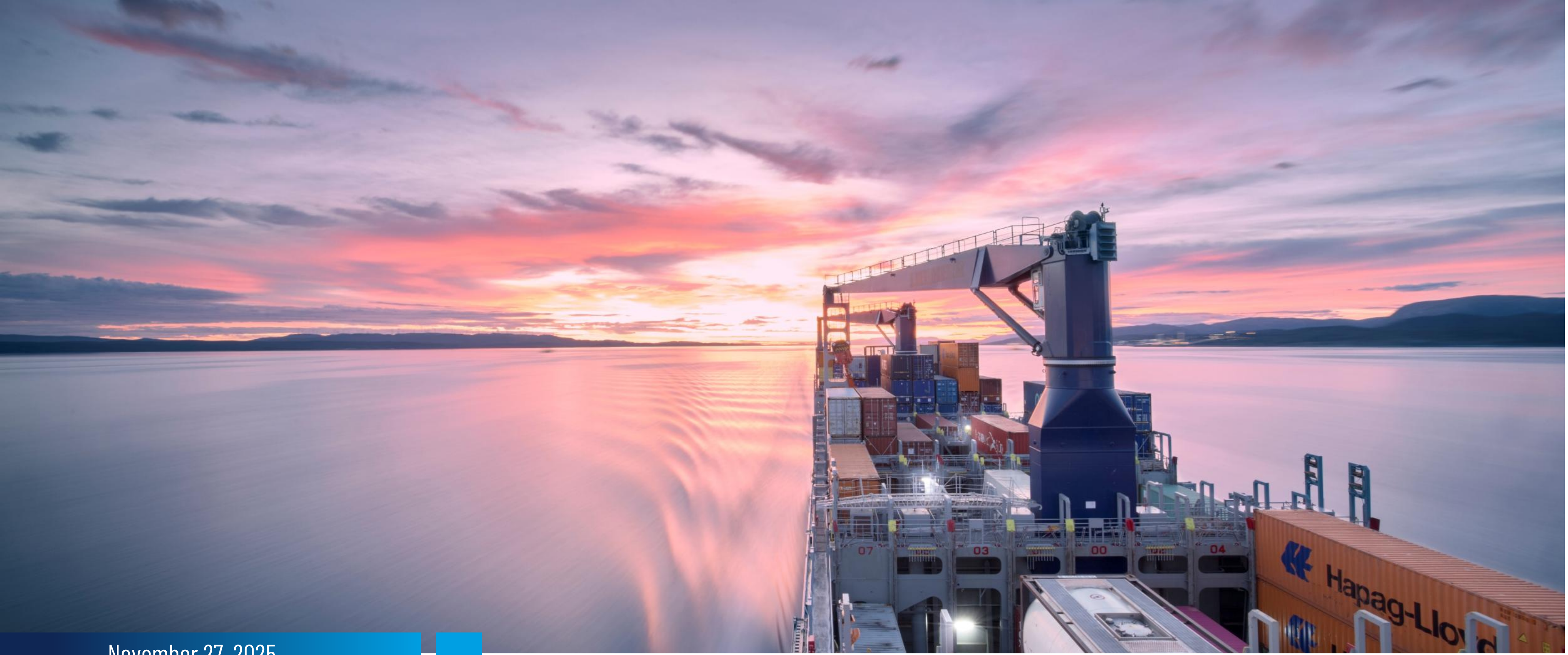


November 27, 2025

Q3 2025 EARNINGS CALL

Constantin Baack, CEO
Moritz Fuhrmann, Co-CEO and CFO

MPC CONTAINER SHIPS

AGENDA

EXECUTIVE SUMMARY

Q3 HIGHLIGHTS:

- Forward fixing activity extends visibility, building a strong backlog with 100% of open days covered in 2025, 92% in 2026 and 55% in 2027
- Quarterly dividend of USD 0.05 per share, corresponds to 50% of adjusted net profit
- Successfully handed over three vessels to new owners
- Asset values and charter rates remained strong, supported by tight vessel supply

SUBSEQUENT EVENTS:

- Ordered four 4,500 TEU newbuilds with delivery from H1 2028, in addition to securing 10-year charters with top-tier liner company
- Ordered two 1,600 TEU newbuilds with delivery from H2 2027, in addition to securing 8-year charters with top-tier liner company
- Forward fixed 11 vessels on ~2-year charter contracts with top-tier liner companies, adding USD 110m in revenue backlog

USD 125.9m
Q3 2025 OPERATING REVENUES

USD 74.9m
Q3 2025 ADJUSTED EBITDA

USD 0.05
Q3 2025 DIVIDENDS PER SHARE

USD 1.6bn
REVENUE BACKLOG

FINANCIAL AND OPERATIONAL PERFORMANCE

PROFIT OR LOSS

		Q3 2025	Q2 2025	Q3 2024
Gross Revenues	USD m	125.9	137.9	132.5
Adj. EBITDA	USD m	74.9	80.7	78.7
Adj. Net Profit	USD m	45.0	48.6	57.5

FINANCIAL KPIs

		Q3 2025	Q2 2025	Q3 2024
Adj. EPS	USD	0.10	0.11	0.13
DPS	USD	0.05	0.05	0.10
Op. Cash Flow [3]	USD m	226.6	153.7	247.1

BALANCE SHEET

		Q3 2025	Q2 2025	Q3 2024
Total assets	USD m	1,510	1,451	1,062
Net Debt [4]	USD m	107.0	129.2	59.1
Leverage ratio	%	34.6	33.6	19.0

OPERATIONAL KPIs

		Q3 2025	Q2 2025	Q3 2024
Adj. Average OPEX [1]	USD/day	7,852	7,707	6,859
Adj. Average TCE	USD/day	26,523	26,247	26,334
Utilization [2]	%	97.6	97.6	97.3

1) Adj. OPEX per day calculated as reported OPEX - tonnage taxes and reimbursements divided by no. of ownership days, 2) Utilization calculated as total trading days including off-hire days related to dry-dockings divided by no. of ownership days 3) Op. cash flow is showing figures for year-to-date (YTD) 4) Includes USD 30.5m related to money market trades with a duration of more than 3 months, which is reclassified from cash and cash equivalents to other current financial assets as per IFRS

RECENT CHARTERING ACTIVITY

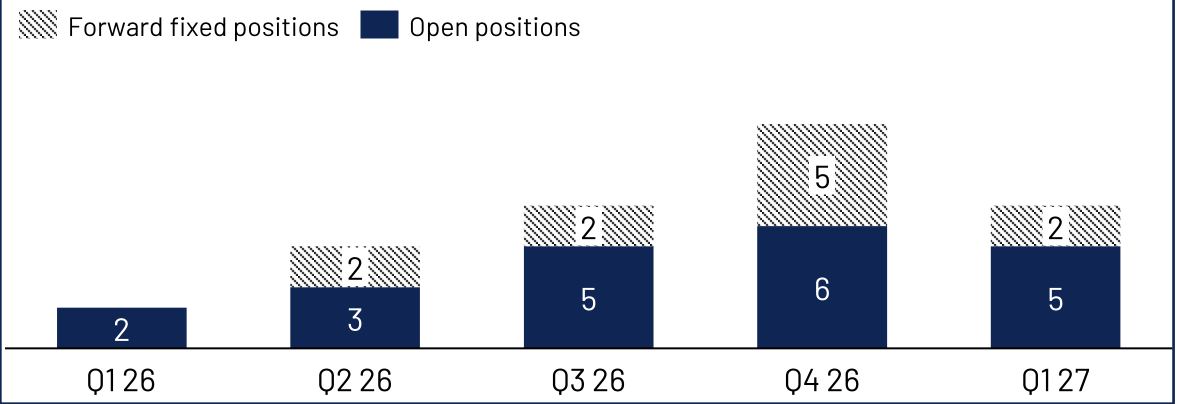
FORWARD FIXING NEW CHARTERS WELL INTO 2028

 # 11 vessels forward

Ø 12 months forward

Ø 2y Charter duration

USD 110m in Revenues



- Container market continues to be highly supportive, with sustained strong demand for feeder tonnage, including an increasing amount of significant forward fixtures
- All fixtures concluded with top 5 liner companies

RECENT FIXTURES [1]

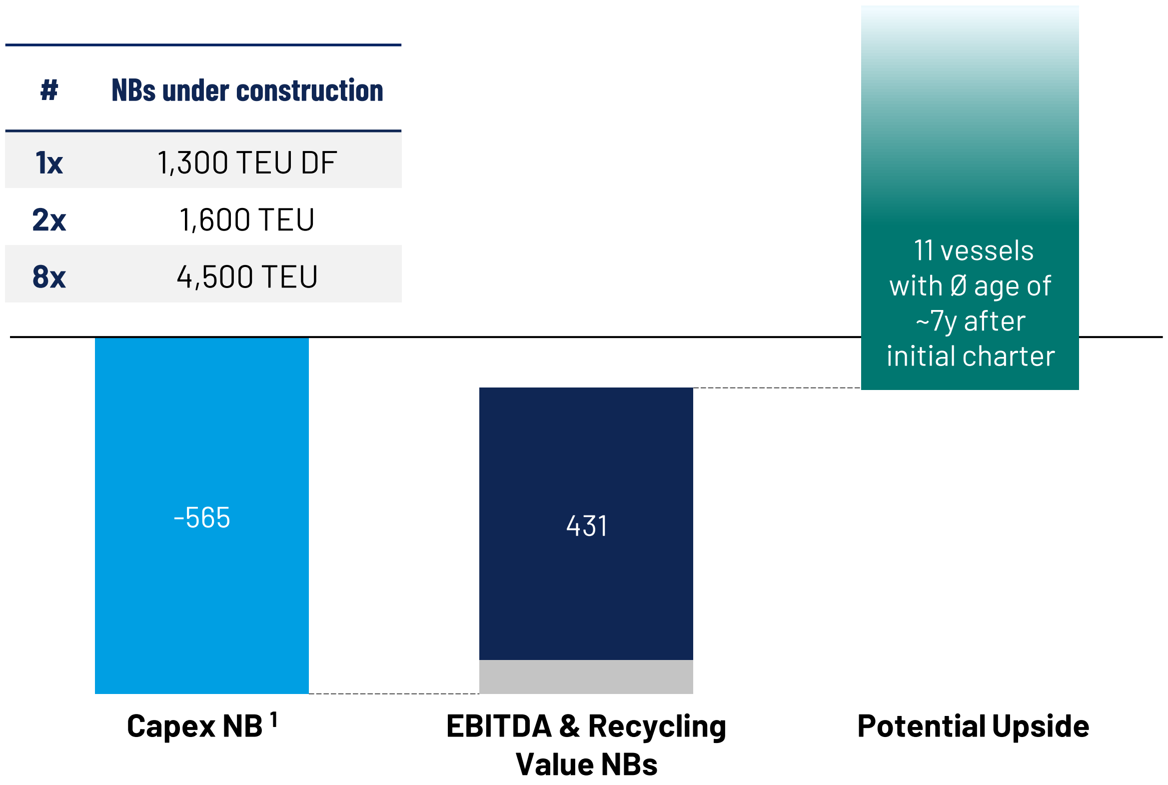
#	COUNTING FROM	VESSEL	TEU	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1	Q3 26	AS Simone	1,700 grd eco	17,000	24
2	Q4 26	AS Silje	1,700 grd eco	17,000	24
3	Q4 26	AS Sabine	1,700 grd eco	17,000	24
4	Q1 27	AS Stine	1,700 grd eco	17,000	24
5	Q4 26	AS Columbia	2,800 gls	23,000[2]	16 - 20
6	Q4 26	AS Camellia	2,800 gls	23,000[2]	16 – 20
7	Q4 26	AS California	2,800 gls	23,000[2]	14 – 16
8	Q2 26	AS Cypria	2,800 gls	23,000	22 – 26
9	Q2 26	AS Carelia	2,800 gls	23,000	22 – 26
10	Q3 26	Stadt Dresden	2,800 gls	20,000	22 – 26
11	Q1 27	AS Claudia	2,800 gls	20,000	22 – 26

1) For further information please consult the Employment Overview in the Appendix
2) Index-linked charter rate with a floor of USD 12,850 and a ceiling of USD 23,000

FLEET TRANSFORMATION WELL UNDERWAY THROUGH ATTRACTIVE NEWBUILDS

NEWBUILDINGS SIGNIFICANTLY DE-RISKED, WHILE RETAINING NOTABLE UPSIDE POTENTIAL

#	NBs under construction
1x	1,300 TEU DF
2x	1,600 TEU
8x	4,500 TEU



Strong De-Risking

» Newbuilding Capex mitigated by initial multi year charter employments & contracted revenues

Staggered Orderbook

» From an employment perspective/ good re-employment distribution

High Upside Future Potential

» Significant tail-end-value kept

Continuation of the Fleet Renewal Program

» Accelerated fleet transition well advanced through further NBs

High Execution Competence

» Ability to structure and execute on employment backed newbuilding transactions

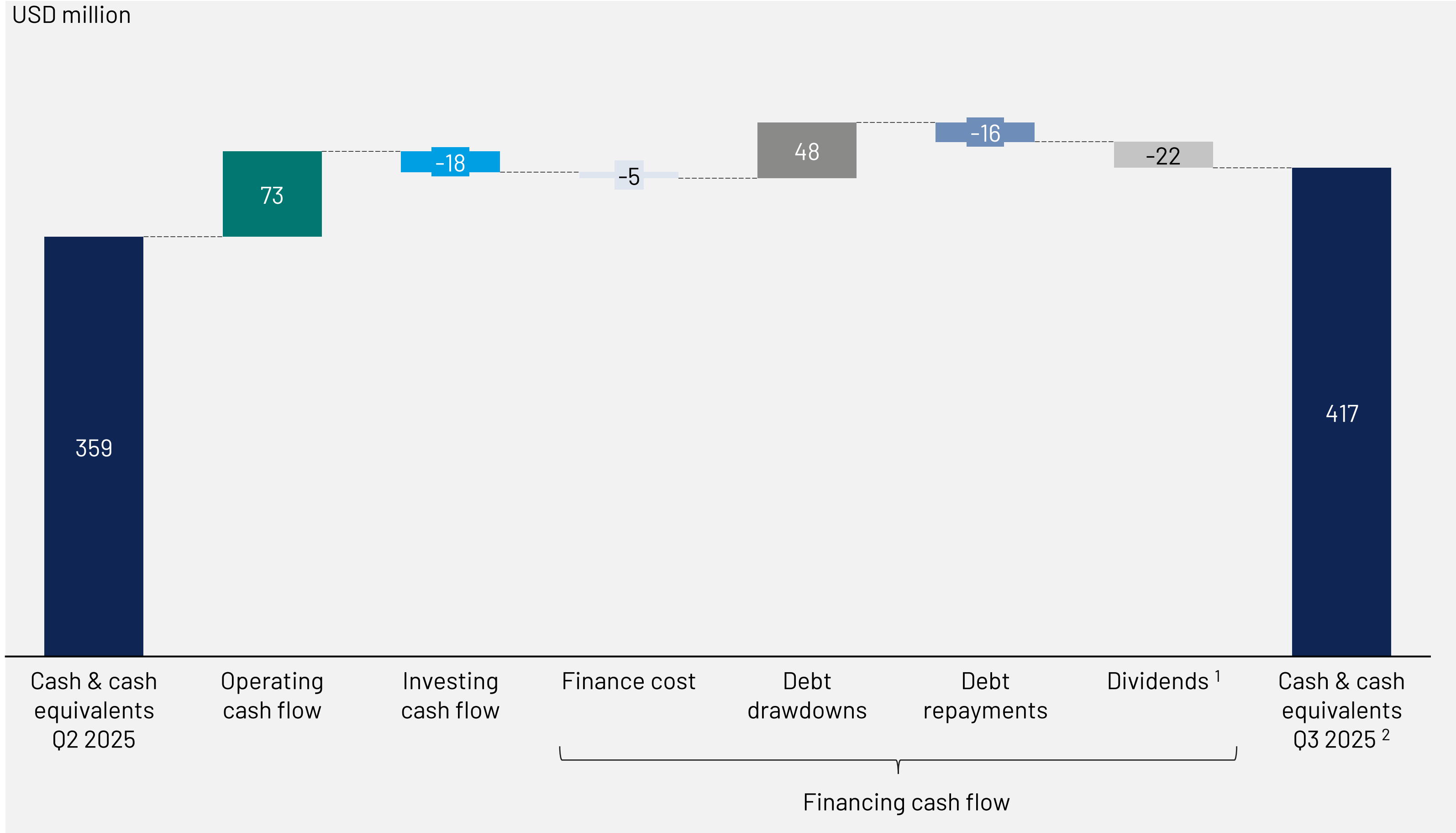
Preferred Tonnage Provider

» Testament to MPCC being is the preferred partner for leading liner operators

1) 1x 1,300 TEU DF NB with delivery in 2026 excl. from Capex because already fully funded

CONTINUED GOOD CASH GENERATION SUPPORTS FLEET RENEWAL AND DIVIDENDS

CASH FLOW BRIDGE FOR Q3 2025



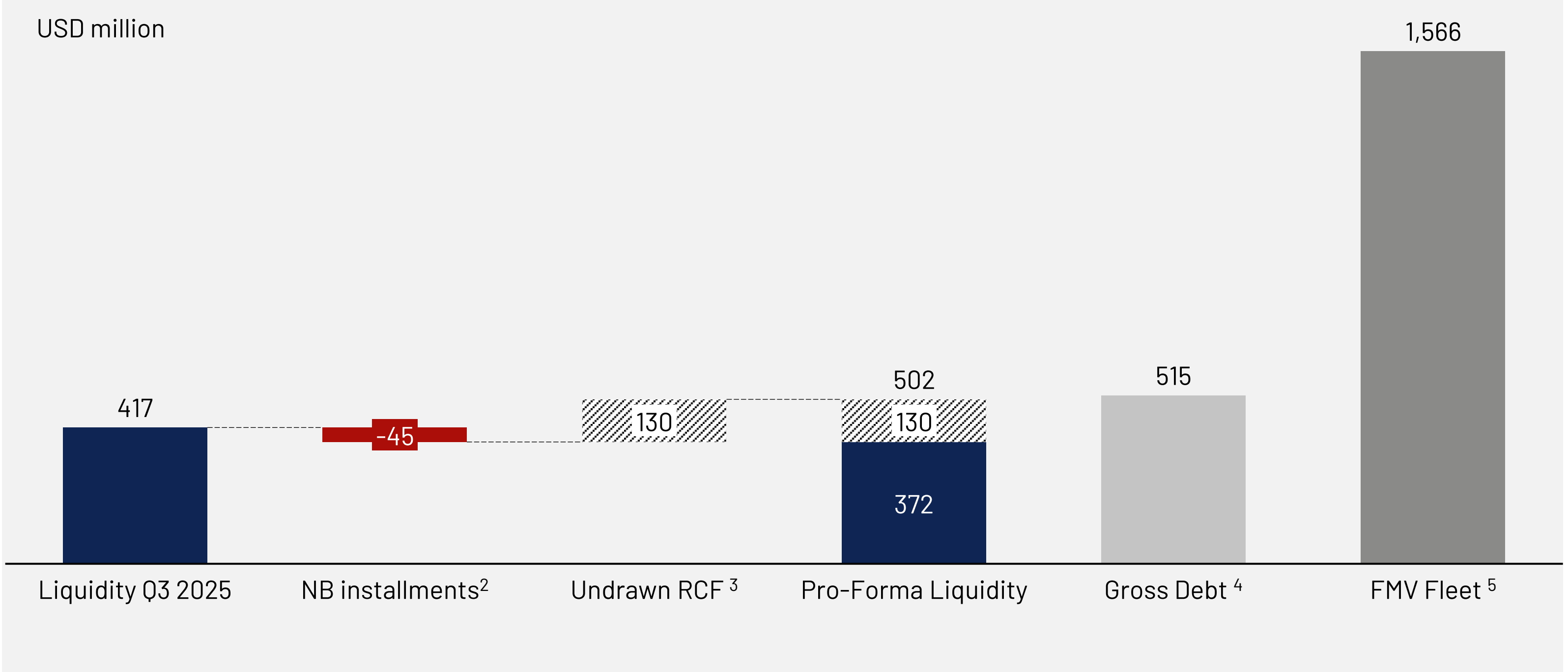
- Investing Cash flow mirrors our continuous fleet renewal program:
  - Yard instalments of USD 42m, of which 4m relate to unwinding Unifeeder JV
  - Disposal of less efficient vessels (USD 32m)
  - Investment in vessels on the water (upgrades and regulatory) of USD 10m
  - Interest received from investment activities (USD 3m)
- Financing cash flow driven by refinance of 2x 3,800TEUs of USD ~48m
- Payment of MPCC's 15th consecutive recurring dividend

1) Based on dividend declared on August 26, 2025
2) Adjusted for purchase of short-term money-market instruments (USD 31m)

HIGHLIGHTS

ROBUST CAPITAL STRUCTURE TO SUPPORT FUTURE GROWTH

BALANCE SHEET STRENGTH



LEVERAGE RATIO	DEBT-FREE VESSELS [6]	FMV OF DEBT-FREE VESSELS
34.6%	# 28	USD ~690m

COMMENTS

- » 1st installment for newbuildings signed in Q4 will be paid out of existing cash = re-investment of vessel sales proceeds
- » Contemplated extension of RCF with revised maturity in Dec 2030 and increased capacity of USD 130m[3]
- » USD 502m in pro-forma liquidity available (including undrawn RCF capacity[3])
- » Beyond ample liquidity, the balance sheet remains conservatively structured with high degree of flexibility
- » 28 vessels are debt free with a fair market value of USD ~690m, while total leverage ratio is 34.6%
- » -35.5% reduction of debt costs since Q3 2022 [1]

1 Based on weighted average senior secured debt margin in per cent p.a.on the relevant reporting date
2 2x 1,600 TEU and 4x 4,500TEUs first installment (15% of contract price)
3 Indicative only – remains subject to successful closing of RCF extension with HCOB in 12/2025
4 Outstanding interest-bearing debt as per 26 November 2025, excl. debt arrangement cost and accruals
5 Fleet Value based on charter-free values from VesselsValue.com dated 25 November 2025, excl. newbuildings
6 Includes vessels under current RCF, but excludes newbuildings

AGENDA

UNCERTAINTY REMAINS ELEVATED

Geopolitical Flashpoints

- Rising trade tensions and protectionist policies disrupt global supply chains
- Regional conflicts and sanctions increase route volatility and compliance risks
- Strategic bottlenecks (e.g. Suez) vulnerable to political instability and security threats

Macroeconomic Outlook

- Global GDP projected to grow by 3.2% in 2025 and 3.1% in 2026
- Decline in U.S. container imports offset by robust Asian export growth

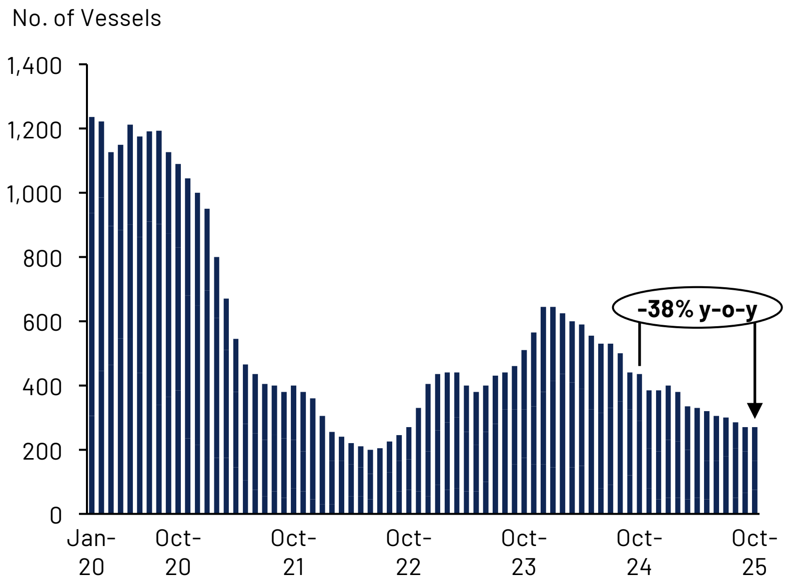
Regulatory Uncertainty

- Setback in implementing the global IMO Net-Zero Framework
- Uncertainty may result in complex regional schemes

Data Sources: Clarksons Research, November 2025; International Monetary Fund, October 2025.

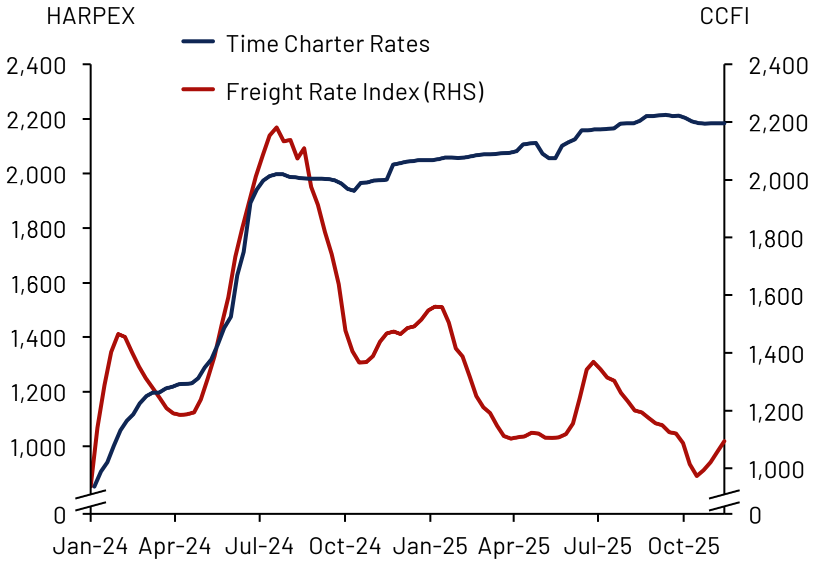
LOW AVAILABILITY KEEPS CHARTER RATES HIGH DESPITE FREIGHT RATE SLUMP

LIMITED FORWARD AVAILABILITY FOR THE NEXT 6 MONTHS



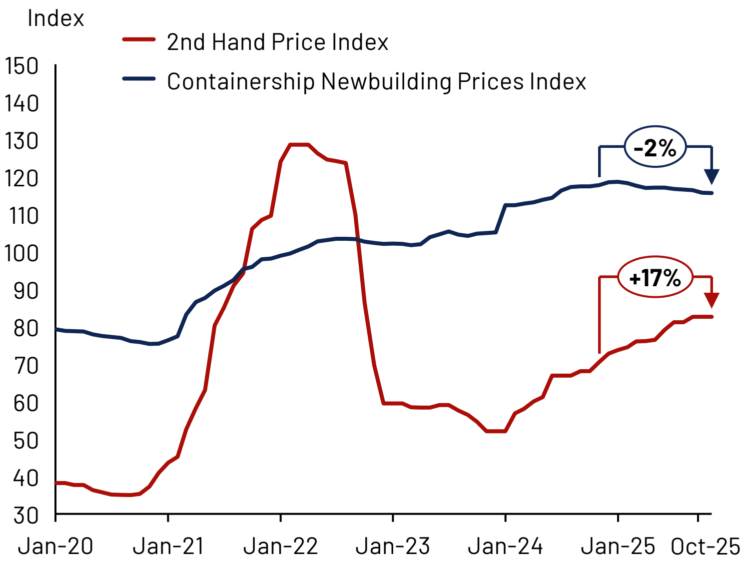
- **Forward availability** of vessels **has declined** further, indicating an increasingly tight market
- **Forward fixtures have remained stable**, reflecting liners' commitment to securing tonnage

CHARTER RATES UNIMPRESSED BY VOLATILE FREIGHT RATES



- **Charter rates** eased slightly from summer highs but **remain strong**, supported by steady carrier demand
- **Freight rates rebounded** after Golden Week but are lower year-on-year

SECONDHAND AND NEWBUILD PRICES REMAIN HIGH

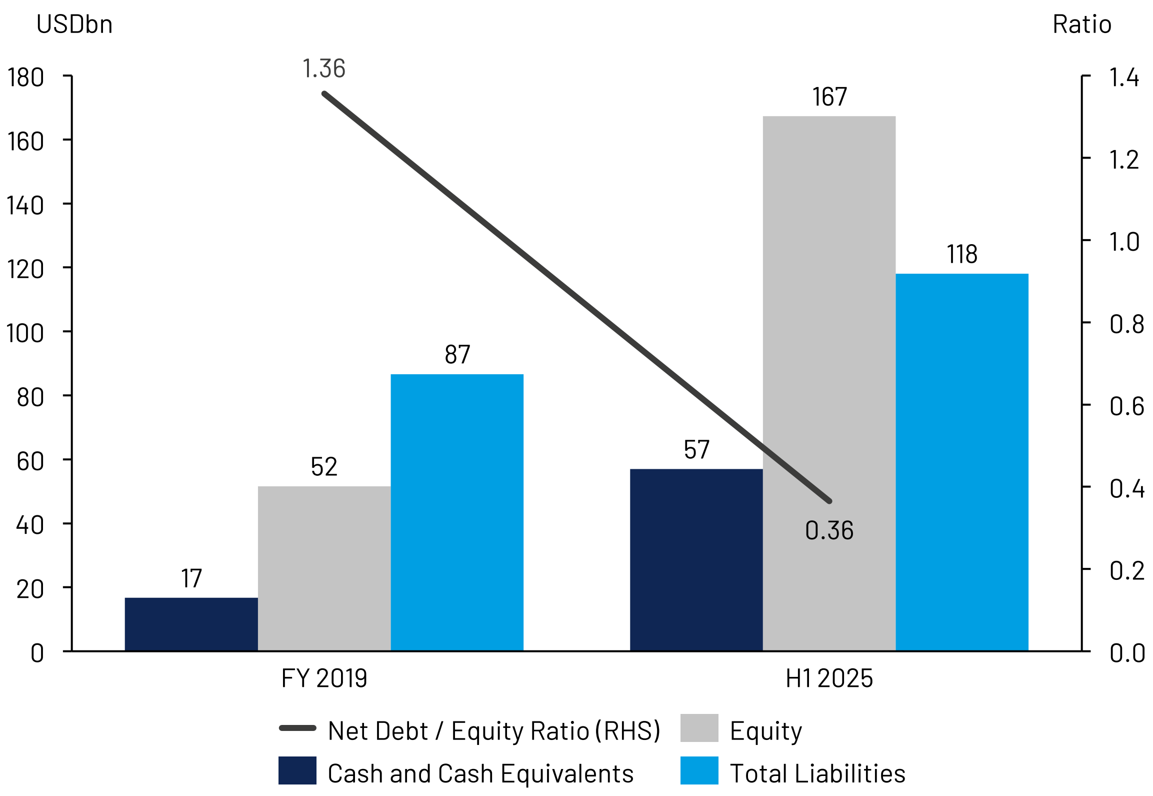


- **Solid activity in the S&P market** pushing prices higher
- **Newbuild prices remains stable** on a high level

Data Sources: Clarksons Research, November 2025; Harper Petersen, November 2025; Howe Robinson, October 2025.

CARRIERS WELL POSITIONED IN VOLATILE MARKET

CARRIER FINANCIALS



Continued Balance Sheet Strength

- Carriers have transitioned from previously high leverage ratios to a position of strong capitalization

Strategic Focus

- Terminal access through ownership, market share and reliability as key criteria for carriers

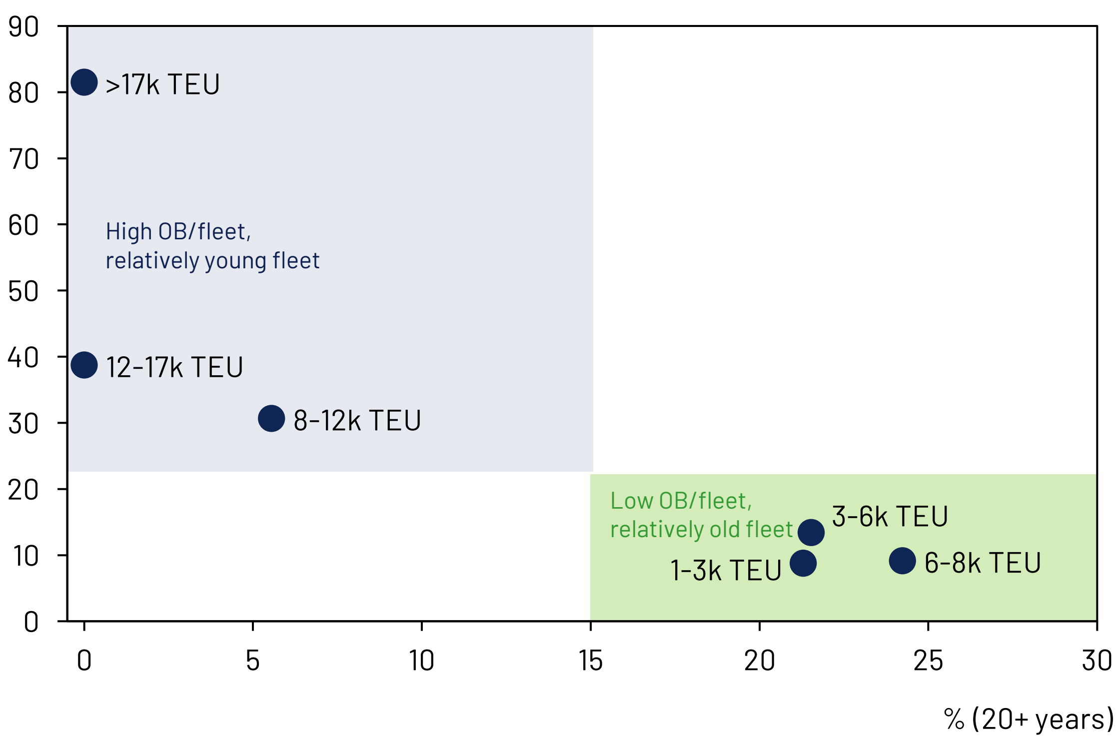
Liners Driving Fleet Renewal

- Opportunistic on secondhand opportunities and selective partnerships in newbuild tenders

Data Source: Aggregated financial data from annual and interim reports of COSCO, ONE, HMM, Hapag-Lloyd, ZIM, Evergreen and Maersk.

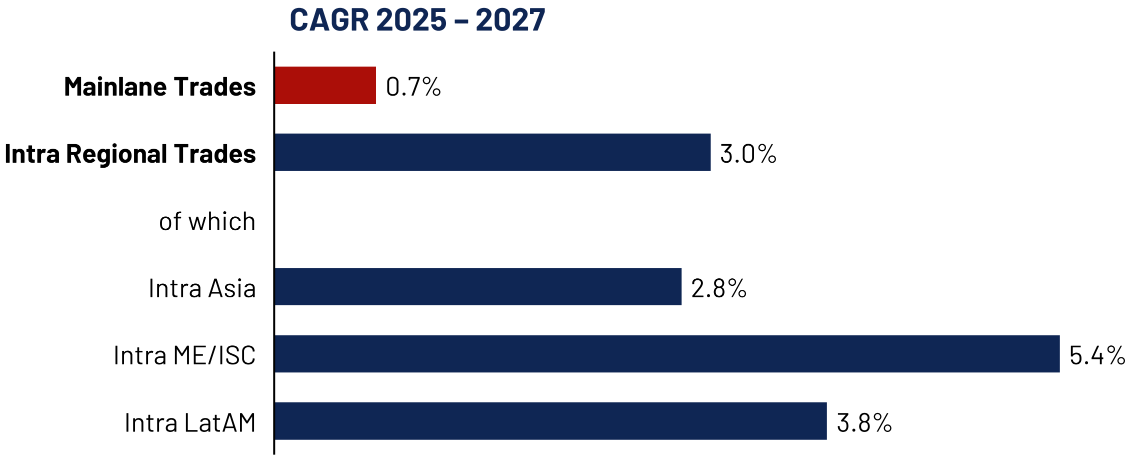
SMALLER VESSEL GROWTH ALIGNS WITH GROWING REGIONAL TRADES

POLARIZED AGE STRUCTURES AND ORDERBOOK



- » Orderbook strongly geared towards larger sizes
- » Within the 1-6k TEU segment more than 800 vessels are older than 20 years of age

PROMISING INTRA-REGIONAL DEMAND OUTLOOK



- » Growth trends are driven by stronger emerging markets' GDP growth outlook than in advanced economies
- » The diversification of sourcing strategies will continue to drive robust volume growth
- » In intra-regional trades[1], 98% of vessel deployed are smaller than 5,100 TEU

1) Intra-Europe and Intra-Asia trade lanes;
Data Sources: Clarksons Research, November 2025; International Monetary Fund (World Economic Outlook), October 2025; MSI, November 2025.

KEY TAKEAWAYS & MARKET OUTLOOK

KEY TOPIC	DESCRIPTION
US POLICY	» US policies continue to create a volatile container market environment » With ongoing uncertainties regarding tariff announcements, trade flows and demand outlooks may be impacted
RED SEA SITUATION	» Recent statements indicate carriers may resume Red Sea transits, though timing remains uncertain » Carriers are expected to gradually leverage safe passage to cut transit times and costs, which may lead to excess capacity
INTRA REGIONAL TRADE RESILIENCE	» Container trades into emerging markets recording consistent volume increases in recent years » Intra-regional trades are forecast to outperform mainlane trades
FLEET STRUCTURE AND ORDERBOOK	» Despite the uptick of newbuild orders in the smaller size segments, feeder vessels are still an underinvested size » In terms of vessels, there is not enough replacement tonnage to keep up with the ageing fleet currently on water

Data Source: Clarksons Research, November 2025.

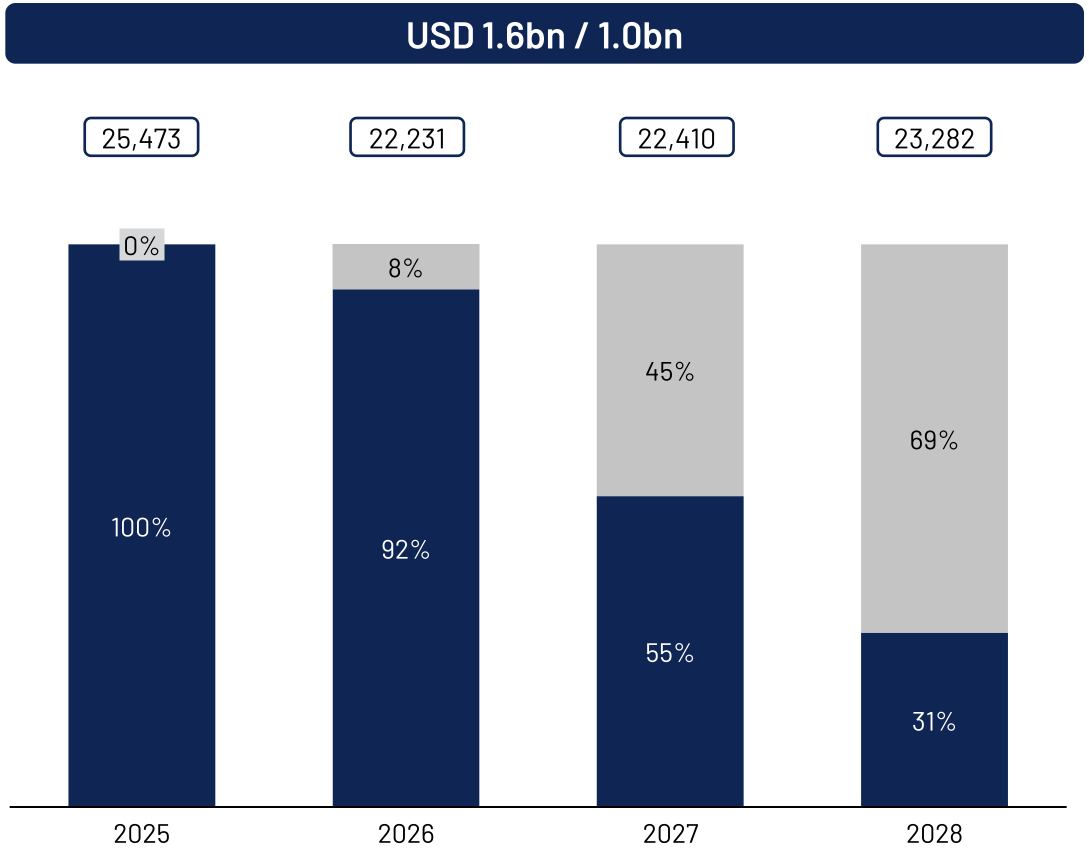
AGENDA

HIGH CONTRACT COVERAGE INTO 2027

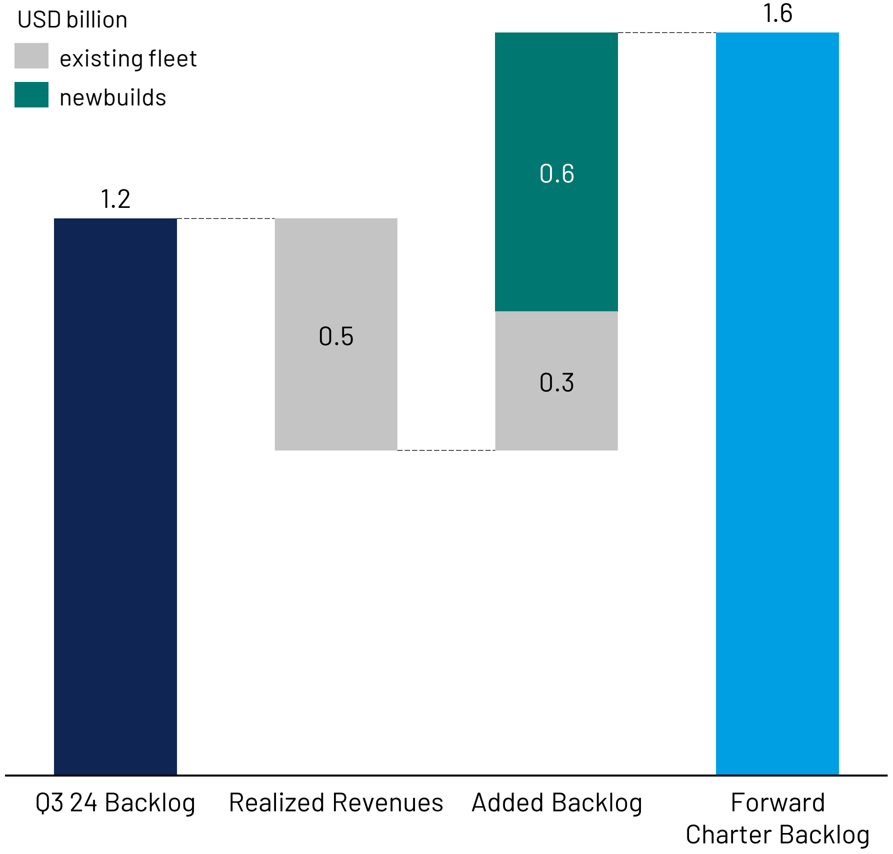
BACKLOG OVERVIEW – AS PER NOV'25

Forward charter backlog[2,3]/ Proj. EBITDA[2,3,4]

Contracted forward TCE (USD per day)[1,3,5,6]



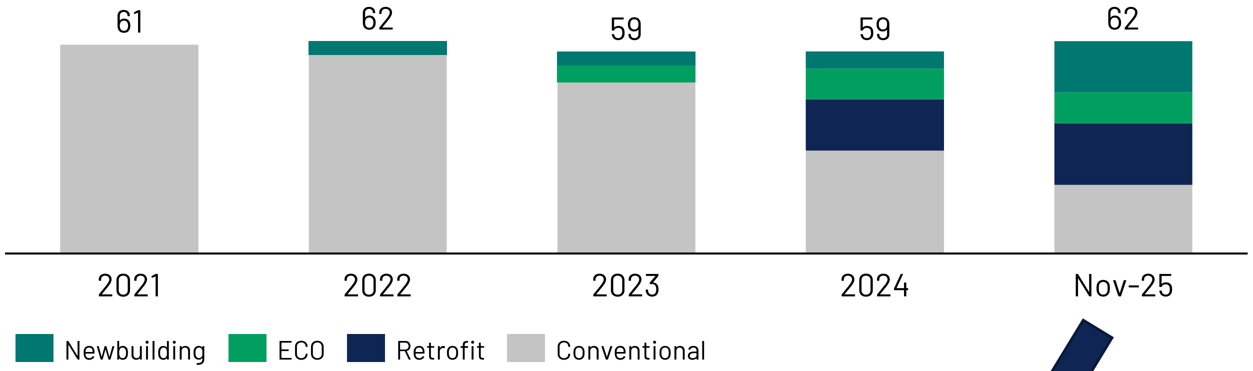
DEVELOPMENT OF REVENUE BACKLOG LAST 12M

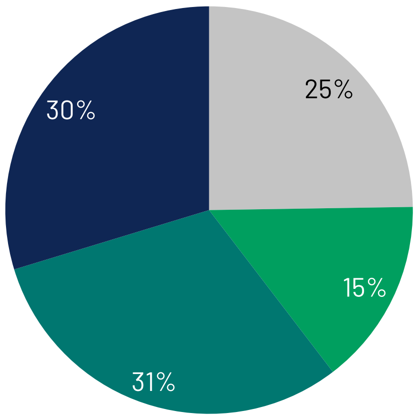


1) Underlying min/max periods for contracted charter based on management assessment. Contracted Revenue and Projected EBITDA not including IFRS adjustments. 2) Revenues / Periods / TCE's / costs in good faith, but indicative only and subject to changes. Fixed revenue and days as of 26 November 2025. 3) Revenue and TCE not including IFRS amortization of time charter carry. 4) Projected EBITDA based on contracted revenue reduced by operating costs of USD 8,510 per day and vessel (incl. voyage expenditures / OPEX / G&As / Shipman). 5) Subject to redelivery of vessels (agreed min. / max. periods of charter contract). 6) Contracted forward TCE based on charter hire revenue divided by fixed operating days. 7) Upcoming vessels based on the minimum period. 8) Includes 5 NBs under construction as fixed vessels and excludes two vessels sold subject to successful handover.

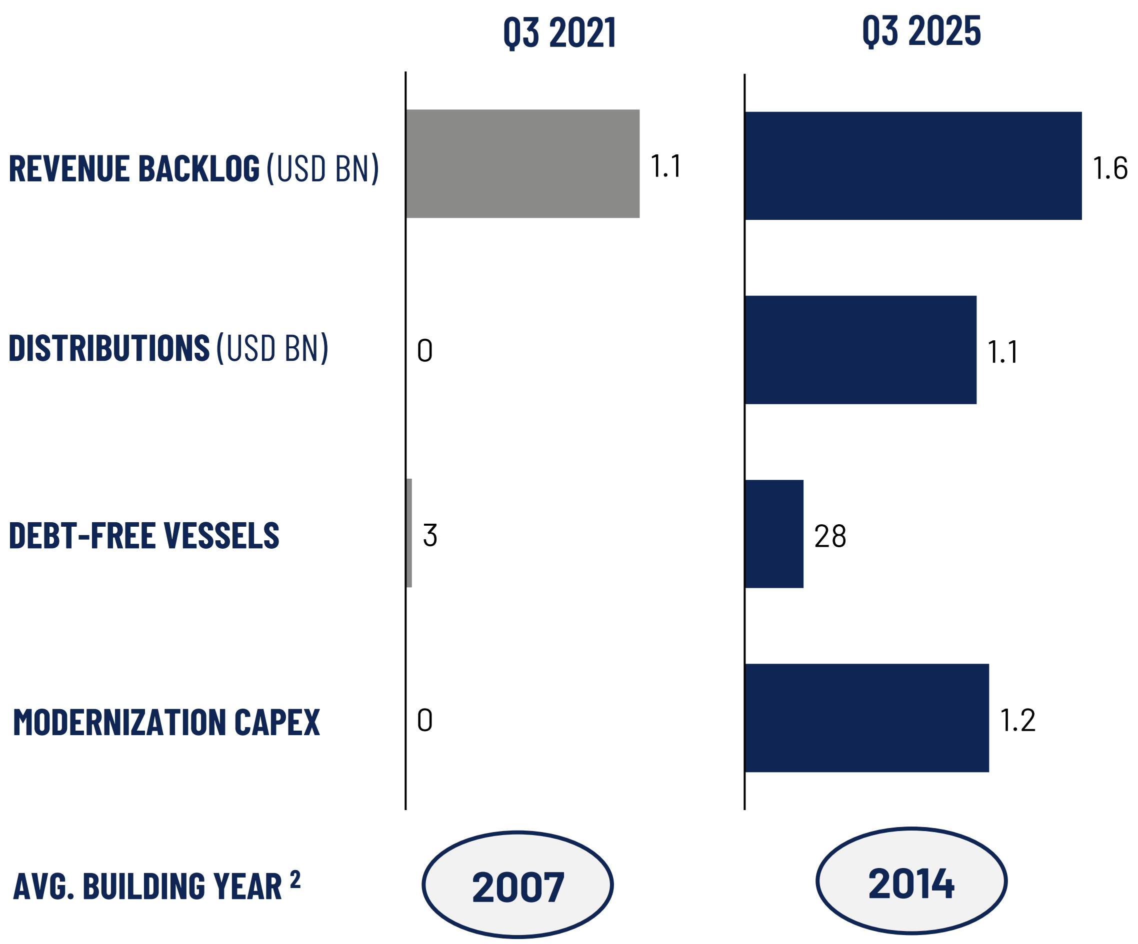
STRONG PORTFOLIO OPTIMIZATION, HOWEVER CONT'D FLEET RENEWAL REQUIRED

DEVELOPMENT OF ECO PORTFOLIO COMPOSITION





75% Fleet Eco Share [1]
based on TEU



1 Includes Newbuildings, Eco Design vessels and vessels that received a retrofit of the Bulbous Bow and a new Propeller and Boss Cap Fin and/or Pre-Swirl Device & Silicon Paint (Major retrofits). ~200 individual retrofit measures have been concluded on a range of 27 vessels.
2 Includes NBs being delivered between 2026 - 2028

PROACTIVE MANAGEMENT APPROACH ROOTED IN MPCC STRATEGY

PROACTIVE MANAGEMENT APPROACH

Strategic Positioning

- Strategic focus on the intra-regional container shipping market
- Clear, cycle-aware approach to risk-adjusted asset acquisitions

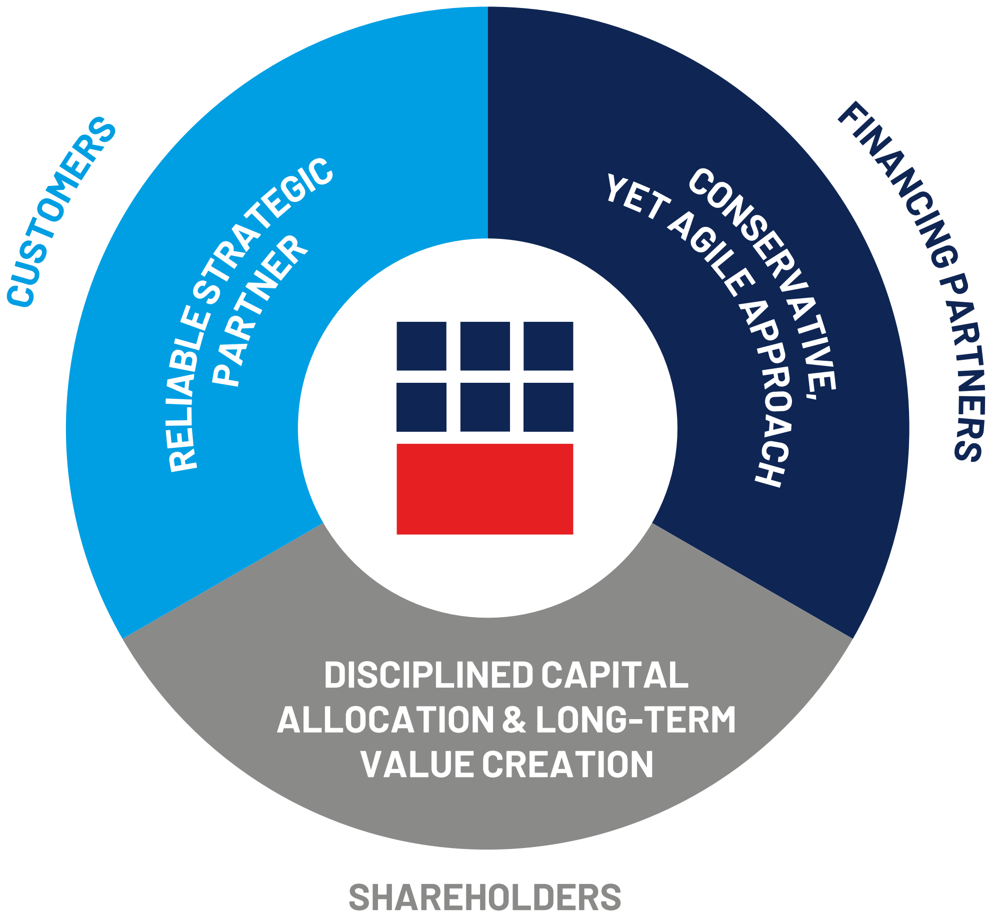
Fleet & Chartering Strategy

- Fleet transformation accelerated through strategic newbuild projects and targeted retrofit investments
- Portfolio quality strengthened, with 75% comprising eco-efficient vessels, newbuilds, and retrofits
- Proactive chartering strategy, including extensive forward fixings, ensures strong financial and commercial visibility

Financing & Investment Capacity Strategy

- Broad funding base at lower debt costs, supported by debt-free vessels and moderate leverage
- Strong investment capacity preserved to drive fleet transformation and seize opportunistic acquisitions

MPCC STRATEGY



FINAL REMARKS

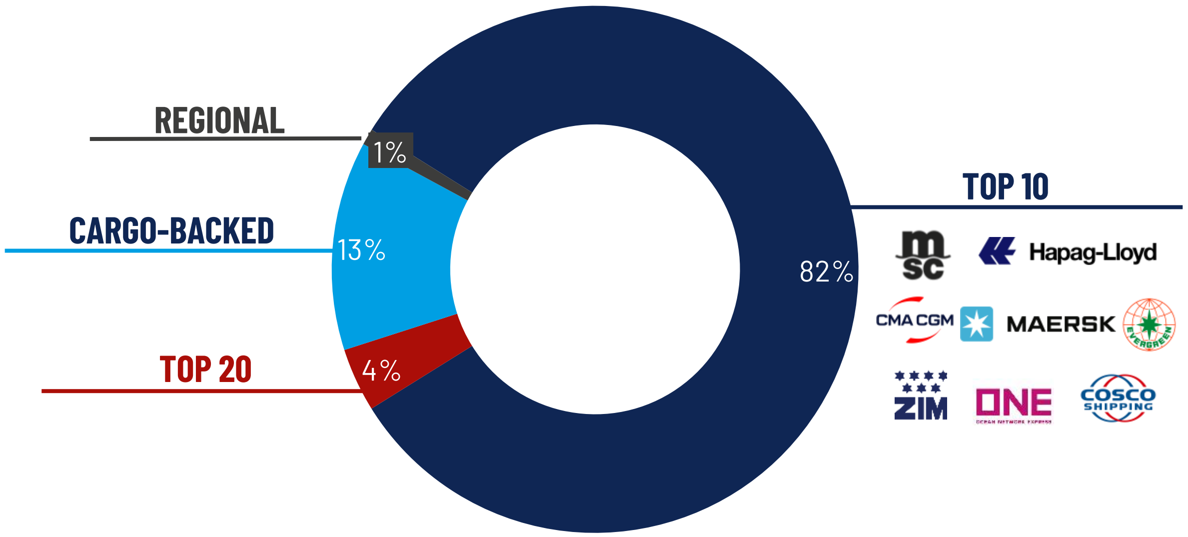
- **Enhanced charter coverage and strong backlog**
  with USD 1.6 bn secured, ensuring full coverage for 2025 and 92% and 55% for 2026 and 2027 respectively
- **Proactive fleet strategy**
  divesting older vessels and renewing the fleet, reinforcing long-term competitiveness
- **Shareholder value creation**
  combining recurring distributions with attractive growth opportunities, creating long-term value
- **Navigating an uncertain market outlook**
  MPCC focuses on what we can control – leveraging on market opportunities, fleet transition with a robust balance sheet

QUESTIONS & ANSWERS

MPC CONTAINER SHIPS

APPENDIX

CHARTER BACKLOG SECURED IN TOP LINER COUNTERPARTS



- **95%** of revenue backlog with top 10 liners and cargo-backed
- **More than 3.7 years** average remaining contract duration

1) Ranking based on list of 100 largest container/liner operators by Alphaliner

OVERVIEW OF FINANCING FACILITIES

Facility	Type	Pre-delivery	Outstanding 30/09/25	Total capacity	Interest rate	#	Repayment profile	Maturity
Deutsche Bank	Green Term Loan	Yes	USD 53.6m	USD ~54.5m	230bps + SOFR	2	semi-annual 22x 3.33% + 23.34% balloon	Jan./Apr. 2037
Société Generale	Green Term Loan	Yes	USD 0.0m	USD 29.3m	210bps + SOFR	1	quarterly 28x USD 0.5m + USD 15.6m balloon	Aug. 2033
KfW-IPEX	Term Loan		USD 52.0m	USD 52.0m	190bps + SOFR	2	semi-annual 6 x 5.4m, 7x 1.8m + 7.1m balloon	May 2032
Development Bank of Japan / Shinsei	Term Loan		USD 14.5m	USD 16m	175bps + SOFR	1	quarterly 6x 0.75m, 15x 0.28m + 5.9m balloon	Mar. 2031
CA-CIB	Term Loan	Yes	USD 75.9m	USD ~101m	175 – 275bps + SOFR	2	quarterly 4x 5.7m + 4x 3.7m + 4x 1.4m[1]	Jun. 2031
Deutsche Bank	Term Loan + accordion		USD 45.0m	USD 47.5m + USD250m	200bps + SOFR	2	quarterly 10x 2.4m, 8x 1.7m + 14.5m balloon	Jun. 2030
Nordic HY Bond	Senior unsecured sustainability-linked		USD 200.0m	USD 200m	737.5bps	n/a	n/a	Oct. 2029
First Citizen Bank	Term Loan		USD 25.5m	USD 30m	195bps + SOFR	2	quarterly 11 x 1.5m + 7.5m balloon	Oct. 2028
HCOB-Ecofeeder	Term Loan		USD 33.0m	USD 50m	280bps + SOFR	4	quarterly 13 x 0.7m + 25m balloon	Jul./Aug. 2028
HCOB	RCF		USD 0.0m	USD 100m /71m	295bps + SOFR	11	commitment will be reduced starting in Mar 2024	Dec. 2027
BoComm	Sale & Lease back		USD 26.9m	USD 75m	260bps + SOFR	8	monthly 23x 0.25m + 21.0m balloon	Sep. 2027

1) subsequent instalments to be agreed by borrower and lender

APPENDIX

CALCULATION OF RECURRING DIVIDEND FOR Q3 2025

USD million	Q3 2025 (unaudited)[1]
Operating revenue	125.9
EBITDA	83.5
Profit for the period	**53.6**
Adjustment related to vessel sales	*-11.3*
Adjusted profit for the period	**42.3**
No. of shares outstanding	443.7
Adjusted earnings per share (in USD)	**0.12**
75% declared as recurring dividend per share (in USD)	**0.05**
Recurring dividend in USD million	22.2

1) Unaudited results for Q3 2025, subject to potential changes and adjustments

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

In USD thousands	Q3 2025 (unaudited)	Q3 2024 (unaudited)	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Operating revenues	125,890	132,467	390,848	410,909
Commissions	(2,991)	(3,477)	(9,188)	(11,231)
Vessel voyage expenditures	(6,428)	(6,189)	(17,991)	(13,469)
Vessel operation expenditures	(39,587)	(36,902)	(119,738)	(113,061)
Ship management fees	(2,671)	(2,496)	(7,871)	(7,274)
Share of profit or loss from joint venture	-	(30)	(2)	(408)
Gross profit	**74,213**	**83,373**	**236,058**	**265,466**
Administrative expenses	(5,025)	(4,608)	(16,351)	(13,294)
Other expenses	(923)	(514)	(2,295)	(1,678)
Other income	3,924	2,194	10,031	4,297
Gain (loss) from sale of vessels	11,291	4,392	41,157	10,593
Depreciation	(23,066)	(19,361)	(58,275)	(54,626)
Operating profit	**60,414**	**65,476**	**210,325**	**210,758**
Finance income	4,760	2,398	9,088	6,605
Finance costs	(11,703)	(4,158)	(28,197)	(12,659)
Profit (loss) before income tax	**53,471**	**63,716**	**191,216**	**204,704**
Income tax expenses	136	(22)	227	255
Profit (loss) for the period	**53,607**	**63,694**	**191,443**	**204,959**
Attributable to:				
Equity holders of the Company	53,555	63,728	191,246	204,947
Minority interest	52	(34)	197	12
Basic earnings per share – in USD	**0.12**	**0.14**	**0.43**	**0.46**
Diluted earnings per share – in USD	**0.12**	**0.14**	**0.43**	**0.46**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	September 30, 2025 (unaudited)	Dec 31, 2024 (audited)
ASSETS		
Non-current Assets		
Vessels	992,654	1,003,460
Newbuildings	46,802	44,344
Right-of-use asset	124	264
Investments in associate and joint venture	1,262	5,245
Total non-current assets	**1,040,842**	**1,053,313**
Current Assets		
Inventories	5,813	7,206
Trade and other receivables	45,281	37,735
Other current financial assets	32,031	1,060
Restricted cash	9,056	6,364
Cash and cash equivalents	377,140	125,696
Total current assets	**469,321**	**178,061**
TOTAL ASSETS	**1,510,163**	**1,231,374**

in USD thousands	September 30, 2025 (unaudited)	Dec 31, 2024 (audited)
EQUITY AND LIABILITIES		
Equity		
Share capital	48,589	48,589
Share premium	1,879	1,879
Other paid-in capital	-	286
Retained earnings	856,233	762,602
Other reserves	(893)	(260)
Non-controlling interest	4,602	4,524
Total equity	**910,410**	**817,620**
Non-current liabilities		
Non-current Interest-bearing debt	452,546	299,237
Lease liabilities - long-term	-	79
Other non-current liabilities	2,707	
Total non-current liabilities	**455,253**	**299,316**
Current liabilities		
Current interest-bearing debt	70,620	44,037
Trade and other payables	8,034	12,632
Derivative financial instruments - short-term	-	101
Related party payables	805	72
Income tax payable	54	164
Deferred revenues	40,846	29,706
Other liabilities	24,141	27,726
Total current liabilities	**144,500**	**114,438**
TOTAL EQUITY AND LIABILITIES	**1,510,163**	**1,231,374**

APPENDIX

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Profit (loss) before income tax	191,216	204,704
Income tax expenses paid	117	-
Net change inventory and trade and other receivables	(7,105)	(7,820)
Net change in trade and other payables and other liabilities	(7,414)	5,887
Net change in provisions	2,707	-
Net change in deferred revenues	11,140	(6,998)
Depreciation	58,275	54,626
Share-based payment	(286)	-
Finance costs (net)	19,109	6,054
Share of profit (loss) from joint venture	2	408
(Gain) loss from sale of vessels and fixed assets	(41,157)	(8,787)
Amortization of TC contracts	-	(1,012)
Cash flow from operating activities	**226,604**	**247,062**
Proceeds from disposal of vessels	121,406	72,171
Scrubbers, dry dockings and other vessel upgrades	(41,201)	(35,539)
Newbuildings	(79,802)	(121,045)
Capitalized borrowing cost	(1,311)	(1,950)
Acquisition of newbuildings	(3,789)	(47,280)
Purchase of short-term investments	(31,568)	-
Interest received	7,510	4,175
Investment in associate	-	(4,005)
Cash flow from investing activities	**(28,755)**	**(133,473)**

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Dividends paid	(97,733)	(159,989)
Proceeds from debt financing	228,978	108,340
Repayment of long-term debt	(54,539)	(30,673)
Payment of principal of leases	(142)	(144)
Interest paid	(17,086)	(6,798)
Debt issuance costs	(3,213)	(3,648)
Other finance paid	(372)	(549)
Cash from /(to) financial derivatives	(198)	327
Cash flow from financing activities	**55,694**	**(93,134)**
Net change in cash and cash equivalents	253,543	20,455
Net foreign exchange difference	593	28
Restricted cash, cash & cash equiv. at beginning of the period	132,060	122,584
Restricted cash, cash & cash equiv. at end of the period	**386,196**	**143,067**

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Min / Max
1	AS PATRIA	2,500 grd	KMTC		**15,500[2]**															Mar-26 / Jul-26
2	AS FELICIA[3]	1,300 grd	ZISS		**24,000**												DD[1]			Mar-26 / May-26
3	AS ALVA	2,000 grd	MSC		**15,500**															Apr-26 / Jun-26
4	AS CARLOTTA	2,800 grd	ONE		**25,500**								DD[1]							May-26 / Jun-26
5	AS CLEMENTINA	2,800 gls	Unifeeder		**21,178**							DD[1]								May-26 / Jul-26
6	AS CHRISTIANA	2,800 grd	Sea Consortium		**26,800**															Jul-26 / Aug-26
7	AS PIA	2,500 grd	Maersk A/S	Retrofit	**16,000[4]**															Aug-26 / Jan-27
8	AS CONSTANTINA	2,800 gls	COSCO		**26,500**															Sep-26 / Nov-26
9	AS SICILIA	1,700 grd	MSC		**17,000**															Sep-26 / Nov-26
10	AS PALINA	2,500 HR grd	Maersk A/S	Retrofit	**17,000[5]**															Oct-26 / Apr-27
11	AS SELINA	1,700 grd	Maersk A/S		**24,708[6]**															Nov-26 / Jan-27
12	AS SAVANNA	1,700 grd	Maersk A/S	Retrofit	**24,708[6]**															Nov-26 / Jan-27
13	AS CAROLINA	2,800 gls	ZISS		**41,000**															Nov-26 / Jan-27
14	AS PETRONIA	2,500 HR grd	Maersk A/S	Retrofit	**17,000[7]**															Nov-26 / May-27
15	AS ANNE	2,200 grd eco	OOCL	Eco	**25,500**						DD[1]									Dec-26 / Feb-27
16	AS SABRINA	1,700 grd	Maersk A/S	Retrofit	**24,708[8]**															Dec-26 / Feb-27
17	AS SAMANTA	1,700 grd	Maersk A/S	Retrofit	**24,708[8]**															Jan-27 / Mar-27
18	AS SARA	1,700 grd	Maersk A/S	Retrofit	**24,708[8]**															Feb-27 / Apr-27
19	AS PAMELA	2,500 grd	EMC		**26,500**															Mar-27 / Apr-27
20	AS SUSANNA	1,700 grd	ONE		**18,000**															Mar-27 / Jun-27
21	AS CASPRIA	2,800 gls	ZISS		**40,700**															Mar-27 / May-27
22	AS FREYA	1,300 grd	King Ocean		**16,250**															Apr-27 / Jun-27
23	AS SVENJA	1,700 grd	CMA CGM	Retrofit	**22,000**															Apr-27 / Jun-27
24	AS ANGELINA	2,000 grd	Maersk A/S		**24,500**															Jun-27 / Aug-27
25	AS NURIA	3,500 gls	Maersk A/S	Retrofit	**25,150**															Jun-27 / Aug-27

1 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
2 First year at USD 70,000, next year at USD 55,000, thereafter one year at USD 25,000 and then USD 15,500 for the remaining period
3 Sold, subject to successful handover
4 As of 29.08.2025 the charter rate will change to an index-linked scheme with a floor of USD 10,500 and a ceiling of USD 16,000, the charter also includes a Scrubber savings sharing mechanism in favour of MPCC
5 As of 21.10.2025 the charter rate will change to an index-linked scheme for AS Palina with a floor of USD 11,000 and a ceiling of USD 17,000, the charter also includes a Scrubber savings sharing mechanism in favour of MPCC
6 Contracted base rate, index-linked scheme with a floor of USD 12,500 and a ceiling of USD 20,000. 50/50 profit share for all assessed rates between USD 20,000 and USD 30,000
7 Index-linked charter rate with a floor of USD 11,000 and a ceiling of USD 17,000. The charter also includes a Scrubber savings sharing mechanism in favour of MPCC
8 Contracted base rate, index-linked scheme with a floor of USD 12,500 and a ceiling of USD 20,000. 50/50 profit share for all assessed rates between USD 20,000 and USD 30,000

Min. period Max. period

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Min / Max
26	SEVILLIA	1,700 grd	CMA CGM		**21,000**															Jun-27 / Aug-27
27	AS SOPHIA	1,700 grd	Maersk A/S		**21,500**													DD[1]		Jul-27 / Nov-27
28	AS NARA	3,500 gls	Maersk A/S		**25,150**															Jul-27 / Sep-27
29	AS NINA	3,500 gls	Maersk A/S	Retrofit	**30,000**															Jul-27 / Sep-27
30	AS PENELOPE	2,500 gls	Hapag-Lloyd		**26,000**															Sep-27 / Dec-27
31	AS SERENA	1,700 grd	Maersk A/S		**20,000**															Sep-27 / Nov-27
32	AS NORA	3,500 grd	CMA CGM	Retrofit	**28,000**															Feb-28 / Apr-28
33	AS CALIFORNIA	2,800 gls	Maersk A/S		**24,000**														23,000[2]	Feb-28 / Apr-28
34	AS CYPRIA	2,800 gls	Hapag-Lloyd		**18,500**						DD[1]; 23,000									Feb-28 / Jun-28
35	LIVORNO EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	**33,250**					DD[1]										Mar-28 / Jun-28
36	GENOA EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	**33,250**									DD[1]						Mar-28 / Jun-28
37	DETROIT EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	**33,250**				DD[1]											Mar-28 / Jun-28
38	BARCELONA EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	**33,250**						DD[1]									Mar-28 / Jun-28
39	AS CAMELLIA	2,800 gls	Maersk A/S		**24,000**											23,000[2]				Apr-28 / Aug-28
40	AS COLUMBIA	2,800 gls	Maersk A/S	Retrofit	**24,000**											DD[1]; 23,000[2]				Apr-28 / Aug-28
41	AS CARELIA	2,800 gls	Hapag-Lloyd		**19,500**							DD[1]	23,000							Apr-28 / Aug-28
42	AS SIMONE	1,700 grd eco	Maersk A/S	Eco & Retrofit	**20,880[4]**											17,000				Jun-28 / Nov-28
43	AS SILJE	1,700 grd eco	Maersk A/S	Eco & Retrofit	**21,828[4]**													17,000		Jun-28 / Nov-28
44	AS SABINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	**21,828[4]**													17,000		Jun-28 / Nov-28
45	AS STINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	**21,828[4]**															Jun-28 / Nov-28
46	STADT DRESDEN	2,800 gls	Hapag-Lloyd		**19,500**											20,000	DD[1]			Jul-28 / Nov-28
47	AS CLAUDIA	2,800 gls	Hapag-Lloyd		**19,500**															Nov-28 / Mar-29

Min. period Max. period

1 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
2 Index-linked charter rate with a floor of USD 12,850 and a ceiling of USD 23,000
3 Livorno Express to be renamed to AS Natalie, Detroit Express to be renamed to AS Nele, Genoa Express to be renamed to AS Nanne and Barcelona Express to be renamed to AS Ninette
4 Index-linked charter rate with a floor of USD 8,750 and a ceiling of USD 14,500 - 50/50 profit share for all assessed rates between USD 17,000 and USD 35,000

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Min / Max
48	AS MARIE[1]	4,500 gls	Top Tier Liner	Eco / Ammonia ready		Charter rate of USD 31,900 per day														Jun-30 / Jul-30
49	AS MAIKE[1]	4,500 gls	Top Tier Liner	Eco / Ammonia ready		Charter rate of USD 31,900 per day														Sep-30 / Oct-30
50	AS METTE[1]	4,500 gls	Top Tier Liner	Eco / Ammonia ready		Charter rate of USD 31,900 per day														Dec-30 / Jan-31
51	AS MARTHE[1]	4,500 gls	Top Tier Liner	Eco / Ammonia ready		Charter rate of USD 31,900 per day														Mar-31 / Apr-31
52	MACKENZIE	5,500 gls	ZISS	Eco	**70,000[2]**											45,000				Jun-31 / Jul-31
53	COLORADO	5,500 gls	ZISS	Eco	**70,000[2]**												45,000			Jul-31 / Sep-31
54	AS FRIEDERIKE[1,3]	1,300 gls	Unifeeder	Dual-Fuel Methanol		Charter rate of EUR 17,750 per day														Dec-33 / Dec-33
55	AS ROSE[1]	1,600 gls HC	Top Tier Liner	Eco		Charter rate of USD 16,450 per day														Jun-35 / Aug-35
56	AS REESE[1]	1,600 gls HC	Top Tier Liner	Eco		Charter rate of USD 16,450 per day														Sep-35 / Nov-35
57	HT45-486[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														Dec-37 / Apr-38
58	HT45-487[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														Mar-38 / Jul-38
59	HT45-488[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														May-38 / Sep-38
60	HT45-489[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														Jun-38 / Oct-38
61	NCL VESTLAND	1,300 grd	NCL	Dual-Fuel Methanol	**18,038**						18,236									Nov-39 / Mar-40
62	NCL NORDLAND	1,300 grd	NCL	Dual-Fuel Methanol	**17,856**						18,053									Feb-40 / Jun-40

Min. period   Max. period   Under construction

1 Periods are based on the latest schedule provided by the shipyard
2 Avg. Rate of USD 39,000 (first two years USD 70,000, the third year USD 45,000 and for the remaining four years USD 21,565)
3 To be renamed DP World Southampton after delivery
4 The charter includes two options, option 1 for 24 months +/- 45 days at USD 30,500 as well as option 2 for further 12 months +/- 45 days at USD 32,500

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