GREEN FINANCE FRAMEWORK

APRIL 2025

Contents

GO BACK

ABOUT MPC CONTAINER SHIPS

Profile

MPC Container Ships ASA ("MPCC" or "the Company") is a market-leading container ship company, owning and operating one of the largest feeder fleets globally. As of February 2024, MPCC's fleet consisted of 54 vessels, with an aggregated capacity of approximately 133,000 TEU. MPCC focuses on the ownership and operation of container vessels deployed in regional and intra-regional services. Intra-regional services support main trade lanes by connecting ports on intercontinental shipping lanes with one or more smaller ports.

The company currently employs ~40 industry professionals, and works with over 1,300 offshore seafarers, all of which have contributed to MPCC becoming a leading container company. MPCC's vessels are chartered out on time charter contracts to global liner shipping companies and regional carriers. The Company has all key functions in-house and is responsible for the commercial and technical ship management (including crewing) of its vessels. To utilise the capacity and competence of specialised ship managers, performance of crewing, commercial and technical ship management services are sub-contracted to third party ship managers, but MPCC remains responsible for the performance of the services towards the ship-owning subsidiaries.

MPCC has a corporate structure which includes several majority and wholly owned subsidiaries. All vessels are legally owned and financed in subsidiary companies. This Green Financing Framework can be used by all Group entities when issuing Green Finance bonds and loans.

Sustainability at MPCC

Our commitment to ESG and sustainability is embedded in our vision for sustainable container shipping connecting the world's ports to serve people's needs. We aim to be seen by customers, investors, and the industry as a proactive and responsible shipowner. Corporate Social Responsibility shall be reflected in our core values, in the quality of our work and services, and in our entire range of activities. MPCC shall:

+ operate our business with integrity and respect laws, different cultures and human dignity.
+ show consideration for the local communities in which we are a part of the environment in which we operate and emphasize spin-off effects of the Company's activities.
+ contribute to learning and distribution of knowledge.
+ establish long-term working relationships and utilize the shipping sector's expertise for the further development of the industry.
+ meet public authorities and customers with insight, respect and understanding and in an open and appropriate manner and treat suppliers impartially and justly.
+ adopt a long-term perspective in our business strategy and decision making, that is taking economic and ecological aspects equally into account; and
+ reduce our negative and increase our positive impact on our ecological footprint and in consequence contribute to the preservation of the environment in which we operate.

ESG Strategy

Our strategic priorities serve as a framework for sustainable operations and improving our ESG performance. We have developed our ESG strategy based on a comprehensive review of our material topics[1], identified through a CSRD-compliant double materiality assessment initially conducted in 2023 and revised in 2025.

The ESG strategy is based on our commitment to reduce our negative and enhance our positive impact on climate and the environment, our people and the society we operate in. It provides a strong foundation on which we can achieve our ESG ambitions. We believe that it's imperative to ensure the highest standards of compliance and transparency to reach our ambitions. These commitments make up the pillars of our strategic work and guide the way we conduct our business and improve our performance. We have chosen two primary ambitions related to the material topics of GHG emissions and safety, health and well-being, as strategic priorities for the Company.

1 Environment: Achieving Net Zero by 2050

We are committed to significantly reducing our carbon footprint, with a target to reduce the fleet average GHG emissions intensity by 45% by 2030 from a 2008 baseline and to net-zero by 2050, exceeding the IMO carbon intensity trajectory. These ambitious targets will guide our decisions and investments, ensuring that we contribute positively to global environmental efforts.[2]

2 Social: Extending our Strong Culture for Safety and Well-being

The safety and well-being of our employees and offshore seafarers in the value chain and aboard our vessels are paramount. We aim to extend and deepen our safety culture, reinforcing safe practices in every aspect of our operations. This extends from onshore offices to the decks of our ships, ensuring that safety is ingrained in our company's DNA. Furthermore, we will continue to invest in understanding, and adding solutions to enhance, crew well-being aboard our vessels.

SDG	AMBITION	TARGET	2024 PERFORMANCE	2023 PERFORMANCE	2022 PERFORMANCE
07, 13	Reduce MPCC Well-to-Wake GHG Emissions Intensity	Reduce the fleet average GHG emissions intensity by 45% by 2030 from a 2008 baseline[3]	14,60	15,18	17,43
08, 05, 10	Extending the safety Culture	LTIR not to exceed 0,3	0,36	0,05	0,14

Further details on our strategy can be found in our annual 2024 Sustainability Report.

[1] In 2025 we updated our materiality assessment to incorporate the principle of double materiality. This transition enabled us to begin identifying, assessing, and reporting on the topics where our business has an impact on the environment and society, and on material sustainability factors that effect MPCC's ability to create financial value over time. More detail on the process can be found in our 2024 annual sustainability report.
[2] Please see section "MPC Container Ships Decarbonization Pathway" for baseline and calculation details.
[3] Based on GLEC Framework V.3.

ESG Management

The Company is managed through its executive bodies, the General Meeting, the Board of Directors (the Board) and the Executive Management, with overall responsibility for governance of ESG matters sitting with the Board. The Board has delegated responsibility and authority to MPCC´s Risk, Audit and Sustainability Committee, to act as a preparatory and advisory body for the Board in the exercise of its responsibility for the handling of ESG matters. In this role the Risk, Audit and Sustainability Committee defines the Company's ESG Strategy, including setting its goals, targets and action plans. The CEO executes the Board's desired approach and decisions regarding ESG matters and informs the Board on progress at its quarterly meetings.

To reduce ESG risks in our operations and onboard our ships MPCC requires that its third-party technical managers are certified according to quality and environmental management systems, such as ISO 9001:2015 and ISO 14001:2015. Third-party crewing agencies ensure the employment of seafarers in accordance with the International Safety Management (ISM) Code 1 and SOLAS 2, STCW 3 and the 2006 Maritime Labor Convention.

Our approach to managing ESG is embedded in our policies, frameworks and processes which help us analyse and manage risks in our daily operations.

All ESG related policies are publicly available on our website. Our suppliers, service providers, charterers and financiers are required to adhere to our Business Partner Guideline – a document which sets out our service standards and expectations, including ESG-related matters. Furthermore, we perform business partner checks, including sanctions and bad press screenings, on counterparties of strategic, financial or reputational importance.

In 2021, we strengthened our ESG management efforts by implementing our data reporting into "Position Green Data Management Solution" – a digital platform to structure and manage all relevant ESG data. In 2024 we adapted the data management solution to the latest requirements to comply with the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). This enhanced the accuracy and accessibility of data, and it improved our ability to manage and monitor the status of our ESG-targets accomplishment. In addition, the platform allows us to have data-driven discussions on ESG at any time and to optimise our operations based on the most recent data.

MPC Container Ships' governing documents on ESG

+ Corporate Social Responsibility Statement
+ Business Partner Guideline
+ Anti-Corruption Policy
+ Anti-Fraud Policy
+ Antitrust Policy
+ Cyber Security Policy
+ Environmental Policy
+ Health and Safety Policy
+ Human Capital Policy
+ Human Rights Policy
+ Ship Recycling Policy
+ Sustainability Policy
+ Sustainable Procurement Policy

Decarbonisation of the shipping industry

Combating greenhouse gas emissions is a major challenge for the global shipping industry. Today, shipping is responsible for around 2,9% of global GHG emissions, however this is expected to increase to around 17% by 2050 if current trends continue. As global economy and global trade will rely on container shipping for the foreseeable future, we recognize the need for more energy-efficient and environmentally friendly vessel operations.

In 2023 the International Maritime Organization (IMO) updated its targets to achieve net-zero emissions by around 2050, with an interim checkpoint-target to reduce carbon intensity by 40% by 2030. The IMO has thereby aligned its international GHG reduction strategy with the temperature goals of the Paris Agreement. To meet these targets, the shipping industry is encouraged to incorporate technologies and fuels that result in zero or near-zero greenhouse gas (GHG) emissions, aiming for these to constitute at least 5%, and ideally 10%, of the energy used in international shipping by 2030. Efforts already underway include implementing short-term measures, which will be revised until 2026.[4]

To account for these developments, MPCC has established a decarbonization pathway aligned in exceedance with the 2023 IMO Strategy on Reduction of GHG emissions which follows a well-below 2 degrees pathway in line with the Paris Agreement. Our current effort is an incremental step in enhancing our decarbonization roadmap with realistic, year-on-year targets.

[4] See: IMO's work to cut GHG emissions from ships

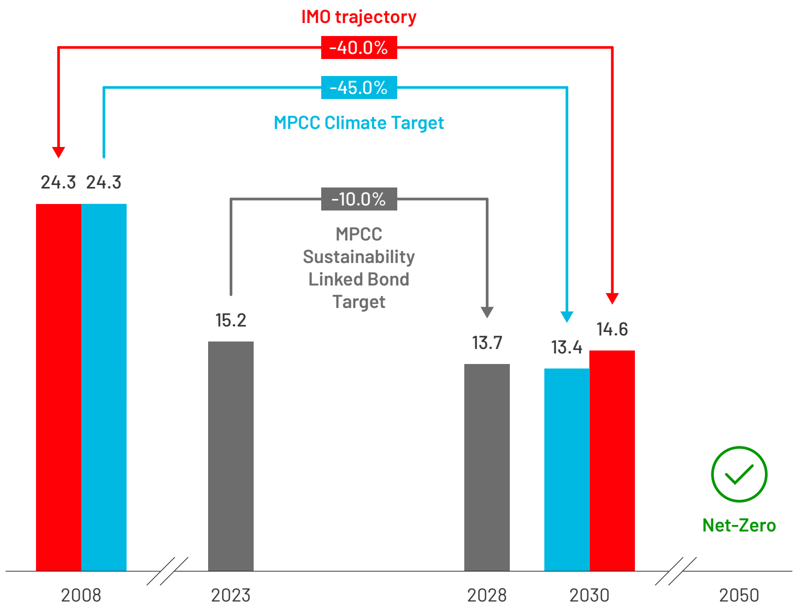
MPC Container Ship ASA´s Decarbonization Pathway

MPCC´s Well-to-Wake GHG Emission Intensity Trajectory is based on the calculation methodology and the GHG emission factors published in the Global Logistics Emissions Council (GLEC) Framework Version 3.0 and the International Maritime Organization. The GLEC Framework version 3.0 has provided the principles upon which ISO 14083 has been based, which will serve as a formally recognized global standard for calculating GHG emissions from transport chains (including logistics and freight). In 2024, MPC Container Ship ASA enhanced its GHG Emission Intensity Trajectory, surpassing the ambition level set by the International Maritime Organization.

MPCC strive to achieve a significant reducing our GHG footprint, with a target to reduce GHG emissions intensity by 45% by 2030 from a 2008 baseline on a well-to-wake basis and to net-zero by 2050, exceeding the IMO carbon intensity trajectory.

In June 2023 GLEC published and updated Framework version 3.0 as a comprehensive methodology for calculating greenhouse gas (GHG) emissions across multimodal transport chains. With the updated Framework version 3.0 GLEC provides standardized guidelines to harmonize the measurement and reporting of emissions for freight and logistics activities. It aligns with international protocols, such as the Greenhouse Gas Protocol and the UNFCCC standards, and covers all transport modes, including road, rail, sea, and air. Version 3.0 enhances accuracy by incorporating recent advances in data collection, emission factors, and technological developments, such as electrification and alternative fuels. It also includes improvements to lifecycle assessments, providing a more holistic view of emissions from "well-to-wake" covering both direct and indirect emissions.

MPC CONTAINER SHIPS ASA´S REVISED WELL-TO-WAKE GHG EMISSION INTENSITY TRAJECTORY



In summer 2024 MPCC decided to adopt the GLEC Framework version 3.0. to ensure transparency, comparability, and consistency in the company's reporting according to the latest standards. American Bureau of Shipping (ABS) as an independent third-party verifier was mandated to recalculate MPCC's and IMO's Well-to-Wake GHG Emissions Intensity baseline of 2008 as well as MPCC's 2023 Well-to-Wake AER performance.

During the recalculation the verifier determined that the regressed 2008 MPCC Fleet Well-to-Wake AER was 24.28 grams CO_2e per ton-mile. To meet the IMO's interim checkpoint-target of reducing carbon intensity by 40% by 2030, this would need to be reduced to 14.57 grams CO_2e per ton-mile by 2030.

For 2023, the verifier calculated the MPCC Fleet Well-to-Wake AER at 15.18 grams of CO_2e per ton-mile. MPCC's sustainability-linked bond, issued in September 2024, has established a Sustainability Performance Target (SPT) of achieving an additional 10% reduction from the current value. This target corresponds to 13.7 grams of CO_2e per ton-mile by 2028. Meeting this goal would result in a 43.7% overall reduction compared to 2008 levels, thereby surpassing the IMO GHG Intensity Target for 2030 by the end of 2028.

MPCC has demonstrated a strong commitment to climate protection by setting ambitious targets. The company aims to reduce GHG emissions intensity by 45% by 2030 from a 2008 baseline on a well-to-wake basis and achieve net-zero emissions by 2050. These targets exceed the IMO carbon intensity trajectory.

Investing in Low Emission Vessels

To meet MPC Container Ship ASA's GHG Emission Intensity Trajectory and its net-zero targets while maintaining a competitive, energy-efficient fleet, MPCC actively invests in fleet modernization, retrofitting, and fleet renewal by newbuild acquisitions or investments into eco-friendly secondhand vessels.

Since 2022, MPCC has committed and nearly fully executed over USD 600 million towards fleet modernization, retrofitting and fleet renewal, ensuring the adoption of advanced technologies and improved vessel energy efficiency and GHG emission impact. Investments include, but were not limited to, the acquisition of secondhand eco vessels, newbuild orders capable for renewable fuels such as methanol, and comprehensive retrofit projects aimed at enhancing energy efficiency and hydrodynamic performance. These efforts align with MPCC's commitment to sustainable shipping and long-term value creation.

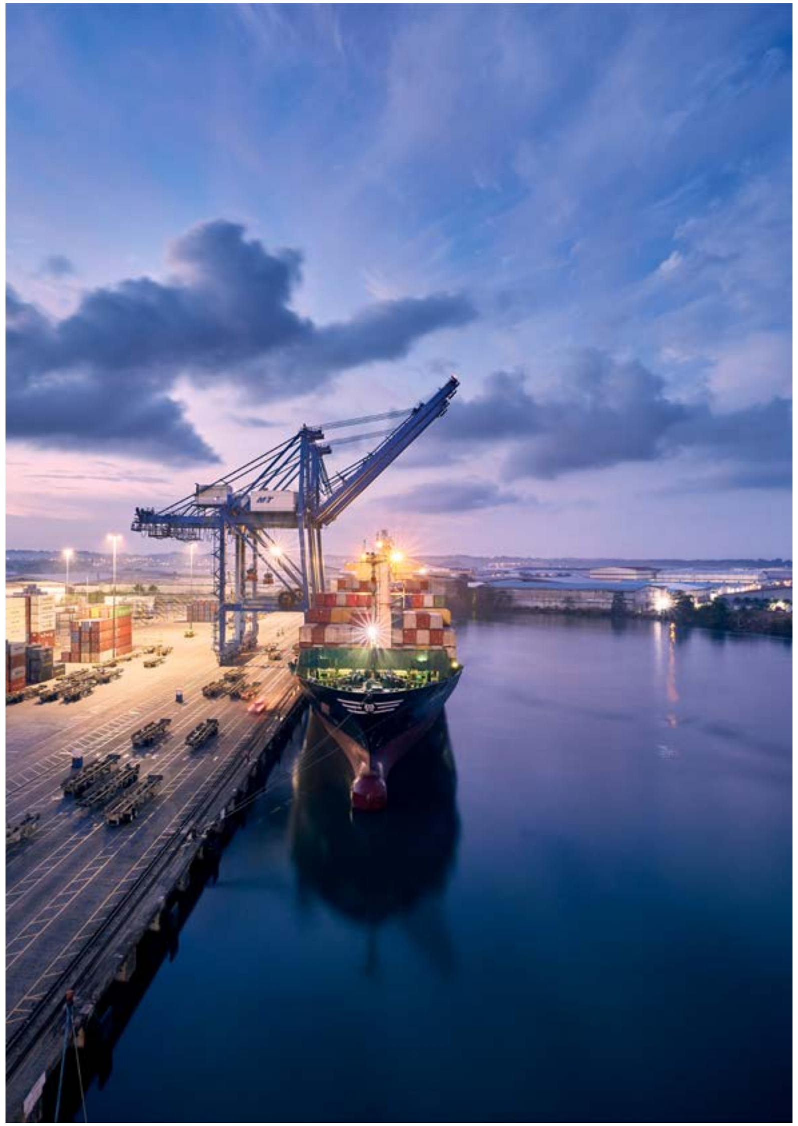
Recognizing the ongoing development of commercially viable renewable fuels for deep-sea shipping, MPCC remains committed to driving and supporting innovation in green technologies. The Company actively collaborates with industry-wide initiatives and research organizations, including being an ambassador and project partner to the Mærsk McKinney Møller Center for Zero Carbon Shipping (MMMCZCS) and maintaining membership in the Getting to Zero Coalition and Clean Shipping Alliance. MPCC continues to assess and implement feasible decarbonization solutions in close cooperation with its charterers and industry partners, ensuring long-term operational and environmental sustainability.

To reach the above targets MPCC recognizes the urgent need for more energy-efficient and environmentally friendly vessel operations. To maintain an attractive and competitive fleet, we continuously review and evaluate feasible modernizations, retrofit possibilities, and investment opportunities with our charterers.

Zero and Low-GHG Fuel Solutions

The transition to zero and low-GHG fuels is essential for reducing the climate impact of shipping and achieving MPCC's decarbonization pathway. As zero and low-GHG fuels are expected to play a key role in the future energy mix of maritime transport, MPCC is committed to supporting the development, scaling, and uptake of viable fuel solutions that can significantly reduce lifecycle emissions. To accelerate this transition, MPCC actively engages in projects and partnerships that promote the development and adoption of scalable low-emission fuel pathways, including synthetic, bio-based, and renewable fuels. The Company evaluates investment opportunities across the value chain—from fuel production and supply infrastructure to onboard fuel flexibility and operational readiness—ensuring that future fuel choices are technically and commercially viable.

In addition to integrating dual-fuel and eco designs in its fleet renewal program, MPCC also explores strategic collaborations that can support long-term access to zero and low-GHG Fuel Solutions. These efforts are designed to foster innovation, enhance supply chain resilience, and position MPCC at the forefront of the maritime energy transition.



Climate risk

Climate-related risks and opportunities have been systematically assessed by MPC Container Ships ASA (MPCC) as part of a CSRD- and ESRS-compliant Impact, Risk and Opportunity (IRO) assessment. This assessment, conducted in accordance with the requirements set out in ESRS 2 SBM-3, evaluates the actual and potential material effects of climate change and the energy transition on MPCC's strategy, business model and operations.

The assessment process is grounded in MPCC's double materiality analysis, which identified climate change mitigation and adaptation as key material topics. It captures both transition risks (e.g., regulatory changes, fuel cost volatility, evolving customer expectations) and physical risks (e.g., extreme weather, sea level rise), as well as climate-related opportunities including access to green finance, operational efficiency gains, and alignment with charterers' decarbonization goals. The results of the IRO assessment are integrated into MPCC's strategic planning and investment decisions and inform the Company's decarbonization roadmap and target setting.

To manage these risks and leverage opportunities, MPCC has established a structured governance framework: the Board of Directors retains ultimate oversight of sustainability-related IROs, with operational responsibility delegated to the Risk, Audit and Sustainability Committee (RASC) and implemented through the Executive Management. These findings are further embedded into MPCC's broader risk management and internal control systems, ensuring alignment with CSRD, ESRS and TCFD recommendations.

Governance

The administrative, management and supervisory bodies of MPCC consists of the Board of Directors (the Board), the Risk, Audit and Sustainability Committee (RASC), and the Renumeration Committee. Together, the Board and the RASC are responsible for ensuring compliance with internal controls, risk management, and the oversight of sustainability-related IROs.

The Board retains the ultimate responsibility for oversight and governance of the Company's sustainability-related IROs, and delegates the responsibility and authority to the Risk, Audit, and Sustainability Committee (RASC). The Board is responsible for approving the sustainability strategy and ensuring its alignment with the Company's operational and financial objectives. As a preparatory and advisory body, the RASC assists the Board by defining the Company's sustainability strategy, goals, targets, and action plans. The Committee ensures a holistic risk management approach, with an equal focus on environmental, governance and social aspects.

Execution is led by the CEO, supported by a dedicated Sustainability & Regulatory Affairs Department that ensures cross-functional integration of ESG priorities and monitors progress against set objectives. This structure enables MPCC to systematically manage material sustainability issues and ensure alignment with its strategic goals, regulatory obligations, and stakeholder expectations.

Strategy

MPC Container Ships has conducted a comprehensive Impact, Risk and Opportunity (IRO) assessment in line with the requirements of the Corporate Sustainability Reporting Directive (CSRD) and the European

Sustainability Reporting Standards (ESRS). This process has helped identify how key sustainability issues—including climate change, pollution, and social well-being across the value chain—may affect the Company's strategy, operations, and financial performance.

Building on this assessment, as well as the Company's climate risk review and decarbonization trajectory analysis, MPCC integrates the findings into its strategic planning and investment decisions. These include efforts to reduce regulatory and transition risks through fleet modernization, fuel flexibility, and operational efficiency. At the same time, MPCC aims to capitalize on green financing opportunities, partnerships with climate-aligned charterers, and enhanced stakeholder trust.

The IRO assessment confirms that MPCC is well positioned to absorb, mitigate, or adapt to material sustainability risks, while supporting long-term value creation and resilience across its business model.

Risk management

MPCC integrates sustainability-related risks into its overall risk management and internal control framework. Material impacts, risks and opportunities identified through the IRO assessment are reviewed regularly by the Risk, Audit and Sustainability Committee and managed across relevant business functions. Climate and ESG-related risks are assessed using a standardized risk matrix, considering likelihood and financial impact, and are incorporated into strategic decision-making to ensure operational resilience and regulatory alignment. The financial impacts of climate-related risks to our business are categorized and prioritized using a risk heat map, based on probability of occurrence and net monetary impact of each risk.

Targets and Metrics

MPCC measures its total greenhouse gas (GHG) emissions across Scope 1, 2 and 3 in CO_2 equivalents, applying a Well-to-Wake boundary.

In 2024, MPCC adopted a revised 2030 fleet average GHG Emission Intensity target based on an well-to-wake approach (see chapter "MPC Container Ships ASA's revised well-to-wake GHG Emission Intensity Trajectory"). The metric used to keep track with the performance is the Annual Efficiency Ratio (AER) expressed in grams of CO_2eq per deadweight ton-nautical mile as its primary key performance indicator (KPI) for GHG intensity, replacing the IMO Carbon Intensity Indicator (CII). The accounting and reporting methodology follows the approach defined in the Global Logistics Emission Council Framework version 3. on emission reporting.

In line with the GLEC Framework version 3 and as explained in the Company's 2024 Sustainability Report (chapter E1), MPCC has set a revised 2030 target to reduce its fleet-wide Well-to-Wake GHG emissions intensity by 45% compared to 2008 levels. This updated target reflects the recalibrated baseline derived using the GLEC Framework and validated by an independent third-party.

MPCC and the EU Taxonomy

The classification system of the EU Taxonomy provides companies, investors, and policymakers with appropriate definitions for which economic activities can be considered environmentally sustainable. The purpose is to prevent greenwashing and to scale up sustainable investments to meet the objectives of the European Green Deal. The taxonomy regulation states that an activity must make a substantial contribution to at least one of the six environmental objectives set out by the EU, as well as Do No Significant Harm (DNSH) towards the other five objectives. The activity must also meet minimum safeguards with regards to human and labour rights, anti-corruption, tax and fair competition.

Although MPCC is not yet subject to mandatory reporting under the EU Taxonomy Regulation, the Company has conducted a voluntary alignment assessment. This assessment was carried out to identify eligible economic activities, inform strategic planning, and prepare for future regulatory compliance.

The assessment found that 100% of MPCC's business activities are eligible under the taxonomy categories "6.10 – Sea and coastal freight water transport, vessels for port operations and auxiliary activities" and "6.12 – Retrofitting of sea and coastal freight and passenger transport." While eligibility does not imply alignment by meeting any or all of the alignment screening criteria, the analysis provides a foundation for evaluating the substantial contribution, Do No Significant Harm (DNSH), and minimum safeguard criteria on a vessel-by-vessel basis.

MPCC will continue working to ensure alignment with the further EU Taxonomy criteria, including the DNSH and minimum safeguard criteria.

GREEN FINANCE FRAMEWORK

As part of our commitment to sustainability, MPCC has designed this Green Financing Framework. The framework has been established to support the issuance of a variety of green financing instruments, including bonds, loans and any other type of financial instrument. The following section outlines MPCC's Green Financing Framework ("Framework"), which aim to mobilize financing to support MPCC's contribution to decarbonizing the shipping industry.

The Framework is developed to align with the International Capital Market Associations (ICMA) Green Bond Principles published in June 2021 (with June 2022 Appendix 1), and the Loan Markets Association's (LMA) Green Loan principles 2023 and defines the investments eligible for financing as Green Financing instruments issued by MPCC.

Use of Proceeds

Allocation of net proceeds

An amount equal to the net proceeds of the Green Financing Instruments will finance or refinance, in whole or in part, fixed assets, capital or operating expenditures, as well as acquisitions of legal entities specialized in any of the below Green Project Categories, undertaken by MPCC in accordance with the Green Project Categories defined below. Any acquired legal entity must have at least 90% of its revenue derived from activities falling in any of the below Green Categories.

The distribution between new financing and refinancing will be disclosed in MPCC's annual Green Financing Report.

Exclusions

No proceeds from any Green Financing Instruments will be allocated towards projects designated to the sole purpose of transporting fossil fuels as a cargo.

Green Project Categories

Net proceeds from MPCC's Green Financing Instruments will be utilized to finance and refinance fixed assets, capital expenditures, or operating expenses within the specified green project categories eligible for green financing. Projects and investments qualify for green financing if they meet either one of the criteria under EU-Taxonomy 6.10 or 6.12, or one of the specific eligibility criteria established by MPCC.

ELIGIBLE CATEGORIES FOR GREEN PROJECTS	EU SUBSTANTIAL ENVIRONMENTAL CONTRIBUTION	RELEVANT SCREENING CRITERIA	UN SDGS
Clean Transportation & Energy Efficiency (Investments in fleet renewal, newbuilding and secondhand Tonnage including renewable fuel capable vessels)	Climate Change Mitigation	**EU-Taxonomy Activity 6.10** Sea and coastal freight water transport, vessels for port operations and auxiliary activities. The Project complies with one or more of the following criteria: a. the vessels have zero direct (tailpipe) CO_2 emissions; b. until 31 December 2025, hybrid and dual fuel vessels derive at least 25% of their energy from zero direct (tailpipe) CO_2 emission fuels or plug-in power for their normal operation at sea and in ports; c. where technologically and economically not feasible to comply with the criterion in point (a), until 31 December 2025, and only where it can be proved that the vessels are used exclusively for operating coastal and short sea services designed to enable modal shift of freight currently transported by land to sea, the vessels have direct (tailpipe) CO_2 emissions, calculated using the International Maritime Organization (IMO) Energy Efficiency Design Index (EEDI), 50% lower than the average reference CO_2 emissions value defined for heavy duty vehicles (vehicle sub group 5-LH) in accordance with Article 11 of Regulation 2019/1242; d. where technologically and economically not feasible to comply with the criterion in point (a), until 31 December 2025, the vessels have an attained Energy Efficiency Design Index (EEDI) value 10% below the EEDI requirements applicable on 1 April 2022 if the vessels are able to run on zero direct (tailpipe) CO_2 emission fuels or on fuels from renewable sources; e. where technologically and economically not feasible to comply with point (a), from 1 January 2026, the vessels that are able to run on zero direct (tailpipe) CO_2 emission fuels or on fuels from renewable sources have an attained Energy Efficiency Design Index (EEDI) value equivalent to reducing the EEDI reference line by at least 20 percentage points below the EEDI requirements applicable on 1 April 2022, and: i. are able to plug-in at berth; ii. for gas-fueled ships, demonstrate the use of state-of-the-art measures and technologies to mitigate methane slippage emissions. f. where technologically and economically not feasible to comply with the criterion in point (a), from 1 January 2026, in addition to an attained Energy Efficiency Existing Ship Index (EEXI) value equivalent to reducing the EEDI reference line by at least 10 percentage points below the EEXI requirements applicable on 1 January 2023, the yearly average greenhouse gas intensity of the energy used on-board by a ship during a reporting period does not exceed the following limits: i. 76,4 g CO_2e/MJ from 1 January 2026 until 31 December 2029; ii. 61,1 g CO_2e/MJ from 1 January 2030 until 31 December 2034; iii. 45,8 g CO_2e/MJ from 1 January 2035 until 31 December 2039; iv. 30,6 g CO_2e/MJ from 1 January 2040 until 31 December 2044; v. 15,3 g CO_2e/MJ from 1 January 2045.	13 CLIMATE ACTION 7 AFFORDABLE AND CLEAN ENERGY

ELIGIBLE CATEGORIES FOR GREEN PROJECTS	EU SUBSTANTIAL ENVIRONMENTAL CONTRIBUTION	RELEVANT SCREENING CRITERIA	UN SDGS
	Climate Change Mitigation	**MPCC Specific Eligibility Criteria** The Project complies with one or more of the following criteria: a. Investments and/or expenditures are associated to the newbuilding or acquisition of vessels with engines capable to run on renewable fuels such as but not limited to hydrogen, ammonia, methanol, synthetic and bio-methane gas as well as advanced biofuels provided these fuels meet the GHG reduction criteria under RED II. b. Investments and/or expenditures are associated to the newbuilding or acquisition of vessels with diesel electric propulsion systems and battery storage systems and with an attained Energy Efficiency Design Index (EEDI) value 10% below the EEDI requirements applicable on 1 April 2022. c. Investments and/or expenditures are associated to the newbuilding or acquisition of vessels which have an attained Energy Efficiency Design Index (EEDI) value 15% below the EEDI requirements applicable on 1 April 2022. d. Investments and/or expenditures are associated to the newbuilding or acquisition of vessels that have an attained or projected GHG Emission Intensity Reduction Potential of 39% compared to MPCC's 2008 baseline, calculated in accordance with MPCC 2030 climate target methodology.	
Clean Transportation & Energy Efficiency (Investments in fleet modernization, retrofitting and modifying existing ships to increase the energy efficiency, adapt new technologies (e.g. Alternative Maritime Power) or operational profile optimizations)	Climate Change Mitigation	**EU-Taxonomy 6.12** Retrofitting of sea and coastal freight and passenger water transport The Project complies with one or more of the following criteria: a. the retrofitting activity reduces fuel consumption of the vessel by at least 15% expressed in grams of fuel per deadweight tons per nautical mile for freight vessels, or per gross tonnage per nautical mile for passenger vessels, as demonstrated by computational fluid dynamics (CFD), tank tests or similar engineering calculations. b. enables the vessels to attain Energy Efficiency Existing Ships Index (EEXI) value at least 10% below the EEXI requirements applicable on 1 January 2023 and if the vessels are able to run on zero direct (tailpipe) emission fuels or on fuels from renewable sources and have the ability to plug-in at berth and are equipped with plug-in power technology.	
	Climate Change Mitigation	**MPCC Specific Eligibility Criteria** The Project complies with one or more of the following criteria: a. Investments and/or expenditures are related to the modernization or retrofitting of vessels and their propulsion systems to enable them to operate on renewable fuels, including but not limited to hydrogen, ammonia, methanol, synthetic and bio-methane gas as well as advanced biofuels provided these fuels meet the GHG reduction criteria under RED II. b. Investments and/or expenditures are associated to modernization or retrofitting of vessels with diesel electric propulsion systems and battery storage systems and with an attained Energy Efficiency Design Index (EEDI) value 10% below the EEDI requirements applicable on 1 April 2022. c. Investments and/or expenditures are associated with the modernization or retrofitting of vessels to achieve an energy efficiency achievement by at least 15%. The energy efficiency achievement is determined by the predicted average reduced fuel consumption over the vessel's speed range due to the effects of modernizations and retrofits. d. Investments and/or expenditures are associated to the modernization or retrofitting of vessels to achieve an attained or projected GHG Emission Intensity Reduction of 39% compared to MPCC's 2008 baseline, calculated in accordance with MPCC 2030 climate target methodology. e. Investments and/or expenditures are associated to the modernization or retrofitting of vessels for the installation and utilization of Alternative Maritime Power Systems (AMP).	

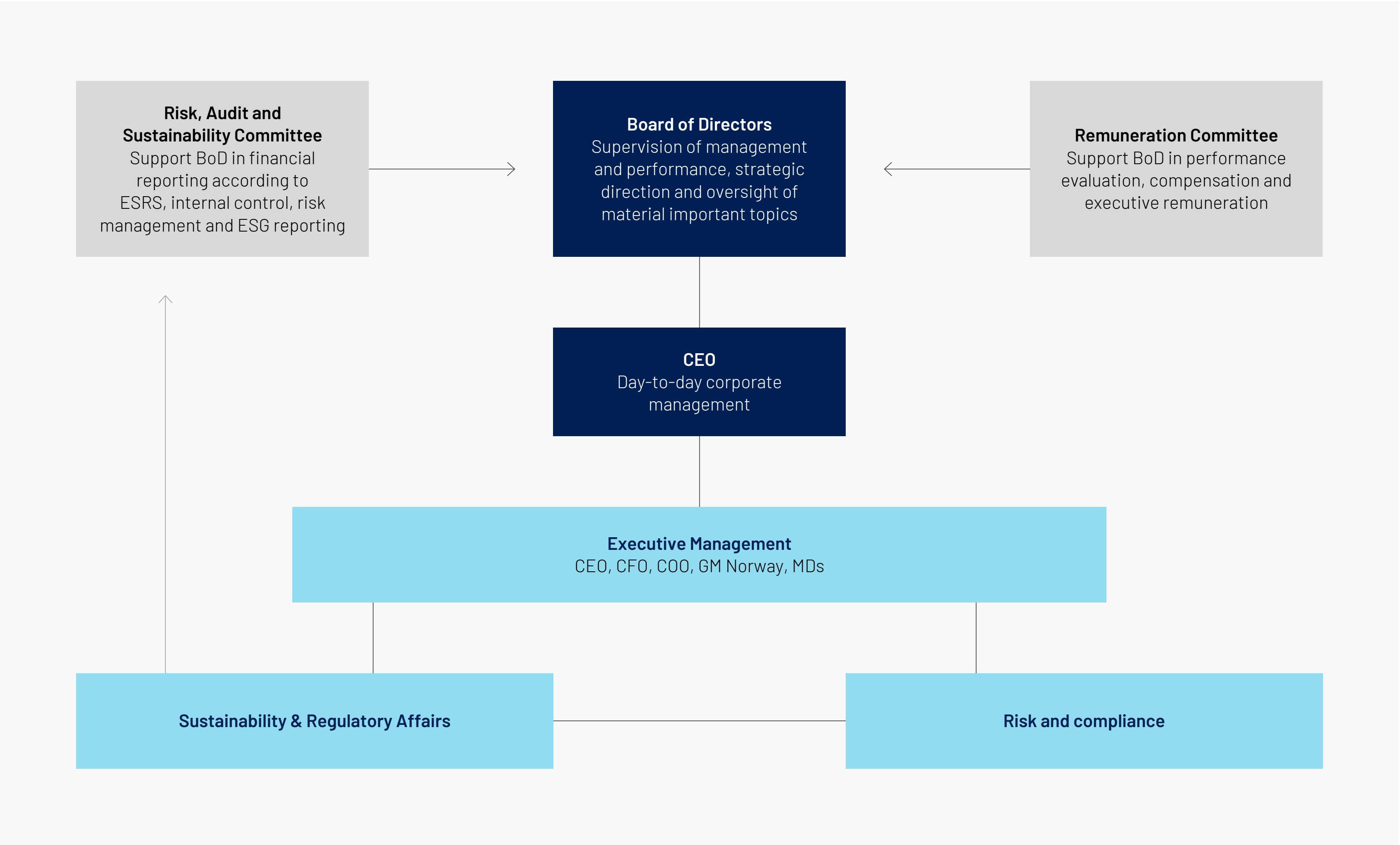
MPCC may add Eligible Green Projects to the list at its discretion. MPCC will update this Green Finance Framework to reflect any such changes. In such cases, added Eligible Green Projects will be reviewed by a reputable SPO provider together with the current version of this Green Finance Framework. If the Green Finance Framework is up-to-date and certified by an external verifier to comply with the GBP/GLP, MPCC may also self-certify transactions.

Green Project Evaluation and Selection

MPCC has established a structured governance framework to ensure that sustainability and green finance initiatives are effectively integrated into its corporate strategy and decision-making processes. The Board of Directors (the Board) provides oversight of all ESG-related matters, with direct responsibility delegated to the Risk, Audit, and Sustainability Committee (RASC). The RASC ensures that sustainability risks, opportunities, and regulatory developments – including those related to green finance- are systematically assessed and managed.

Operational execution is led by Executive Management, with the Sustainability & Regulatory Affairs Department responsible for coordinating sustainability strategy, regulatory compliance, and the implementation of decarbonization initiatives. This department informs the RASC and works cross-functionally with Executive- and Fleet Management, Finance, and Commercial teams to align investment decisions with MPCC's climate targets and EU Taxonomy assessments.

To ensure transparency and accountability, MPCC integrates sustainability considerations into its internal risk management framework and corporate policies, aligning with the requirements of the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). Green finance instruments issued under this framework are subject to robust governance mechanisms, ensuring proceeds are allocated in line with MPCC's environmental objectives and reported through its annual Sustainability Statement.



The evaluation and selection of Eligible Green Projects is a key process to ensure that proceeds from any Green Financing Instruments are allocated exclusively to assets that meet the Eligibility Criteria set out in this Green Finance Framework.

MPCC has established a structured governance process, led by the Risk, Audit, and Sustainability Committee (RASC), which is responsible for the identification, selection, monitoring, and reporting of Eligible Green Projects. The final approval of all selected projects is made by the Board of Directors.

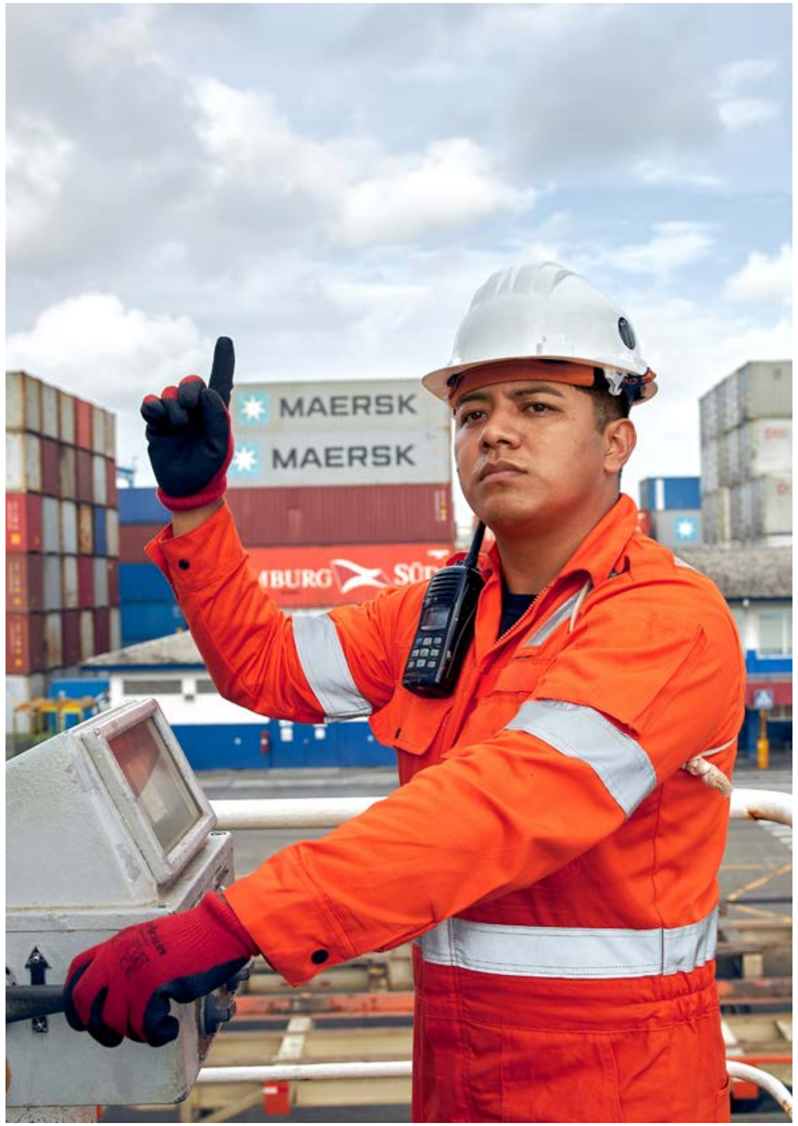
The RASC is responsible for:

+ Reviewing, selecting, and validating Eligible Green Projects based on the defined eligibility criteria.
+ Monitoring the portfolio of Eligible Green Assets throughout the life of the Green Financing Instruments.
+ Verifying and reporting annually on the allocation of net proceeds and the environmental impact of financed projects.

The evaluation and selection process follows a structured approach:

1. **Identification of Potential Eligible Projects** – Business units across MPCC propose projects that align with the screening criteria outlined in this framework.
2. **RASC Selection & Approval** – The RASC reviews and validates projects before submitting them to the Board for final approval.
3. **Green Project Tracking** – A dedicated Green Project Tracking is maintained by the RASC to track and monitor all approved projects.
4. **Ongoing Monitoring & Reallocation** – The RASC meets quarterly to review project alignment with the eligibility criteria and assess whether reallocation of proceeds is necessary.

This structured governance approach ensures transparency, accountability, and compliance with the Green Bond Principles (GBP) and Green Loan Principles (GLP) while supporting MPCC's long-term decarbonization strategy.



Management of Proceeds

Net proceeds from any issued Green Financing Instruments will be credited to a segregated Green Financing Account and earmarked for financing and refinancing of Eligible Green Projects as defined by this Framework.

MPCC will track the allocation of an amount equivalent to the net proceeds from a Green Financing Instrument to Green Projects. If a green project for any reason loses its eligibility, funds will be reallocated to other eligible Green Projects, following the procedures above.

Net proceeds from any Green Financing Instruments awaiting allocation to Eligible Green Projects will be managed according to the general liquidity management approach of MPCC and may be invested in short term money market instruments or cash. Unallocated proceeds will be subject to the exclusion policy set out above.

Reporting and Transparency

To enable the monitoring of performance and provide insight into allocation of proceeds and impact of allocated proceeds, MPCC will on an annual basis until full allocation of the net proceeds publish an annual Green Finance Progress Report. The report will include an allocation report and an impact report and be published as part of the annual Sustainability Report. The Green Finance Progress Report will include – as part of the impact report – a section on methodology, baselines and assumptions used in the impact calculations.

The Allocation Report will provide details on the allocation of net proceeds from Green Financing Instruments and may include the following information:

+ Total amount allocated to Eligible Green Projects.
+ Breakdown by project category as defined in the Eligibility Criteria.
+ Geographical distribution of funded projects, where applicable.
+ Share of financing vs. refinancing of projects.
+ Balance of unallocated proceeds, if any, and how they are temporarily managed.
+ Confirmation of alignment with this Green Finance Framework.

Where feasible, MPCC will publish an Impact Report that outlines the environmental benefits of the financed projects, using relevant impact indicators. The report may include aspects such as but not limited to:

+ GHG emissions reduction.
+ Carbon intensity improvements
+ Reduction of Air, Water and Soil Pollution
+ Environmental benefits such as energy efficiency gains, deployment of alternative fuels, or retrofitting impact.

External Review

Second party opinion

To ensure alignment with the Green Bond- and Green Loan Principles, MPCC has engaged ABS to act as an external verifier of this Sustainability-Linked Financing Framework. The second party opinion will be published on MPCC's website.

Post-issuance review

MPCC will, on an annual basis until full allocation of the net proceeds, obtain an external independent review to ensure that, inter alia, the selection process for the financing of Eligible Green Assets and the allocation of net proceeds from issuance of any Green Financing Instruments is carried out in accordance with MPCC's Green Financing Framework.

Publicly available documents

The Green Financing Framework and the second party opinion will be publicly available on MPCC's website, together with the post-issuance review and the Annual Green Financing Report once published

MPC CONTAINER SHIPS

MPC Container Ships ASA
Ruseløkkveien 34, 0251 Oslo
PO Box 1251 Vika
NO-0111 Oslo, Norway

Registered enterprise no. 918 494 316

www.mpc-container.com

artbox.no