



SFL Corporation Ltd.

Q4 2025 Results Presentation

Forward Looking Statements



This presentation contains forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including SFL management's examination of historical operating trends, data contained in the Company's records and other data available from third parties. Although SFL believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond its control, SFL cannot give assurance that it will achieve or accomplish these expectations, beliefs or intentions.

Important factors that, in the Company's view, could cause actual results to differ materially from those discussed in the forward looking statements include the strength of world economies, fluctuations in currencies and interest rates, general market conditions including fluctuations in charter hire rates and vessel values, changes in demand in the markets in which the Company operates, changes in demand resulting from changes in the Organization of the Petroleum Exporting Countries' petroleum production levels and worldwide oil consumption and storage, developments regarding the technologies relating to oil exploration, changes in market demand in countries which import commodities and finished goods and changes in the amount and location of the production of those commodities and finished goods, increased inspection procedures and more restrictive import and export controls, changes in the Company's operating expenses, including bunker prices, dry-docking and insurance costs, performance of our charterers and other counterparties with whom the Company deals, the impact of any restructuring of the counterparties with whom the Company deals, timely delivery of vessels under construction within the contracted price, 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, including any changes to energy and environmental policies and changes attendant to trade conflicts, potential disruption of shipping routes due to accidents or political events, the length and severity of the ongoing coronavirus outbreak and its impact on the demand for commercial seaborne transportation and the condition of the financial markets and other important factors described from time to time in the reports filed by the Company with the United States Securities and Exchange Commission.

Recent Events & Highlights



88th consecutive quarterly dividend of \$0.20 per share



\$52 million net proceeds from the sale of two 2015 built Suezmax tankers, split between Q4 and Q1



\$23 million investment in two 2020 built Suezmax tankers, with exposure to a very strong tanker market



\$3.7 billion contracted backlog⁴ provides visibility in volatile markets, with two thirds contracted to investment grade counterparties

Q4'25 key highlights

\$176m¹

Gross revenue

\$109m²

Adjusted EBITDA

\$5m

Net loss

\$0.04

Loss per share

\$0.20

Dividend per share

~9%³

Dividend yield

Notes: (1) Gross revenue includes charter hire from all vessels and rigs, including assets in 100% owned subsidiaries classified as 'Investment in associates' and proportionate charter hire from partly owned vessels; (2) Adjusted EBITDA² is a non-U.S. GAAP measure. It represents cash receipts from operating activities before net interest and capital payments. For details, please see SFL's fourth quarter preliminary earnings release Appendix 1: Reconciliation of Adjusted EBITDA; (3) Based on SFL closing price of \$9.13 on February 10, 2026; (4) Fixed rate backlog as of December 31, 2025 including subsequent sales and acquisitions, fully owned vessels, rigs and 100% of four partially owned 19,000 teu container vessels, which SFL also manages. The backlog excludes charterers' extension options and purchase/cancellation options (if applicable)

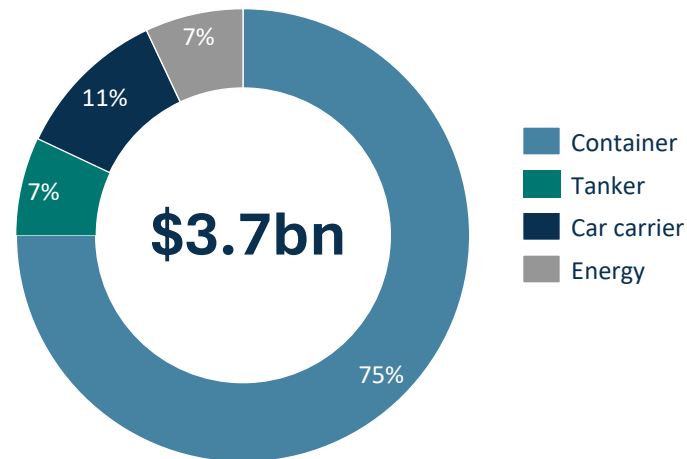
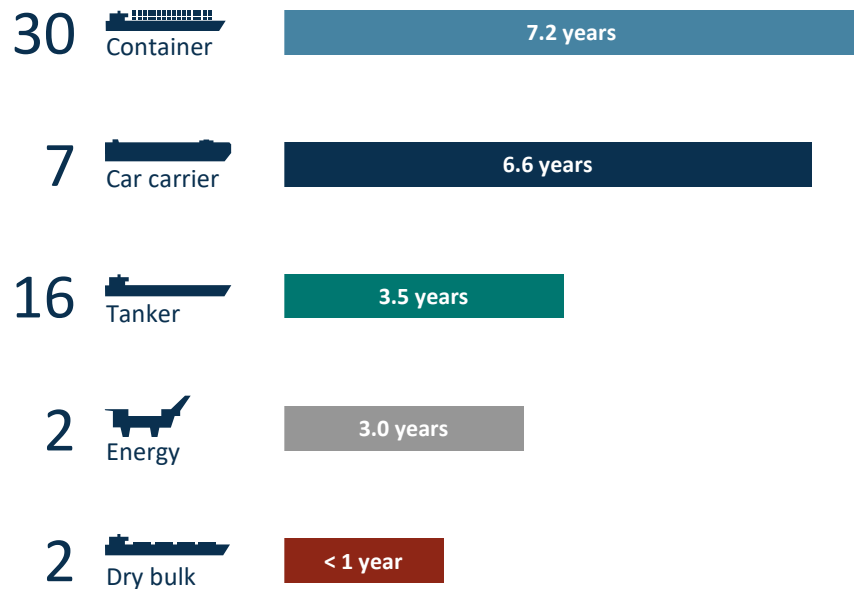
A Leading Maritime Infrastructure Company



Portfolio¹

Contract duration²


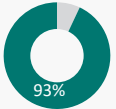


















Contracted revenue³



Notes: (1) Including partly owned vessels and acquired vessels yet to be delivered to SFL; (2) Average charter term weighted by charter revenues, excluding charterer option periods, and adjusted for subsequent sales and acquisitions; (3) Fixed rate backlog as of December 31, 2025 including subsequent sales and acquisitions, fully owned vessels, rigs and 100% of four partially owned 19,000 teu container vessels, which SFL also manages. The backlog excludes charterers' extension options and purchase/cancellation options (if applicable). Excludes contracted revenue from dry bulk vessels, chemical vessel trading in a pool and potential future profit share

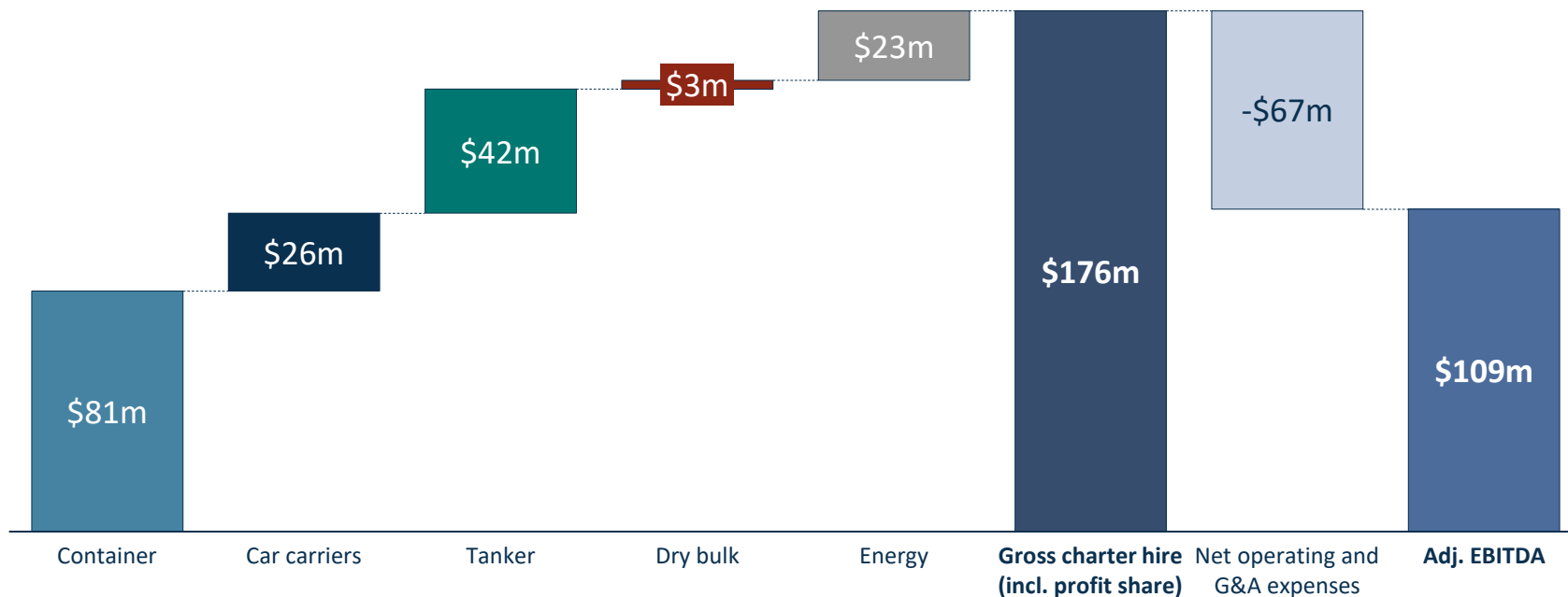
Operational Performance Highlights



Market	Charter type ¹ Q4 2025	Operating days ² Q4 2025	Utilization ³ Q4 2025	Revenue Q4 2025	OPEX ⁴ Q4 2025
 Container	 <div> BB TC </div> 93%	2,267	99%	 \$81m	 \$24m
 Car carrier	 100%	641	100%	 \$26m	 \$6m
 Tanker	 100%	1,624	99%	 \$42m	 \$15m
 Dry bulk	 100%	184	100%	 \$3m	 \$2m
 Energy	 100%	92	50%	 \$23m	 \$21m

Notes: (1) Revenue by charter contract type. TC = time charter where SFL is providing crew and ship management services to the charterer. BB = Bareboat where SFL only provides the ship where the charterer undertakes crewing and ship management; (2) For vessels "operating days" equals calendar days less days for technical off hire, dry dock or yard stay. For rigs "operating days" equals days on rate or in transit covered by mobilisation fees less days off hire and time spent in port not on drilling rate; (3) Utilization means Operating days divided by calendar days; (4) Excluding expenses related to EUAs

Adjusted EBITDA Q4 2025 Breakdown¹



Income Statement



Operating Revenue

- \$176m of operating revenues, including \$1.2m of profit share
- Vessel charter hire of \$152m
- Rig charter hire of \$23m

Financial Items

- Gain from sale of vessel of \$11.3m
- Expense of \$23m related to charter buy-out

Operating Expenses

- Vessel operating expenses of \$50m
- Rig operating expenses of \$21m

Net Loss

- \$4.7m or \$0.04 per share

(in thousands of \$ except per share data)

Three months ended
Dec 31, 2025 Sep 30, 2025

Charter revenues: sales-type leases (excluding charter hire treated as Repayments)	-	31
Charter revenues: operating leases and rig revenue contracts	169,495	173,399
Profit share income	1,194	1,809
Other operating income	4,818	2,968
Total operating revenues	175,507	178,207
(Loss)/Gain on sale of vessels and settlement of charters	(11,702)	288
Vessel and rig operating expenses	(70,951)	(68,914)
Administrative expenses	(4,746)	(3,933)
Depreciation	(56,296)	(56,927)
Total operating expenses	(131,993)	(129,774)
Operating income	31,812	48,721
Results in associates	612	608
Interest income from associates	1,150	1,150
Interest income, other	3,355	3,029
Interest expense	(42,938)	(45,522)
Interest and valuation gain/(loss) on non-designated derivatives	1,330	(246)
Gain on investments in debt and equity securities	729	558
Other financial items	53	202
Taxes	(756)	133
Net (loss)/income	(4,653)	8,633
Basic (loss)/earnings per share (\$)	(0.04)	0.07

Balance Sheet



Cash and Liquidity

- \$151m cash and cash equivalents at quarter end
- Approximately \$46m of undrawn credit lines
- Unencumbered assets of more than \$300 million

Financing and Capital Expenditure

- Capital expenditures of \$850m remaining on five large container newbuildings, expected to be funded through pre- and post-delivery financing

Capital Structure⁽¹⁾

- Book equity ratio of 26%

(in thousands of \$)

ASSETS

Short term

Cash and cash equivalents	150,829	278,231
Investment in marketable securities	4,146	3,448
Amount due from related parties	6,941	6,029
Other current assets	97,302	92,892

Long term

Vessels, rigs and equipment, net	3,122,633	3,209,225
Capital improvements, newbuildings and vessel deposits	181,074	184,433
Investment in associates	15,832	15,955
Amount due from related parties, long term	45,000	45,000
Other long term assets	14,386	15,398

Total assets

3,638,143 **3,850,611**

LIABILITIES AND STOCKHOLDERS' EQUITY

Short term

Short term and current portion of long term interest bearing debt	605,943	813,119
Amount due to related parties	1,303	2,021
Other current liabilities	103,079	89,072

Long term

Long term interest bearing debt, net of deferred charges	1,960,533	1,947,419
Other long term liabilities	6,423	7,388

Stockholders' equity

960,862 991,592

Total liabilities and stockholders' equity

3,638,143 **3,850,611**

SFL

