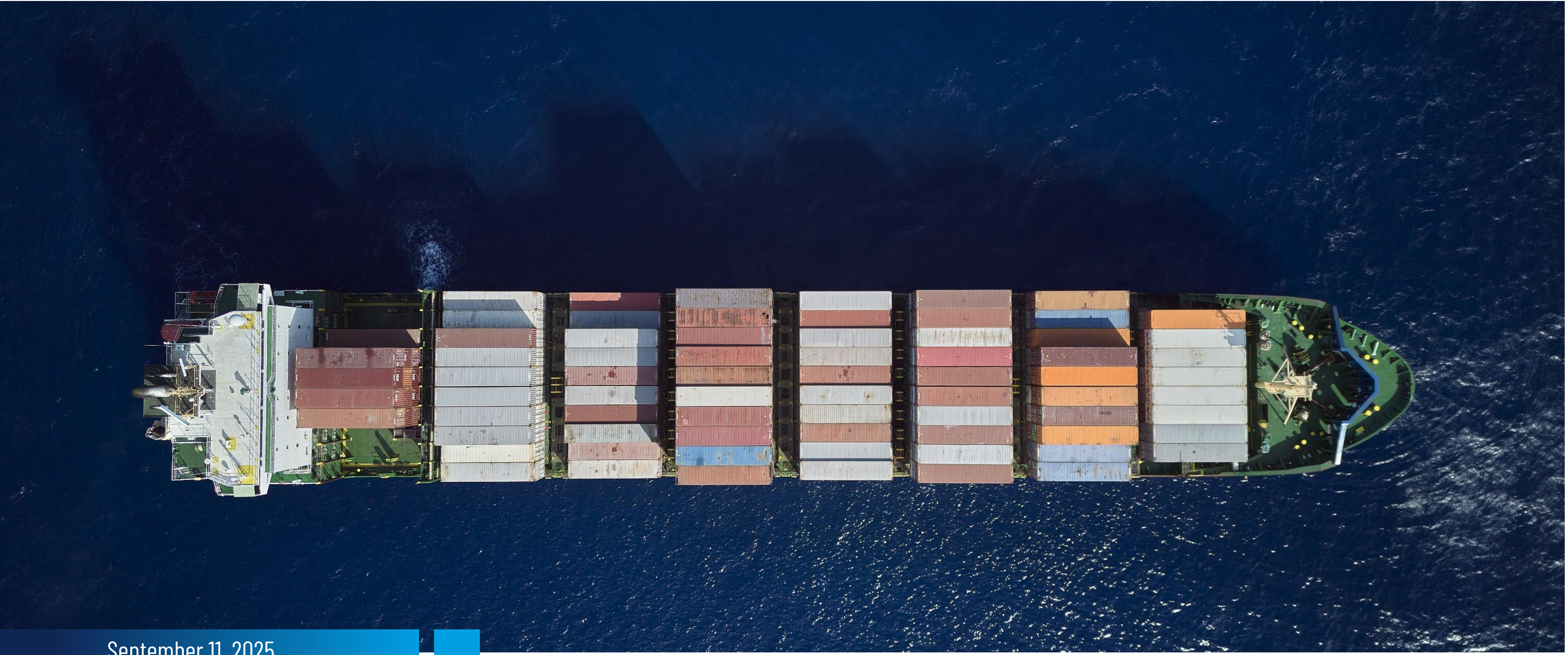


September 11, 2025

PARETO ENERGY CONFERENCE

Moritz Fuhrmann, Co-CEO and CFO

MPC CONTAINER SHIPS

AGENDA

MARKET-LEADING CONTAINER SHIP TONNAGE PROVIDER WITH STRONG CHARTER BACKLOG AND EARNINGS VISIBILITY

55 vessels

With total capacity of ~140k TEU and USD ~1.6bn market value

#1 position

Largest tonnage provider in intra-regional trade worldwide

USD ~600m

Asset coverage from 27 debt-free vessels[1]

USD 1.2bn backlog

Firm charter backlog with 100%/89% contract coverage in 2025/2026[2]

Dividends of USD >1bn

Paid since Feb 22.
Dividend Policy of 30-50% adj. Net Profit as quarterly distributions

ESG focus

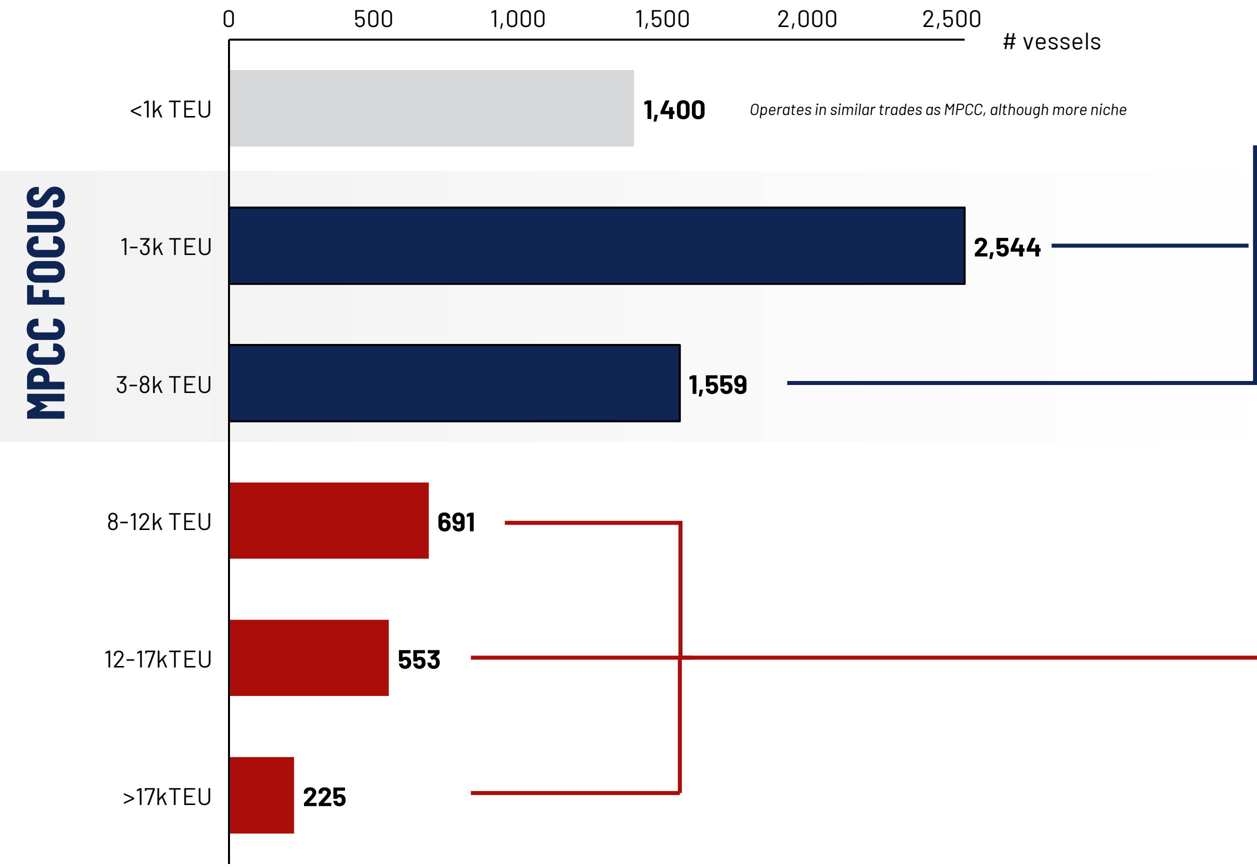
Strategic prioritization of sustainability with a total fleet renewal investment program of USD >800m

A market-leading tonnage provider with a **total charter backlog of USD 1.2 billion, industry-low leverage**, and rational capital allocation principles

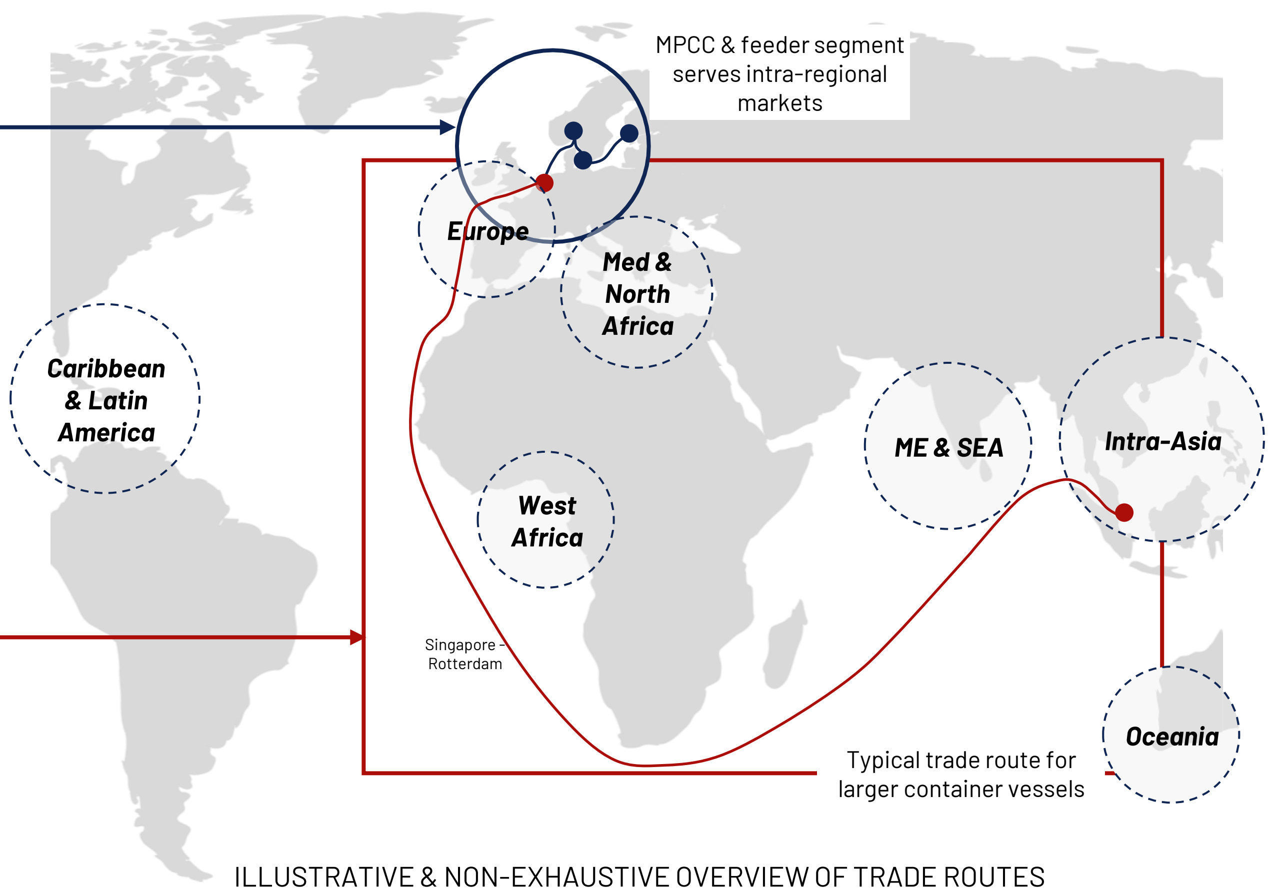
Notes: (1) Charter-free vessel valuation; (2) As of 02 September 2025
Source: Company Information, VesselsValue.

MPCC SPECIALIZES IN THE INTRA-REGIONAL FEEDER SEGMENT

OVERVIEW OF THE GLOBAL CONTAINER FLEET



DIFFERENT SIZES OPERATE DIFFERENT TRADE ROUTES



ILLUSTRATIVE & NON-EXHAUSTIVE OVERVIEW OF TRADE ROUTES

Data Source: Clarksons Research, September 2025

AGENDA

01 COMPANY INTRODUCTION

02 MARKET UPDATE

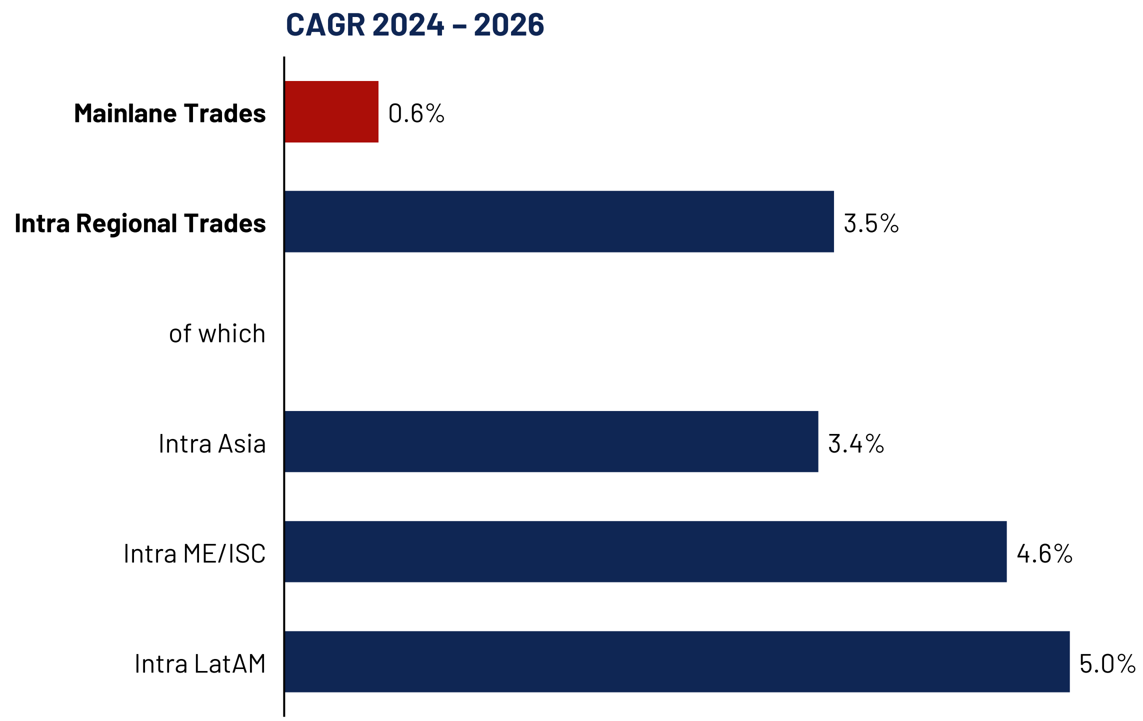
03 COMPANY OUTLOOK

REGIONAL MARKETS DRIVE CONTAINER DEMAND

DIVERGING GROWTH TRENDS ON THE DEMAND SIDE

- Growth trends are driven by **stronger emerging markets'** GDP growth outlook than in advanced economies
- Container trades serving these markets showed growing volumes in recent years
- The **diversification of sourcing strategies** will continue to drive robust volume growth
- Intra-regional container trade – a **core market for the MPCC fleet** - is expected to outperform the mainlane trades
- In intra-regional trades[1], 98% of vessel deployed are smaller than 5,100 TEU

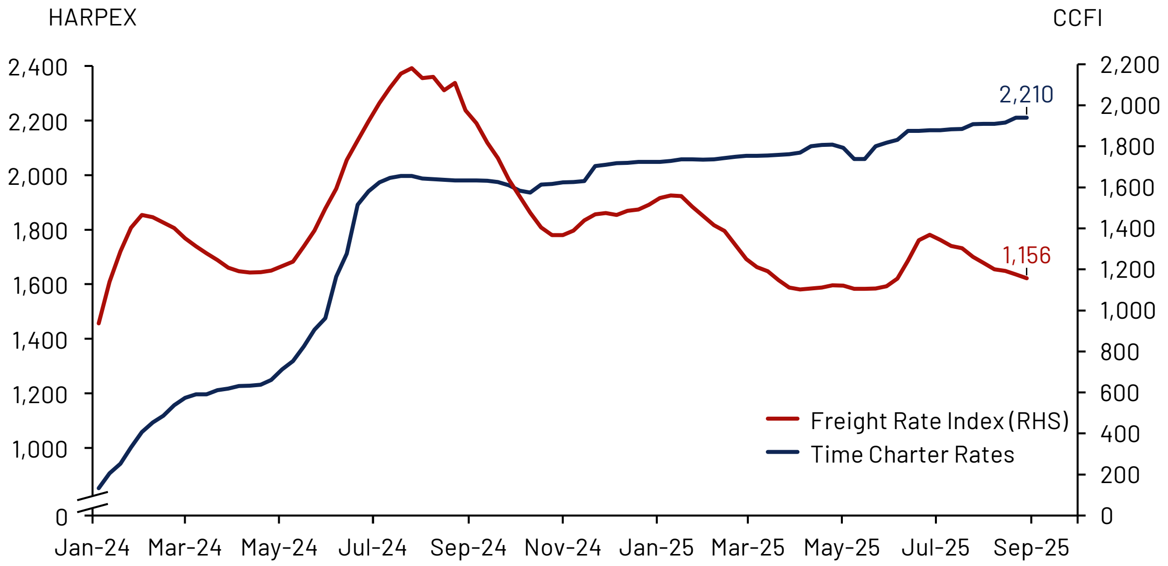
PROMISING INTRA-REGIONAL DEMAND OUTLOOK



1) Intra-Europe and Intra-Asia trade lanes;
Data Sources: Maritime Strategies International (MSI), August 2025; Clarksons, August 2025; International Monetary Fund, World Economic Outlook Update, July 2025

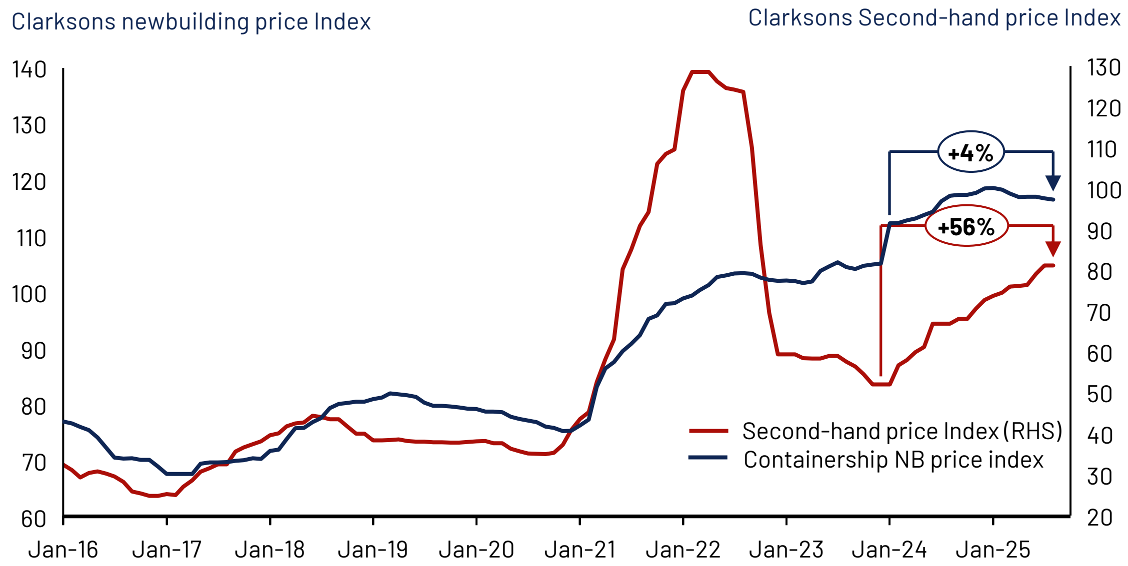
MULTIPLE HEADWINDS CREATED UNPRECEDENTED MARKET VOLATILITY

CHARTER RATES UNIMPRESSED BY VOLATILE FREIGHT RATES



- Charter rates outperformed freight rates in Q2, staying at high levels due to limited vessel availability and steady fixture activity
- Freight rates peaked in early June but quickly dropped amid weaker demand

ASSET PRICES HOLD AT ELEVATED LEVELS

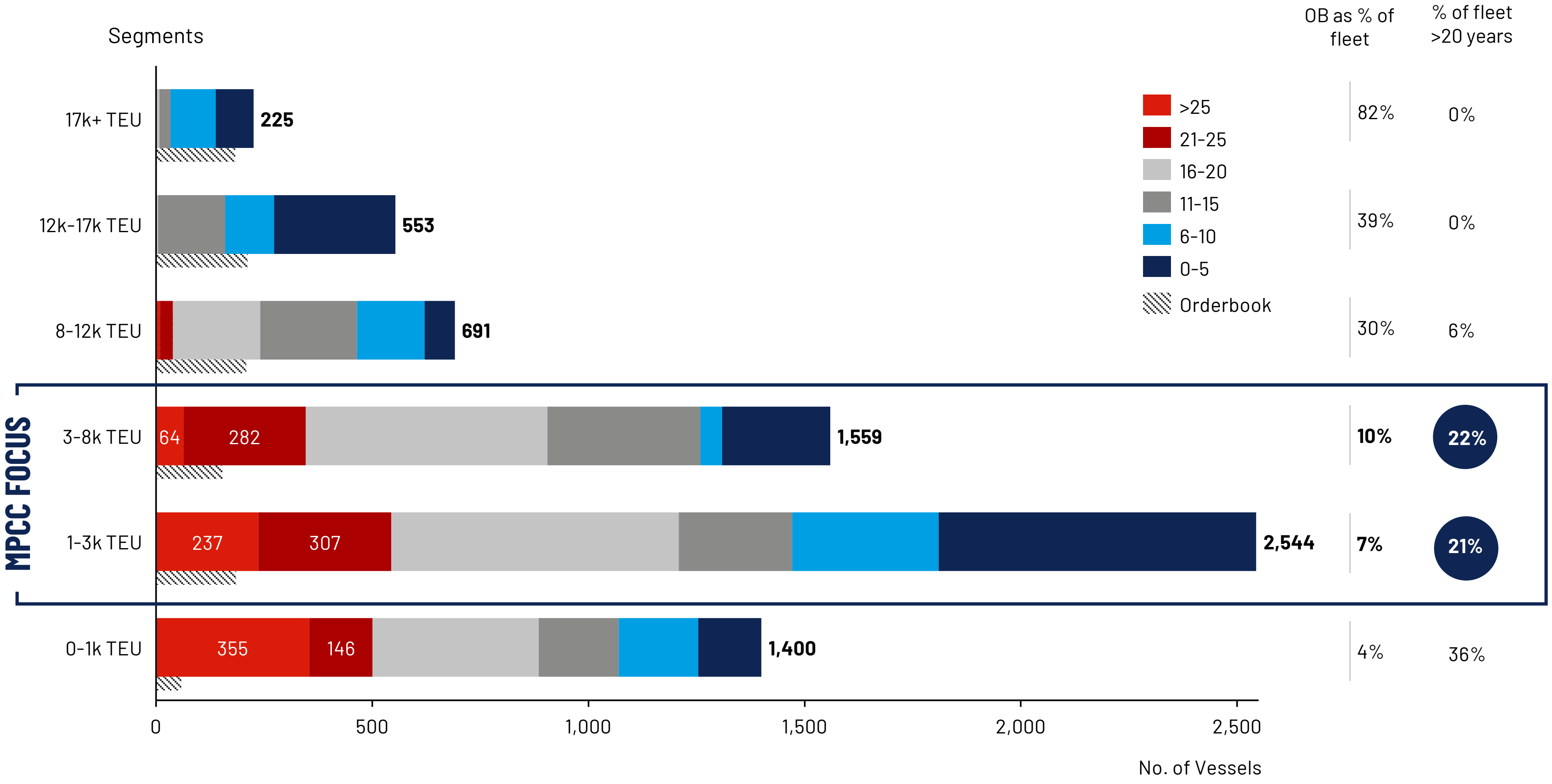


- The sale and purchase (S&P) market remained active in line with the previous quarter, with assets being sold at historically elevated prices
- Enhanced sophistication of ordered vessels, the comfortable forward coverage of yards and cost inflation have kept newbuilding-price indices near historic highs

Data Source: Clarksons Research, September 2025

INCREASING ORDERBOOK BUT STILL INSUFFICIENT IN SMALLER SIZES

AGE STRUCTURE OF FLEET AND ORDERBOOK



- » In MPCC's core segments of feeder and mid-size containerships, **one-fifth of the fleet is 20 years or older**
- » The **orderbook does not cover the replacement need** that will arise over the next years in MPCC's core segments

Data Source: Clarksons Research, September 2025

MARKET OUTLOOK

KEY TOPIC	DESCRIPTION
US POLICY	» US policies continued to create a volatile container market environment in the second quarter » Especially with the uncertainties on tariff announcements, trade flows and demand outlook can be impacted
RED SEA CRISIS	» Tensions intensified between Israel, Iran and the Yemeni Houthis, resulting in the sinking of two bulk carriers » In view of these incidents and in connection with the Middle East conflict and the unforeseeable easing of tensions along the Suez route, there is no immediate return to the Suez route foreseeable by liner operators » There is still a ~12% uplift to average haul of box trade due to persistent rerouting
FLEET DEVELOPMENT	» The orderbook-to-fleet ratio stands at 30.2% at the end of July 2025 » With 2.5 mTEU ordered so far in 2025, newbuild contracting has increased in the smaller size segments » Deliveries will pick up in 2027 and 2028, with an estimated 3 mTEU per year
UNDERINVESTED FEEDER SEGMENT	» Despite the size of the orderbook, feeder vessels, which are the MPCC focus segments, are still an underinvested size » In terms of vessels, there is not enough replacement tonnage to keep up with the ageing fleet currently on the water » Moreover, regional trades are forecast to grow more strongly compared to mainlane trades

Data Source: Clarksons Research, August 2025

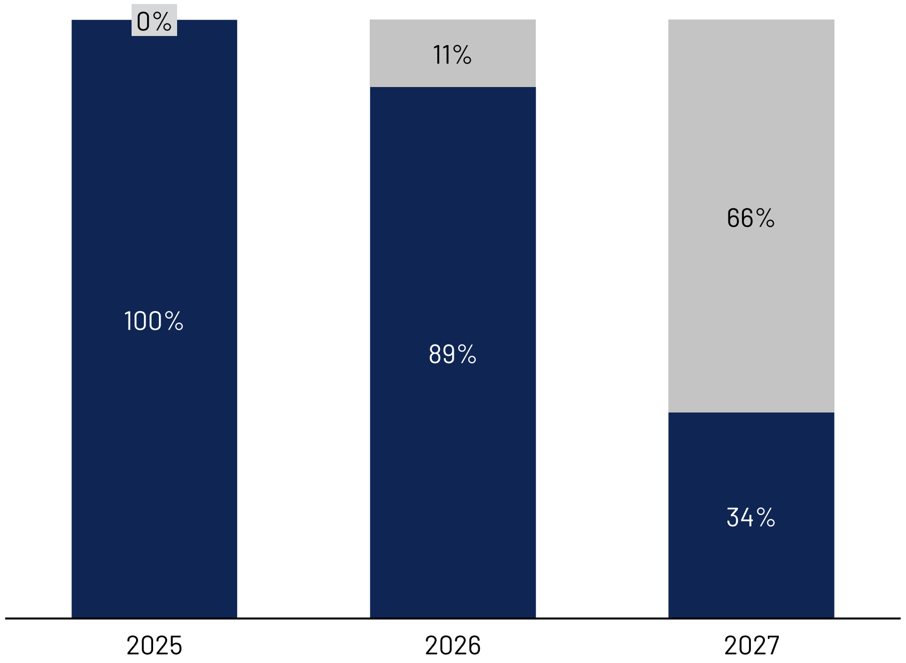
AGENDA

HIGH CONTRACT COVERAGE INTO 2027

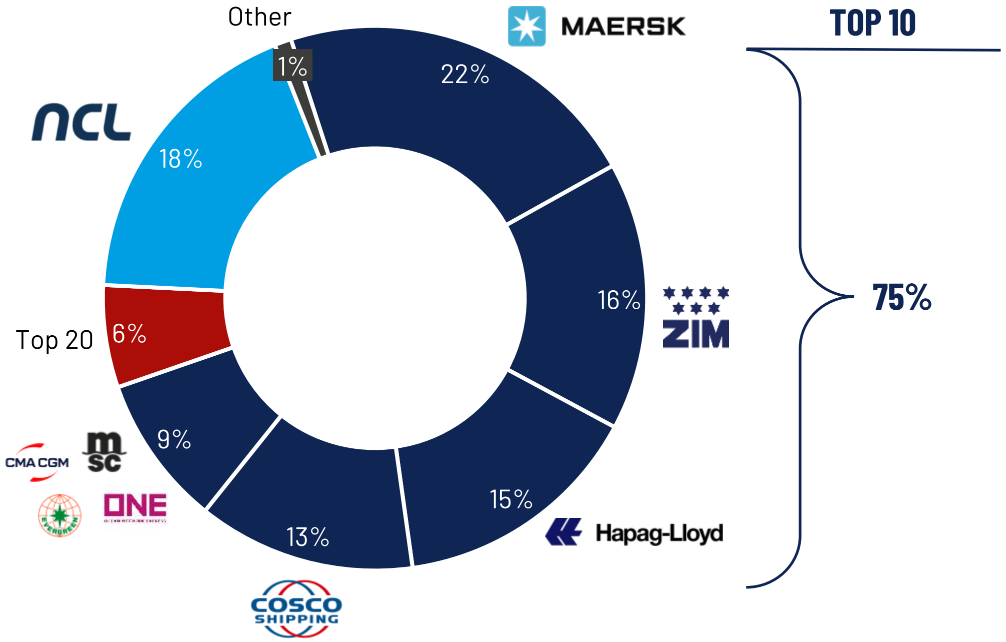
BACKLOG OVERVIEW – AS PER AUG'25

Forward charter backlog[2,3]/ Proj. EBITDA[2,3,4]: USD 1.2bn / 0.7bn

Contracted forward TCE (USD per day)[1,3,5,6]	2025	2026	2027
	25,801	23,852	26,455



CHARTER BACKLOG DEVELOPMENT AND COUNTERPARTIES

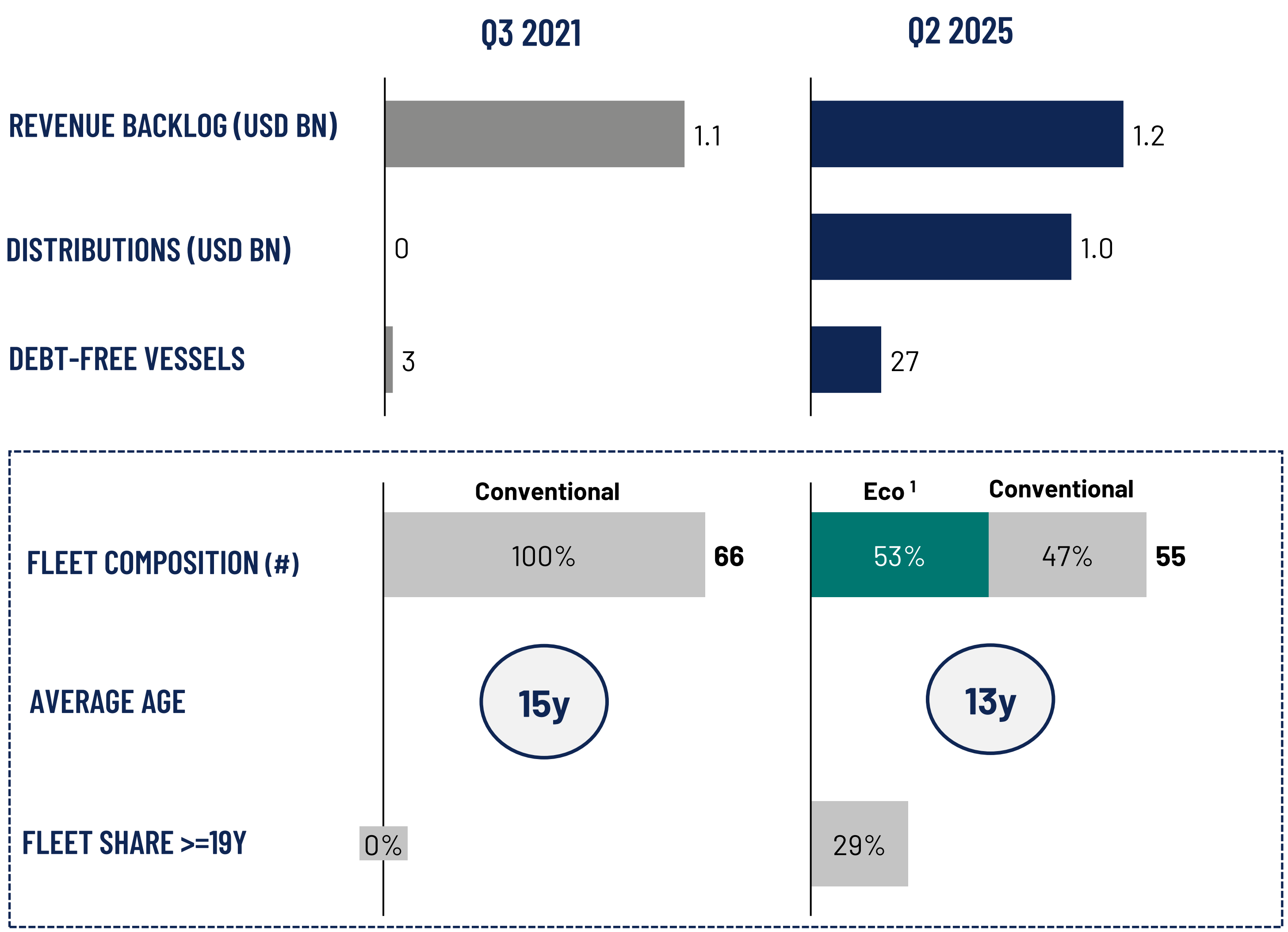


» **93%** of revenue backlog with top 10 liners and cargo-backed[7]

» **More than 2 years** average remaining contract duration

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 20 August 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. 7) Ranking based on list of 100 largest container/liner operators by Alphaliner

STRONG PORTFOLIO OPTIMIZATION, HOWEVER, CONT'D FLEET RENEWAL REQUIRED



CAPITAL ALLOCATION & BALANCE SHEET MANAGEMENT

- ☑ Commitment to long-term charter strategy and accretive investments, resulting in increased backlog and further improved earnings visibility
- ☑ Continued commitment distributions and sustainable shareholder return
- ☑ Maintaining conservative leverage as well as high balance sheet flexibility with 27 debt-free

PORTFOLIO & OPERATIONS

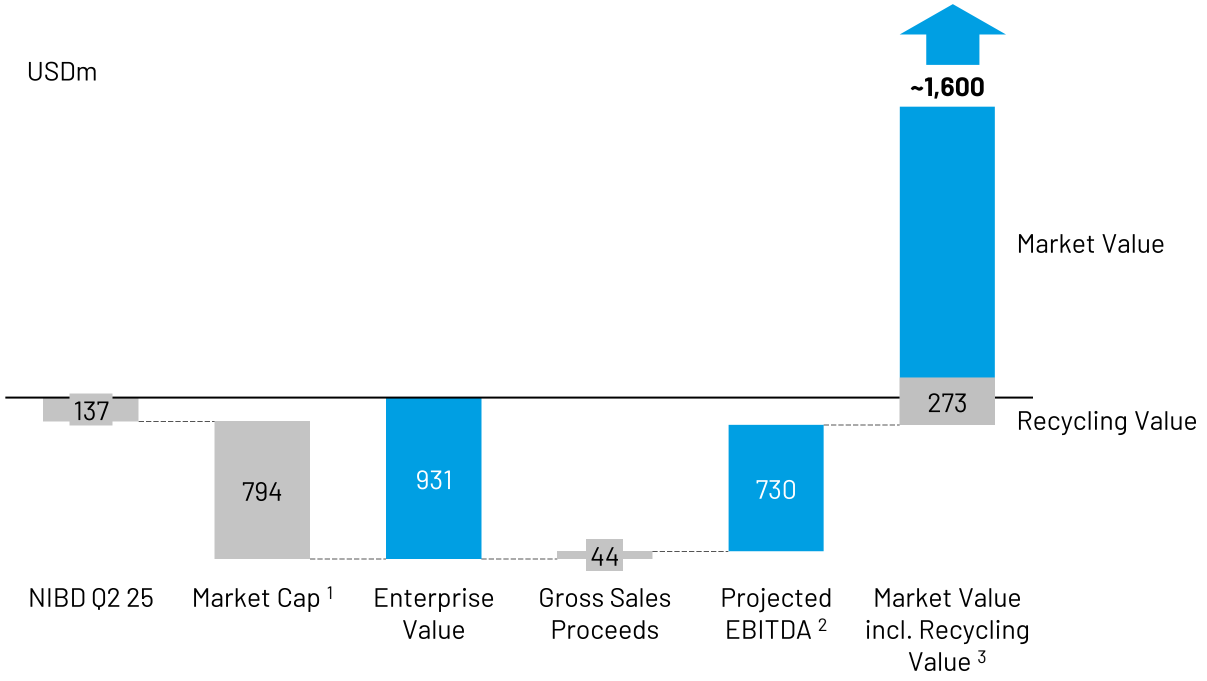
- ☑ Substantial increase of ECO and retrofitted share in MPCCs fleet composition as well as successful reduction of avg. fleet age
- ☑ Based on the current portfolio profile further fleet renewal investments are needed

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 based on TEU

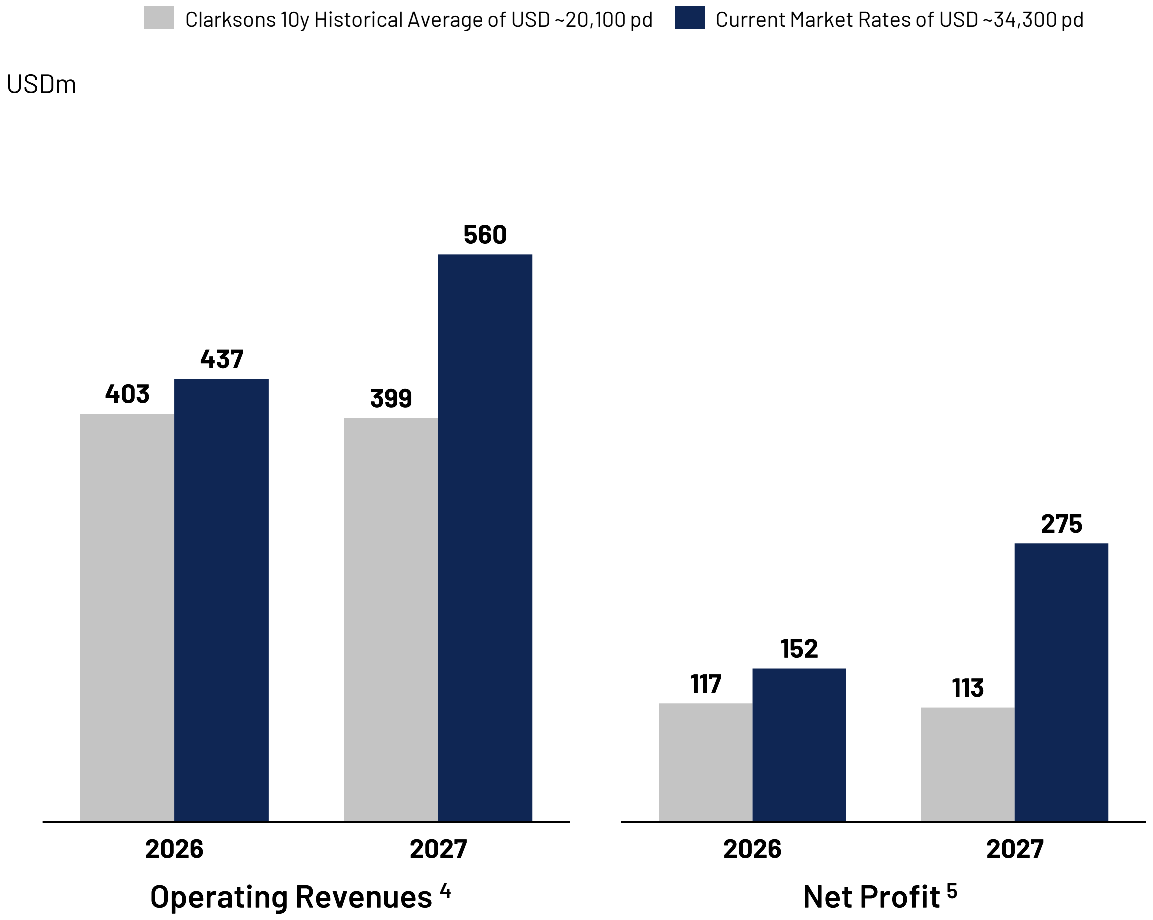
STRONG VALUE PROPOSITION: LOW RISK & SIGNIFICANT UPSIDE

VALUATION BRIDGE

- Current Enterprise value is more than fully covered by the projected EBITDA backlog of USD ~0.7bn and the recycling value
- Further significant upside potential from existing fleet of 55 vessels and further earnings capacity



OPEN RATE SENSITIVITY



1) As of 02 September 2025, based on closing share price of NOK 17.94; USD/NOK of 10.02 2) Revenues / Periods / TCE's / costs in good faith, but indicative only and subject to changes. Fixed revenue and days as of 20 August 2025. Revenue and TCE not including IFRS amortization of time charter carry. 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) 3) Fleet Value based on charter-free values from VesselsValue.com dated 20 August 2025, including Newbuildings. Recycling Value of the Fleet as per VesselsValue.com, 4) 10-Y Historical average of with USD ~20,100/day and current market rates of ~34,300/day based on monthly average 6-12 months TC rates from Clarksons Research as of July 2025. Rates are weighted averages based on size and number of vessels coming open, Illustrative operating revenue earnings scenarios, no forecasts, assuming upcoming fixtures at above shown rates. Based on 97% utilization, 5) Illustrative net profit scenarios, no forecasts, assuming operating costs of USD 8,510 per day and vessel, USD 130m of depreciation and net finance costs

FINAL REMARKS

- Strategic fleet expansion through a newbuilding program of four advanced vessels, supporting long-term growth
- Strong financial position with low leverage and high balance sheet flexibility, and debt instruments in place supporting fleet renewal and growth
- Robust shareholder returns with 50% of adjusted net profit distributed as dividends, aligned with the renewed capital allocation strategy
- Resilient market positioning, leveraging investment capacity and disciplined strategy to navigate geopolitical volatility and seize emerging opportunities

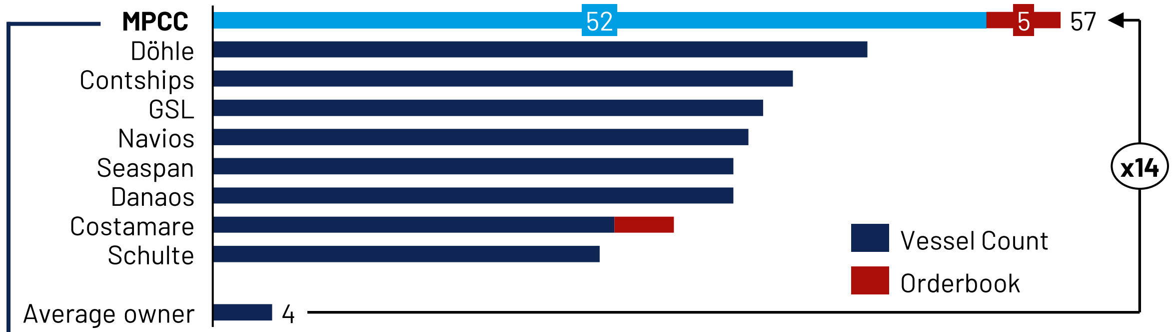
QUESTIONS & ANSWERS

MPC
CONTAINER SHIPS

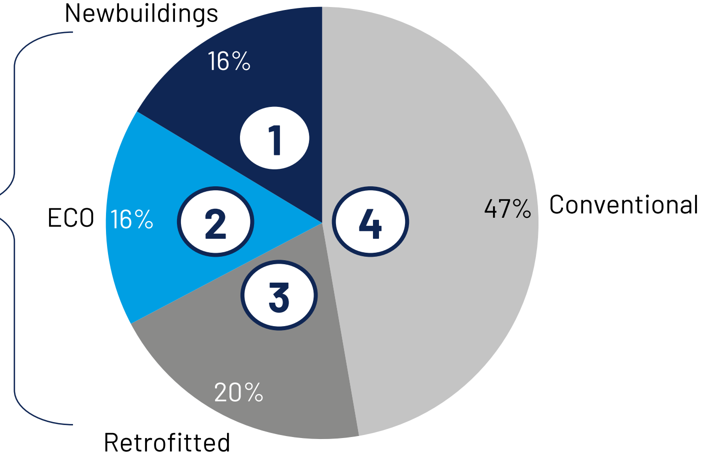
APPENDIX

FLEET RENEWAL CREATING LONG TERM VALUE

OVERVIEW OF MPCC COMPETITORS' SUB 6K TEU SEGMENT



53% Eco Share of the fleet



FLEET RENEWAL STRATEGY

USD > 800m Investment Program

1 NEWBUILDING PROGRAM

9x highly efficient & DF vessels (USD ~500m)

2 ACQUISITION OF ECO-VESSELS

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

3 RETROFIT INVESTMENTS

Hydrodynamic & Energy Efficiency measures on more than 20 vessel (USD ~30m)

4 CONVENTIONAL VESSELS

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

... to be continued

Data Source: Clarksons Research, August 2025

OVERVIEW OF FINANCING FACILITIES

Facility	Type	Pre-delivery	Outstanding 30/06/25	Total capacity	Interest rate	#	Repayment profile	Maturity
BoComm	Sale & Lease back		USD 31.4m	USD 75m	260bps + SOFR	9[1]	Monthly 1x 1.2m, 24x 0.3m + 22.8m balloon[1]	Sep. 2027
HCOB	RCF		USD 0.0m	USD 100m /72m	295bps + SOFR	11	Commitment will be reduced starting in Mar 2024	Dec. 2027
HCOB-Ecofeeder	Term Loan		USD 33.7m	USD 50m	280bps + SOFR	4	Quarterly 14 x 0.7m + 25m balloon	Jul./Aug. 2028
First Citizen Bank	Term Loan		USD 27.0m	USD 30m	195bps + SOFR	2	Quarterly 12 x 1.5m + 7.5m balloon	Oct. 2028
Nordic HY Bond	Senior unsecured sustainability-linked		USD 200.0m	USD 200m	737.5bps	n/a	n/a	Oct. 2029
Deutsche Bank	Term Loan[2] + accordion		USD 0.0m[2]	USD 47.5m[2] + USD250m	200bps + SOFR	2	Quarterly 11x 2.4m, 8x 1.7m + 14.5m balloon	Jun. 2030
Development Bank of Japan / Shinsei	Term Loan		USD 15.3m	USD 16m	175bps + SOFR	1	Quarterly 7x 0.75m, 15x 0.28m + 5.9m balloon	Mar. 2031
CA-CIB	Term Loan	Yes	USD 81.6m	USD ~101m	175 – 275bps + SOFR	2	Quarterly 5x 5.7m + 4x 3.7m + 4x 1.4m[3]	Jun. 2031
Société Generale [4]	Green Term Loan	Yes	USD 0.0m	USD 29.3m	210bps + SOFR	1	quarterly 28x USD 0.5m + USD 15.6m balloon	Aug. 2033
KfW-IPEX	Term Loan		USD 52.0m	USD 52.0m	190bps + SOFR	2	6 x semi-annual 5.4m, 7x 1.8m + 7.1m balloon	May 2032
Deutsche Bank	Green Term Loan	Yes	USD 54.5m	USD ~54.5m	230bps + SOFR	2	23 x semi-annual installments of 3.33% + 23.34% balloon	Jan./Apr. 2037

1) Voluntary Prepayment of ~USD 2m in August 2025 anticipated – release of one collateralized vessel,
2) Utilization in July 2025 – all conditions precedent fulfilled
3) subsequent instalments to be agreed by borrower and lender
4) Under documentation, term sheet signed

APPENDIX

CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS

In USD thousands	Q2 2025 (unaudited)	Q2 2024 (unaudited)	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Operating revenues	137,876	130,899	264,958	278,442
Commissions	(3,205)	(3,762)	(6,196)	(7,753)
Vessel voyage expenditures	(5,221)	(3,936)	(11,563)	(7,280)
Vessel operation expenditures	(41,820)	(38,738)	(80,152)	(76,159)
Ship management fees	(2,609)	(2,157)	(5,200)	(4,778)
Share of profit or loss from joint venture	-	(349)	(2)	(378)
Gross profit	**85,021**	**81,957**	**161,845**	**182,094**
Administrative expenses	(6,354)	(4,360)	(11,325)	(8,687)
Other expenses	(461)	(638)	(1,364)	(1,163)
Other income	2,465	1,040	6,107	2,102
Gain (loss) from sale of vessels	26,685	6,412	29,867	6,201
Depreciation	(21,227)	(17,521)	(35,209)	(35,265)
Operating profit	**86,129**	**66,890**	**149,921**	**145,282**
Finance income	2,435	2,435	4,327	4,397
Finance costs	(10,349)	(4,393)	(16,495)	(8,690)
Profit (loss) before income tax	**78,215**	**64,932**	**137,753**	**140,989**
Income tax expenses	(112)	(119)	91	277
Profit (loss) for the period	**78,103**	**64,813**	**137,844**	**141,266**
Attributable to:				
Equity holders of the Company	78,037	64,797	137,699	141,220
Minority interest	66	16	145	46
Basic earnings per share – in USD	**0.18**	**0.15**	**0.31**	**0.32**
Diluted earnings per share – in USD	**0.18**	**0.15**	**0.31**	**0.32**

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	June 30, 2025 (unaudited)	Dec 31, 2024 (audited)
ASSETS		
Non-current Assets		
Vessels	1,026,324	1,003,460
Newbuildings	7,948	44,344
Right-of-use asset	171	264
Investments in associate and joint venture	1,232	5,245
Total non-current assets	**1,035,675**	**1,053,313**
Current Assets		
Inventories	6,017	7,206
Trade and other receivables	49,839	37,735
Financial instruments at fair value	812	1,060
Restricted cash	7,662	6,364
Cash and cash equivalents	350,868	125,696
Total current assets	**415,198**	**178,061**
TOTAL ASSETS	**1,450,873**	**1,231,374**

in USD thousands	June 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	824,872	762,602
Other reserves	(672)	(260)
Non-controlling interest	4,550	4,524
Total equity	**879,218**	**817,620**
Non-current liabilities		
Non-current Interest-bearing debt	426,441	299,237
Lease liabilities - long-term	-	79
Other non-current liabilities	4,902	-
Total non-current liabilities	**431,343**	**299,316**
Current liabilities		
Current interest-bearing debt	61,294	44,037
Trade and other payables	10,888	12,632
Derivative financial instruments - short-term	90	101
Related party payables	797	72
Income tax payable	99	164
Deferred revenues	39,402	29,706
Other liabilities	27,742	27,726
Total current liabilities	**140,312**	**114,438**
TOTAL EQUITY AND LIABILITIES	**1,450,873**	**1,231,374**

APPENDIX

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Profit (loss) before income tax	137,754	140,989
Income tax expenses paid	(10,866)	-
Net change inventory and trade and other receivables	(750)	811
Net change in trade and other payables and other liabilities	663	1,716
Net change other non-current assets and other non-current liabilities	9,696	173
Net change in deferred revenues	35,209	(6,170)
Depreciation	(286)	35,265
Share-based payment	12,167	-
Finance costs (net)	2	4,293
Share of profit (loss) from joint venture	-	377
(Gain) loss from sale of vessels and fixed assets	(29,868)	(4,648)
Amortization of TC contracts	-	(926)
Cash flow from operating activities	**153,721**	**171,880**
Proceeds from disposal of vessels	89,590	50,389
Scrubbers, dry dockings and other vessel upgrades	(31,297)	(19,114)
Newbuildings	(41,591)	(72,850)
Capitalized borrowing cost	(668)	-
Acquisition of vessels	187	-
Cash acquired in acquisition of company	4,283	3,019
Acquisition of newbuilds	-	(4,000)
Cash flow from investing activities	**20,504**	**(42,556)**

in USD thousands	YTD 2025 (unaudited)	YTD 2024 (unaudited)
Dividends paid	(75,548)	(115,619)
Additions from non-controlling interest	-	-
Proceeds from debt financing	181,461	61,670
Repayment of long-term debt	(38,082)	(18,516)
Payment of principal of leases	(91)	(97)
Interest paid	(12,890)	(5,188)
Debt issuance costs	(2,232)	(3,648)
Other finance paid	(356)	(1,376)
Cash from /(to) financial derivatives	(245)	146
Cash flow from financing activities	**52,017**	**(82,628)**
Net change in cash and cash equivalents	226,242	46,696
Net foreign exchange difference	228	-
Restricted cash, cash & cash equiv. at beginning of the period	132,060	122,584
Restricted cash, cash & cash equiv. at end of the period	**358,530**	**169,280**

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Min / Max
1	AS SIMONE	1,700 grd eco	Maersk	Eco & Retrofit	21,855[1]															Sep-25 / Sep-26
2	AS SILJE	1,700 grd eco	Maersk	Eco & Retrofit	21,855[1]															Oct-25 / Oct-26
3	AS SABINE	1,700 grd eco	Maersk	Eco & Retrofit	21,855[1]															Nov-25 / Nov-26
4	AS STINE	1,700 grd eco	Maersk	Eco & Retrofit	21,855[1]															Dec-25 / Dec-26
5	AS CYPRIA	2,800 gls	Hapag-Lloyd		18,500									DD[2]						Feb-26 / Apr-26
6	AS FLORETTA[3]	1,300 grd	Crowley		16,800															Mar-26 / May-26
7	AS FELICIA[3]	1,300 grd	ZISS		24,000															Mar-26 / May-26
8	AS PATRIA	2,500 grd	KMTC		15,500[4]															Mar-26 / Jul-26
9	AS CARELIA	2,800 gls	Hapag-Lloyd		19,500										DD[2]					Apr-26 / Jun-26
10	AS ALVA	2,000 grd	MSC		15,500															Apr-26 / Jun-26
11	AS CARLOTTA	2,800 grd	ONE		25,500											DD[2]				May-26 / Jun-26
12	AS CLEMENTINA	2,800 gls	Unifeeder		21,178										DD[2]					May-26 / Jul-26
13	STADT DRESDEN	2,800 gls	Hapag-Lloyd		19,500															Jun-26 / Sep-26
14	AS CHRISTIANA	2,800 grd	Sea Consortium		26,800															Jul-26 / Aug-26
15	AS PIA	2,500 grd	Maersk	Retrofit	45,750[5]															Aug-26 / Jan-27
16	AS COLUMBIA	2,800 gls	Maersk	Retrofit	24,000														DD[2]	Sep-26 / Oct-26
17	AS CONSTANTINA	2,800 gls	COSCO		26,500	DD[2]														Sep-26 / Nov-26
18	AS SICILIA	1,700 grd	MSC		17,000															Sep-26 / Nov-26
19	AS CLAUDIA	2,800 gls	Hapag-Lloyd		19,500															Oct-26 / Jan-27
20	AS PALINA	2,500 HR grd	Maersk	Retrofit	45,750[6]															Oct-26 / Apr-27
21	AS CAMELLIA	2,800 gls	Maersk		24,000															Oct-26 / Dec-26
22	AS SELINA	1,700 grd	Maersk		23,250[7]															Nov-26 / Jan-27
23	AS SAVANNA	1,700 grd	Maersk	Retrofit	23,250[7]															Nov-26 / Jan-27
24	AS CAROLINA	2,800 gls	ZISS		41,000															Nov-26 / Jan-27
25	AS PETRONIA	2,500 HR grd	Maersk	Retrofit	45,750[8]															Nov-26 / May-27

Min. period Max. period

1 Index-linked charter rate with a floor of USD 8,750 and a ceiling of USD 14,500 - 50/50 profit share for all assessed rates between USD 17,000 and USD 35,000
2 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
3 Sold - handovers planned for Q3/Q4 2025
4 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
5 As of 29.08.2025 the charter rate will change to an index-linked scheme with a floor of USD 10,500 and a ceiling of USD 16,000, the charter also includes a Scrubber savings sharing mechanism in favour of MPCC
6 As of 21.10.2025 the charter rate will change to an index-linked scheme for AS Palina with a floor of USD 11,000 and a ceiling of USD 17,000, the charter also includes a Scrubber savings sharing mechanism in favour of MPCC
7 Contracted base rate, index-linked scheme with a floor of USD 12,500 and a ceiling of USD 20,000. 50/50 profit share for all assessed rates between USD 20,000 and USD 30,000
8 As of 21.10.2025 the charter rate will change to an index-linked scheme for AS Petronia with a floor of USD 11,000 and a ceiling of USD 17,000, the charter also includes a Scrubber savings sharing mechanism in favour of MPCC

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Min / Max
26	AS CALIFORNIA	2,800 gls	Maersk		24,000															Dec-26 / Feb-27
27	AS ANNE	2,200 grd eco	OOCL	Eco	25,500									DD[1]						Dec-26 / Feb-27
28	AS SABRINA	1,700 grd	Maersk	Retrofit	23,250[2]															Dec-26 / Feb-27
29	AS SAMANTA	1,700 grd	Maersk	Retrofit	23,250[2]															Jan-27 / Mar-27
30	AS SARA	1,700 grd	Maersk	Retrofit	23,250[2]															Feb-27 / Apr-27
31	AS PAMELA	2,500 grd	EMC		26,500															Mar-27 / Apr-27
32	AS CASPRIA	2,800 gls	ZISS		40,700															Mar-27 / May-27
33	AS SUSANNA	1,700 grd	ONE		18,000	DD[1]														Mar-27 / Jun-27
34	AS SVENJA	1,700 grd	CMA CGM	Retrofit	22,000															Apr-27 / Jun-27
35	AS FREYA	1,300 grd	King Ocean		16,250															Apr-27 / Jun-27
36	AS ANGELINA	2,000 grd	Maersk		24,500															Jun-27 / Aug-27
37	AS NURIA	3,500 gls	Maersk	Retrofit	25,150															Jun-27 / Aug-27
38	SEVILLIA	1,700 grd	CMA CGM		21,000															Jun-27 / Aug-27
39	AS NARA	3,500 gls	Maersk		25,150															Jul-27 / Sep-27
40	AS NINA	3,500 gls	Maersk	Retrofit	30,000	DD[1]														Jul-27 / Sep-27
41	AS SOPHIA	1,700 grd	Maersk		38,000		21,500													Jul-27 / Nov-27
42	AS SERENA	1,700 grd	Maersk		20,300				20,000											Sep-27 / Nov-27
43	AS PENELOPE	2,500 gls	Hapag-Lloyd		16,950			26,000												Sep-27 / Dec-27
44	AS NORA	3,500 grd	CMA CGM	Retrofit	28,000															Feb-28 / Apr-28
45	LIVORNO EXPRESS	3,800 grd	Hapag-Lloyd	Eco	33,250[3]										DD[1]					Mar-28 / Jun-28
46	DETROIT EXPRESS	3,800 grd	Hapag-Lloyd	Eco	33,250[3]							DD[1]								Mar-28 / Jun-28
47	GENOA EXPRESS	3,800 grd	Hapag-Lloyd	Eco	33,250[3]									DD[1]						Mar-28 / Jun-28
48	BARCELONA EXPRESS	3,800 grd	Hapag-Lloyd	Eco	33,250[3]								DD[1]							Mar-28 / Jun-28

Min. period Max. period

1 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
2 Contracted base rate, index-linked scheme with a floor of USD 12,500 and a ceiling of USD 20,000. 50/50 profit share for all assessed rates between USD 20,000 and USD 30,000
3 Livorno Express to be renamed to AS Natalie, Detroit Express to be renamed to AS Nele, Genoa Express to be renamed to AS Nanne and Barcelona Express to be renamed to AS Ninette

APPENDIX

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	Remark	MPCC Current Fixture (USD/day)	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Min / Max
49	AS MARIE[1]	4,500 gls		Eco							Charter rate of USD 31,900 per day									**Jun-30 / Jul-30**
50	AS MAIKE[1]	4,500 gls		Eco							Charter rate of USD 31,900 per day									**Sep-30 / Oct-30**
51	AS METTE[1]	4,500 gls		Eco							Charter rate of USD 31,900 per day									**Dec-30 / Jan-31**
52	AS MARTHE[1]	4,500 gls		Eco							Charter rate of USD 31,900 per day									**Mar-31 / Apr-31**
53	MACKENZIE	5,500 gls	ZISS	Eco	**70,000[2]**											45,000				**Jun-31 / Jul-31**
54	COLORADO	5,500 gls	ZISS	Eco	**70,000[2]**												45,000			**Jul-31 / Sep-31**
55	AS FRIEDERIKE[1,3]	1,300 gls	Unifeeder	Dual-Fuel Methanol							Charter rate of EUR 17,750 per day									**Dec-33 / Dec-33**
56	NCL VESTLAND	1,300 grd	NCL	Dual-Fuel Methanol	**17,088[4]**						17,286[4]									**Nov-39 / Mar-40**
57	NCL NORDLAND	1,300 grd	NCL	Dual-Fuel Methanol	**16,916[4]**						17,122[4]									**Feb-40 / Jun-40**

Min. period   Max. period   Under construction

1 Periods are based on the latest schedule provided by the shipyard
2 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)
3 To be renamed DP World Southampton after delivery
4 increasing by 1.1% each year on January 1st. The charter rate is paid in EUR but was converted to USD using an exchange rate of 1.1600.

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