



March 6, 2025

MPC CONTAINER SHIPS

DNB ENERGY & SHIPPING CONFERENCE

Constantin Baack, CEO



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



#1 position

Largest tonnage provider in intra-regional trade worldwide



USD 1.1bn backlog

Firm charter backlog with 92% contract coverage in 2025 and 64% in 2026¹



Solid balance sheet management

High balance sheet flexibility with USD ~690m worth of 39 debt-free vessels³ and 28% leverage ratio



Listed on Oslo Stock Exchange

Since IPO in 2017, the company has proven strong growth to become a leading, well-capitalized tonnage provider



61 vessels²

With total capacity of ~144k TEU



Balanced capital allocations

Focus on shareholder value (USD 977m dividends) and fleet renewal (investment program of USD 600m)

DISTINCT FOCUS ON INTRA-REGIONAL TRADE IN GLOBAL MARKETS

MPCC IS A KEY PARTNER TO MANY RENOWN LINER OPERATORS



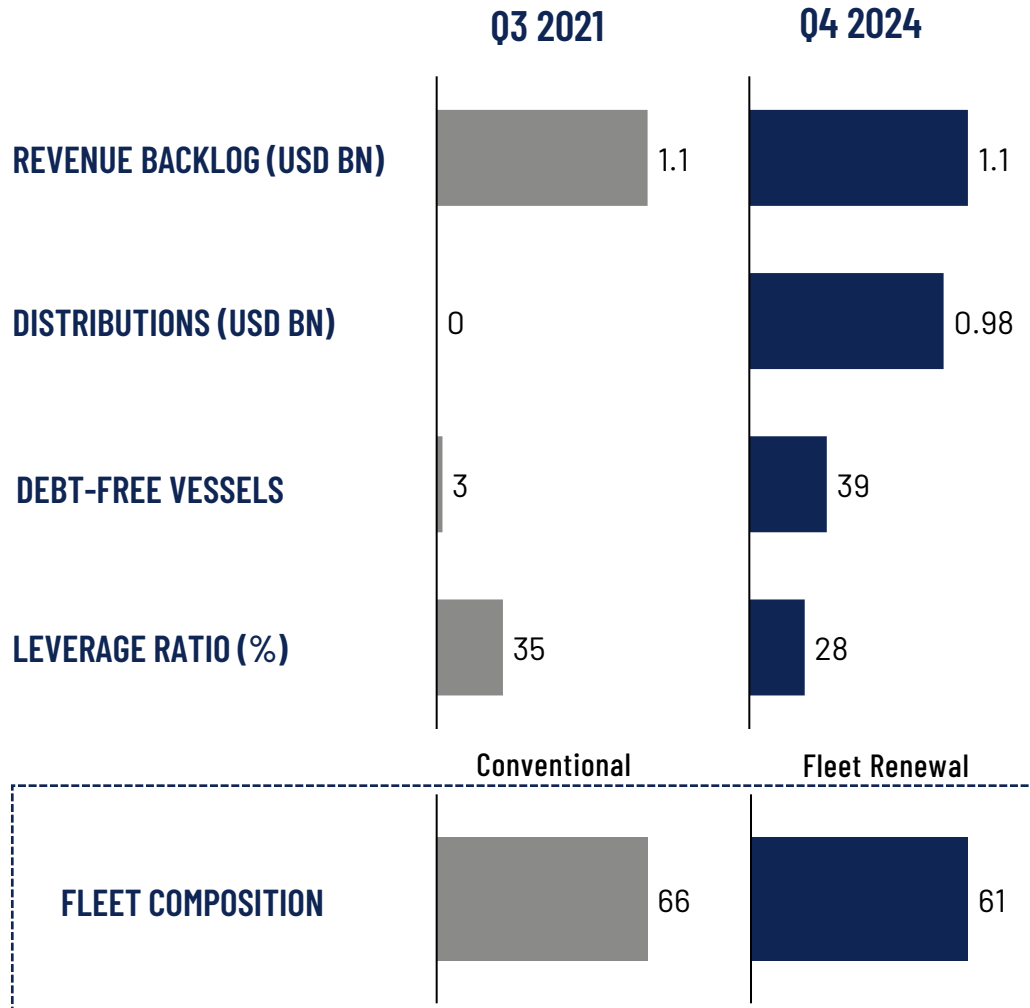
Largest customer is **Maersk** with **24x vessels** on charter and **21x joint retrofits**

FLEET EMPLOYMENT BY REGION¹

- » Feeder vessels play a crucial role in the supply chain by serving intra-regional trade lanes due to their versatility
- » Enhancing port connectivity and accessibility as well as operational flexibility



STRONG EXECUTION TRACK RECORD POSITIONING FOR FURTHER VALUE CREATION



CAPITAL ALLOCATION

- ✓ Strong commitment to shareholder value
- ✓ Selective accretive acquisitions
- ✓ Residual value risk mitigation

BALANCE SHEET MGMT

- ✓ Maintain high balance sheet flexibility
- ✓ Reduce leverage on existing fleet
- ✓ Maintain high investment capacity

PORTFOLIO & OPERATIONS

- ✓ Continuation of fleet renewal & optimization
- ✓ Focus on operational excellence

SIGNIFICANT PART OF THE FLEET IS ECO DESIGN OR TO BE RETROFITTED



3x Dual-Fuel Methanol Vessels¹



11x ECO Vessels



29x Vessels in Retrofit Program²

USD ~600m Investment Program for Fleet Renewal

1) 2x currently under construction with deliveries in 2025 and 2026, 2) Including already retro-fitted vessels, ongoing retro-fits and vessels in pipeline for retro-fits. Vessels in retrofit program include 8 ECO Vessels.

CHARTER AND ASSET MARKETS HOLD STEADY AMID GROWING UNCERTAINTIES

THE OVERALL ECONOMIC SITUATION IS CREATING UNCERTAINTY...

Oslo Børs-fall på handelskrig og oljeprisfall

Bulker and container shipping stocks dragged down as Trump's tariffs heat up trade war

Søren Toft: Fee on Chinese ships will hurt US ports along with consumers

Trump warns tariffs will cause 'a little disturbance' in defiant speech

China sets growth target around 5% despite threat from US tariffs

Kuehne+Nagel declines to publish its guidance due to broad uncertainty

Trump Warns Americans of Economic Discomfort as Trade War Erupts

Handelskrigen eskalerer – Kina varsler mottiltak mot USA

US reinstates terror designation on Houthis over ship attacks

No sign of major Red Sea shipping return yet, says Clarksons

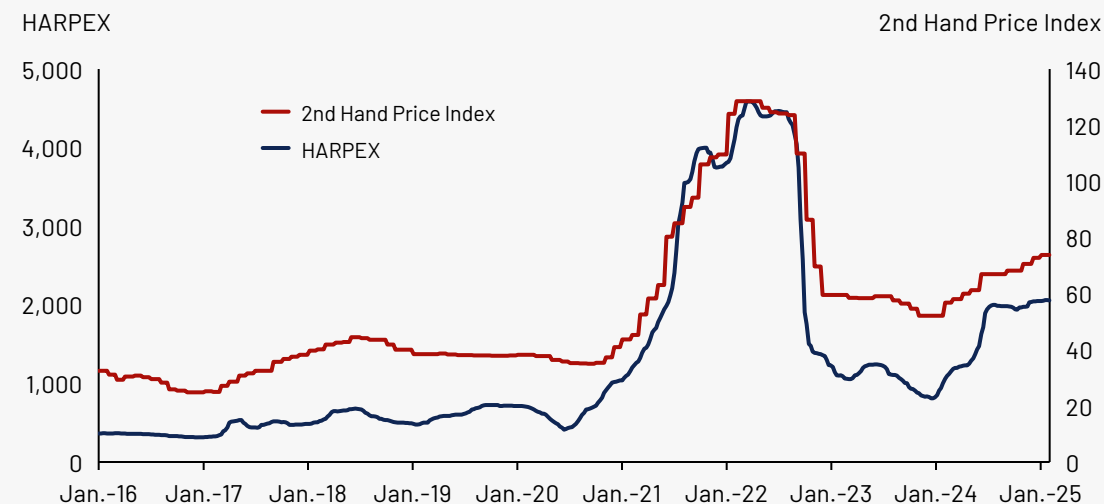
The emerging winners in Asia amid the trade wars

Trump threatens to hit China with another 10% in tariffs as trade threats pile on

Kina varsler mottiltak etter Trumps straffetoll

... HOWEVER, CONTAINER MARKET REMAINS FIRM

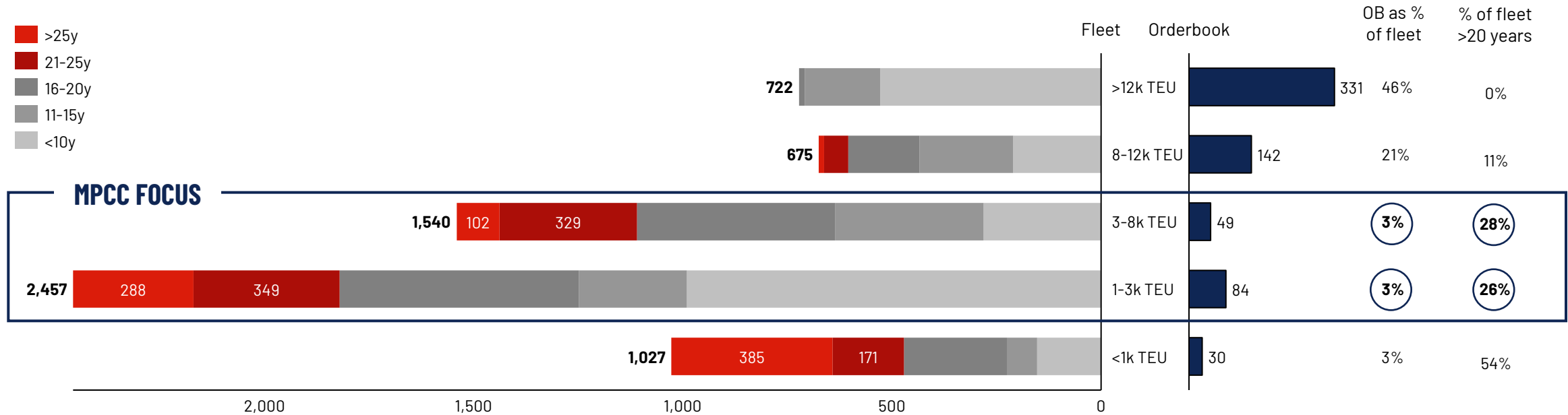
SECOND-HAND DEMAND AND CHARTER RATES



- » Strong second-hand demand and even stronger charter rates
- » Forward availability is very limited
- » Longer charter periods prevail and continue to increase
- » Idle fleet remains less than 1%

AGEING FLEET AND LOW ORDERBOOK IN MPCC SEGMENT

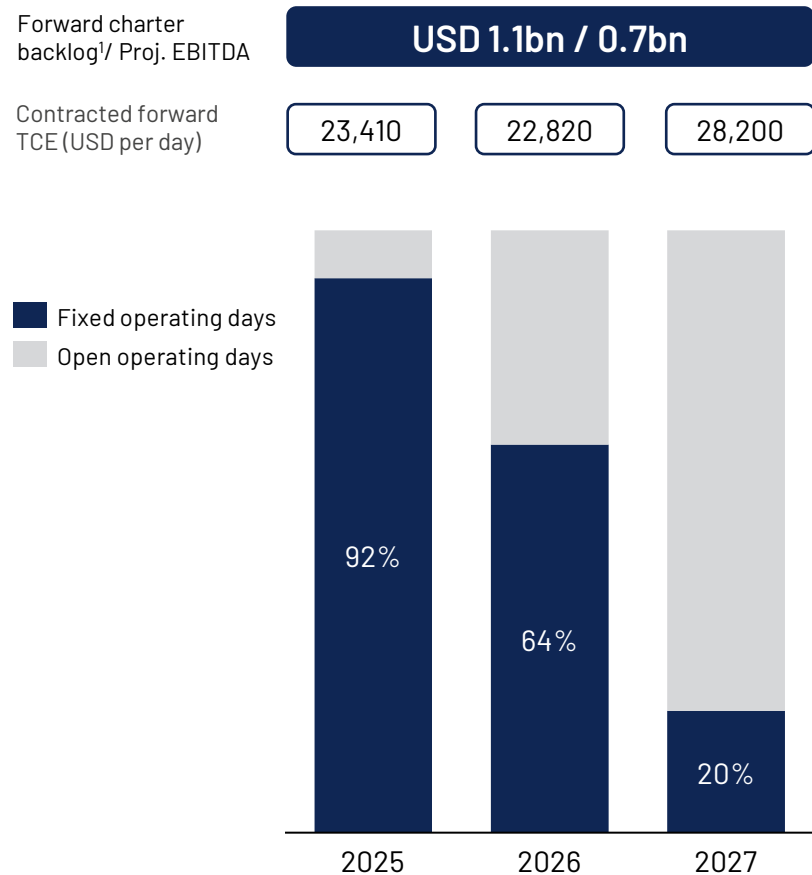
AGE STRUCTURE OF FLEET AND ORDERBOOK BY NUMBER OF VESSELS



- » In the segments from 1,000 TEU to 8,000 TEU, an orderbook of 133 vessels is facing an ageing fleet of **1,068 units, which are already older than 20 years.**
- » The orderbook-to-fleet ratios in the segments from 1,000 TEU to 8,000 TEU are relatively low and the share of the fleet that is older than 20 years is relatively high at the same time and thus offers **considerable potential for fleet modernization**

STRONG VALUE PROPOSITION

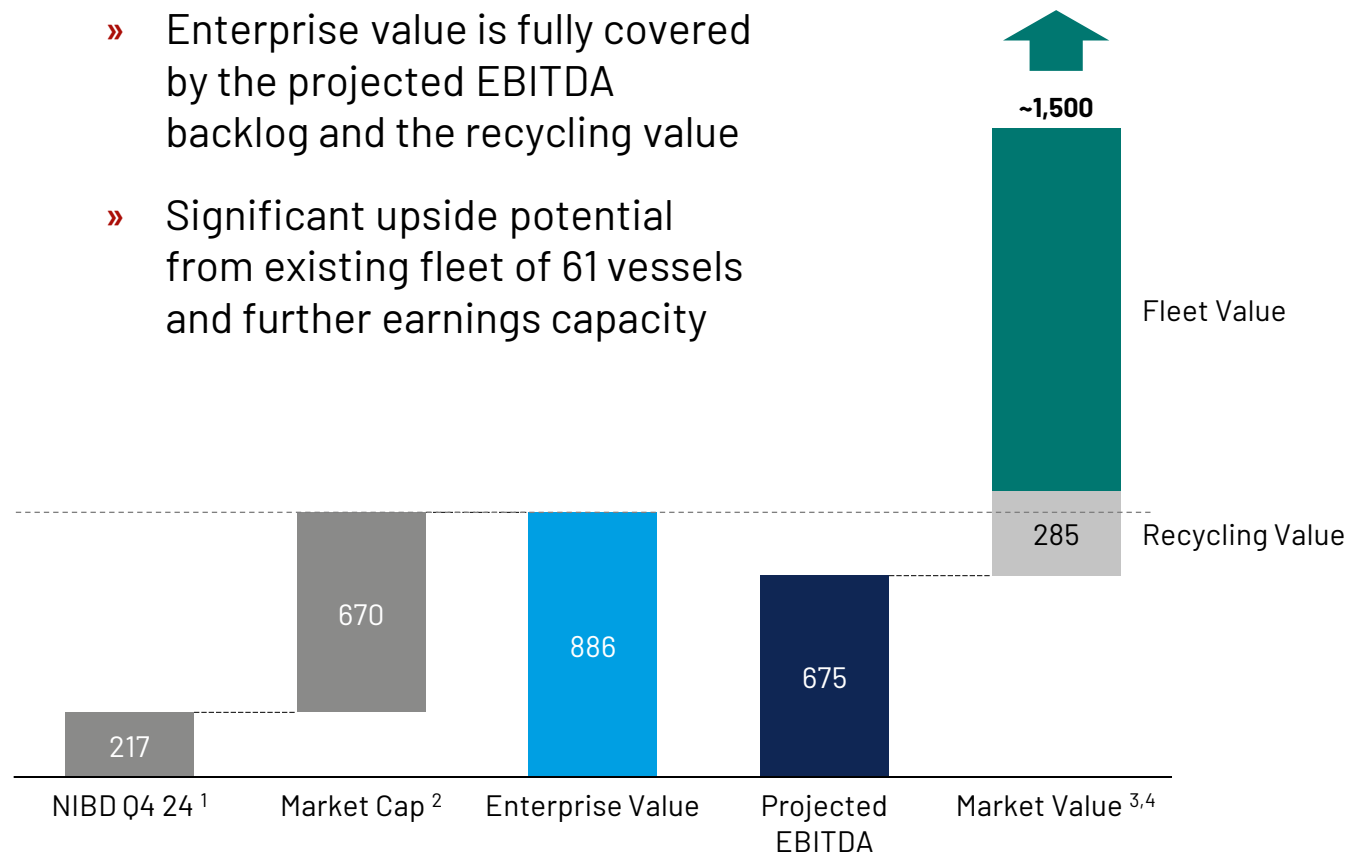
ROBUST BACKLOG PROVIDES EARNINGS VISIBILITY...



... PROVIDES DOWNSIDE RISK PROTECTION COMBINED WITH SIGNIFICANT UPSIDE POTENTIAL

USDm

- » Enterprise value is fully covered by the projected EBITDA backlog and the recycling value
- » Significant upside potential from existing fleet of 61 vessels and further earnings capacity



For detailed explanations to the backlog calculations, please refer to slide in appendix.

1) NIBD = net interest-bearing debt (gross debt - cash & cash equivalents) as of December 31, 2024, 2) Based on MPCC closing share price as of 4 March 2025, of NOK 16.91/share and USD/NOK 11.2,

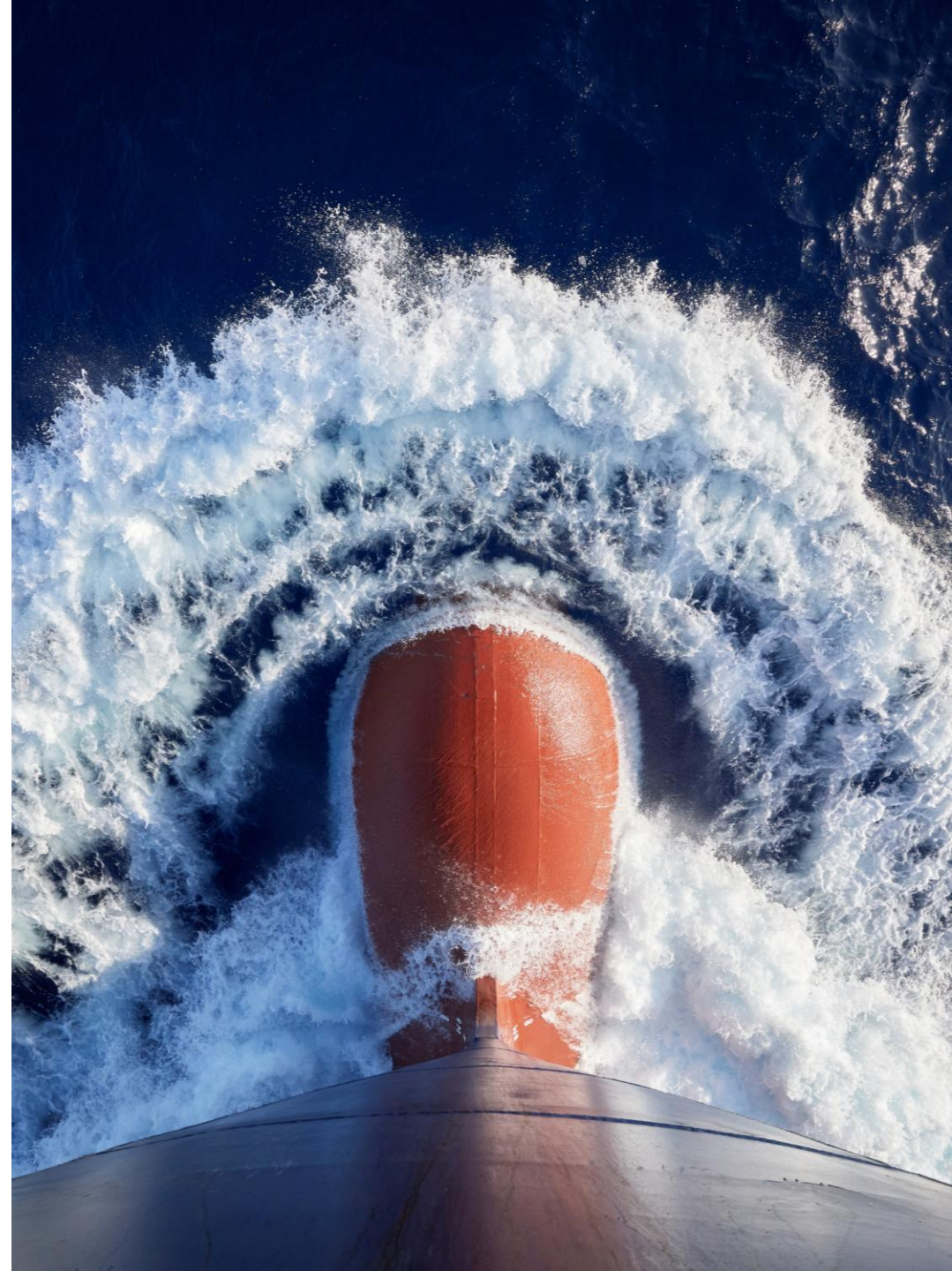
3) Fleet Value based on charter-free values from VesselsValue.com dated 24 February 2025, including Newbuildings, 4) Recycling Value of the Fleet as per VesselsValue.com



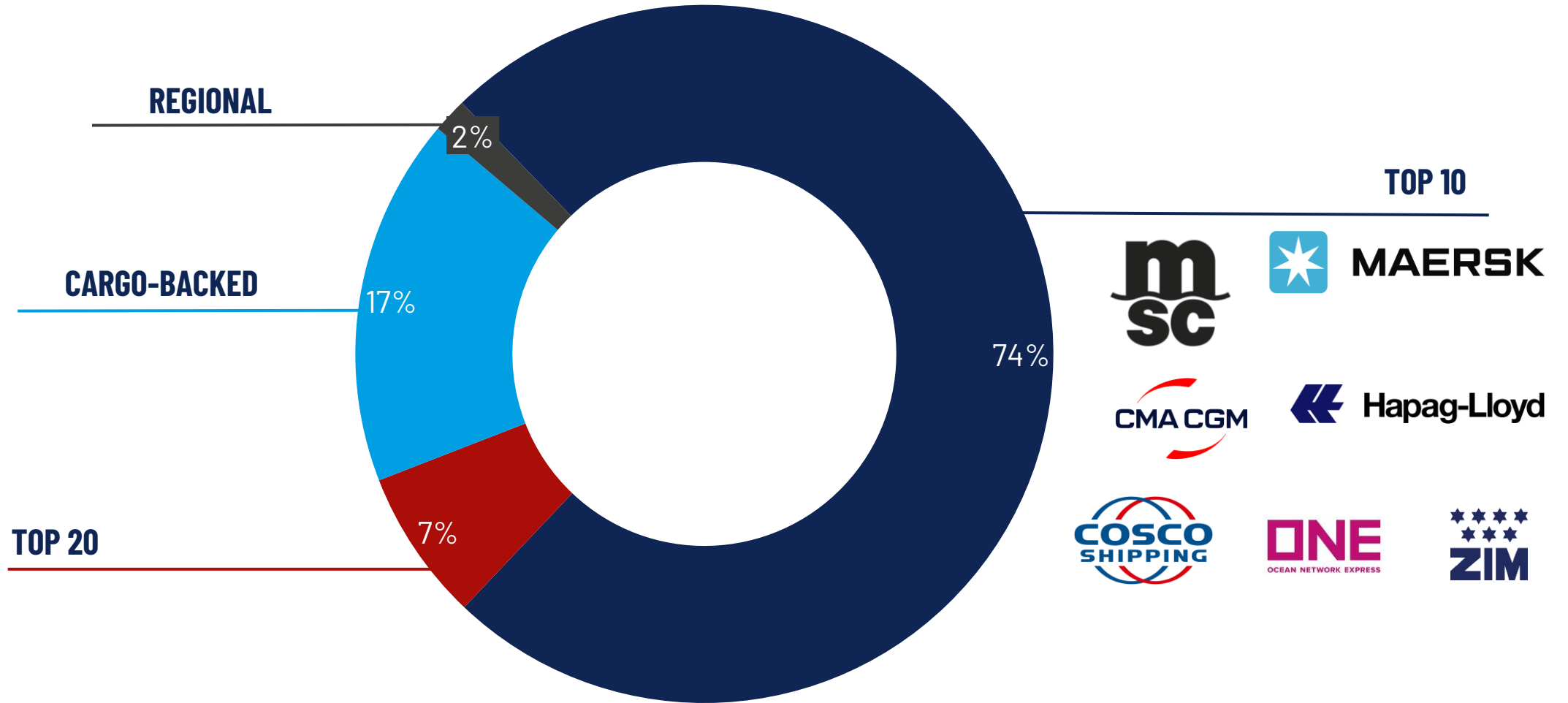
KEY CLOSING REMARKS

- » Solid track record of good financial and operational performance
- » Sustained strong revenue backlog of USD 1.1bn and contract coverage of 92% of available trading days in 2025, and 64% of 2026
- » Flexible and solid balance sheet with low leverage ratio of 28%, supporting continued investments to deliver on our fleet renewal strategy
- » Solid fundament for continued value creation and growth, and delivering value to our shareholders in 2025 and beyond

APPENDIX



OVERVIEW OF COUNTERPARTIES



TRADING UPDATE

OPERATIONAL HIGHLIGHTS IN Q4 2024 & YTD 2025

CHARTERING

- » Strong charter market with very healthy rates and long period durations
- » Ongoing discussions on forward positions & only 9 open vessels remaining for 2025

#	DATE	VESSEL	TEU	CHARTERER	CHARTER RATE (USD /D)	PERIOD (MONTHS)
1	Dec 24	AS FREYA	1200 grd	King Ocean	16,250	26 - 28
2	Dec 24	AS FLORIANA	1300 gls	CFS	17,650	12 - 14
3	Feb 25	AS ANITA	2000 gls	COSCO	23,600	24 - 26
4	Feb 25	AS ALEXANDRIA	2000 gls	MSC	23,500	24 - 26

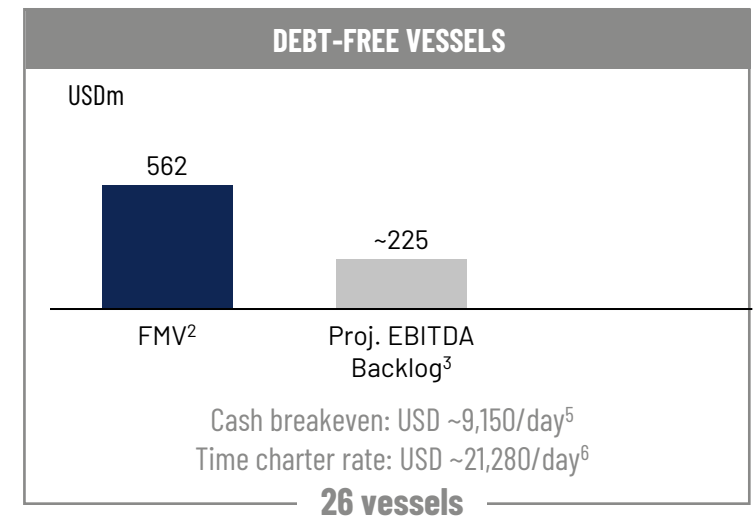
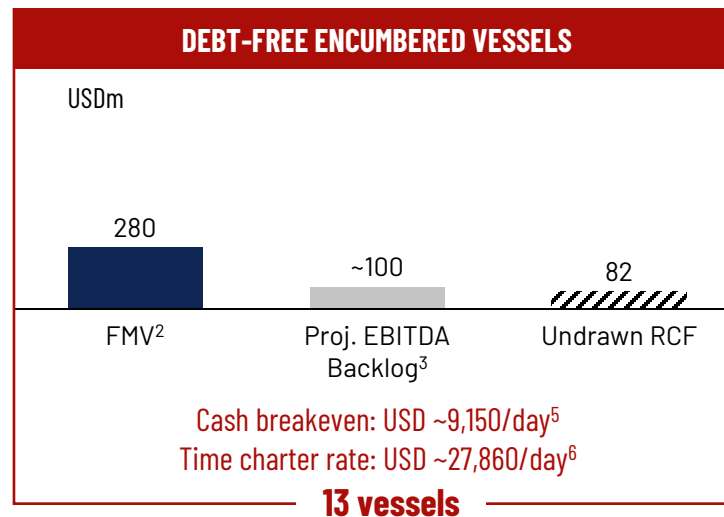
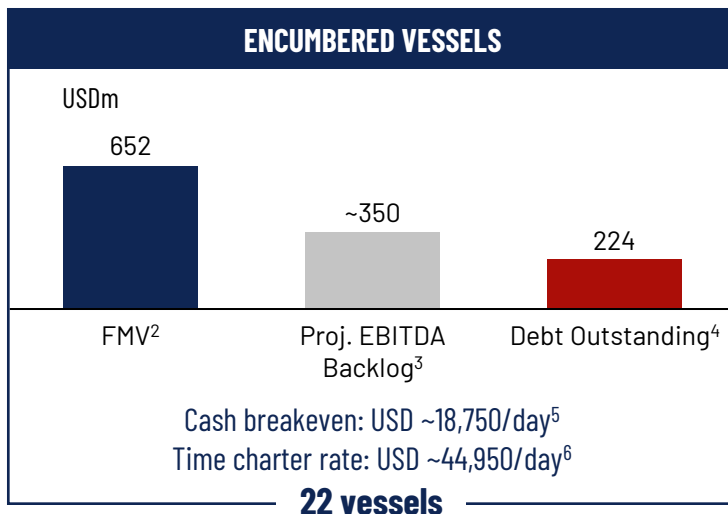
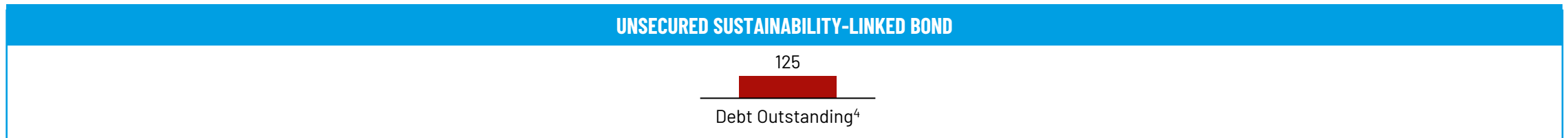
OPERATIONS & PROJECTS

- » Takeover of 4x 3,800 TEU Eco vessels concluded during Q4 2024
- » Successful handover of AS Fenja and AS Paola in Q1 2025
- » First 1,300 TEU dual-fuel Methanol Newbuilding delivered in Q1 2025



DEBT FINANCING AND CAPITAL ALLOCATION

- » Total interest-bearing debt of USD 349 million:
 - » of which the five-year senior unsecured sustainability-linked bond is the largest position
 - » issuance of first ECA covered green loan in connection with the delivery of MPCC's 1,300 TEU dual-fuel newbuildings
 - » no maturities until Q3 2027
- » 39 debt-free vessels in the fleet, the leverage ratio remains low at 28%



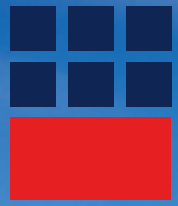
REFERENCES

SLIDE 8: STRONG VALUE PROPOSITION (ROBUST BACKLOG PROVIDES EARNINGS VISIBILITY)

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 February 20, 2024.
3. Revenue and TCE not including IFRS amortization of time charter carry
4. Projected EBITDA based on contracted revenue (consolidated fleet) 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 revenue divided by fixed operating days

SLIDE 13: DEBT FINANCING AND CAPITAL ALLOCATION

1. Based on fleet per Q4 2024, incl. vessel held for sale. Including vessels to be delivered after Q4 2024 and Unifeeder JV Newbuilding currently under construction.
2. FMV = Fair Market Value based on VesselValue.com, dated Feb 20, 2025.
3. EBITDA Backlog as per end of Q4 2024.
4. Interest bearing debt outstanding as per end of Q4 2024 excluding debt issuance cost and interest accrued.
5. Encumbered vessels cash breakeven includes dry docking capex as well as debt service, cash breakeven for debt-free encumbered and unencumbered vessels does not include dry docking capex.
6. Arithmetic average of the applicable time charter rate on Feb 20, 2025.



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