DNB Energy & Shipping Conference 2022

March 9, 2022

Forward Looking Statements

Golar LNG

This press release contains forward-looking statements (as defined in Section 21E of the Securities Exchange Act of 1934, as amended) which reflects management's current expectations, estimates and projections about its operations. All statements, other than statements of historical facts, that address activities and events that will, should, could or may occur in the future are forward-looking statements. Words such as "may," "could," "should," "will," "expect," "plan," "forecast," "believe," "estimate," "propose," "potential," "continue," or the negative of these terms and similar expressions are intended to identify such forward-looking statements. These statements are not guarantees of future performance and are subject to certain risks, uncertainties and other factors, some of which are beyond our control and are difficult to predict. Therefore, actual outcomes and results may differ materially from what is expressed or forecasted in such forward-looking statements. You should not place undue reliance on these forward-looking statements, which speak only as of the date of this press release. Unless legally required, Golar undertakes no obligation to update publicly any forward-looking statements whether as a result of new information, future events or otherwise.

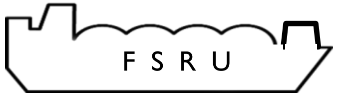
Among the important factors that could cause actual results to differ materially from those in the forward-looking statements are: the possibility that the Cool Co spin-off is not close when expected or at all because conditions to the closing are not satisfied on a timely basis or at all, that Golar may be required to modify the terms and conditions of the spin-off or that the anticipated benefits of the spin-off are not realized as a result of among other things as the weakness of the economy and competitive factors in the shipping sector; our inability and that of our counterparty to meet our respective obligations under the Lease and Operate Agreement entered into in connection with the BP Greater Tortue / Ahmeyim Project ("Gimi GTA Project"); continuing uncertainty resulting from potential future claims from our counterparties of purported force majeure under contractual arrangements, including but not limited to our construction projects (including the Gimi GTA Project) and other contracts to which we are a party; claims made or losses incurred in connection with our continuing obligations with regard to Hygo Energy Transition Ltd ("Hygo") and Golar LNG Partners LP ("Golar Partners"); the ability of Hygo, Golar Partners and New Fortress Energy, Inc. ("NFE") to meet their respective obligations to us, including indemnification obligations; our ability to formalize a settlement agreement with authorities regarding tax benefits previously obtained under certain of our leasing agreements; changes in our ability to retrofit vessels as floating storage and regasification units ("FSRUs") or floating liquefaction natural gas vessels ("FLNGs") and in our ability to obtain financing for such conversions on acceptable terms or at all; changes in our ability to obtain additional financing on acceptable terms or at all; the length and severity of outbreaks of pandemics, including the recent worldwide outbreak of the novel coronavirus ("COVID-19") and its impact on demand for liquefied natural gas ("LNG") and natural gas, the timing of completion of our conversion projects, the operations of our charterers, our global operations and our business in general; failure of our contract counterparties to comply with their agreements with us or other key project stakeholders; our vessel values and any future impairment charges we may incur; changes in LNG carrier, FSRU, or FLNG including charter rates, vessel values or technological advancements; our ability to close potential future sales of additional equity interests in our vessels, including the Hilli Episeyo("Hilli") and FLNG Gimi on a timely basis or at all; our ability to contract the full utilization of the Hilli or other vessels; changes in the supply of or demand for LNG carriers, FSRUs or FLNGs; a material decline or prolonged weakness in rates for LNG carriers, FSRUs or FLNGs; changes in the performance of the pool in which certain of our vessels operate; changes in trading patterns that affect the opportunities for the profitable operation of LNG carriers, FSRUs or FLNGs; changes in the supply of or demand for LNG or LNG carried by sea; continuing volatility of commodity prices; changes in the supply of or demand for natural gas generally or in particular regions; changes in our relationships with our counterparties, including our major chartering parties; changes in our relationship with our affiliates and the sustainability of any distributions they pay to us; a decline or continuing volatility in the global financial markets, specifically with respect to our equity holding in NFE; changes in general domestic and international political conditions, particularly where we operate; changes in the availability of vessels to purchase and in the time it takes to construct new vessels; failure of shipyards to comply with delivery schedules or performance specifications on a timely basis or at all; changes to rules and regulations applicable to LNG carriers, FSRUs, FLNGs or other parts of the LNG supply chain; our inability to achieve successful utilization of our fleet or inability to expand beyond the carriage of LNG and provision of FSRU and FLNGs, particularly through our innovative FLNG strategy; actions taken by regulatory authorities that may prohibit the access of LNG carriers, FSRUs and FLNGs to various ports; increases in costs, including, among other things, wages, insurance, provisions, repairs and maintenance; and other factors listed from time to time in registration statements, reports or other materials that we have filed with or furnished to the Securities and Exchange Commission, or the Commission, including our most recent annual report on Form 20-F.

As a result, you are cautioned not to rely on any forward-looking statements. Actual results may differ materially from those expressed or implied by such forward-looking statements. The Company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise unless required by law.

The LNG value chain

Natural gas is cooled to -162 degrees = liquefied to make it ready for transportation

Upstream



LNG carriers transporting the LNG overseas before it is converted back to gaseous state which can be done by FSRUs

Midstream

Natural gas is piped to homes, industry and power plants for use

Downstream

The money is made when the gas price is…

Upstream	Midstream	Downstream
HIGH	**VOLATILE / REGIONAL DIFFERENCES**	**LOW**
Mar-22: $84.7/MMBtu		**Apr-20: $1.8/MMBtu**

Golar has transformed over the last 12 months

Golar LNG

Liquefaction | **Shipping** | **Regasification** | **Downstream**

- Sold/separated assets for a total combined enterprise value of $6.2bn
- Crystalized underlying value, strengthened balance sheet and simplified corporate structure
- Refinanced >$1bn of corporate debt
- Right sized shore-based staff as a result of the corporate restructuring

Group simplification: Overview of existing assets and investments

Golar LNG

FLNG & Marine Assets

Existing FLNG Assets

FLNG Hilli (in operations)

FLNG Gimi (under construction)

Existing FSRU & LNGC Assets

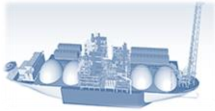
Golar Tundra (FSRU)

Golar Arctic (LNGC)

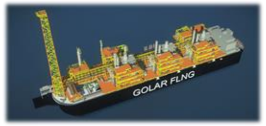
Design and conversion prospects

Gandria (for conversion)

Golar MkII design



Golar MkIII design



Investments & shareholdings

NewFortress energy

Ownership	Current value ($m)
8.9%	630

COOLCO

Ownership	Current value ($m)
31.3%	125[2]

Avenir LNG

Ownership	Current value ($m)
23.5%	48[1]

(1) Book value at 31st December 2021
(2) Announced equity-in-kind contribution. On completion of the CoolCo, Golar will retain ~31% stake.

Balance sheet positioned for FLNG growth

Golar LNG

Key financial statistics

Cash and marketable securities[1]

$1.3bn

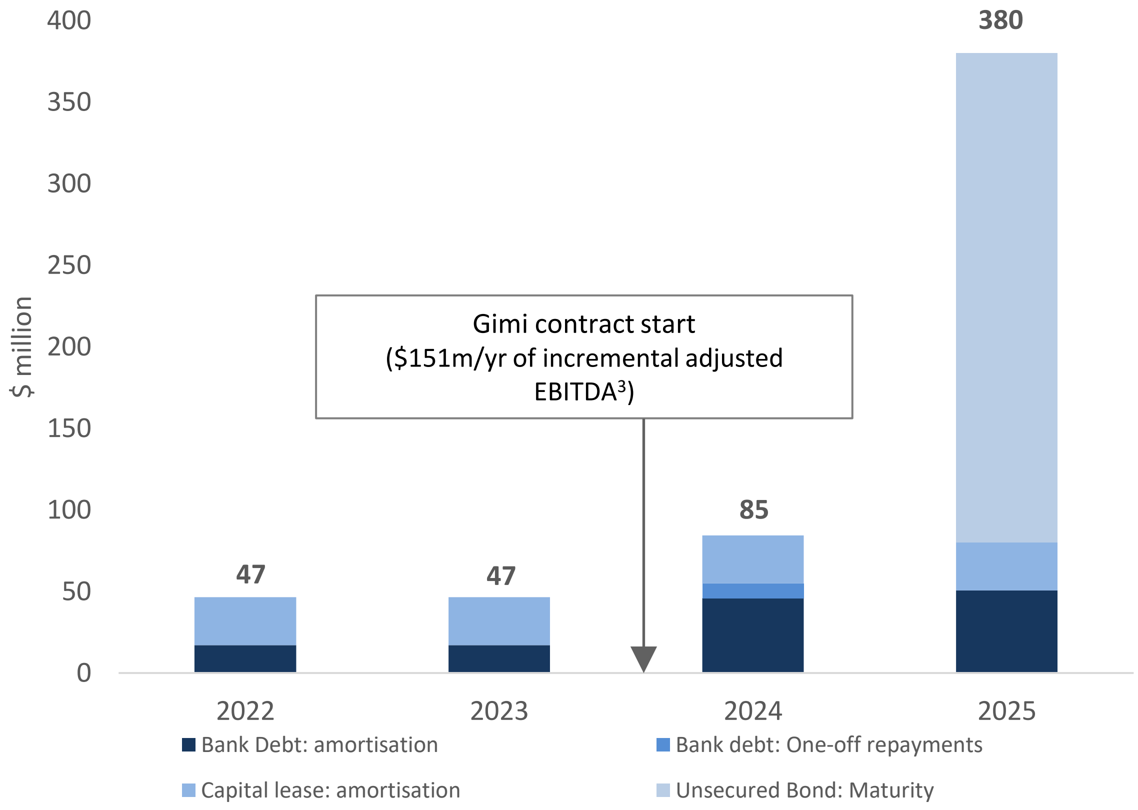
Golar Contractual net debt[1]

$0.5bn

Expected EBITDA development from existing FLNGs 2024 vs. 2021

3-4x

Golar LNG debt maturity profile[2]

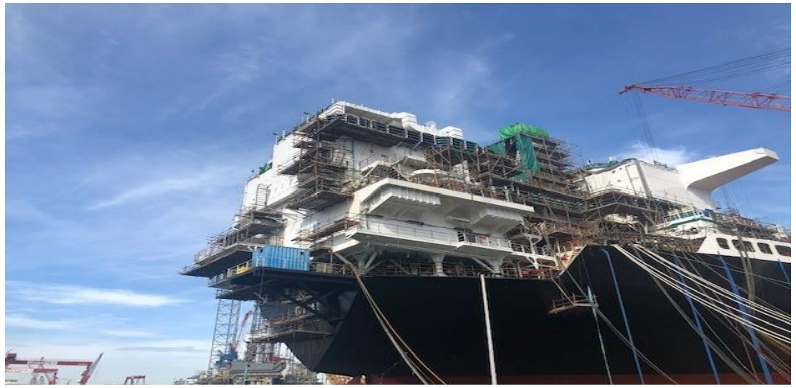


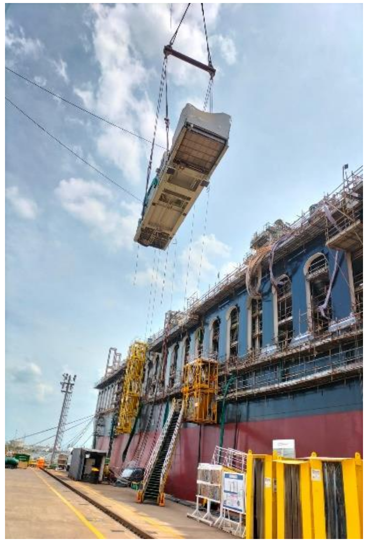
Strong cash position, fully delivered NIBD to EBITDA of <2x, no refinancing need until after FLNG Gimi delivery

(1) See slide 8. (2) $317m convertible bond maturity repaid in February 2022. $131m drawn under the Corporate RCF in Q1 2022, with repayment expected during 2022, is excluded from graph. $250m corporate bilateral facility entered in Q1 22, is not yet drawn and also excluded from graph. (3) Please see the appendix for definition on the non-GAAP measures.

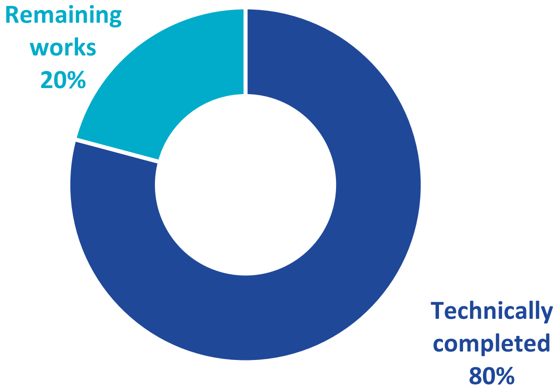
FLNG Gimi construction update

Conversion update





Key statistics



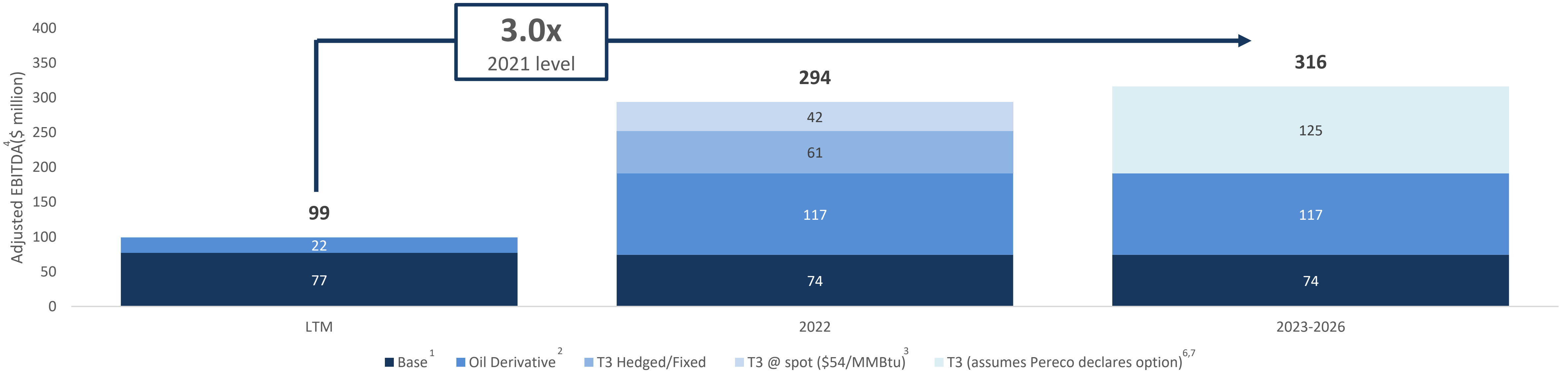
Target sail-away	Q1 23
Contract start up	Q4 23
Annual Adj. EBITDA[1]	\$215m (100% basis)
Contract duration	20 years
Adj. EBITDA backlog[1]	\$ 4.3bn (100% basis)

(1) Please see the appendix for definition on the non-GAAP measures.
(2) Remaining CAPEX as of December 31, 2021 is \$590 million (100% basis).

FLNG Hilli: Organic earnings growth from commodity exposure and increased capacity utilization

Golar LNG

Hilli has potential to generate shy of $300m adjusted EBITDA[4,5] in 2022 with incremental growth to ~$315m/yr in 2023-2026



Swaps concluded and realized prices YTD

- **New:**
  - **Q2 22 & Q3 22: 100% @ $25.38/MMBtu**
- Previously announced:
  - Q1 22: 50% @ $28/MMBtu

Earnings sensitivity and current forward curve

- Expected Q1 adjusted EBITDA[4]
  - ~ $22 million
- Impact of hedging
  - Locked in adjusted EBITDA[4] of ~ $61 million for 2022

2022 Earnings sensitivity
Brent: Δ $1/bbl = $2.7m
TTF: Δ $1/MMBTU = $0.9m

2023-2026 Earnings sensitivity
Brent: Δ $1/bbl = $2.7m
TTF: Δ $1/MMBTU = $6.5m

(1) Based on last twelve months EBITDA on base capacity of 1.2million tonnes per annum.
(2) Based on last price for Platts dated brent index on 03rd of March 2022
(3) ICE MAR22 of close 2nd of March 2022
(4) Please see the appendix for definition on the non-GAAP measures.
(5) Assumes no change to existing accounting treatment
(6) Assumes one-time option to Perenco declared in 2022
(7) Price applied: $22/MMBtu

EBITDA generation from existing portfolio expected to quadruple from 2021 to 2024

Golar LNG

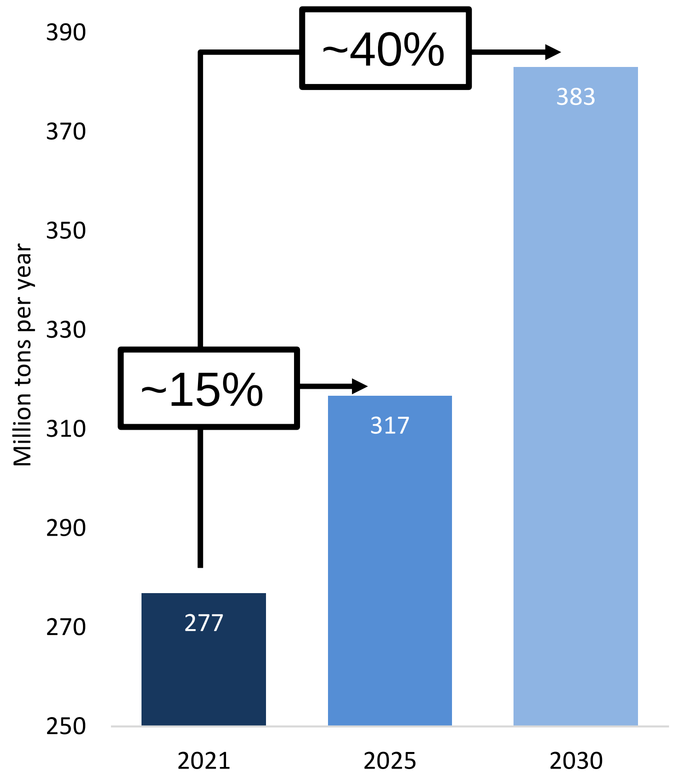
	Hilli[1]	Gimi (70%)	Arctic and Tundra	Corporate & Investments	Total
LTM ADJUSTED EBITDA[2]	$99m	Under construction	$24m	$(18)m	**$105m**
GIMI CONTRACTED		$151m[3]			$151m
PRO-FORMA LTM ADJUSTED EBITDA (INCLUDING GIMI)	$99m	$151m[3]	$24m	$(18)m	**$256m**
EARNINGS SENSITIVITY	+ Oil Upside + T3 Production	+ Uptime bonus	+/- $10,000/day = $7.3m EBITDA	+ Dividends from NFE & COOL	
INCREMENTAL 2022 RUN-RATE AT CURRENT MARKET RATES	$195m[4]	N/A	$10m		$205m
ADJUSTED EBITDA AT CURRENT MARKET RATES	$294	$151m	$34m	$(18)m	**$461m**
CASH AND MARKETABLE SECURITIES[5]	N/A	N/A	N/A	1,281m	$1,281m
Q4 ADJ PRO RATA TOTAL CONTRACTUAL DEBT INCL. CORPORATE BILATERAL FACILITY[2]	$317m	$287m	$187m	$548m	$1,339m
REMAINING CAPEX	$0m	$413m	$0m	$0m	$413m
GOLAR CONTRACTUAL NET DEBT & REMAINING CAPEX	$317m	$700m	$187m	$(733)m	$471m
	OPERATIONAL	80% COMPLETE Q4 2023 START-UP	OPERATIONAL		

(1) 44.5% of T1&T2, 89.1% oil-indexed & 86.9% of T3 incremental
(2) Non-GAAP measure, please see appendix. Adjusted for Q1'22 material events including signing of corporate bilateral facility and $317m CB maturity/repayment.
(3) Forecasted EBITDA, please see appendix. Due to start Q4/23
4) See slide 7
5) Comprised of: Total Golar cash and book value of Avenir as of 31 December 2021, market value of NFE shares as 7 March 2022, Golar 31% share of CoolCo at formation, and adjusted for Q1 2022 material events including signing of corporate bilateral facility, $317m CB maturity and $217m CoolCo transaction proceeds.

Energy security adding pressure to already tight LNG supply

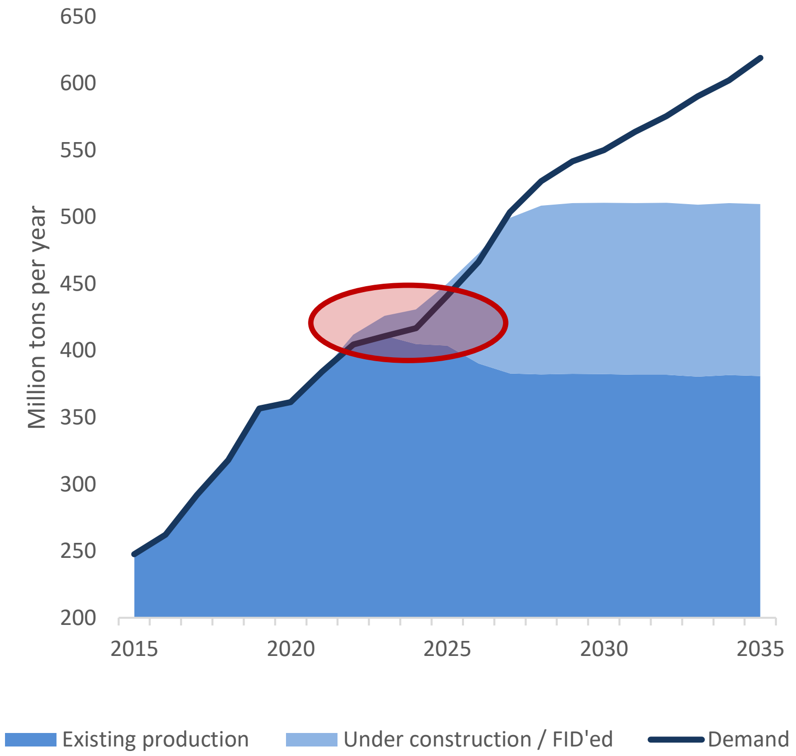
Golar LNG

Strong demand growth for LNG lead by Asia



Asian demand is expected to grow **40% by 2030**, fuelled by a committment to reduce emissions

New supply needed to meet expected demand growth



Expected near-term oversupply nudging closer to a LNG deficit as competition for volumes heat up

Increased focus on energy security

1. Global LNG Market (2021)
   ~400 million tons

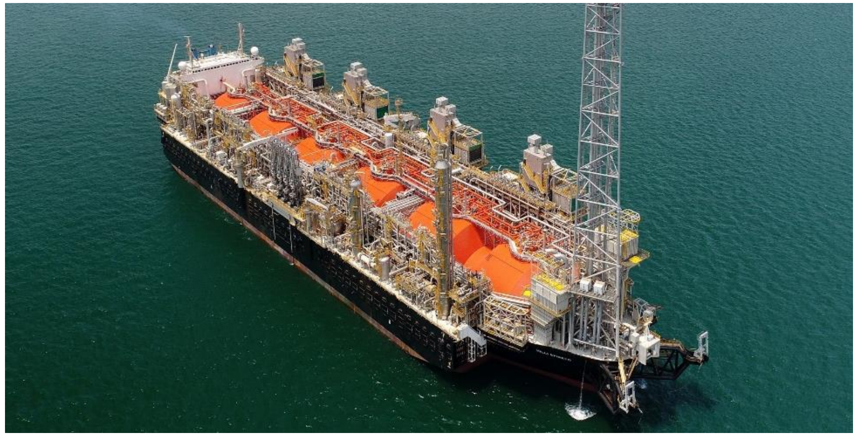
2. Russian gas exports to Europe (2021)
   ~115 million tons LNG
   = ~25% of global LNG market

3. Focus on energy security will **trigger diversified gas supply**

Uniquely positioned for FLNG growth

Golar LNG

Proven FLNG design



Market-leading operational track record

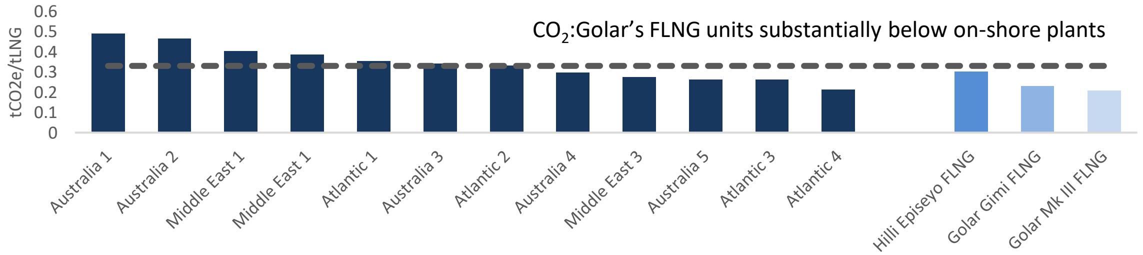
5
million tons produced

70
cargoes offloaded to-date

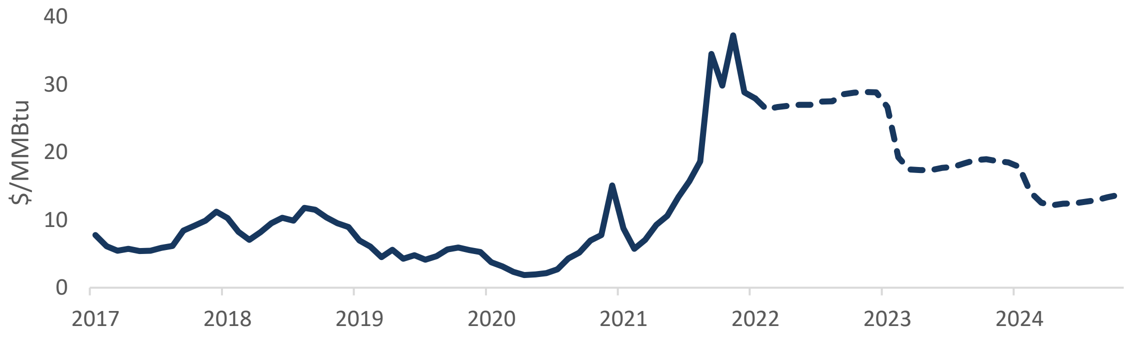
100%
commercial uptime

Competitive cost and reduced carbon footprint

~$500/ton
capex on MkIII[1)]



Gas prices support FLNG developments



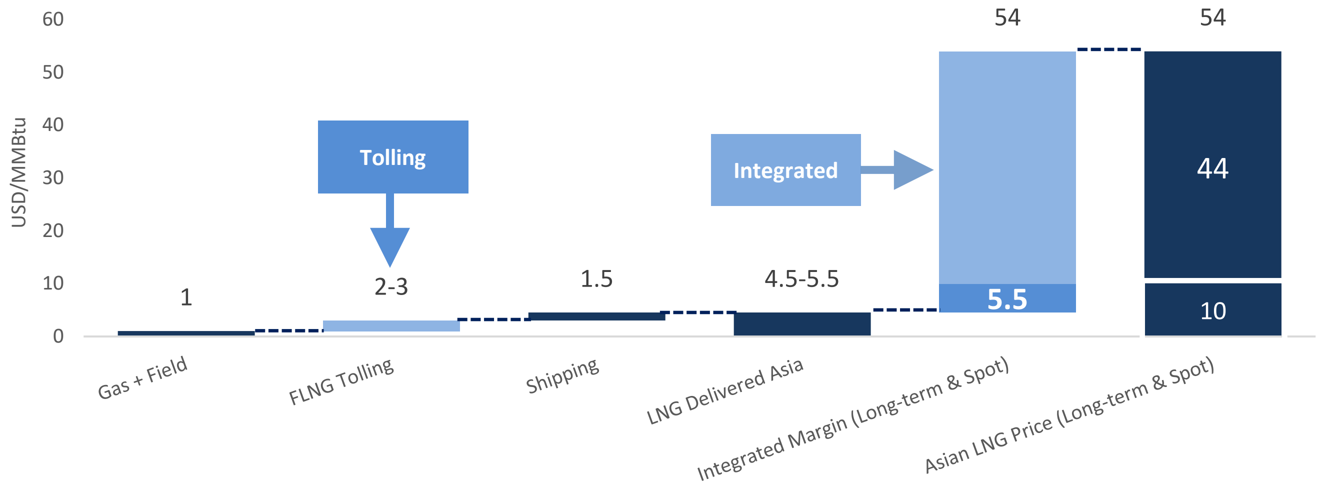
Significant progress on new FLNG projects, expect contract award within 2022

(1) Based on $2.5bn for 5mtpa FLNG unit
(2) Compared to median for assessed plants in study by Oxford Institute for Energy Studies
https://www.oxfordenergy.org/wpcms/wp-content/uploads/2019/10/Challenges-to-the-Future-of-LNG-NG-152.pdf

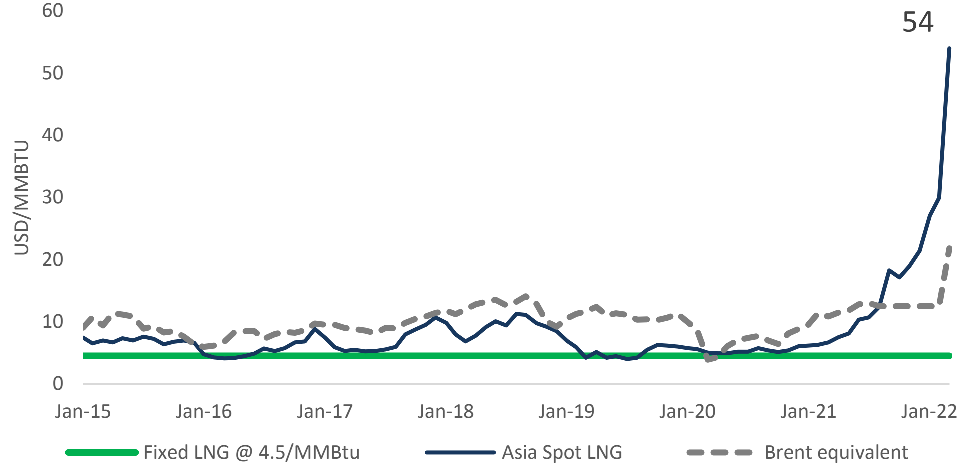
Attractive economics for new FLNG growth projects

Golar LNG

Tolling vs. Integrated: Long-term visibility against earnings power…



…attractive risk-reward on integrated model



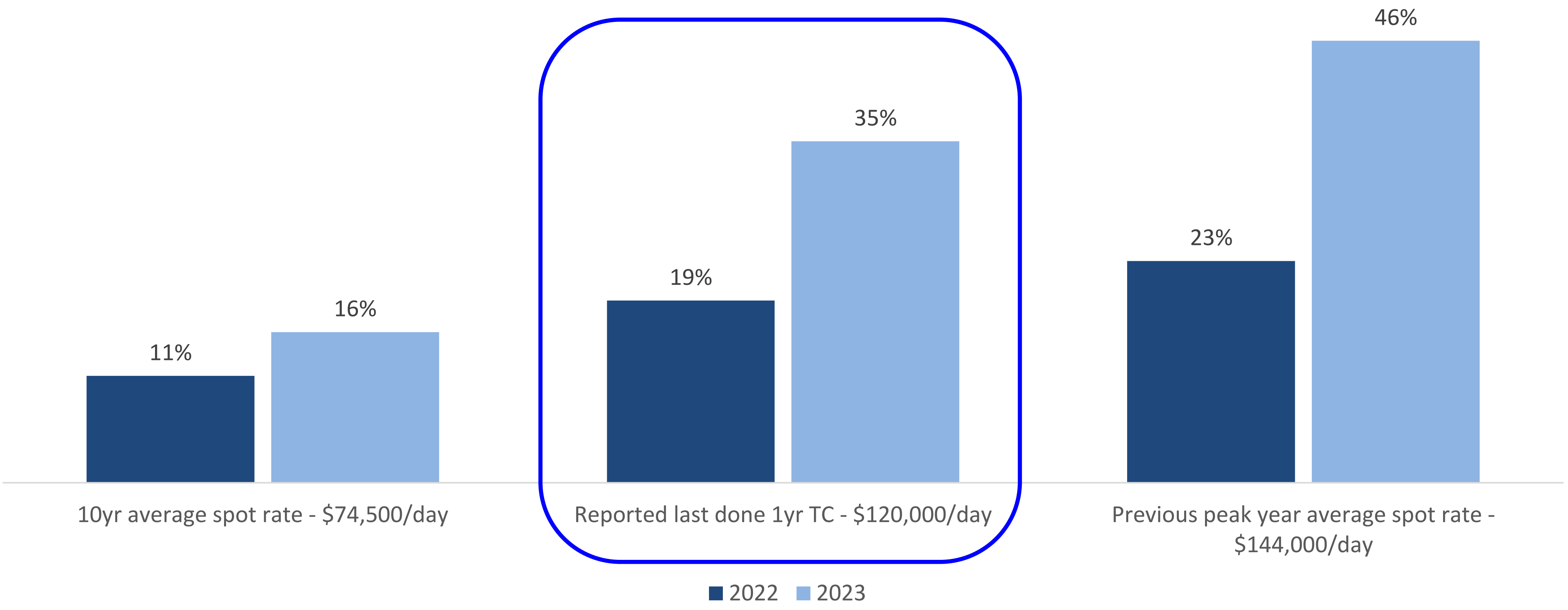
Illustrative economics of FLNG projects

FLNG contract type	Tolling fee (USD/MMBTU)	Annual production (MTPA)	EBITDA USDm	Capex USDm	Payback (years)
Gimi type tolling-based contract	2.00	2.5	215	1 400	**6.5x**
Hilli type commodity linked contract	7.00	2.5	875	1 500	**1.7x**
Integrated contracts (long term prices)	Market prices	2.5	1-2bn	2 200	**1-2x**

COOLCO

Significant dividend potential with target to return most of free cash flow to shareholders

Free cash flow to equity yield combining fixed charters and options with illustrative spot rate



Significant dividend potential from inception,
dividends set increase with increasing exposure to anticipated strengthening LNG carrier market

Note: For illustrative purposes only. The numbers above have been prepared using the Company's best estimates at the time of preparation but there are no assurances that such yield can be achieved for 2022 or 2023

Non-GAAP measure

Remaining Shipping Proforma LTM Adjusted EBITDA

Closest equivalent US GAAP measure

Shipping LTM Adjusted EBITDA

Rationale for adjustments

Provides the indicative performance of our shipping segment, post completion of the disposal of our 8 TFDE LNG carriers to Cool Company Ltd ("Cool Co"), by removing the LTM Adjusted EBITDA associated to the vessels to be spun off.

QUANTITATIVE RECONCILIATION

(in $M)	Shipping	Adjusted for: Cool Co Proforma Adjusted EBITDA	Remaining Shipping Proforma Adjusted EBITDA
Total operating revenue	203.0	(162.0)	41.0
Voyage, charterhire and commission expenses	(10.0)	1.0	(9.0)
Vessel operating costs	(57.0)	49.0	(8.0)
Administrative expenses	(1.0)	1.0	-
Other operating income	5.0	(5.0)	-
LTM Adjusted EBITDA	**140.0**	**(116.0)**	**24.0**

Appendices Non-GAAP Measures

Non-GAAP measure	Definitions
• Average daily TCE • Earnings backlog • Golar's contractual debt • Revenue backlog • Total Golar cash • LTM Adjusted EBITDA	Please see our Q4 2021 earnings release for a reconciliation to the most comparable US GAAP measure and the rationale for the adjustments: https://www.golarlng.com/investors/quarterly-reports/2021
Gimi annual and LTM Adjusted EBITDA Adjusted EBITDA backlog	Gimi annual and LTM Adjusted EBITDA represents the share of contracted liquefaction revenue less forecasted operating expenses for the executed contract. Gimi Adjusted EBITDA backlog represents the entire contracted period of 20 years multiplied by the annual Adjusted EBITDA. In order to calculate our proportionate share of LTM Adjusted EBITDA for Gimi, management has removed the amount attributable to Keppel (30%). Adjusted EBITDA is not intended to represent future cashflows from operations or net income/(loss) as defined by US GAAP. This measure should be seen as a supplement to and not a substitute for our US GAAP measures of performance and the financial results calculated in accordance with US GAAP and reconciliations from these results should be carefully evaluated.
LTM Adjusted EBITDA for Hilli LLC	LTM Adjusted EBITDA for Hilli LLC is calculated by taking the trailing 12 months net income before interest, tax, unrealized mark-to-market movements on the oil derivative instrument, depreciation and amortization. In order to calculate our proportionate share of LTM Adjusted EBITDA for Hilli, management has removed the amount attributable to Golar Partners (50% of the Common Units in Golar Hilli LLC to Golar Partners – now owned by NFE) and non-controlling interests (5.44% of the Common Units and 10.89% of the Series A and B special units in Golar Hilli LLC to Keppel and B&V). Management believes that that the definition of LTM Adjusted EBITDA provides relevant and useful information to investors. Adjusted EBITDA is not intended to represent future cashflows from operations or net income/(loss) as defined by US GAAP. This measure should be seen as a supplement to and not a substitute for our US GAAP measures of performance and the financial results calculated in accordance with US GAAP and reconciliations from these results should be carefully evaluated.