



MPC CONTAINER SHIPS INVEST B.V.

FINANCIAL REPORT

Q3 2018

MPC CONTAINER SHIPS INVEST B.V.

THIRD QUARTER AND YTD Q3 2018 HIGHLIGHTS

- Total revenues were USD 36.8 million in Q3 2018, compared to USD 33.0 million in Q2 2018. For year-to-date (“YTD”) Q3 2018, total revenues were USD 89.3 million.
- Net profit was USD 2.0 million in Q3 2018, compared to USD 0.5 million in Q2 2018. For YTD Q3 2018, net profit was USD 1.5 million.

SUBSEQUENT EVENTS

- On 14 November 2018, the MPC Container Ships ASA (the “Parent”) announced that it has entered into agreements for the purchase of five exhaust gas cleaning systems (“scrubbers”) and options to retrofit up to an additional 50 vessels (see note 9 for further description).

BUSINESS OVERVIEW AND CORPORATE DEVELOPMENT

MPC Container Ships Invest B.V. (the “Company”, together with its subsidiaries the “Group”) is a private limited liability company incorporated and domiciled in the Netherlands, with registered address at Strawinskyiaan 835, World Trade Center, Tower B, 8th floor, Amsterdam NL1077, Netherlands and Dutch enterprise number 69545103. The Company was incorporated on 6 September 2017 and operating activity commenced in September 2017. These consolidated financial statements comprise the Company and its subsidiaries. The principal activity of the Group is the investment in as well as operating and financing container vessels.

The Company is controlled by the Parent, a public limited liability company incorporated and domiciled in Norway, with registered address at Dronning Mauds gate 3, 0250 Oslo, Norway and Norwegian enterprise number 918 494 316. The Group is included in the consolidated financial statements of the Parent. The shares of the Parent are listed on the Oslo Stock Exchange under the ticker “MPCC”.

The following significant events occurred within the Group in 2018:

- The Company has taken ownership of an additional 22 feeder container vessels.
- On 2 February 2018, a USD 100 million tap issue on the Company’s senior secured bond was completed. The total nominal amount of bonds outstanding is USD 200 million as at 30 September 2018.
- On 22 May 2018, the Company announced that all USD 200 million bond proceeds had been successfully invested in accordance with the bond terms.
- On 14 June 2018, the Company listed its senior secured bond at the Oslo Stock Exchange under ticker code “MPCBV”.

As at 30 September 2018, the Company’s share capital is EUR 1 comprised by 1 share, with a nominal value of EUR 1. As at the same date, the Group has acquired and taken ownership of 40 container vessels between 966 TEU and 2,846 TEU. Of these, 16 vessels have been contributed by the Parent and the remaining 24 vessels have been acquired through equity and bond proceeds.

THIRD QUARTER AND YTD Q3 2018 RESULTS

Financial performance

The Group's vessels are chartered out on time charter contracts to global and regional liner shipping companies. Time charter revenues were USD 36.8 million in Q3 2018 (Q2 2018: USD 33.0 million) and USD 89.3 million YTD Q3 2018. The gross profit from vessel operations was USD 11.5 million in Q3 2018 (Q2 2018: USD 9.7 million) and USD 26.2 million YTD Q3 2018.

The Group reports a profit before taxes of USD 2.0 million for Q3 2018 (Q2 2018: USD 0.5 million) and USD 1.5 million YTD Q3 2018. The net result for the period was USD 2.0 million in Q3 2018 (Q2 2018: USD 0.5 million) and USD 1.5 million YTD Q3 2018.

The financial performance of the Group needs to be put in perspective, given that the Group during 2017 and up until Q3 2018 has been in the ramp-up phase of its operation. As such, the operating result of the Group has been impacted by frequent vessel take-overs as well as one-off costs for the start-up phase associated with the establishment and development of the Company. The Group took over 22 vessels in the first nine months of 2018.

Financial position

The Group's total assets amounted to USD 419.6 million as at 30 September 2018 (USD 225.7 million as at 31 December 2017). Non-current assets in the amount of USD 377.4 million comprise of vessels taken over.

Total equity was USD 214.1 million as at 30 September 2018 (USD 123.5 million as at 31 December 2017) with minority interest of USD 0.4 million. As at 30 September 2018, the Group had interest-bearing financial liabilities in the amount of USD 193.8 million (USD 96.4 million as at 31 December 2017), mainly resulting from the second bond tap in February 2018.

Cash flow

During Q3 2018, the Group generated a positive cash flow from operating activities of USD 1.2 million (Q2 2018: USD 4.2 million). The cash flow from investing activities into vessels was USD -3.8 million (Q2 2018: USD -32.1 million). The group had a negative cash flow from financing activities of USD -0.4 million compared to a positive cash flow in Q2 2018 of USD 13.3 million.

The total net change in cash and cash equivalents from 30 June 2018 to 30 September 2018 was USD -3.0 million.

Cash and cash equivalents as at 30 September 2018 are USD 22.0 million.

CONTAINER MARKET UPDATE

After a strong first half in 2018, weaker than expected demand growth led to a market softening in Q3 2018. Growing economic uncertainties also had a dampening effect on market sentiment. For the full year 2018, container ship fleet growth is being projected at 5.8%, exceeding an estimated 4.5% growth rate in container trade volume.

Idle fleet capacity rose to around 2.0% of the total fleet at the end of September, reflecting softening market conditions. Consequently, charter rates and asset values slightly weakened during the three-months period ended on 30 September 2018, but are largely up in 2018 YTD.

Demand

In their latest issue, the IMF lowered its forecast for global economic growth from 3.9% to 3.7% for 2018 and 2019. Growth in industrialized countries indicates economic stagnation, while the beginning of an economic slowdown can be observed in some emerging markets. The IMF also warns that the likelihood of further negative shocks to its growth forecast has increased.

Container demand growth projections have been downward adjusted to 4.5% for 2018, primarily due to weaker than anticipated trade growth on Mainlane and Non-Mainlane East-West trades, e.g. Asia-Europe. Growing uncertainties about the global economic development under the influence of potentially escalating trade tensions have also affected the revised indicator. However, a solid expansion of 7.0% in North-South trades and 6.8% in Intra-Asian trades is still being estimated. In the Intra-European, Intra-Latin American and Caribbean trades, market analysts are forecasting solid growth rates of between 4 and 5%.

Supply

Container fleet growth estimates for 2018 have been adjusted upwards to 5.9%, mainly due to very subdued demolition activities of container vessels during the first nine months of 2018, with only 25 units of approximately 43,000 TEU having been sold as scrap. Scrapping activity is, however, expected to pick up in the coming months due to increasing bunker prices, the softer charter market and new regulatory requirements coming into force in the next 18 months (Ballast Water Management in Q3 2019 and Low Sulphur Fuel Emissions in Q1 2020).

Container ship deliveries are expected to reach 1.35 million TEU in 2018 (2017: 1.19 million TEU). Deliveries are leaning towards larger-sized vessels, with ships over 10,000 TEU accounting for 83% of the fleet growth this year. In the smaller segments below 3,000 TEU, moderate fleet growth of around 2.3% of the existing fleet is projected.

Over 150 newbuildings with slightly more than 1 million TEU have been contracted in the first nine months of 2018 (2017: 122 units, 0.8 million TEU), with a large part focusing on feeder vessels of 1,800 - 2,800 TEU and many of the recent orders coming directly from liner shipping companies.

Asset prices

Newbuilding prices have increased significantly for feeder container ships during 2018. The increase has been higher than in the other main shipping segments, e.g. dry bulk or tankers, and can be explained by high contracting demand and increased material costs (steel plate prices rose by 25% over a twelve-month period).

Newbuilding prices in September 2018:

- 1,000 TEU: USD 19.0 million (up 10% YTD)
- 1,700 TEU: USD 26.0 million (up 12% YTD)
- 2,750 TEU: USD 34.75 million (up 17% YTD)
- 4,800 TEU: USD 49.75 million (up 12% YTD)

The number of second hand ships for sale has increased in the third quarter, reflecting a hesitation of buyers caused by economic uncertainties. Q3 2018 recorded the lowest sale-and-purchase activity in container shipping over the last two years. Consequently, second hand prices for container ships fell somewhat in the reporting period, but largely stayed above the levels seen at the beginning of the year.

Secondhand prices (10yr old) in September 2018:

- 1,000 TEU: USD 6.75 million (down 10% YTD)
- 1,700 TEU: USD 11.25 million (up 18% YTD)
- 2,750 TEU: USD 14.0 million (up 22% YTD)
- 4,300 TEU: USD 13.25 million (up 26% YTD)

Charter rates

During the first half of 2018, the charter market improved strongly as most liner shipping companies chartered-in tonnage to extend existing services or open new services in anticipation of strong demand. However, weak operating margins, caused by disappointing freight rates and rising fuel prices, put pressure on liner companies to manage their capacity. The closure of services and other efficiency measures led to declining demand for charter tonnage in

the third quarter. Despite the weakened market sentiment, charter rates in most segments were still up YTD at the end of September.

Time charter rates (6-12 months) in September 2018:

- 1,000 TEU: USD 7,250 (up 7% YTD)
- 1,700 TEU: USD 9,500 (up 1% YTD)
- 2,750 TEU: USD 11,350 (up 23% YTD)
- 4,300 TEU: USD 11,900 (up 36% YTD)

IMO2020 sulphur emission cap regulation

As of 1 January 2020, the global limit on sulphur content for all marine fuels will be limited to 0.5 percent, a regulation set forth by the International Maritime Organization (“IMO”). Consequently, during 2018, the shipping industry has placed great emphasis on the sulphur dioxide emission regulation and the alternatives for IMO compliance.

The Group must be able to efficiently manage the challenges and requirements society imposes on its activities, and environmental regulation compliance is of high importance. Referring to the Parent’s market announcement made on 14 November 2018, the Parent has entered into agreements for the purchase of five exhaust gas cleaning systems (“scrubbers”) and options to retrofit up to an additional 50 vessels within its fleet (see note 9 for further description).

The Parent will carefully evaluate its scrubber retrofit options vis-à-vis reliance on compliant low sulphur fuels post-2020

Sources: Clarksons Research, Alphaliner, MSI, IMF

OUTLOOK

At present, negative market sentiment seems to outweigh fundamentals as several market participants are concerned about rising bunker prices, an escalating trade war and weak trade growth between Asia and Europe. These uncertainties are causing charterers to pursue a more defensive strategy and to keep charter periods as short and flexible as possible. Nevertheless, the container sector is still in a phase of rebalancing, in which total fleet capacity expansion is expected to fall to around 3% in 2019 against a backdrop of total trade volume growth of 4-5%. Intra-regional trades are expected to grow by around 5-6%, while supply growth in the feeder segment is estimated to be around 2% in 2019, suggesting a modest demand surplus.

FORWARD-LOOKING STATEMENTS

Forward-looking statements presented in this report are based on various assumptions. The assumptions are subject to uncertainties and contingencies that are difficult or impossible to predict. MPC Container Ships Invest B.V. cannot give assurances that expectations regarding the outlook will be achieved or accomplished.

FINANCIAL INFORMATION ¹⁾

CONSOLIDATED INCOME STATEMENT

in USD thousands	Notes	Q3 2018 (unaudited)	Q2 2018 (unaudited)	Q3 YTD 2018 (unaudited)	Q3 2017 YTD (unaudited)
Operating revenue	3	36,779	32,974	89,333	311
Commissions		-1,416	-1,294	-3,501	-7
Vessel voyage expenditures		-3,412	-2,032	-6,638	-233
Vessel operation expenditures		-18,886	-18,403	-48,934	-236
Ship management fees		-1,556	-1,594	-4,091	-21
Gross profit		11,509	9,651	26,170	-186
Administrative expenses		-498	-467	-1,253	-36
Depreciation	5	-4,724	-4,854	-12,806	-59
Other income		30	-304	-432	63
Other expenses		13	277	509	-69
Operating result		6,330	4,303	12,188	-287
Finance income	4	44	49	209	18
Finance costs	4, 7	-4,327	-3,858	-10,906	-148
Profit/Loss before income tax (EBT)		2,046	494	1,491	-417
Income tax expenses		0	0	0	0
Profit/Loss for the period		2,046	494	1,491	-417
Attributable to:					
Equity holders of the Company		2,039	490	1,478	-417
Non-controlling interest		8	4	13	0

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

in USD thousands	Notes	Q3 2018 (unaudited)	Q2 2018 (unaudited)	Q3 2018 YTD (unaudited)	Q3 2017 YTD (unaudited)
Profit/Loss for the period		2,046	494	1,491	-417
Items that may be subsequently transferred to profit or loss		468	388	2,235	0
Cash flow hedge reserve		468	388	2,235	0
Items that will not be subsequently transferred to profit or loss		0	0	0	0
Total comprehensive profit/loss		2,514	882	3,726	-417
Attributable to:					
Equity holders of the Company		2,507	878	3,713	-417
Non-controlling interest		8	4	13	0

1) Seeing as MPC Container Ships Invest B.V. commenced operations in September 2017, Q3 2017 YTD financial figures are equal to Q3 2017 isolated.

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

in USD thousands	Notes	30 September 2018 (unaudited)	31 December 2017 (audited)
Assets		419,574	225,673
Non-current assets	5	377,445	162,368
Vessels		377,445	148,386
Prepayment on vessels		0	13,419
Other assets		0	563
Current assets		42,130	63,305
Inventories		2,767	1,051
Trade and other receivables		17,341	2,706
Cash and cash equivalents		22,021	59,548
Unrestricted cash		12,013	18,694
Restricted cash		10,008	40,854
Equity and liabilities		419,574	225,673
Equity		214,106	123,490
Capital		212,895	126,150
Share capital	6	0	0
Share premium	6	212,895	126,150
Retained losses		-1,473	-2,951
Other comprehensive income		2,288	139
Minority interest		396	152
Non-current liabilities		193,591	96,242
Interest bearing long-term debt	7	193,591	96,242
Current liabilities		11,877	5,941
Interest bearing short-term debt		197	129
Trade and other payables		9,518	4,678
Payables to affiliated companies		1,392	529
Other liabilities		770	606

CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

in USD thousands	Share capital	Share premium	Retained earnings	Other comprehensive income	Minority interest	Total equity
Incorporation (6 Sept. 2017)	0					0
Additional capital contribution		126,150			153	126,303
Result of the period			-2,951		-1	-2,952
Cash flow hedge reserve				157		157
Foreign currency effects				-18		-18
Equity as at 31 Dec. 2017	0	126,150	-2,951	139	152	123,490
Equity as at 1 Jan. 2018	0	126,150	-2,951	139	152	123,490
Additional capital contribution		86,744			231	86,975
Result of the period			1,478		13	1,491
Cash flow hedge reserve				2,235		2,235
Foreign currency effects				-86		-86
Equity as at 30 Sept. 2018	0	212,895	-1,473	2,288	396	214,106

CONSOLIDATED STATEMENT OF CASH FLOW

In USD thousands	Q3 2018 (unaudited)	Q2 2018 (unaudited)	Q3 2018 YTD (unaudited)	Q3 2017 YTD* (unaudited)
Profit/Loss before taxes	2,046	494	1,491	-417
Income tax paid	0	0	0	0
Finance expenses, net	4,283	3,809	10,697	130
Interest paid	-3,918	-3,625	-9,934	-133
Interest received	44	49	209	18
Other finance costs	0	0	0	0
Net change in current assets	-8,463	-1,543	-13,554	-2,600
Net change in current liabilities	2,461	146	5,869	2766
Depreciation	4,724	4,854	12,806	59
Cash flow from operating activities	1,177	4,184	7,584	-177
Purchase of vessels	0	-20,301	-205,071	-97,337
Dry-docking and other investments	-3,789	-11,817	-23,375	0
Prepayment on vessels	0	0	0	0
Cash flow from investing activities	-3,789	-32,118	-228,446	-97,337
Proceeds from shareholder's contribution	0	13,792	86,889	106,274
Gross proceeds debt financing	0	0	100,000	100,000
Bond issuing costs	-380	-474	-3,555	-3,581
Cash flow from financing activities	-380	13,318	183,334	202,693
Net change in cash and cash equivalents	-2,991	-14,617	-37,527	105,179
Net foreign exchange differences	-1	-8	0	
Cash and cash equivalents at beginning of period	25,013	39,638	59,548	0
Cash and cash equivalents at the end of period	22,021	25,013	22,021	105,179

NOTES

Note 1 - General information

MPC Container Ships Invest B.V. (the “Company”, together with its subsidiaries the “Group”) is a private limited liability company incorporated and domiciled in the Netherlands, with registered address at Strawinskyiaan 835, World Trade Center, Tower B, 8th floor, Amsterdam NL1077, Netherlands and Dutch enterprise number 69545103. The Company was incorporated on 6 September 2017 and operating activity commenced in September 2017. This consolidated financial report comprises the Company and its subsidiaries. The principal activity of the Group is the investment in as well as operating and financing of container vessels.

The Company is controlled by MPC Container Ships ASA (the “Parent”), a public limited liability company incorporated and domiciled in Norway, with registered address at Dronning Mauds gate 3, 0250 Oslo, Norway and Norwegian enterprise number 918 494 316. The Group is included in the consolidated financial statements of the Parent. The shares of the Parent are listed on the Oslo Stock Exchange under the ticker “MPCC”.

Note 2 - Basis of preparation

The unaudited interim financial statements for the period ended 30 September 2018 are prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (“IASB”) and as adopted by the European Union (“EU”). The statements have not been subject to audit. The statements do not include all information and disclosures required in the annual financial statements and should be read in conjunction with the Group’s annual financial statements as at 31 December 2017. The consolidated financial statements are presented in USD thousands unless otherwise indicated.

The accounting policies adopted in the preparation of the condensed consolidated interim financial reporting are consistent with those applied in the preparation of the Group’s consolidated financial statements for the period ended 31 December 2017 except for the new standards effective as of January 2018.

The implementation of IFRS 15 on revenues from contracts with customers and IFRS 9 on financial instruments, both effective from annual periods beginning on or after 1 January 2018, have not had a material impact on the Group’s result and financial position.

Standards and interpretations that are issued but not yet effective are disclosed below. Only standards and interpretations that are applicable to the Group have been included and the Group reviews the impact of these changes on its financial statements. The Group will adopt the relevant new and amended standards and interpretations when they become effective, subject to EU approval before the consolidated financial statements are issued.

- IFRS 16 – Leases

Note 3 - Revenue

in USD thousands	Q3 2018	YTD Q3 2018	Number of vessels
Time charter revenue	22,276	54,857	25
Pool charter revenue	11,421	28,822	15
Other revenue	3,081	5,655	-
Total operating revenue	36,779	89,333	40

Pool revenues are based on average revenues across the pool the vessels are employed in.

Note 4 - Finance income and expenses

in USD thousands	Q3 2018	YTD Q3 2018
Interest income	44	209
Total financial income	44	209
Interest expenses	-4,326	-10,904
Other financial expenses	-1	-2
Total financial expenses	-4,327	-10,906

Interest paid under the bond agreement as at 30 September 2018 amounts to USD 10.9 million.

Note 5 - Vessels

in USD thousands	Prepayments	Vessels	Total
As at 1 January 2018, net of accumulated depreciation	13,419	148,386	161,805
Additions (mainly upgrades and docking of vessels)		10,691	10,691
Vessel purchases		217,754	217,754
Reclassifications to vessels	-13,419	13,419	0
Depreciation for the period		-12,806	-12,806
As at 30 September 2018, net of accumulated depreciation	0	377,445	377,445

As at 30 September 2018, the Group owns and operates 40 vessels through consolidated subsidiaries.

Note 6 - Share capital

	Number of shares	Share capital (USD)	Share premium (USD)
31 December 2017	1	1	126,150,341
Equity injections in 2018 as of Q3	0	0	86,744,354
30 September 2018	1	1	212,894,695

As at 30 September 2018, the share capital of the Company consists of 1 share with nominal value per share of EUR 1, paid on 13 October, 2017. Share premium represents the additional contributions made by the Parent (substantially through vessels and cash).

Note 7 - Interest-bearing loans

On 8 September 2017, the Company issued a USD 100 million senior secured bond with a total borrowing limit of USD 200 million. The bond has a floating interest rate of LIBOR + 4.75% and a five-year maturity. Settlement of the bond was 22 September 2017 and the bond shall be repaid in full on the maturity date (22 September 2022). The Group has entered into fixed interest-rate swap agreements for USD 50 million of the USD 200 million senior secured bond. For the remaining senior secured bond of USD 150 million, the Group has entered into interest cap and collar agreements.

On 2 February 2018, a USD 100 million tap issue on the above-mentioned bond was completed. As such, the total nominal amount of bonds outstanding is USD 200 million as at 30 September 2018.

On 22 May 2018, the Company announced that all USD 200 million bond proceeds had been successfully invested in accordance with the bond terms.

On 14 June 2018, the Company listed the bond at the Oslo Stock Exchange with ticker code "MPCBV".

in USD thousands	30 September 2018 (unaudited)	31 December 2017 (audited)
Nominal value of issued bonds	200,000	100,000
Issuance costs	-6,409	-3,758
Accrued interest	197	129
Interest-bearing debt	193,788	96,371

In addition to customary protection rights for the benefit of the bond holders, the following financial covenants, as defined in the bond terms, are applicable at the level of the Parent's consolidated figures:

- The Group shall maintain a minimum liquidity of 5% of the consolidated financial indebtedness; and
- The consolidated book equity ratio of the Parent shall at all times be higher than 40%.

The following financial covenant, as defined in the bond terms, is applicable at the level of the Company's consolidated figures:

- Vessel loan to value ratio of the Company and its subsidiaries shall not exceed 75%;

The Group is in compliance with all covenants as at 30 September 2018.

The bond is guaranteed by the Parent and all subsidiaries of the Company.

The bond terms contain voluntary call options to early redeem the bonds, which is currently not expected. In addition, there is also a mandatory put option upon change in controlling shareholder.

Note 8 - Group companies

The Group's consolidated financial statements include the financial reports of the Company and its subsidiaries listed in the table below:

Name	Principal activity	Country of incorporation	Equity interest	Initial consolidation
"AS LAETITIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS LAGUNA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS PAULINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS PETRONIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS CLARA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS ANGELINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FATIMA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FLORETTA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FAUSTINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FABRIZIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FIORELLA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS COLUMBIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS CLARITA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FRIDA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS CALIFORNIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017

"AS FIONA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS CONSTANTINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FORTUNA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS LAURETTA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS SAVANNA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2017
"AS FILIPPA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS SOPHIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS SERENA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS CLEMENTINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS SICILIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS SEVILLIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS PATRIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS PALATIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS CYPRIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS CARELIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS FABIANA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS FEDERICA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS FLORIANA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS RICCARDA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS RICCARDA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS RAGNA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS ROMINA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS ROSALIA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS SARA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS FLORA" ShipCo C.V.	Ship-owning entity	Netherlands	99.9%	2018
"AS LAETITIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS LAGUNA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS PAULINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS PETRONIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS CLARA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS ANGELINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FATIMA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FLORETTA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FAUSTINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FABRIZIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FIORELLA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS COLUMBIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS CLARITA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FRIDA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS CALIFORNIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FIONA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS CONSTANTINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS FORTUNA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS LAURETTA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017
"AS SAVANNA" OpCo B.V.	General partner entity	Netherlands	100.0%	2017

"AS FILIPPA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS SOPHIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS SERENA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS CLEMENTINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS SICILIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS SEVILLIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS PATRIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS PALATIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS CYPRIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS CARELIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS FABIANA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS FEDERICA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS FLORIANA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS RICCARDA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS RICCARDA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS RAGNA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS ROMINA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS ROSALIA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS SARA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018
"AS FLORA" OpCo B.V.	General partner entity	Netherlands	100.0%	2018

Ownership rights equal voting rights in all subsidiaries.

Note 9 - Subsequent events

At 14 November 2018, the Parent announced that it has entered into agreements for the purchase of five exhaust gas cleaning systems ("scrubbers") which are to be retrofitted on five selected vessels within the its fleet prior to the 1 January 2020 implementation of the new sulphur emission cap regulation, as set forth by the IMO. The agreements also include options to purchase scrubbers for up to 50 additional vessels, allowing for further installations in both 2019 and 2020, respectively.