



June 30, 2026

MPCC COMPANY PRESENTATION



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01 COMPANY PROFILE

02 MARKET UPDATE

03 FOCUS TRANSACTION



MPCC IS THE MARKET-LEADING FEEDER CONTAINER SHIP TONNAGE PROVIDER



67 vessels

~210k TEU capacity
~USD 2.8bn market value¹

Incl. 17 vessels under construction for delivery from 2026 until 2029



#1 global position

Largest tonnage provider in intra-regional trade



USD ~1.1bn market cap.

Listed at Oslo Stock Exchange since 2017



USD 2.2bn backlog

Firm charter backlog with 99%/74%/48% contract coverage in 2026/2027/2028



Fortress balance sheet

30 debt-free vessels with a market value of USD 780m and robust liquidity and RCF capacity




ESG focus


Fleet renewal investment program of USD +1.8bn, green financing framework in place


A market-leading tonnage provider with a **total charter backlog of USD 2.2 billion, low-to-moderate leverage**, and continued focus on fleet renewal

MPCC HAS A DISTINCT FOCUS ON INTRA-REGIONAL TRADE IN GLOBAL MARKETS

ADVANTAGEOUS SUPPLY DYNAMICS

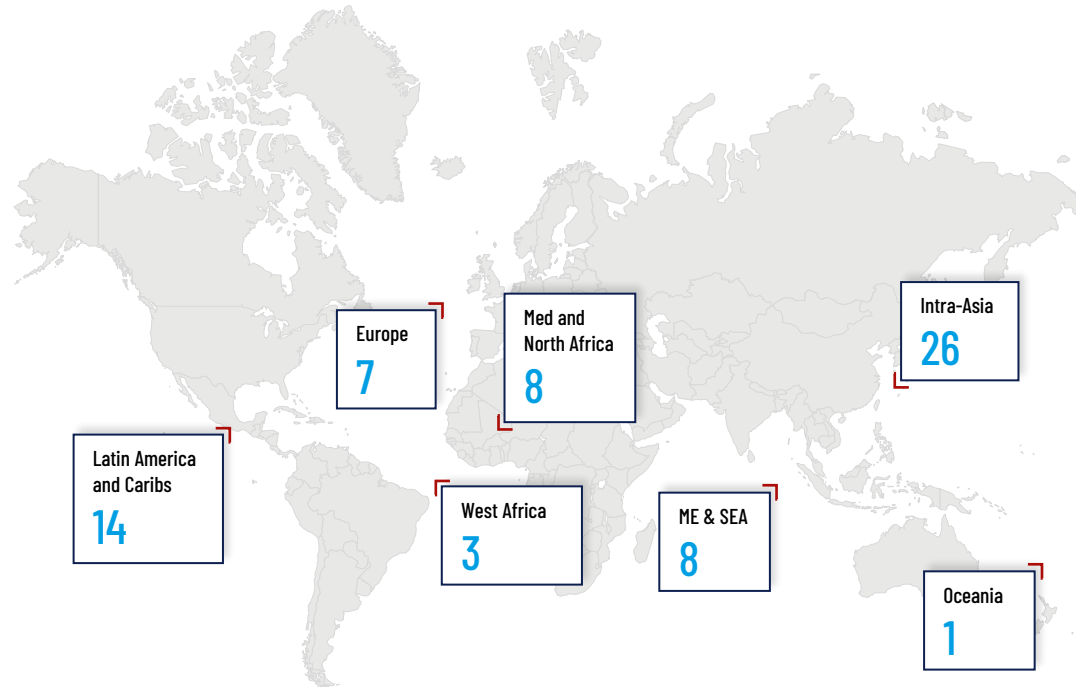
- 
 » High age profile, order book skewed to >10k TEU

- 
 » Upcoming regulation (capacity reduction, lower speed)

- 
 » Favorable demand outlook as supply-chain developments promote regional trade flows

GLOBAL DEPLOYMENT OF MPCC'S FEEDER FLEET

- » Crucial role in global supply chains enhancing port connectivity and accessibility as well as operational flexibility for liner operators



KEY PARTNER TO LEADING CARRIERS



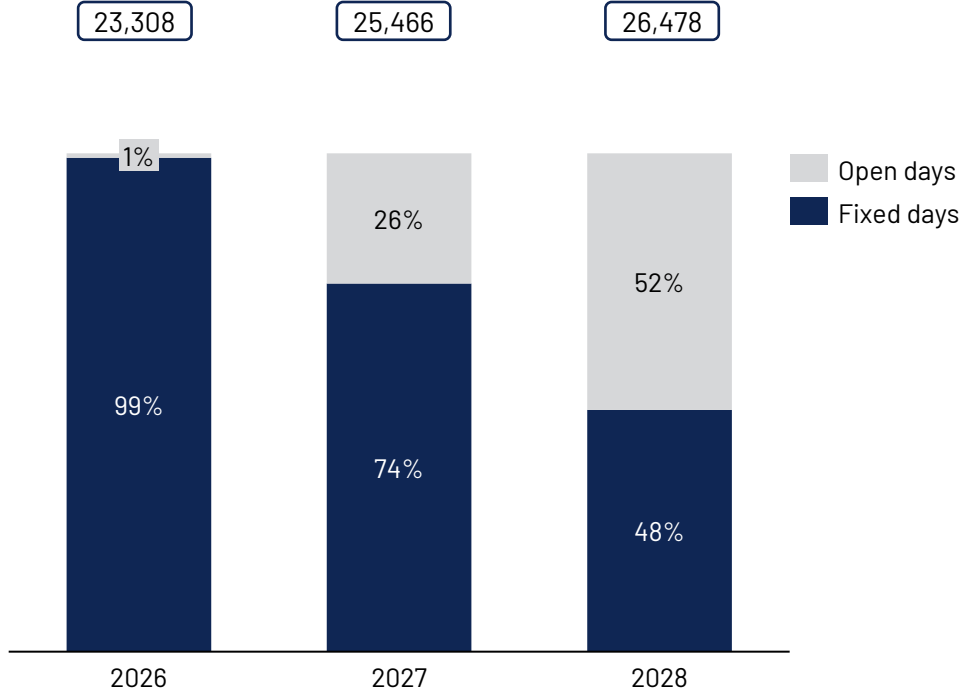
HIGH FORWARD CONTRACT COVERAGE

BACKLOG OVERVIEW - AS PER JUNE '26

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

USD 2.2bn / USD 1.3bn

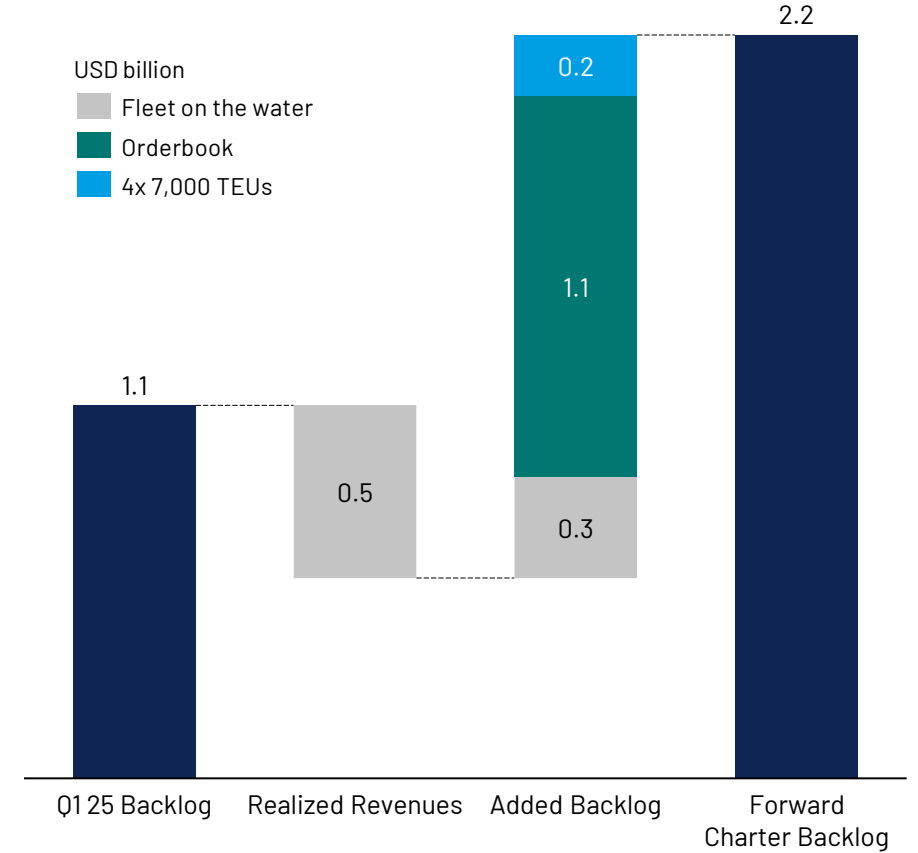
Contracted Forward TCE⁴



DEVELOPMENT OF REVENUE BACKLOG LAST 12M

USD billion

- Fleet on the water
- Orderbook
- 4x 7,000 TEUs



- 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 24 June 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 17 NBs under construction as fixed vessels and five vessels sold, of which three subject to successful handover (in Q2/Q3 2026)

UPDATE ON CHARTERING AND S&P ACTIVITY

RECENT FIXTURES ¹

#	FIXTURE DATE	TO COUNT FROM	VESSEL	TEU	PERIOD (MONTHS)
1	Q2 26	Q2 27	AS Pamela	2,500 grd	24 – 27
2	Q2 26	Q4 26	AS Anne	2,200 grd	30 – 32

- » Fixtures of 6–9 months forward positions at very healthy rates and periods
- » Extensions of current charters with top tier liner companies
- » Continuous dialogues with operators on forward positions

NEXT OPEN POSITIONS

#	MIN/MAX REDELIVERY DATE ²	VESSEL	TEU
1	Q4 26 / Q4 26	AS Pia	1,700 grd
2	Q4 26 / Q1 27	AS Sicilia	2,500 grd
3	Q4 26 / Q1 27	AS Savanna	1,700 grd
4	Q4 26 / Q1 27	AS Sabrina	1,700 grd
5	Q1 27 / Q2 27	AS Palina	2,500 grd
6	Q1 27 / Q1 27	AS Samanta	1,700 grd
7	Q1 27 / Q1 27	AS Carolina	2,800 gls
8	Q1 27 / Q2 27	AS Petronia	2,500 grd

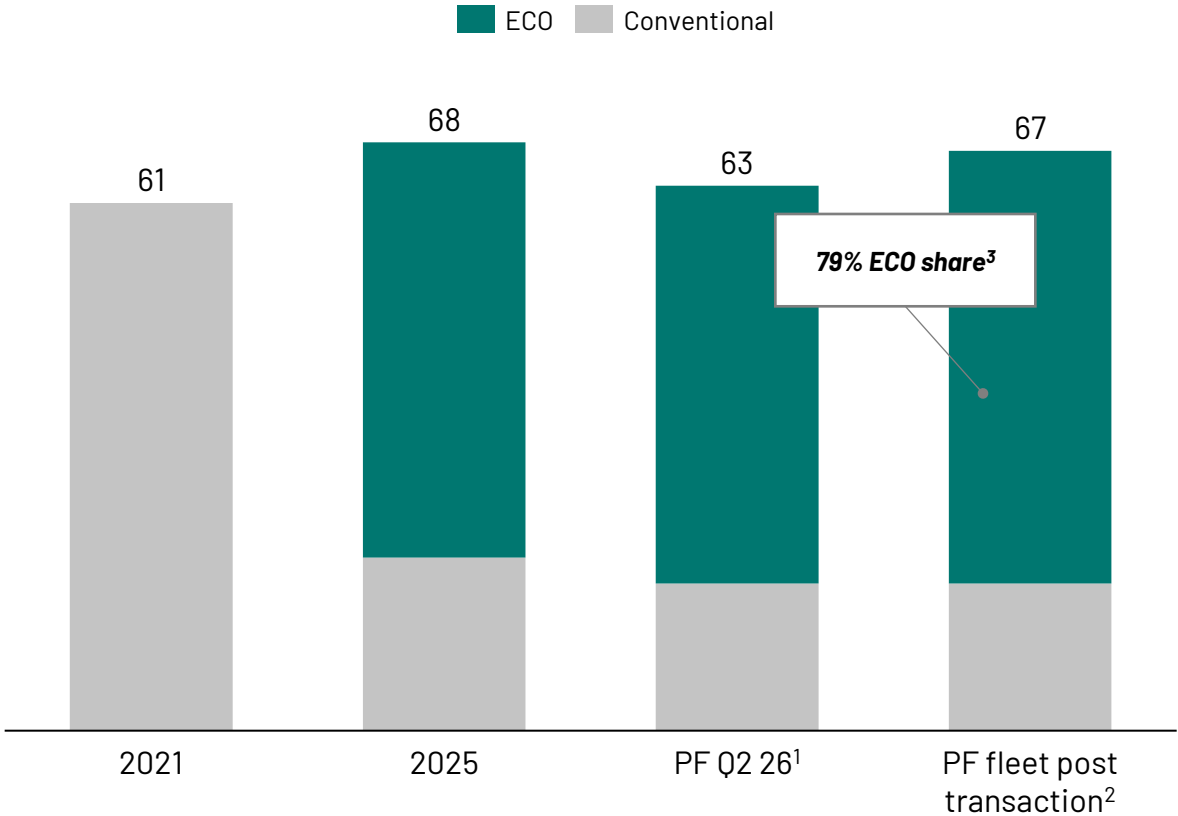
STATUS OF VESSELS SOLD

#	DATE	VESSEL	TEU	BUILT	GROSS PRICE (USD)	HANDOVER STATUS
1	Jul 25	AS Felicia	1,300 grd	2006	12.3m	✓
2	Jan 26	AS Clementina	2,800 gls	2006	24.0m	✓
3	Apr 26	AS Alva	2,000 grd	2008	22.3m	✓
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 26

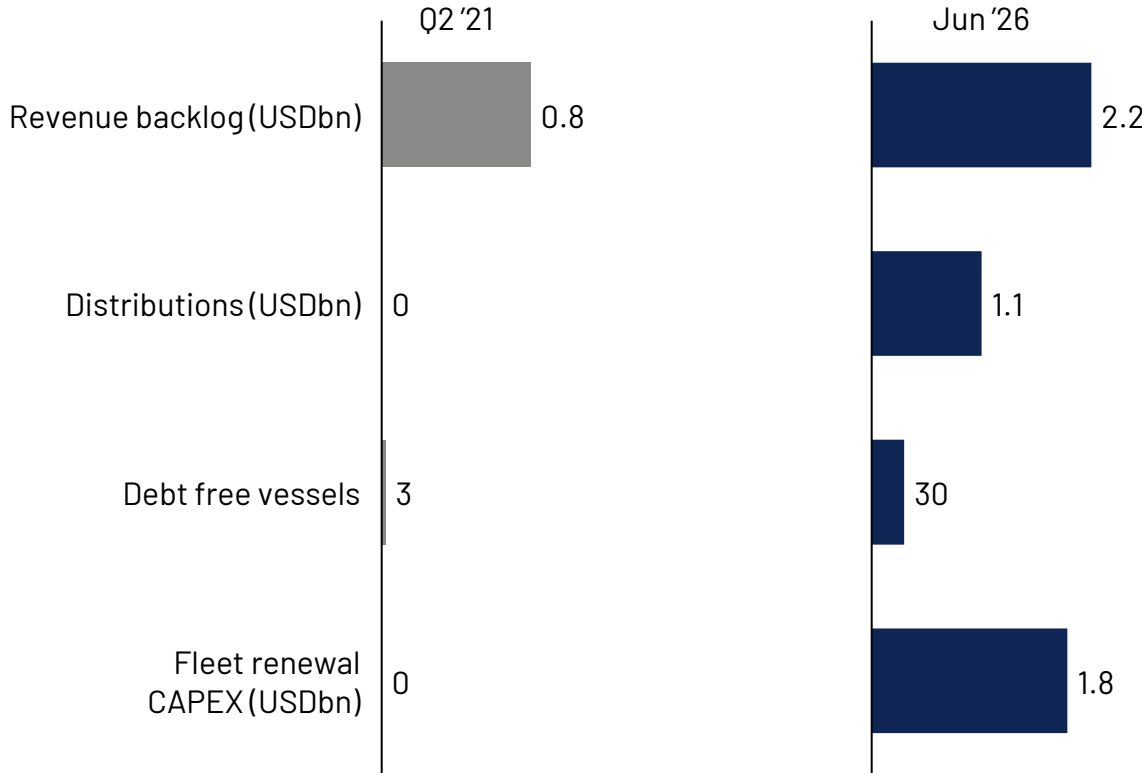
- » All three handovers of previously sold vessels concluded
- » Two further vessels sold to unrelated parties continuing the portfolio optimization process

CONTINUOUS PORTFOLIO OPTIMIZATION & INCREASING ECO FLEET COMPOSITION

WELL ADVANCED ECO TRANSITION OF THE MPCC FLEET SINCE 2021

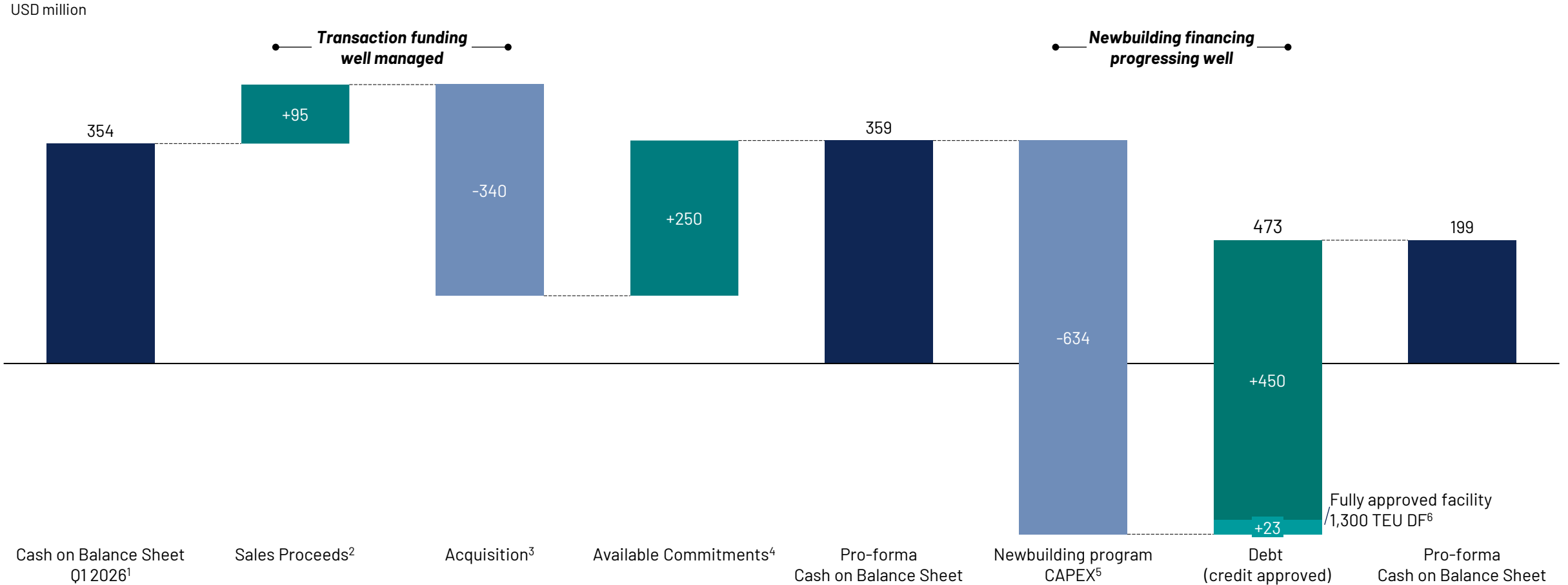


MOST RECENT TRANSACTION HIGHLIGHTS PRUDENT CAPITAL ALLOCATION STRATEGY



1. Adjusted for vessels held for sale and handed over since Q1-26 disclosures
 2. Incl. 4x 7,000 TEU
 3. TEU weighted

FUNDING SECURITY THANKS TO BALANCE SHEET FLEXIBILITY



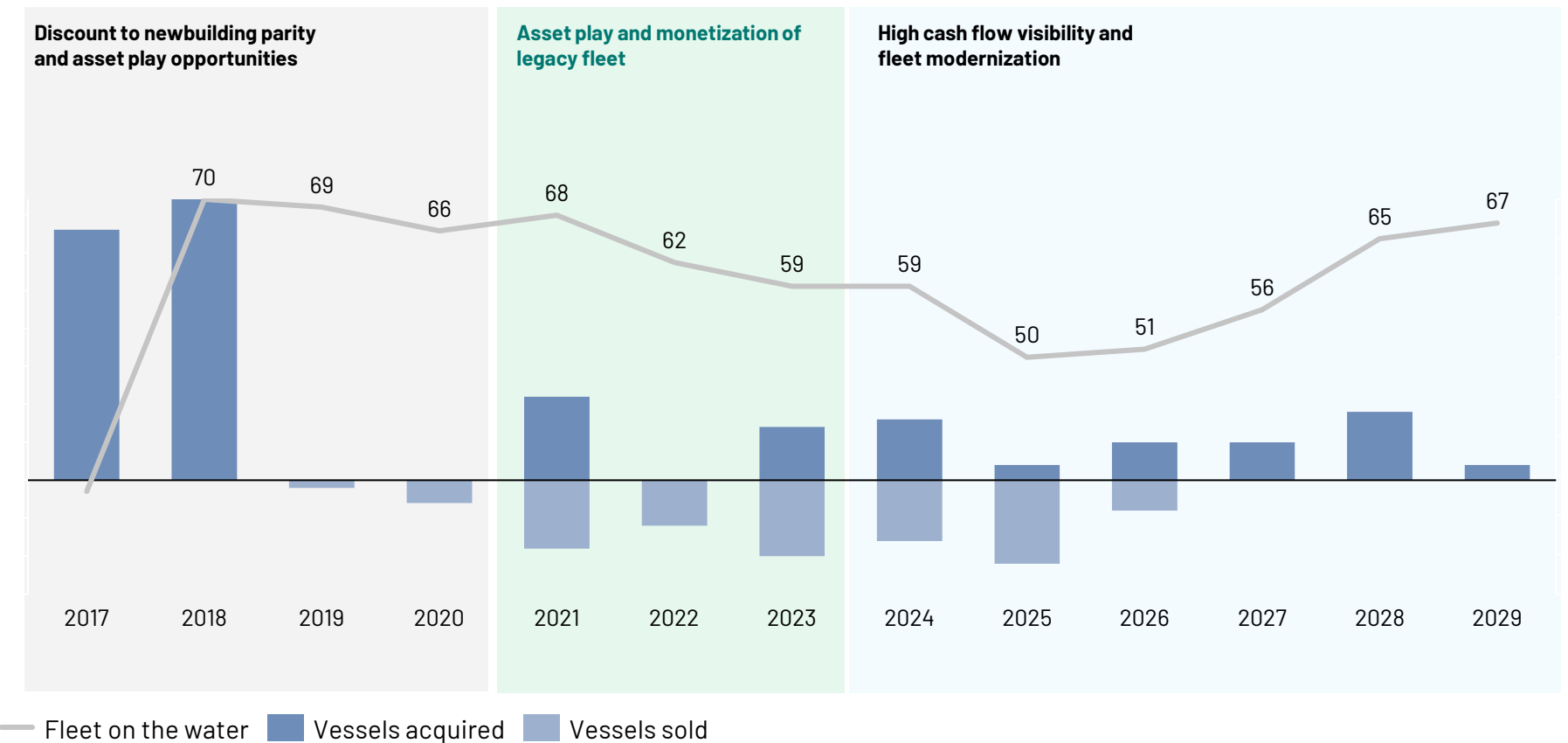
1. Adjusted for short-term money-market instruments (USD 85m)
2. 5x vessel sales: AS FELICIA & AS ALVA (both executed); AS CLEMENTINA (est. Q2 2026), AS ANGELINA (est. Q3 2026) and AS SELINA (est. Q1 2027)
3. 4x 7,000 TEUs
4. Deutsche Bank accordion commitment
5. As per Q1 2026 on a fully consolidated basis - excl. JV newbuilding projects
6. Société Generale - remaining available commitment under existing green term loan

HIGHLY TRANSACTIONAL GROWTH ATONED TO SHIPPING CYCLE

Transactional history

- » USD 2.7bn invested in
- » USD 0.8bn divested out
- » USD 1.1 bin distributed
- » USD 2.8bn FMV today
- » 170x vessel transactions since 2017

STRONG ABILITY TO GENERATE AND CONVERT PIPELINE OF ACCRETIVE OPPORTUNITIES ADOPTING FAST IN CHANGING MARKETS



01 COMPANY PROFILE

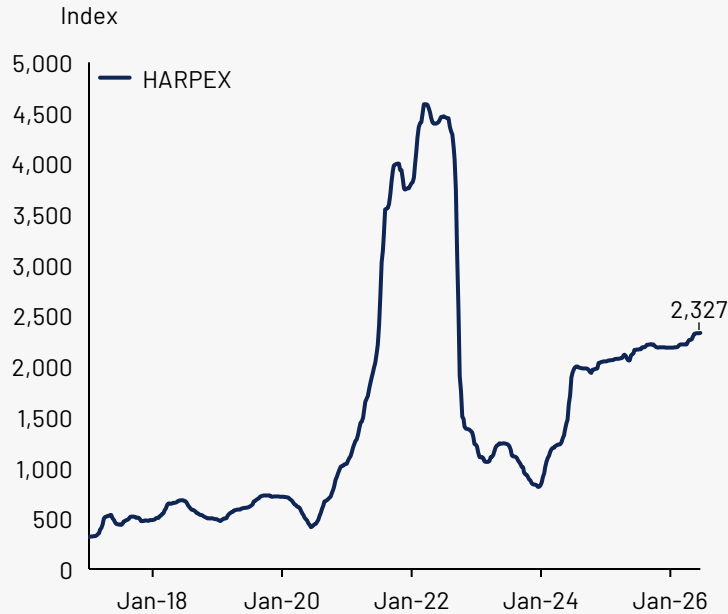
02 MARKET UPDATE

03 FOCUS TRANSACTION



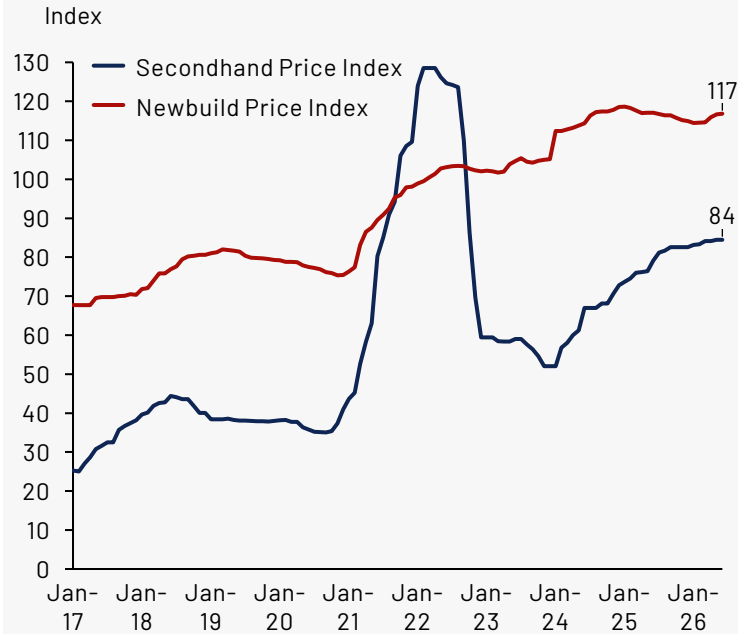
RESILIENT DEMAND KEEPS CHARTER MARKETS STRONG

CHARTER RATES MOVE SIDeways AT STRONG LEVELS



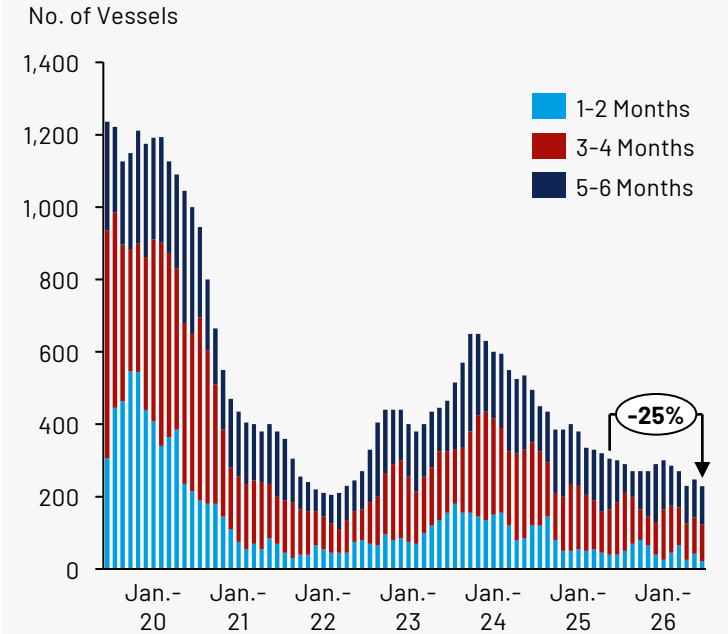
- » Charter markets stay firm: tight tonnage and resilient demand outweigh geopolitical noise
- » HARPEX at highest level in 16 years – outside the pandemic super-boom-years

ASSET PRICES REMAIN FIRM



- » Newbuild and secondhand prices remain elevated, underlining the strength of containership demand.

FORWARD VESSEL AVAILABILITY REMAINS LOW



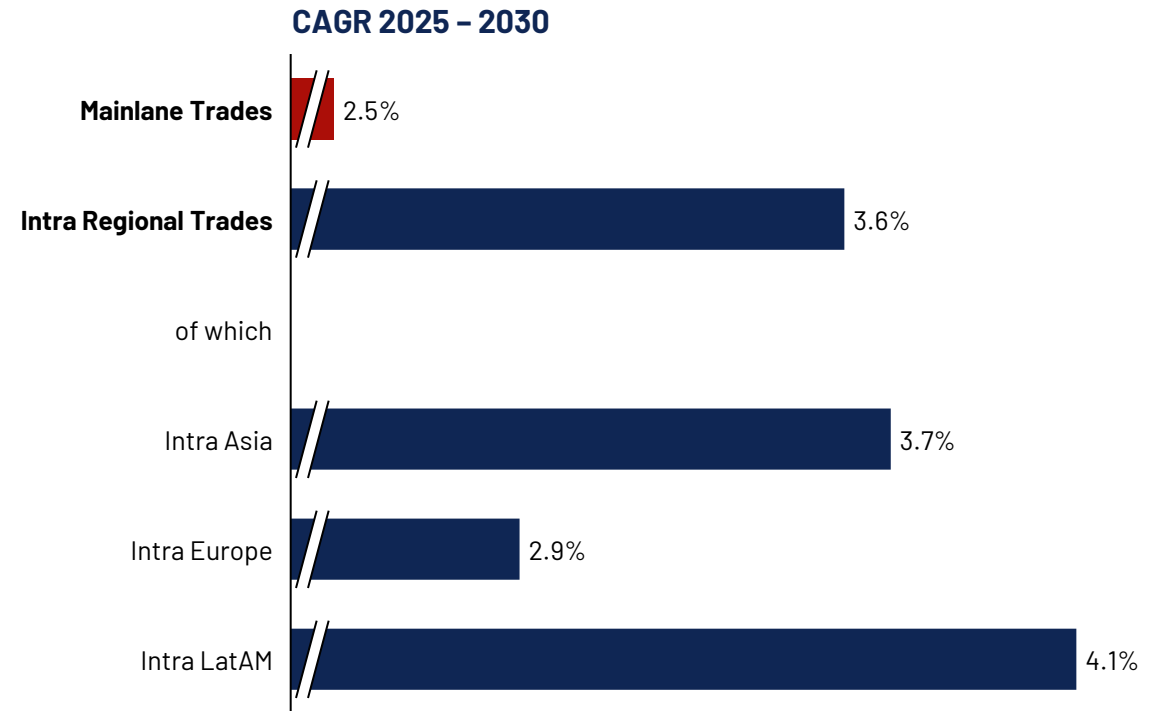
- » Forward availability down 25% YoY – supply scarcity is the market's main support

REGIONAL MARKETS DRIVE CONTAINER DEMAND

DIVERGING GROWTH TRENDS ON THE DEMAND SIDE

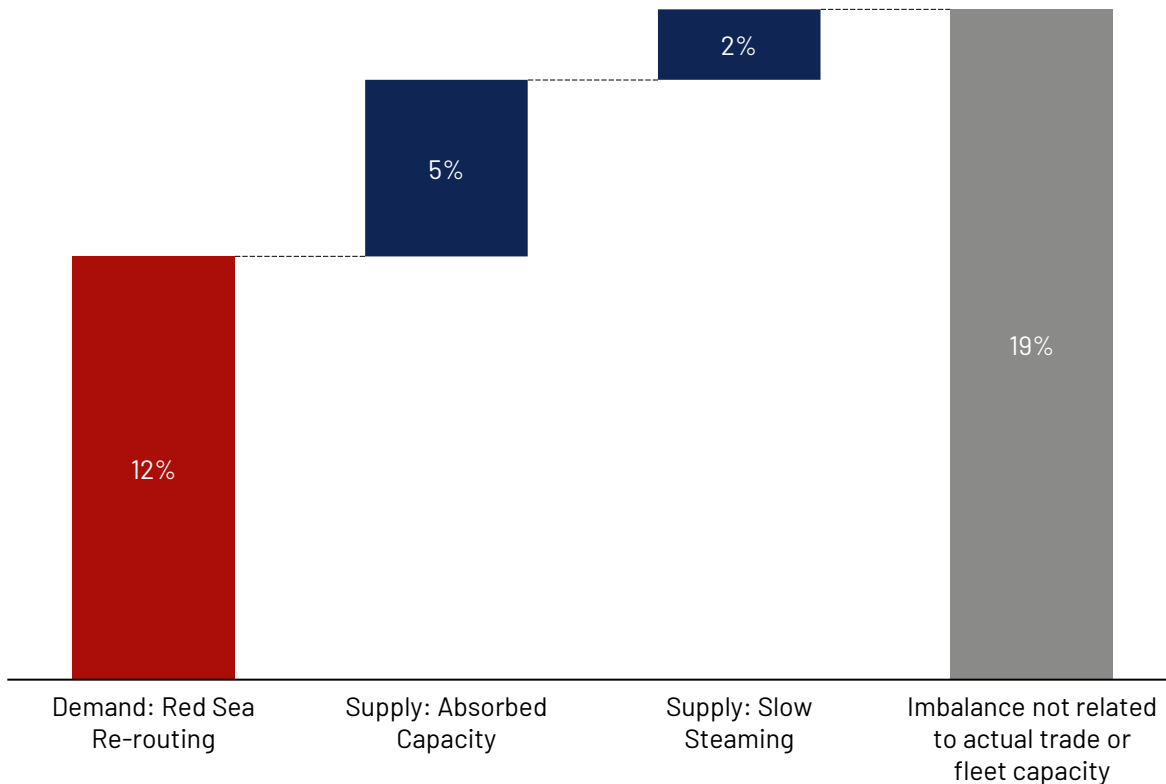
- » Growth trends are driven by **stronger emerging markets'** GDP growth outlook than in advanced economies
- » Container trades serving these markets showed growing volumes in recent years
- » The **diversification of sourcing strategies** will continue to drive robust volume growth
- » Intra-regional container trade – a **core market for the MPCC fleet** – is expected to outperform the mainlane trades
- » In intra-regional trades¹, 87% of vessel deployed are smaller than 7,500 TEU

PROMISING INTRA-REGIONAL DEMAND OUTLOOK



A NEW NORMAL THAT QUIETLY ABSORBS CAPACITY?

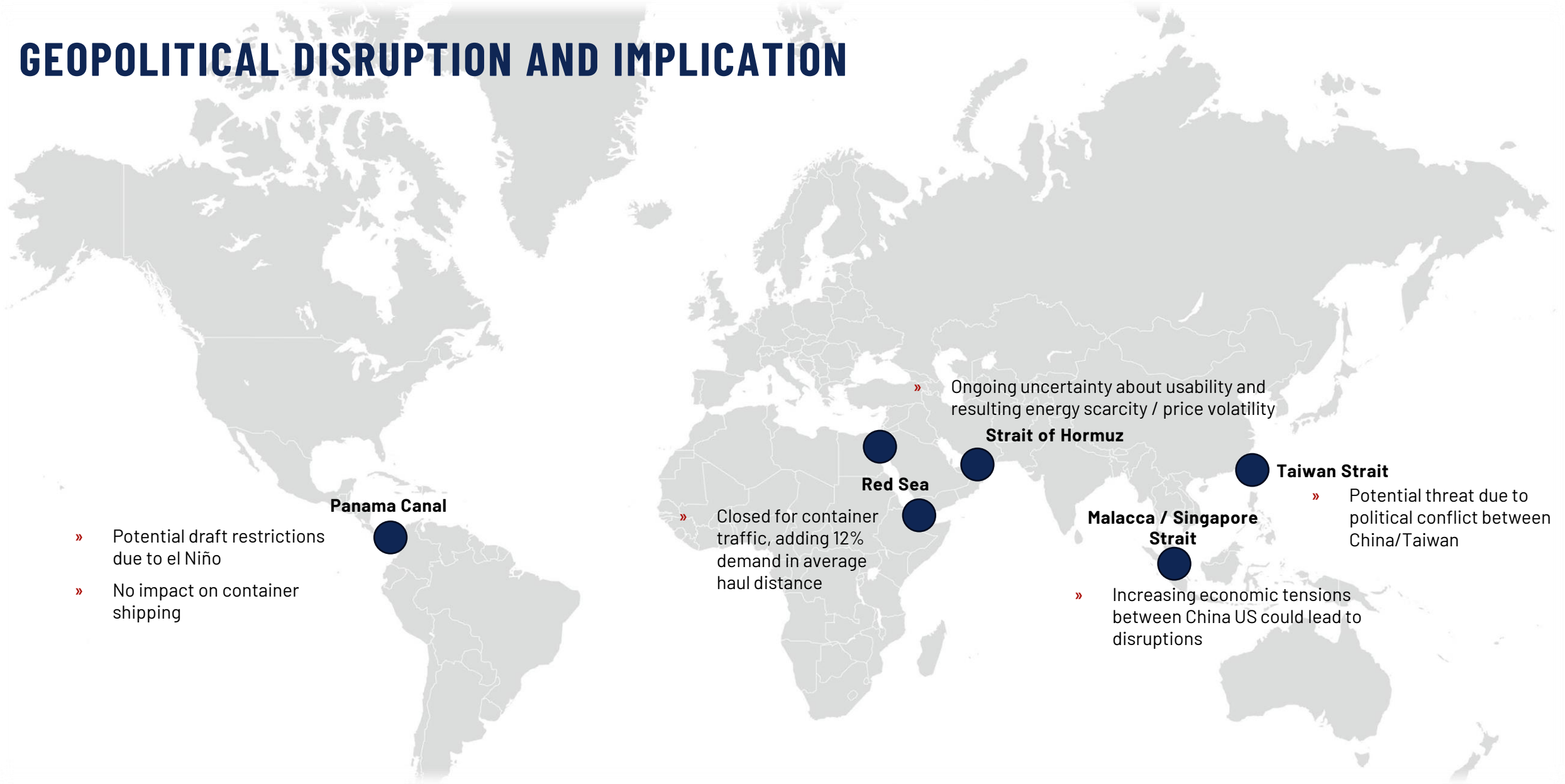
OBSERVABLE MARKET DISTORTIONS IN SPRING 2026



ARTIFICIAL DEMAND BOOST AND SUPPLY CRUNCHES

- » **Sanctions and regional** conflicts have redrawn trade routes
- » **Red Sea diversions**, since late 2023, have stretched average haul lengths by 12%
- » **Congestion** now absorbs 5.3% of capacity – more than double the 2.2% pre-pandemic baseline
- » **Slow steaming**, fueled by 2026 energy prices, locks up another ~2% of capacity
- » **Carriers** are responding with aggressive vertical integration

GEOPOLITICAL DISRUPTION AND IMPLICATION



Panama Canal

- » Potential draft restrictions due to el Niño
- » No impact on container shipping

Red Sea

- » Closed for container traffic, adding 12% demand in average haul distance

Strait of Hormuz

- » Ongoing uncertainty about usability and resulting energy scarcity / price volatility

Malacca / Singapore Strait

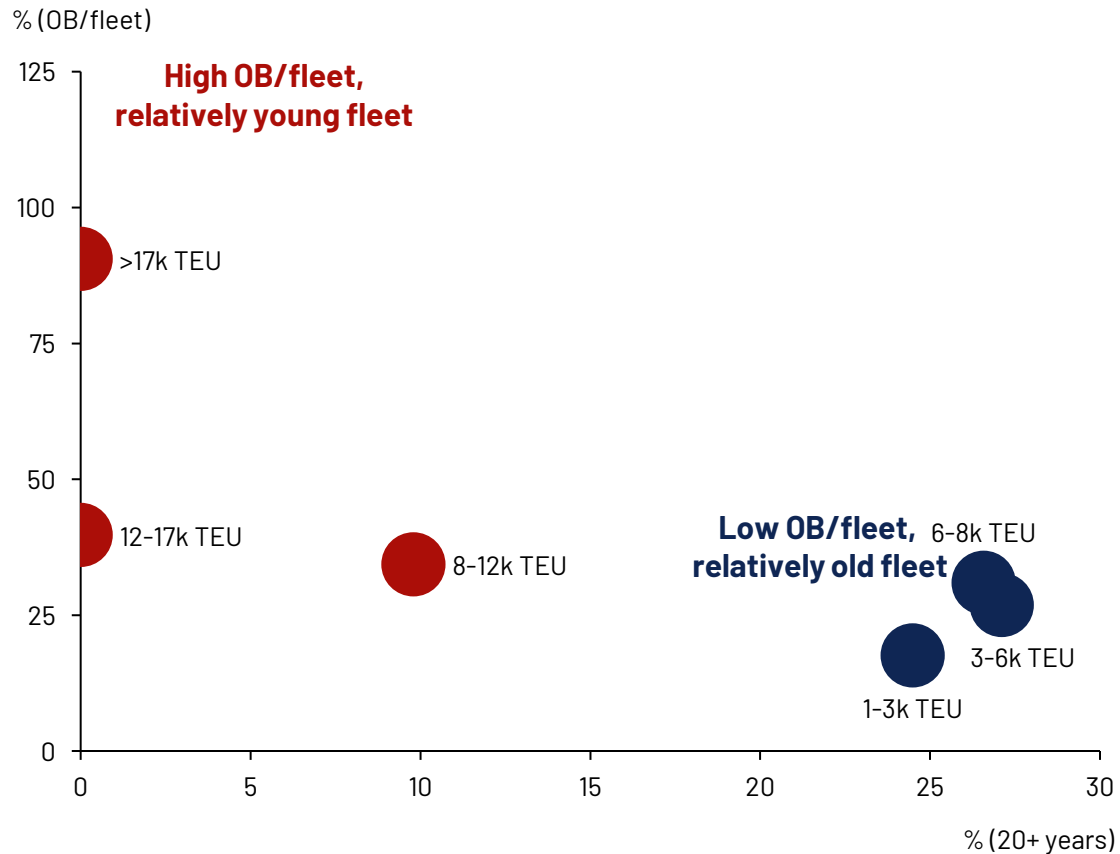
- » Increasing economic tensions between China US could lead to disruptions

Taiwan Strait

- » Potential threat due to political conflict between China/Taiwan

ORDERBOOK STILL NOT OFFSETTING AVERAGE FLEET RENEWAL DEMAND IN SMALLER SIZES

ORDERBOOK AND AGEING FEEDER FLEET



STRATEGIC POSITIONING IN THIS CONTEXT

- » **Structural aging demand:** More than 25% of all units below 8,000 TEU are older than 20 years
- » **Orderbook-to-Fleet ratio:** In the smaller segments, the orderbook is still relatively low, compared to an ageing fleet
- » **MPCC Focus:** Divesting older vessels at attractive prices when their cost disadvantage and reinvestment burden peak
- » **MPCC Newbuilding program:** 17 vessels and a USD 2bn+ backlog with top-liners

MARKET DRIVERS

KEY TOPIC	DESCRIPTION
MIDDLE EAST SITUATION	<ul style="list-style-type: none">» Closure of the Strait of Hormuz has resulted in a collapse of seaborne trade in and out of the region. The situation remains highly uncertain even after the recent US-Iran-MOU» An unwinding of the diversion via the Cape of Good Hope would drastically change the market fundamentals, as the ~12% increase in average transport distances in container traffic would be negated.
MACROECONOMY	<ul style="list-style-type: none">» The IMF forecasts the world economy to grow by 3.1% in 2026 while warning that under “adverse” or “severe” conditions, growth could be as low as 2.5% or 2%, respectively.» Triggered by the Iran conflict and rising energy prices, and compounded by depleted household savings, elevated inflation expectations, and volatile asset markets, consumer sentiment has fallen to low levels and even after an uptick in June remained historically bleak.
INTRA REGIONAL TRADE RESILIENCE	<ul style="list-style-type: none">» Intra-regional demand forecast to grow at 3.6% CAGR through 2030, slightly outpacing mainlane trades.» Trades ex-Asia into emerging markets remain key growth drivers, structurally favoring small to mid-size vessels.
FEEDER MODERNIZATION	<ul style="list-style-type: none">» 29% of the feeder fleet (<=6k TEU) is older than 20 years, while the orderbook-to-fleet ratio is still moderate at 17%.» Underscoring the investment need in energy efficient, environmental compliant feeder tonnage.
ENERGY PRICE DYNAMICS	<ul style="list-style-type: none">» Successive geopolitical shocks have made volatility permanent.» Fuel efficiency has become a margin driver for the container fleet as bunker prices since March are up 60% in 2026.

01 COMPANY PROFILE

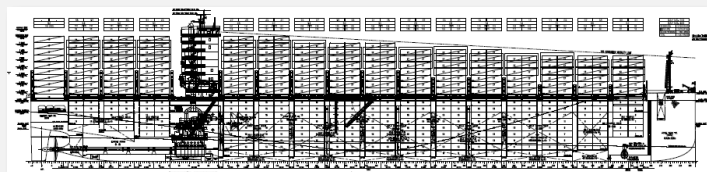
02 MARKET UPDATE

03 **FOCUS TRANSACTION**



MPCC TO ACQUIRE 4 X 7,000 TEU VESSELS WITH 3-YEAR CHARTER

SDARI 7,000 design, 2023/2024-built



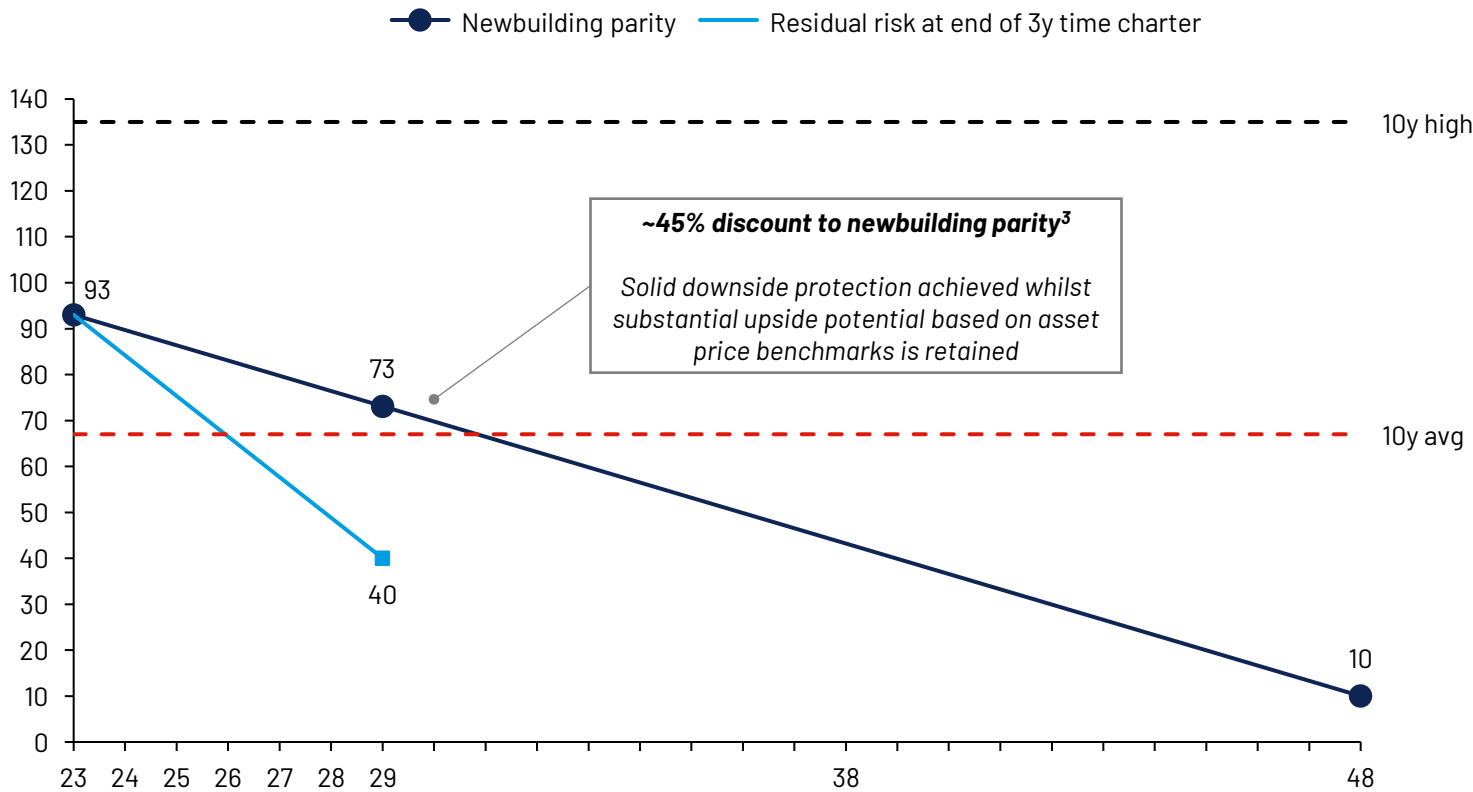
Shipyard	Top-tier Chinese shipyard
Takeover	October - November 2026
Charterer	Top-5 liner company
Employment	3-yr TC
En-bloc price	USD 340m
Secured revenue	USD 180m
Secured EBITDA	USD 140m

Transaction rationale

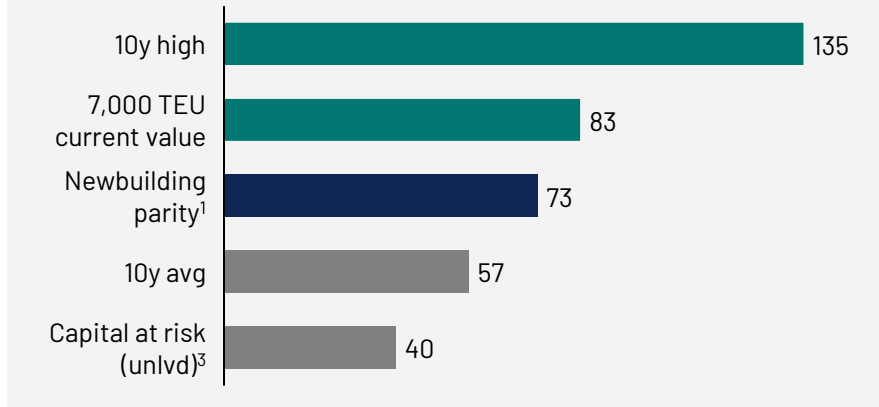
- » **A globally deployable size class with structural undersupply**
Modern tonnage in the 7,000 TEU class is scarce and it is a workhorse size deployable on almost any trade. These vessels are replacing the ageing fleet of classic Panamaxs (4,000-5,000 TEU) and first-generation post-Panamax ships (5,500-6,500 TEU)
- » **Intra-Regional Trade Growth**
Structural shift toward intra-regional supply chains drives demand for mid-size vessels
- » **Attractive Entry Valuation and discount to newbuilding parity**
USD 340m acquisition price secured at compelling levels with three years of charter earnings already locked in. Vessels acquired at a ~45% discount to newbuilding parity post initial charter, providing significant downside protection while retaining material upside to historical asset price benchmarks
- » **Funding secured**
Flexibility due to HCOB RCF, DB accordion facility and cash position
- » **Low employment risk**
Managed residual risk with low unlevered cash break-even of USD 18,000¹ (65% below 10y avg)
- » **Platform expansion and fleet renewal**
Strengthens MPCC's ability to serve top-tier global liner companies across a wider range of vessel sizes and continues the ongoing fleet transition towards a younger, more efficient and future-proof fleet

SIGNIFICANT DISCOUNT TO NEWBUILDING PARITY AFTER INITIAL TIME CHARTER

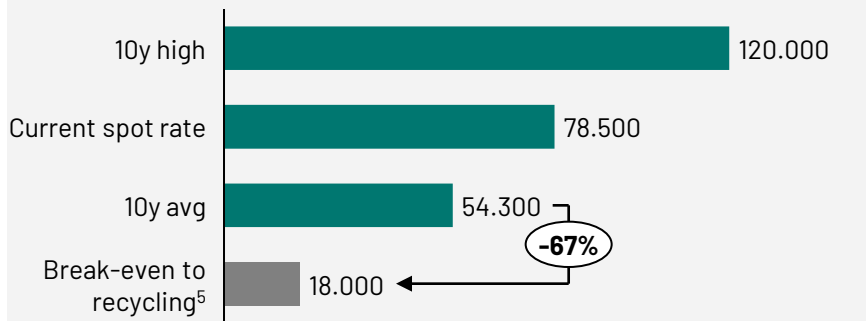
COMPARISON TO NEWBUILDING PARITY (Unlevered, USDm)¹



ASSET PRICE BENCHMARK (6-year-old 7,000 TEU, USDm)²



TIME CHARTER BENCHMARK (USDm)⁴



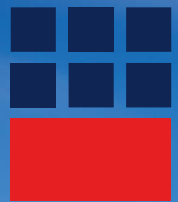
1. Calculations based on USD 93m newbuilding value assumption and recycling value derived with assumption of vessel LWT of 25,000 and USD 400 / LWT

2. Linear interpolation to derive 6-year-old equ. benchmark value; Clarksons SNP benchmark data used: 7,000 TEU gearless 5yr old, 7,000 TEU gearless 10 Yr Old Secondhand Prices

3. Unlevered; derived by (acquisition price less secured EBITDA less recycling value) / newbuilding parity value

4. Based on Clarkson benchmark data with adjusted time series to reflect 7,000 TEU size bracket; time series adjustment is in mid-point of Intermediate Containership 6,500 TEU 6-12 Month Timecharter Rate and 9,000 TEU (c.2015 Built 'Eco' design) Neo-Panamax 6-12 Month Timecharter Rate for years 2017-2018 due to limited data points and thereafter as mid-point of Clarkson Intermediate Containership 6,500 TEU 6-12 Month Timecharter Rate and Intermediate Containership 8,500 TEU 6-12 Month Timecharter Rate

5. Derived using sum of capital at risk and remaining dry dock CAPEX of USD 6m, divided by remaining useful life days assuming 25-year asset lifetime plus operating cost assumption of USD 11,300 per day (average across lifetime)



MPC CONTAINER SHIPS

