



PRESS RELEASE

Regulated information

28 March 2019 – 8.00 a.m. CET

HUGO DE STOOP ANNOUNCED AS NEW EURONAV CEO

ANTWERP, Belgium, 28 March 2019 – Euronav NV (**NYSE: EURN & Euronext: EURN**) (“Euronav” or the “Company”) is pleased to announce that, following a professional search and assessment process, the current CFO Hugo De Stoop will succeed Paddy Rodgers as CEO of the Company. It is anticipated that his new role will commence following a brief handover period which is expected to take place in the course of the second quarter of this year. The Company has now started a search for a new CFO.

Hugo De Stoop, new CEO of Euronav said: *“It is an honour and a privilege to be appointed as CEO. I would like to take this opportunity to thank Paddy; it has been a real pleasure to work together in order to create the dynamic and robust tanker platform that Euronav is today. I look forward to continue creating value for all our stakeholders in an exciting environment full of opportunities and challenges.”*

Carl Steen, Chairman of Euronav said: *“The Board is very pleased to confirm the appointment of Hugo. In his time at the Company he has consistently added significant value well beyond the financing of the business, often in challenging circumstances and he has also given strong strategic direction within the executive management team. His appointment provides continuity with our strategy and we look forward to the next chapter at Euronav under his stewardship.”*

About Hugo De Stoop

Hugo De Stoop (Belgian, 1973) joined Euronav in September 2004 and was appointed Deputy CFO and Head of Investor Relations. He was nominated CFO as of January 2008, shortly after the financial crisis had erupted. Since that time, he has demonstrated sound involvement in strategic decision-making at Euronav. He has completed several acquisitions, among which the counter-cyclical merger with Gener8 Maritime in 2018, and successfully led the Euronav IPO on the NYSE in 2015. Hugo also brings to his new role a vast experience with financial markets and investors, as well as interactions with Boards of Directors, in an international context.

Hugo started his career with Mustad International Group, an industrial group with over 30 companies located in five continents where he worked as a Project Manager on various assignments in the U.S., Europe and Latin America, in order to integrate recently acquired subsidiaries.

He founded First Tuesday in America (the world's largest meeting place for high tech entrepreneurs, venture capitalists and companies), helped develop the network in the U.S. and in Latin America and was appointed member of the Board of Directors of First Tuesday International.



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He then joined Davos Financial Corp. London, an external investment manager for UBS, specialized in asset management and private equity, where he became an Associate and later a Vice President. He conducted several transactions, including private placement in public equities (PIPE) and investments in real estate.

Hugo De Stoop studied in Oxford, Madrid and Brussels and graduated from Ecole Polytechnique (ULB) with a Master of Science in Engineering. He also holds an MBA from INSEAD (France and Singapore).

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Announcement of Q1 2019 results: Thursday 25 April 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 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.