



February 25, 2025

Q4 2024 EARNINGS CALL

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



AGENDA

01 HIGHLIGHTS

02 MARKET UPDATE

03 COMPANY OUTLOOK



EXECUTIVE SUMMARY

Q4 AND FY2024 HIGHLIGHTS:

- » Strong financial and operational performance leading to Q4 adj. EBITDA of USD 72m and full year adj. EBITDA of USD 325m
- » Solid backlog, with coverage for 92% of open days in 2025 and 64% in 2026
- » Quarterly dividend of USD 0.09 per share for Q4 2024, bringing the total dividend for the year to USD 0.42
- » Continued fleet renewal strategy and increased focus on leveraging green financing solutions
- » Balance sheet remains robust, with leverage ratio of 28% and 39 debt-free vessels

FOR 2025:

- » Continue the ongoing fleet renewal and retrofit program, capitalize on the favorable market and continue to build strong partnerships
- » FY 2025 financial guidance for revenues of USD 515m-530m and EBITDA of USD 290m – 310m

USD 541m
2024 OPERATING REVENUES

USD 325m
2024 ADJUSTED EBITDA

USD 0.42
2024 DIVIDENDS PER SHARE

USD 1.1bn
BACKLOG

FINANCIAL AND OPERATIONAL PERFORMANCE



PROFIT OR LOSS

		Q4 2024	Q4 2023	FY 2024	FY 2023
Gross Revenues	USD m	130.0	152.8	540.9	711.3
Adj. EBITDA	USD m	72.3	101.5	325.1	428.5
Adj. Net Profit	USD m	50.7	78.5	243.1	336.7



FINANCIAL KPIs

		Q4 2024	Q4 2023	FY 2024	FY 2023
Adj. EPS	USD	0.11	0.18	0.55	0.76
DPS	USD	0.09	0.13	0.42	0.64
Op. Cash Flow	USD m	76.9	96.8	323.9	484.6



BALANCE SHEET

		Q4 2024	Q4 2023	FY 2024	FY 2023
Total assets	USD m	1,231	955	1,231	955
Net Debt (net cash)	USD m	211	4	211	4
Leverage ratio	%	27.9	13.3	27.9	13.3



OPERATIONAL KPIs

		Q4 2024	Q4 2023	FY 2024	FY 2023
Adj. Average OPEX¹	USD/day	7,666	6,941	7,247	6,887
Adj. Average TCE	USD/day	25,190	27,405	26,441	28,816
Utilization²	%	97.4	98.2	97.8	98.1

CONTINUOUS STRONG CHARTER MARKET & FLEET RENEWAL IN EXECUTION

OPERATIONAL HIGHLIGHTS IN Q4 2024 & YTD 2025

CHARTERING

- » Strong charter market with very healthy rates and long period durations
- » Ongoing discussions on forward positions & only 9 open vessels remaining for 2025

#	DATE	VESSEL	TEU	CHARTERER	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1	Dec 24	AS FREYA	1200 grd	King Ocean	16,250	26 – 28
2	Dec 24	AS FLORIANA	1300 gls	CFS	17,650	12 – 14
3	Feb 25	AS ANITA	2000 gls	COSCO	23,600	24 – 26
4	Feb 25	AS ALEXANDRIA	2000 gls	MSC	23,500	24 – 26

OPERATIONS & PROJECTS

- » Takeover of 4x 3,800 TEU Eco vessels concluded during Q4 2024
- » Successful handover of AS Fenja and AS Paola in Q1 2025
- » First 1,300 TEU dual-fuel Methanol Newbuilding delivered in Q1 2025



SIGNIFICANT PART OF THE FLEET IS ECO DESIGN OR TO BE RETROFITTED



3x Dual-Fuel Methanol Vessels

2x currently under construction with deliveries in 2025 and 2026



11x ECO Vessels

Vessels optimized for lower speeds and fuel consumption



29x Vessels in Retrofit Program¹

Re-optimization by adding new equipment or changes to the hull and propeller to improve efficiency

USD ~600m Investment Program for Fleet Renewal

¹ Includes 15 vessels on which a Retrofit of Bulbous Bow and/or Pre-Swirl Device and/or New Propeller and/or Boss Cap Fin have been conducted. Out of 15 vessels, 4 vessels are also Eco Designs. On further 9 vessels small measures have been conducted, like Silicon Paint. On 5 five vessels, of which 4 belong to the ECO category further future retrofits are planned

DEBT FINANCING AND CAPITAL ALLOCATION

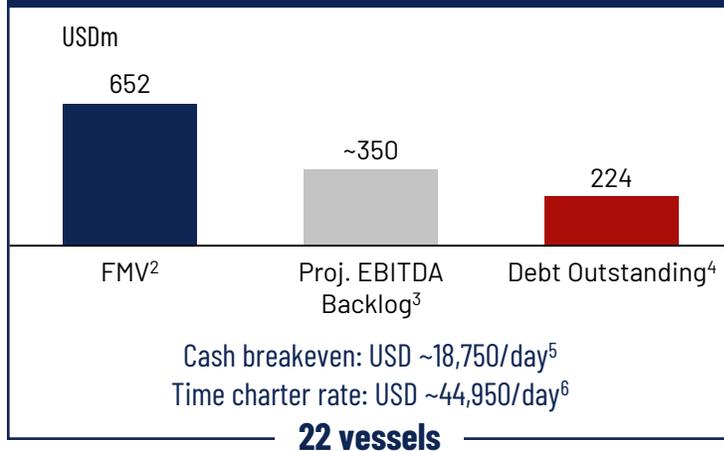
- » Total interest-bearing debt of USD 349 million:
 - » of which the five-year senior unsecured sustainability-linked bond is the largest position
 - » issuance of first ECA covered green loan in connection with the delivery of MPCC's 1,300 TEU dual-fuel newbuildings
 - » no maturities until Q3 2027
- » 39 debt-free vessels in the fleet, the leverage ratio remains low at 28%



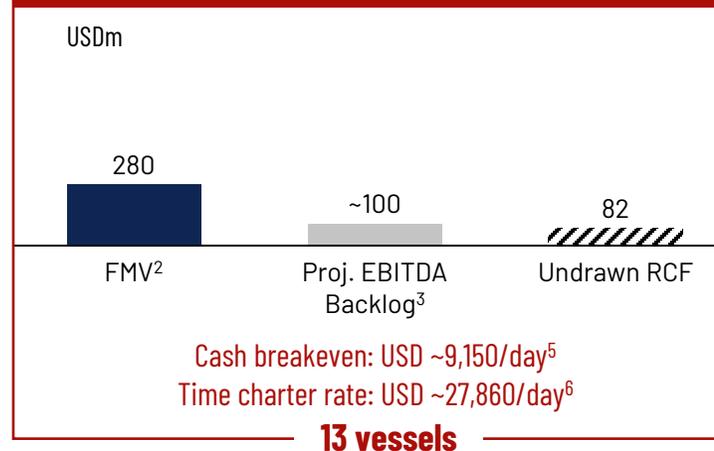
UNSECURED SUSTAINABILITY-LINKED BOND



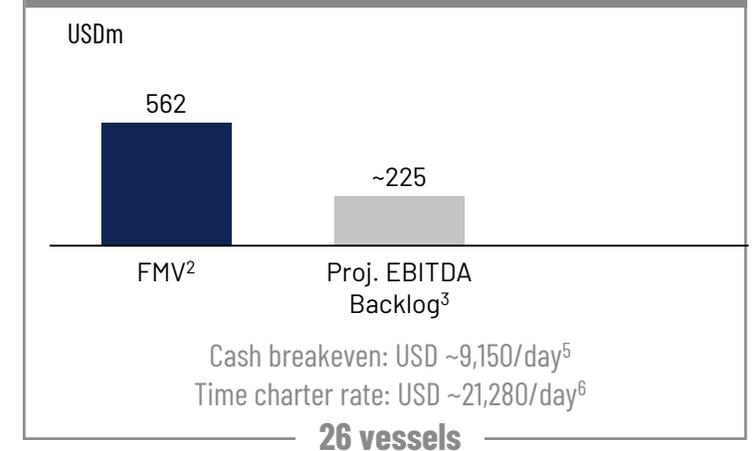
ENCUMBERED VESSELS



DEBT-FREE ENCUMBERED VESSELS



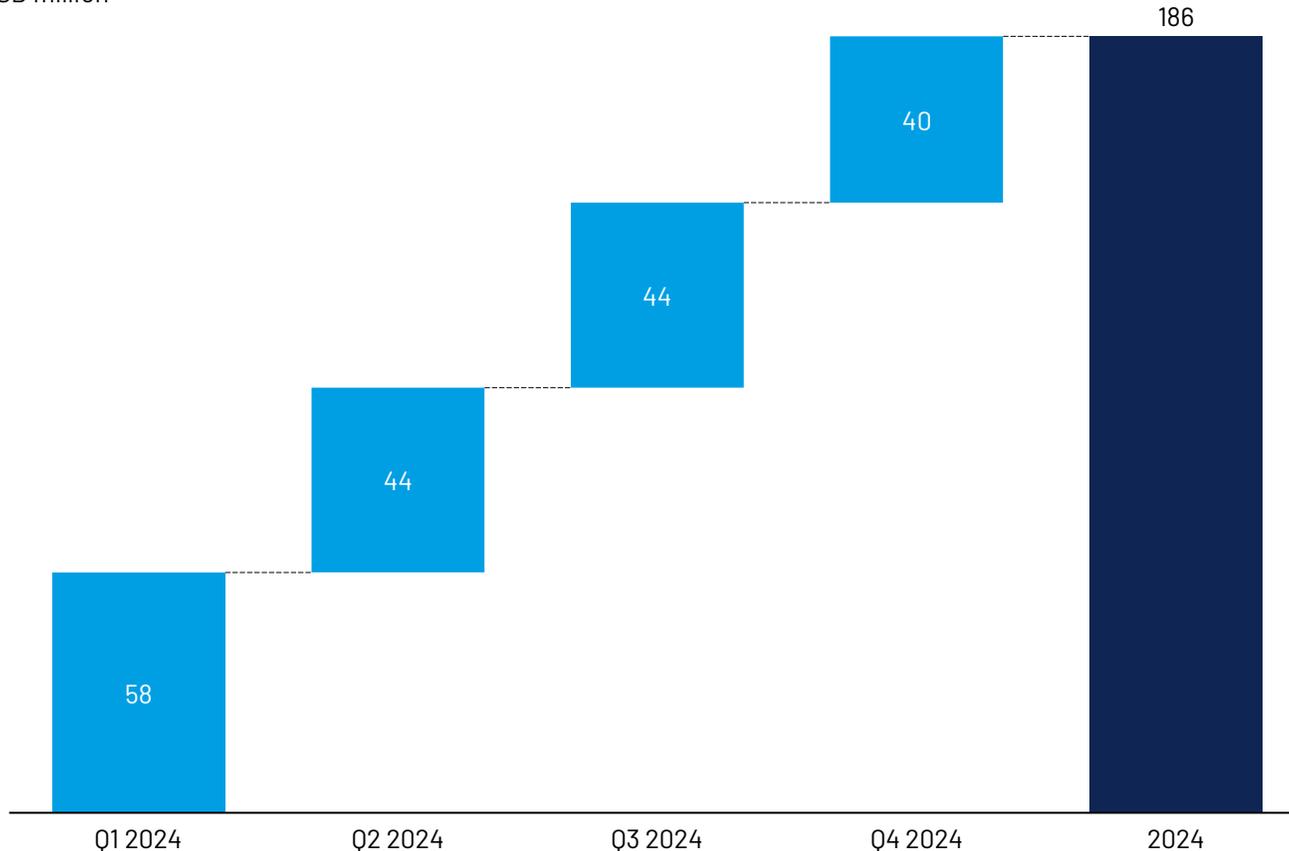
DEBT-FREE VESSELS



COMMITTED TO SHAREHOLDER RETURNS

DIVIDEND DISTRIBUTIONS FY 2024

USD million



POLICY

Regular distributions of 75% of Net Profits after considering CAPEX and working capital requirements, including liquidity reserves, and non-recurring items.

13 Consecutive quarterly dividends

36% Dividend yield 2024¹

USD 977m Total dividend

~120% of market capitalization (total dividend)²

NOK 22.35 Total dividend per share³

¹ Dividend yield 2024 calculated as dividends paid out in 2024 divided by opening share price on Jan 2, 2024, of NOK 13.50/share.

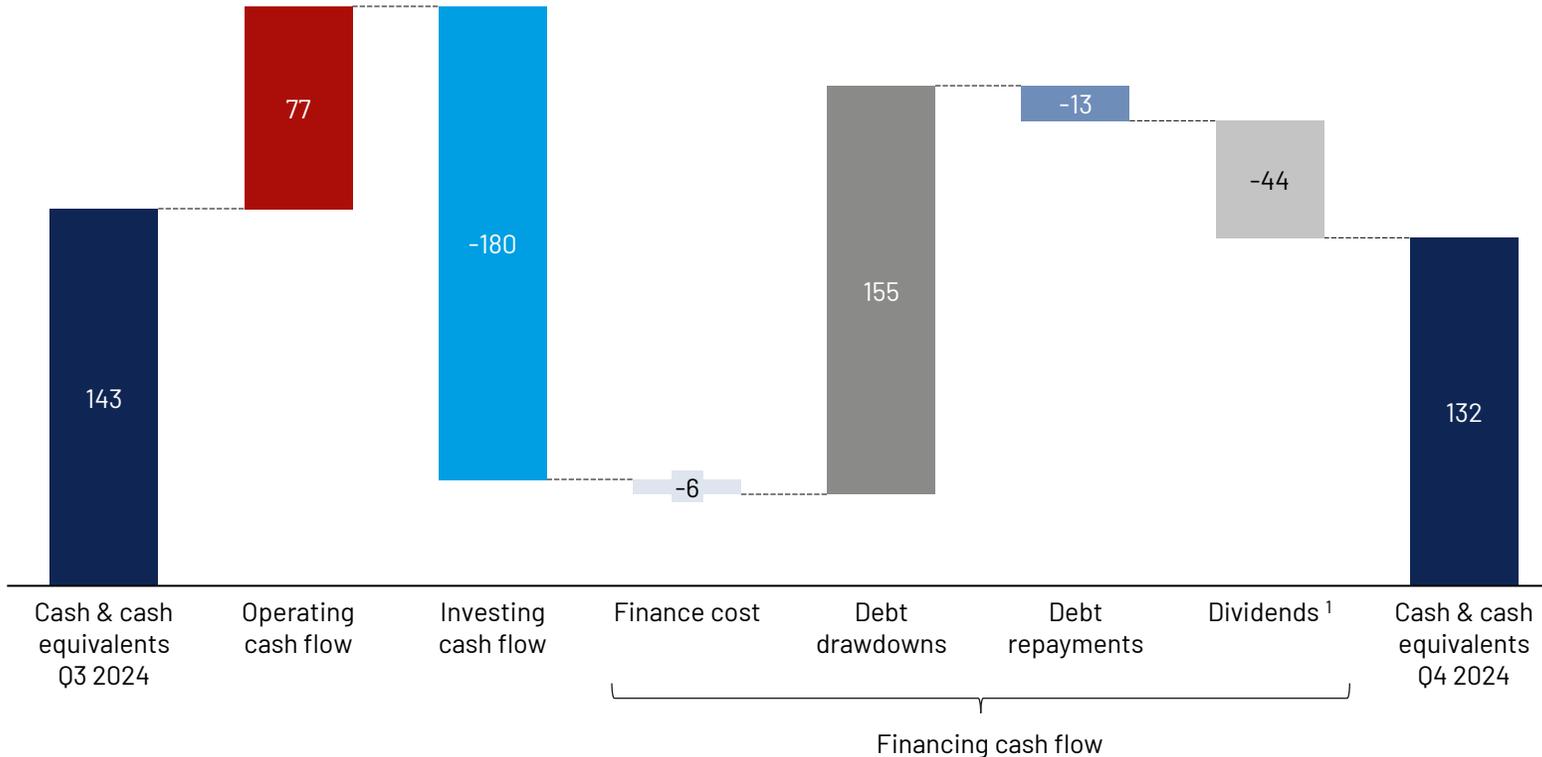
² Based on MPCC closing share price as of Feb 24, 2025, of NOK 18.425/share and USD/NOK 11.1

³ DPS of USD 0.09 to be paid on Mar 27, 2025, estimated to NOK 1.00 per share based on FX rate of 11.1

CONTINUED GOOD CASH GENERATION SUPPORTS FLEET RENEWAL AND DIVIDEND STRATEGY

CASH FLOW BRIDGE FOR Q4 2024

USD million



- » Continuing to invest in our fleet renewal, with investing cashflow mainly comprising of the investments in 4x 3,800 TEUs vessels, in addition to class renewals, vessel upgrades and regulatory investments
- » Financing cash flow driven by bond issue of USD 125m and utilization of new term loan of USD 30m

AGENDA

01 HIGHLIGHTS

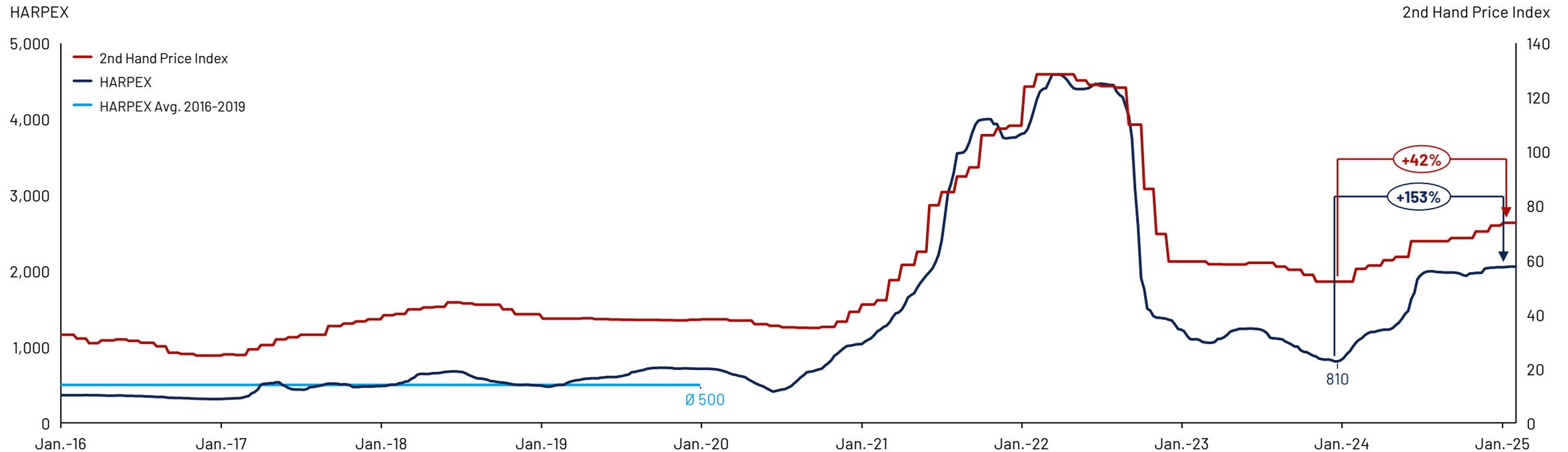
02 MARKET UPDATE

03 COMPANY OUTLOOK



STRONG SECONDHAND DEMAND AND EVEN STRONGER CHARTER RATES

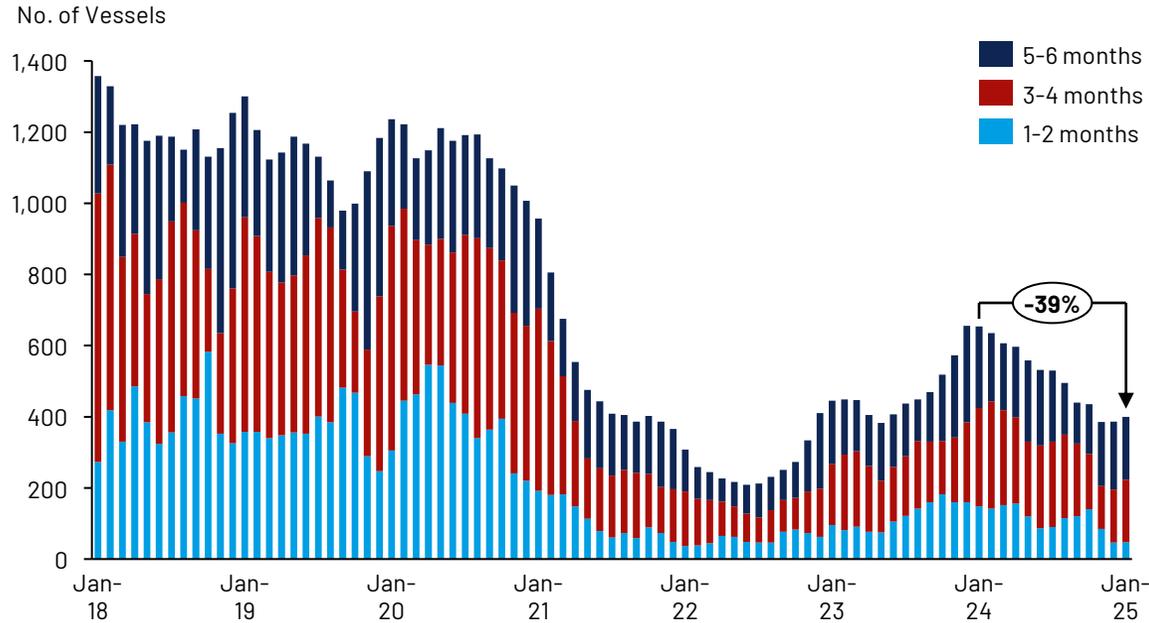
SECONDHAND PRICES AND TIME-CHARTER RATES



- » The timecharter market plateaued in Q4 2024, with strong charter rates due to low vessel availability and positive sentiment.
- » Secondhand sales recorded the third strongest year on record, with a total of 291 vessels and 1.0m TEU sold throughout the year. Despite a seasonal slowdown, there is continued buying interest, particularly from Chinese buyers focused on older feeder vessels and younger "eco" tonnage. The market also faces a tight supply of charter-free tonnage, especially for the first half of 2025.
- » In 2024, the newbuild market saw a boost in orders, with 3.7m TEU ordered from June to November. December remained strong with 14 vessels (256k TEU) ordered. The total for the year reached 380 vessels and 4.4m TEU, making it the second-best year for newbuilds.

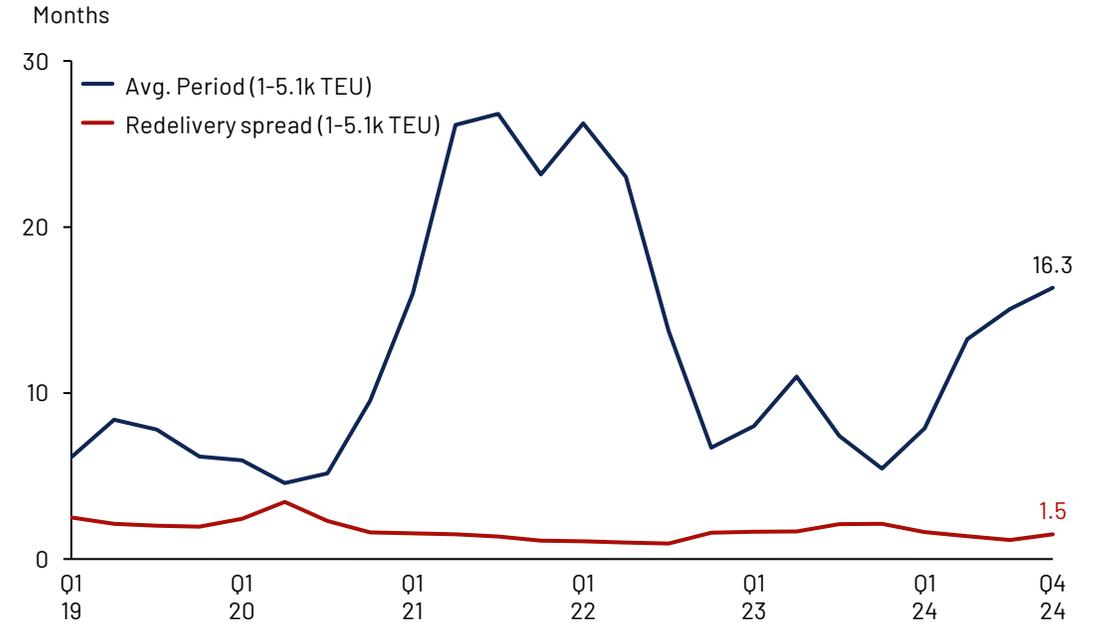
CHARTER MARKETS HOLD STEADY IN Q4 AMID GROWING UNCERTAINTIES

FORWARD AVAILABILITY DROPPED SIGNIFICANTLY DURING 2024



- » The substantial drawdown of open positions has helped charter rates to remain healthy. Even after the election of US president Trump, charterers tried to secure vessels well in advance. As a result, forward fixing increased in Q4 2024.

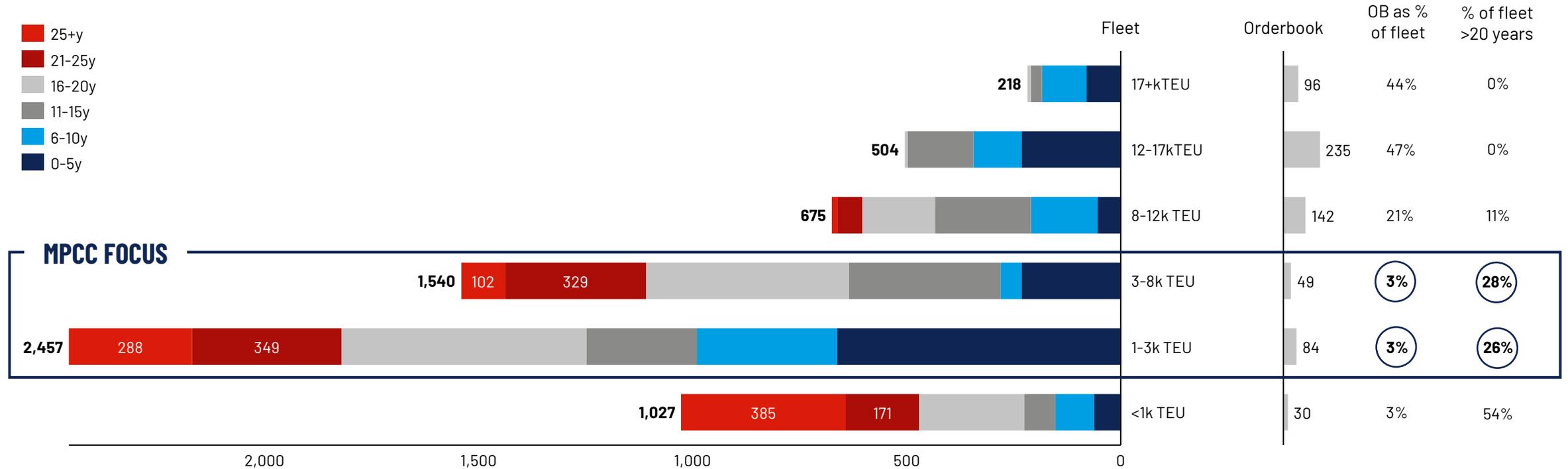
CHARTER PERIODS ROSE IN Q4



- » The average duration of fixtures for vessels below 5.1k TEU increased to an average of 16.3 months. This is a year-over-year increase of 200%. However, due to the low availability of units the market was relatively thin.
- » The non-operating owners' fleet can still be deemed fully employed based on the very low count of idle vessels.

AGEING FLEET AND LOW ORDERBOOK IN MPCC SEGMENT

AGE STRUCTURE OF FLEET AND ORDERBOOK BY NUMBER OF VESSELS



- » In the segments from 1,000 TEU to 8,000 TEU, an orderbook of 133 vessels is facing an ageing fleet of **1,068 units, which are already older than 20 years.**
- » The orderbook-to-fleet ratios in the segments from 1,000 TEU to 8,000 TEU are relatively low and the share of the fleet that is older than 20 years is relatively high at the same time and thus offers **considerable potential for fleet modernization**

2025 MARKET OUTLOOK

KEY TOPIC	DESCRIPTION
Red Sea	<ul style="list-style-type: none"> » A potential return to the Red Sea could reduce average transport distances by ~12%, triggering reduced weekly cargo demand while networks are re-arranged » Continuously bypassing the Red Sea maintains the 12% TEU-mile boost
US Tariffs	<ul style="list-style-type: none"> » Trade tensions create investment uncertainties, impacting future trade growth » Escalating US tariffs could reorganize supply chains and strengthen trade among US partners, potentially neutralizing total container trade impact
Inventories	<ul style="list-style-type: none"> » Stabilized supply chains and tariffs may reduce inventories and cargo demand » Rising insecurities and tariff escalations could keep inventories high
Port Congestions	<ul style="list-style-type: none"> » Easing port congestion could free up vessel capacity » Potential Red Sea return might maintain port congestion challenges
Fleet Development Supply / Demand	<ul style="list-style-type: none"> » Orderbook-to-fleet ratio at 27% with 1.8m TEU planned for 2025 delivery » Supply growth expected to exceed demand growth by 1.7% in 2025 and 0.5% in 2026, indicating market easing » The largest vessels dominate the orderbook; significant potential for modernization below 8,000 TEU

AGENDA

01 HIGHLIGHTS

02 MARKET UPDATE

03 COMPANY OUTLOOK



ROBUST BACKLOG PROVIDES EARNINGS VISIBILITY

FIXED OPERATING DAYS AND CHARTER BACKLOG / PROJECTED EBITDA ^{1,2,3}

Forward charter backlog ^{2,3}
/ Proj. EBITDA ^{2,3,4}

USD 1.1bn / 0.7bn

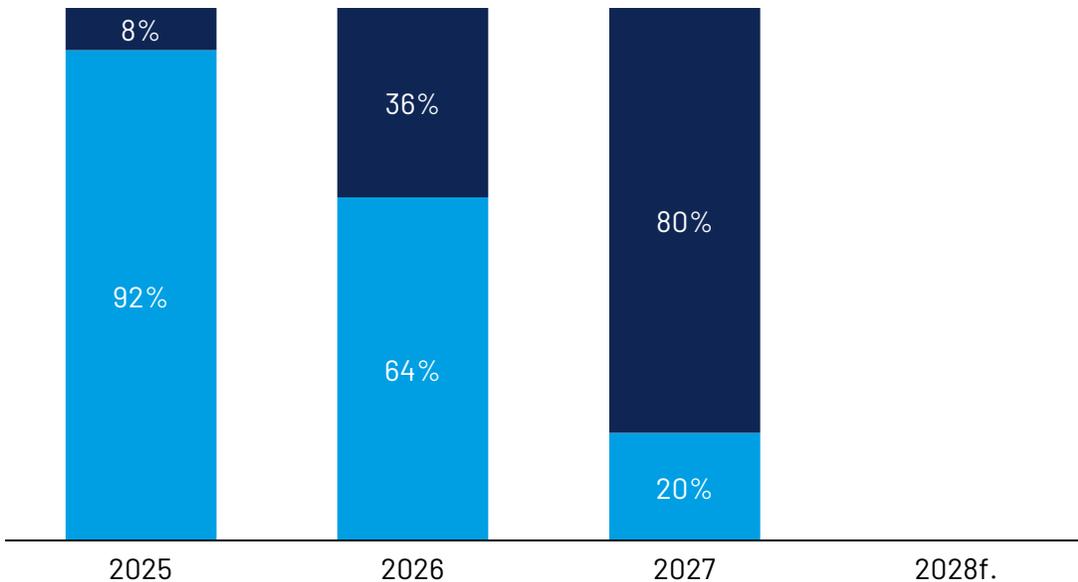
Contracted forward
revenues (USDm) ^{1,3,5}

465	309	112	221
-----	-----	-----	-----

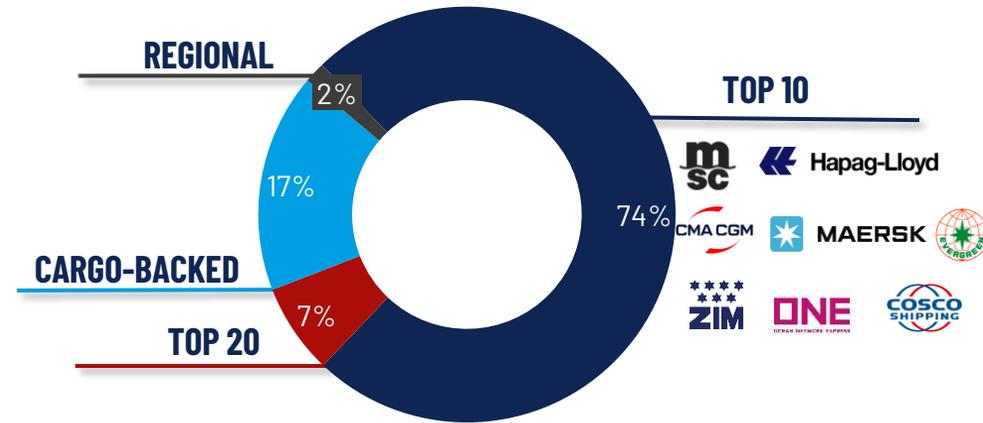
Contracted forward
TCE (USD per day) ^{1,3,5,6}

23,410	22,820	28,200	
--------	--------	--------	--

■ Open operating days
■ Fixed operating days



CHARTER BACKLOG DEVELOPMENT AND COUNTERPARTIES

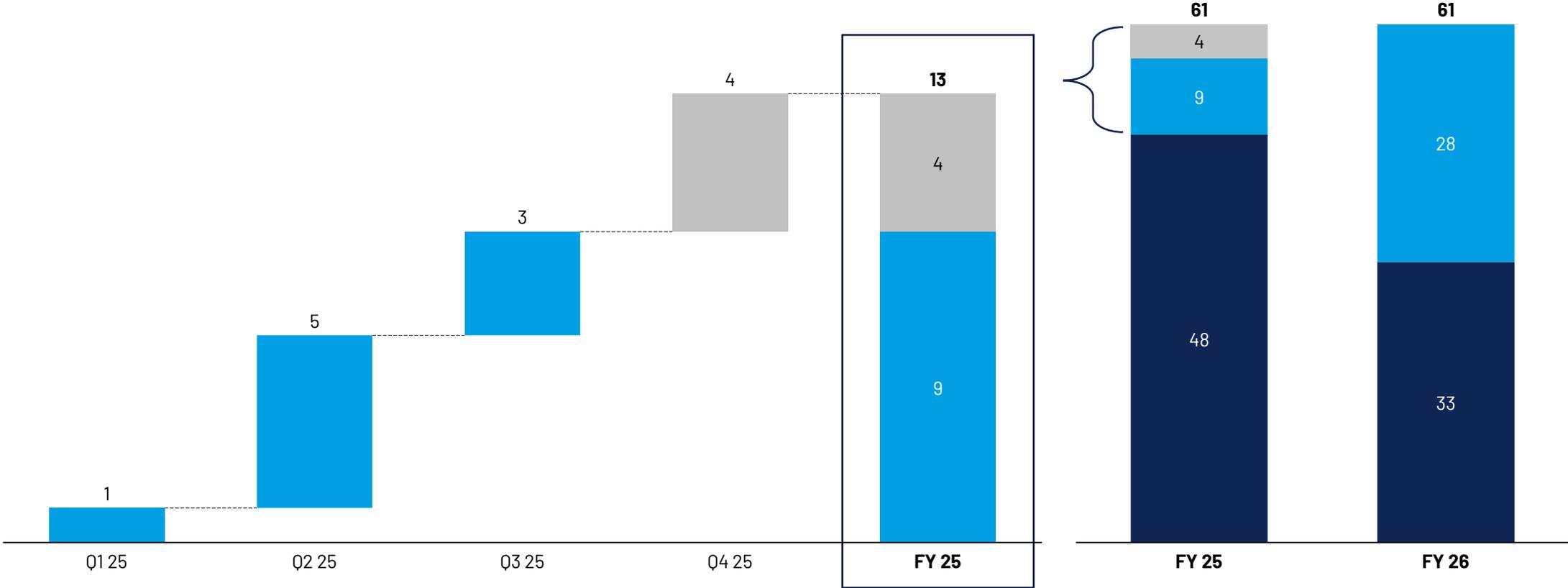


- » 91% of revenue backlog with top 10 liners and cargo-backed ⁷
- » 2.0 years average remaining contract duration

OVERVIEW OF UPCOMING CHARTER POSITIONS

NUMBER OF FIXED AND UPCOMING VESSELS¹

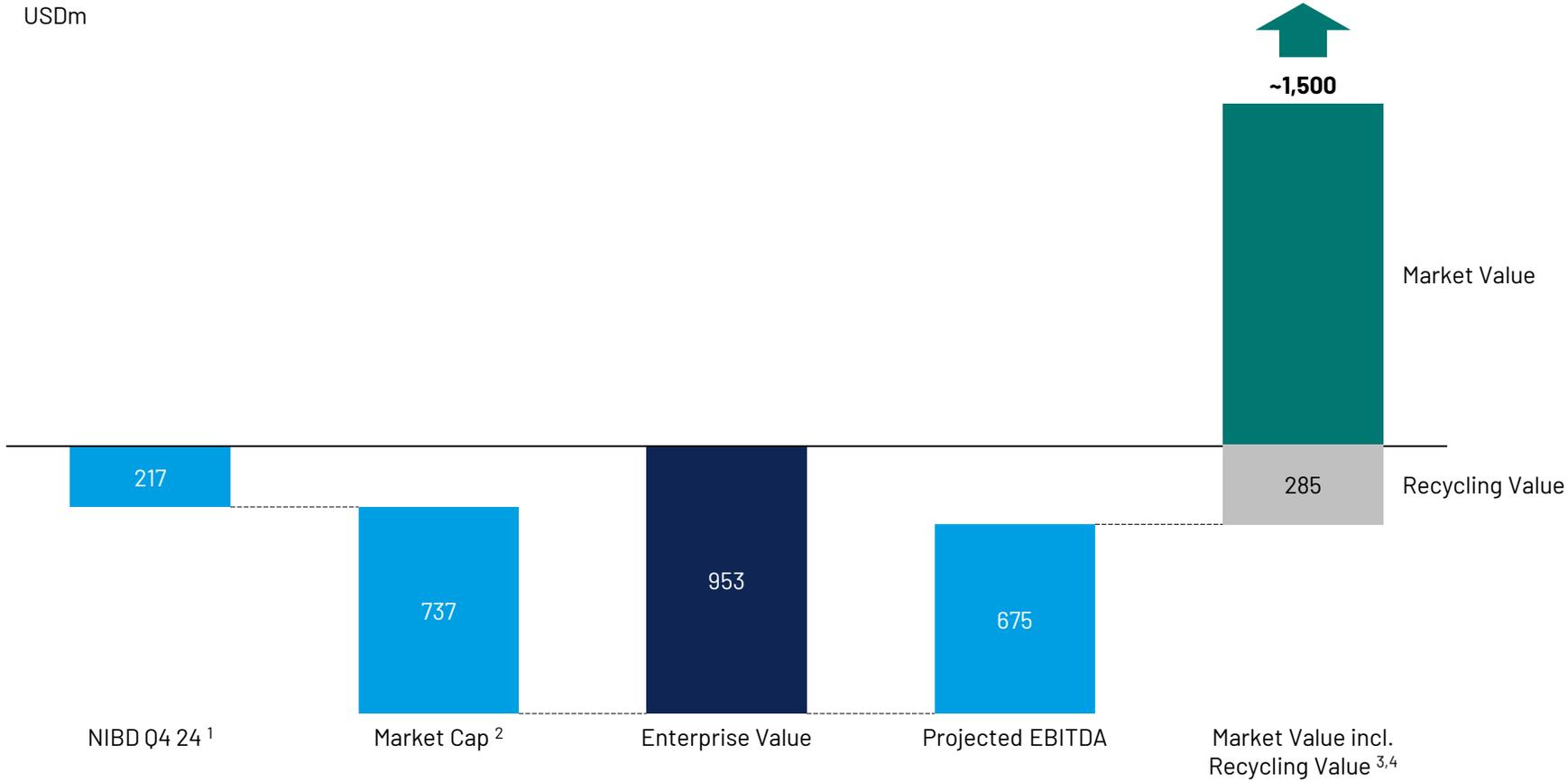
■ 1yr Redelivery window
 ■ Open vessels
 ■ Fixed vessels



STRONG VALUE PROPOSITION: LOW RISK & SIGNIFICANT UPSIDE

HIGH DOWNSIDE RISK PROTECTION COMBINED WITH SIGNIFICANT UPSIDE POTENTIAL

USDm



COMMENTS

- » Current Enterprise value is fully **covered** by the projected EBITDA backlog of USD ~0.7bn and the recycling value
- » Further **significant upside** potential from existing fleet of 61 vessels and further earnings capacity

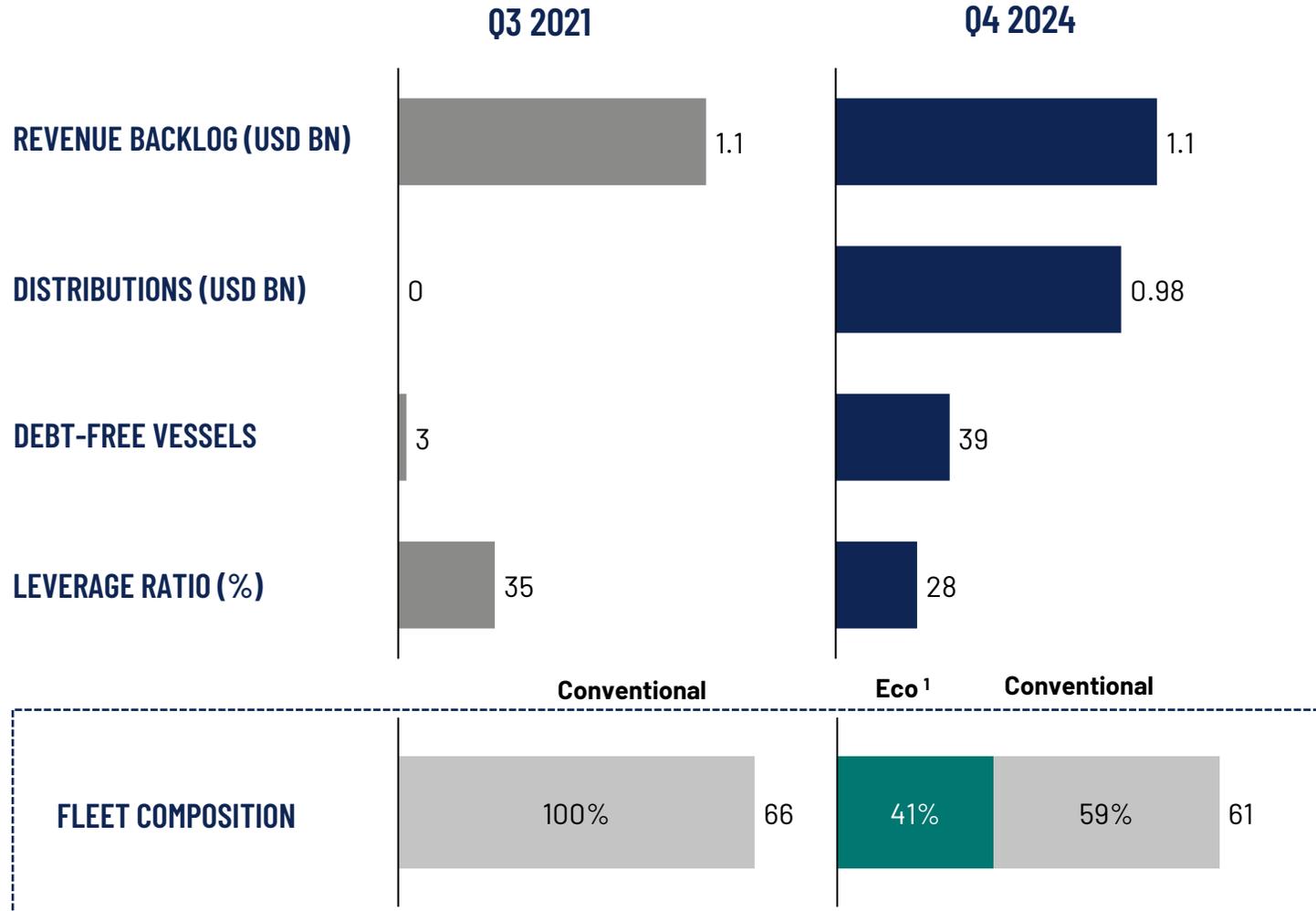
1 NIBD = net interest-bearing debt (gross debt – cash & cash equivalents) as of December 31, 2024

2 Based on MPCC closing share price as of Feb 24, 2025, of NOK 18.425/share and USD/NOK 11.1

3 Fleet Value based on charter-free values from VesselsValue.com dated 24 February 2025, including Newbuildings

4 Recycling Value of the Fleet as per VesselsValue.com

STRONG EXECUTION TRACK RECORD POSITIONING FOR FURTHER VALUE CREATION



CAPITAL ALLOCATION

- Strong Commitment to Shareholder Return
- Selective Accretive Acquisitions
- Residual Value Risk Mitigation

BALANCE SHEET MANAGEMENT

- Maintain High Balance Sheet Flexibility
- Reduce Leverage on Existing Fleet
- Maintain high investment capacity

PORTFOLIO & OPERATIONS

- Continuation of Fleet Renewal & Optimization
- Focus on Operational Excellence

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

SUMMARY

- » Solid Q4 2024 results
- » Sustained strong revenue backlog of USD 1.1bn and contract coverage of 92% of available trading days in 2025
- » Flexible and solid balance sheet with leverage ratio of 28%, supporting continued investments to deliver on our fleet renewal strategy
- » FY 2025 financial guidance for revenues of USD 515m – 530m and EBITDA of USD 290m – 310m
- » Our financial position and robust operations have enabled us to enter the new year with a solid fundament for continued value creation and makes us confident in our ability to further drive growth and deliver value to our shareholders in 2025

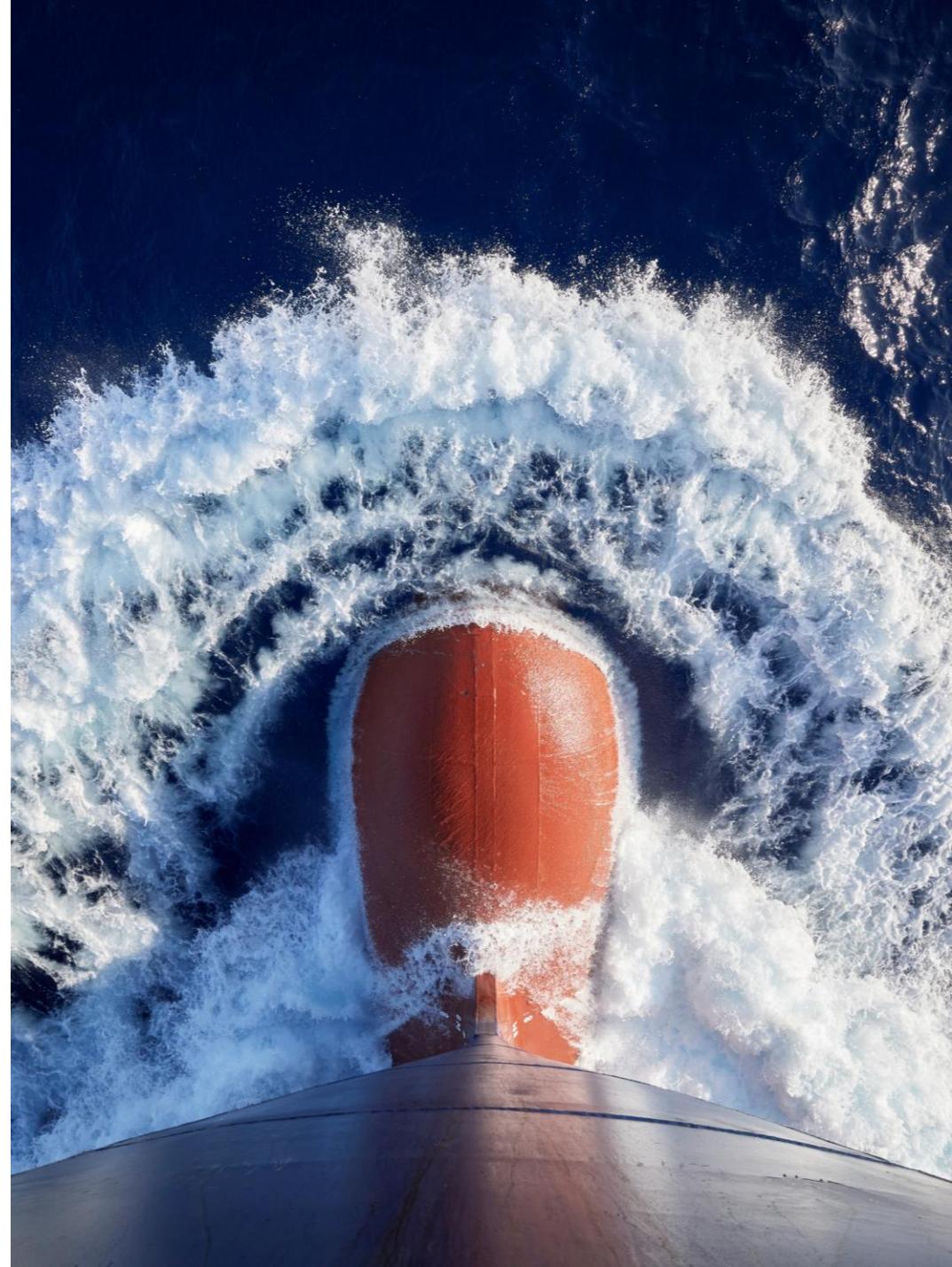




QUESTIONS & ANSWERS



APPENDIX



2025 FINANCIAL GUIDANCE

92% CONTRACT COVERAGE FOR 2025, PROVIDES CONFIDENCE IN GUIDANCE¹

- » We expect revenues in the range of **USD 515m – 530m**
- » EBITDA expectations in the range **USD 290m – 310m**
- » The above guidance is based on:
 - No further vessel sales or acquisitions during the year²
 - Continued rerouting of vessels around CoGH
 - Limited effects of new taxes and/or tariffs

¹ Revenue expectations are impacted by IFRS adjustments (accounting for front-loaded time-charter contracts), retrofit reimbursements as well as EU ETS related income and might be impacted by increased costs and extended off-hire related to dry dockings and cost inflation

² Sale of AS Fenja that was completed in January 2025



OVERVIEW OF FINANCING FACILITIES

Facility	Type	Outstanding 31/12/24	Total capacity	Interest rate	#	Repayment profile	Maturity
HCOB	RCF	USD 0m	USD 100m/81.7m	295bps + SOFR	13	Commitment will be reduced starting in Mar 2024 - Dec 2027	Dec. 2027
CA-CIB	Term Loan	USD 93.0m	USD ~101m	175 - 275bps + SOFR	2	48x USD 1.1m + 8x USD 2.4m, 4x USD 1.4m, followed by subsequent instalments (to be agreed by borrower and lender)	Q2 2031
HCOB-Ecofeeder	Term Loan	USD 45.7m	USD 50m	280bps + SOFR	5 ¹	20 x quarterly installments of USD 1.2m + USD 26m balloon ¹	Oct. 2028
BoComm	Sale & Lease back	USD 39.4m	USD 75m	260bps + SOFR	10	1x monthly installments of USD 1.9m, 12x USD 1.1m, 24x USD 0.3m + USD 26.2m balloon	Sep. 2027
Deutsche Bank	Term Loan (pre-delivery finance)	USD 15.6m	USD ~54.5m	230bps + SOFR	2	23 x semi-annual installments of 3.33% + 23.34% balloon	2037
First Citizen Bank	Term Loan	USD 30m	USD 30.0m	195bps + SOFR	2	15 x quarterly installments of USD 1.5m + USD 7.5m balloon	Oct. 2028
Nordic HY Bond	Senior unsecured sustainability-linked	USD 125m	USD 125m (Total Capacity USD 200m)	737.5bps	n/a	n/a	Oct. 2029

CALCULATION OF RECURRING DIVIDEND FOR Q4 2024

USD million	Q4 2024 (unaudited) ¹
Operating revenue	130.0
EBITDA	83.3
Profit for the period	61.8
<i>Adjustment related to vessel sales</i>	<i>-10.6</i>
Adjusted profit for the period	51.2
No. of shares outstanding	443.7
Adjusted earnings per share (in USD)	0.12
75% declared as recurring dividend per share (in USD)	0.09
Recurring dividend in USD million	39.9

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

In USD thousands	Q4 2024	Q4 2023	FY 2024	FY 2023
	(unaudited)	(unaudited)	(unaudited)	(audited)
Operating revenues	129,951	152,830	540,860	711,282
Commissions	(3,202)	(4,364)	(14,433)	(20,000)
Vessel voyage expenditures	(5,726)	(1,303)	(19,195)	(9,898)
Vessel operation expenditures	(42,783)	(39,380)	(155,844)	(153,390)
Ship management fees	(2,591)	(2,635)	(9,865)	(9,999)
Share of profit or loss from joint venture	13	4	(395)	22,637
Gross profit	75,662	105,152	341,128	540,632
Administrative expenses	(4,438)	(3,753)	(17,732)	(14,805)
Other expenses	(2,183)	(7,595)	(3,861)	(9,338)
Other income	3,748	1,013	8,044	3,089
Gain (loss) from sale of vessels	10,552	(1,208)	21,145	(1,208)
Depreciation	(16,513)	(19,963)	(71,139)	(102,706)
Impairment	-	(34,926)	-	(79,378)
Operating profit	66,828	38,720	277,585	336,286
Finance income	2,816	3,365	9,422	7,841
Finance costs	(7,977)	(5,906)	(20,636)	(18,373)
Profit (loss) before income tax	61,667	36,179	266,371	325,754
Income tax expenses	67	(451)	323	(638)
Profit (loss) for the period	61,734	35,728	266,694	325,116
Attributable to:				
Equity holders of the Company	61,734	35,706	266,683	324,961
Minority interest	0	22	11	155
Basic earnings per share - in USD	0.14	0.08	0.60	0.73
Diluted earnings per share - in USD	0.14	0.08	0.60	0.73

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	Dec 31, 2024 (unaudited)	Dec 31, 2023 (audited)
ASSETS		
Non-current Assets		
Vessels	1,003,460	691,291
Newbuildings	44,344	78,980
Right-of-use asset	264	84
Investments in associate and joint venture	5,245	2,934
Total non-current assets	1,053,313	773,289
Current Assets		
Vessel held for sale	-	25,165
Inventories	7,206	8,088
Trade and other receivables	37,735	23,667
Financial instruments at fair value	1,060	1,951
Restricted cash	6,364	5,005
Cash and cash equivalents	125,696	117,579
Total current assets	178,061	181,455
TOTAL ASSETS	1,231,374	954,744

in USD thousands	Dec 31, 2024 (unaudited)	Dec 31, 2023 (audited)
EQUITY AND LIABILITIES		
Equity		
Share capital	48,589	48,589
Share premium	1,879	1,879
Other paid-in capital	286	-
Retained earnings	762,602	700,021
Other reserves	(260)	(843)
Non-controlling interest	4,524	3,835
Total equity	817,620	753,481
Non-current liabilities		
Non-current Interest-bearing debt	299,237	92,951
Lease liabilities - long-term	79	-
Deferred tax liabilities	-	748
Total non-current liabilities	299,316	93,699
Current liabilities		
Current interest-bearing debt	44,037	33,564
Trade and other payables	12,632	20,397
Derivative financial instruments - short-term	101	-
Related party payables	72	21,459
Income tax payable	164	289
Deferred revenues	29,706	35,230
Other liabilities	27,726	17,022
Total current liabilities	114,438	107,564
TOTAL EQUITY AND LIABILITIES	1,231,374	954,744

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

in USD thousands	FY 2024 (unaudited)	FY 2023 (audited)
Profit (loss) before income tax	266,371	325,754
Income tax expenses paid	-	(783)
Net change inventory and trade and other receivables	(13,004)	(1,171)
Net change in trade and other payables and other liabilities	9,155	(9,710)
Net change Other non-current assets/Other non-current liabilities	4,238	-
Net change in deferred revenues	(5,524)	(4,903)
Depreciation	71,139	102,706
Share-based payment	286	-
Finance costs (net)	11,214	10,532
Share of profit (loss) from joint venture	395	(22,637)
Impairment	-	79,378
(Gain) loss from sale of vessels and fixed assets	(19,331)	8,185
Amortization of TC contracts	(1,012)	(2,717)
Cash flow from operating activities	323,927	484,634

Proceeds from disposal of vessels	92,982	55,653
Scrubbers, dry dockings and other vessel upgrades	(56,226)	(48,254)
Newbuildings	(124,663)	(35,100)
Acquisition of vessels	(227,296)	(169,376)
Cash acquired in acquisition of company	974	-
Interest received	5,258	3,938
Other financial income	-	484
Dividend received from joint venture investment	-	41,000
Investment in associate	(4,005)	(404)
Cash flow from investing activities	(312,976)	(152,059)

in USD thousands	FY 2024 (unaudited)	FY 2023 (audited)
Dividends paid	(204,359)	(293,134)
Additions from non-controlling interest	935	1,421
Proceeds from debt financing	263,340	142,013
Repayment of long-term debt	(43,975)	(167,397)
Payment of principal of leases	(185)	(186)
Interest paid	(10,090)	(13,661)
Debt issuance costs	(7,082)	(3,594)
Other finance paid	(397)	-
Cash from /(to) financial derivatives	527	(970)
Cash flow from financing activities	(1,286)	(335,507)
Net change in cash and cash equivalents	9,665	(2,933)
Net foreign exchange difference	(189)	
Restricted cash, cash & cash equiv. at beginning of the period	122,584	125,517
Restricted cash, cash & cash equiv. at end of the period	132,060	122,584

REFERENCES

SLIDE 6: DEBT FINANCING AND CAPITAL ALLOCATION

1. Based on fleet per Q4 2024, incl. vessel held for sale. Including vessels to be delivered after Q4 2024 and Unifeeder JV Newbuilding currently under construction.
2. FMV = Fair Market Value based on VesselValue.com, dated Feb 20, 2025.
3. EBITDA Backlog as per end of Q4 2024.
4. Interest bearing debt outstanding as per end of Q4 2024 excluding debt issuance cost and interest accrued.
5. Encumbered vessels cash breakeven includes dry docking capex as well as debt service, cash breakeven for debt-free encumbered and unencumbered vessels does not include dry docking capex.
6. Arithmetic average of the applicable time charter rate on Feb 20, 2025.

SLIDE 15: ROBUST BACKLOG PROVIDES EARNINGS VISIBILITY

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 February 20, 2024.
3. Revenue and TCE not including IFRS amortization of time charter carry
4. Projected EBITDA based on contracted revenue (consolidated fleet) 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 revenue divided by fixed operating days
7. Ranking based on list of 100 largest container/ liner operators by Alphaliner

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPC Current Fixture (USD/day)	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Min / Max	
1	AS SVENJA	1,700 grd	CMA CGM	Retrofit	21,000	DD ¹														Feb-25 / Feb-25	
2	AS NORA	3,500 grd	CMA CGM	Retrofit	40,000																Apr-25 / Jun-25
3	AS FRANZISKA	1,300 grd	Maersk		17,000					DD ¹											May-25 / Jun-25
4	AS FABIANA	1,300 grd	Maersk		29,500																May-25 / Jul-25
5	SEVILLIA	1,700 grd	Samudera		15,000																May-25 / Jul-25
6	AS PENELOPE ²	2,500 gls	Hapag-Lloyd		16,950		DD ¹														Jun-25 / Aug-25
7	AS ANGELINA	2,000 grd	Maersk		36,500																Aug-25 / Oct-25
8	AS SERENA	1,700 grd	Maersk		20,300																Aug-25 / Nov-25
9	AS SOPHIA	1,700 grd	Maersk		38,000																Sep-25 / Nov-25
10	AS SIMONE	1,700 grd	Maersk	Eco & Retrofit	20,809 ³																Sep-25 / Sep-26
11	AS SILJE	1,700 grd	Maersk	Eco & Retrofit	19,298 ³																Oct-25 / Oct-26
12	AS SABINE	1,700 grd	Maersk	Eco & Retrofit	19,055 ³																Nov-25 / Nov-26
13	AS STINE	1,700 grd	Maersk	Eco & Retrofit	19,298 ³	DD ¹															Dec-25 / Dec-26
14	AS FILIPPA	1,300 grd	CMA CGM		13,500																Jan-26 / Mar-26
15	AS FABRIZIA	1,300 grd	King Ocean		11,000																Feb-26 / Apr-26
16	AS CYPRIA	2,800 gls	Hapag-Lloyd		16,825																Feb-26 / Apr-26
17	AS FLORIANA	1,300 gls	CFS		27,750	17,650															Feb-26 / Apr-26
18	AS FLORETTA	1,300 grd	Crowley		16,800																Mar-26 / May-26
19	AS FELICIA	1,300 grd	ZISS		24,000																Mar-26 / May-26
20	AS PATRIA	2,500 grd	KMTC		25,000 ⁴	DD ¹					15,500										Mar-26 / Jul-26
21	AS FIORELLA	1,300 grd	COSCO		15,000																Apr-26 / Jun-26
22	AS CARELIA	2,800 gls	Hapag-Lloyd		19,500																Apr-26 / Jun-26
23	AS ALVA	2,000 grd	MSC		15,500																Apr-26 / Jun-26
24	AS CARLOTTA	2,800 grd	ONE		25,500																May-26 / Jun-26
25	AS CLEMENTINA	2,800 gls	Unifeeder		21,178																May-26 / Jul-26

■ Min. period ■ Max. period

- Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
- The charter period includes charterers option to add the off-hire period in relation to vessels drydocking
- 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
- 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

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Min / Max	
26	STADT DRESDEN	2,800 gls	Hapag-Lloyd		19,500																Jun-26 / Sep-26
27	AS CHRISTIANA	2,800 grd	Sea Consortium		26,800																Jul-26 / Aug-26
28	AS PIA	2,500 grd	Maersk	Retrofit	45,750 ¹																Aug-26 / Jan-27
29	AS COLUMBIA	2,800 gls	Maersk	Retrofit	24,000	DD ²															Sep-26 / Oct-26
30	AS CONSTANTINA	2,800 gls	COSCO		26,500				DD ²												Sep-26 / Nov-26
31	AS SICILIA	1,700 grd	MSC		17,000																Sep-26 / Nov-26
32	AS CAMELLIA	2,800 gls	Maersk		24,000																Oct-26 / Dec-26
33	AS CLAUDIA	2,800 gls	Hapag-Lloyd		19,500																Oct-26 / Jan-27
34	AS PALINA	2,500 HR grd	Maersk	Retrofit	45,750 ³																Oct-26 / Apr-27
35	AS SELINA	1,700 grd	Maersk		22,088 ⁴																Nov-26 / Jan-27
36	AS SAVANNA	1,700 grd	Maersk	Retrofit	22,088 ⁴																Nov-26 / Jan-27
37	AS CAROLINA	2,800 gls	ZISS		41,000																Nov-26 / Jan-27
38	AS PETRONIA	2,500 HR grd	Maersk	Retrofit	45,750																Nov-26 / May-27
39	AS CALIFORNIA	2,800 gls	Maersk		24,000																Dec-26 / Feb-27
40	AS ANNE	2,200 grd	OOCL	Eco	25,500																Dec-26 / Feb-27
41	AS SABRINA	1,700 grd	Maersk	Retrofit	22,088 ⁴																Dec-26 / Feb-27
42	AS SAMANTA	1,700 grd	Maersk	Retrofit	22,088 ⁴																Jan-27 / Mar-27
43	AS SARA	1,700 grd	Maersk	Retrofit	23,250	DD ² / 12,500 ⁴															Feb-27 / Apr-27
44	AS PAMELA	2,500 grd	EMC		26,500																Mar-27 / Apr-27
45	AS ALEXANDRIA	2,000 gls	SCI		13,500		MSC - 23,500														Mar-27 / May-27
46	AS CASPRIA	2,800 gls	ZISS		40,700																Mar-27 / May-27
47	AS ANITA	2,000 gls	COSCO		18,000		DD ² / 23,600														Mar-27 / May-27
48	AS SUSANNA	1,700 grd	ONE		39,990		18,000		DD ²												Mar-27 / Jun-27
49	AS FREYA	1,300 grd	Maersk		28,000		King Ocean - 16,250														Apr-27 / Jun-27
50	AS NURIA	3,500 gls	Maersk	Retrofit	25,150																Jun-27 / Aug-27

■ Min. period ■ Max. period

1 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

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

3 As of 21.10.2025 the charter rate will change to an index-linked scheme for AS Palina and as of 19.11.2025 for AS Petronia 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

4 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

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Min / Max		
51	AS NARA	3,500 gls	Maersk		25,150																Jul-27 / Sep-27	
52	AS NINA	3,500 gls	Maersk	Retrofit	18,250		30,000		DD ¹												Jul-27 / Sep-27	
53	LIVORNO EXPRESS ²	3,800 grd	Hapag-Lloyd	Eco	16,700								Hapag-Lloyd – 33,250 ³								Mar-28 / Jun-28	
54	DETROIT EXPRESS ²	3,800 grd	Hapag-Lloyd	Eco	16,700								Hapag-Lloyd – 33,250 ³								Mar-28 / Jun-28	
55	GENOA EXPRESS ²	3,800 grd	Hapag-Lloyd	Eco	16,700								Hapag-Lloyd – 33,250 ³								Mar-28 / Jun-28	
56	BARCELONA EXPRESS ²	3,800 grd	Hapag-Lloyd	Eco	16,700								Hapag-Lloyd – 33,250 ³								Mar-28 / Jun-28	
57	MACKENZIE	5,500 gls	ZISS	Eco	70,000 ⁴																Jun-31 / Jul-31	
58	COLORADO	5,500 gls	ZISS	Eco	70,000 ⁴																Jul-31 / Sep-31	
59	H2530	1,300 gls	Unifeeder	Dual-Fuel Methanol		Charter rate of EUR 17,750 per day														Dec-33 / Dec-33		
60	NCL VESTLAND	1,300 grd	NCL	Dual-Fuel Methanol	EUR 16,892																Nov-39 / Mar-40	
61	NCL NORDLAND	1,300 grd	NCL	Dual-Fuel Methanol				EUR 16,300 ⁵														Jan-40 / May-40

■ Min. period
 ■ Max. period
 ■ Under construction

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

2 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

3 New charter with Hapag-Lloyd beginning on 01.05.2025 for Livorno Express, Detroit Express, Genoa Express and Barcelona Express

4 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)

5 Base charter rate of 16,300 EUR per day increasing by 1.1% each year on January 1st. The final rate to also incorporate any adjustments for constructional agreements.

FINANCIAL CALENDAR

10 April 2025

Annual and Sustainability Report 2024

8 May 2025

Annual General Meeting 2025

26 May 2025

Q1 2025 Report

26 August 2025

Q2 2025 Report

27 November 2025

Q3 2025 Report

24 February 2026

Q4 2025 Report

DISCLAIMER

This presentation (the "Presentation") has been prepared by MPC Container ships ASA (the "Company") for information purposes only and does not constitute an offer to sell or a solicitation of an offer to buy any of the securities described herein.

Please note that no representation or warranty (express or implied) is made as to, and no reliance should be placed on, any forward-looking statements, including projections, estimates, targets and opinions, contained herein. To the extent permitted by law, the Company, its parent or subsidiary undertakings and any such person's officers, directors, or employees disclaim all liability whatsoever arising directly or indirectly from the use of this Presentation.

This Presentation contains certain forward-looking statements relating to the business, financial performance and results of the Company and/or the industry in which it operates. Forward-looking statements concern future circumstances, not historical facts and are sometimes identified by the words "believes", "expects", "predicts", "intends", "projects", "plans", "estimates", "aims", "foresees", "anticipates", "targets", and similar expressions. The forward-looking statements contained in this Presentation (including assumptions, opinions and views of the Company or opinions cited from third party sources) are subject to risks, uncertainties and other factors that may cause actual events to differ materially from any anticipated development. None of the Company, any of its parent or subsidiary undertakings or any such person's officers, directors, or employees provides any assurance that the assumptions underlying such forward-looking statements are free from errors, nor does any of them accept any responsibility for the future accuracy of the opinions expressed in this Presentation or the actual occurrence of the forecasted developments described herein.

The Presentation contains information obtained from third parties. Such information has been accurately reproduced and, as far as the Company is aware and able to ascertain from the information published by that third party, no facts have been omitted that would render the reproduced information to be inaccurate or misleading in any material respect.

An investment in the company involves risk. Several factors could cause the actual results, performance or achievements of the company to be materially different from any future results, performance or achievements that may be predicted or implied by statements and information in this presentation, including, but not limited to, risks or uncertainties associated with the company's business, development, growth management, financing, market acceptance and relations with customers and, more generally, economic and business conditions, changes in domestic and foreign laws and regulations, taxes, changes in competition and pricing environments, fluctuations in currency exchange and interest rates and other factors. Should one or more of these risks or uncertainties materialize, or should underlying assumptions prove incorrect, the actual results of the company may vary materially from those forecasted in this presentation.

By attending or receiving this Presentation recipients acknowledge that they will be solely responsible for their own assessment of the Company and that they will conduct their own analysis and be solely responsible for forming their own view of the potential future performance of the Company and its business.

The distribution of this Presentation may, in certain jurisdictions, be restricted by law. Persons in possession of this Presentation are required to inform themselves about and to observe any such restrictions. No action has been taken or will be taken in any jurisdiction by the Company that would permit the possession or distribution of any documents or any amendment or supplement thereto (including but not limited to this Presentation) in any country or jurisdiction where specific action for that purpose is required.

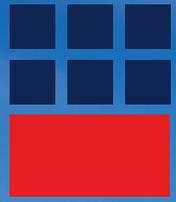
In relation to the United States and U.S. Persons, this Presentation is strictly confidential and may only be distributed to "qualified institutional buyers", as defined in Rule 144A under the U.S. Securities Act of 1933, as amended (the "US Securities Act"), or "QIBs". The recipient of this presentation is prohibited from copying, reproducing or redistributing the Presentation. The shares of the Company have not and will not be registered under the U.S. Securities Act or any state securities law and may not be offered or sold within the United States unless an exemption from the registration requirements of the U.S. Securities Act is available. Accordingly, any offer or sale of shares in the Company will only be made (i) to persons located in the United States, its territories or possessions that are QIBs in transactions meeting the requirements of Rule 144A under the U.S. Securities Act and (ii) outside the United States in "offshore transactions" in accordance with Regulations S of the U.S. Securities Act. Neither the U.S. Securities and Exchange Commission, nor any other U.S. authority, has approved this Presentation.

This Presentation is being communicated in the United Kingdom to persons who have professional experience, knowledge and expertise in matters relating to investments and who are "investment professionals" for the purposes of article 191 of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 and only in circumstances where, in accordance with section 861 of the Financial and Services Markets Act 2000 ("FSMA"), the requirement to provide an approved prospectus in accordance with the requirement under section 85 FSMA does not apply.

The contents of this Presentation shall not be construed as legal, business, or tax advice. Recipients must conduct their own independent analysis and appraisal of the Company and the Shares of the company, and of the data contained or referred to herein and in other disclosed information, and risks related to an investment, and they must rely solely on their own judgement and that of their qualified advisors in evaluating the Company and the Company's business strategy.

This Presentation reflects the conditions and views as of the date set out on the front page of the Presentation. The information contained herein is subject to change, completion, or amendment without notice. In furnishing this Presentation, the Company undertake no obligation to provide the recipients with access to any additional information.

This Presentation shall be governed by Norwegian law. Any dispute arising in respect of this Presentation is subject to the exclusive jurisdiction of the Norwegian courts with the Oslo City Court as legal venue.



MPC CONTAINER SHIPS

