



February 24, 2026

Q4 2025 EARNINGS CALL

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Moritz Fuhrmann, Co-CEO and CFO



AGENDA

01 HIGHLIGHTS

02 MARKET UPDATE

03 COMPANY OUTLOOK



EXECUTIVE SUMMARY

HIGHLIGHTS:

- » Forward fixing activity extends visibility, building a strong backlog with 97% of open days covered in 2026, 58% in 2027 and 35% in 2028
- » Quarterly dividend of USD 0.05 per share, corresponds to 50% of adjusted net profit
- » Entered into contracts for the construction of six 3,700 TEU vessels, with 10-year time charters, to a top 5 liner company
- » Asset values and charter rates remained strong, supported by tight vessel supply

FOR 2026:

- » Resilient charter market despite geopolitical and macroeconomic uncertainty
- » Execution of newbuilding programme, capitalize on favourable market opportunities and continue to build strong partnerships
- » FY 2026 financial guidance for revenues of USD 450m – 460m and EBITDA of USD 240m – 260m

USD 518m

2025 OPERATING REVENUES

USD 306m

2025 ADJUSTED EBITDA

USD 0.23

2025 DIVIDENDS PER SHARE

USD 2.0bn

REVENUE BACKLOG

FINANCIAL AND OPERATIONAL PERFORMANCE



PROFIT OR LOSS

		Q4 2025	Q4 2024	FY 2025	FY 2023
Gross Revenues	USD m	127.0	130.0	517.8	540.9
Adj. EBITDA	USD m	76.0	72.3	306.1	325.1
Adj. Net Profit	USD m	45.9	50.7	198.9	243.1



FINANCIAL KPIs

		Q4 2025	Q4 2024	FY 2025	FY 2024
Adj. EPS	USD	0.10	0.11	0.45	0.55
DPS	USD	0.05	0.09	0.23	0.42
Op. Cash Flow	USD m	-	-	302.1	323.9



BALANCE SHEET

		Q4 2025	Q4 2024	FY 2025	FY 2024
Total assets	USD m	1,526.6	1,231.3	1,526.6	1,231.3
Net Debt	USD m	149.0	211.2	149.0	211.2
Leverage ratio	%	33.0	27.9	33.0	27.9



OPERATIONAL KPIs

		Q4 2025	Q4 2024	FY 2025	FY 2024
Adj. Average OPEX¹	USD/day	7,219	7,666	7,545	7,247
Adj. Average TCE	USD/day	25,551	25,190	25,940	26,441
Utilization²	%	98.1	97.4	97.0	97.8

OPERATIONAL REVIEW 2025 AND 2026 YTD

FIXTURES



20
Fixtures

- » Avg. hire of USD ~22,500 per day based on an avg. duration of ~25 months¹
- » One further fixture concluded in Jan 2026 :

VESSEL	TEU	CHARTERER	CHARTER RATE ²	PERIOD ²
AS Christiana	2,800 grd	Emirates Line	27,450	23-26

RETROFITS



12
Retrofits

- » USD ~8m invested into hydrodynamic measures and energy efficiency technologies
- » Leading to expected efficiency gains of up to 25%

VESSELS SOLD



11
Sales

- » Total sales proceeds of USD ~151m
- » Asset sales translate to an implied NAV of NOK ~30-35 per share
- » Vessel's sold are on avg. built in 2007 with an avg. size of ~1,500 TEU

NEWBUILDINGS

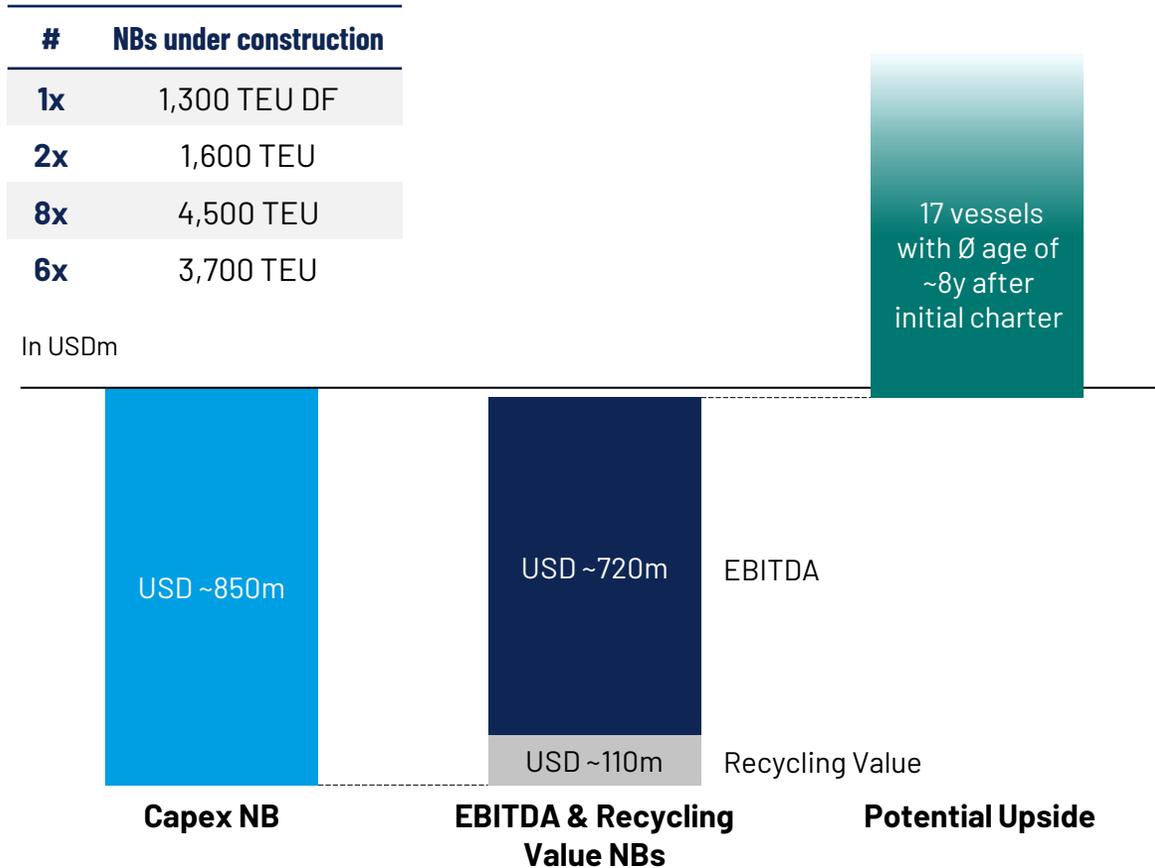


16
Newbuildings

- » Multi-year charter contracts with top tier counterparties
- » Newest designs optimizing speed and fuel consumption, prepared for alternative fuels
- » USD ~850m Construction Capex vs. USD ~830m secured³
- » Avg. age of ~8y after initial charter providing long-term upside

FLEET TRANSFORMATION WELL UNDERWAY THROUGH ATTRACTIVE NEWBUILDS

NEWBUILDINGS SIGNIFICANTLY DE-RISKED, WHILE RETAINING NOTABLE UPSIDE POTENTIAL



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

PORTFOLIO OPTIMIZATION ADVANCING

DEVELOPMENT OF ECO PORTFOLIO COMPOSITION (Vessels)



FLEET RENEWAL STRATEGY

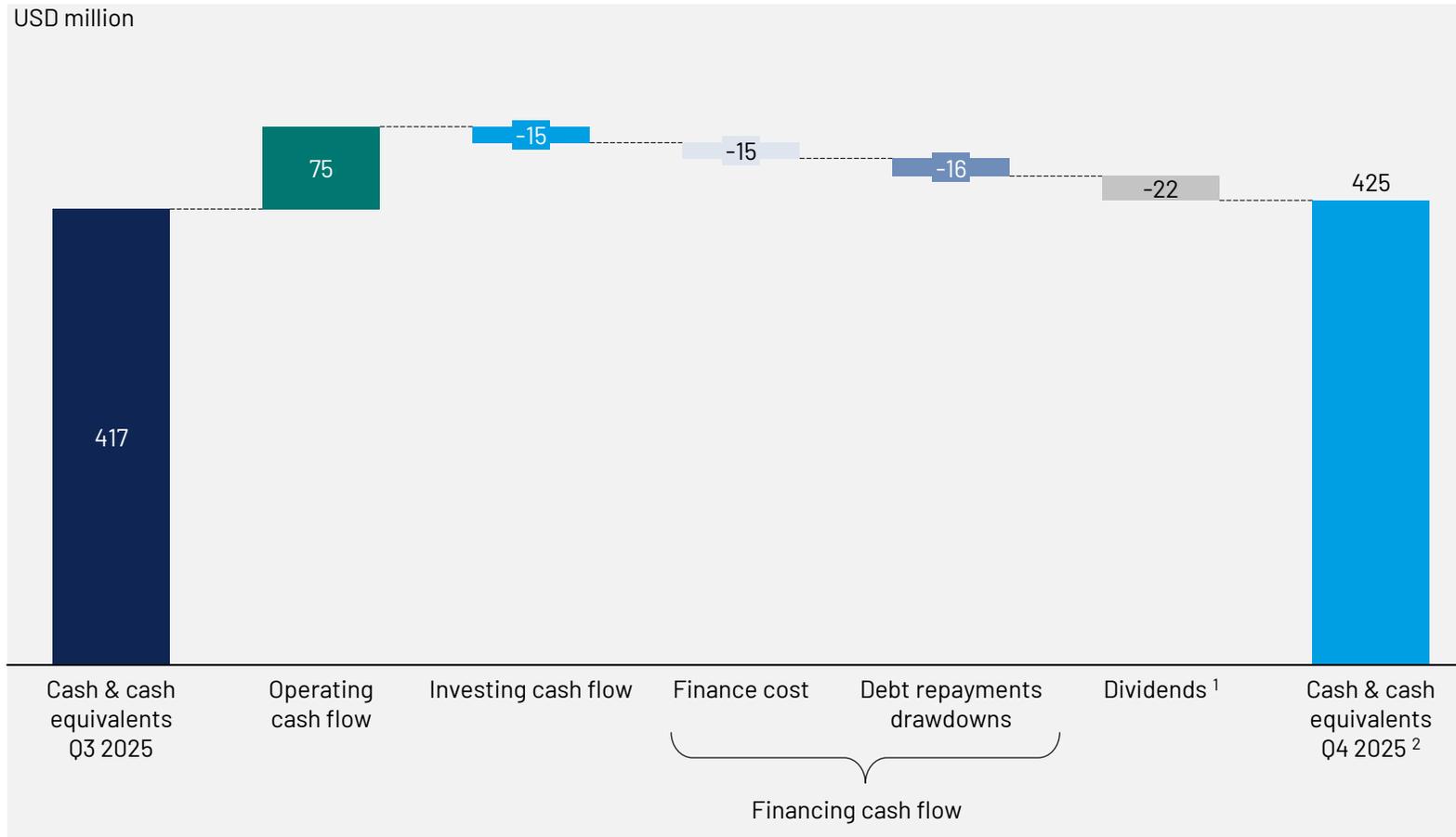
USD ~1.4bn Investment Program

- 1 NEWBUILDING PROGRAM**
 21x highly efficient & DF vessels (USD ~1.1bn)
- 2 ACQUISITION OF ECO-VESSELS**
 9x young, ECO vessels (USD ~300m)
- 3 RETROFIT INVESTMENTS**
 Hydrodynamic & Energy Efficiency measures on more than 20 vessel (USD ~35m)
- 4 CONVENTIONAL VESSELS**
 Continue to create long term value via retrofits, and balancing continued trading and further divestments

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. Includes NBs being delivered between 2026 - 2028

CONTINUED GOOD CASH GENERATION SUPPORTS FLEET RENEWAL AND DIVIDENDS

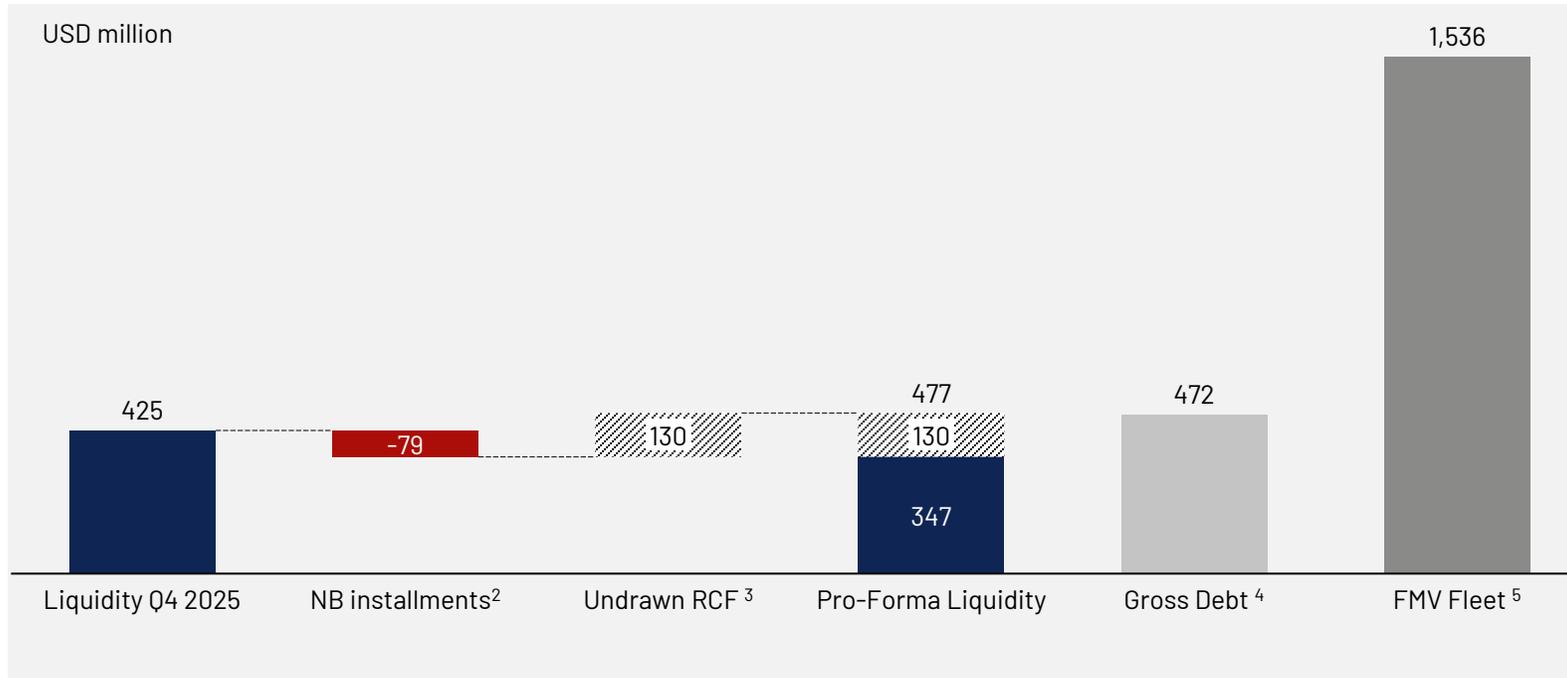
CASH FLOW BRIDGE FOR Q4 2025



- » Investing Cash flow mirrors our continuous fleet renewal program:
 - » Yard instalments of USD ~10m related to 2x 1600 TEUs HC vessels
 - » Investment in vessels on the water (upgrades and regulatory) of USD ~8m
 - » Offset by interest received from investment activities
- » Financing cash flow reflects:
 - » USD ~2m refinance of paid instalment for 1,300 TEU DF newbuilding
 - » Arrangement of RCF extension
 - » Scheduled repayments and interest payments
- » Payment of MPCC's 16th consecutive recurring dividend

ROBUST CAPITAL STRUCTURE TO SUPPORT FUTURE GROWTH

BALANCE SHEET STRENGTH



COMMENTS

- » 1st installment for newbuildings signed in Q425 will be paid out of existing cash = re-investment of vessel sales proceeds
- » Successful extension of RCF with revised maturity in Dec 2030 and increased capacity of USD 130m³
- » USD 477m in pro-forma liquidity available (including undrawn RCF capacity³)
- » Beyond ample liquidity, the balance sheet remains conservatively structured with high degree of flexibility
- » 32 vessels are debt free with a fair market value of USD ~780m, while total leverage ratio is 33.0%
- » -35.5% reduction of debt costs since Q3 2022¹
- » Substantial progress toward Sustainability Performance Target commitments achieved (-16.5%)

LEVERAGE RATIO

33.0%

DEBT-FREE VESSELS⁶

32

FMV OF DEBT-FREE VESSELS

USD ~780m

1 Based on weighted average senior secured debt margin in per cent p.a. on the relevant reporting date
 2 6x 3,700 TEU and 4x 4,500TEUs first installment (15% of contract price)
 3 Remains subject to successful closing in 02/2026
 4 Outstanding interest-bearing debt as per 23 February 2026, excl. debt arrangement cost and accruals

5 Fleet Value based on charter-free values from VesselsValue.com dated 20 February 2026, excl. newbuildings, but including vessel held for sale
 6 Includes vessels under current RCF, but excludes newbuildings

AGENDA

01 HIGHLIGHTS

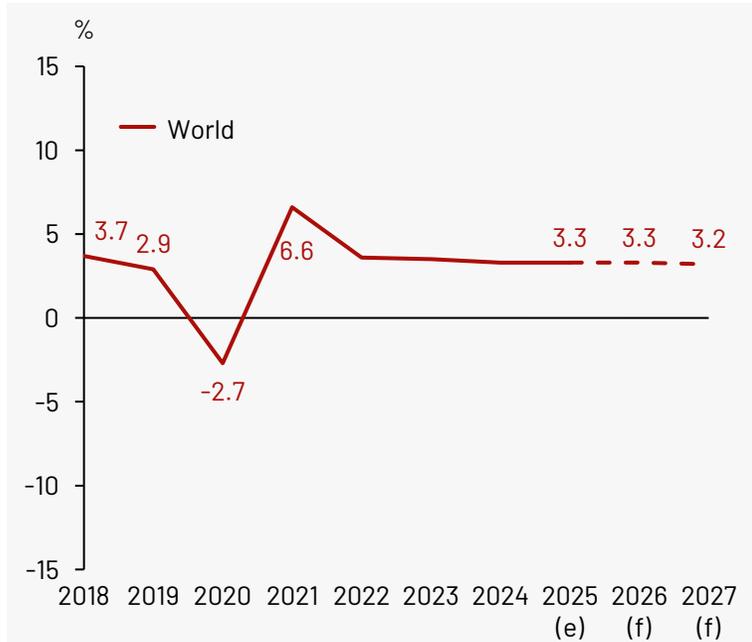
02 MARKET UPDATE

03 COMPANY OUTLOOK



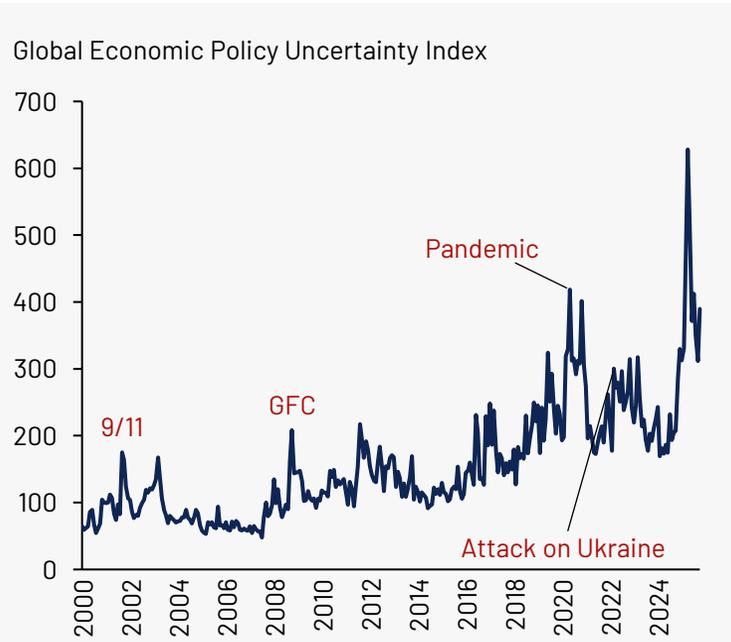
UNCERTAINTY REMAINS ELEVATED

MACROECONOMY



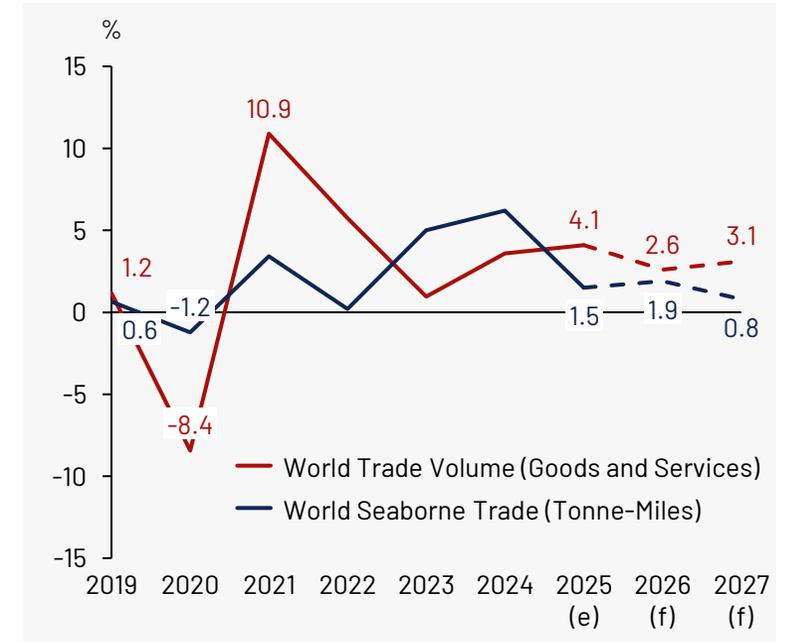
- » Global GDP projected to grow by 3.3% in 2026 and 3.2% in 2027
- » 2026 trade demand could see a bullwhip-effect leading to reduced demand after a strong 2025

GEOPOLITICAL FLASHPOINTS



- » Rising trade tensions and protectionist policies continue to disrupt global supply chains
- » Strategic bottlenecks (e.g., Suez) remain vulnerable to political instability and security threats

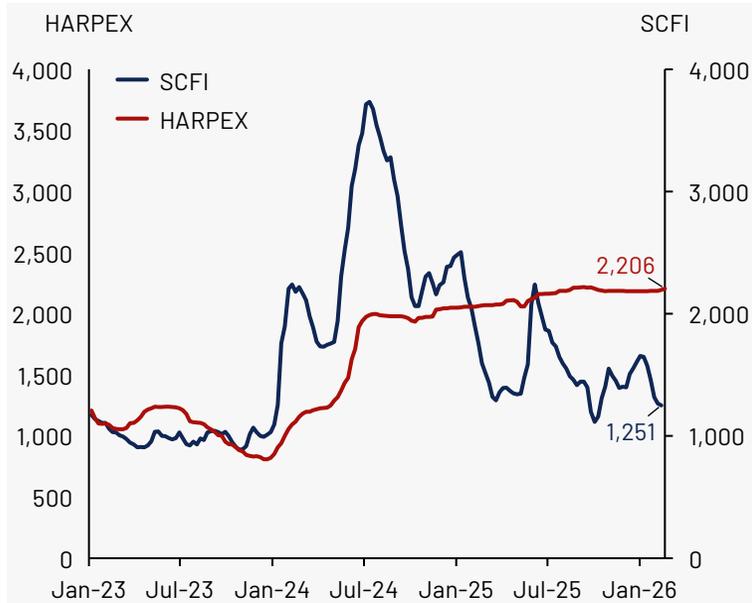
CONTAINER MARKET



- » World trade volume is forecasted to grow at an average rate of 2.9 % in 2026-27 which is lower than the 4.1% growth rate currently expected for 2025.

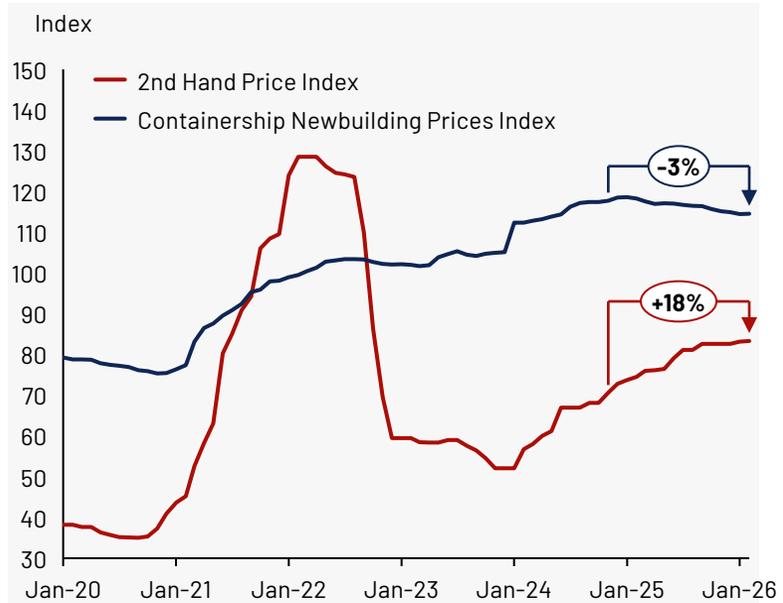
CARRIERS CONTINUE TO CHASE FREIGHT AND CAPACITY AT THE SAME TIME

CHARTER RATES UNIMPRESSED BY VOLATILE FREIGHT RATES



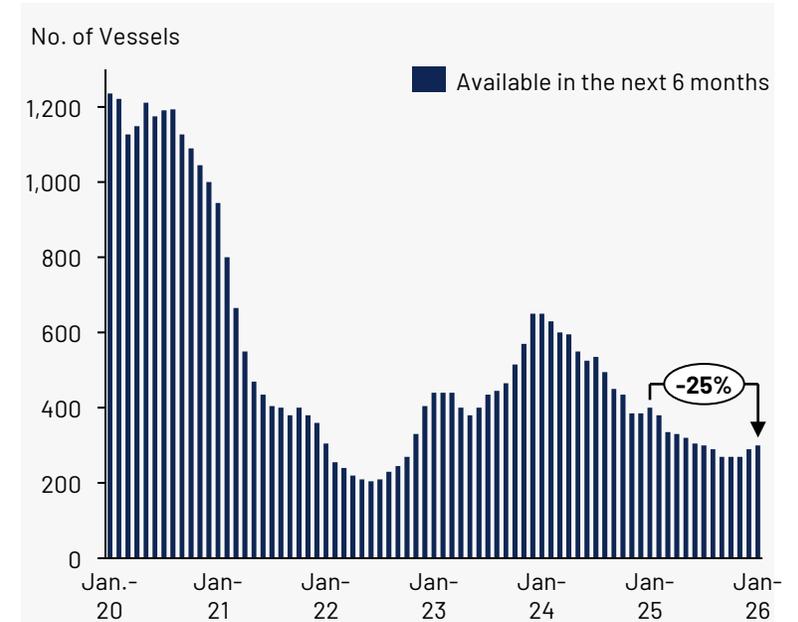
- » **Charter rates** continue to plateau at elevated levels as carriers continue to fight for capacity
- » **Freight rates** are above historical averages, but some ocean carriers have reported negative margins for Q4 2025, while other liners remained profitable

SECONDHAND AND NEWBUILD PRICES REMAIN ELEVATED



- » **Secondhand units** remain in strong demand from carriers, driving the asset prices
- » **Newbuild prices** remain stable

FORWARD AVAILABILITY REMAINS LOW

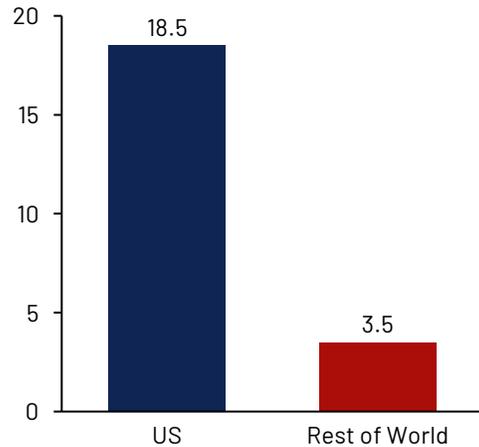


- » **Forward availability has remained low** going into 2026
- » Howe Robinson's latest monthly availability statistics show that the number of ships coming open during the next 1-6 months is **25% lower than at the same period last year.**

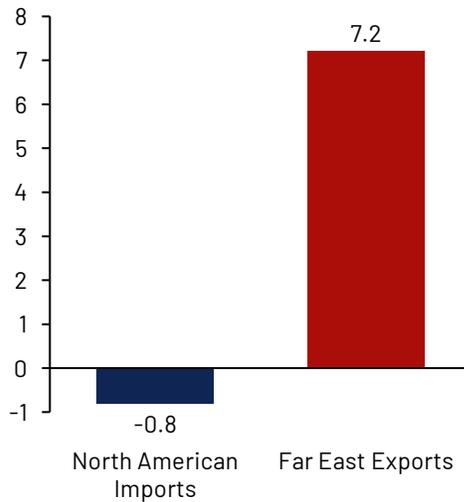
RE-ARRANGEMENT OF GLOBAL TRADE FLOWS UNDERWAY

WHILE THE US IS ISOLATING, CHINA IS DIVERSIFYING

Effective tariff rates¹

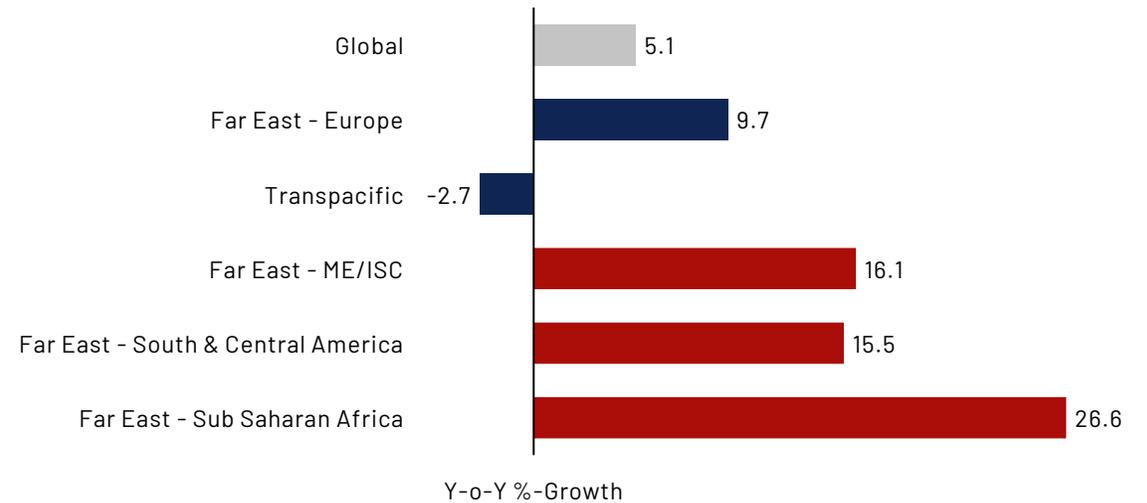


mTEU year-on-year container trade 2025 versus previous year



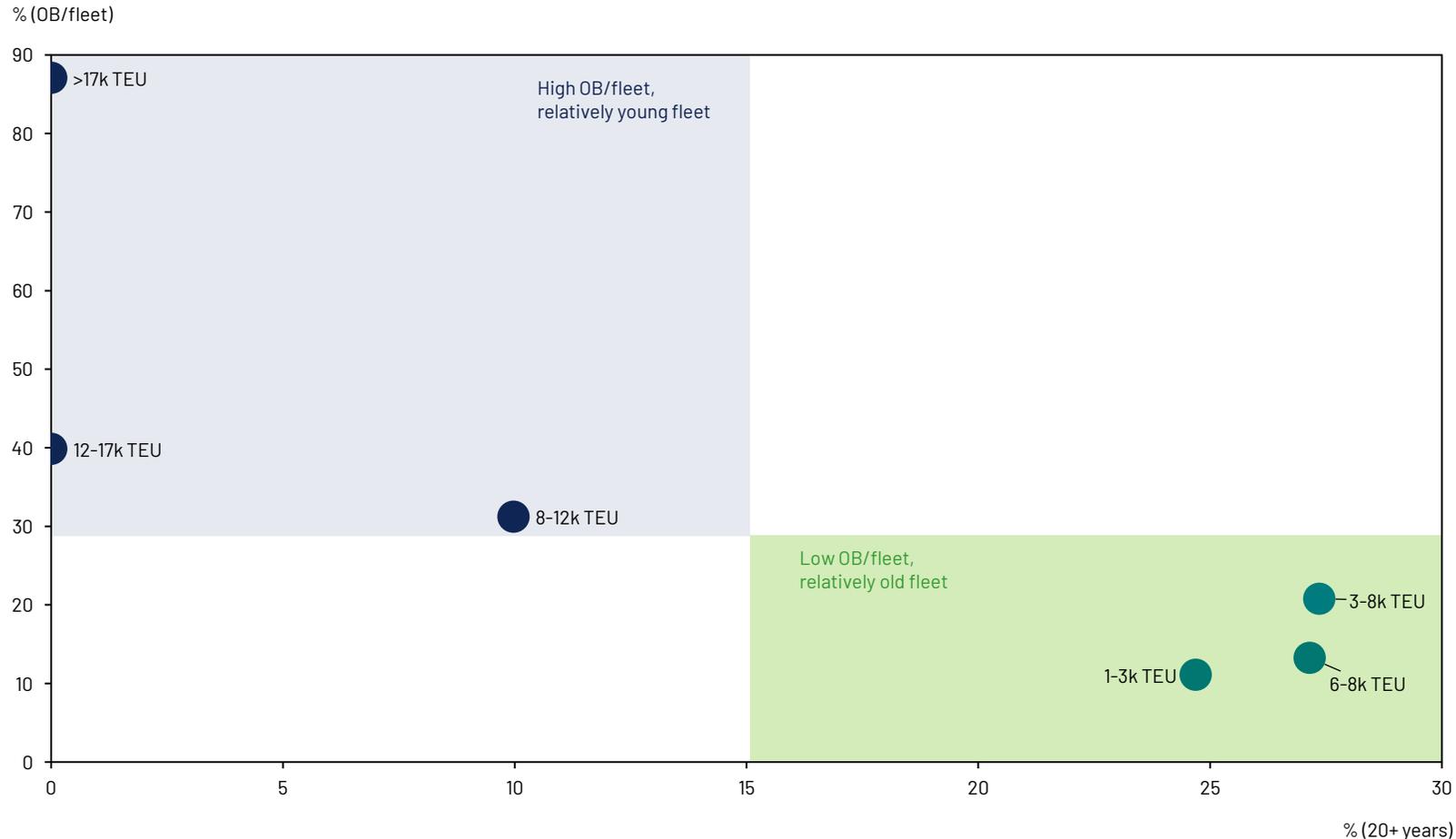
- » The effective tariff rate for the US has increased from below 4% in early 2025 to 18.5% now, while the rest of the world remained unchanged at 3.5%.
- » While the US is isolating, **China is diversifying its exports** to various markets.

GROWTH RATES OF CONTAINER TRADE



- » Global container trade growth surpassed expectations in 2025, with total annual volumes estimated to have increased by approximately 5% year over year.
- » Although US-bound volumes declined, **Asian exports to Europe and many developing economies remained strong** as Chinese exporters expanded into new markets.

ORDERBOOK STILL NOT OFFSETTING FLEET RENEWAL NEED IN SMALLER SIZES



COMMENTS

- » The replacement need for the fleet above 20 years in age, is not covered by the number of units in the orderbook for any size below 8,000 TEU
- » While more than 25% of vessels are 20 years and older in the MPCC core segments of 1,000-3,000 TEU and 3,000-6,000 TEU, the orderbook to fleet ratio is only at 12% and 22%, respectively.
- » The orderbook-to-fleet ratio is highest in the largest segment, while below 1% of the fleet is past 20 years in age.

MARKET DRIVERS

KEY TOPIC	DESCRIPTION
US VOLATILITY	<ul style="list-style-type: none">» Constant back and forth of US trade policy announcements creates a volatile framework for container shipping markets
RED SEA SITUATION	<ul style="list-style-type: none">» The timing of a return to the Red Sea remains highly uncertain despite the first the major liner vessel transits» A gradual return to the Red Sea may lead to excess capacity
INTRA REGIONAL TRADE RESILIENCE	<ul style="list-style-type: none">» Far East container exports into emerging markets record consistent volume increases» Intra-regional trades have outperformed mainlane trades in 2025, with positive prospects for this year
FLEET STRUCTURE AND ORDERBOOK	<ul style="list-style-type: none">» Despite the record high orderbook feeder segments remain underinvested with the sub-6,000 TEU fleet having a 12% orderbook-to-fleet ratio

AGENDA

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HIGH FORWARD CONTRACT COVERAGE

BACKLOG OVERVIEW - AS PER FEB'26

Forward charter backlog^{1,3,5}
/Proj. EBITDA^{2,3,5}

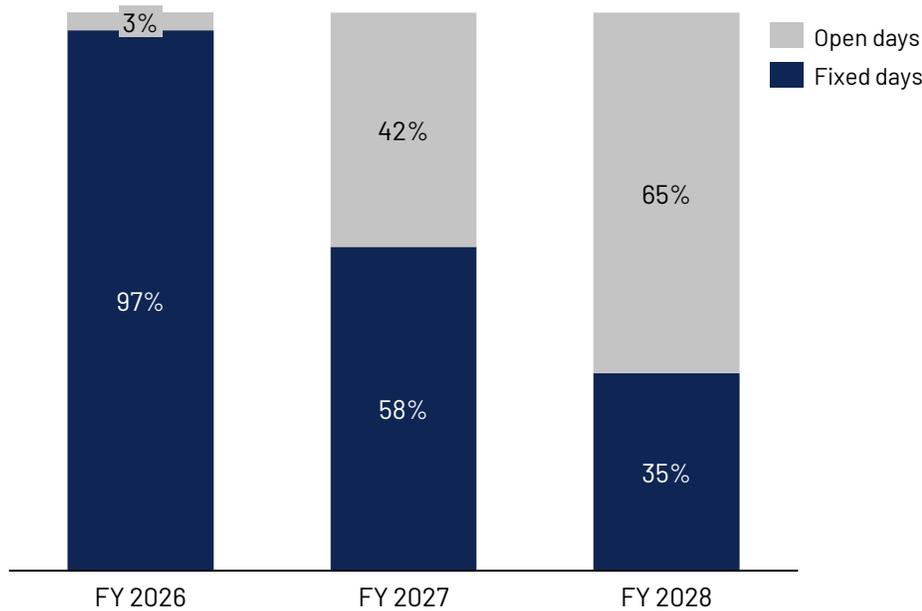
USD 2.0bn / USD 1.2bn

Contracted Forward TCE⁴

22,443

22,584

23,167

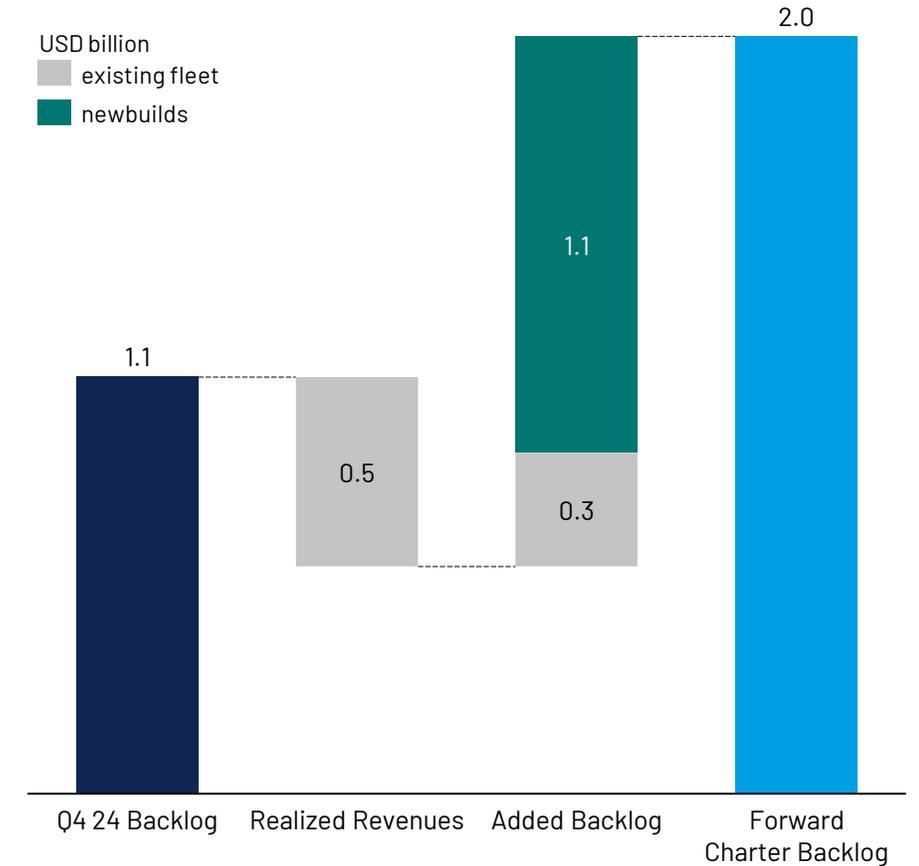


DEVELOPMENT OF REVENUE BACKLOG LAST 12M

USD billion

existing fleet

newbuilds

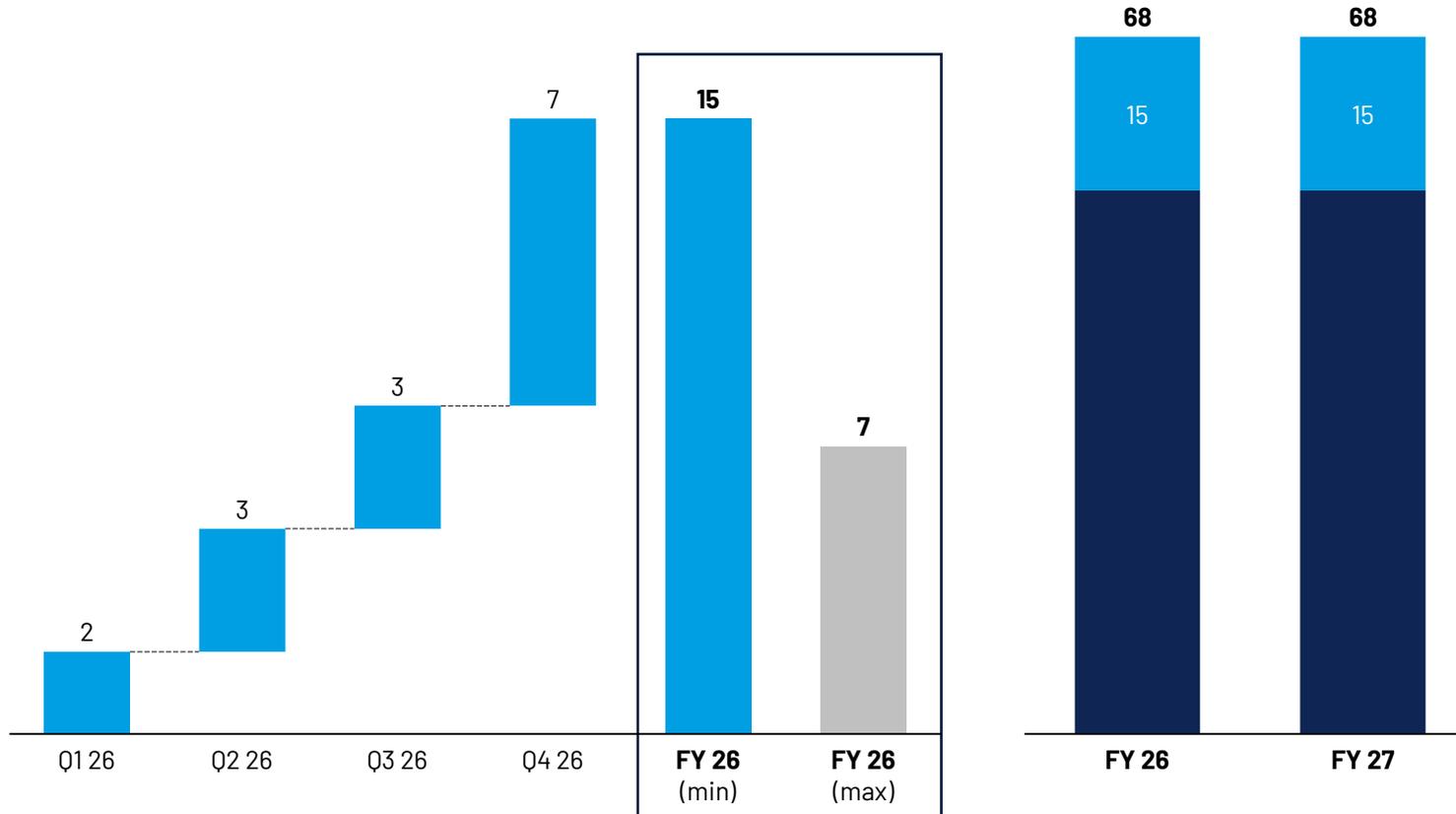


- 1) Based on min period; floor rate applied, if charter rate is index linked. Forward Charter Backlog excluding IFRS adjustments. Forward Charter Backlog as of 23 February 2026 assuming 97.5% utilization
- 2) Projected EBITDA based on Forward Charter Backlog reduced by operating costs of USD 8,510 per 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 17 NBs under construction as fixed vessels and one vessel sold subject to successful handover (in Q2 2026)

OVERVIEW OF UPCOMING CHARTER POSITIONS

NUMBER OF FIXED AND UPCOMING VESSELS¹

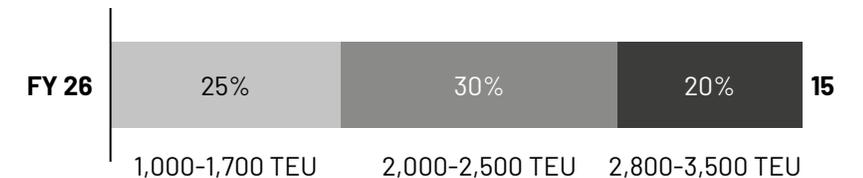
Open vessels Fixed vessels



CURRENT CHARTER MARKET LEVEL¹

TEU	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1,300	~ 19,500	~ 18
1,700	~ 22,250	~ 18
2,000	~ 24,000	~ 18
2,500	~ 26,900	~ 24
2,800	~ 28,800	~ 24
3,500	~ 30,700	~ 24

SIZE DISTRIBUTION OF OPEN VESSELS





STRATEGIC EXECUTION STRENGTHENING OUR POSITION & RESILIENCE

WHAT WE EXECUTED & WHERE WE STAND

PORTFOLIO & FLEET RENEWAL



- » Transformational but disciplined **fleet renewal** (charter-backed newbuilds)
- » **Market opportunities** captured with de-risked CAPEX
- » Modern fleet with **~USD 2bn revenue backlog**
- » **>100 vessel** transactions executed

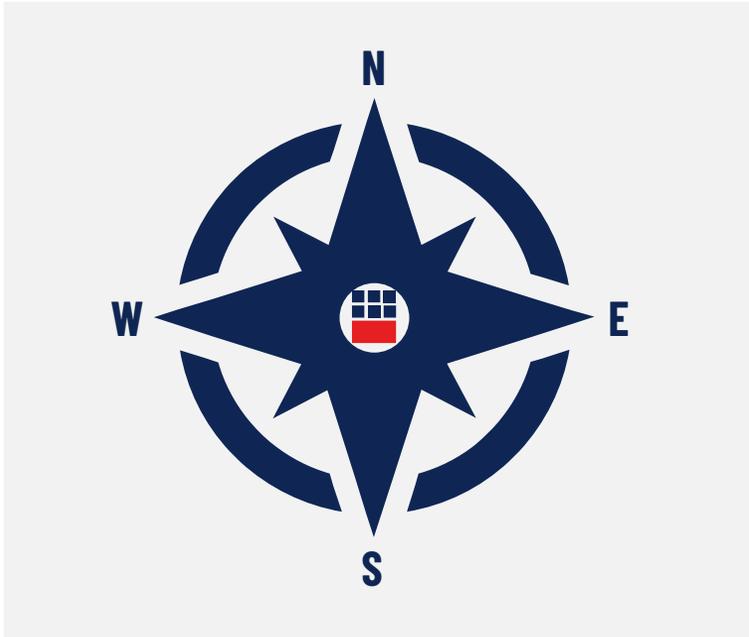
RELIABLE AND STRATEGIC PARTNER



- » **Customers:** Strategic transactions deepened top-tier liner partnerships
- » **Financing Partners:** Funding base broadened further; high flexibility and improved terms
- » **Shareholders:** Continued to reward shareholders with double-digit dividend yield while preserving long-term value capacity
- » **Investment Capacity:** Strong, flexible balance sheet with high investment capacity

2026 AND BEYOND: STRATEGIC EXECUTION STRENGTHENING OUR POSITION AND RESILIENCE

FORWARD FOCUS - WHAT YOU CAN EXPECT



- » Balanced, charter-aligned fleet renewal
- » Selective portfolio optimization
- » Deepened strategic customer partnerships
- » Opportunistic deployment of capital in volatile markets
- » Continued funding diversification and cost discipline
- » Reliable capital stewardship and sustained distributions



FINAL REMARKS

- » **Enhanced charter coverage and strong backlog**
with USD 2.0bn secured, ensuring contract coverage for 2026 of 97%, 58% for 2027 and 35% for 2028
- » **Proactive fleet strategy**
divesting older vessels and renewing the fleet, reinforcing strategic positioning and long-term competitiveness
- » **Shareholder value creation**
combining recurring distributions with attractive growth opportunities, creating long-term value
- » **FY 2026 Financial Guidance**
revenues of USD 450m–460m and EBITDA of USD 240m–260m
- » **Navigating an uncertain market outlook**
MPCC focuses on what we can control – leveraging on market opportunities, fleet transition with a robust balance sheet

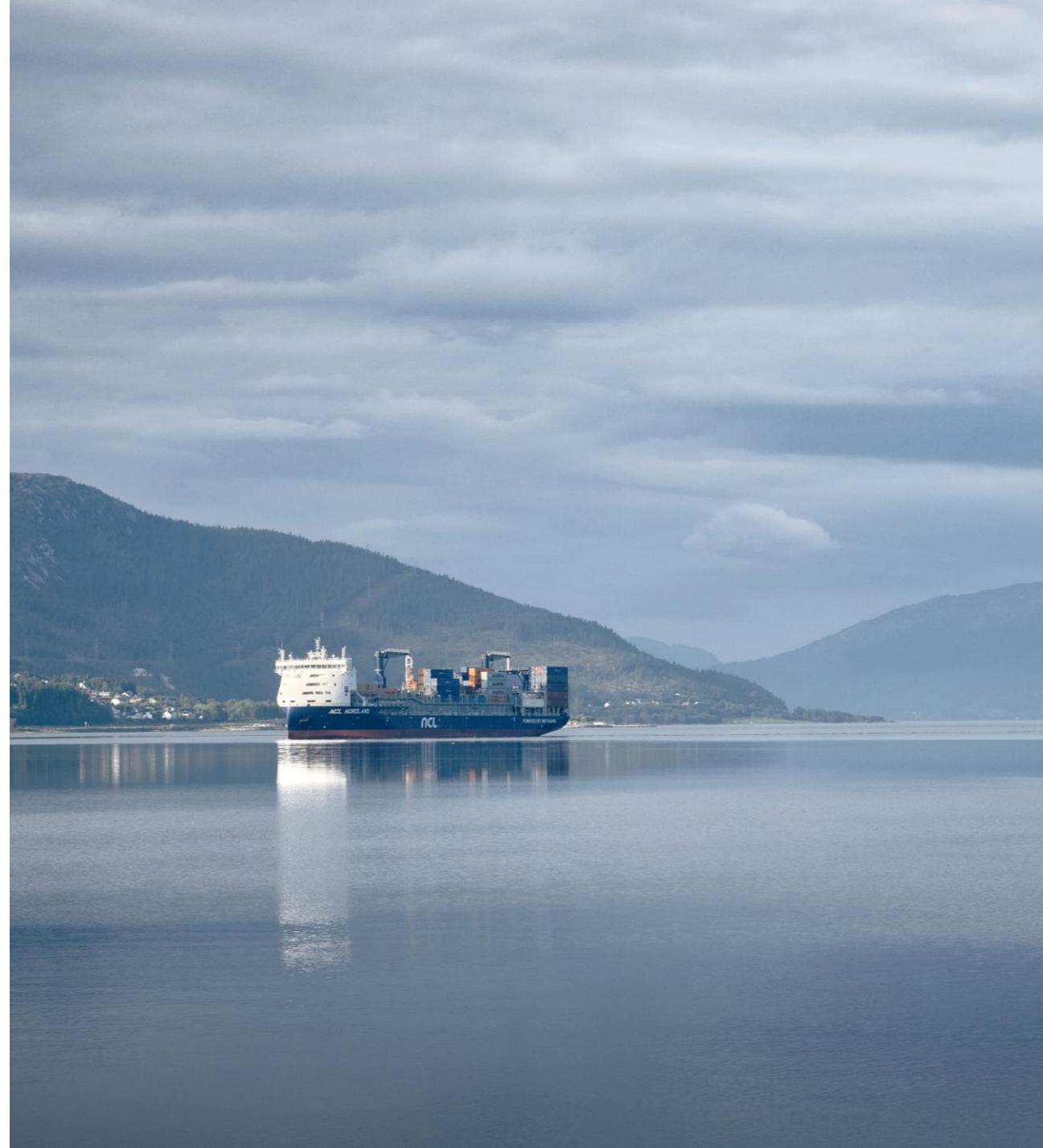




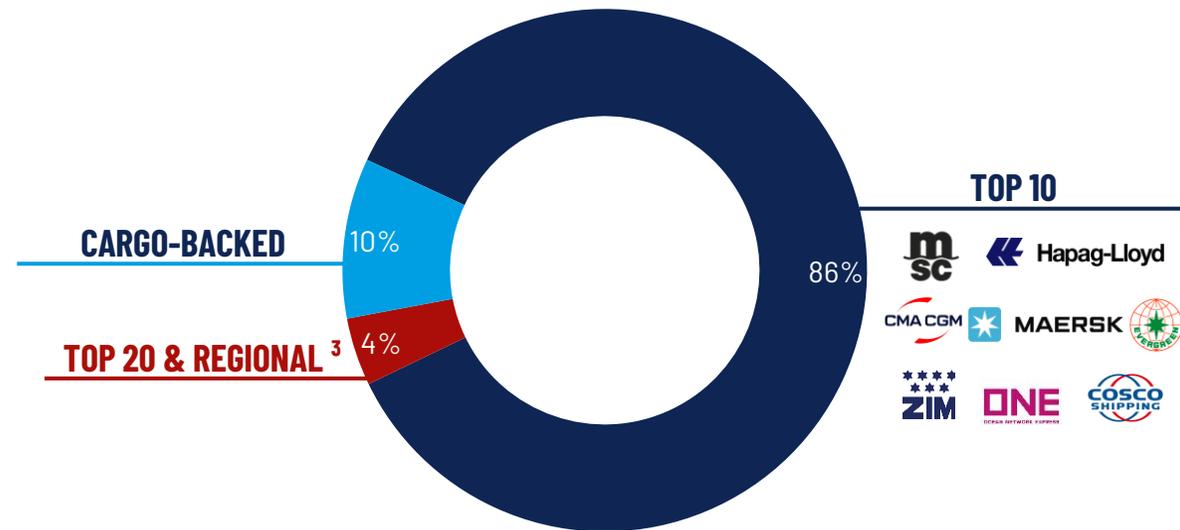
QUESTIONS & ANSWERS

 **MPC**
CONTAINER SHIPS

APPENDIX



CHARTER BACKLOG SECURED IN TOP LINER COUNTERPARTS



- » **96%** of revenue backlog with top 10 liners and cargo-backed
- » **More than 3.6 years** ² average remaining contract duration

1) Ranking based on list of 100 largest container/liner operators by Alphaliner
 2) Based on max period
 3) Splitting in ~3.5% with top 20 Liner counterparts and ~0.5% Regional Liner counterparts

OVERVIEW OF FINANCING FACILITIES

Facility	Type	Pre-delivery	Outstanding 31/12/25	Total capacity	Interest rate	#	Repayment profile	Maturity
Deutsche Bank	Green Term Loan	Yes	USD 52.6m	USD ~54.5m	230bps + SOFR	2	semi-annual 22x 3.33% + 23.34% balloon	Dec. 2037
Société Generale	Green Term Loan	Yes	USD 2.0m	USD 29.3m	210bps + SOFR	1	quarterly 28x USD 0.5m + USD 15.6m balloon	Aug. 2033
KfW-IPEX	Term Loan		USD 46.6m	USD 52.0m	190bps + SOFR	2	semi-annual 6 x 5.4m, 7x 1.8m + 7.1m balloon	Mar. 2032
Development Bank of Japan / Shinsei	Term Loan		USD 13.8m	USD 16.0m	175bps + SOFR	1	quarterly 5x 0.75m, 15x 0.28m + 5.9m balloon	Mar. 2031
CA-CIB	Term Loan	Yes	USD 70.2m	USD ~101.0m	175 - 275bps + SOFR	2	quarterly 3x 5.7m + 4x 3.7m + 4x 1.4m ¹	Jun. 2031
HCOB	RCF		USD 0.0m	USD 130.0m /0.0m	250bps + SOFR	16	commitment will be reduced starting in Mar 2026	Dec. 2030
Deutsche Bank	Term Loan + accordion		USD 42.5m	USD 47.5m + USD 250.0m	200bps + SOFR	2	quarterly 9x 2.4m, 8x 1.7m + 14.5m balloon	Jun. 2030
Nordic HY Bond	Senior unsecured sustainability-linked		USD 200.0m	USD 200.0m	737.5bps	n/a	n/a	Oct. 2029
First Citizen Bank	Term Loan		USD 24.0m	USD 30.0m	195bps + SOFR	2	quarterly 10 x 1.5m + 7.5m balloon	Oct. 2028
BoComm	Sale & Lease back		USD 26.2m	USD 75.0m	260bps + SOFR	8	monthly 19x 0.25m + 21.0m balloon ²	Sep./Oct. 2027

1) subsequent instalments to be agreed by borrower and lender

2) after anticipated adjustment for Purchase Option for one vessel being declared in Q1 2026

CALCULATION OF RECURRING DIVIDEND FOR Q4 2025

USD million	Q4 2025 (unaudited) ¹
Operating revenue	127.0
EBITDA	76.0
Profit for the period	45.9
<i>Adjustment related to CAPEX losses</i>	-1.1
Adjusted profit for the period	47.0
No. of shares outstanding	443.7
Adjusted earnings per share (in USD)	0.11
50% declared as recurring dividend per share (in USD)	0.05
Recurring dividend in USD million	22.2

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

	Q4 2025	Q4 2024	FY 2025	FY 2024
In USD thousands	(unaudited)	(unaudited)	(unaudited)	(audited)
Operating revenues	126,955	129,951	517,803	540,860
Commissions	(2,333)	(3,202)	(11,521)	(14,433)
Vessel voyage expenditures	(9,664)	(5,726)	(27,655)	(19,195)
Vessel operation expenditures	(35,174)	(42,783)	(154,912)	(155,844)
Ship management fees	(2,703)	(2,591)	(10,574)	(9,865)
Share of profit or loss from joint venture	-	13	(2)	(395)
Administrative expenses	(3,769)	(4,438)	(20,120)	(17,732)
Other expenses	(755)	(2,183)	(3,050)	(3,861)
Other income	4,488	3,748	14,519	8,044
Gain(loss) from sale of vessels and other property, plant and equipment	(1,078)	10,552	40,079	21,145
Depreciation	(24,491)	(16,513)	(82,766)	(71,139)
Operating profit	51,476	66,828	261,801	277,585
Finance income	4,852	2,816	13,938	9,422
Finance costs	(9,957)	(7,977)	(38,154)	(20,636)
Profit (loss) before income tax	46,371	61,667	237,585	266,371
Income tax expenses	(441)	67	(214)	323
Profit (loss) for the period	45,930	61,734	237,371	266,694
Attributable to:				
Equity holders of the Company	45,926	61,734	237,170	266,683
Non-controlling interest	4	-	201	11
Basic earnings per share – in USD	0.10	0.14	0.53	0.60
Diluted earnings per share – in USD	0.10	0.14	0.53	0.60

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	Dec 31, 2025 (unaudited)	Dec 31, 2024 (audited)
ASSETS		
Non-current Assets		
Vessels	975,334	1,003,460
Newbuildings	57,774	44,344
Right-of-use asset	-	264
Investments in associate and joint venture	1,232	5,245
Total non-current assets	1,034,340	1,053,313
Current Assets		
Inventories	6,324	7,206
Trade and other receivables	59,398	37,735
Financial instruments at fair value	71,599	1,060
Restricted cash	9,453	6,364
Cash and cash equivalents	345,478	125,696
Total current assets	492,252	178,061
TOTAL ASSETS	1,526,592	1,231,374

in USD thousands	Dec 31, 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	879,974	762,602
Other reserves	(862)	(260)
Non-controlling interest	4,606	4,524
Total equity	934,186	817,620
Non-current liabilities		
Non-current Interest-bearing debt	439,140	299,237
Lease liabilities - long-term	-	79
Other non-current liabilities	2,711	
Total non-current liabilities	441,851	299,316
Current liabilities		
Current interest-bearing debt	64,808	44,037
Trade and other payables	11,107	12,632
Derivative financial instruments - short-term	174	101
Related party payables	109	72
Income tax payable	25	164
Deferred revenues	42,380	29,706
Other liabilities	31,952	27,726
Total current liabilities	150,555	114,438
TOTAL EQUITY AND LIABILITIES	1,526,592	1,231,374

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

in USD thousands	FY 2025 (unaudited)	FY 2024 (audited)
Profit (loss) before income tax	237,585	266,371
Income tax expenses paid	117	-
Net change inventory and trade and other receivables	(20,087)	(13,004)
Net change in trade and other payables and other liabilities	2,445	9,155
Net change other non-current assets and other non-current liabilities	2,711	4,238
Net change in deferred revenues	12,674	(5,524)
Depreciation	82,766	71,139
Share-based payment	(286)	286
Finance costs (net)	24,216	11,214
Share of profit (loss) from joint venture	2	395
(Gain) loss from sale of vessels and fixed assets	(40,079)	(19,331)
Amortization of TC contracts	-	(1,012)
Cash flow from operating activities	302,064	323,927
Proceeds from disposal of vessels	121,399	92,982
Scrubbers, dry dockings and other vessel upgrades	(49,440)	(56,226)
Newbuildings	(89,924)	(122,045)
Capitalized borrowing cost	(2,160)	(2,618)
Acquisition of vessels	-	(227,296)
Acquisition of newbuildings	(3,789)	974
Purchase of short-term investments	(81,568)	-
Sale of short-term investments	10,000	-
Interest received	12,162	5,258
Investment in associate	-	(4,005)
Cash flow from investing activities	(83,320)	(312,976)

in USD thousands	FY 2025 (unaudited)	FY 2024 (audited)
Dividends paid	(119,917)	(204,359)
Addition of non-controlling interest	-	935
Proceeds from debt financing	230,921	263,340
Repayment of long-term debt	(72,705)	(43,975)
Payment of principal of leases	(142)	(185)
Interest paid	(29,190)	(10,090)
Debt issuance costs	(4,854)	(7,082)
Other finance paid	(542)	(397)
Cash from /(to) financial derivatives	(126)	527
Cash flow from financing activities	3,445	(1,286)
Net change in cash and cash equivalents	222,189	9,665
Net foreign exchange difference	682	(189)
Restricted cash, cash & cash equiv. at beginning of the period	132,060	122,584
Restricted cash, cash & cash equiv. at end of the period	354,931	132,060

FLEET EMPLOYMENT OVERVIEW

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

1 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. Charterers declared their option to add 94 days off-hire to the max period

2 Sold, subject to successful handover

3 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments

4 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 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	MPC Current Fixture (USD/day)	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Min / Max
26	AS SOPHIA	1,700 grd	Maersk A/S		21,500										DD ¹					Jul-27 / Nov-27
27	AS NARA	3,500 gls	Maersk A/S		25,150															Jul-27 / Sep-27
28	AS NINA	3,500 gls	Maersk A/S	Retrofit	30,000															Jul-27 / Sep-27
29	AS PENELOPE	2,500 gls	Hapag-Lloyd		26,000															Sep-27 / Dec-27
30	AS SERENA	1,700 grd	Maersk A/S		20,000												DD ¹			Sep-27 / Nov-27
31	AS NORA	3,500 grd	CMA CGM	Retrofit	28,000															Feb-28 / Apr-28
32	AS CALIFORNIA	2,800 gls	Maersk A/S		24,000											23,000 ²				Feb-28 / Apr-28
33	AS CYPRIA	2,800 gls	Hapag-Lloyd		18,500			DD ¹ : 23,000												Feb-28 / Jun-28
34	LIVORNO EXPRESS ³	3,800 grd	Hapag-Lloyd	Eco	33,250									DD ¹						Mar-28 / Jun-28
35	GENOA EXPRESS ³	3,800 grd	Hapag-Lloyd	Eco	33,250			DD ¹												Mar-28 / Jun-28
36	DETROIT EXPRESS ³	3,800 grd	Hapag-Lloyd	Eco	33,250									DD ¹						Mar-28 / Jun-28
37	BARCELONA EXPRESS ³	3,800 grd	Hapag-Lloyd	Eco	33,250			DD ¹												Mar-28 / Jun-28
38	AS CAMELLIA	2,800 gls	Maersk A/S		24,000											23,000 ²				Apr-28 / Aug-28
39	AS COLUMBIA	2,800 gls	Maersk A/S	Retrofit	24,000											DD ¹ : 23,000 ²				Apr-28 / Aug-28
40	AS CARELIA	2,800 gls	Hapag-Lloyd		19,500			DD ¹	23,000											Apr-28 / Aug-28
41	AS SIMONE	1,700 grd eco	Maersk A/S	Eco & Retrofit	20,880 ⁴								17,000							Jun-28 / Nov-28
42	AS SILJE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,828 ⁴										17,000					Jun-28 / Nov-28
43	AS SABINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,828 ⁴										17,000					Jun-28 / Nov-28
44	AS STINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,828 ⁴															Jun-28 / Nov-28
45	AS CHRISTIANA	2,800 grd	Sea Consortium		26,800								Emirates - 27,450							Jul-28 / Oct-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										DD ¹					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)	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	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 ^{1,4}	1,600 gls HC	Top Tier Liner	Eco		Charter rate of USD 16,450 per day														Jun-35 / Aug-35	
56	AS REESE ^{1,4}	1,600 gls HC	Top Tier Liner	Eco		Charter rate of USD 16,450 per day														Sep-35 / Nov-35	
57	AS MATILDE ¹	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day ⁵														Dez-37 / Apr-38	
58	AS MARTINE ¹	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day ⁵														Mar-38 / Jul-38	
59	AS MARLENE ¹	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day ⁵														May-38 / Sep-38	
60	AS MAXINE ¹	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day ⁵														Jun-38 / Oct-38	
61	AS NADINE ¹	3,500 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Jun-38 / Oct-38	
62	AS NAOMIE ¹	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Aug-38 / Dec-38	
63	AS NIKE ¹	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Sept-38 / Jan-39	
64	AS NANCIE ¹	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Nov-38 / Mar-39	
65	AS NICOLE ¹	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Feb-39 / Jun-39	
66	AS NORENE ¹	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day ⁶														Apr-39 / Aug-39	
67	NCL VESTLAND ⁷	1,300 grd	NCL	Dual-Fuel Methanol	17,708			17,266													Nov-39 / Mar-40
68	NCL NORDLAND ⁷	1,300 grd	NCL	Dual-Fuel Methanol	16,905			17,091													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 AS Rose to be renamed ONE Aurora and AS Reese to be renamed ONE Scandinavia after delivery
- 5 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
- 6 The charter includes three options, option 1 for 12 months +/- 45 days at USD 25,000, option 2 for further 12 months +/- 45 days at USD 27,000 as well as option 3 for further 12 months +/- 45 days at USD 29,000
- 7 The charter rates are fixed in Euro with a yearly increase of 1.1% on the 1st of January

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