

# PRESS RELEASE

## Regulated information

14 May 2024 – 8 a.m. CET

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## ANNUAL GENERAL MEETING OF 16 MAY 2024 – CLARIFICATION AS TO THE TAX TREATMENT OF THE PROPOSED DISTRIBUTION

ANTWERP, Belgium, 14 May 2024 – Euronav NV (**NYSE: EURN & Euronext: EURN**) (“Euronav” or the “Company”) clarifies that the proposal by the Supervisory Board to the Annual Shareholders’ Meeting on 16 May 2024 to distribute USD 4.57 per share to all shareholders, is a payout in cash which is proposed as a combination of a dividend (USD 0.27 per share) and a distribution out of the available share premium (USD 4.30 per share).

The dividend distribution is subject to 30% withholding tax (to the extent no exemption or reduction applies). Of the share premium distribution, USD 0.81 per share is subject to 30% withholding tax (to the extent no exemption or reduction applies). The remaining USD 3.49 per share is exempt from any withholding tax.

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### Contact:

Head of Marketing & Communications – Katrien Hennin

Tel: +32 499393470

Email: [Katrien.hennin@cmb.tech](mailto:Katrien.hennin@cmb.tech)

### **Annual General Meeting – 16 May 2024**

#### **About Euronav NV & CMB.TECH**

Euronav and CMB.TECH together represent a group with around 150 ocean-going vessels (including newbuildings) in dry bulk, container shipping, chemical tankers, offshore wind and oil tankers. The group focuses on large marine and industrial applications on hydrogen or ammonia. They also offer hydrogen and ammonia fuel to customers, through own production or third-party producers. The company is headquartered in Antwerp, Belgium, and has offices across Europe and Asia.

Euronav is listed on Euronext Brussels and on the NYSE under the symbol EURN.

Euronav plans to change the group's name to CMB.TECH. Euronav will remain the oil tanker shipping company within the group.

### **Forward-Looking Statements**

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbour protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements



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concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The Company desires to take advantage of the safe harbour provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbour legislation. The words "believe", "anticipate", "intends", "estimate", "forecast", "project", "plan", "potential", "may", "should", "expect", "pending" and similar expressions identify forward-looking statements.

The forward-looking statements in this press release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections or meet expected timings.

In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the failure of counterparties to fully perform their contracts with us, the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for tanker vessel capacity, changes in our operating expenses, including bunker prices, dry-docking and insurance costs, the market for our vessels, availability of financing and refinancing, charter counterparty performance, ability to obtain financing and comply with covenants in such financing arrangements, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessels breakdowns and instances of off-hires and other factors. Please see our filings with the United States Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.