



19th May 2022

Q1 2022 EARNINGS PRESENTATION

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2. Market Update
3. Company Outlook
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MARKET-LEADING CONTAINER SHIP COMPANY WITH STRONG FINANCIALS AND RATIONAL CAPITAL ALLOCATION



Leading intra-regional
tonnage provider



Strong balance sheet and
significant earnings backlog



Clear strategy &
investment principles



Established corporate set-
up with strong governance

67

Vessels ¹

~150K TEU

Total TEU capacity ¹

PORTFOLIO

Solid chartering strategy
and reliable operations

STRONG BALANCE SHEET

>30 unencumbered vessels
Industry-low leverage

HIGH EARNINGS VISIBILITY

Revenue backlog
~USD 1.7bn
Projected EBITDA backlog
~USD 1.4bn

CAPITAL ALLOCATION

Follow clear and rational
principles

STRONG EXECUTION

Proven execution
capabilities

SELECTIVE GROWTH

Focus on per share
accretive transactions

CORPORATE SET-UP

Extensive corporate
governance and ESG
commitment
Strong sponsor

LISTING & LIQUIDITY

Mainboard listed
OBX index member

¹ Including newbuildings

STRONG FINANCIAL PERFORMANCE IN Q1 2022 AMID MACRO UNCERTAINTY

PERFORMANCE SUMMARY

	Q1 22	<	Q1 21
Revenue	USD 143m	2,8x	USD 51m
EBITDA	USD 137m	6,2x	USD 22m
Net Profit ¹	USD 117m	29,3x	USD 4m
EPS	USD 0.26		USD 0.01
Average TCE	USD 24,845	2,4x	USD 10,502
Utilization	98.8%	~1x	99.2%

FINANCIAL POSITION

	Q1 22	<	Q1 21
Total Assets	USD 915m	1,3x	USD 688m
Cash	USD 81m	1,7x	USD 48m
Leverage Ratio	22%	0,5x	41%
Equity Ratio	70%	1,3x	56%

¹ Includes gains from vessel sales of USD 39.9m.

Strong financial performance amid macro uncertainty:

- » Solid utilization and further increased average TCE
- » High fixing activity: 23 additional charters secured, including strategic forward fixtures
- » Three vessel handovers completed, generating USD 39.9m in gains from vessel sales

Accretive portfolio measure:

- » New unique Newbuilding project executed by ordering two 5,500 TEU wide beam eco-design vessels with delivery in Q1 2024 and a 7-year time-charter to ZIM Integrated Shipping and a front-loaded payment scheme attached

Execution of distribution plan:

- » On 18 May 2022: Declared a dividend of total USD 71 million, or USD 0.16 per share which includes an event driven dividend of USD 0.03 per share
- » In February 2022: USD ~200m or USD 0.45 per share have been distributed to shareholders since commencement of the distribution policy

MACROECONOMIC AND OPERATIONAL HIGHLIGHTS Q1 2022

MACRO

Market

- » Global economic growth revised downwards to 3.6% (2022 and 2023)
- » Robust international trade expected (2022: 5.0% and 2023: 4.4%)
- » Congestions and disruptions prevail and may relocate from China to the US when Shanghai lockdown eases
- » Geopolitical uncertainties prevail: Russia – Ukraine conflict put pressure on inflation and interest rates

PORTFOLIO & OPERATIONS

Commercial

- » AS Petulia, AS Palatia and AS Patricia handed over to new owners during Q1 2022
- » Two newbuildings contracted for Q1 2024 deliveries and 7-year time-charter to ZIM Integrated Shipping

Operations in light of ongoing COVID-related challenges and geopolitical tensions

- » Solid fleet utilization of 98.8%
- » Continued focus on OPEX, CAPEX and seafarers welfare

CORPORATE HIGHLIGHTS Q1 2022

CORPORATE

Governance & ESG

- » EGM approved the dividend authorization for the Board
- » Peter Frederiksen elected as a new Board Member, replacing Darren Maupin
- » 2nd ESG Report was published in March 2022 and various measures are in execution supporting ESG strategy
- » Joined the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping as project partner and mission ambassador

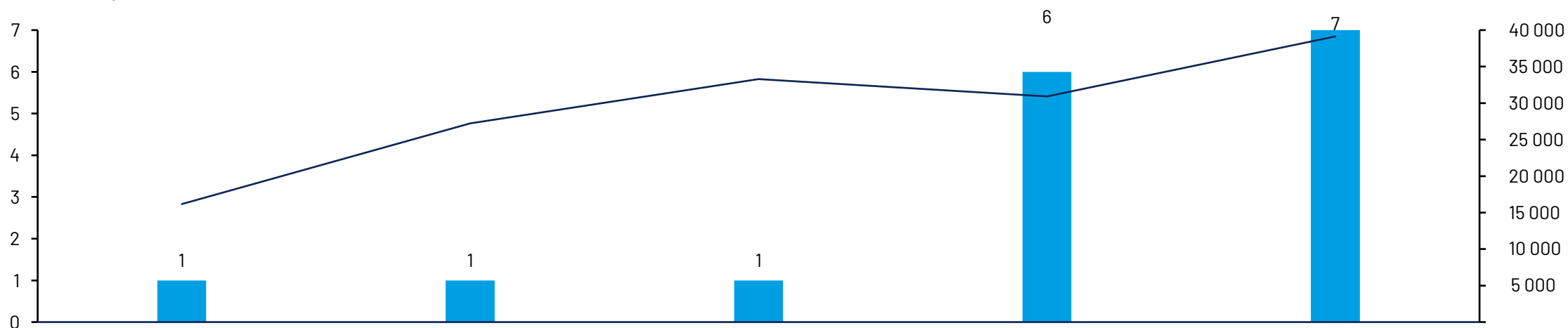
Execution of distribution policy

- » 7 February: Payout of event driven dividend of USD 0.34 per share
- » 30 March: Payout of recurring dividend of USD 0.11 per share
- » Quarterly dividend of USD 0.13 per share declared by the Board for payment 29 June 2022
- » Event driven dividend of USD 0.03 per share declared by the Board for payment 29 June 2022

HIGH CHARTER ACTIVITY IN Q1 2022 WITH 23 FIXTURES ¹

Significant value generation by executing prudent multi-year charter strategy

— Avg. Rate (USD) ■ Avg. Forward Fixture (months)



	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022
No. fixtures	18	17	10	9	23
Avg. rate in USD p.d.	16,180	27,230	33,280	30,930	39,130
Avg. TEU	2,506	2,086	2,299	1,785	2,480
Avg. period in months	~15	~28	~37	~27	~41 ²

¹ Charter period (min. / max.) based on management assessment and subject to change due to market development; based on all vessels incl. Bluewater JV, excl. interim employment and declared options, excl. revenue from scrubber-related profit shares. Contracted revenues include 100% revenues share from Bluewater JV vessels% revenues share from Bluewater JV vessels

² Including secured seven-year charters for new-building project vessels, see appendix for further details

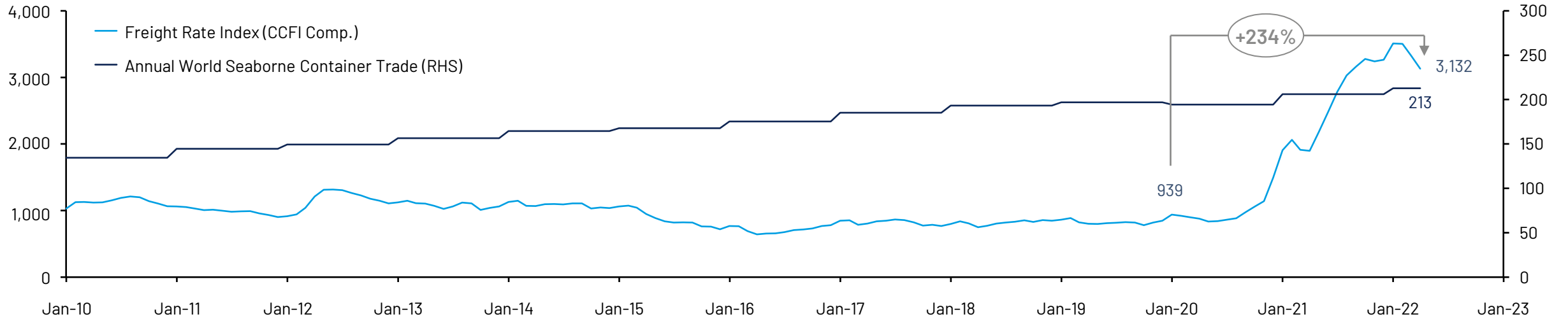


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TIGHT CAPACITY AND RECORD LINER EARNINGS

Freight Rate Index



ELEVATED FREIGHT RATES

3,132 |

Apr 22; CCFI

ROBUST TRADE GROWTH

4% |

Apr 22; YoY

MANY LONG-TERM CONTRACTS

71% |

Maersk; 22 full year

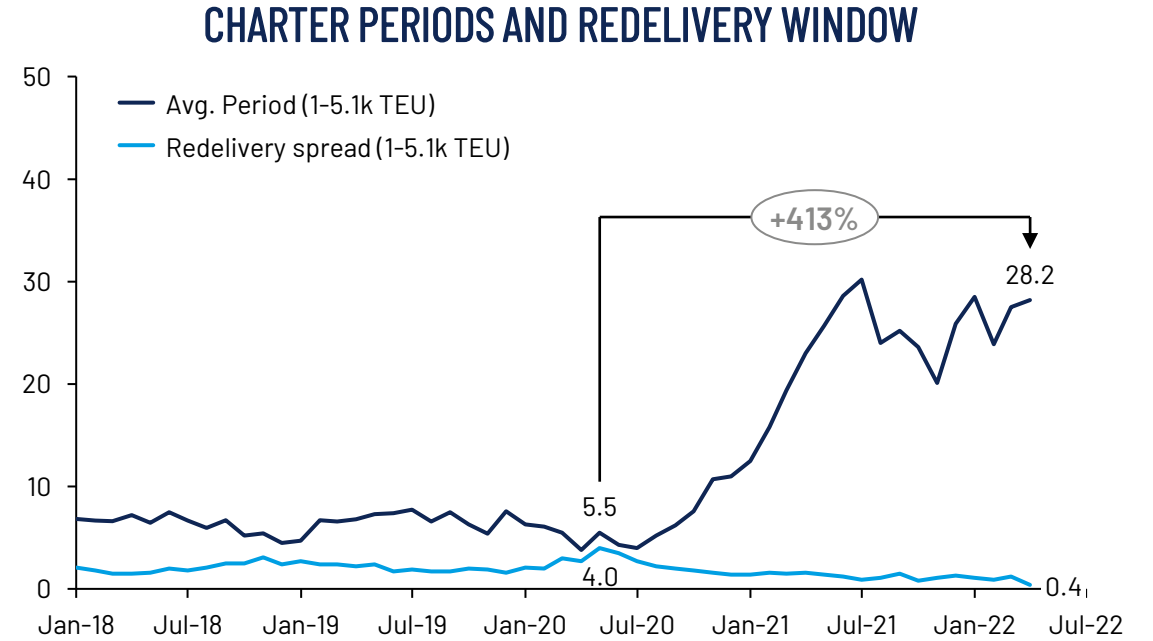
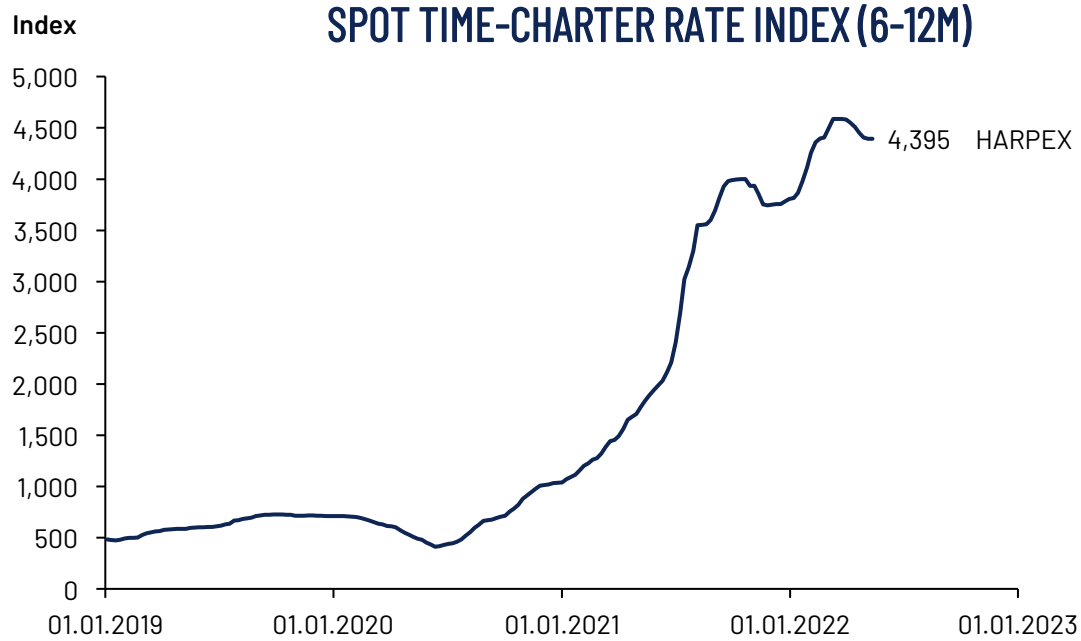
RECORD LINER EARNINGS

\$9.1bn |

Maersk EBITDA Q1 2022

Data Source: Clarksons Research, May 2022, Sea-Intelligence, May 2022; Maersk, May 2022.

ELEVATED CHARTER RATES AND PROLONGED PERIODS



ELEVATED SPOT RATES

4,395 |

May 22; HARPEX

PROLONGED PERIODS (MTH)

28 |

Apr 22; 1 - 5.2k TEU

TIGHT REDEL. WINDOWS (MTH)

0.4 |

Apr 22; 1 - 5.2k TEU

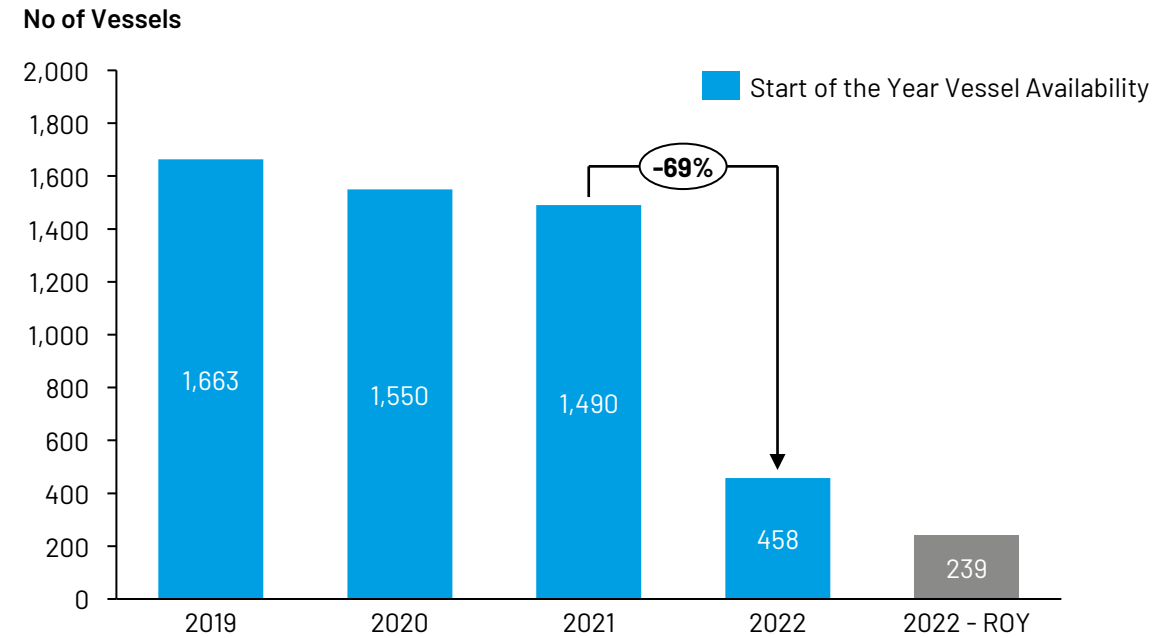
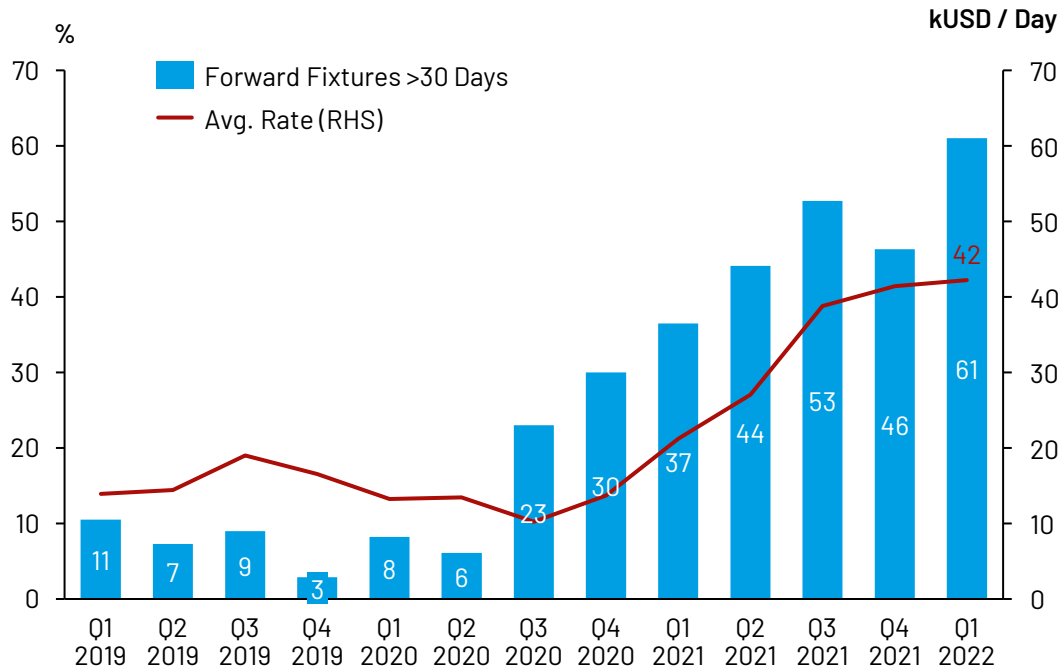
HIGH ASSET PRICES (USD)

52m |

Apr 22; 15yrs 2.7k TEU

Data Source: Harper Petersen, May 2022; Clarksons Research, May 2022.

PERIODS AND FORWARD FIXING WIPE OUT AVAILABILITY



INCREASED FORWARD FIXTURES

61% | ↑

Q1 22; Percentage of Total

AVG. RATE INCREASE (USD)

42K | ↑

Q1 22; Rate Forw. Fixtures

RECORD LOW IDLE NUMBER

52 | ↓

Apr 22; No. of Vessels

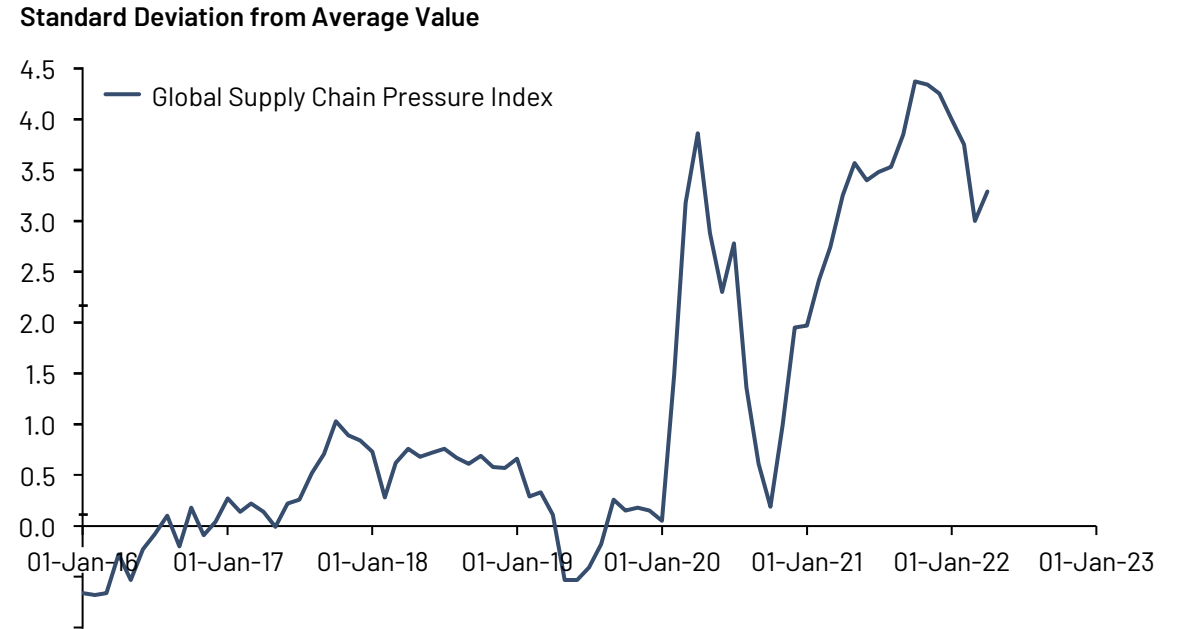
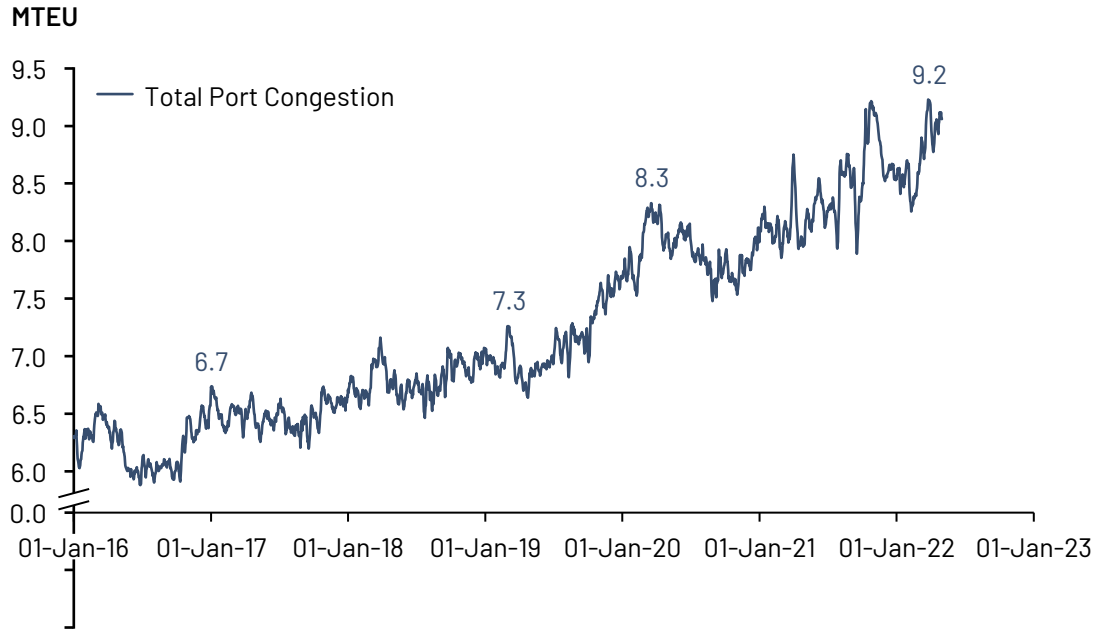
REDUCED VESSEL AVAILABILITY

-69% | ↓

2021 vs. 2022; No. Vessels

Data Source: Clarksons Research, May 2022, Maersk Broker, April 2021; Harper Petersen, May 2022. Own Analysis.

ONGOING CONGESTION AND DISRUPTIONS



GLOBAL SCHEDULE RELIABILITY

33.5% | ↓

Mar 2022; lowest in any Q1

AVG. DELAY OF LATE VESSELS

7 days | ↑

Mar 2022; near record high

LARGE BLOCKED CAPACITY

11.3% | →

May 22; due to congestion

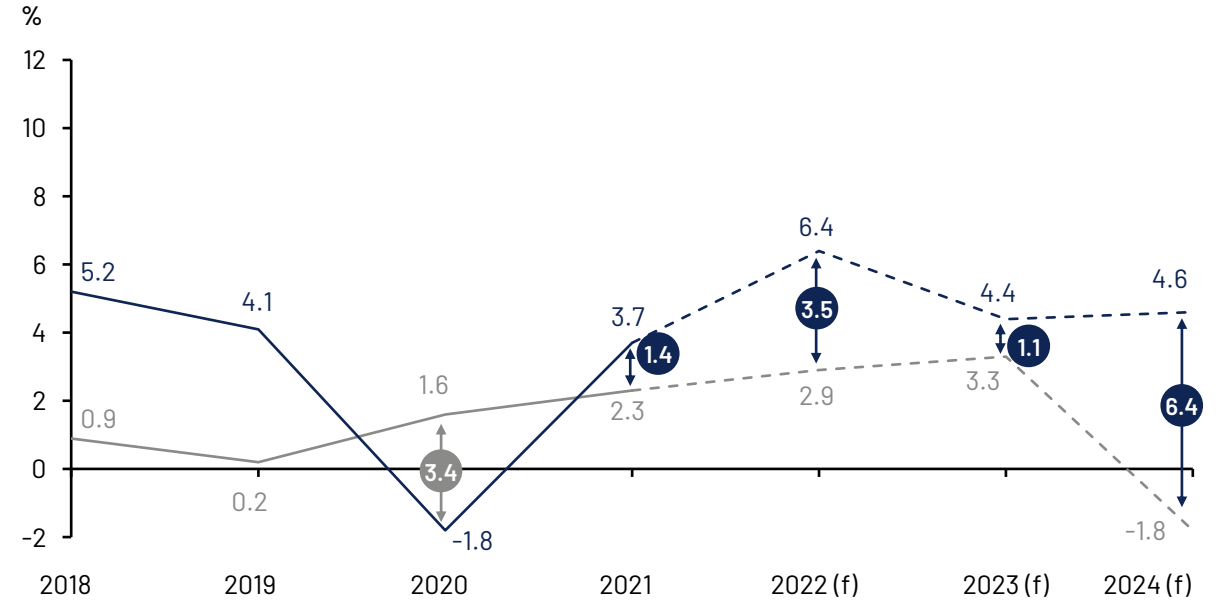
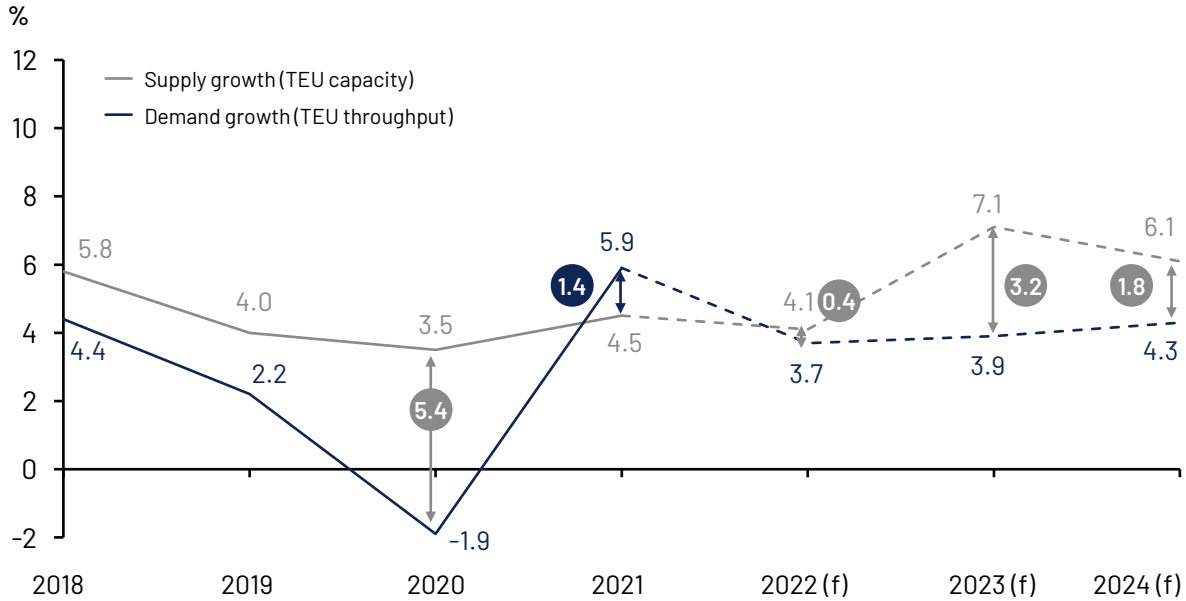
TIME TO FIX THE PROBLEM

8 m. | →

Benchmark Case 2015

Data Source: Clarksons Research, May 2022; Sea-Intelligence, May 2022; US Fed New York, May 2022

ENCOURAGING S/D OUTLOOK FOR REGIONAL TRADES



LOW FEEDER OB-TO-FLEET

15% | ➔

1 – 5k TEU

LOW FEEDER FLEET GROWTH

0.4% | ➔

CAGR 21 -25; <5.2k TEU

STRONG REG. TRADE GROWTH

5% | ➔

CAGR 21 - 25; Intra-Regional

EXP. CII IMPACT ON FEEDERS

-11% | ➔

Eff. Trade Cap. Caribs

Data Source: Clarksons Research, May 2022; Maritime Strategies International, May 2022 Own Analysis

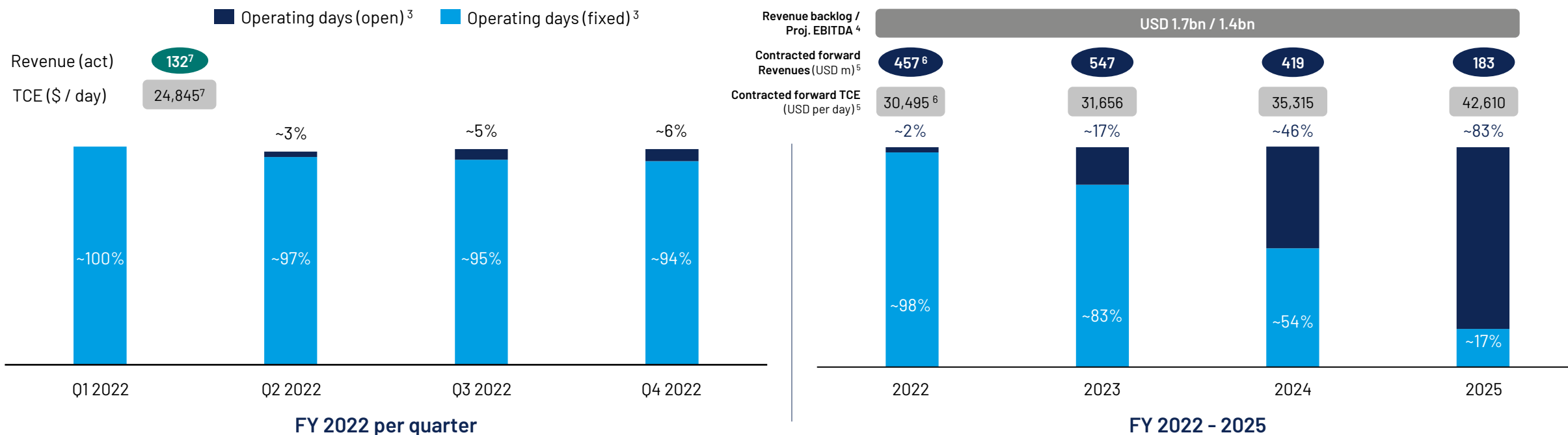


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OPERATING DAYS & FIXED REVENUE ¹ – INCREASED CHARTER BACKLOG AND VISIBILITY

Fixed operating days & Revenue / EBITDA (consolidated vessels) ^{2,3}



¹ Underlying min. / max. periods for contracted charter based on management assessment. Contracted Revenue and 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 per 17th May 2022. For details, please see also appendix

³ Total number of operating days based on assumed utilization of 95% (of available days)

⁴ Projected EBITDA based on contracted revenue (consolidated fleet) reduced by operating CBE of USD 7,167 per day and vessel, incl. 50% projected net profit from Bluewater JV vessels (Bluewater net profit based on contracted revenue reduced by operating CBE of USD 9,187 per day and vessel). CBE excluding extraordinary and seasonal items in the amount of USD 442 per day

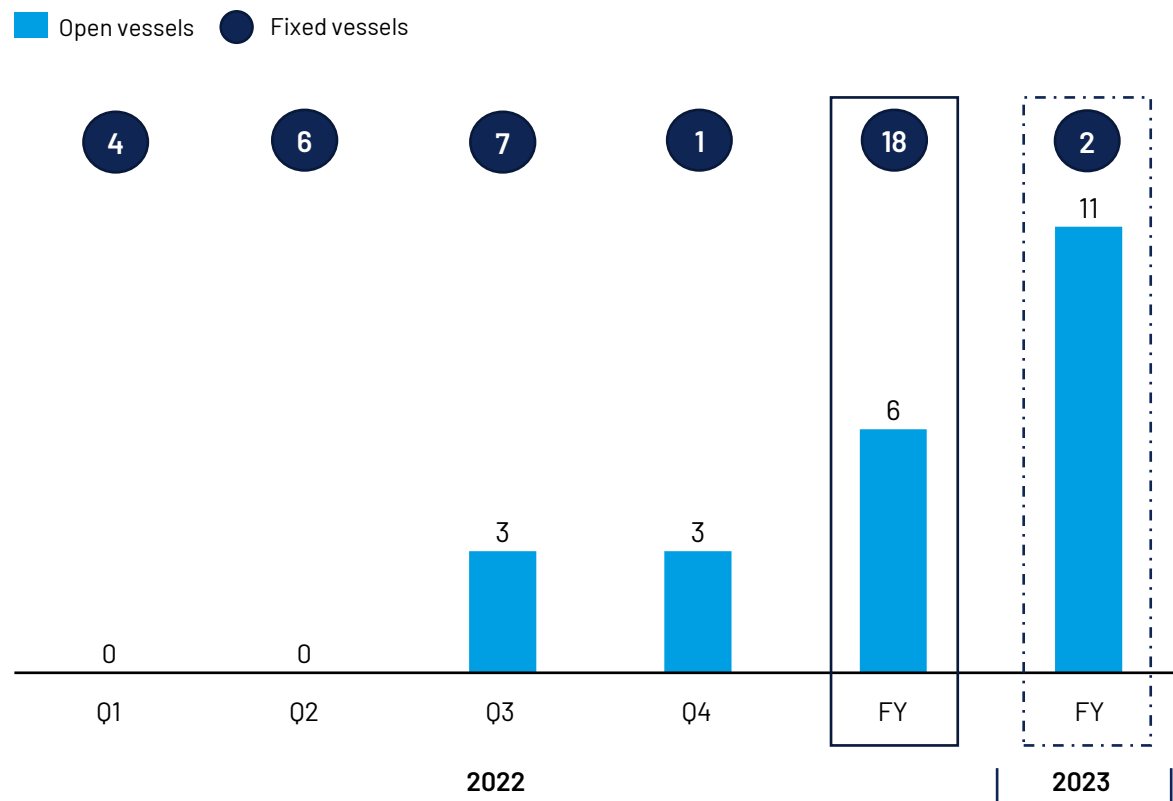
⁵ Based on expected expiry of charter without Bluewater JV (expected charter expiry based on management assessment and subject to change due to market development). Q1 2024 ff. incl. newbuildings

⁶ Includes Q2 - Q4 2022 (without IFRS adjustments)

⁷ Revenue and TCE based on USD 131.9m not including IFRS amortization of time charter carry with USD 8m

UPCOMING POSITIONS IN FY22 & FY23

Number of Fixed & Upcoming charters



Current Period Charter Market¹

Cluster (TEU)	Charter Rate (USD / day)	Period
1.0k - 1.4k	28,000	~ 3 yrs
1.5k	28,000	~ 3 yrs
1.7k - 2.0k	39,000	~ 3 yrs
2.5k	45,000	~ 3 yrs
2.8k	48,000	~ 3 yrs
3.5k	55,500	~ 3 yrs
4.2k	60,000	~ 3 yrs

Estimation of open Potential in 2022²



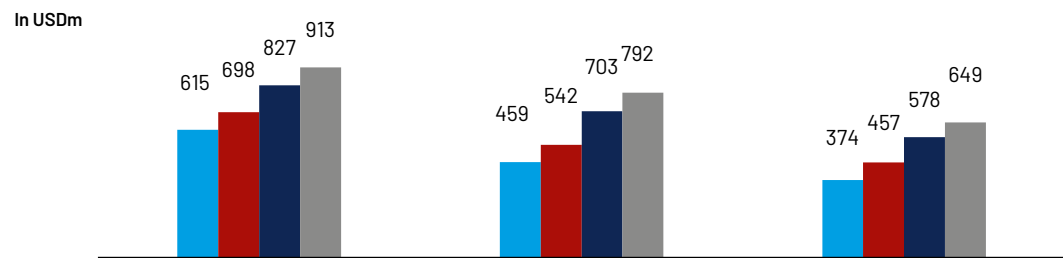
¹ Current open rates based on current 3 years TC rates from Clarksons (per February 2022) and MPCC assessment

² Open Revenue Potential based on upcoming fixtures/ currently open positions in FY 22 with an assumed avg. fixing period of 3 years and utilization of 95% in combination with current open market rates (as shown in the table above).
Open EBITDA potential based on open revenue potential reduced by operating CBE of USD 7.167 per day and vessel, incl. 50% Bluewater net profit based on open revenue potential reduced by total CBE of USD 9,187 per day and vessel)

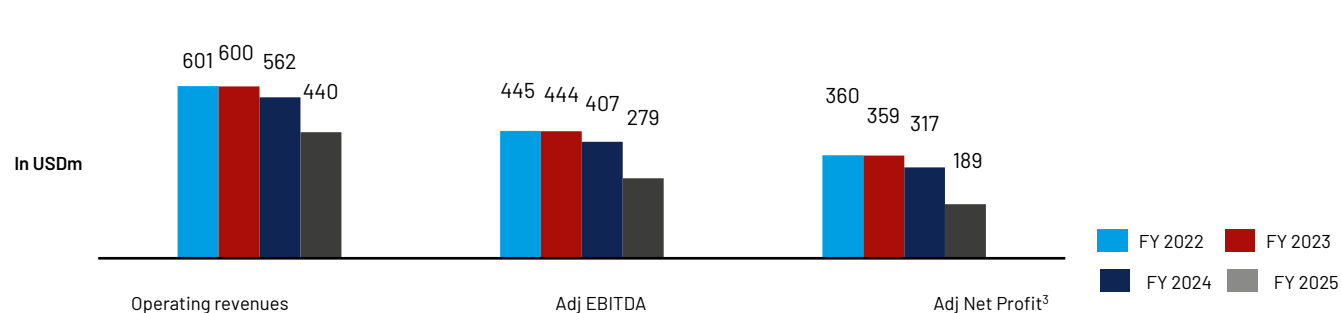
CURRENT MARKET ENVIRONMENT PROVIDES SIGNIFICANT POTENTIAL FOR SUSTAINABLE DISTRIBUTIONS TO INVESTORS

Indicative sensitivities on open rates ¹

SCENARIO 1: CURRENT MARKET RATES TCE ²: USD 42.425/day



SCENARIO 2: 10 YEAR HISTORICAL AVERAGE TCE ²: USD 14.901/day

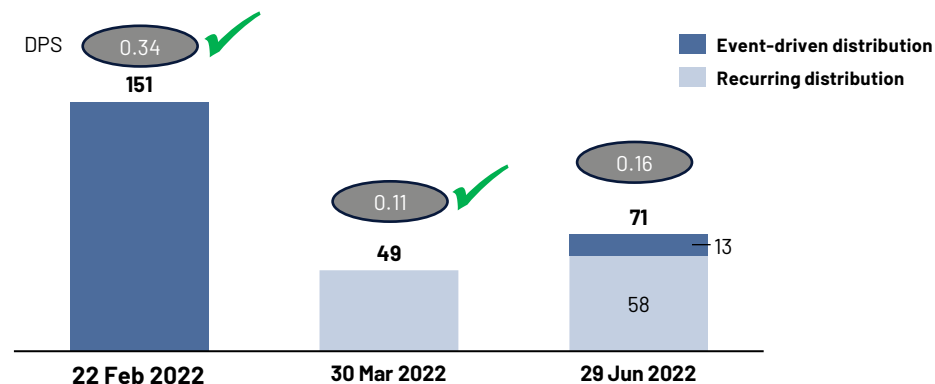


Distribution plan

Priority on returning capital to investors by way of using significant parts of earnings as per the following Distribution Plan

- » **Event driven (non-recurring) distributions** based on other proceeds, e.g. vessel sales, by way of extra-ordinary dividends or share buyback
- » **(Quarterly) recurring distributions** based on 75% of adjusted net profits ⁴

Implementation of distribution plan:



¹ Illustrative earnings scenarios, no forecasts, assuming upcoming fixtures at above shown rates. Based on 95% utilization and actual Q1 FY 2022 operating CBE of USD 7.167 per day and vessel. Cost base for JV vessels also factoring in depreciation and finance cost, in total USD 9,187/day/vessel. Adjusted EBITDA only factor in the EBITDA from the above-mentioned assumptions, any gains from vessels sales or any other effects are excluded. Calculations include the two newbuildings from 2024 on.

² Current market rates based on current 3 year TC rates from Clarksons (per May 2022) and MPCC assessment. Historical 10 year average based on historical monthly average 6-12 months TC rates from Clarksons. Rates are allocated proportionate based on vessels coming open in Q1 2022 - Q4 2025 to the Group's fleet.

³ Adjusted Net profit to be considered as illustrative earning scenarios and not forecast. Estimated using annualized USD 85 million in depreciation and net finance costs for period 2022 - 2023 and USD 90 million for period 2024 - 2025. Adjusted EBITDA and Net Profit exclude any gains from vessel sales or any other effects.

⁴ I.e. adjusted for sales gains, non-recurring events, reserves for Working Capital needs and/or regulatory/ efficiency CAPEX, if applicable

WELL POSITIONED TO CONTINUE COMPANY STRATEGY WITH DISCIPLINED CAPITAL ALLOCATION



Market Momentum & Fundamentals

Short-term

- » Historically strong container market, despite geopolitical tensions and macro uncertainty
- » MPCC has locked-in significant charter revenues and is well positioned to further benefit from continuously tight vessel supply

Mid-term

- » Despite significant orderbook in larger sizes, encouraging supply/demand outlook for intra-regional tonnage
- » Upcoming regulation time expected to have significant impact on effective trading capacity, especially in the smaller segments

Long-term

- » Industry landscape affected by energy transition and decarbonization



Corporate Profile

Largest container tonnage provider for intra-regional trades with strong industry network and prudent capital allocation

- » Low financial leverage
- » Strong cash generation

Company Strategy

- » **Risk/return profile:** Achieve double-digit full-cycle equity returns with low leverage
- » **Transparent, active and rational** capital allocation
- » Ensure **professional** asset and portfolio management
- » **Opportunistic** pursuit of per share accretive transactions within the defined strategy
- » **Mitigate** residual value risk
- » **Return capital to investors** when returns on asset investments fall shy of hurdle rates



Outlook

Well-positioned

- » To distribute capital to shareholders by way of dividends and/or share buybacks
- » To capture attractive growth opportunities as they arise

Disciplined

- » Capital allocation decisions
- » Balance sheet and portfolio management
- » To adhere to regulatory requirements

Resilient

- » To varying long-term market environment, including expected implications from the energy transition



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CALCULATION OF DISTRIBUTION BASED ON Q4 RESULTS AND RESOLVED DISTRIBUTION PLAN

Distribution calculation for	Q2 22
Quarter for calculation	Q1 22 ¹
Net operating revenue	136.5
EBITDA	137.7
Net profit	116.8
Adjustments	
Gains from vessel sales	-18.8
Gains from vessel sales (JV)	-21.1
Total adjustments	-39.9
Adjusted Net Profits	76.9
thereof 75% as recurring distribution	57.7
Other adjustments (Wcap needs, CAPEX, other)	-
Resolved recurring distribution	57.7
No of shares	443.7
DPS(USD)	0.13
DPS(NOK) ²	~1.3

¹ Unaudited results for Q1 2022. Subject to changes and adjustments

² Based on an FX rate USD/ NOK of 9.7879(subject to market development)

Comments

- » Recurring distribution in Q2 2022 to be based on adjusted (un-audited) Q1 2022 results
- » Extraordinary items to be adjusted for:
 - Gains from vessel sales totaling USD 39.9m
- » Adjusted net profit amounting to USD 76.9m resulting in a recurring distribution (75% of adjusted net profits) of USD 57.7m
- » DPS:
 - USD 0.13 per share
 - NOK ~1.3 per share ²

Q1 2022 FINANCIALS

Balance sheet as per 31 March 2022

USDm	31 Mar 2022	31 Dec 2021
Assets	915.5	1,033.4
Non-current assets	805.0	803.0
Current assets	110.6	230.4
thereof cash & cash equivalents	81.5	180.3
Equity and liabilities	915.5	1,033.4
Equity	642.3	727.6
Non-current liabilities	131.1	151.8
Current liabilities	142.1	154.0
Equity ratio	70%	70%
Leverage ratio¹	23%	22%

Cash flow statement Q1 2022

USDm	Q1 2022	Q4 2021
Cash at beginning of period	180.3	76.5
Operating cash flow	87.3	98.6
Financing cash flow	-224.5	-134.9
Investing cash flow	38.4	140.1
Cash at end of period	81.5	180.3

¹ Long-term and short-term interest-bearing debt divided by total assets

² Average number of vessels based on ownership days within the quarter

³ Percentage utilization represents total trading days including off-hire days related to dry-docks divided by the total number of ownership days during the period.

⁴ Excluding amortization of TC carry of USD 12.9m on operating revenue in Q4 2021

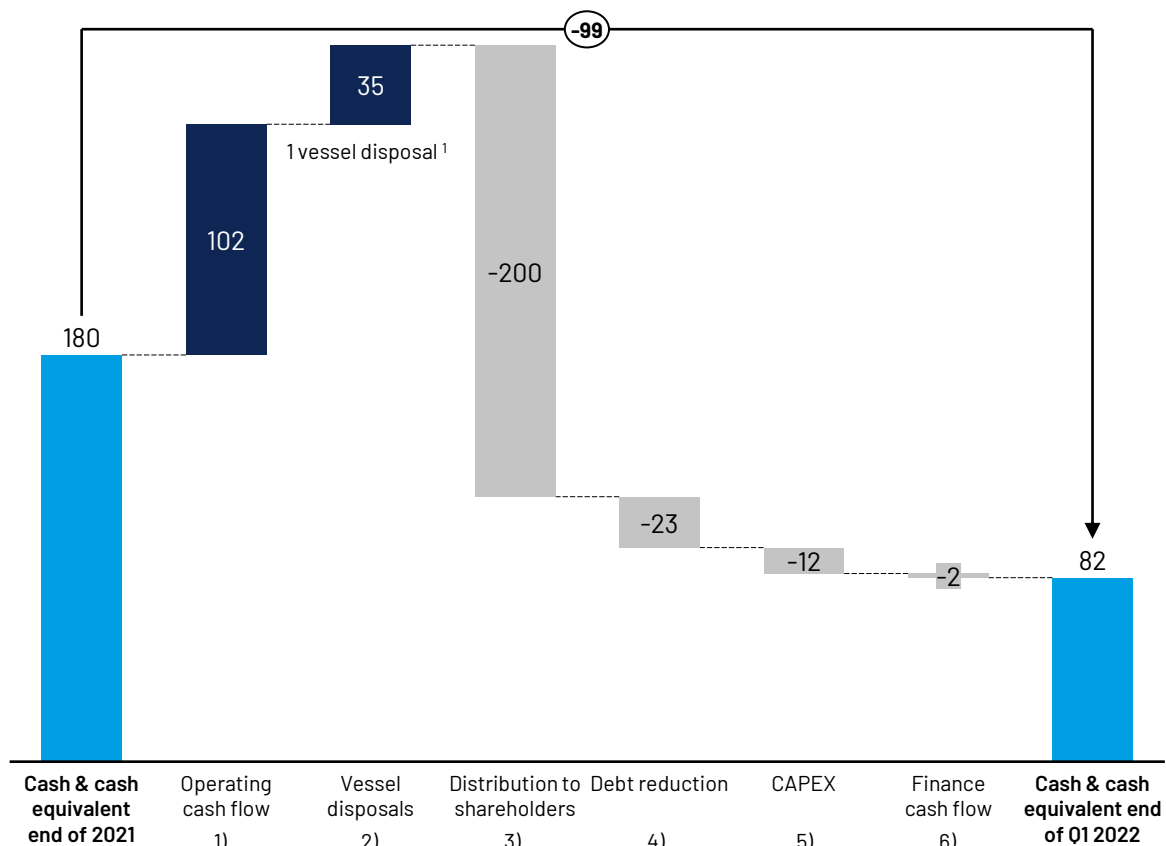
⁵ Based on FX rate with USD/NOK 9.7879

Profit & Loss Q1 2022

USDm	31 Mar 2022	31 Dec 2021	
Operating revenues	142.9	140.1	
Gross profit	122.7	117.0	
EBITDA	137.7	162.7	
Profit / Loss for the period	116.8	128.0	
Avg. number of vessels ²	65	66	
Ownership days	5,410	5,904	
Trading days	5,307	5,507	
Utilization ³	98.8%	97.6%	
TCE ⁴	USD per trading day	25,457	27,556
EBITDA	USD per ownership day	20,469	16,118
OPEX	"	6,287	5,548
EPS (diluted)	USD / NOK (9.7879)	0.26 / 2.55 ⁵	0.29 / 2.84 ⁵

CASH FLOW BRIDGE Q1 2022

Cash development Q1 2022 - in USD m



Comments

- 1) Operating cash flow including received dividend from Bluewater JV with USD +15m
- 2) Vessel proceeds related to AS Palatia ²
- 3) Distribution to shareholders includes recurring (~USD 50m) and event-driven distribution (~ USD 150m) paid in Q1 2022
- 4) Debt reduction based on regular repayment under HCOB facility
- 5) CAPEX include class renewals, project related / regulatory investments and projects
- 6) Finance cash flow mainly includes interest payments

1 Showing disposal of consolidated vessel only (not including AS Patricia and AS Petulia disposals under Bluewater JV)

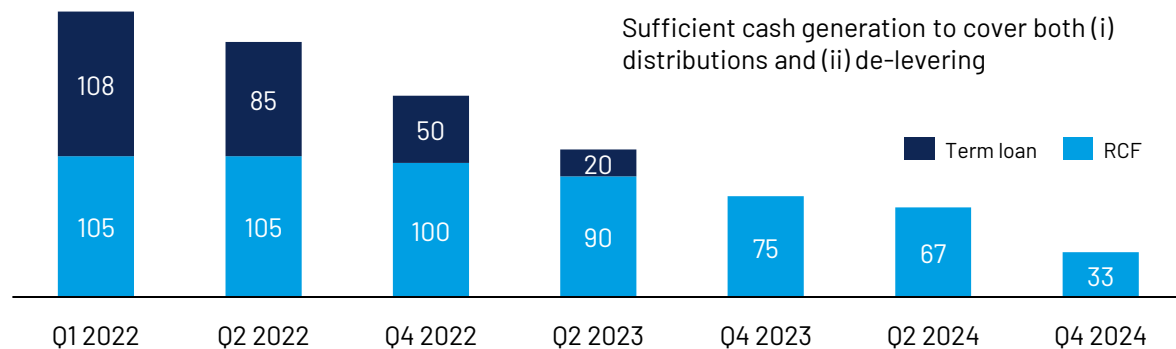
2 JV related proceeds included in op. CF

SIGNIFICANT DEBT REDUCTION DURING THE NEXT YEARS

Debt maturity¹ - in USD m

	MPCC Group	Unencumbered vessels
No of vessels (cons.) ²	60	31
Market value ³	2,381m	1,093m
Book value Mar 2022	765m	296m
Scrap @ \$400 / lwt ⁴	243m	107m

----- Scrap MPCC fleet @ \$400 / lwt² 243



¹ Based on contractually agreed repayment schedule

² Showing fully consolidated fleet, without 5 Bluewater vessels

³ Based on VesselsValues.com per 10th May 2022 consolidated fleet, without 5 Bluewater vessels

⁴ Including 50% scrap value from Bluewater JV

Comments

- » Debt end of Q1 2022 at USD 212.5m
- » Good visibility on future cash flows due to high charter rates and long periods
- » Significant de-levering until end of 2023
- » Entire debt covered by scrap value
- » Significant additional debt capacity on unencumbered fleet and flexibility from revolving credit facilities provide optionality

Facility	Type	Outstanding 31/03/22	Total capacity	Interest rate	#	Repayment profile	Maturity
CIT	RCF	USD 55m	USD 70m	325bps + 1M LIBOR	9	Commitment will be reduced in semi-annually steps from Jan 2022 to Jul 2024	Jul. 2024
HCOB	Term loan	USD 108m	USD 130m	335bps + 3M LIBOR	20	2 installments with USD 22.5m 1 installment with USD 20m 4 installments with USD 15m 1 installment with USD 5m	Nov. 2023
	RCF	USD 50m	USD 50m	335bps + 1M US LIBOR		Commitment will be reduced starting in Nov 2023 - Nov 2026	Nov. 2026

FLEET EMPLOYMENT OVERVIEW

No.	Vessel	Cluster	Charterer	MPC Current Fixture (USD/day)	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Min / Max
1	AS SERAFINA	1700 grd	Shanghai Jin Jiang	29,500														Jun-22 / Jul-22
2	AS ALEXANDRIA	2000 gls	Global Feeder Services	77,000				DD ⁽¹⁾										Aug-22 / Aug-22
3	AS RAFAELA	1400 gls	New Golden Sea Shipping/ COSCO	18,500					DD ⁽¹⁾									Jul-22 / Sep-22
4	AS EMMA	4200 gls	Maersk Line	13,500														Mai-22 / Nov-22
5	AS FLORA	1200 gls	China United Lines	16,900														Sep-22 / Nov-22
6	AS CALIFORNIA	2800 gls	Sealand Maersk Asia Pte. Ltd.	18,000											DD ⁽¹⁾			Jul-22 / Nov-22
7	AS CARINTHIA ⁽²⁾	2800 gls	RCL	24,750											DD ⁽¹⁾			Mrz-23 / Mrz-23
8	AS LAETITIA	1000 grd	King Ocean	9,250					DD ⁽¹⁾									Feb-23 / Apr-23
9	AS CYPRIA	2800 gls	ONE	18,400														Feb-23 / Mai-23
10	STADT DRESDEN	2800 gls	Diamond Line (COSCO)	24,750														Mrz-23 / Jun-23
11	AS FRANZISKA	1300 grd	Sealand Europe A/S	18,000														Mai-23 / Jul-23
12	AS CAMELLIA	2800 gls	Maersk Line	24,550														Apr-23 / Aug-23
13	AS ROSALIA	1500 gls	COSCO	17,000														Jun-23 / Aug-23
14	AS PENELOPE	2500 gls	New Golden Sea Shipping/ COSCO	26,500														Mai-23 / Aug-23
15	AS ROMINA	1500 gls	APL / CMA CGM	22,000														Jun-23 / Aug-23
16	AS FATIMA	1300 gls	Diamond Line (COSCO)	18,900														Jul-23 / Sep-23
17	AS ROBERTA	1400 gls	BTL	24,000														Sep-23 / Nov-23
18	AS PETRA	2500 HR grd	Seaboard	28,800 ⁽³⁾														Feb-24 / Mrz-24
19	AS PAULINE	2500 gls	Seaboard	25,500														Feb-24 / Mrz-24
20	AS SAVANNA	1700 grd	Seaboard	22,400 ⁽³⁾														Apr-24 / Mai-24
21	AS PAULINA	2500 HR grd	MSC	26,750														Mrz-24 / Mai-24
22	AS SABRINA	1700 grd	Seaboard	22,400 ⁽³⁾														Jun-24 / Jul-24
23	AS ANITA	2000 gls	Diamond Line (COSCO)	29,350														Jul-24 / Jul-24
24	AS ALVA	2000 grd	Feedertech	29,000					DD ⁽¹⁾									Mai-24 / Jul-24
25	AS FILIPPA	1300 grd	CMA CGM	18,250										DD ⁽¹⁾				Jun-24 / Jul-24

■ Min. period
 ■ Max. period
 ■ On subs

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

² Vessel of Bluewater joint venture

³ Contracted base rate; besides base rate the charter also includes a savings sharing mechanism in favour of MPCC

FLEET EMPLOYMENT OVERVIEW

No.	Vessel	Cluster	Charterer	MPCC Current Fixture (USD/day)	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Min / Max
26	AS CLARITA	2800 gls	Oman Shipping Lines	26,975														Jun-24 / Aug-24
27	AS RAGNA	1500 gls	ZISS	30,000														Jun-24 / Aug-24
28	AS SICILIA	1700 grd	Feedertech	30,000														Jul-24 / Sep-24
29	AS SAMANTA	1700 grd	Seaboard	22,400 ⁽³⁾														Aug-24 / Sep-24
30	AS SERENA	1700 grd	Shanghai Jin Jiang	60,000				15,000										Jul-24 / Sep-24
31	AS CHRISTIANA	2800 grd	CMA CGM	32,400														Jul-24 / Sep-24
32	AS FIORELLA	1300 grd	COSCO	25,950	CMA CGM ⁽⁴⁾ / DD ⁽¹⁾													Okt-24 / Okt-24
33	AS PAOLA	2500 grd	CMA CGM	28,900														Aug-24 / Okt-24
34	AS CONSTANTINA	2800 gls	COSCO	39,900	DD ⁽¹⁾													Sep-24 / Okt-24
35	AS FABRIZIA	1300 grd	King Ocean	26,000									DD ⁽¹⁾					Sep-24 / Okt-24
36	AS CARELIA	2800 gls	Hapag-Lloyd	33,000														Aug-24 / Nov-24
37	AS CLEOPATRA ⁽²⁾	2800 grd	Hapag-Lloyd	33,500														Aug-24 / Nov-24
38	AS SVENJA	1700 grd	CMA CGM	29,995														Okt-24 / Dez-24
39	AS COLUMBIA	2800 gls	Sea Consortium	85,000								15,500						Okt-24 / Dez-24
40	AS CLEMENTINA	2800 gls	Feedertech	35,500														Okt-24 / Dez-24
41	AS PAMELA	2500 grd	New Golden Sea Shipping/ COSCO	37,500														Nov-24 / Jan-25
42	AS SELINA	1700 grd	Maersk Line	29,500														Nov-24 / Jan-25
43	AS FENJA	1200 gls	New Golden Sea Shipping/ COSCO	27,000														Nov-24 / Jan-25
44	AS FLORETTA	1300 grd	Crowley	26,500														Nov-24 / Feb-25
45	AS SARA	1700 grd	Maersk Line	35,000														Feb-25 / Apr-25
46	AS FLORIANA	1300 gls	CFS	27,750			DD ⁽¹⁾											Feb-25 / Apr-25
47	AS FREYA	1300 grd	Maersk Line	28,000														Feb-25 / Apr-25
48	AS SUSANNA	1700 grd	ONE	39,990														Mrz-25 / Mai-25
49	AS NORA	3500 grd	CMA CGM	40,000														Apr-25 / Jun-25
50	SEVILLIA	1700 grd	Dry-Docking		Samudera - 65,000 ⁽⁵⁾													Apr-25 / Jun-25

■ Min. period
 ■ Max. period
 ■ On subs

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

² Vessel of Bluewater joint venture

³ Contracted base rate; besides base rate the charter also includes a savings sharing mechanism in favour of MPCC

⁴ Fixed for a positioning voyage from Caribs towards the DD in Turkey with USD 1 p.d. until reaching the shipyard and USD 13,000 p.d. for the positioning back into the Caribs and back into the service with COSCO.

⁵ First 5 days at USD 1, first year at USD 65,000, thereafter one year at USD 40,000 and then USD 15,000 for the remaining period

FLEET EMPLOYMENT OVERVIEW

No.	Vessel	Cluster	Charterer	MPCC Current Fixture (USD/day)	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Min / Max	
51	CARPATIA ⁽²⁾	2800 gls	Wan Hai Lines	16,000		The Pasha Group – 42,000													Mai-25 / Jun-25
52	AS FABIANA	1300 grd	Maersk Line	12,350		Extension – 29,500													Mai-25 / Jul-25
53	NORDSPRING	3500 gls	Hapag-Lloyd	18,500		DD ⁽¹⁾	The Pasha Group – 61,000												Jul-25 / Aug-25
54	AS ANGELINA	2000 grd	Maersk Line	21,000			DD ⁽¹⁾ / Extension – 36,500												Aug-25 / Okt-25
55	CARDONIA ⁽²⁾	2800 gls	ZISS	35,050												DD ⁽¹⁾		Jul-25 / Okt-25	
56	AS PIA	2500 grd	Maersk Line	18,300			Extension – 45,750												Aug-25 / Okt-25
57	AS CARLOTTA	2800 grd	The Pasha Group	70,000					42,000										Sep-25 / Okt-25
58	AS SOPHIA	1700 grd	Sealand Maersk Asia Pte. Ltd. (MCC)	33,000					Extension – 38,000										Sep-25 / Nov-25
59	AS PALINA	2500 HR grd	Maersk Line	11,000 ⁽³⁾					Extension – 45,750										Okt-25 / Dez-25
60	CIMBRIA ⁽²⁾	2800 gls	GSL / ZISS	35,175				DD ⁽¹⁾											Okt-25 / Jan-26
61	AS PETRONIA	2500 HR grd	Maersk Line	11,000 ⁽³⁾					Extension – 45,750										Nov-25 / Jan-26
62	AS FELICIA	1300 grd	ZISS	24,000 ⁽⁴⁾															Mrz-26 / Mai-26
63	AS PATRIA	2500 grd	Hapag-Lloyd	14,500		40,000	KMTC – 70,000 ⁽⁵⁾												Feb-26 / Jun-26
64	AS CAROLINA	2800 gls	GSL / ZISS	41,000 ⁽⁴⁾															Nov-26 / Jan-27
65	AS CASPRIA	2800 gls	ZISS	40,700 ⁽⁴⁾									DD ⁽¹⁾						Mrz-27 / Mai-27
66	SN00278	5500 gls	Vessel to be delivered in January 2024 ⁽⁶⁾		ZIM – 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)														
67	SN00279	5500 gls	Vessel to be delivered in February 2024 ⁽⁶⁾		ZIM – 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)														

■ Min. period
 ■ Max. period
 ■ On subs

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

2 Vessel of Bluewater joint venture

3 Contracted base rate; besides base rate the charter also includes a savings sharing mechanism in favour of MPCC

4 The extensions imply forward rates of about USD 44,730 for a 48-50 months period for AS Caspria, about USD 44,700 for a 48-50 months period for AS Carolina and USD 28,000 for a 36-38 months period for AS Felicia

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

6 Fixed on subs for delivery ex shipyard