January 20th, 2026

CAPITAL LINK

2026 CORPORATE PRESENTATION SERIES

Constantin Baack, Co-CEO

MPC CONTAINER SHIPS

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 19(5) of the Financial Services and Markets Act 2000 (Financial Promotion) Order 2005 and only in circumstances where, in accordance with section 86(1) 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.

AGENDA

MARKET-LEADING CONTAINER SHIP COMPANY WITH A PROVEN EXECUTION TRACK RECORD

Distinct strategy

Leading tonnage provider in intra-regional trade worldwide

USD 2.0bn backlog

Firm charter backlog with 92% contract coverage in 2026 and 55% in 2027[2]

Solid balance sheet management

High balance sheet flexibility with USD ~690m worth of 28 debt-free vessels[2,3]

Modern fleet

68 vessels with 75% eco & avg. built in 2015[1]

Rational capital allocation

Financial framework to drive shareholder returns

Proven & strong execution capabilities

Fleet Transition investments of USD 1.4bn

A market-leading tonnage provider with a **total charter backlog of USD 2.0bn, industry-low leverage**, and rational capital allocation principles

Notes: Including newbuilds under construction (2) As of Q3 2025. (3) Charter-free vessel valuation taken from VesselsValue.

FROM FOUNDATION TO LONG-TERM VALUE CREATION ACROSS MARKET CYCLES

2017 - 2018
Foundation and Initial Growth

- Founded by MPC Capital AG with a distinct focus on the intra-regional container market
- Fleet expanded to 69 vessels through secondhand acquisitions in a low-price market environment
- Listed on Euronext Growth, followed by an uplisting to the Oslo Stock Exchange

2019 - 2022
Market Upswing and Strategic Positioning

- Positioned to benefit from improving market conditions in container shipping
- Strengthening charter markets and asset values supported by favorable supply-demand dynamics
- Further strengthening of an established customer-centric approach amid a consolidating, more complex market
- Initiation of company-wide optimization, including portfolio refinement and first newbuilding order

2023 onwards
Transformation, operational excellence & Long-term value

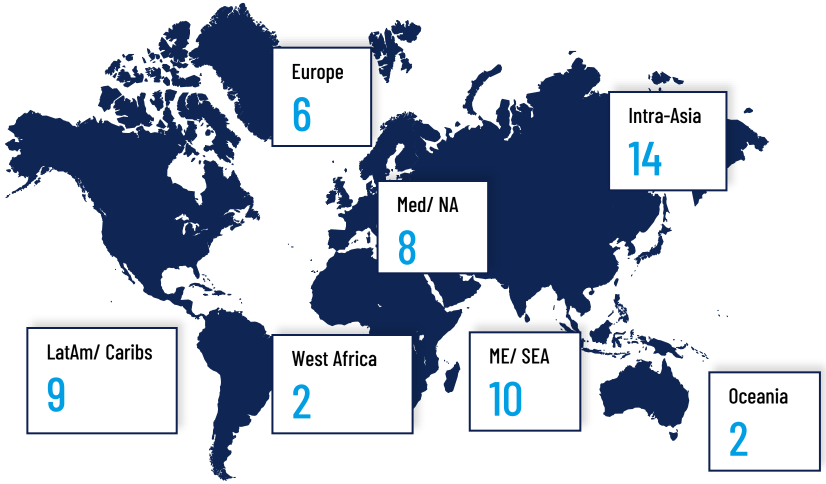
1

- High employment with strong earnings visibility
- Fleet transformation encompassing newbuildings, eco tonnage and substantial retrofits
- Positioned for long-term value generation
- Strong relationships with liner companies in the small- to mid-size container segment, supporting future non-operating owner partnerships
- Well positioned to capture emerging opportunities

INTRA-REGIONAL LEADER: KEY LINER PARTNER & LARGEST TONNAGE PROVIDER

STRONG MARKET POSITIONING WITHIN INTRA-REGIONAL TRADES

Fleet Employment Overview



Top tonnage providers < 5.5k TEU

Owner	Total fleet size (TEUk)	# of vessels: Vessels	Newbuildings	Total
MPC CONTAINER SHIPS	185	51	17	68
Danaos Corp.	134	33	6	39
Costamare Shpg	104	24	6	30
Eastern Pacific	90	12	28	40
Peter Döhle	89	33	4	37

Vessels Newbuildings

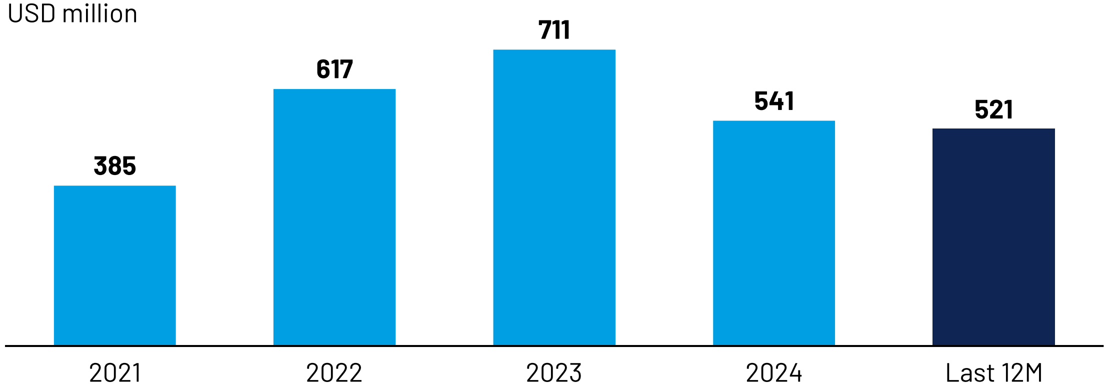
SELECTED KEY CUSTOMERS

MAERSK, Hapag-Lloyd, ZIM, COSCO SHIPPING, CMA CGM, ONE OCEAN NETWORK EXPRESS, CROWLEY, MSC, UNIFEEDER, NCL, EVERGREEN, OOCL, SAMUDERA, KMTC LINE, KING OCEAN SERVICES

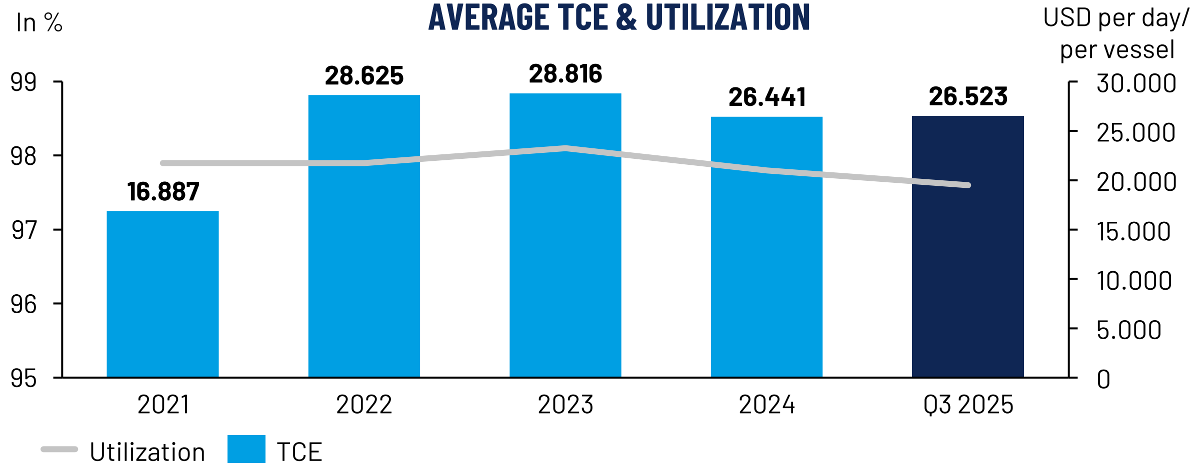
» Distinct focus on intra-regional trades, supported by an attractive fleet profile and strong relationships with key liner companies
» Favorable supply dynamics due to an orderbook biased toward larger tonnage and an aging fleet base
» Supportive demand outlook as supply-chain developments promote regional trade flows

ROBUST FINANCIAL AND OPERATIONAL PERFORMANCE BACKED BY STRONG BALANCE SHEET

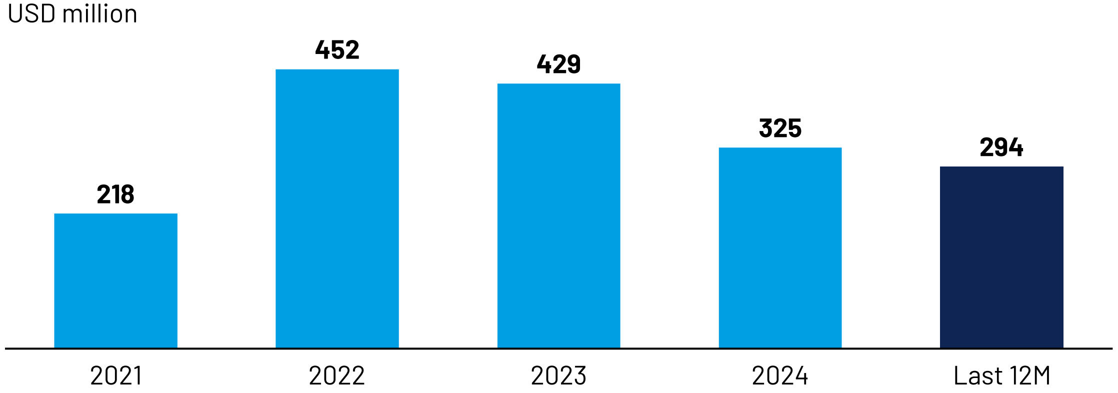
OPERATING REVENUES



AVERAGE TCE & UTILIZATION



ADJUSTED EBITDA



STRONG BALANCE SHEET

Leverage Ratio (Q3 25)
34.6%

Debt-free vessels
#28

Total Dividends
(since 2022)
USD >1bn

AGENDA

UNCERTAINTY REMAINS ELEVATED

Geopolitical Flashpoints

» Rising trade tensions and protectionist policies disrupt global supply chains
» Regional conflicts and sanctions increase route volatility and compliance risks
» Strategic bottlenecks (e.g., Suez) vulnerable to political instability and security threats

Macroeconomic Outlook

» Global GDP projected to grow by 3.2% in 2025 and 3.1% in 2026
» Decline in U.S. container imports offset by robust Asian export growth in 2025

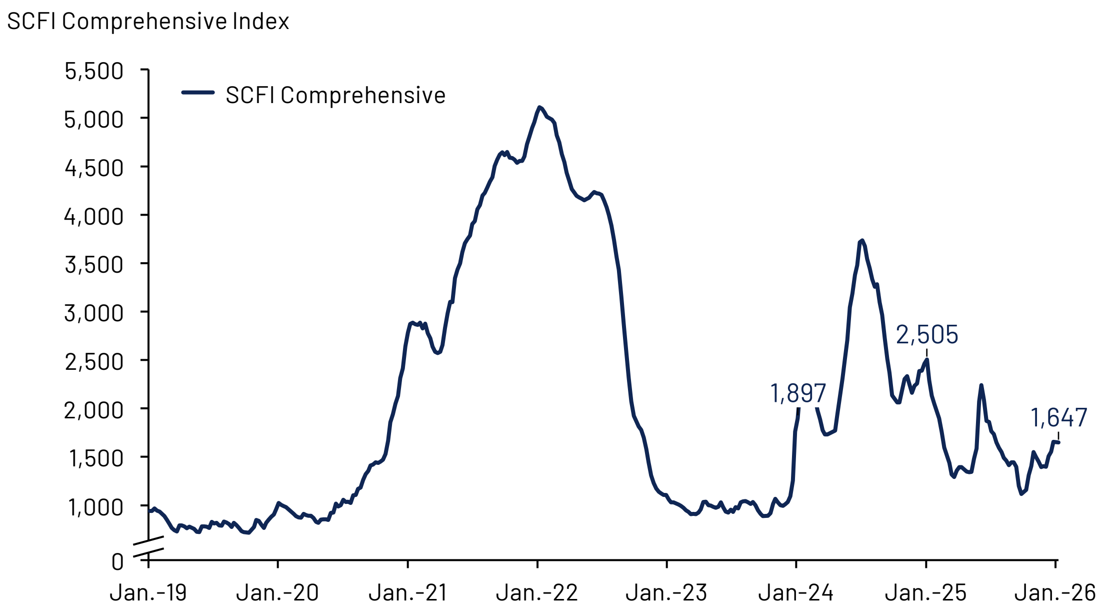
Regulatory Uncertainty

» Setback in implementing the global IMO Net-Zero Framework
» Uncertainty may result in complex regional schemes

Data Source: International Monetary Fund, October 2025.

CONTAINER TRADE ENDS 2025 ON A STRONG NOTE; SOFTER OUTLOOK FOR 2026

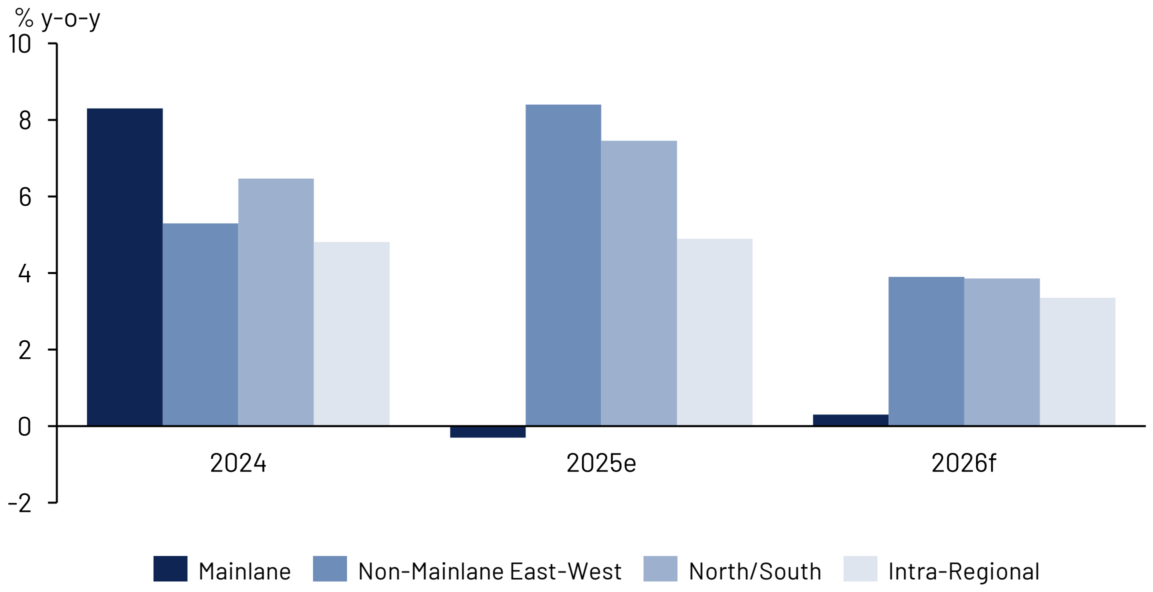
FREIGHT RATES STRENGTHENED INTO THE END OF 2025



» Pre-Lunar New Year demand on mainlanes continues to support container freight rates

» Unclear whether recent rate strength is driven by seasonality or improving fundamentals

TRADE VOLUME GROWTH EXPECTED TO MODERATE IN 2026



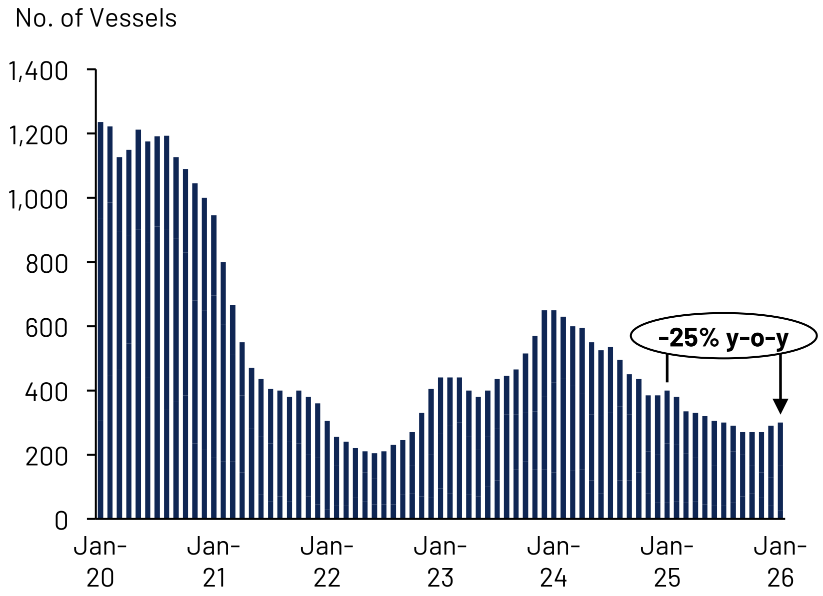
» Global container trade has remained resilient, supported by strong Asian exports and intra-regional flows

» Growth is expected to slow to ~2.5% in 2026 amid tariff headwinds, before recovering to ~3% in 2027

Data Sources: Clarksons, January 2026.

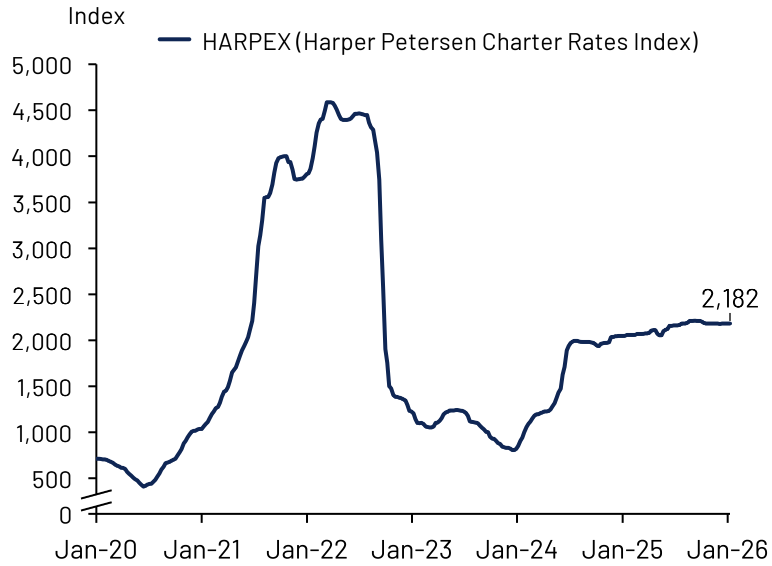
ONGOING LIMITED AVAILABILITY LEADING TO SUSTAINED HIGH CHARTER RATES

LIMITED FORWARD AVAILABILITY FOR THE NEXT 6 MONTHS



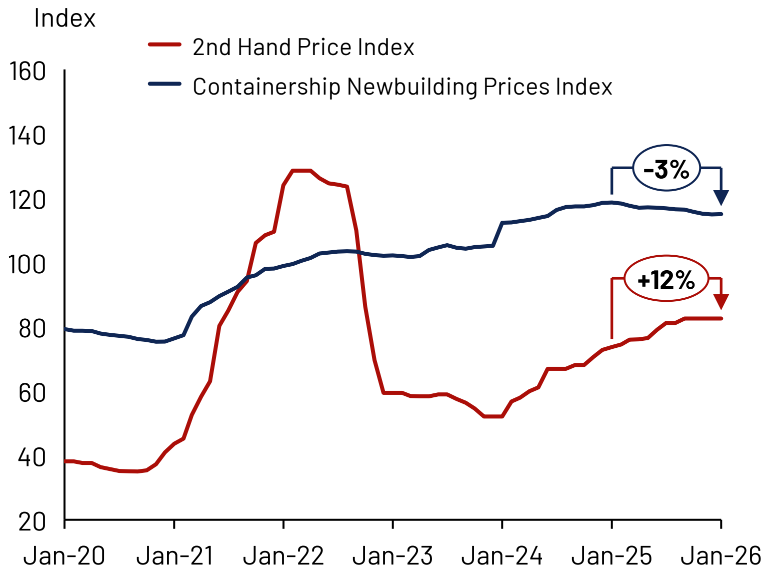
- **Forward availability** of vessels **has declined** further, indicating an increasingly tight market
- **Forward fixtures rose even further in Q4 2025**, reflecting liners' commitment to securing tonnage

CHARTER RATES STILL AT HIGH LEVELS



- **Charter rates** eased slightly from last year's summer highs but **remain strong**, supported by steady carrier demand

SECONDHAND AND NEWBUILD PRICES REMAIN HIGH

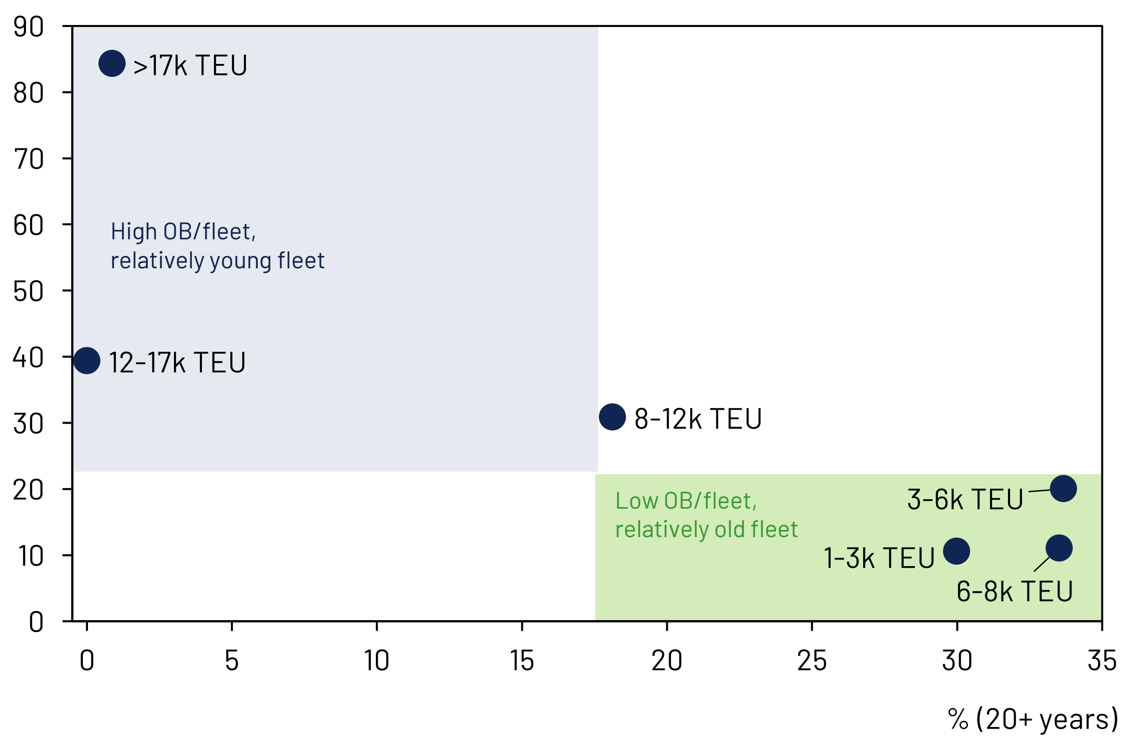


- **Solid activity in the S&P market** pushing prices higher
- **Newbuild prices remain stable** on a high level

Data Sources: Clarksons Research, January 2026; Harper Petersen, January 2026; Howe Robinson, October 2025.

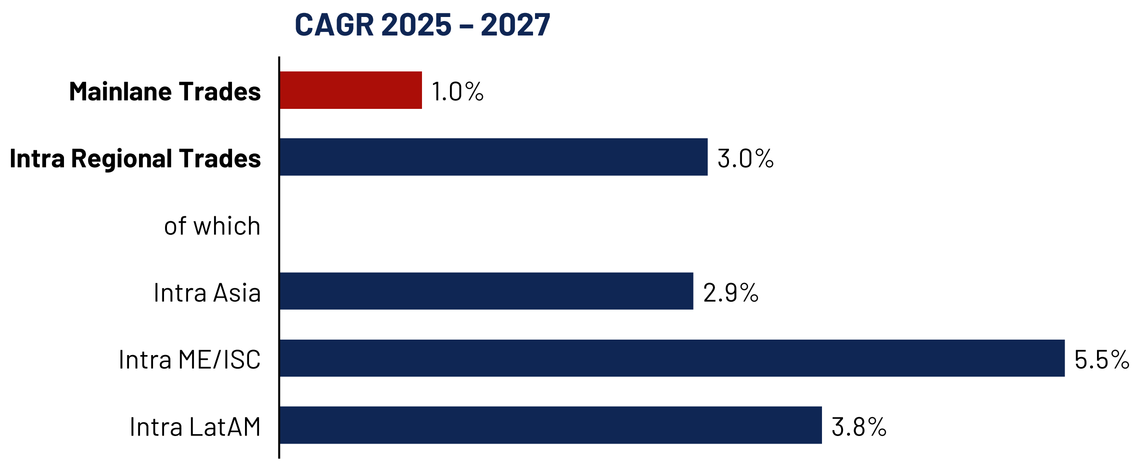
SMALLER VESSEL GROWTH ALIGNED WITH EXPANDING REGIONAL TRADES

POLARIZED AGE STRUCTURES AND ORDERBOOK



- Orderbook strongly geared towards larger sizes
- Within the 1-6k TEU segment more than 900 vessels are older than 20 years of age

PROMISING INTRA-REGIONAL DEMAND OUTLOOK



- Growth trends are driven by stronger emerging markets' GDP growth outlook than in advanced economies
- The diversification of sourcing strategies will continue to drive robust volume growth
- In intra-regional trades[1], 98% of vessel deployed are smaller than 5,100 TEU

1) Intra-Europe and Intra-Asia trade lanes;
Data Sources: Clarksons Research, January 2026; Maritime Strategies International, January 2026: Alphaliner, December 2025

KEY TAKEAWAYS AND MARKET OUTLOOK

KEY TOPIC	DESCRIPTION
US POLICY	» Continued policy uncertainty is driving volatility in the container market » Ongoing tariff risks may impact trade flows and demand visibility
RED SEA SITUATION	» Carriers are preparing for a potential return to transits, though timing remains uncertain amid ongoing security risks » Gradual resumption could reduce transit times and costs, potentially releasing excess capacity
INTRA REGIONAL TRADE RESILIENCE	» Container trades into emerging markets have delivered consistent volume increases in recent years » Intra-regional trades are expected to outperform mainlane trades
FLEET STRUCTURE AND ORDERBOOK	» Despite increased newbuild ordering in smaller segments, feeder vessels remain underinvested » Replacement tonnage is insufficient to offset the ageing feeder fleet

Data Source: Clarksons Research, January 2026.

AGENDA

PROACTIVE MANAGEMENT APPROACH ROOTED IN MPCC STRATEGY

PROACTIVE MANAGEMENT APPROACH

Strategic Positioning

» Focused on intra-regional container shipping
» Cycle-aware, disciplined approach to risk-adjusted asset acquisitions

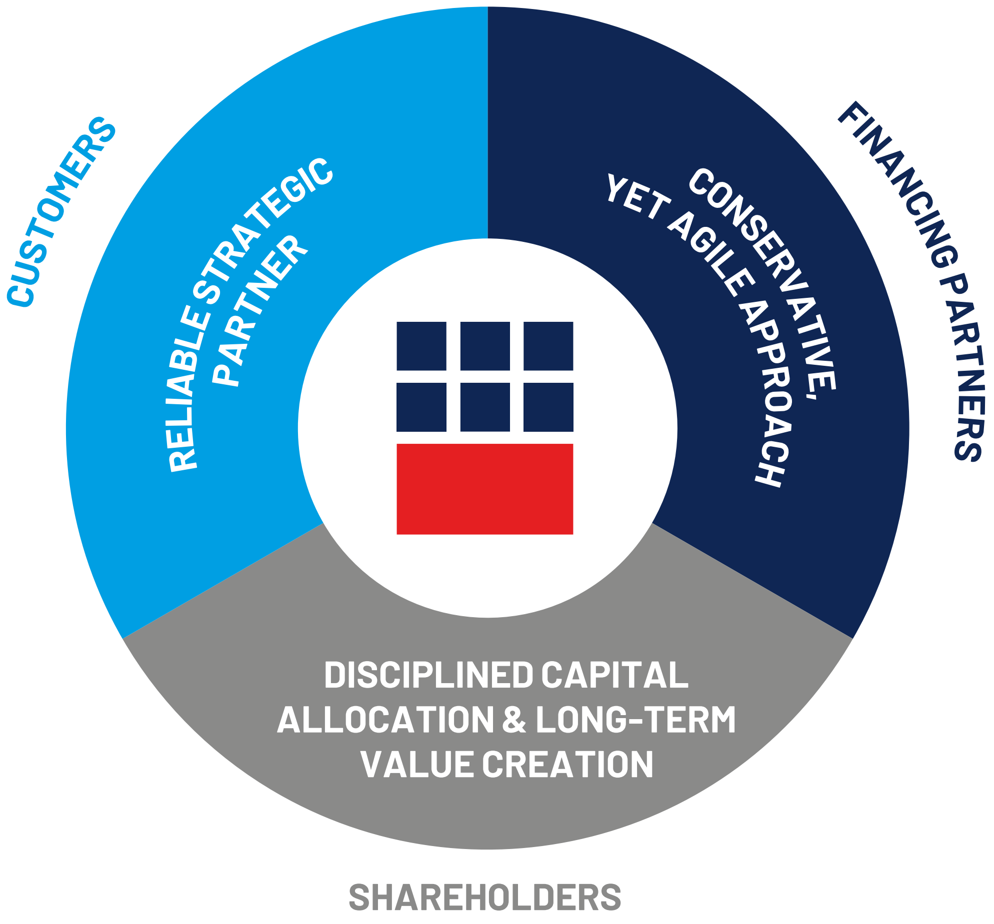
Fleet & Chartering Strategy

» Accelerated fleet transformation via strategic newbuilds and targeted retrofit investments
» Upgraded portfolio quality, with 75% eco-efficient, newbuild, or retrofitted vessels
» Proactive chartering strategy, including extensive forward fixings, ensures strong financial and commercial visibility

Financing & Investment Capacity

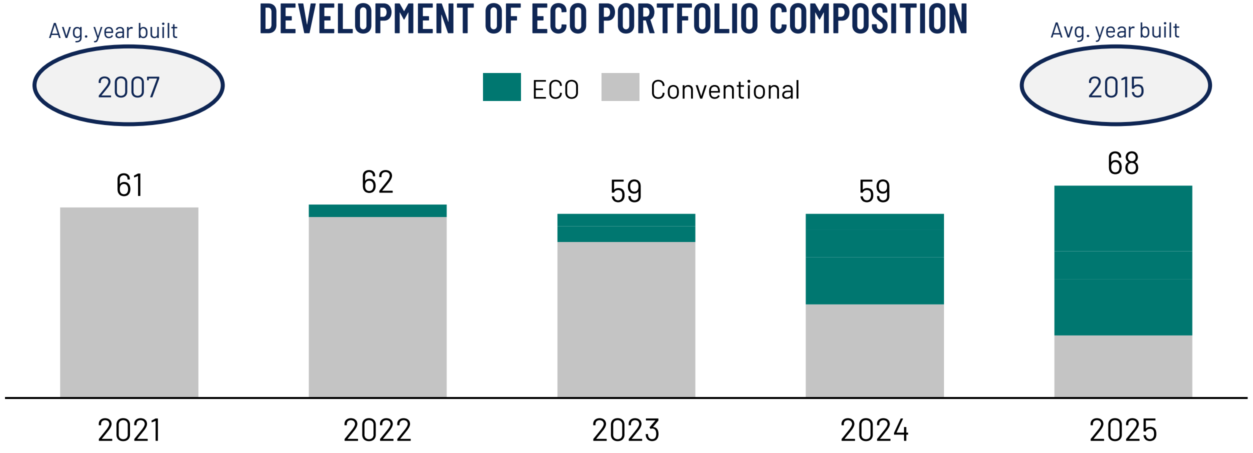
» Diversified funding base with low funding costs, supported by moderate leverage and debt-free vessels
» Strong investment capacity to advance fleet renewal and capture opportunistic acquisitions

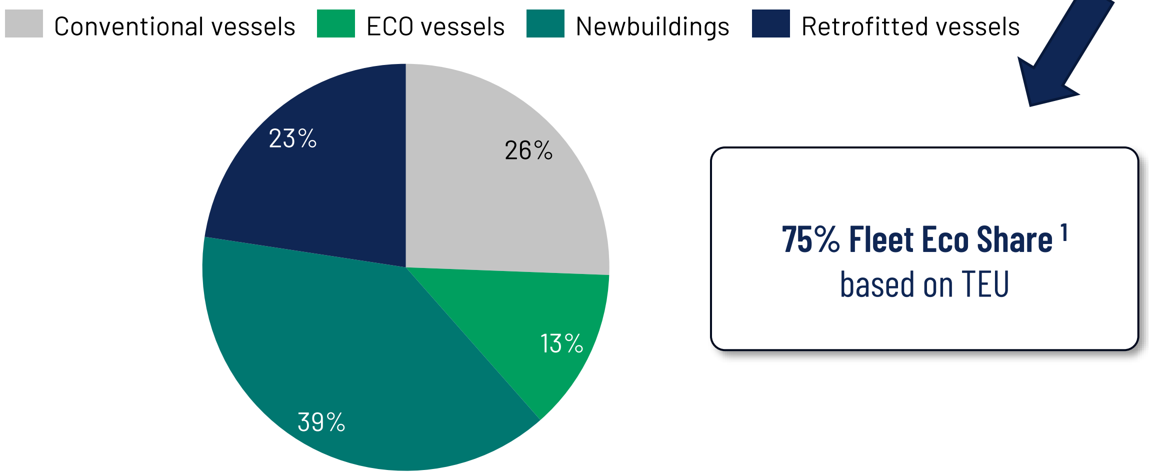
MPCC STRATEGY



PORTFOLIO OPTIMIZATION WELL ADVANCED, WITH CONTINUED FLEET RENEWAL

DEVELOPMENT OF ECO PORTFOLIO COMPOSITION





75% Fleet Eco Share [1]
based on TEU

FLEET RENEWAL STRATEGY

USD ~1.4bn Investment Program

1 NEWBUILDING PROGRAM

21x highly efficient & DF vessels (USD ~1.1bn)

2 ACQUISITION OF ECO-VESSELS

9x young, ECO vessels (USD ~300m)

3 RETROFIT INVESTMENTS

Hydrodynamic & Energy Efficiency measures on more than 20 vessel (USD ~35m)

4 CONVENTIONAL VESSELS

Continue to create long term value via retrofits, and balancing continued trading and further divestments

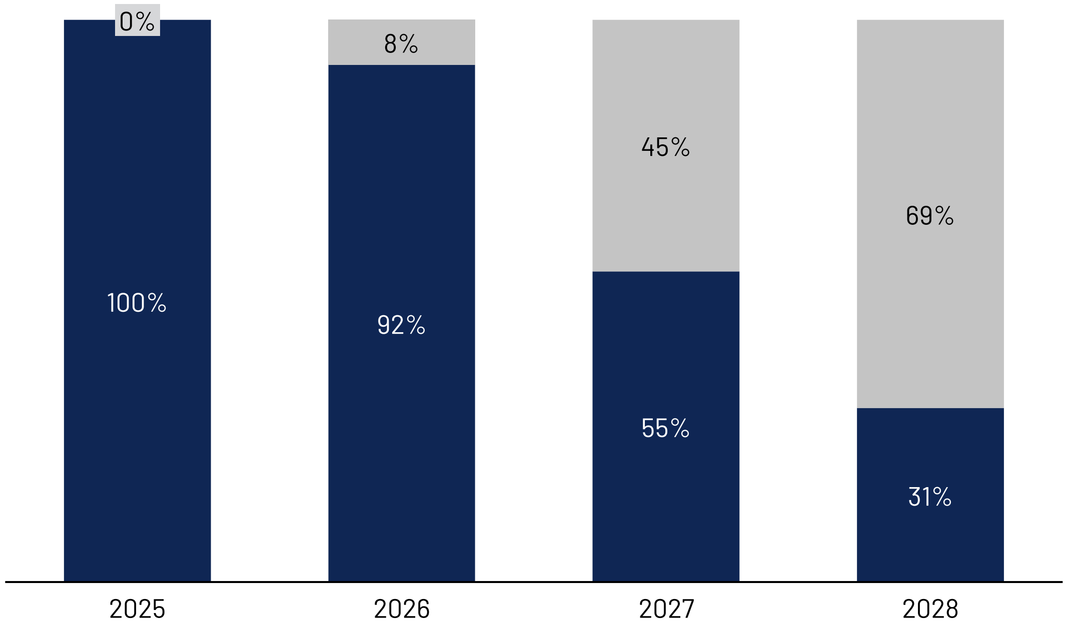
... to be continued

1 Includes Newbuildings, Eco Design vessels and vessels that received a retrofit of the Bulbous Bow and a new Propeller and Boss Cap Fin and/or Pre-Swirl Device & Silicon Paint (Major retrofits). ~200 individual retrofit measures have been concluded on a range of 27 vessels. Includes NBs being delivered between 2026 - 2028

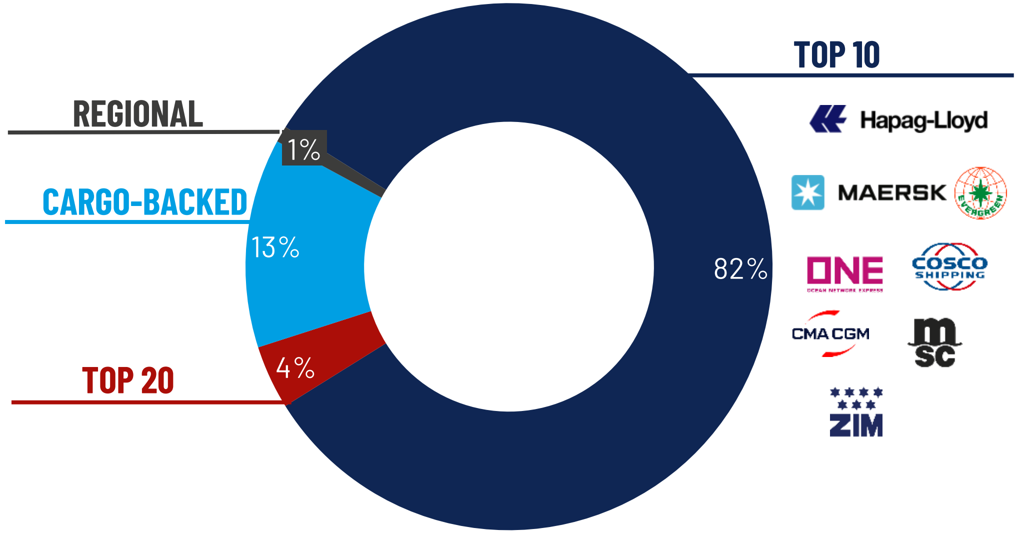
HIGH CONTRACT COVERAGE PROVIDING STRONG VISIBILITY

REVENUE BACKLOG OVERVIEW

Forward charter backlog[2,3] / Proj. EBITDA[2,3,4]	USD 2.0bn / 1.3bn			
Contracted forward TCE (USD per day)[1,3,5,6]	25,473	22,231	22,410	23,282



COUNTERPARTY OVERVIEW



» **95%** of revenue backlog secured with top 10 liners and cargo-backed

» **More than 3.7 years** of average remaining contract duration

General Remark: Revenue and EBITDA figures have been updated in comparison to the Q3 2025 Earnings announcement. The upward revision is due to the contracting of 6 further newbuildings.
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 26 November 2025. 3) Revenue and TCE not including IFRS amortization of time charter carry. 4) Projected EBITDA based on contracted revenue 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 charter hire revenue divided by fixed operating days.

FINAL REMARKS

- **Enhanced charter coverage and strong backlog**
  USD 2.0bn secured, providing significant coverage for 2026 (92%) and 2027 (55%)
- **Proactive fleet strategy**
  Divestment of older vessels and ongoing fleet renewal to strengthen long-term competitiveness
- **Shareholder value creation with a proven track record**
  Disciplined capital returns combined with attractive growth opportunities
- **Well positioned to navigate an uncertain market outlook**
  MPCC focuses on what we can control – leveraging on market opportunities, fleet transition with a robust balance sheet

Q&A

MPC CONTAINER SHIPS

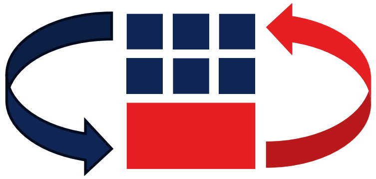

MPC
CONTAINER SHIPS

APPENDIX

CONTINUOUS STRATEGIC AND ACCRETIVE FLEET RENEWAL STRATEGY

INVESTMENT RATIONALE

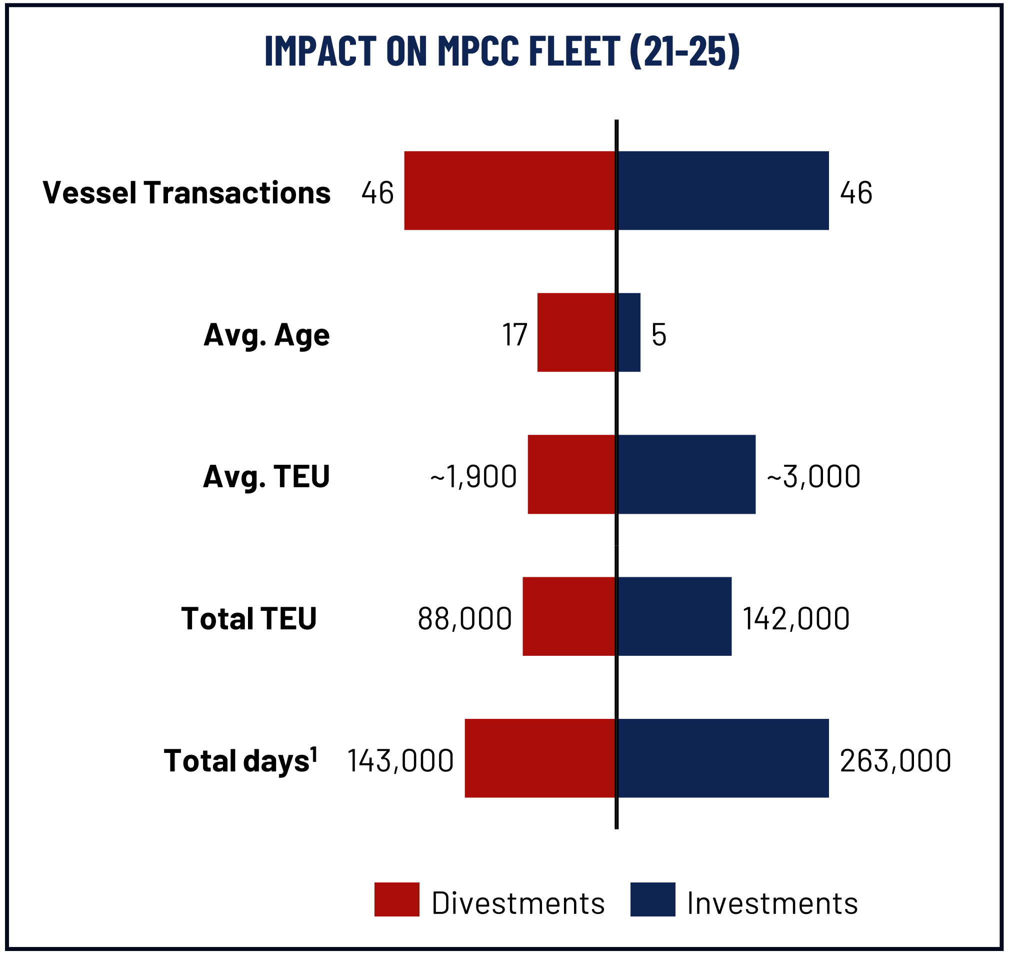
- Young, fuel-efficient tonnage
- Accretive transactions with built-in de-risking
- Preferred partner to charterers
- Value uplift through targeted retrofits



Continuous process shaping MPCC fleet

DIVESTMENT RATIONALE

- Exit older, smaller tonnage
- Dispose of non-core designs with limited upside
- Actively manage Capex exposure



1 Measured as days until the end of the commercial lifetime of each asset. Based on 25y commercial lifetime.

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

	Q3 2025	Q3 2024	YTD 2025	YTD 2024
In USD thousands	(unaudited)	(unaudited)	(unaudited)	(unaudited)
Operating revenues	125,890	132,467	390,848	410,909
Commissions	(2,991)	(3,477)	(9,188)	(11,231)
Vessel voyage expenditures	(6,428)	(6,189)	(17,991)	(13,469)
Vessel operation expenditures	(39,587)	(36,902)	(119,738)	(113,061)
Ship management fees	(2,671)	(2,496)	(7,871)	(7,274)
Share of profit or loss from joint venture	-	(30)	(2)	(408)
Gross profit	**74,213**	**83,373**	**236,058**	**265,466**
Administrative expenses	(5,025)	(4,608)	(16,351)	(13,294)
Other expenses	(923)	(514)	(2,295)	(1,678)
Other income	3,924	2,194	10,031	4,297
Gain (loss) from sale of vessels	11,291	4,392	41,157	10,593
Depreciation	(23,066)	(19,361)	(58,275)	(54,626)
Operating profit	**60,414**	**65,476**	**210,325**	**210,758**
Finance income	4,760	2,398	9,088	6,605
Finance costs	(11,703)	(4,158)	(28,197)	(12,659)
Profit (loss) before income tax	**53,471**	**63,716**	**191,216**	**204,704**
Income tax expenses	136	(22)	227	255
Profit (loss) for the period	**53,607**	**63,694**	**191,443**	**204,959**
Attributable to:				
Equity holders of the Company	53,555	63,728	191,246	204,947
Minority interest	52	(34)	197	12
Basic earnings per share – in USD	**0.12**	**0.14**	**0.43**	**0.46**
Diluted earnings per share – in USD	**0.12**	**0.14**	**0.43**	**0.46**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	September 30, 2025 (unaudited)	Dec 31, 2024 (audited)
ASSETS		
Non-current Assets		
Vessels	992,654	1,003,460
Newbuildings	46,802	44,344
Right-of-use asset	124	264
Investments in associate and joint venture	1,262	5,245
Total non-current assets	**1,040,842**	**1,053,313**
Current Assets		
Inventories	5,813	7,206
Trade and other receivables	45,281	37,735
Other current financial assets	32,031	1,060
Restricted cash	9,056	6,364
Cash and cash equivalents	377,140	125,696
Total current assets	**469,321**	**178,061**
TOTAL ASSETS	**1,510,163**	**1,231,374**

in USD thousands	September 30, 2025 (unaudited)	Dec 31, 2024 (audited)
EQUITY AND LIABILITIES		
Equity		
Share capital	48,589	48,589
Share premium	1,879	1,879
Other paid-in capital	-	286
Retained earnings	856,233	762,602
Other reserves	(893)	(260)
Non-controlling interest	4,602	4,524
Total equity	**910,410**	**817,620**
Non-current liabilities		
Non-current Interest-bearing debt	452,546	299,237
Lease liabilities - long-term	-	79
Other non-current liabilities	2,707	
Total non-current liabilities	**455,253**	**299,316**
Current liabilities		
Current interest-bearing debt	70,620	44,037
Trade and other payables	8,034	12,632
Derivative financial instruments - short-term	-	101
Related party payables	805	72
Income tax payable	54	164
Deferred revenues	40,846	29,706
Other liabilities	24,141	27,726
Total current liabilities	**144,500**	**114,438**
TOTAL EQUITY AND LIABILITIES	**1,510,163**	**1,231,374**

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Profit (loss) before income tax	191,216	204,704
Income tax expenses paid	117	-
Net change inventory and trade and other receivables	(7,105)	(7,820)
Net change in trade and other payables and other liabilities	(7,414)	5,887
Net change in provisions	2,707	-
Net change in deferred revenues	11,140	(6,998)
Depreciation	58,275	54,626
Share-based payment	(286)	-
Finance costs (net)	19,109	6,054
Share of profit (loss) from joint venture	2	408
(Gain) loss from sale of vessels and fixed assets	(41,157)	(8,787)
Amortization of TC contracts	-	(1,012)
Cash flow from operating activities	**226,604**	**247,062**
Proceeds from disposal of vessels	121,406	72,171
Scrubbers, dry dockings and other vessel upgrades	(41,201)	(35,539)
Newbuildings	(79,802)	(121,045)
Capitalized borrowing cost	(1,311)	(1,950)
Acquisition of newbuildings	(3,789)	(47,280)
Purchase of short-term investments	(31,568)	-
Interest received	7,510	4,175
Investment in associate	-	(4,005)
Cash flow from investing activities	**(28,755)**	**(133,473)**

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Dividends paid	(97,733)	(159,989)
Proceeds from debt financing	228,978	108,340
Repayment of long-term debt	(54,539)	(30,673)
Payment of principal of leases	(142)	(144)
Interest paid	(17,086)	(6,798)
Debt issuance costs	(3,213)	(3,648)
Other finance paid	(372)	(549)
Cash from /(to) financial derivatives	(198)	327
Cash flow from financing activities	**55,694**	**(93,134)**
Net change in cash and cash equivalents	253,543	20,455
Net foreign exchange difference	593	28
Restricted cash, cash & cash equiv. at beginning of the period	132,060	122,584
Restricted cash, cash & cash equiv. at end of the period	**386,196**	**143,067**