

PRESS RELEASE

Regulated information

13 February 2019 – 08.00 a.m. CET

SHARE BUYBACK

ANTWERP, Belgium, 13 February 2019 – Euronav NV (NYSE: **EURN &** Euronext: **EURN**) (“Euronav” or the “Company”) today announces that the Company has purchased 532,829 of its own shares on Euronext Brussels between 4 February 2019 and 12 February 2019 for an aggregate cost of EUR 3,648,561.70.

Transaction date	Quantity	Average price	Lowest price	Highest price	Total price
4 February 2019	53,000	6.7988 EUR	6.760 EUR	6.840 EUR	360,335.02 EUR
5 February 2019	54,529	6.9467 EUR	6.880 EUR	7.000 EUR	378,797.31 EUR
6 February 2019	30,300	6.9921 EUR	6.975 EUR	7.000 EUR	211,859.99 EUR
7 February 2019	105,000	6.8251 EUR	6.755 EUR	6.990 EUR	716,632.46 EUR
8 February 2019	105,000	6.7518 EUR	6.715 EUR	6.830 EUR	708,942.47 EUR
11 February 2019	80,000	6.7583 EUR	6.715 EUR	6.775 EUR	540,660.00 EUR
12 February 2019	105,000	6.9651 EUR	6.920 EUR	7.000 EUR	731,334.45 EUR

These transactions are in addition to the share buyback transactions announced on 2 January 2019, 10 January 2019 and 21 January 2019. Euronav started buying back shares on 19 December 2018 and has bought a total of 1,952,458 shares.

Following these transactions, the Company now owns 2,644,873 own shares (1.20% of the total outstanding shares).

Euronav may continue to buy back its own shares opportunistically. The extent to which it does and the timing of these purchases, will depend upon a variety of factors, including market conditions, regulatory requirements and other corporate considerations.

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INKOOP EIGEN AANDELEN

ANTWERPEN, België, 13 februari 2019 – Euronav NV (NYSE: **EURN &** Euronext: **EURN**) (“Euronav” of de “Vennootschap”) meldt vandaag dat de Vennootschap 532.829 van haar eigen aandelen inkocht op Euronext Brussels van 4 tot en met 12 februari 2019 voor een gezamenlijk bedrag van 3.648.561,70 EUR.

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Datum transactie	Aantal aandelen	Gemiddelde prijs	Laagste prijs	Hoogste prijs	Totaalprijs
4 februari 2019	53.000	6,7988 EUR	6,760 EUR	6,840 EUR	360.335,02 EUR
5 februari 2019	54.529	6,9467 EUR	6,880 EUR	7,000 EUR	378.797,31 EUR
6 februari 2019	30.300	6,9921 EUR	6,975 EUR	7,000 EUR	211.859,99 EUR
7 februari 2019	105.000	6,8251 EUR	6,755 EUR	6,990 EUR	716.632,46 EUR
8 februari 2019	105.000	6,7518 EUR	6,715 EUR	6,830 EUR	708.942,47 EUR
11 februari 2019	80.000	6,7583 EUR	6,715 EUR	6,775 EUR	540.660,00 EUR
12 februari 2019	105.000	6,9651 EUR	6.920 EUR	7,000 EUR	731.334,45 EUR

Deze transacties volgen op de inkoop van eigen aandelen zoals werd medegedeeld in de persberichten van 2 januari 2019, 10 januari 2019 en 21 januari 2019. Euronav begon eigen aandelen in te kopen op 19 december 2018 en kocht al een totaal van 1.952.458 aandelen.

Ingevolge deze transacties houdt de Vennootschap 2.644.873 eigen aandelen aan (1,20% van het totale aantal uitstaande aandelen).

De mogelijkheid blijft bestaan dat Euronav verder eigen aandelen opportunistisch zou inkopen. De mate waarin Euronav in voorkomend geval eigen aandelen zou inkopen, en de timing daarvan, zal afhangen van verschillende factoren waaronder marktomstandigheden, wettelijke bepalingen en andere overwegingen in het belang van de Vennootschap.

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Announcement of Full Year 2018 results: Wednesday, 20 March 2019

About Euronav

Euronav is an independent tanker company engaged in the ocean transportation and storage of crude oil. The Company is headquartered in Antwerp, Belgium, and has offices throughout Europe and Asia. Euronav is listed on Euronext Brussels and on the NYSE under the symbol EURN. Euronav employs its fleet both on the spot and period market. VLCCs on the spot market are traded in the Tankers International pool of which Euronav is one of the major partners. Euronav's owned and operated fleet consists of 2 ULCCs, 43 VLCCs, 25 Suezmaxes, 1 LR1 and 2 FSO vessels (both owned in 50%-50% joint venture).



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Forward-Looking Statements

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements 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 harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor 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.

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.