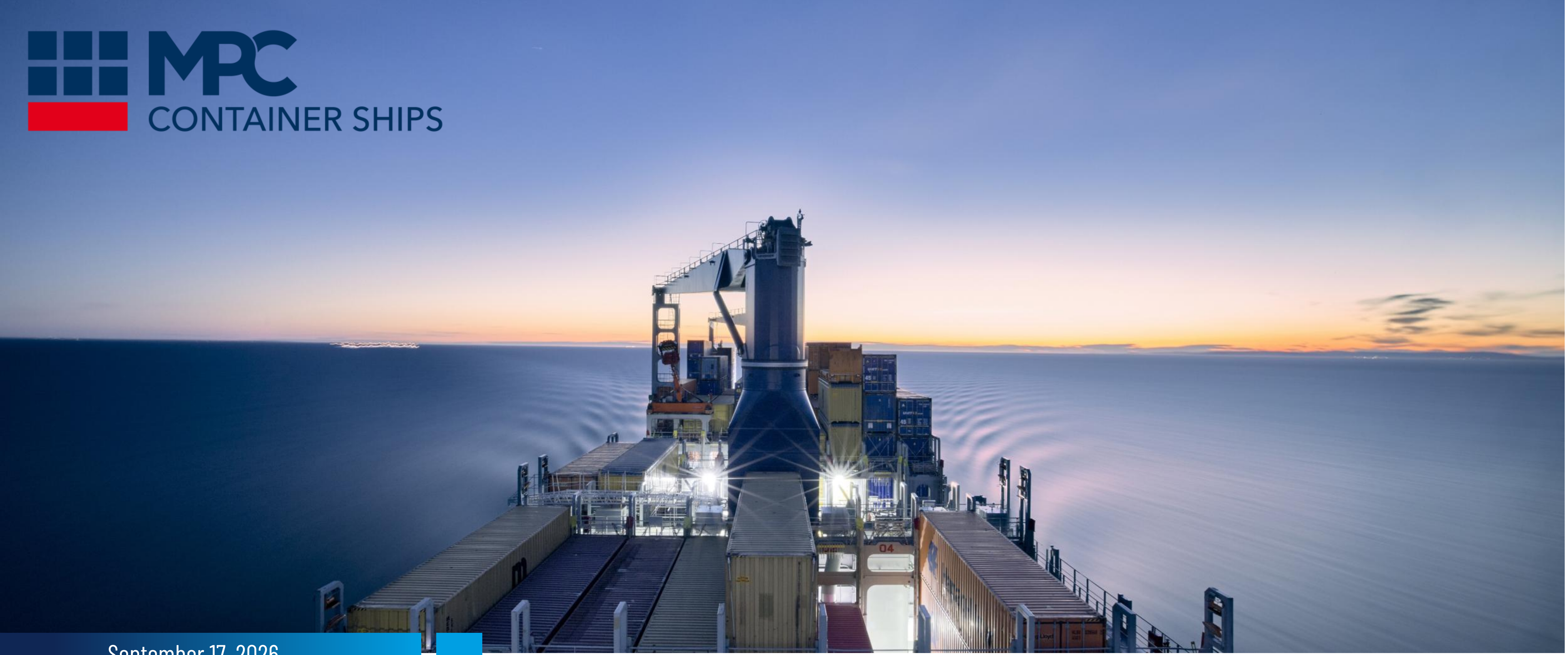

September 17, 2026

MPC CONTAINER SHIPS ASA

PARETO ENERGY CONFERENCE 2026

Moritz Fuhrmann, Co-CEO and CFO

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LARGEST FEEDER PROVIDER GLOBALLY

SUBSTANTIAL EARNINGS VISIBILITY THROUGH BACKLOG

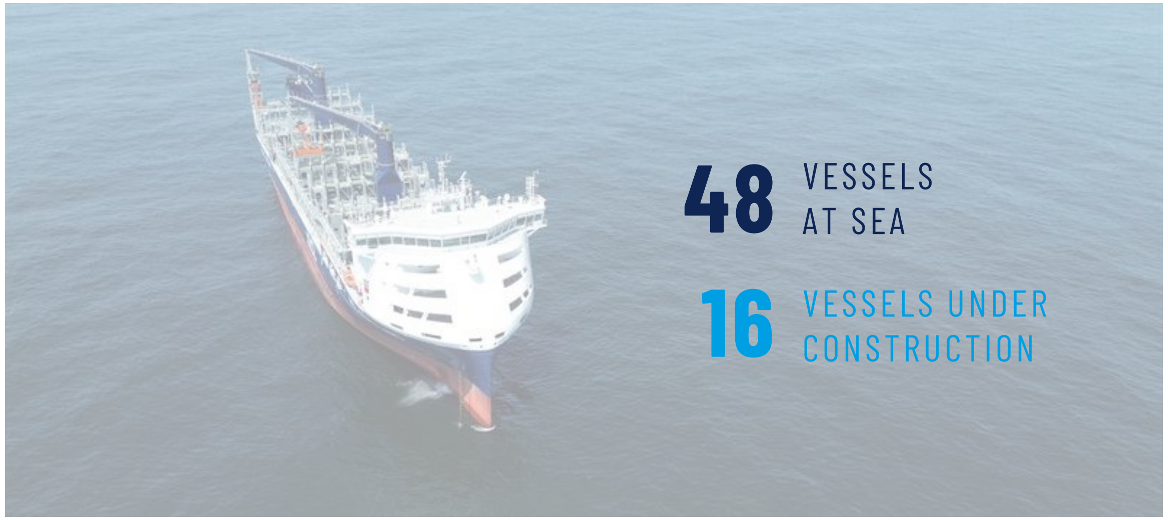
STRONG SUPPLY AND DEMAND FUNDAMENTALS

DISCIPLINED CAPITAL ALLOCATION FOR SHAREHOLDER RETURNS

COMPANY PROFILE

MPCC AT A GLANCE

- Strong earnings visibility from secured backlog with leading carriers and increased forward fixing
- Accretive fleet growth and modernization
- Strong and flexible balance sheet with 30 debt-free vessels
- Capital allocation geared to shareholder returns, USD 1.1bn distributed since 2022
- Resiliently positioned in dynamic container market



USD 2.2bn
REVENUE BACKLOG

99% / 88% / 63% / 40%
CHARTER COVERAGE 2026 / 2027 / 2028 / 2029

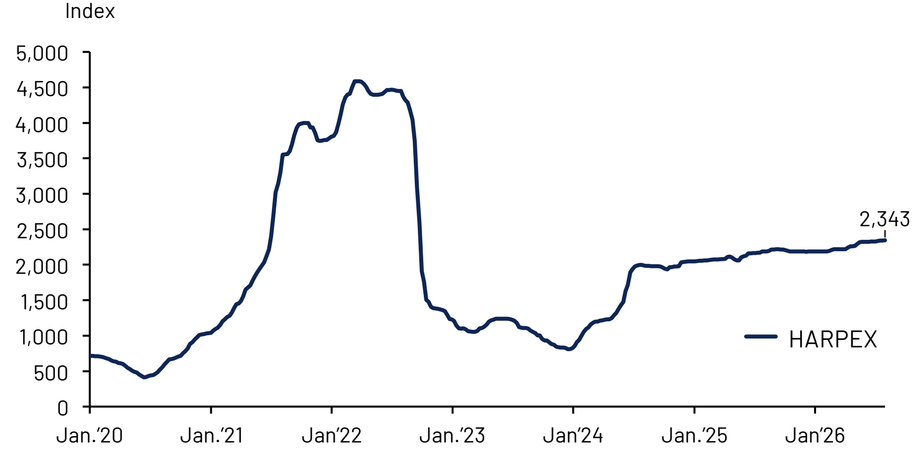
28.4%
LEVERAGE RATIO

USD 680m
PRO-FORMA LIQUIDITY AVAILABLE[1]

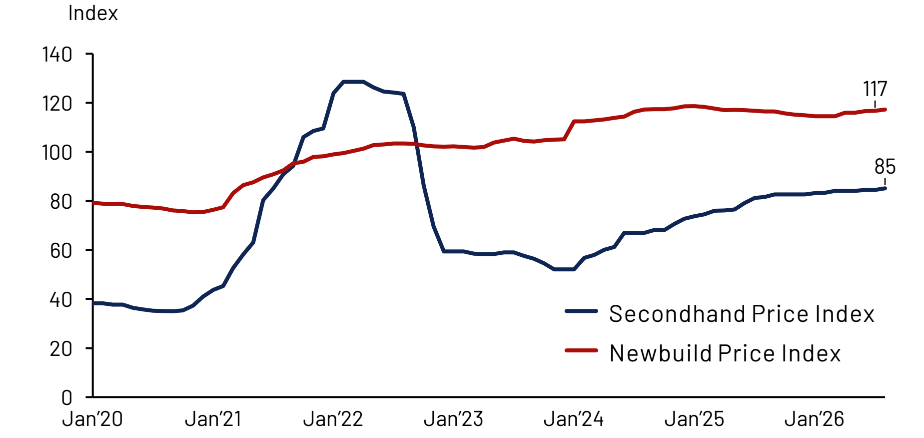
1) Per Q2 2026, including undrawn RCF capacity which was successfully closed in 01/2026, reducing capacity from USD130m by ~USD4m per quarter

MARKET MOMENTUM: TIGHT SUPPLY KEEPS CHARTER & S&P MARKET FIRM

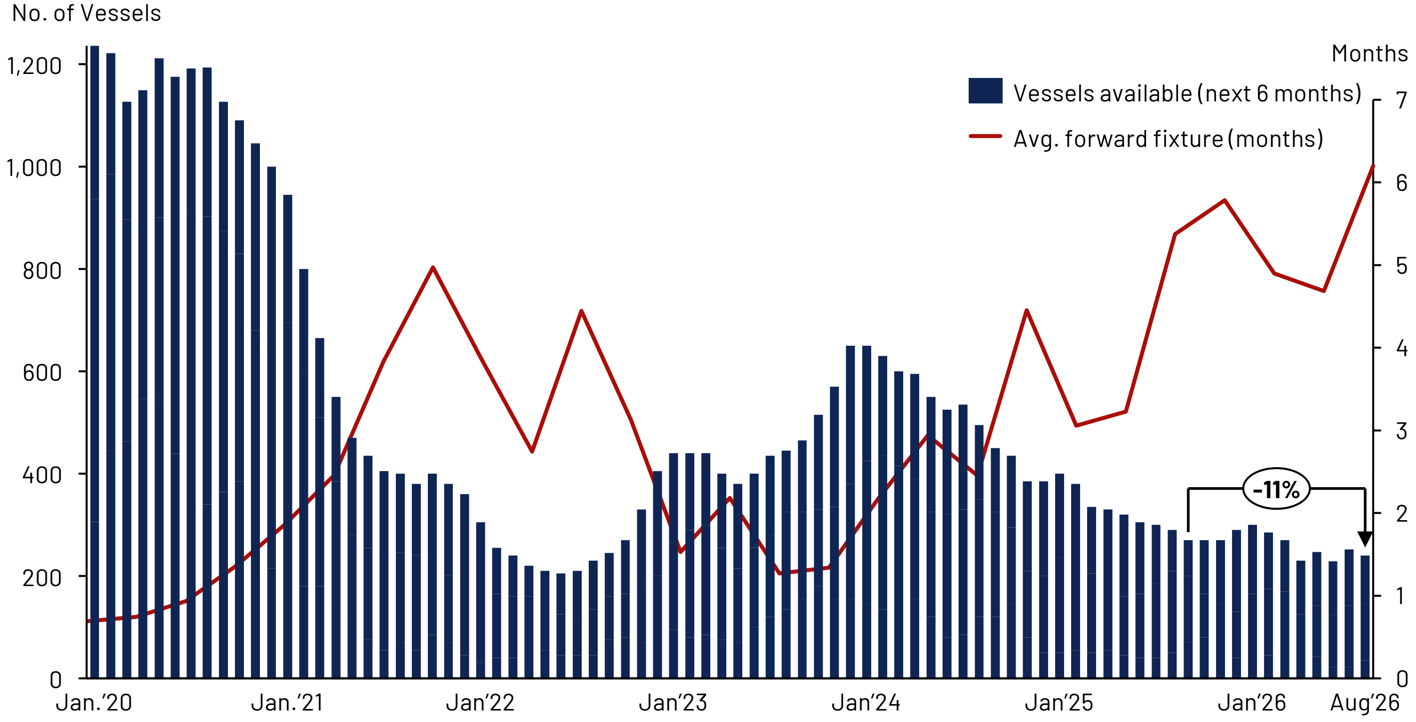
STRONG CHARTER MARKETS...



...SUPPORT ELEVATED ASSET PRICES



LIMITED AVAILABILITY FOR THE NEXT 6 MONTHS, BUT FORWARD FIXING THRIVES

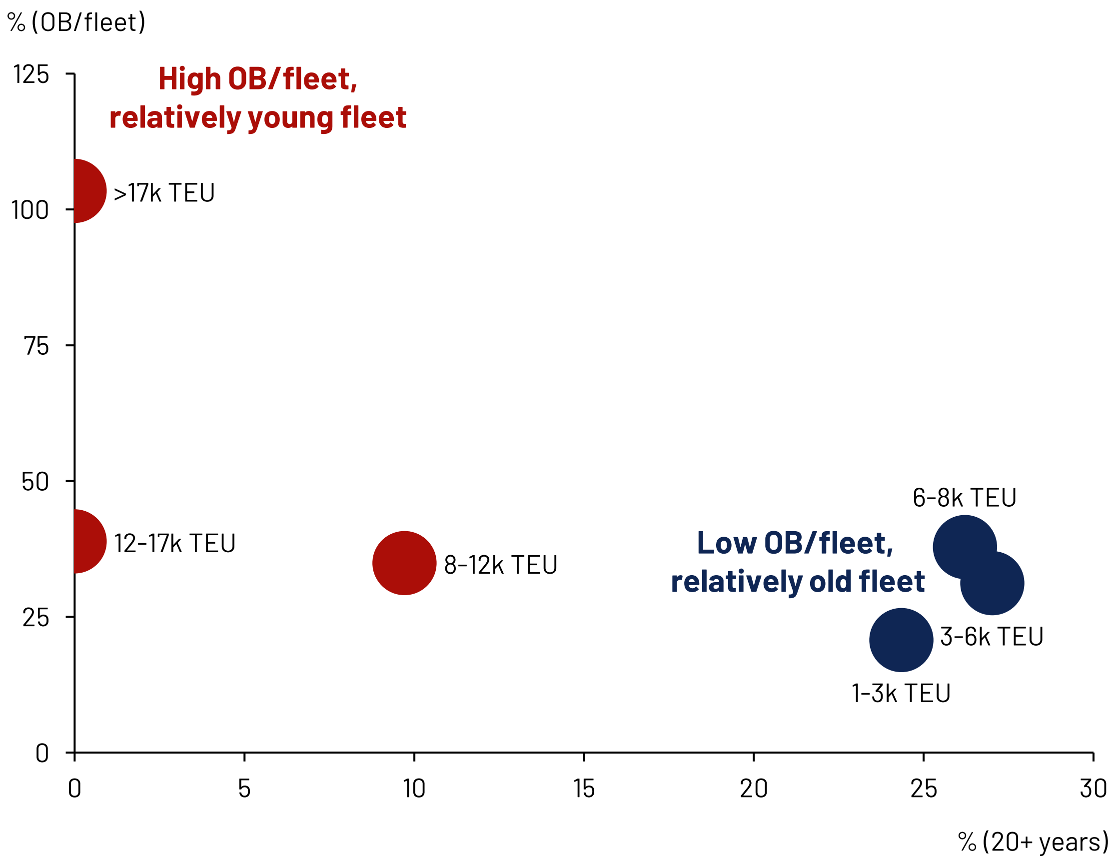


- **Forward availability is now almost as low as at pandemic boom-era levels**, indicating a tight market with few charter candidates outside the sub-2000 TEU segment.
- **Forward fixture activity now extends to 2027**, reflecting carriers' priority on securing available tonnage well in advance

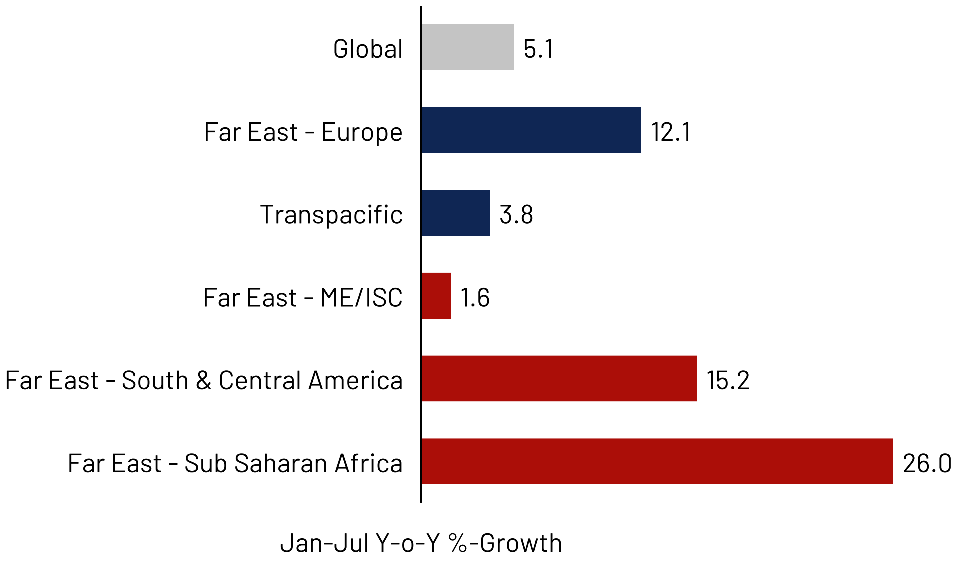
Sources: Clarksons Research, August 2026; Howe Robinson, August 2026; Alphaliner, August 2026

MARKET CONTINUES TO BE SUPPORTED BY SOLID DEMAND AND SUPPLY CONSTRAINTS

ORDERBOOK AND AGEING FEEDER FLEET



EMERGING MARKETS OUTPACE DEVELOPED COUNTRIES



- Global container trade volumes grew by 5.1% year-on-year in the period from January to July.
- The Far East-Europe mainlane headhaul trade remains strong. Meanwhile, the Transpacific trade is still experiencing lower volume growth.
- While Far East-Middle East/ISC volumes moved sideways due to the ongoing conflict in the region, other emerging markets reported double digit growth.

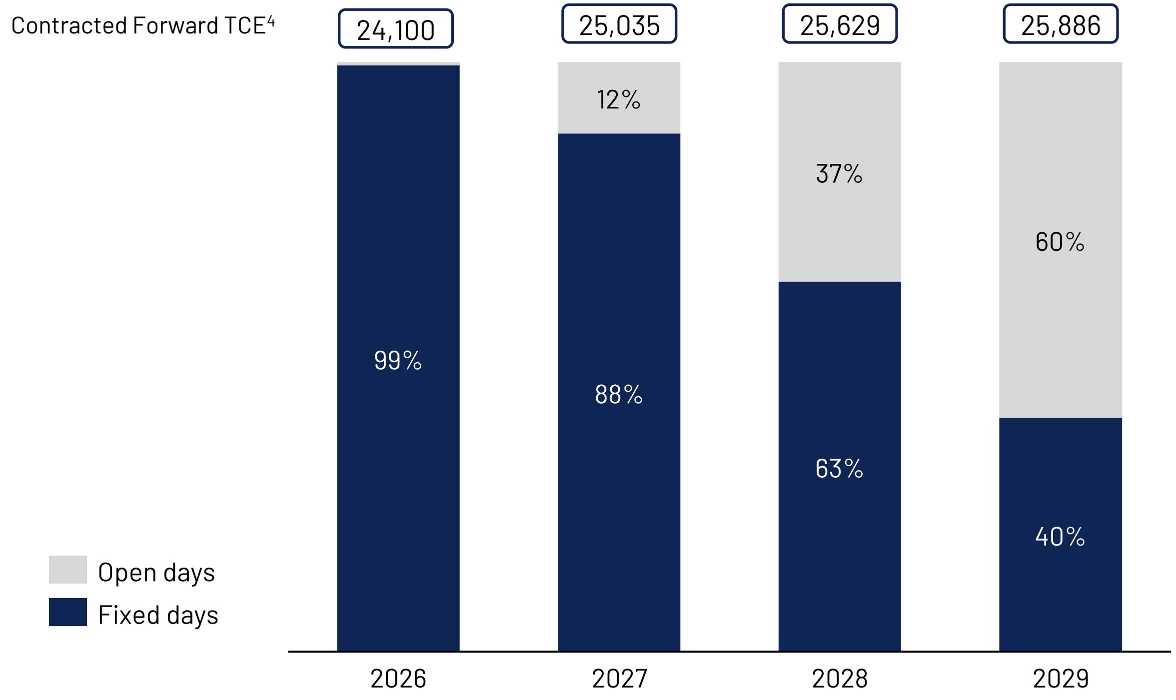
Sources: Clarksons Research, Sep 2026, Container Trade Statistics, August 2026

STRONG FORWARD CONTRACT COVERAGE, EXTENDING FURTHER OUT

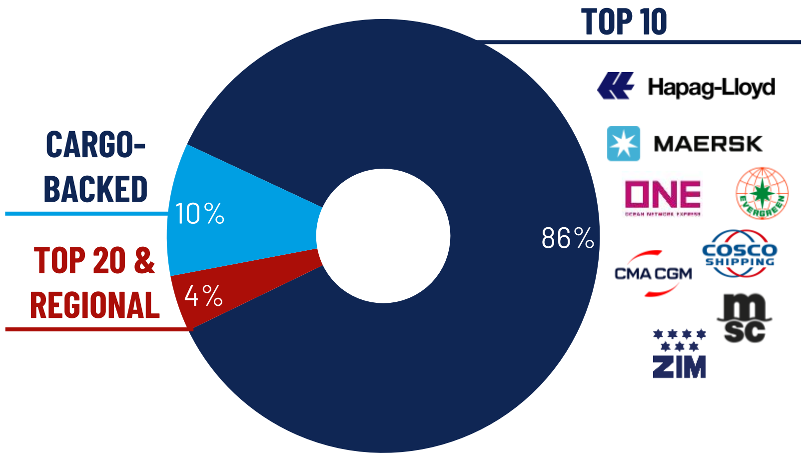
BACKLOG OVERVIEW – AS PER SEP'26

Forward charter backlog[1,3,5] /Proj. EBITDA[2,3,5]

USD 2.2bn / USD 1.4bn



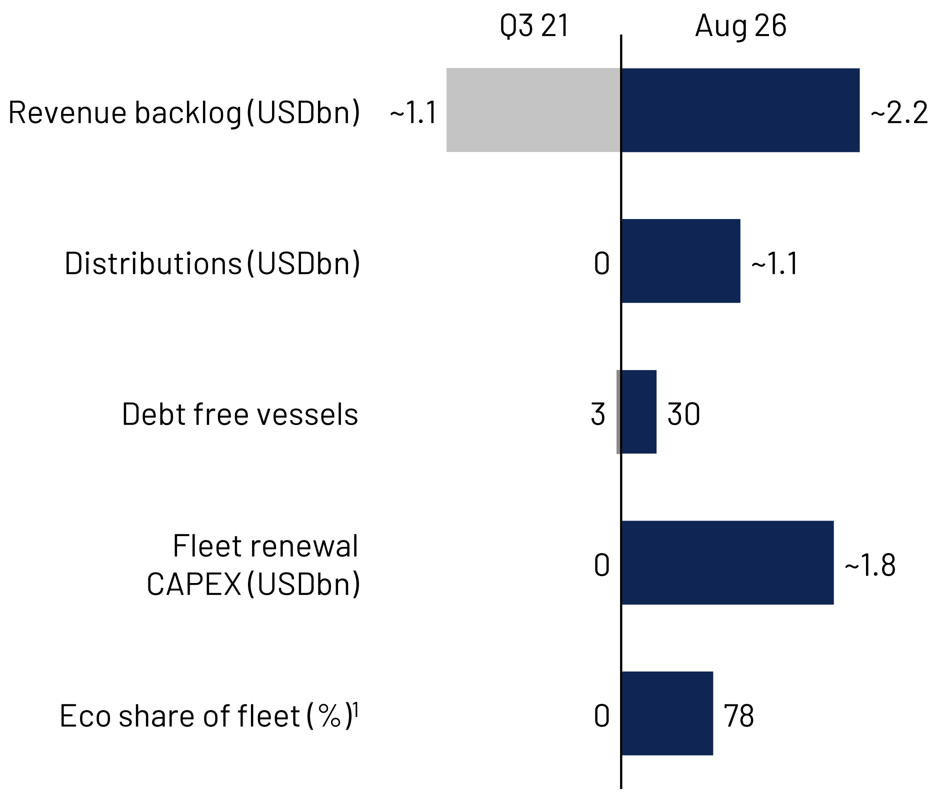
CHARTER BACKLOG SECURED IN TOP LINER COUNTERPARTS



1) Based on min period for term charters and on max. period for index linked charters; floor rate applied, if charter rate is index linked. Forward Charter Backlog excluding IFRS adjustments. Forward Charter Backlog as of 1 September 2026 assuming 97.5% utilization, incl. vessels owned in JV-structures
2) Projected EBITDA based on Forward Charter Backlog reduced by operating costs of USD 8,510 per day and vessel (incl. voyage expenditures / OPEX / G&As / Shipman).
3) Forward Charter Backlog / Periods / TCE's / Costs in good faith, but indicative only and subject to changes.
4) Contracted Forward TCE based on Forward Charter Backlog divided by Fixed Days
5) Includes 16 NBs under construction as fixed vessels and two vessels sold, all of which subject to successful handover (in Q3 2026 – Q1 2027)

CONTINOUS PORTFOLIO OPTIMIZATION & INCREASING ECO FLEET COMPOSITION

STRATEGIC EXECUTION OF KEY INDICATORS



BALANCED STRATEGY ACROSS CYCLES: INCREASING DURATION AND HARVESTING VALUE

NEWBUILDINGS

Invest in NBs to increase tail end fleet value

- ✓ Actively engaged in newbuild projects
- ✓ Long-term earnings visibility
- ✓ Modern, fuel-efficient tonnage

SECOND-HAND VESSELS

Act opportunistically as a buyer and a seller

- ✓ Act rationally, yet opportunistically
- ✓ Buy modern tonnage at a discount to newbuilding parity
- ✓ Sell less efficient tonnage with no retrofit path or nearing class renewal

RETROFITS

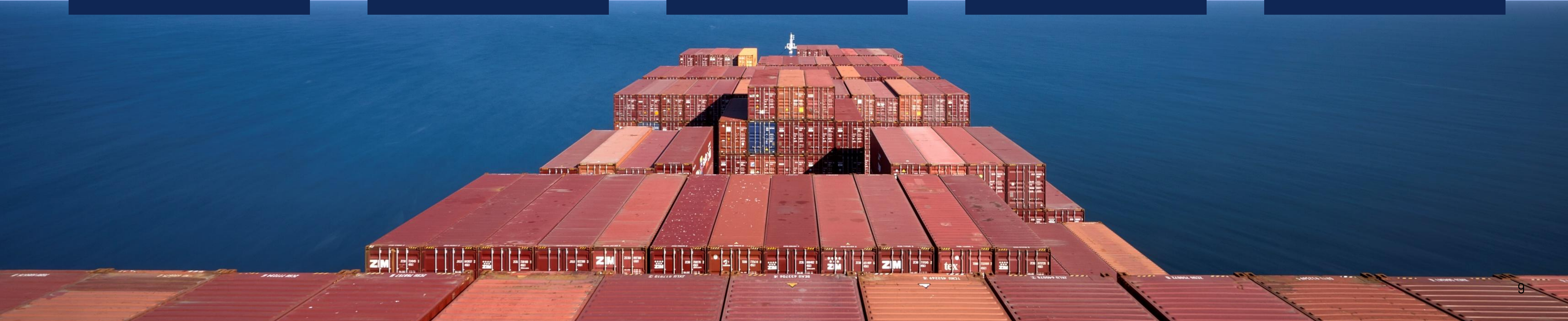
Retrofit vessels to extend duration

- ✓ Upgrades on existing tonnage
- ✓ Extending economic life and enhancing efficiency
- ✓ Improving charterer appeal

1) Adjusted for 1x vessels held for sale and the 4x 7,000 TEU vessels. ECO includes eco-design vessels, vessels having received significant hydrodynamic retrofits.

2026 AND BEYOND - WHAT YOU CAN EXPECT

1. BALANCED, CHARTER-ALIGNED FLEET RENEWAL
2. SELECTIVE PORTFOLIO OPTIMIZATION
3. DEEPENED STRATEGIC CUSTOMER PARTNERSHIPS
4. OPPORTUNISTIC, BUT RATIONAL DEPLOYMENT OF CAPITAL
5. RELIABLE CAPITAL STEWARDSHIP AND SUSTAINED DISTRIBUTIONS

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THANK YOU!