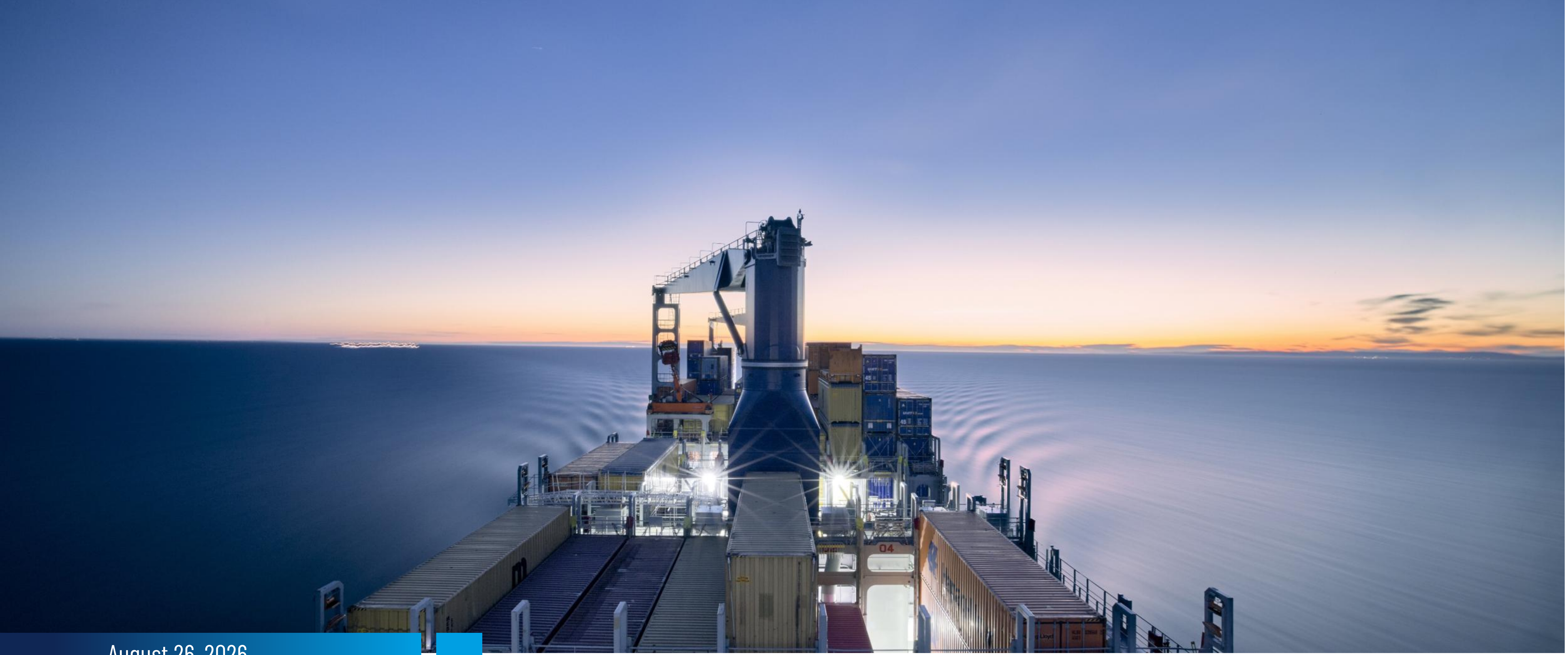


August 26, 2026

Q2 2026 EARNINGS CALL

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

MPC CONTAINER SHIPS

AGENDA

EXECUTIVE SUMMARY

HIGHLIGHTS:

- Continued solid backlog of 99% of open days covered in 2026, 85% in 2027, 60% in 2028 and 39% in 2029
- Acquired four modern 7,000 TEU vessels on three-year charters
- Secured a USD 375 million senior secured term loan to fund the fleet renewal program
- Sold two vessels and successfully handed over three sold vessels, with one additional handover post-quarter

MARKET / SUBSEQUENT EVENTS:

- Successfully completed a private placement, raising USD 107 million
- 7-vessel charter package deal with top-3 liner company on Q1 – Q2 2027 forward positions
- Tight supply and solid demand kept rates firm with near-term tonnage scarce and liners increasingly fixing vessels further forward to secure capacity

USD 116.9m
Q2 2026 OPERATING REVENUES

USD 65.0m
Q2 2026 ADJUSTED EBITDA

USD 0.04
Q2 2026 DIVIDENDS PER SHARE

USD 2.2bn
REVENUE BACKLOG

INCREASING FORWARD FIXTURE AND CONTINUED FLEET RENEWAL

RECENT FIXTURES [1]

#	FIXTURE DATE	TO COUNT FROM	VESSEL	TEU	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1	Jun 26	Apr 27	AS Pamela	2,500 grd	25,800	24 – 27
2	Jun 26	Dec 26	AS Anne	2,200 grd	24,750	30 – 32
3	Jul 26	Jan 27	AS Savanna	1,700 grd	20,850	25 – 28
4	Jul 26	Feb 27	AS Pia	2,500 grd	25,850	22 – 25
5	Jul 26	Mar 27	AS Sabrina	1,700 grd	20,850	26 – 29
6	Jul 26	Mar 27	AS Samanta	1,700 grd	20,850	27 – 30
7	Jul 26	Apr 27	AS Sara	1,700 grd	20,850	30 – 33
8	Jul 26	Apr 27	AS Palina	2,500 grd	25,850	19 – 22
9	Jul 26	May 27	AS Petronia	2,500 grd	25,850	22 – 25

7-vessel package deal

STATUS OF VESSELS SOLD

#	DATE	VESSEL	TEU	BUILT	GROSS PRICE (USD)	HANDOVER	HANDOVER STATUS
1	Jul 25	AS Felicia	1,300 grd	2006	12.3m	Q2	✓
2	Jan 26	AS Clementina	2,800 gls	2006	24.0m	Q2	✓
3	Apr 26	AS Alva	2,000 grd	2008	22.3m	Q2	✓
4	Jun 26	AS Selina	1,700 grd	2012	24.3m	Q4 26 – Q1 27	
5	Jun 26	AS Angelina	2,000 grd	2007	16.8m	Q3	✓

Operations

- Direct-continuation extension of seven vessels with top-3 liner company, commencing 2027, securing ~19–33 months of firm coverage at fixed daily rates
- Acquisition of four 2023-2024 built, 7,000 TEU eco-conventional vessels, on three-year fixed rate charter to a top-5 liner company
- Charters fixed on average ~8 months ahead of expiry, securing employment well before vessels come open

1) For further information please consult the Employment Overview in the Appendix

MPCC TO TAKE OVER 4X 7,000 TEU 2023/2024 VESSELS WITH 3-YEAR CHARTER

DEAL ECONOMICS

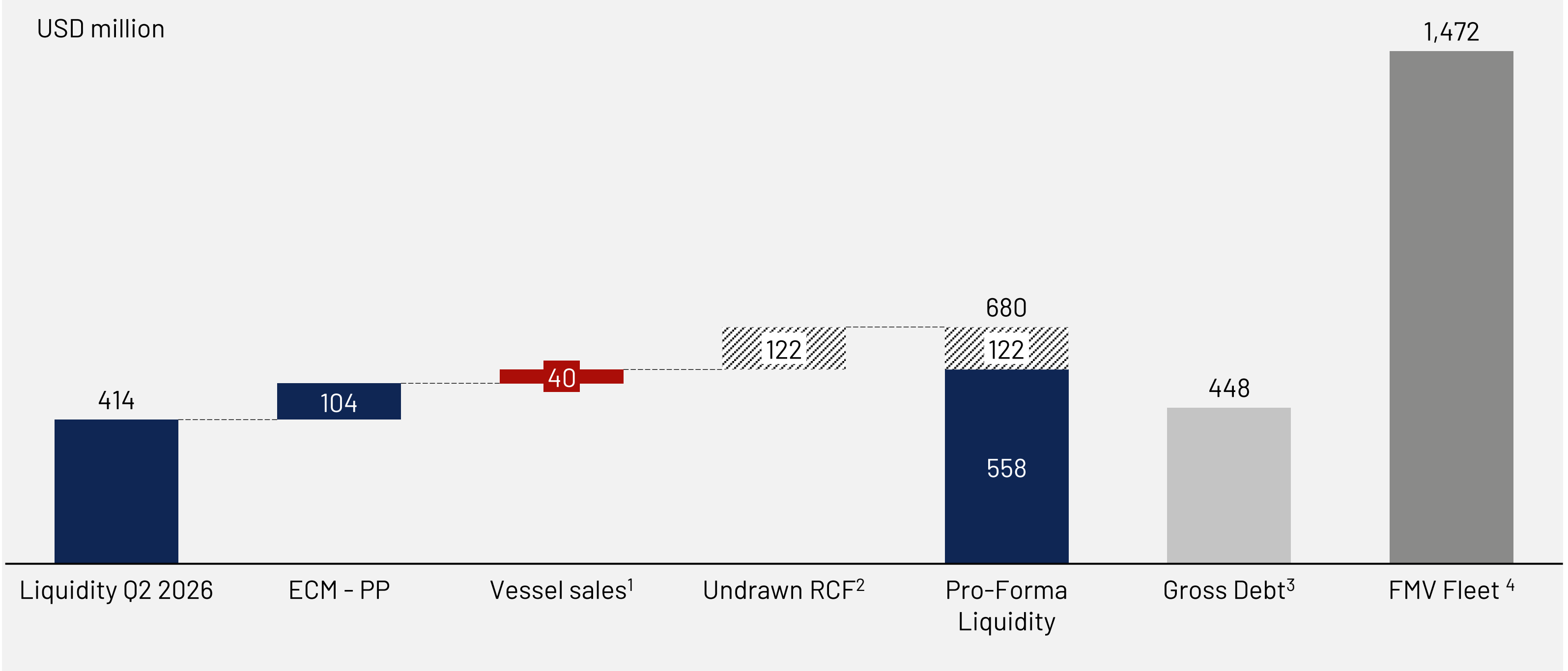
~41% of the price covered by secured EBITDA from initial 3 years charter

WHY THIS TRANSACTION

- Modern tonnage in strong demand as the ageing Panamax fleet retires
- Versatile size deployable across any trade lane and well positioned for structural growth in intra-regional trade
- Significant discount to newbuilding parity after initial time charter, providing significant downside protection
- Supports the ongoing fleet transition towards a younger, more fuel efficient and future-proof fleet

ROBUST CAPITAL STRUCTURE TO SUPPORT FUTURE GROWTH

BALANCE SHEET STRENGTH



LEVERAGE RATIO

28.4%

DEBT-FREE VESSELS [5]

 # 30

FMV OF DEBT-FREE VESSELS

USD ~773m

COMMENTS

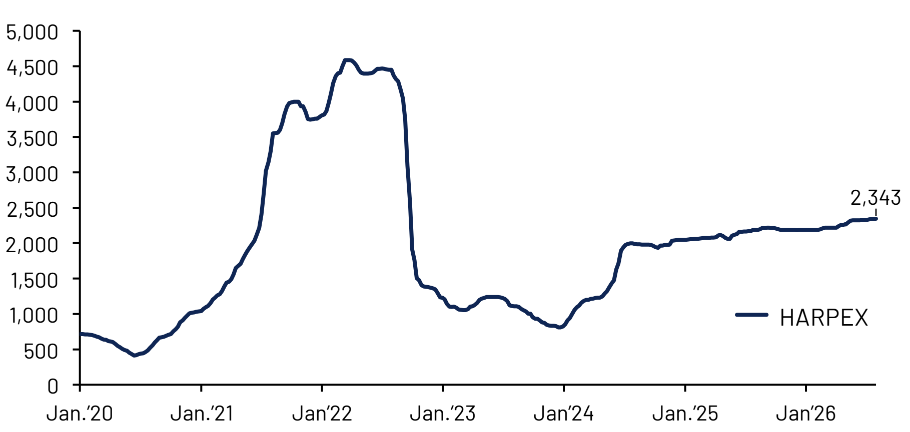
- Completed private placement of 44.37m new shares
- Sale of two vessels for USD 40m
- USD 680m in pro-forma liquidity available (including undrawn RCF capacity[2])
- Acquisition of 4x 7,000 TEU vessels for USD 340m
- Signing USD 375m pre-/post delivery debt facility
- 30 vessels are debt-free[5] with a fair market value of USD ~773m, while total leverage ratio is 28.4%

1) Net sales proceeds of AS ANGELINA and AS SELINA
2) Successfully closed in 01/2026, reducing capacity from USD130m by ~USD4m per quarter
3) Outstanding interest-bearing debt as per 30 June 2026, excl. debt arrangement cost and accruals
4) Fleet Value based on charter-free values from VesselsValue.com dated 7 August 2026, excl. newbuildings, acquisitions and vessels held for sale
5) Includes vessels under current RCF, but excludes newbuildings and vessels held for sale

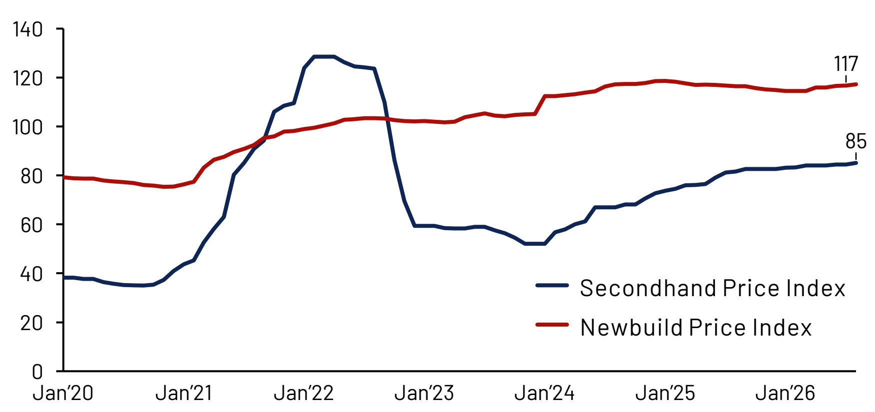
AGENDA

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

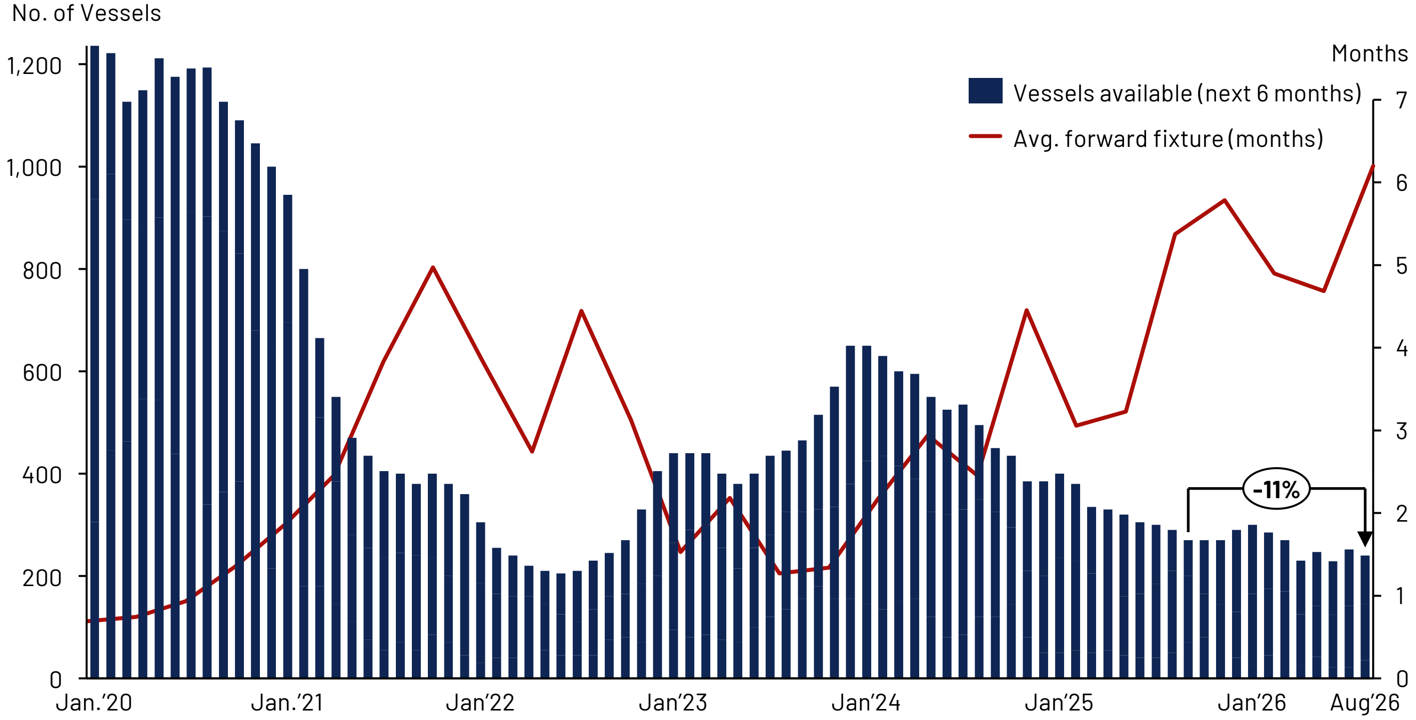
STRONG CHARTER MARKETS…



…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

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

MARKET CONTINUES TO BE SUPPORTED BY SOLID DEMAND AND SUPPLY CONSTRAINTS

NEAR-TERM MARKETS ARE NO LONGER DRIVEN BY SUPPLY-AND-DEMAND FUNDAMENTALS…

DEFINING FORCES

- **Frontloading** of shipments ahead of peak season and to outrun higher US tariffs, which were set to expire
- **Solid demand growth** in 2026 so far reported by carriers with full-year demand expansion projected at 3.5-4%
- **Red Sea diversions** and **Strait of Hormuz closure** keep tonnage locked up on longer routes
- **Port congestion and network disruptions**, particularly across Asia, continued to constrain effective capacity and already exceed, in absolute terms, the levels recorded during the COVID-19 pandemic
- Widening **trade imbalances**, **infrastructure bottlenecks** and structural **capacity absorption**, support continued upward pressure on freight rates

…BUT RATHER BY STRUCTURAL DISTORTIONS

SOLID CONTAINER DEMAND

3.5-4%

TEU demand growth in 2026

LONGER TRADE ROUTES

~12%

Additional TEU-mile demand from Red Sea

RECORD PORT CONGESTION

+17%

Higher port congestion compared to Covid Peak

STRUCTURAL CAPACITY ABSORPTION

5%

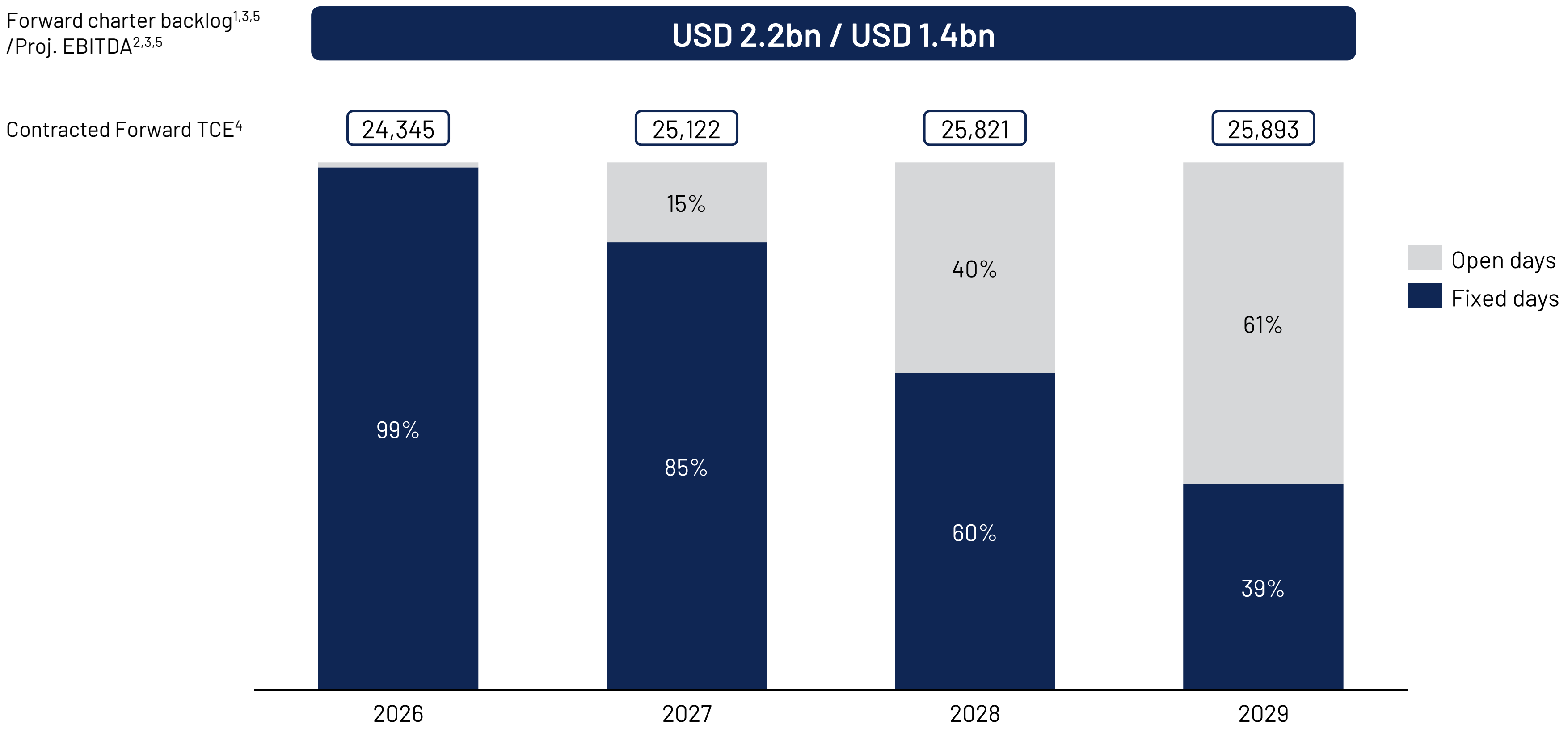
1.7m TEU tied up in delays

Data Sources: Sea-Intelligence, August 2026; Clarksons Research, August 2026

AGENDA

STRONG FORWARD CONTRACT COVERAGE, EXTENDING FURTHER OUT

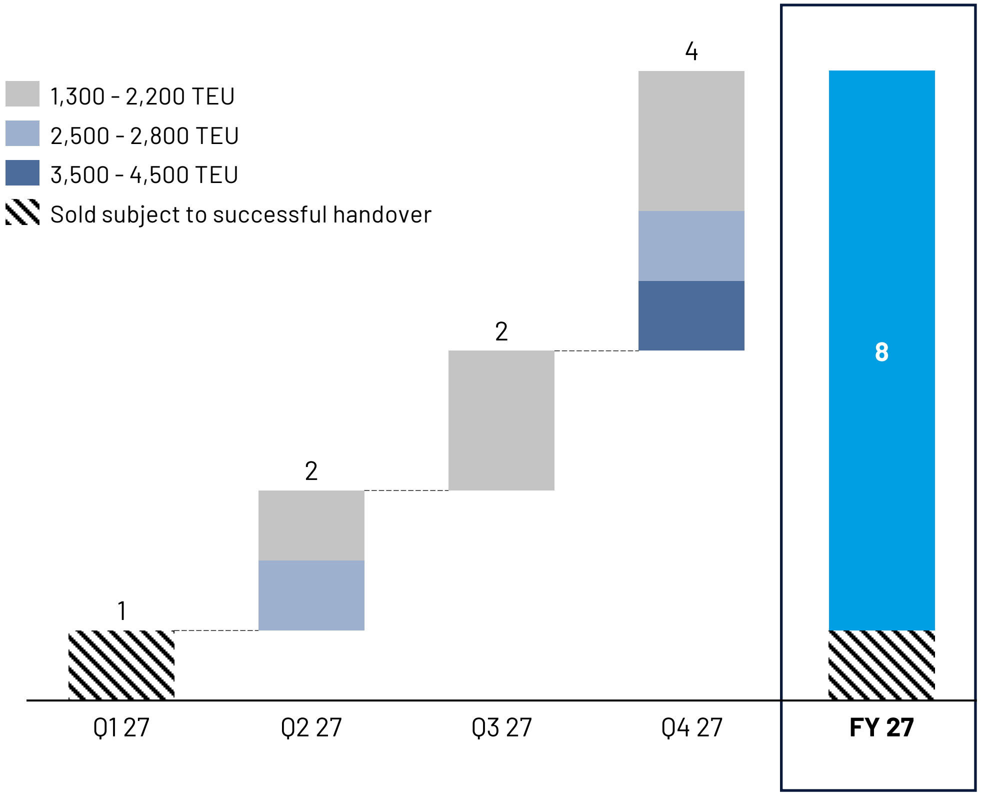
BACKLOG OVERVIEW – AS PER AUG '26

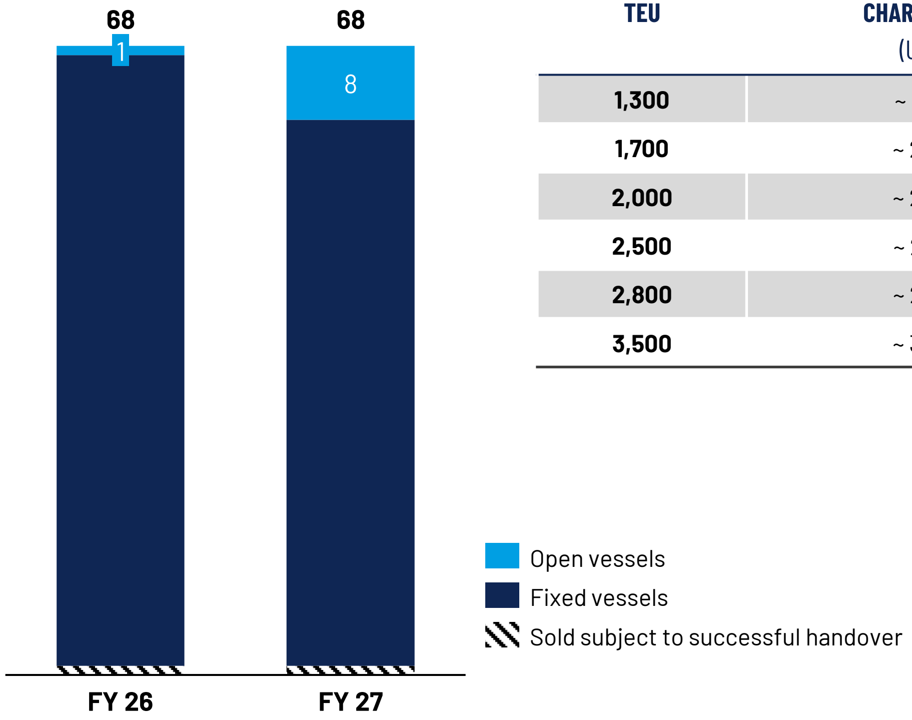


1) Based on min period for term charters and on max. period for index linked charters; floor rate applied, if charter rate is index linked. Forward Charter Backlog excluding IFRS adjustments. Forward Charter Backlog as of 1 August 2026 assuming 97.5% utilization, incl. vessels owned in JV-structures
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)

OVERVIEW OF UPCOMING CHARTER POSITIONS

NUMBER OF FIXED AND UPCOMING VESSELS[1]





CURRENT CHARTER MARKET LEVEL[2]

TEU	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1,300	~ 21,000	~ 18
1,700	~ 25,000	~ 24
2,000	~ 26,000	~ 24
2,500	~ 27,000	~ 24
2,800	~ 29,500	~ 24
3,500	~ 32,000	~ 30

1) Upcoming vessels based on the maximum period. Including one vessel sold subject to successful handover
2) Current TC rates and periods from Harper Petersen (as of August 2026)

A BALANCED APPROACH: INCREASING DURATION AND HARVESTING VALUE

01

NEWBUILDINGS

Invest in newbuildings to increase tail end fleet value

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

02

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

03

RETROFITS

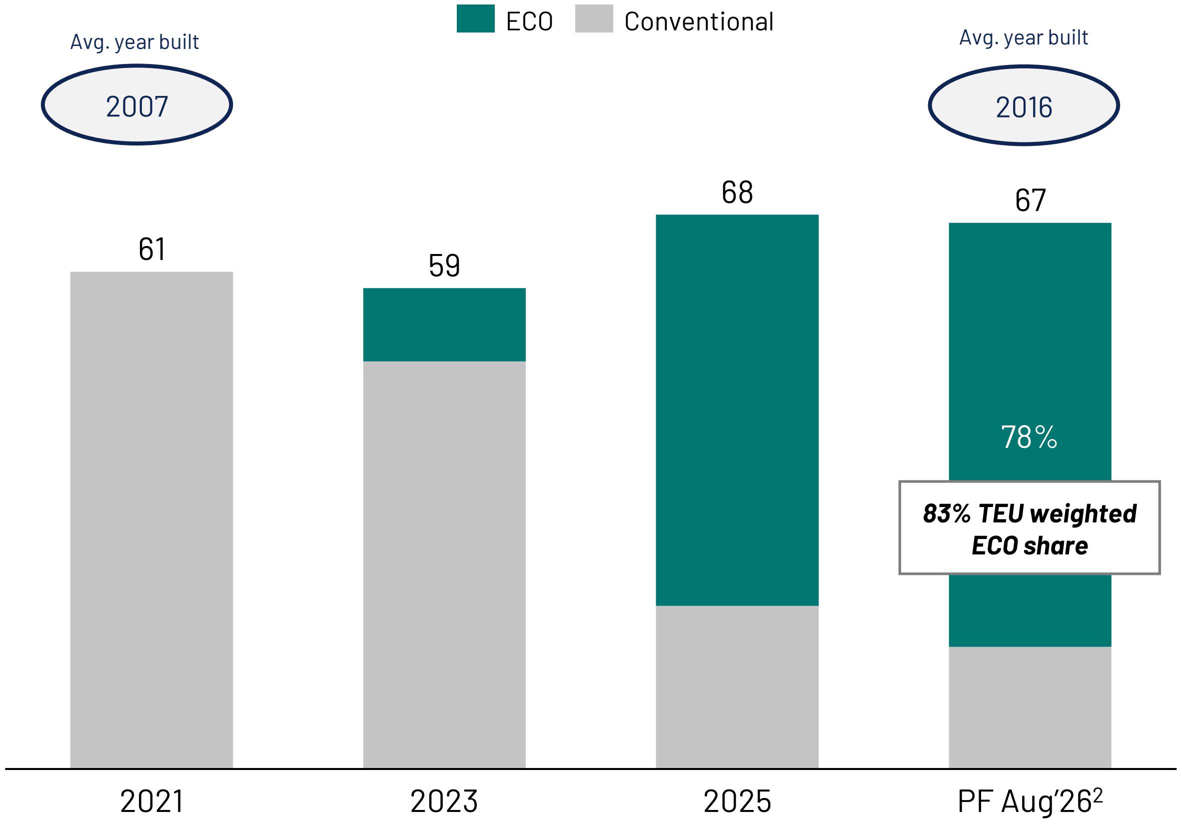
Retrofit second-hand vessels to extend duration

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

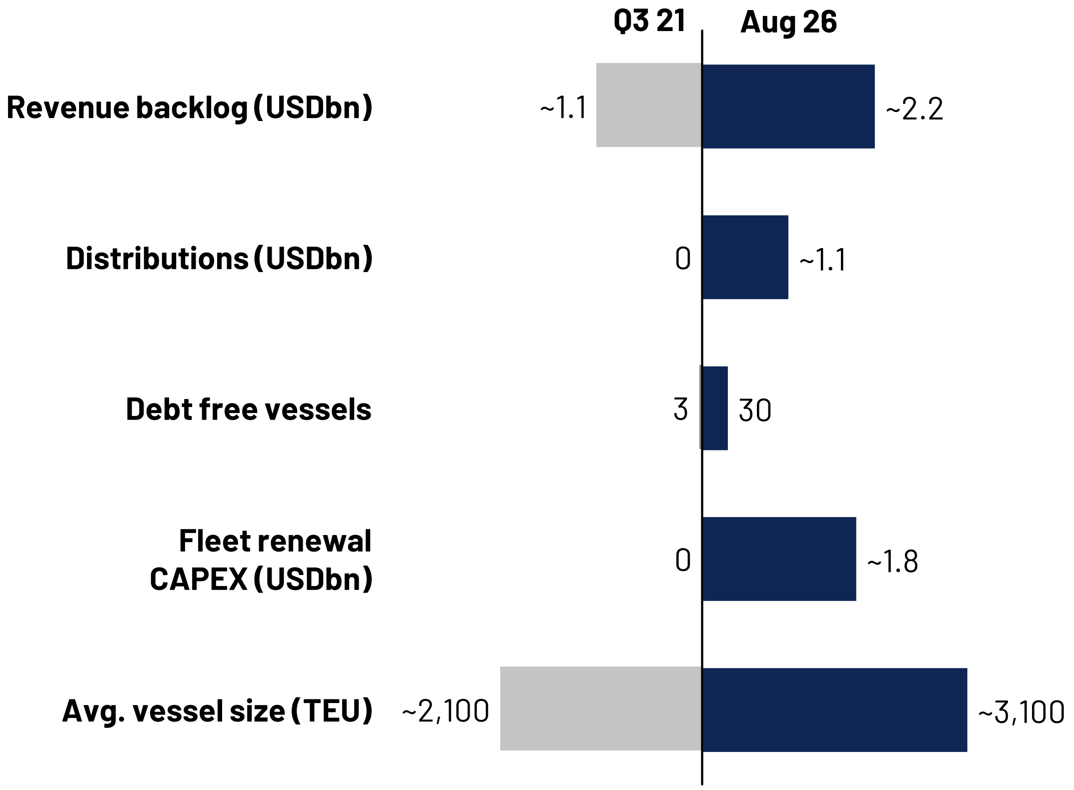
Balanced strategy across cycles: Increased duration and efficiency from newbuildings and retrofits, optionality and opportunistic value creation from second-hand assets.

CONTINOUS PORTFOLIO OPTIMIZATION & INCREASING ECO FLEET COMPOSITION

WELL ADVANCED ECO TRANSITION OF THE MPCC FLEET SINCE 2021[1]



STRATEGIC EXECUTION OF KEY INDICATORS



1) Included for newbuilds under construction.
2) 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.

FINAL REMARKS

- Continued strong backlog, with increased coverage extending further out
- Stronger earnings visibility, supported by increased forward fixing
- Accretive fleet growth and modernization
- Reinforced balance sheet and funding flexibility
- Resiliently positioned in dynamic container market

QUESTIONS & ANSWERS

MPC
CONTAINER SHIPS

APPENDIX

FINANCIAL AND OPERATIONAL PERFORMANCE

PROFIT OR LOSS

		Q2 2026	Q1 2026	Q2 2025
Gross Revenues	USD m	116.9	118.9	137.9
Adj. EBITDA	USD m	65.0	67.1	80.7
Adj. Net Profit	USD m	39.0	39.9	48.6

FINANCIAL KPIs

		Q2 2026	Q1 2026	Q2 2025
Adj. EPS	USD	0.09	0.09	0.11
DPS	USD	0.04	0.04	0.05
Op. Cash Flow	USD m	71.7	69.5	75.3

BALANCE SHEET

		Q2 2026	Q1 2026	Q2 2025
Total assets	USD m	1,537.1	1,506.9	1,451
Net Debt	USD m	22.0	107.7	129.2
Leverage ratio	%	28.4	30.7	32.2

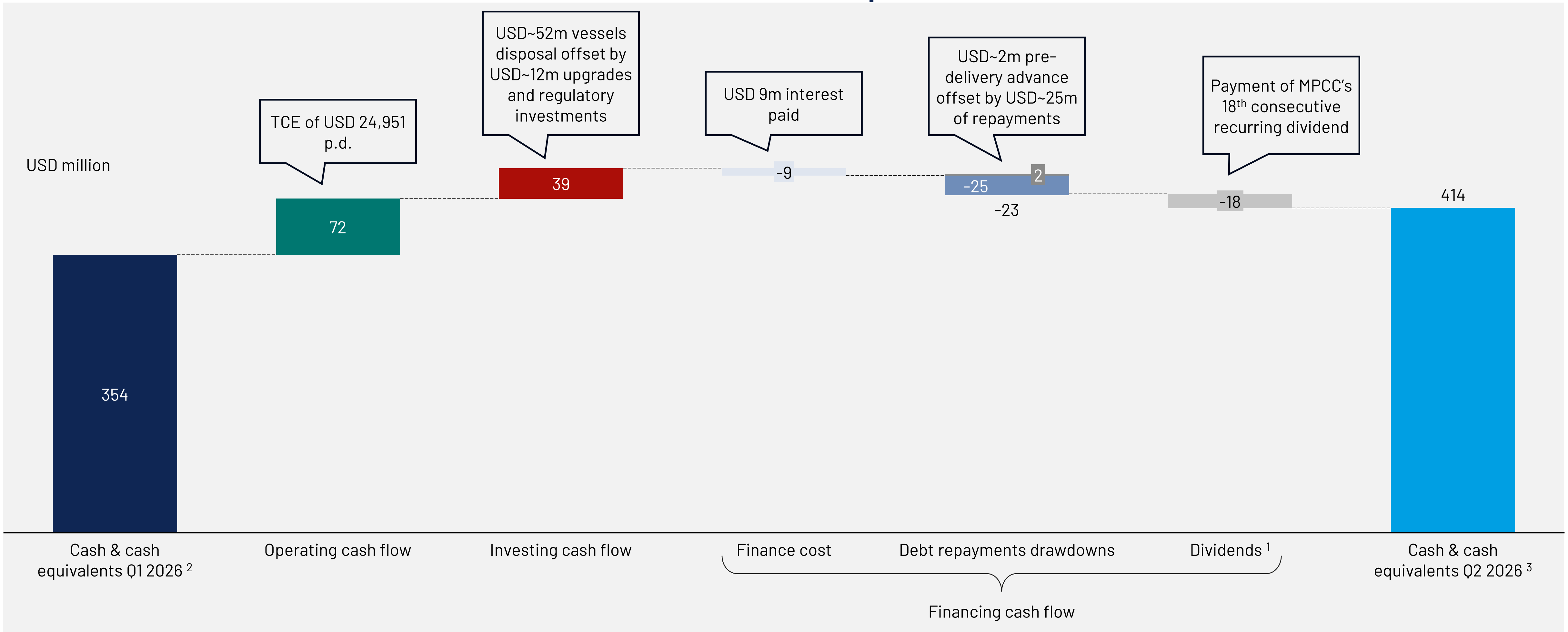
OPERATIONAL KPIs

		Q2 2026	Q1 2026	Q2 2025
Adj. Average OPEX [1]	USD/day	7,649	7,660	7,707
Adj. Average TCE	USD/day	24,951	25,040	26,247
Utilization [2]	%	98.8	99.1	97.6

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

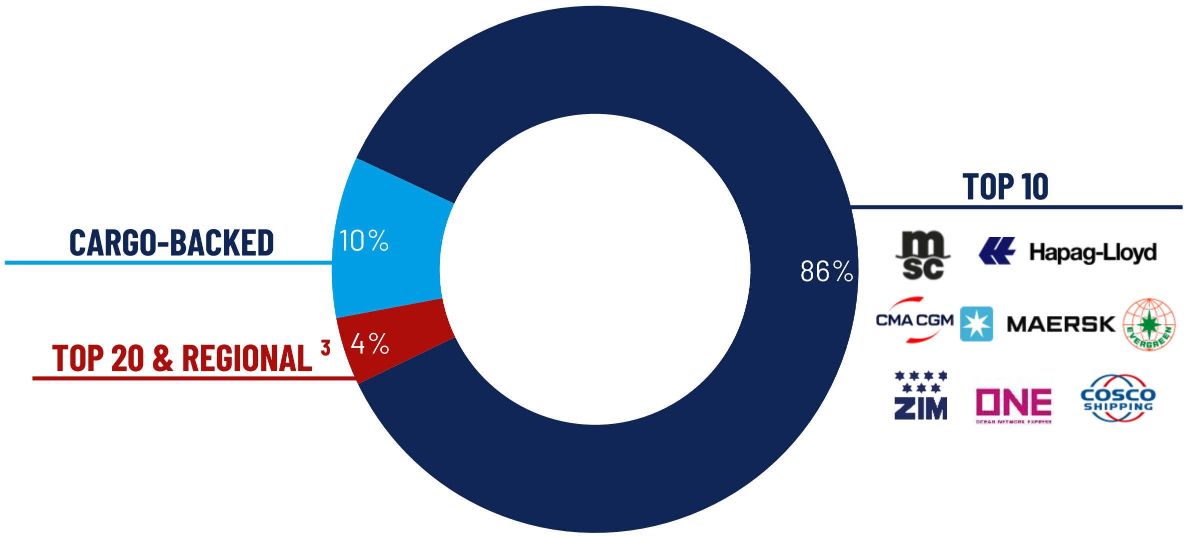
CONTINUED GOOD CASH GENERATION SUPPORTS FLEET RENEWAL AND DIVIDENDS

CASH FLOW BRIDGE FOR Q2 2026



1) Based on dividend declared on May 27, 2026
2) Adjusted for short-term money-market instruments (USD 85m)
3) Adjusted for short-term money-market instruments (USD 100m)

CHARTER BACKLOG SECURED IN TOP LINER COUNTERPARTS



- **96%** of revenue backlog with top 10 liners and cargo-backed
- **~3.5 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

APPENDIX

OVERVIEW OF FINANCING FACILITIES

Facility	Type	Pre-delivery	Outstanding 30/06/26	Total capacity	Interest rate	#	Repayment profile	Maturity
Société Generale - HL	Pre- & Post-delivery finance	Yes	USD 0.0m	USD ~375.0m	150bps + SOFR	10	Quarterly USD 5.2m + USD 166.5m balloon	2038-2039
Deutsche Bank	Green Term Loan	Yes	USD 50.8m	USD ~54.5m	230bps + SOFR	2	semi-annual 20x 3.33% + 23.34% balloon	Dec. 2037
Société Generale	Green Term Loan	Yes	USD 7.8m	USD 29.3m	210bps + SOFR	1	quarterly 28x USD 0.5m + USD 15.6m balloon	Aug. 2033
KfW-IPEX	Term Loan		USD 41.2m	USD 52.0m	190bps + SOFR	2	semi-annual 4 x 5.4m, 7x 1.8m + 7.1m balloon	Mar. 2032
Development Bank of Japan / Shinsei	Term Loan		USD 12.3m	USD 16.0m	175bps + SOFR	1	quarterly 3x 0.75m, 15x 0.28m + 5.9m balloon	Mar. 2031
CA-CIB	Term Loan	Yes	USD 50.8m	USD ~101.0m	175 – 275bps + SOFR	2	quarterly 1x 5.7m + 4x 3.7m[1]	Jun. 2031
HCOB	RCF		USD 0.0m	USD 121.9m /130m	250bps + SOFR	16	commitment will be reduced starting in Mar 2026	Dec. 2030
Deutsche Bank	Term Loan + accordion		USD 37.5m	USD 47.5m + USD 250.0m	200bps [2] + SOFR	2	quarterly 7x 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 Citizens Bank	Term Loan		USD 21.0m	USD 30.0m	195bps + SOFR	2	quarterly 9 x 1.5m + 7.5m balloon	Oct. 2028
BoComm [3]	Sale & Lease back		USD 24.6m	USD 75.0m	260bps + SOFR	5	monthly 14x 0.16m + 13.0m balloon	Sep./Oct. 2027

1) Subsequent instalments to be agreed by borrower and lender
2) 200 -230 bps according to matrix based on charter duration and vessel age
3) Information account for AS ANGELINA & AS SELINA pre-payments

CALCULATION OF RECURRING DIVIDEND FOR Q2 2026

USD million	**Q2 2026** (unaudited)[1]
Operating revenue	116.9
EBITDA	95.4
Profit for the period	**69.4**
Gains from vessel disposals	*-30.4*
Adjusted profit for the period	**39.0**
No. of shares outstanding	443.7
Adjusted earnings per share (in USD)	**0.09**
50% declared as recurring dividend per share (in USD)	**0.04**
Recurring dividend in USD million	19.5[2]

1) Unaudited results for Q2 2026, subject to potential changes and adjustments
2) Based upon number of shares at the payment date

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

in USD THOUSANDS	Q2 2026 (unaudited)	Q2 2025 (unaudited)	H1 2026 (unaudited)	H1 2025 (unaudited)
Operating revenues	116,906	137,876	235,837	264,958
Commissions	(2,450)	(3,205)	(4,941)	(6,196)
Vessel voyage expenditures	(6,428)	(5,221)	(11,703)	(11,563)
Vessel operation expenditures	(36,723)	(41,820)	(72,648)	(80,152)
Ship management fees	(2,244)	(2,609)	(4,767)	(5,200)
Share of profit or loss from joint venture	-	-	-	(2)
Administrative expenses	(3,908)	(6,354)	(9,438)	(11,325)
Other expenses	(695)	(461)	(1,375)	(1,364)
Other income	548	2,465	2,215	6,107
Gain (loss) from sale of vessels and other property, plant and equipment	30,439	26,685	30,271	29,867
Depreciation	(22,684)	(21,227)	(45,255)	(35,209)
Operating profit	**72,761**	**86,129**	**118,196**	**149,921**
Finance income	3,485	2,435	6,677	4,327
Finance costs	(7,175)	(10,349)	(15,013)	(16,495)
Profit (loss) before income tax	**69,071**	**78,215**	**109,860**	**137,753**
Income tax expenses	368	(112)	337	91
Profit (loss) for the period	**69,439**	**78,103**	**110,197**	**137,844**
Attributable to:				
Equity holders of the Company	69,416	78,037	110,206	137,699
Non-controlling interest	23	66	-9	145
Basic earnings per share – in USD	**0.16**	**0.18**	**0.25**	**0.31**
Diluted earnings per share – in USD	**0.16**	**0.18**	**0.25**	**0.31**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

In USD thousands	June 30, 2026 (unaudited)	December 31, 2025 (audited)
Assets		
Non-current Assets		
Vessels	917,840	975,334
Newbuildings	118,137	57,774
Investments in associate and joint venture	9,917	1,232
Total non-current assets	1,045,894	1,034,340
Current Assets		
Inventories	7,603	6,324
Trade and other current assets	61,317	59,398
Other current financial assets	100,763	71,599
Restricted cash	8,681	9,453
Cash and cash equivalents	305,371	345,478
Vessel held for sale	7,441	-
Total current assets	491,176	492,252
Total assets	**1,537,070**	**1,526,592**

In USD thousands	June 30, 2026 (unaudited)	December 31, 2025 (audited)
Equity and Liabilities		
Equity		
Share capital	48,589	48,589
Share premium	1,879	1,879
Other paid-in capital	-	-
Retained earnings	950,321	879,974
Other reserves	(537)	(862)
Non-controlling interest	626	4,606
Total equity	1,000,878	934,186
Non-current liabilities		
Non-current Interest-bearing debt	385,596	439,140
Other non-current liabilities	2,647	2,711
Total non-current liabilities	388,243	441,851
Current liabilities		
Current interest-bearing debt	51,193	64,808
Trade and other payables	12,549	11,107
Derivative financial instruments	514	174
Related party payables	352	109
Income tax payable	50	25
Deferred revenues	50,461	42,380
Other liabilities	32,830	31,952
Total current liabilities	147,949	150,555
Total liabilities	**536,192**	**592,406**
Total equity and liabilities	**1,537,070**	**1,526,592**

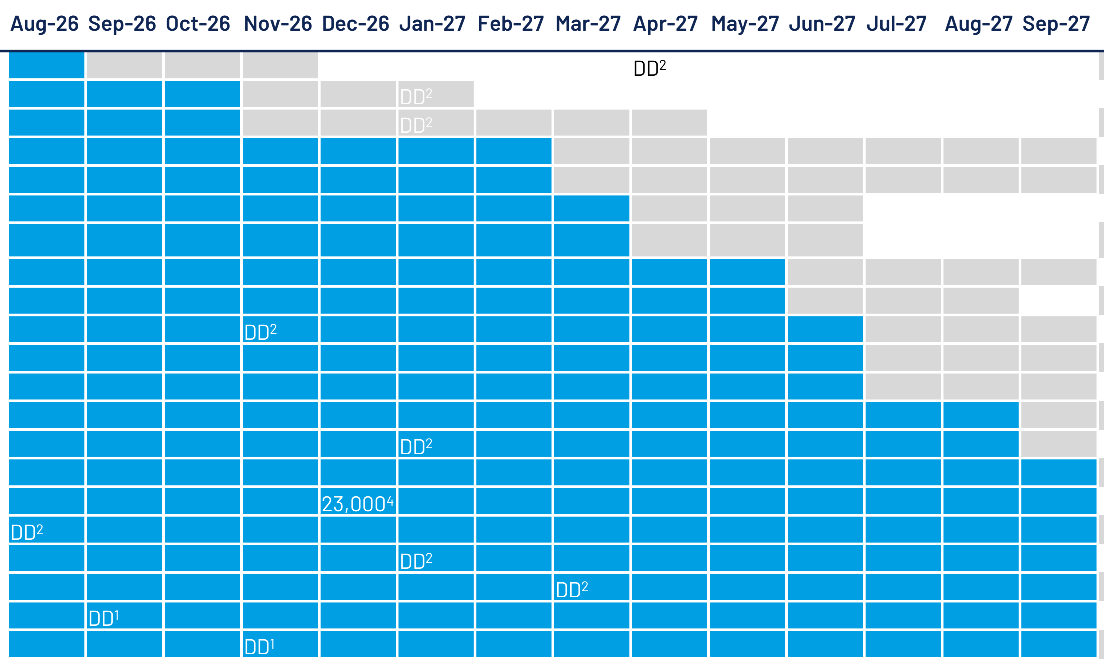
CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

In USD thousands	H1 2026 (unaudited)	H1 2025 (unaudited)
Profit (loss) before income tax	109,860	137,754
Income tax expenses paid	0	-
Net change inventory and trade and other receivables	(2,874)	(10,866)
Net change in trade and other payables and other liabilities	2,875	(740)
Net change other non-current assets and other non-current liabilities	(64)	663
Net change in deferred revenues	8,081	9,696
Depreciation	45,255	35,209
Share-based payment	0	(286)
Finance costs (net)	8,337	12,167
Share of profit (loss) from joint venture	0	2
(Gain) loss from disposals of vessels and fixed assets	(30,271)	(29,868)
Cash flow from operating activities	141,199	153,731

In USD thousands	H1 2026 (unaudited)	H1 2025 (unaudited)
Proceeds from disposal of vessels and fixed asset components	52,057	89,590
Dry dockings and other vessel upgrades	(17,311)	(31,297)
Newbuildings installments	(74,071)	(41,591)
Capitalized borrowing cost	(3,393)	(668)
Acquisition of vessels and other assets	-	187
Sale of newbuild venture	8,565	-
Purchase of short-term investments	(100,000)	-
Sale of short-term investments	70,500	-
Interest received	6,660	4,283
Investment in associate	(100)	-
Cash flow from investing activities	(57,093)	20,504
Dividends paid	(40,056)	(75,548)
Addition of non-controlling interest	(3,774)	-
Proceeds from debt financing	5,850	181,461
Repayment of long-term debt	(73,568)	(38,082)
Payment of principal of leases	-	(91)
Interest paid	(12,858)	(12,890)
Debt issuance costs	-	(2,232)
Other finance paid	-	(356)
Cash from (to) financial derivatives	-	(245)
Cash flow from financing activities	(124,406)	52,017
Net change in cash and cash equivalents	(40,300)	226,252
Net translation differences on foreign cash	(579)	228
Restricted cash, cash and cash equivalents at the beginning of the period	354,931	132,060
Restricted cash, cash and cash equivalents at the end of the period	314,052	358,540

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Min / Max
1	AS SICILIA	1,700 grd	MSC		17,000	Sep-26 / Nov-26
2	AS SELINA[1]	1,700 grd	Maersk A/S		24,327[3]	Nov-26 / Jan-27
3	AS CAROLINA[6]	2,800 gls	ZISS		41,000	Nov-26 / Apr-27
4	AS CASPRIA[6]	2,800 gls	ZISS		40,700	Mar-27 / Dec-27
5	AS SUSANNA[6]	1,700 grd	ONE		18,000	Mar-27 / Jan-28
6	AS FREYA	1,300 grd	King Ocean		16,250	Apr-27 / Jul-27
7	AS SVENJA	1,700 grd	CMA CGM	Retrofit	22,000	Apr-27 / Jun-27
8	AS NURIA[5]	3,500 gls	Maersk A/S	Retrofit	25,150	Jun-27 / Aug-28
9	SEVILLIA	1,700 grd	CMA CGM		21,000	Jun-27 / Aug-27
10	AS SOPHIA	1,700 grd	Maersk A/S		21,500	Jul-27 / Nov-27
11	AS NARA[5]	3,500 gls	Maersk A/S		25,150	Jul-27 / Sep-28
12	AS NINA[6]	3,500 gls	Maersk A/S	Retrofit	30,000	Jul-27 / Nov-27
13	AS PENELOPE[6]	2,500 gls	Hapag-Lloyd		26,000	Sep-27 / Apr-28
14	AS SERENA	1,700 grd	Maersk A/S		20,000	Sep-27 / Nov-27
15	AS NORA	3,500 grd	CMA CGM	Retrofit	28,000	Feb-28 / Apr-28
16	AS CALIFORNIA	2,800 gls	Maersk A/S		24,000	Feb-28 / Apr-28
17	AS CYPRIA	2,800 gls	Hapag-Lloyd		23,000	Feb-28 / Jun-28
18	LIVORNO EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	33,250	Mar-28 / Jun-28
19	GENOA EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	33,250	Mar-28 / Jun-28
20	DETROIT EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	33,250	Mar-28 / Jun-28
21	BARCELONA EXPRESS[3]	3,800 grd	Hapag-Lloyd	Eco	33,250	Mar-28 / Jun-28



Min. period Max. period

1) Sold, subject to successful handover
2) Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
3) 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
4) Index-linked charter rate with a floor of USD 12,850 and a ceiling of USD 23,000
5) The charter includes an option for the charterer to extend the charter for an additional 12 months at USD 17,500. Max. period stated assumes exercise of the option.
6) Max. period stated includes charterers optionality to extend current charter by adding cumulative off-hire days.

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Min / Max
22	AS CAMELLIA	2,800 gls	Maersk A/S		24,000			23,000[2]												Apr-28 / Aug-28
23	AS COLUMBIA	2,800 gls	Maersk A/S	Retrofit	24,000		DD[1]; 23,000[2]													Apr-28 / Aug-28
24	AS CARELIA	2,800 gls	Hapag-Lloyd		19,500		DD[1]													Apr-28 / Aug-28
25	AS CARLOTTA	2,800 grd	Maersk A/S		28,500	DD[1]														Jun-28 / Aug-28
26	AS SIMONE	1,700 grd eco	Maersk A/S	Eco & Retrofit	20,764[4]		17,000													Jun-28 / Nov-28
27	AS SILJE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,708[4]				17,000											Jun-28 / Nov-28
28	AS SABINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,708[4]				17,000											Jun-28 / Nov-28
29	AS STINE	1,700 grd eco	Maersk A/S	Eco & Retrofit	21,708[4]						17,000									Jun-28 / Nov-28
30	AS CHRISTIANA	2,800 grd	Sea Consortium		26,800	Emirates – 27,450														Jul-28 / Oct-28
31	STADT DRESDEN	2,800 gls	Hapag-Lloyd		19,500		20,000													Jul-28 / Nov-28
32	AS PATRIA	2,500 grd	KMTC		15,500[5]			COSCO – 26,500												Oct-28 / Jan-29
33	AS PALINA	2,500 HR grd	Maersk A/S	Retrofit	17,000[7]									25,850						Nov-28 / Feb-29
34	AS CLAUDIA	2,800 gls	Hapag-Lloyd		19,500					DD[1]										Nov-28 / Mar-29
35	AS PIA	2,500 grd	Maersk A/S	Retrofit	16,000[6]							25,850								Dec-28 / Mar-29
36	AS SAVANNA	1,700 grd	Maersk A/S	Retrofit	24,327[8]						20,850									Mar-29 / May-29
37	AS PETRONIA	2,500 HR grd	Maersk A/S	Retrofit	17,000[7]										25,850					Mar-29 / Jun-29
38	AS CONSTANTINA	2,800 gls	COSCO		26,500				26,500											Mar-29 / Jun-29
39	AS EMILIE [9]	7,000 gls	Top Tier Liner	Eco					44,300											Apr-29 / Jul-29
40	AS PAMELA	2,500 grd	EMC		26,500									25,800						Apr-29 / Jun-29
41	AS SABRINA	1,700 grd	Maersk A/S	Retrofit	24,287[8]								20,850							May-29 / Aug-29
42	AS ANNE	2,200 grd eco	OOCL	Eco	25,500					24,750										Jun-29 / Aug-29
43	AS SAMANTA	1,700 grd	Maersk A/S	Retrofit	24,327[8]								20,850							Jul-29 / Sep-29
44	AS ELISE [9]	7,000 gls	Top Tier Liner	Eco					44,300											May-29 / Oct-29
45	AS EVE [9]	7,000 gls	Top Tier Liner	Eco					44,300											May-29 / Oct-29
46	AS ESTELLE [9]	7,000 gls	Top Tier Liner	Eco					44,300											Aug-29 / Nov-29
47	AS SARA	1,700 grd	Maersk A/S	Retrofit	24,287[8]									20,850						Oct-29 / Dec-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
5) 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
6) 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
7) Index-linked scheme 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
9) Vessels are scheduled to be taken over during November 2026

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-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	**45,000[2]**											21,565				Jun-31 / Jul-31
53	COLORADO	5,500 gls	ZISS	Eco	**45,000[2]**												21,565			Jul-31 / Sep-31
54	DP WORLD SOUTHAMPTON	1,300 gls	Unifeeder	Dual-Fuel Methanol	**17,750**															Aug-33 / Aug-33
55	AS ROSE[1,3]	1,600 gls HC	Top Tier Liner	Eco		Charter rate of USD 16,450 per day														Jun-35 / Aug-35
56	AS REESE[1,3]	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[4]														Dec-37 / Apr-38
58	AS MARTINE[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														Mar-38 / Jul-38
59	AS MARLENE[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														May-38 / Sep-38
60	AS MAXINE[1]	4,500 gls	Top Tier Liner	Eco		Charter rate of USD 27,000 per day[4]														Jun-38 / Oct-38
61	AS NADINE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Jun-38 / Oct-38
62	AS NAOMIE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Aug-38 / Dec-38
63	AS NIKE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Sep-38 / Jan-39
64	AS NANCIE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Nov-38 / Mar-39
65	AS NICOLE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Feb-39 / Jun-39
66	AS NORENE[1]	3,700 gls	Top Tier Liner	Eco		Charter rate of USD 22,950 per day[5]														Apr-39 / Aug-39
67	NCL VESTLAND	1,300 grd	NCL	Dual-Fuel Methanol	**17,078[6]**									17,266						Nov-39 / Mar-40
68	NCL NORDLAND	1,300 grd	NCL	Dual-Fuel Methanol	**16,905[6]**									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) AS Rose to be renamed ONE Aurora and AS Reese to be renamed ONE Scandinavia 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
5) 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
6) The charter rates are fixed in Euro with a yearly increase of 1.1% on the 1st of January