Special general meeting of shareholders
of 8 October 2026, 10:30 a.m.

MINUTES

The year 2026, on 8 October at 10:30 a.m., in 2000 Antwerp, De Gerlachekaai 20, the Special General Meeting of shareholders of CMB.TECH NV (the "**Company**") is convened under the chairmanship of Mr. Patrick De Brabandere.

The chair notes that, in accordance with applicable law, Dutch is the official working language of the meeting. The chair states that questions asked in English will also be answered in English. In case an attending shareholder does not understand what is being said, he or she may request the secretary to translate the misunderstood parts. The meeting will not be recorded.

The chair states that the shareholders who have duly registered and who did not provide a proxy or did not vote by letter in advance, will be given the option to vote electronically during the meeting.

Mr. Tim De Vlieger is appointed as secretary.

The meeting appoints Mr. Geert Asselman and Mr. Geert De Baere as scrutineers.

In addition to the bureau, the following members of the management board are present: Mr. Alexander Saverys (CEO, as permanent representative of Hof ter Polder BV) and Mr. Ludovic Saverys (CFO, as permanent representative of Succavest BV).

The chair subsequently gives the floor to Mr. Tim De Vlieger for the formal part of the meeting.

The convening notices required by law were published on the Company's website and in accordance with the applicable legal provisions on 8 September 2026.

The registered shareholders, the directors and the statutory auditor were also convened by ordinary letter on 8 September 2026.

In addition, (i) the notice convening the special general meeting of shareholders, (ii) a shareholder participation form, (iii) a proxy form, (iv) a form for voting by letter, and (v) an explanation on how to participate in the meeting were made available to the shareholders at the registered office of the Company and on the Company's website as from 8 September 2026. Furthermore, as from 8 September 2026, shareholders were also able to register online via the Lumi Connect platform, on which they could (i) confirm their attendance, (ii) vote beforehand or (iii) give a proxy.

The following was deposited with the bureau in order to be checked by the scrutineers:

- a copy of the convocation letter that was addressed to registered shareholders, the members of the supervisory board and the statutory auditor;

- the proof of registration of the shares of the shareholders who wish to participate in the general meeting;
- the proxies and attendance forms;
- the voting letters; and
- the attendance list, including the register containing the identity and address of each shareholder who has indicated that he or she wishes to participate to the meeting, the number of shares registered on the registration date and the documents proving such registration. For further information, reference is made to the privacy statement on the Company's website.

The secretary asks the scrutineers to initial these documents.

The register of registered shareholders is also at their disposal.

The chair establishes that, according to the attendance list, 314 shareholders who hold a total of 225,858,927 shares are present or represented.

A number of persons such as employees of the Company and third parties engaged by the Company to provide services in connection with the meeting, such as external advisors of the Company, and employees and advisors of shareholders, are also present at the meeting without having fulfilled the admission formalities. The meeting is reminded that these persons cannot participate in the deliberation and the voting at this meeting. These persons have also signed the attendance list. These persons are admitted to the meeting. The attending shareholders have not objected to the presence of the aforementioned persons.

The meeting acknowledged the correctness of the above statements, unanimously acknowledged that it is validly convened and composed and capable to deliberate, and resolved to start deliberating on the items on the agenda, as follows:

1. Approvals of change of control clauses in credit agreements in accordance with Article 7:151 of the Belgian Code of Companies and Associations

A. Approval of the change of control clause in relation to facilities of up to USD 2,000,000,000 comprising (i) a term loan facility of up to USD 1,250,000,000 and (ii) a revolving credit facility of up to USD 750,000,000 in accordance with Article 7:151 of the Belgian Code of Companies and Associations

B. Approval of the change of control clause in relation to the EUR 150,000,000 Revolving Credit Facility Agreement in accordance with Article 7:151 of the Belgian Code of Companies and Associations

C. Approval of the change of control clause in relation to the USD 129,750,000 Loan Agreement in accordance with Article 7:151 of the Belgian Code of Companies and Associations

2. Shareholder distribution of an intermediary dividend of gross USD 0.21 per share

3. Shareholder distribution of USD 0.43 per share out of the available share premium

4. Shareholder distribution of minimum USD 50,000,000 and maximum USD 250,000,000 out of the available share premium

5. Proxy Crossroads Bank for Enterprises, counters for enterprises, registers of the enterprise court, administrative agencies and fiscal administrations

* *
*

The written questions are introduced by the secretary at 10:36 a.m.

The secretary notes that the supervisory board can only answer questions relating to the agenda items discussed during this meeting, and the documents published in connection with this meeting. Personal files, speeches, or statements are not up for discussion during this session. Additionally, the Company may also refuse to answer a question if this could cause harm to the Company or if the Company is subject to confidentiality restrictions.

The secretary states that the Company has received a number of written questions prior to the meeting. Given the operational nature of the questions, the secretary gives the floor to Mr. Alexander Saverys (CEO) and Mr. Ludovic Saverys (CFO).

1. First, we were asked whether the recent rapprochement between the EU and Canada is of interest to CMB.TECH and what transport opportunities it could potentially create for CMB.TECH.

Mr. Alexander Saverys replied that the Company already has significant operations in Canada. In this respect, he referred to the activities of Euronav, which transports oil from the Gulf of Mexico along the east coast of North America to the Saint Lawrence River and Quebec, an important trade route for the Suezmax fleet.

He further explained that, through its dry bulk activities, the Company exports iron ore from Baffin Island during the summer months using specialised ice-class vessels. According to him, this is an established and important activity within the Canadian market.

Mr. Alexander Saverys also noted that Canada is currently focusing more on developing international trade relationships beyond the United States. In his view, this development offers attractive opportunities for European companies. He expects that this evolution may also create additional transportation opportunities for the Company, which already has a strong presence in Canada and is exploring ways to further expand its activities in the region.

2. Second, we were asked to provide an explanation of the cooperation between the Australian company Fortescue and CMB.TECH.

Mr. Alexander Saverys replied that the Company announced some time ago a cooperation agreement with Fortescue, a major producer of iron ore in Australia. As part of this cooperation, a framework agreement was concluded for the deployment of twelve vessels for the transportation of iron ore between Australia and China.

Mr. Alexander Saverys explained that these vessels have been designed with the capability to operate on ammonia. At present, it is envisaged that one of these twelve vessels will effectively be deployed on ammonia, while the further implementation for the remaining vessels is still being developed. According to Mr. Alexander Saverys, the further rollout depends, among other things, on the delivery of the relevant newbuilding vessels.

Mr. Alexander Saverys further stated that the Company expects to take delivery of its first ammonia-powered bulk carrier, the Mineral Europa, in the near future. The vessel's first commercial voyage is expected to take place within the framework of the cooperation with Fortescue.

Finally, Mr. Alexander Saverys emphasized that the Company's ambition is to operate as large a portion of its fleet as possible on ammonia. According to Mr. Alexander Saverys, Fortescue is an important partner in this respect, as it is likewise strongly committed to the development and application of ammonia as an alternative marine fuel.

3. Third, we were requested to provide an update on the green hydrogen and ammonia activities in Namibia.

Mr. Alexander Saverys replied that the Company already operates a hydrogen production plant in Namibia and intends to further expand its activities in the region.

Mr. Alexander Saverys explained that the Group aims to commence the construction of an ammonia terminal in Namibia next year. During the initial phase, this terminal will be used for the import and storage of ammonia sourced from, among other regions, Asia and North America. The stored ammonia will subsequently be made available for the bunkering of ammonia-powered vessels operating in the Atlantic Ocean. According to Mr. Alexander Saverys, the terminal is expected to become operational by the end of 2028 or the beginning of 2029.

In addition, Mr. Alexander Saverys clarified that the construction of a local ammonia production facility constitutes the next step in the Group’s long-term strategy. The realization of this project is currently envisaged within the next several years, with the objective of further developing the production of sustainable ammonia in Namibia.

Mr. Alexander Saverys further referred to various projects involving the local application of hydrogen. In this context, a hydrogen-powered vessel is expected to enter into service in the Port of Namibia early next year. According to Mr. Alexander Saverys, this project is comparable to the Hydroville, which was previously launched by the Group in the Port of Antwerp.

Finally, Mr. Alexander Saverys stated that the Company is also working on the introduction of a hydrogen-powered locomotive in Namibia. The entry into service of this locomotive is currently expected at the beginning of February next year. According to Mr. Alexander Saverys, these projects illustrate the Group's ambition to further develop and commercialize hydrogen and ammonia not only within the shipping industry, but also in other transport applications.

4. Fourth, we were requested to explain Rio Tinto's Simandou project in Guinea and its cooperation with CMB.TECH.

Mr. Alexander Saverys replied that the Simandou project relates to a new iron ore mine in Guinea, which has already been discussed during previous shareholders' meetings and quarterly updates. Mr. Alexander Saverys explained that, in the long term, the mine could reach a production capacity of approximately 120 million tonnes of iron ore per year. However, the project is currently still in its ramp-up phase, with production volumes gradually increasing towards approximately 20 million tonnes on an annual basis.

According to Mr. Alexander Saverys, the project has the potential to become a significant driver of demand for shipping capacity. Mr. Alexander Saverys clarified that China is the principal destination market for iron ore from Guinea and that the considerable distance between the two regions results in long-haul shipping routes. In his view, such trades are particularly attractive for shipowners, as they generate increased demand for transportation capacity.

Mr. Alexander Saverys further stated that the Company has already transported its first cargo originating from the Simandou project. Although a substantial portion of this trade is currently carried by Chinese vessels, the Company's fleet is also being employed, given its scale and established presence in the international dry bulk market.

Finally, Mr. Alexander Saverys noted that the project is progressing favourably and that transported volumes are gradually increasing. While it will, according to Mr. Alexander Saverys, still take several years before the mine reaches its full production capacity, he observed that the growing export volumes are already contributing to increased demand for transportation capacity. According to Mr. Alexander Saverys, this development supports demand for the Company's Capesize.

5. Fifth, we were asked to provide an assessment of whether the Hormuz crisis is likely to continue for an extended period and what its potential consequences for CMB.TECH could be.

Mr. Alexander Saverys replied that the situation in the Strait of Hormuz has a significant impact on the tanker market. Mr. Alexander Saverys referred to the daily attacks by Iran on vessels transiting the Strait of Hormuz, as well as to the attacks by the United States on Iranian targets. According to Mr. Alexander Saverys, these developments have resulted in a reduction in the available capacity for the transportation of oil.

In addition, Mr. Alexander Saverys explained that oil today often has to be transported over considerably longer distances. According to Mr. Alexander Saverys, both the reduced availability of shipping capacity and the longer

transportation distances have had a positive effect on freight rates in the tanker market. Although these developments are taking place in a context of geopolitical tensions, they are, in his view, favourable for Euronav, the tanker division, and for vessel valuations.

Mr. Alexander Saverys further referred to the sale by the Company of thirteen tankers during the current year at what he described as particularly attractive market prices, which contributed to strong profitability. In addition, Mr. Alexander Saverys indicated that the Company does not expect any material change in current market conditions in the near term. According to Mr. Alexander Saverys, the Group may therefore continue to benefit from strong freight rates or potentially capitalize on additional opportunities to sell vessels at exceptionally high valuations.

Finally, Mr. Alexander Saverys noted that such market conditions are exceptional and, in his view, occur only rarely. Mr. Alexander Saverys emphasized that the Company seeks to maximize these opportunities in the best interests of its shareholders.

In addition to the above questions, the following written questions were also submitted in English. These questions were read out and answered in Dutch by Mr. Ludovic Saverys and Mr. Alexander Saverys.

1. The first question relates to the proposed distribution out of the share premium and the range between minimum USD 50M and maximum USD 250M. What is the current intention of the Board regarding the actual amount to be distributed, and what factors will determine whether the amount will be closer to USD 50M or USD 250M?

Mr. Ludovic Saverys replied that the Company proposes to distribute USD 0.64 per share, corresponding to a total amount of approximately USD 180 million. Mr. Ludovic Saverys explained that this distribution will be made partly in the form of an intermediary dividend and partly through a distribution from the share premium.

According to Mr. Ludovic Saverys, this approach has been chosen because a distribution from the share premium may be more tax-efficient for shareholders, as no withholding tax is payable on such distributions in certain circumstances.

Mr. Ludovic Saverys further clarified that the Company has included an additional agenda item in order to allow the Supervisory Board to approve additional distributions to shareholders more efficiently in the future. According to Mr. Ludovic Saverys, the Company wishes to avoid having to convene a new general meeting for each tax-efficient distribution from the share premium account, as this could significantly delay the payment process.

Mr. Ludovic Saverys explained that the proposed authorization would provide the Supervisory Board with the flexibility to approve future distributions, within the limits of USD 50 million and USD 250 million, and to distribute such amounts to shareholders more promptly.

Finally, Mr. Ludovic Saverys stated that any future distributions will be assessed by the Supervisory Board on the basis of various factors, including the

Company's profitability, market outlook, investment requirements and debt repayment capacity. According to Mr. Ludovic Saverys, the principal purpose of the proposed authorization is to enable future distributions to be made to shareholders in a faster and tax-efficient manner.

2. The second question: after the USD 0.64 per share distribution and the additional distribution proposed under agenda item 4, (being the proposed range of distribution out of the share premium between minimum USD 50M and maximum 250M) what level of cash and available liquidity does management consider appropriate for CMB.TECH to maintain?

Mr. Ludovic Saverys replied that the Company takes into account the requirements set out in its financing agreements. Mr. Ludovic Saverys explained that the lending banks require the Company to maintain, at all times, a liquidity level corresponding to approximately five per cent of its total indebtedness. Given a total debt position of approximately USD 5 billion, this translates, according to Mr. Ludovic Saverys, into a minimum liquidity requirement of approximately USD 250 million.

Mr. Ludovic Saverys further noted that the Company owns a substantial fleet of seagoing vessels and that the level of debt per vessel is relatively limited. According to Mr. Ludovic Saverys, a significant portion of the Company's value is embodied in its fleet.

Mr. Ludovic Saverys stated that the Company generally maintains between USD 250 million and USD 400 million in liquidity. Should additional funds be required, Mr. Ludovic Saverys indicated that the Company has the ability to sell a limited number of vessels and thereby generate additional liquidity.

3. The third question: can management explain what the additional financing capacity of up to approximately USD 2 billion – we assume this refers to the facility as mentioned in agenda item 1 a. – is intended to fund, and what level of debt and leverage CMB.TECH expects to operate with over the next 12-24 months?

Mr. Ludovic Saverys replied that this question relates to the proposed change of control provision under one of the Company's existing financing facilities. Mr. Ludovic Saverys clarified that the relevant facility is already in place and was established in connection with the acquisition of Golden Ocean. As part of that transaction, the Company refinanced the entire debt position of Golden Ocean, amounting to approximately USD 2 billion.

Mr. Ludovic Saverys explained that this financing consists of a combination of a term loan and a revolving credit facility. According to Mr. Ludovic Saverys, it therefore does not concern additional financing capacity that still needs to be drawn, but rather an existing facility that was already utilized in connection with the acquisition.

Mr. Ludovic Saverys further stated that the outstanding amount has since decreased from approximately USD 2 billion to around USD 1.1 billion. According to Mr. Ludovic Saverys, this reduction is primarily the result of favourable market conditions, which have enabled the Company to reduce its indebtedness more rapidly than originally anticipated.

Finally, Mr. Ludovic Saverys noted that the outstanding debt will continue to decrease through the contractually scheduled repayments. Assuming no material changes in circumstances, Mr. Ludovic Saverys expects the debt position to decline by approximately USD 100 million per year.

4. The fourth question: how many CMB.TECH owned or operated tankers are currently stuck in the Persian Gulf?

Mr. Alexander Saverys replied that the Company has never previously communicated on this matter and will not do so during this meeting either. Mr. Alexander Saverys explained that this decision is driven by security considerations, and more specifically by the safety of the seafarers on board the vessels concerned.

Mr. Alexander Saverys confirmed that the Company has vessels operating in the region but stated that no further information will be provided regarding the exact number of vessels currently located in the Persian Gulf.

5. The fifth question: what is the estimated financial impact of these vessels being trapped in the Persian Gulf? If any, how does management expect this to affect CMB.TECH's tanker earnings if the situation does not improve?

6. The sixth question: what is the loss of turnover due to these vessels being trapped in the Persian Gulf?

Mr. Alexander Saverys replied that he would address both questions jointly. Mr. Alexander Saverys explained that vessels currently operating in the Persian Gulf are still able to perform commercial activities and generate revenue. According to Mr. Alexander Saverys, these vessels are therefore not generating zero income. He noted, however, that there is currently a distinct market within the Persian Gulf, which differs from the international tanker market, making it difficult to determine the precise financial impact of the situation on the vessels concerned.

Mr. Alexander Saverys further emphasized that the Company monitors the situation on a daily basis and that the safety of its crews remains the highest priority at all times. Mr. Alexander Saverys observed that certain market participants continue to transit the Strait of Hormuz despite the heightened risks and receive significant risk premiums for doing so. According to Mr. Alexander Saverys, some seafarers are willing to assume such risks given the substantial compensation associated with these operations.

However, Mr. Alexander Saverys stated that the Company deliberately adopts a cautious approach and is not prepared to take additional risks at the expense of the safety of its seafarers. Mr. Alexander Saverys emphasized that the safety of the crews remains the foremost priority for both the Company and its management. According to Mr. Alexander Saverys, should circumstances require vessels to remain in the Persian Gulf, the Company will continue to follow this approach.

At 10:51 a.m., subsequently, the secretary invites the shareholders present to ask additional oral questions.

Mr. André Ceulemans, shareholder, referred to the Company's level of indebtedness and the impact of rising interest rates on financing costs. He asked how the Company assesses its current debt position and to what extent higher interest rates could affect its results.

Mr. Ludovic Saverys replied that rising interest rates have a direct impact on the Company's financing costs. By way of illustration, he referred to the SOFR interest rate, which succeeded LIBOR, and noted that a one percentage point increase in interest rates on a debt position of approximately USD 5 billion would result in an additional annual interest expense of about USD 50 million.

He explained that, in connection with the acquisitions of Euronav and Golden Ocean, the Company had intentionally adopted a higher level of leverage. This decision was based on the expectation that market conditions would evolve favourably and that the anticipated returns on those investments would exceed the additional financing costs.

Mr. Ludovic Saverys further emphasized that the Company's leverage is currently declining significantly as a result of its strong operational performance and substantial free cash flow generation. Excess liquidity is among other things being used to further reduce debt, thereby improving the ratio of net debt to the Company's assets.

He noted that the Company has an asset base of approximately USD 12 billion, against which its debt position remains well within the Company's financial objectives. In his view, the Company is currently in a comfortable financial position and has sufficient financial flexibility to continue executing its strategic objectives.

Mr. Luc De Keersmaecker, shareholder, observed that rising interest rates increase the Company's financing costs and asked whether, in light of this, it would not be advisable to limit dividend distributions and instead prioritize the use of available funds for accelerated debt reduction.

Mr. Ludovic Saverys replied that this is indeed one of the key considerations regularly assessed by the Supervisory Board. He explained that, at the end of each quarter, the Supervisory Board evaluates the most appropriate allocation of the available cash resources. In doing so, it seeks to strike a balance among various alternatives, including dividend distributions to shareholders, debt reduction, investments in newbuilding vessels, and the retention of liquidity to take advantage of future opportunities.

He noted that, compared to various other listed shipping companies, the Company follows a relatively prudent ad hoc dividend policy. Whereas some companies distribute a significantly larger portion of their profits, the Company has in the past chosen to distribute approximately half of its profits to shareholders while retaining the remainder to further strengthen its balance sheet and finance future growth.

Mr. Ludovic Saverys added that the Company believes shareholders should be able to participate in the results achieved in a balanced manner. He further observed that the Company's shares have in the past frequently traded at a discount to their intrinsic value. In his view, a stable dividend policy, aligned with the Company's needs, contributes to reducing this discount and supports a market valuation that more closely reflects the Company's underlying value.

Finally, he emphasized that a share price that more closely reflects intrinsic value also provides strategic advantages. In the context of future transactions or acquisitions, a properly valued share can serve as an important instrument for the financing and execution of such transactions.

Mr. Peter Scheire, shareholder, referred to recent initiatives whereby cargo vessels are equipped with sails or other forms of wind-assisted propulsion. Given the high energy and fuel costs, he asked whether the Company is considering the implementation of such technologies across its fleet.

Mr. Alexander Saverys replied that the Company has examined various forms of wind-assisted propulsion. He referred to several pilot projects within the industry involving vessels equipped with sails or other wind propulsion systems. In his view, some of these projects are primarily focused on smaller vessels, and their commercial applicability to large-scale shipping operations currently remains limited.

He explained that certain forms of wind-assisted propulsion on larger cargo vessels, tankers and container ships can reduce fuel consumption, in some cases by approximately 5% to 10%. In addition, such systems may provide certain benefits under the European emissions regulatory framework.

Mr. Alexander Saverys nevertheless noted that the Company has assessed the economic feasibility of such investments for its own fleet and operations. Based on this analysis, the Company concluded that investments in wind-assisted propulsion do not currently represent the most efficient allocation of capital. Instead, the Company prefers to invest in alternative fuels and propulsion technologies, including ammonia and hydrogen, which it expects will make a greater contribution to the decarbonisation of shipping over the longer term.

He added that the Company continues to closely monitor technological developments in the field of wind-assisted propulsion and may reconsider its position should the technology become more economically attractive or should its operational benefits increase significantly.

Mr. Michaël Saverys added that, in practice, such systems may also give rise to operational constraints. For certain types of cargo vessels and in some ports, sails or similar installations may interfere with loading and unloading equipment or other port infrastructure. In his view, this limits the practical applicability of such solutions in certain segments in which the Company operates.

Mr. André Ceulemans, shareholder, referred to recent reports of hydrogen projects being postponed or discontinued and asked how the Company assesses the future of hydrogen and ammonia as alternative fuels.

Mr. Alexander Saverys replied that the Company remains convinced of the potential of hydrogen and ammonia in the decarbonisation of shipping. He nevertheless noted that several hydrogen projects have been discontinued in recent years, primarily because hydrogen production in Europe has proven economically challenging due to high electricity costs.

He explained that hydrogen can only be deployed on a large scale if it can be produced at a competitive cost. In his view, this constitutes an important distinction between various European projects and those being developed by the Company. The Company's strategy is focused on the production of hydrogen and ammonia in regions where these energy carriers can be produced at lower cost, thereby enabling a more economically viable business model.

Mr. Alexander Saverys further added that the development of a hydrogen economy is not solely dependent on electricity production costs, but is also influenced by regulatory requirements, permitting processes and other costs associated with the production, processing and distribution of these energy carriers. According to him, these factors currently represent a significant challenge for many projects in Europe.

With regard to applications outside the shipping sector, he noted that hydrogen currently struggles to compete with battery-electric vehicles, given the rapid technological progress achieved by electric vehicles in recent years. A broader adoption of hydrogen in such applications will, in his view, continue to depend on a further reduction in the cost of hydrogen.

Finally, Mr. Alexander Saverys emphasized that the Company's strategy is based on a global assessment of markets, technologies and production locations. He observed that reports concerning the discontinuation of individual projects should always be considered within their broader economic and geographic context and reiterated that the Company remains convinced of the role that hydrogen and ammonia can play in the future of shipping.

At 10:59 a.m. the deliberation is closed by the chairman. The secretary indicated that voting would be done electronically and presents the following resolutions for voting (the voting details are set out in appendix 1):

First resolution

"The special shareholders' meeting approves and, to the extent necessary, ratifies in accordance with Article 7:151 of the Belgian Code of Companies and Associations, all provisions of the following financing agreement which provide for an early repayment, cancellation of commitments and/or other consequences in the event of a change of control over the Company:

The facilities agreement dated 8 May 2025 (as supplemented by the Accession Deed dated 19 June 2025 in relation to the Borrower, the Accession Deeds dated 27 June 2025, 25 July 2025, 25 July 2025, 5 August 2025, 6 August 2025, 7 August 2025, 8 August 2025, 11 August 2025, 12 August 2025, 12 August 2025, 12 August 2025, 14 August 2025, 15 August 2025 and 18 August 2025 in relation to the Owner Guarantors, a supplemental letter dated 14 August 2025, a side letter dated 11 December 2025, a supplemental letter dated 31 March

2026 and a supplemental agreement dated 30 June 2026, the "Facilities Agreement") entered into between (i) CMB.TECH Belgium NV as borrower (the "Borrower"), (ii) CMB.TECH NV as parent guarantor (the "Parent Guarantor"), and (iii) Nordea Bank Abp NUF (formerly known as Nordea Bank Abp, filial i Norge), BNP Paribas Fortis SA/NV, Citibank N.A., Jersey Branch, Crédit Agricole Corporate and Investment Bank, Société Générale, Danske Bank A/S NUF, DNB (UK) Limited, KBC Bank NV, ING Bank N.V., Skandinaviska Enskilda Banken AB (publ) and Standard Chartered Bank (Hong Kong) Limited as lenders (the "Lenders"), pursuant to which the Lenders have made available to the Borrower facilities in an aggregate amount of up to USD 2,000,000,000, comprising (i) a term loan facility of up to USD 1,250,000,000 and (ii) a revolving credit facility of up to USD 750,000,000."

This proposal was adopted unanimously with the exception of 95,679 abstentions and 116,010 votes against.

The resolution is thus approved.

Second resolution

"The special shareholders' meeting approves and, to the extent necessary, ratifies in accordance with Article 7:151 of the Belgian Code of Companies and Associations, all provisions of the following credit agreement which provides for a mandatory prepayment and/or cancellation in case of a change of control over the Company:

The revolving credit facility agreement dated 19 December 2025 (the "Facilities Agreement") entered into by (i) CMB.TECH NV (the "Borrower"), and (ii) KBC Bank NV, Société Générale Brussels Branch, ING Belgium SA/NV, BNP Paribas Fortis SA/NV, Crédit Agricole Corporate and Investment Bank, Belfius Bank SA/NV and Skandinaviska Enskilda Banken AB (PUBL), (the "Original Lenders"), pursuant to which the Original Lenders agree to make available to the Borrower a revolving credit facility of up to EUR 150,000,000."

This proposal was adopted unanimously with the exception of 100,116 abstentions and 115,990 votes against.

The resolution is thus approved.

Third resolution

"The special shareholders' meeting approves and, to the extent necessary, ratifies in accordance with Article 7:151 of the Belgian Code of Companies and Associations, all provisions of the following agreement which provides for a mandatory prepayment and/or cancellation in case of a change of control over the Company:

The USD 129,750,000 Loan Agreement dated 22 July 2024 (as amended by a Side Letter dated 2 August 2024 and a Side Letter dated 13 August 2024, the "Loan Agreement") entered into between (i) CMB.TECH NV (the "Company") as borrower, and (ii) DNB Bank ASA, London Branch, DNB (UK) Limited, The Export-Import Bank of Korea and Kexim Asia Limited as lenders (the "Lenders"),

pursuant to which the Lenders have made available to the Company a secured loan in an aggregate principal amount of USD 129,750,000."

This proposal was adopted unanimously with the exception of 98,784 abstentions and 114,188 votes against.

The resolution is thus approved.

Fourth resolution

"The special shareholders' meeting approves the distribution of an intermediary dividend for a gross amount of USD 0.21 per share, to be paid out of the result carried forward of the Company and authorises the supervisory board to set the date on which it becomes payable. For the avoidance of doubt, treasury shares are not entitled to such shareholders distribution."

This proposal was adopted unanimously with the exception of 53,478 abstentions and 269,771 votes against.

The resolution is thus approved.

Fifth resolution

"The special shareholders' meeting approves a distribution to the shareholders out of the available share premium (which has been made available following the decision of the extraordinary shareholders' meeting on 10 November 2021) of USD 0.43 per share.

The decisions concerning the payment of the above share premium distribution, including the determination of the payment date as well as all other formalities, are delegated to the supervisory board. For the avoidance of doubt, treasury shares are not entitled to such shareholders distribution.

For tax purposes, the shareholder distribution of USD 0.43 per share out of the available share premium decided upon during this special shareholders' meeting will be allocated in full to amounts assimilated to the paid-in fiscal capital of the Company, taking into account the allocation rules provided for in Article 18 of the Belgian Income Tax Code 1992, as the distribution of the intermediary dividend of USD 0.21 per share decided under the fourth resolution above already leads to a dividend amount that is higher than the dividend amount for tax purposes that would follow from a share premium repayment for the same total amount (i.e., USD 0.64 per share), in accordance with Article 18, paragraph 7, of the Belgian Income Tax Code 1992 to avoid any discrepancy between the fiscal equity and the corporate and accounting equity."

This proposal was adopted unanimously with the exception of 54,159 abstentions and 268,032 votes against.

The resolution is thus approved.

Sixth resolution

"The special shareholders' meeting resolves to approve a distribution to the shareholders of a gross amount of minimum USD 50,000,000 and maximum USD 250,000,000 out of the available share premium (which has been made available following the decision of the extraordinary shareholders' meeting on 10 November 2021).

The special shareholders' meeting grants the supervisory board the authority to determine (i) within the above range, the exact amount to be distributed, (ii) the number of instalments in which the distribution will occur, (iii) the payment date (or dates in case of multiple instalments), and (iv) all other modalities and formalities relating to the execution of the distribution. In determining the exact amount to be distributed in each instalment, the supervisory board shall take into account such factors as it considers relevant, including the Company's financial results for the quarter preceding the quarter in which the relevant instalment is paid (i.e. Q3 2026 for instalments paid in Q4 2026 and Q4 2026 for instalments paid in Q1 2027), its liquidity position and its capital requirements at the time of determination. This authority shall expire on 31 March 2027, and all payments pursuant to this resolution shall be made no later than 30 June 2027."

This proposal was adopted unanimously with the exception of 54,980 abstentions and 285,833 votes against.

The resolution is thus approved.

Seventh resolution

"The special shareholders' meeting decides to grant authority to Mr. Peter Laurijssen, Mr. Tim De Vlieger, Ms. Sanae Aiau, Ms. Salima Ibragimova, Ms. Lisa Pellemans, Ms. Jaïna Nsavye as well as any other duly authorised representative or employee of the Company, to act alone with power to substitute, to fulfil all necessary formalities with the Crossroads Bank for Enterprises, counters for enterprises, registers of the enterprise courts, administrative agencies and fiscal administrations with respect to the decisions taken at the present meeting."

This proposal was adopted unanimously with the exception of 86,342 abstentions and 95,738 votes against.

The resolution is thus approved.

Miscellaneous

* *
*

As the agenda has been completed in this way, and the meeting has refrained from reading the minutes, the chair invites the scrutineers as well as the members of the bureau and the shareholders who wish to do so, to sign the minutes.

The meeting is closed at 11:09 a.m.

The scrutineers,

(Geert Asselman)

(Geert De Baere)

The secretary,

(Tim De Vlieger)

The chair,

(Patrick De Brabandere)

ANNEX 1. Details of the votes per resolution

The table below shows the details of the votes for each decision, in accordance with article 7:141, paragraph two of the Belgian Code of Companies and Associations.

The total number of validly represented votes at the meeting is 225,858,927.

Special general meeting of 8 October 2026

resolution		1.a.	1.b.	1.c.	2.	3.	4.	5.
		Change of Control facilities agreement of 8 May 2025	Change of Control revolving credit facility 19 December 2025	Change of control loan agreement 22 July 2024	Distribution intermediary dividend gross amount USD 0.21 per share	Distribution out of available share premium of USD 0.43 per share	Distribution of min USD 50,000,000 and max. USD 250,000,000 out of the available share premium	Proxy CBE
	AG	116.010	115.990	114.188	269.771	268.032	285.833	95.738
	ABS	95.679	100.116	98.784	53.478	54.159	54.980	86.342
	FOR	225.647.235	225.642.817	225.645.951	225.535.678	225.536.735	225.518.112	225.676.840
AGGREGATE AMOUNT OF VOTES		225.858.924	225.858.923	225.858.923	225.858.927	225.858.926	225.858.925	225.858.920
percentage of shares with voting rights		71,48%	71,48%	71,48%	71,48%	71,48%	71,48%	71,48%

number of shareholders present or represented: 314