces oil or is abandoned or the contract term is not extended, or the applicable contract is not renewed, the relevant Group entity will no longer generate revenue under the related contract and will need to seek to redeploy affected vessels. If the Group entity is unable to promptly redeploy any affected vessels at rates at least equal to those under the prior contracts, if at all, the Group's operating results could be harmed. Fluctuations in the utilization of the Group's vessels may adversely affect its results of operations and financial condition. Further, a portion of the Group's vessels operate under contracts of affreightment. Payments under these contracts of affreightment are based upon the volume of oil transported, which in turn depends upon the level of oil production at the fields serviced under the contracts. Oil production levels are affected by several factors, all of which are beyond the Group's control, including but not limited to fluctuations in the price of oil (which historically has experienced material declines), geological factors, including general declines in production that occur naturally over time; mechanical failure or operator error; the rate of technical developments in extracting oil and related infrastructure and implementation costs; the availability of necessary drilling and other governmental permits; the availability of qualified personnel and equipment; strikes, employee lockouts or other labour unrest; and regulatory changes. In addition, the volume of oil produced may be adversely affected by extended repairs to oil field installations or suspensions of field operations as a result of oil spills or otherwise.

Risk factors (2/11)

The Group derives a majority of its revenues from a limited number of customers

The Group has an established customer base consisting of approximately 25 customers. The Group's future growth depends on the ability to expand relationships with existing customers and obtain new customers, but it is likely that the Group will continue to derive a significant portion of its revenue from a relatively limited number of customers in the future. If a customer decides not to continue to use the Group's services or to terminate an existing contract, or if there is a change of management or ownership of a customer or a material adverse change in the financial condition of a customer, it could have a material adverse effect on the Group's business, results of operations, cash flows and financial condition.

The results of the Group's shuttle tanker operations in the North Sea are subject to seasonal fluctuations

Marine transportation carry inherent risks, particularly in the harsh weather conditions in which many of the Group's vessels operate. For instance, due to harsh winter weather conditions, oil field operators in the North Sea typically schedule oil platform and other infrastructure repairs and maintenance during the summer months. Because the North Sea is one of the Group's primary existing offshore oil markets, this seasonal repair and maintenance activity contributes to quarter-to-quarter volatility in the Group's results of operations, as oil production typically is lower in the second and third quarters in this region compared with production in the first and fourth quarters. Such volatility may cause fluctuations in the quarterly results of the Group which may have a negative effect on the ability of the Issuer to service its debt on a quarterly basis. Should the effect of such seasonal fluctuations exceed what is common or expected, for instance if fields experience longer maintenance shutdown times than expected, this may have an adverse effect on the Group's business, operating results or financial condition.

Because a portion of the Group's North Sea shuttle tankers operate under contracts of affreightment (CoAs), under which revenue is based on the volume of oil transported, the results of these shuttle tanker operations in the North Sea under these contracts generally reflect this seasonal pattern of transport demand. Additionally, when the Group redeploys affected shuttle tankers as conventional oil tankers while platform maintenance and repairs are conducted, the overall financial results for the North Sea shuttle tanker operations may be negatively affected as the rates in the conventional oil tanker markets are usually lower than CoA rates. In addition, the Group seeks to coordinate some of the general dry-docking schedule of its fleet with this seasonality, which may result in lower revenues and increased dry-docking expenses during the summer months.

The offshore service industry has historically been highly cyclical and volatile, which may limit the Group's access to capital

The Group's revenue from its services is primarily affected by the Group's ability to sell its services and the rate/prices that the Group is able to charge its customers, including charter rates for its vessels. The rates for the Group's services, and consequently, the value of the Group's assets, are largely influenced by the supply of and demand in the offshore oil service industry, which historically is a highly cyclical and volatile industry. Rates for offshore services may fluctuate over time as a result of changes in the industry and the global demand for offshore oil vessels. Furthermore, depressed market conditions in the energy sector, primarily caused by lower oil prices, may significantly reduce the Group's access to capital, particularly equity and debt capital. Debt financing or refinancing may furthermore not be available on acceptable terms, if at all. Incurring additional debt may increase the Group's leverage, susceptibility to market downturns or adversely affect its ability to pursue future growth opportunities. As the majority of the Group's vessels are partly debt financed, the lack of access to debt capital at reasonable rates could adversely affect the Group's ability to refinance debt and finance operations, which in turn could have a material adverse effect on the Group's revenues, profitability, liquidity, cash and financial position.

Risk factors (3/11)

Risks related to third parties, including its partners, suppliers, etc.

The Group relies on partners, suppliers, and other third parties to supply certain services for the successful operations of its business. Specifically, the Group is dependent on Altera Infrastructure L.P (“Altera" or the "Partnership"), and its direct and indirect subsidiaries, for a range of managerial, operational, administrative, technical, and advisory services. Any delays, lack of prioritization, or failure to meet required quality standards in the services provided by the Partnership, its subsidiaries or other third parties, or the potential loss of key personnel providing such services under the service agreements, could lead to significant adverse impacts on the Group’s financial results, condition, cash flows, and prospects. Moreover, there is no guarantee that the Group will be able to establish or maintain satisfactory agreements with the Partnership or other third-party providers in the future.

The Group may experience operational problems with vessels that could reduce revenue and increase costs

The Group's shuttle tankers are vessels used for the transportation of crude oil from offshore oil fields to onshore terminals or export hubs. The shuttle tankers are inherently complex, and their operations are technically challenging and require substantial capital expenditures for both acquisition and ongoing maintenance. Operational problems, such as mechanical failures or accidents, can lead to disruptions in service, resulting in the loss of revenue or higher than anticipated operating expenses. Shuttle tankers are typically built to last for at least 25 years, but many customers restrict the operational life to 20 years. Additionally, an aging fleet may pose increased risks, as older vessels are more prone to mechanical issues and may require more frequent and costly maintenance, which could lead to loss of revenue or higher operating expenses than anticipated or require additional capital expenditures. The Group's fleet currently has an average age of approximately eight years, which means that the Group's vessels will eventually reach the end of their operational lifespan, necessitating replacements or extensive refurbishments. The timing and cost of such replacements or refurbishments are uncertain and could strain the Group's financial resources. Consequently, the technical complexity and capital-intensive nature of the shuttle tanker operations, coupled with the potential challenges posed by an aging fleet, expose the Group to operational and financial risks that could adversely affect its business, financial condition, and results of operations.

The Group’s insurance coverage and indemnities may not adequately cover all risks, losses or expenses

The Group's operations are subject to hazards inherent in the offshore oil vessel business. Due to the nature of these risks, the Group is unable or deems it commercially unreasonable to fully insure against all risks. Further, the amount of the Group's insurance cover may be less than the related impact on enterprise value after a loss, and the Group's coverage also includes policy limits. As a result, the Group retains the risk through self-insurance for any losses in excess of these limits. The Group may decide to retain substantially more risk through self-insurance in the future. Additionally, as of the date of this Presentation, none of the Group’s shuttle tankers are insured against loss of revenues resulting from vessel off-hire time, based on the cost of insurance compared to the Group's off-hire experience. The occurrence of a significant accident or adverse event, which is either not fully covered by the Group's insurance or not insured at all, could lead to substantial losses for the Group, materially affecting its business, operational results, cash flows, financial condition, and prospects. This exposes the Group to the possibility of significant losses in the event of an insured event, which could materially and adversely affect its business, operational results, and financial condition.

Risk factors (4/11)

Competition and other factors may affect demand for the Group’s services

The oil and gas services industry is highly competitive and fragmented. The industry includes several large competitors in the markets the Group serves, as well as numerous small competitors that compete with the Group on a local basis. For instance, the Group operates in Brazil, which is categorized as the largest shuttle tanker market with a large influx of international energy companies entering the market and creating increased competition for the Group. Moreover, subject to the terms of an omnibus agreement between the Issuer, the Partnership, its general partner and other former affiliates of the Partnership, including Teekay Corporation, and its affiliates may engage in competition with the Group, adding an additional layer to the dynamic competitive landscape in which the Group operates. Furthermore, the demand for the Group’s services may be volatile and will be subject to variations for a number of reasons, including factors such as uncertainty in demand for the relevant products, declines in oil and natural gas markets, competition (including by other companies that may have greater resources than the Group), slowdowns in economic activities, or regulatory changes. Furthermore, the demand for shuttle tankers is invariably based on the developments of new oil fields in addition to the continuing production of fields on stream. Environmental protection of certain geographical areas, tax increases, and a decline in oil price are examples which could lead to a decline in new developments and as a result may decrease demand. Should the Group not be able to compete effectively, this could adversely affect the Group's revenues, profitability and financial condition.

The international nature of the Group's operations may make the outcome of any bankruptcy proceedings difficult to predict

The Company was formed under the laws of the Republic of the Marshall Islands and the Subsidiaries were formed or incorporated under the laws of the Marshall Islands, Norway, Singapore and certain other countries besides the United States, and the Group conducts operations in countries around the world. Consequently, in the event of any bankruptcy, insolvency, liquidation, dissolution, reorganization or similar proceeding involving the Group or any of our subsidiaries, bankruptcy laws other than those of the United States could apply. The Group does not have operations in the United States. If the Group were to become a debtor under U.S. bankruptcy law, bankruptcy courts in the United States may seek to assert jurisdiction over all of the Group's assets, wherever located, including property situated in other countries. There can be no assurance, however, that the Group would become a debtor in the United States, or that a U.S. bankruptcy court would be entitled to, or accept, jurisdiction over such a bankruptcy case, or that courts in other countries that have jurisdiction over the Group and the Group's operations would recognize a U.S. bankruptcy court’s jurisdiction if any other bankruptcy court would determine it had jurisdiction.

Armed conflicts, piracy, increased hostilities and terrorist attacks could negatively affect the Group

War, military tension, revolutions, piracy and terrorist attacks, or increases in such events or activities, could create or increase instability in the world’s financial and commercial markets. This may significantly increase political and economic instability in some of the geographic markets in which the Group operates or may operate in the future, and could contribute to high levels of volatility in charter rates or oil prices. In addition, oil facilities, shipyards, vessels, pipelines, oil fields or other infrastructure could be targets of future terrorist attacks or warlike operations and the Group’s vessels could be targets of pirates, hijackers, terrorists or others. Armed conflicts, piracy, increased hostilities, terrorism and their effects on the Group or in the markets where the Group operates may materially and adversely affect the Group’s business, financial position and operating results.

Risk factors (5/11)

1.2 Financial risks

The Group is subject to financial restrictions and covenants

The operating and financial restrictions and covenants in the Company's or the Group's financing arrangements, and any future financing agreements, may restrict or could have an adverse effect on the Group's business activities. Such financial restrictions and covenants could adversely affect the Group's ability to finance future operations or capital needs, as well as hinder is capacity to engage, expand or pursue its business activities. Furthermore, such restrictions and covenants could also affect the ability of the Company's subsidiaries to pay dividends and make distributions to the Company, thus adversely affecting its cash flow. The Company may be able to take on additional debt from related parties and such debt may not be counted as part of total debt in the financial covenants of the Bonds, regardless of the status of such liabilities. Consequently, the presence of financial restrictions and covenants does not guarantee that investors will not incur losses, either in whole or in part.

The Group may be exposed to fluctuations in currency exchange rates

The Group's functional currency is the U.S. Dollar. However, the Group incurs certain vessel operating expenses, general and administrative expenses and a portion of its capital upgrade projects in foreign currencies, the most significant of which being the Norwegian Kroner and, to a lesser extent, the Australian Dollar, Brazilian Real, British Pound, Euro, and Singapore Dollar. The Group engages in currency fluctuation hedging and has committed to several currency forward contracts in order to mitigate this exposure, however; the Group is not fully hedged towards all currency exposure and no assurance can be made that future hedging arrangements will be effective. Consequently, fluctuations between U.S. Dollar, Norwegian Kroner, Australian Dollar, Brazilian Real, British Pound, Euro, Singapore Dolla and other currencies may have a material adverse effect on the Group's cash flow and financial condition.

The Group may be unable to realize expected benefits from any acquisitions of vessels

Any acquisition of a vessel may not be profitable at or after the time of acquisition and may not generate cash flow sufficient to justify the investment. Unlike newbuild vessels, existing vessels typically do not carry warranties as to their condition. While the Group will likely inspect any existing vessels prior to purchase, such inspection would normally not provide the Group with as much knowledge of the vessel's condition as it would possess if the vessel had been built for the Group and operated by it during its life. Repair and maintenance costs for existing vessels are difficult to predict and may be substantially higher than for vessels operated by the Group since they were built. These costs could decrease the Group's cash flow and reduce its liquidity, which in turn could materially and adversely affect the business of the Group.

Risk factors (6/11)

The Group may not be able to generate sufficient cash to service all of its indebtedness and may be forced to take other actions to satisfy the obligations under its indebtedness, which may not be successful

Given volatility associated with the Group's business and industry, and in particular a decline in oil prices which in turn will negatively impact the demand for the Group’s services, or a general deterioration of the global economic environment, particularly in Brazil, Norway, United Kingdom and Canada (the "Primary Jurisdictions"), the Group's future cash flow may be insufficient to meet the Group's debt obligations and other commitments. Any insufficiency could negatively impact the Group's business. A range of economic, competitive, business and industry factors, including those beyond the Group's control, will affect future financial performance, and, as a result, the Group's ability to generate cash flow from operations and to pay the Group's debt obligations. If the Group's cash flows and capital resources are insufficient to fund the Group's debt service obligations and other commitments, the Group may be forced to reduce or delay planned investments and capital expenditures, or to sell assets, seek additional financing in the debt or equity markets or restructure or refinance the Group's indebtedness.

The Group's ability to restructure or refinance its indebtedness will depend on the condition of the capital markets and the Group's financial condition at such time. Any refinancing of the Group's indebtedness could be at higher interest rates and may require the Group to comply with more onerous covenants, which could further restrict the Group's business operations. There can be no assurance that any such sources of financing will be available to the Group on acceptable terms, if at all. In addition, any failure to make payments of interest and principal on the Group's outstanding indebtedness on a timely basis would likely result in a reduction of the Group's credit rating, which could harm the Group's ability to incur additional indebtedness. In the absence of sufficient cash flows and capital resources, the Group could face substantial liquidity problems and may be required to dispose of material assets or operations to meet the Group's debt service and other obligations. The Group may not be able to consummate those dispositions or to obtain the proceeds that the Group could have realized from them, and any proceeds may not be adequate to meet any debt service obligations then due. These alternative measures may not be successful and may not permit the Group to meet its debt service obligations.

Fluctuations in interest rates may materially affect the Group’s operating results

The Group is exposed to the impact of interest rate changes, primarily through the Group's floating-rate borrowings that require the Group to make interest payments based on SOFR. If interest rates increase, the Group’s debt service obligations on the variable rate indebtedness would increase even though the amount borrowed remained the same, and the Group's net income and cash available for servicing our indebtedness would decrease. As such, movements in interest rates could have a material adverse impact on the Group's cash flows as well as its financial condition.

1.3 Legal and regulatory risks

Because the Company is organized under the laws of the Marshall Islands, it may be difficult to serve the Company with legal process or enforce judgments against it, or its directors or management

The Company is organized under the laws of the Marshall Islands, and all of the Group’s assets are located outside of the United States. The Group’s business is operated primarily from its offices in Norway, Canada, the United Kingdom and Singapore. As a result, it may be difficult or impossible to bring an action against the Company or against these individuals in the United States. Even if successful in bringing an action of this kind, the laws of the Marshall Islands and of other jurisdictions may prevent or restrict the enforcement of a judgment against the Company’s assets.

Risk factors (7/11)

As a Marshall Islands limited liability company, the Company's operations may be subject to the economic substance requirements which could harm its business

Finance ministers of the EU rate jurisdictions for tax transparency, governance, real economic activity and corporate tax rate. Countries that do not adequately cooperate with the finance ministers are put on a "grey list" or a "blacklist". EU member states have agreed upon a set of measures, which they can choose to apply against the listed countries, including increased monitoring and audits, withholding taxes, special documentation requirements and anti-abuse provisions. The European Commission has stated it will continue to support member states' efforts to develop a more coordinated approach to sanctions for the listed countries in 2019. EU legislation prohibits EU funds from being channeled or transited through entities in countries on the blacklist. The Company is a Marshall Islands limited liability company which is strategically managed at board level from the UK, and therefore also tax resident in the UK. A number of its subsidiaries are also organized in the Marshall Islands. The Marshall Islands is not currently on any EU blacklist (having been removed from the blacklist in 2019). Should The Marshall Islands in the future again be placed on the blacklist, this may impact the transfer of funds through the Group in an adverse manner.

The Group operates in a market which is governed by regulatory regimes which may be subject to change

The Group's operations are subject to a high degree of regulation, and the shuttle tank industry, in which the Group operates, is subject to various regulatory regimes, such as the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), the International Ship and Port Facility Security (ISPS) Code and the Maritime Labour Convention (MLC). These regulatory regimes impose numerous requirements and obligations for the Group's operations and business. Additionally, the Group is subject to varying regulations across the jurisdictions in which it operates, such as the Primary Jurisdictions. Different requirements and regulations apply to anti-pollution requirements, working environment and liability for environmental events. In certain regulatory regimes where the Group operates, legal requirements may also be subject to change without notice or with limited advance notice. If regulations applicable to the Group or its businesses change, or if the Group or its partners fail to abide by applicable regulations or meet applicable requirements in the jurisdictions in which the Group operates, then the Group may lose rights, suffer fines or other penalties or otherwise incur costs. Such regulatory violations could adversely affect the Group's operations and business. Furthermore, any changes to tax legislation or practices in jurisdictions in which the Group entities are resident for tax purposes may have a material adverse effect on the operating results or financial position of the Group.

Risk factors (8/11)

The nature of the Group’s operations exposes it to a wide range of environmental regulations that could result in significant environmental liabilities

The Group’s operations are subject to local, national and international environmental regulations. The costs of compliance associated with environmental regulations and changes thereto could require significant expenditures, and failure to comply with such regulations could result in the imposition of material fines and penalties or temporary or permanent suspension of operations. Examples of this includes necessary adherence to tightening regulations related to carbon intensity of operations putting a price on emissions from the Group’s vessels and potentially requiring technical investments and/or switching to alternative fuel types. Another example would be fines and penalties related to potential oil spills and other environmental contamination.

An incident involving environmental contamination could also harm the Group’s reputation and business. For instance, the Issuer’s affiliate Altera Infrastructure Norway AS is subject to an ongoing investigation relating to suspected violations of Norwegian pollution and export laws. The investigations relate to shuttle tanker exports from the Norwegian Continental Shelf in 2018. Whilst the Norwegian authorities are understood to have reviewed seized materials and carried out certain witness interviews, they have not yet reverted with any conclusion on the outcome of their investigative process. The involved company has together with their advisors, reviewed all materials considered by them to be connected with the relevant exports and, having not identified that any such process breached any export laws, continues to deny the allegations brought. Although the involved company is a part of the Group, and the Group accordingly is not directly involved or directly affected by the current investigations or allegations, there is a risk that the overall perception in the market may cause reputational damage to the Group, which in turn may impact the overall financial performance of the Group. No assurance can be made with respect to the results or timing of the ongoing review and investigations, that have now been continuing for more than 4 years. Should the Norwegian authorities conclude that Altera Infrastructure Norway AS has breached relevant export restrictions, this may result in fines against the company as well as wider reputational damage to the Group. Consequently, this could have a material adverse effect on the Group's business and operations.

The Group may be subject to legal, governmental, regulatory or arbitration proceedings that may affect the Group’s business and results of operations

The nature of the Group's operations implies a high degree of risk for material litigation, proceedings, claims and disputes, inter alia from customers, regulatory authorities and third parties. Such risk relates to (but is not limited to) claims for breach of or non-compliance with customer contracts, non-compliance with regulatory requirements (e.g. spillage, pollution etc.), and damage caused to third-party property. A substantial portion of the Group’s assets and operations are located or conducted in the Primary Jurisdictions. If disputes arise in connection with the Group’s assets or operations, the Group may be subject to the jurisdiction of the Primary Jurisdictions or other foreign courts or arbitration tribunals and may not be successful in subjecting foreign persons, especially foreign oil ministries and national oil companies, to the legal jurisdiction of the Primary Jurisdictions or other, desired legal jurisdictions. The uncertainties under the laws of the Primary Jurisdictions, or the laws of other relevant countries, may impede the Group’s ability to enforce the terms of any agreements entered into with the Group’s partners, service providers and suppliers that are governed by the laws of the Primary Jurisdictions or other relevant countries.

A cyber-attack could materially disrupt the Group's business

Rapid digitalization in the marine and offshore industry has significantly increased the Group's reliance on information technology systems and networks for its operations and business administration. According to the Group's threat analysis and security tools reports, cyber-attacks have increased in number and sophistication in recent years. Consequently, this has exposed the Group to the risk of cyber-crime in the form of, e.g., Trojan attacks, phishing and denial of service attacks. A successful cyber-attack could materially disrupt the Group's operations jeopardizing not only operational safety but also potentially resulting in the unauthorized release or alteration of critical data within the Group's systems. Such attacks, or any other breaches of the Group's information technology systems, could have a material adverse effect on the Group's business operations and overall financial results.

Risk factors (9/11)

Risks related to tax legislation

The Group is and will be subject to prevailing tax legislation, treaties and regulations in the jurisdictions in which the Group companies are organized, own assets or operates, and the interpretation and enforcement thereof. The Group is currently subject to taxation in certain jurisdictions, being Brazil, Norway, Canada and the United Kingdom. If applicable laws, treaties or regulations change, or if the Group's interpretation of the tax laws is at variance with the interpretation of the same tax laws by tax authorities, this could have a material adverse effect on the Group's business, results of operations or financial condition. If any tax authority successfully challenges the Group's operational structure, and pricing policies or if taxing authorities do not agree with the Group's assessment of the effects of applicable laws, treaties and regulations, or the Group loses a material tax dispute in any country, or any tax challenge of the Group's tax payments is successful, the Group's effective tax rate on its earnings could increase substantially and the Group's business, earnings and cash flows from operations and financial condition could be materially and adversely affected.

1.4 Risks related to the Bonds

Significant cash requirement to meet debt obligations and sustain operations

The Issuer's ability to make principal or interest payments when due in respect of its financial indebtedness, including (without limitation) the Issuer's financial indebtedness in respect of the Bonds, will depend on the Group's future performance and its ability to generate cash which, to a certain extent, is subject to general economic, financial, competitive, legislative, legal, regulatory and other factors, many of which are beyond the Issuer's control. In addition to debt service, the Group will also need significant amounts of cash to fund its business and operations.

The Bonds will mature in 2028 and if the Issuer does not have sufficient cash flows from operations and other capital resources of the Group to pay its financial indebtedness and to fund its other liquidity needs, or cash has become trapped in the subsidiaries of the Issuer due to corporate, tax or contractual limitations, the Issuer may be required to incur new financial indebtedness in order to be able to repay the Bonds at maturity. The type, timing and terms of any future financing will depend on the Group's cash needs and the conditions prevailing in the financial markets. If the Issuer is unable to refinance all or a portion of its indebtedness or obtain such refinancing on terms acceptable to the Issuer, the Issuer may be forced to reduce or delay the business activities or capital expenditures of the Group or sell assets or raise additional debt or equity financing in amounts that could be substantial. No assurance can be given that the Issuer will be able to accomplish any of these measures in a timely manner or on commercially reasonable terms, if at all. In addition, the terms of the Bond (the "Bond Terms") and any future debt may limit the Group's ability to pursue any of these measures.

The Bonds are subject to call options and mandatory redemption mechanics

The terms and conditions of the Bonds will provide that the Bonds may be redeemed in the option of the Company at their outstanding principal amount, plus accrued and unpaid interest, plus a calculated premium. Furthermore, the Bonds will be subject to certain mandatory repayment mechanics. In the event of a mandatory or voluntary early redemption of the Bonds, the holders of the Bonds (the "Bondholders") may not be able to reinvest the proceeds they receive at an effective interest rate as high as the rate borne by the Bonds. This is likely to limit the market value of the Bonds.

Risk factors (10/11)

The Issuer may have insufficient funds to make required repurchases of the Bonds

Upon the occurrence of a change of control event (as defined in the Bond Terms), each Bondholder has a right of prepayment of the Bonds at a price of 101.00 per cent of par value (plus accrued interest) during a period of thirty days following the notice of a change of control event. However, it is possible that the Company will not have sufficient funds at the time of the change of control event to make the required redemption of the Bonds. The Issuer's failure to redeem the Bonds may constitute an event of default under the Bond Terms and could have a material adverse effect on the Issuer.

There will only be a limited trading market for the Bonds and the market may have limited liquidity

There is no existing market for the Bonds, and although the Bond Terms will require the Issuer to apply for a listing of the Bonds on Oslo Stock Exchange, there can be no assurance given regarding the future development of a trading market for the Bonds. The Issuer has not entered into any market making scheme for the Bonds and potential investors should note that it may be difficult or even impossible to trade and sell the Bonds on the secondary market due to a limited market for the Bonds as well as the possibility that the market for the Bonds may have limited liquidity. Furthermore, there is a risk that the Bonds may not be readily accepted as collateral for loans or other liabilities. The Bond issue is not rated which may also have a negative effect on the marketability of the Bonds in the secondary market.

Risks related to transfer restrictions on the Bonds

As the Group is relying upon exemptions from registration under the U.S. Securities Act, applicable state securities laws, and UK and EU securities laws in the placement of the Bonds, the Bonds may only be transferred in a transaction registered under or exempt from the registration or prospectus requirements of such legislation in the future. This limits the Bondholders' ability to offer or sell the Bonds in certain jurisdictions. It is each potential investor's obligation to ensure that the offers and sales of Bonds comply with all applicable securities laws. Due to these restrictions, there is a risk that a Bondholder will not be able sell its Bonds as desired.

Pre-defined majority may amend the Bond Terms

The Bond Terms will contain a provision for calling a meeting of the Bondholders in the event that the Issuer, the Bondholders or the Bond Trustee wish to amend the terms and conditions of the Bond Terms. This provision permits a simple or qualified majority (depending on the amendment) of the voting bonds to bind all Bondholders including Bondholders who did not attend and vote at the relevant meeting and Bondholders who vote in a manner contrary to the majority. Consequently, investors who only hold a small amount of the Bonds cannot be assured that the Bond Terms will stay the same until the maturity date. The aforementioned majority may amend the Bond Terms adversely which in turn may cause a decline in the value of the Bonds and result in the loss of all or part of an investment in the Bonds.

Risk factors (11/11)

The Bonds are unsecured and will be effectively subordinated to any secured debt of the Company

The Bonds are unsecured and does not enjoy the benefit of any guarantee or similar assurance from any other member of the Group or any other person. Accordingly, the Bonds will be structurally subordinated to debt in other members of the Group and members of the Group are permitted to incur certain types of secured indebtedness. In the event that such secured debt becomes due, or a secured lender proceeds against the assets that secure the debt, the assets would be available to satisfy obligations under the secured debt before any payment would be made on the Bonds. Any assets remaining after repayment of the Issuer’s secured debt may not be sufficient to repay all amounts owing under the Bonds.

Upstream capacity and debt service

The Issuer is a holding company without any operational revenue. As such, the Issuer is dependent on its subsidiaries being able to make distributions to the Issuer in order for the Issuer to be able to service payments in respect of the Bonds. The inability of the Issuer to service payments could potentially trigger an Event of Default under the Bond Terms or a cross default in other Group financings, which in turn could have a material adverse effect on the Issuer, for example, by causing its insolvency.

Agenda

ESG questionnaire – general industry

Please list the industry's three biggest sustainability (ESG)-related challenges and briefly describe the process for identifying these challenges	The following four sustainability (ESG) topics were identified as double material in Altera Infrastructure Group's (the "Group") Double Material Assessment conducted in September 2023 as part of our European Sustainability Reporting Standards process; E1-2: Climate change mitigation S1-2: Health and safety of own workers S2-3: Other worker-related rights of supply chain workers G1-6: Corruption and bribery
Have you conducted any preliminary assessment of your company in relation to the EU Taxonomy? If so, what was the outcome	As part of the process to report on the EU Taxonomy (EUT) alignment of the Group on turnover, Capex and Opex, if applicable, we have this year mapped our activities to understand and identify those which may be eligible. We have based our exercise on the latest Delegated Acts supplementing Regulation (EU) 2020/852 and, as such, taken all six environmental objectives into account. The Group has relevant eligible activities under the following EUT activities of the climate change mitigation objective: 4.3 Electricity generation from wind power, and 9.1 Close to market research, development, and innovation. The Group has one project related to the towage of windmill jackets that could be eligible under the EU Taxonomy activity 4.3 Electricity generation from wind power. We note that the towage of windmill components, such as jackets, is not explicitly defined in the activity. However, considering general market practices, it is our understanding that the towage of jackets comprises an integral part of the construction process of offshore windmills, and is therefore eligible under 4.3 Electricity generation from wind power. Another project eligible under the EU Taxonomy is the Group's Stella Maris carbon capture and storage (CCS) project, where we are exploring solutions related to carbon dioxide (CO2) collection, transport, and storage infrastructure with the aim of developing a full carbon capture transport and storage (CCS) value chain as a "one-stop shop" that will enable industrial emitters of CO2 to decarbonise their assets. During 2023, the only expenditure incurred was related to man-hours (payment of personnel). As such, the eligibility of this project falls under Capex under the enabling activity 9.1 Close to market research, development, and innovation of the climate change mitigation objective. Altera Shuttle Tankers ("AST" or the "Company") is currently not directly involved in the abovementioned projects. However, certain resources working in AST are also providing services to the Stella Maris project for competence synergy purposes. It is the Group's ambition to report on all Altera EUT eligible activities in full compliance with EUT reporting requirements within the 2024 Sustainability Report.

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

ESG questionnaire – environment (1/2)

Please list the firm's three primary risks related to climate change and, if any, the firm's climate-related opportunities	**Risks:** *Climate Change adaptation*: Damages to assets due to increased frequency and intensity of extreme weather events, *Climate Change Mitigation*: GHG emissions from our operations contribute to climate change and stigmatization of the industry **Opportunities:** Carbon taxes favoring AST and the wider Group's low carbon intensity service offering, and investments in newbuilds reducing GHG emissions.
Does the firm anticipate any climate-related investments, and if so to what extent?	For AST, investments in energy saving technology on our assets is continuously evaluated. All future newbuild investments must be planned for a decarbonized future. For the Group, the Stella Maris CCS project is a good example of potential climate-related investments. AST is currently not directly involved in the Stella Maris CCS project. However, certain resources working in AST are also providing services to the Stella Maris project for competence synergy purposes.
Circular Economy: how are purchases and waste managed? If the firm relies on any scarce resources, please describe what efforts are made to mitigate the risk of those resources becoming scarcer in the future, e.g. recycling, reusing substitutes or improved resource efficiency?	The Group has not yet set resource use and circular economy-related targets in accordance with ESRS E5-3. We do however work actively with all our suppliers to find ways to minimize waste, reduce packaging, and have strict programs in place for segregation of waste onboard our vessels. At the end of life of our assets, they are either responsibly recycled or converted to new use such as FSOs or FPSOs. Conversion is our preference both with regards to sustainable use of resources, as well as continued value creation. In instances where there are no avenues for conversion, we recycle the vessels in accordance with our strict asset recycling practice which is further described here: https://alterainfra.com/who-we-are/sustainability/recycling
Transition-related risks (for example changed customer preferences or legislation): Do you anticipate any risks or opportunities due to the transition to a carbon-neutral society? Is there any risk of the firm's offer being negatively affected? If yes, how has the firm positioned itself to handle that risk?	**Risks**: The Group's climate-related risks stem mostly from the transition to a decarbonised economy. Emissions pricing increases will increase our and our clients' costs, and we monitor proposed changes to emissions and carbon costs closely. Stigmatisation of the industry in which we operate may increase the cost of financial capital and make it more difficult to attract and retain talent. We also face some risks from the physical and political impacts of climate change. Severe weather events and geopolitical instability resulting from climate change may disrupt our crewing schedules and supply chains and increase the costs of inputs to our business activities. **Opportunities**: The risks of climate change also create opportunities for those businesses that can offer solutions. We are actively working in AST to leverage our technical expertise to develop climate-efficient offerings to our clients as well as exploring new commercial models aligned with the energy transition. On a Group level, we are actively seeking out new business models that are aligned with the energy transition, most prominently in our Stella Maris CCS project, and are committed to allocating the majority of new capital to new, transition-aligned business ventures by 2026, with the goal of generating the majority of new cashflow from such ventures by 2030.

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

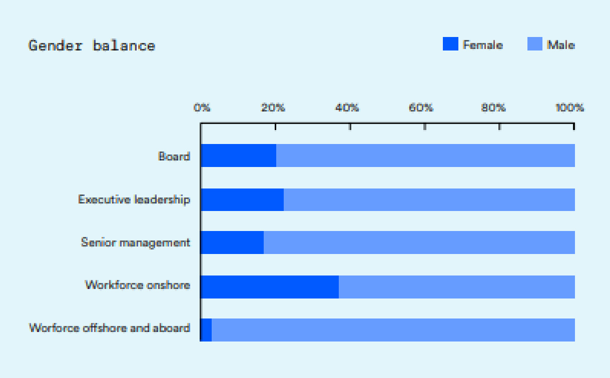
ESG questionnaire – environment (2/2)

Have you set a target to become carbon neutral? If so, how have you defined carbon neutrality?	For Altera Shuttle Tankers we have set the target for fleet CII to be reduced by 50% by 2030 compared to IMO 2008 baseline, and to move towards net zero by 2050. We define carbon neutrality as achieving operations as close to carbon neutrality as possible in accordance with the developing guidelines set by IMO. Strategically, this means that we will primarily work to reduce our fuel consumption as much as possible, and to blend in the required carbon neutral fuels. As we are approaching 2050 there may be certain residual emissions which cannot be eliminated. If these cannot be technologically mitigated, allowable offsets may need to be considered.
Please list the firm's (1-2) primary means of making a positive environmental impact or minimising negative environmental impact. Please list the corresponding most relevant UN Sustainable Development Goals. What proportion of sales can be directly linked to selected UN SDGs?	**UN SDG 13 Climate change** Altera Shuttle Tankers' main activity is to transport crude oil to deliver the required energy to the refineries and terminals in the areas where we operate. Despite the high climate impact of the industry in which we operate, it is still very important that we reduce the carbon intensity of the activities we can influence, i.e. our own emissions. We are doing this by: • Continuously enhance and make our "Race to Reduce" Energy Efficiency Campaign an annual reoccurrence. • Continuously evaluate relevant onboard energy efficiency upgrades. • Investigate the feasibility for onboard carbon capture solutions • Monitor Scope 3 emissions and follow up our key suppliers' ESG performance through vendor evaluations and performance review sessions. • Through innovation we will future proof our newbuilds and ensure they maintain a competitive advantage

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

altera

ESG questionnaire – social (1/2)

Does the firm have a history of accidents? If so, how have these been managed? Are there any preventive measures, such as policies?	The Group had no serious safety incidents in 2023. Our industry’s focus on safety has been a trademark for decades. Maintaining great safety results has become a ticket to trade to be able to do business with the Oil Majors. Altera Shuttle Tankers is known for its great safety results over many years and our high focus on Operational Excellence. Details on our incident reporting and our HSEQ policy can be found here https://alterainfra.com/who-we-are/sustainability
If applicable, please state your targets for gender and cultural equality and indicate the relative split of men/women at every level of the firm	The Group has a goal of representation of at least 40% for each gender within senior management. As per the 2022 Sustainability Report we reported the following gender balance: 
Does the company conduct any other community engagement activities aside from those directly connected to the business?	Throughout the year, the Group conducts several activities in the communities where we are present. This includes charitable donations for instance to Red Cross for Ukraine Relief efforts as well as employees conducting local beach cleaning events. More details and other initiatives can be found in our Sustainability Reports here: https://alterainfra.com/who-we-are/sustainability
How often does the firm conduct audits of its suppliers, and how often do you discover incidents not compliant with your code of conduct?	The Group is certified to ISO 9001:2015 Quality Management System and our supplier performance management takes a risk-based approach in alignment with this standard. Our supplier audit plan is aligned with our 5-year ISO certification cycle where suppliers are evaluated annually and classified based on defined criteria. High-risk, critical, or poor performing suppliers may be audited at least once within the certification cycle, or more frequently based on other performance indicators and evaluations such as raised Non-Conformances or results of performance meetings. From our audit program, we have not observed any incidents not compliant with our code of conduct.

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

altera

ESG questionnaire – social (2/2)

Please list the firm's (1-2) primary means of making a positive social impact or minimising negative social impact. Please list the corresponding most relevant UN Sustainable Development Goals. What proportion of sales can be directly linked to selected UN SDGs?	UN SDG 5 – Gender Equality UN SDG 8 – Decent Work and Economic Growth Altera Shuttle Tankers' corresponding goals: • Maintain an attractive workplace • Representation of at least 40% for each gender within senior management. • Unlock potential by improving gender balance onboard

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

ESG questionnaire – governance (1/2)

Do all staff members receive continuing education on anti-corruption? Are there any ongoing or historical incidents involving corruption, cartels or any other unethical business conduct? Have any preventive measures been taken?	The group's Code of Conduct (the "Code") is the foundation stone of our commitment to integrity. The Code reflects our values and establishes the high ethical standards that are the backbone of our culture. It applies to our employees and non-employee workforce, clearly communicating our expectations for behavior. The Code covers anti-corruption and ethics, as well as topics such as diversity, discrimination and harassment, human rights, privacy and confidentiality, and information security. We run bespoke training sessions internally on various topics of the Code as relevant for the organisation. There were no convictions or fines for violations of anti-corruption and anti-bribery laws in 2023, and no identified breaches of our Anti-corruption policy or supporting procedures.
Please state the firm's business tax residence (i.e.where the firm pays tax) and explain why that specific tax residence was chosen	Altera Shuttle Tankers LLC is managed and tax resident in the UK. The UK was chosen because it has a relatively stable and predictable political, financial and taxation system. It has a natural nexus to our North Sea CoA business, a significant financial market that could be of interest for vessel financing, and acts as the maritime insurance hub globally.
How many independent members sits on the Board of Directors?	The board of directors comprises ten members – one executive director and nine non-executive directors – with deep collective experience and insight into the Group's industry and activities. Two of ten (20%) board members are female. Among all board members, five of ten (50%) are independent; and among non-executive members, five of nine (55%) are independent, including the board chair.
Please state if and to what extent the company has transactions with related parties	In the normal course of operations, Altera Shuttle Tankers enters into various transactions with related parties, measured at their fair value, which generally is the agreed upon exchange value and are recognized in the consolidated financial statements. Related party transactions are further described in the Annual Report for Altera Shuttle Tankers on or website: https://alterainfra.com/investors/reports-and-presentations
Which KPIs dictate the renumeration to management (are sustainability and diversity goals included)?	The Group's remuneration policy covers all employees and is developed to ensure the Company attracts and retains competent employees. The board determines the Group CEO's remuneration and establishes the framework for adjustments for other employees. Part of the remuneration constitutes a Short Term Incentive ("STI") Scheme where KPIs for both the Group Level and the Business Unit levels influences the outcome of the STI. These KPIs include among other things carbon intensity targets and diversity targets in accordance with the Business Unit Sustainability Strategy and the Corporate Sustainability Framework.

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

ESG questionnaire – governance (2/2)

Describe the company's process for monitoring and reporting ESG issues and performance to senior management/the Board. In your response, please confirm what KPIs are monitored (if any) and how frequently reporting is undertaken	The Group's corporate sustainability function is responsible for facilitating executive leadership decision-making on sustainability-related topics, orchestrating a common approach to sustainability- and climate-related risk and opportunity assessment across the group, and preparing consolidated group reporting on sustainability-related matters and performance metrics. To ensure alignment, the corporate sustainability function convenes a working group including sustainability representatives appointed from each of the business units and corporate units. The working group meets regularly to share knowledge and progress group-wide priorities. For the 2023 reporting year, Altera is preparing for EU ESRS compliant reporting. This encompasses a very broad range of disclosures (KPIs) which are to be reported. On a high level, and as part of the specific Sustainability Strategy for Altera Shuttle Tankers, we have identified the following KPIs/Goals: • Through innovation we will future-proof our newbuilds and ensure they maintain a competitive advantage • Maintain an attractive workplace • Representation of at least 40% for each gender within senior management (increased from 35% in 2022) • Unlock potential by improving gender balance onboard vessels • Shuttle tanker fleet CII reduced by 50% by 2030 compared to IMO 2008 baseline
Have you signed a Union agreement?	The Group has signed several union agreements both with onshore and offshore employees. Our entire offshore workforce operates under union agreements to regulate wages following market and value benchmarks.

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise

ESG questionnaire – principle adverse impacts

Fossil fuel operations	Yes
Sites/operations located in or near to biodiversity-sensitive areas where activities negatively affect those areas	No
Science Based Target	No
Reports to CDP	No
UN Global Compact Signatory	No
Involved in the manufacture or selling of controversial weapons	No
Whistle blower policy	Yes
Supplier code of conduct	Yes

Note: As a wholly owned subsidiary of Altera Infrastructure, Altera Shuttle Tankers complies with all ESG related policies and procedures within the broader Altera Infrastructure Group. As such, any references to policies, procedures and undertakings by Altera Infrastructure outlined in the ESG Questionnaire is also applicable to Altera Shuttle Tankers unless stated otherwise


altera