Registration Document

1 April 2025

(a company existing under the laws of Norway with registration number 918 494 316 and LEI Code 213800MXS7CXYJ2Q1805)

The information in this registration document (the "**Registration Document**") was originally prepared in connection with the listing on Oslo Børs, a stock exchange operated by Oslo Børs ASA (the "**Oslo Stock Exchange**"), of the MPC Container Ships ASA 7.375% senior unsecured sustainability linked USD 200,000,000 bonds 2024/2029 with ISIN NO0013355248 (including the bonds issued under both the Initial Issue and the Tap Issue referred to below,, the "**Bonds**") issued by MPC Container Ships ASA (the "**Issuer**", and together with its Subsidiaries, the "**Group**") where USD 125,000,000 was issued on 9 October 2024 (the "**Initial Issue**"), pursuant to a bond agreement dated 7 October 2024 (as amended by the Tap Issue Addendum referred to below, the "**Bond Terms**") entered into between the Issuer and Nordic Trustee AS (the "**Trustee**") and an additional USD 75,000,000 (the "**Tap Issue**") was issued on 27 March 2025 pursuant to a tap issue addendum dated 25 March 2025 entered into between the Issuer and the Trustee (the "**Tap Issue Addendum**") (the Initial Issue and the Tap Issue together, the "**Bond Issue**").

This Registration Document does not constitute an offer or an invitation to buy, subscribe or sell the securities described herein. This Registration Document serves as part of a listing prospectus as required by applicable laws, and no securities are being offered or sold pursuant to this Registration Document.

Investing in the Issuer and the Bonds involves a high degree of risk. Prospective investors should read the entire document and, in particular, consider Section 1 "*Risk factors*" below when considering an investment in the Issuer and the Bonds.

IMPORTANT INFORMATION

For the definition of certain capitalised terms used throughout this Registration Document, see Section 10 "*Definitions and Glossary of Terms*".

This Registration Document has been prepared by the Issuer in connection with the listing of the Bonds on the Oslo Stock Exchange and to comply with the Norwegian Securities Trading Act of 29 June 2007 no. 75, as amended (the "**Norwegian Securities Trading Act**") and related secondary legislation, including Regulation (EU) 2017/1129, as amended and implemented in Norway in accordance with Section 7-1 of the Norwegian Securities Trading Act (the "**Prospectus Regulation**"), and comprises, inter alia, the information requested in the checklist for registration documents applicable for secondary issuances of wholesale non-equity securities (Annex 8).

This Registration Document together with the Securities Note constitutes the "**Prospectus**". This Registration Document has been prepared solely in the English language.

This Registration Document was approved by the Financial Supervisory Authority of Norway (Nw.: *Finanstilsynet*) (the "**NFSA**") on 1 April 2025, as competent authority under the Prospectus Regulation, and may be used for the issuance of Bonds or other securities for a period of up to 12 months from the date of the approval of this Registration Document, subject to separate approval of a Securities Note for such Bonds or other securities. The NFSA only approves this Registration Document as meeting the standards of completeness, comprehensibility and consistency imposed by the Prospectus Regulation, and such approval should not be considered as an endorsement of the Issuer or the quality of the securities that are the subject of this Registration Document. Investors should make their own assessment as to the suitability of investing in the securities.

The information contained herein is current as at the date hereof and subject to change, completion and amendment without notice. New information that is significant for the Issuer or its subsidiaries may be disclosed after the Registration Document has been made public, but prior to listing of the Bonds. Such information will be published as a supplement to the Registration Document pursuant to the Prospectus Regulation. On no account must the publication or the disclosure of the Registration Document give the impression that the information herein is complete or correct on a given date after the date on the Registration Document, or that the business activities of the Issuer may not have been changed.

No person is or has been authorized by the Issuer to give any information or to make any representation not contained in or not consistent with this Registration Document or any other information supplied in connection with the Bonds, and if given or made, such information or representation must not be relied upon as having been authorized by the Issuer.

The distribution of this Registration Document in certain jurisdictions may be restricted by law. This Registration Document does not constitute an offer of, or an invitation to purchase, any of the Bonds in any jurisdiction. This Registration Document may not be distributed or published in any jurisdiction except under circumstances that will result in compliance with applicable laws and regulations. Persons in possession of this Registration Document are required to inform themselves of and observe any such restrictions. In addition, the Bonds may be subject to restrictions on transferability and resale and may not be transferred or resold except as permitted under applicable securities laws and regulations. Any failure to comply with these restrictions may constitute a violation of applicable securities laws.

The content of this Registration Document is not to be construed as legal, credit, business or tax advice. Each investor should consult its own legal, credit, business or tax advisor as to a legal, credit, business or tax advice. In making an investment decision, investors must rely on their own examination of the Issuer and the Bonds, including the merits and risks involved.

This Registration Document shall be governed by and construed in accordance with Norwegian law. The courts of Norway, with Oslo District Court (Nw.: *Oslo tingrett*) as legal venue, shall have exclusive jurisdiction to settle any dispute which may arise out of or in connection with this Registration Document.

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1 RISK FACTORS

1.1 General

An investment in the Bonds involves inherent risk. Investors should carefully consider the risk factors and all information contained in this Registration Document, including the financial information and related notes. The risks and uncertainties described in this Section 1 are the material known risks and uncertainties faced by the Group as of the date hereof, and thus also represent the most material and important risk factors for investors to consider when contemplating an investment in relation to the Bonds. An investment in the Bonds is suitable only for investors who understand the risks associated with this type of investment and who can afford to lose all or part of their investment.

The risk factors included in this Section 1 are presented in a limited number of categories, where each risk factor is placed in the most appropriate category based on the nature of the risk it represents. Within each category, the risk factors deemed most material for the Issuer, taking into account their potential negative effect for the Issuer and the probability of their occurrence, are set out first.

1.2 Risk related to the industry in which the Group operates

1.2.1 Developments in the global economy and container shipping industry resulting in a downturn in the hire and freight rates could adversely affect the Group's business

The Group's earnings and available cash is dependent on the Group's ability to charge profitable charter rates for its vessels. The Group's operations are in this regard subject to most of the risks common in its industry and the container shipping market. A number of factors outside of the Group's control may adversely affect the charter rates the Group is able to charge for its vessels, including but not limited to geopolitical risks, the global supply and demand for container vessel capacity, and global demand for cargo to be transported by container vessels, in particular in the feeder segment. Furthermore, global trade flows and trade volumes have been and continue to be impacted by economic developments such as weakening growth in the US and China, geopolitical circumstances including the ongoing war in Ukraine and instability in the Middle East, protectionist measures concerning trade, and a dynamic environment in relation to sanctions and export controls, all of which may have a material and adverse effect on the Group's revenues, results of operations and/or financial condition.

As of the date of this Presentation the majority of the Group's vessels operate on mid-term time charters taking advantage of the prevailing strong market conditions. The Group has had in the past, and may in the future shift to, a stronger focus on short-term charter contracts depending on the Group's view of the market outlook and the availability of attractive long-term time charters, which would make the Group more exposed to short-term fluctuations and extraordinary events that temporarily affect charter rates. In case of adverse developments in global geopolitics and the economy and the container shipping market, e.g. resulting in an oversupply of container vessel capacity impacting trade flows, the Group may not be able to enter into new charter agreements at attractive rates or durations or employ its vessels at all. If the Group is unable to re-employ a vessel, it will not receive any revenue from this vessel, but the Group would still be required to cover expenses necessary to maintain the vessel in operating condition and to pay any debt service. This could have a material adverse effect on the Group's business, results of operations, cash flows and financial position.

Adverse and unpredictable developments in the global container shipping market could result in deviations between the Group's estimates and assumptions and the actual market situation. Wars and other geopolitical tensions and conflicts are disrupting trade patterns, and impact among other things freight and charter rates as well as contract durations and also pose a severe risk related to the safety and security of vessels and their crew. These, as well as other new and existing events including outbreak of epidemic or pandemic diseases had and will likely continue to have a significant impact on the global container shipping market, and thus the Group's business.

1.2.2 The shipping industry has historically been cyclical and competitive

Historically, the container shipping market, in which the Issuer operates and depends on, has been highly cyclical, with periods of high demand, limited supply and high freight and charter rates alternating with periods of low demand, excess supply and low freight and charter rates. This has primarily been due to changes in the level and pattern of global economic growth, the highly competitive nature of the world of the shipping industry and changes in the supply of newbuilds and the demand for vessel capacity as experienced following the COVID 19 pandemic that inflicted a series of shocks on the global economy, not least impacting global trade. Periods of low demand and excess supply intensify competition in the industry, in which the Issuer operates and depends on, may result in the Group's vessels earning substantially less for long periods of time. An increase in the supply of vessels in the market without a corresponding increase in demand for transportation in the market could cause freight and charter rates to decline, which may affect the earnings of the Group. Prolonged periods of low utilization could reduce demand for the Group's services and materially and adversely affect the Group's business, operating income and overall financial condition.

The container shipping market is also highly competitive with numerous industry participants. The Group focuses on container ships for intra-regional trade. As the Group primarily focuses on small- to midsize container vessels, there is a risk that the customers of the Group may increasingly prefer to rely on larger vessels and/or prefer to contract and operate their own vessels, contrary to relying on the services of the Group. Such competition and any other competition that the Group may experience (e.g. by more vessels entering the market) may lead to reduced profitability and the Group's market share in the markets in which it operates may erode in the future. The inability to compete successfully with existing and new competitors of the Group could have an adverse effect on the Group's business, operating income and overall financial condition.

Shipping markets are cyclical in nature resulting from the time-lag that exists between the often-mercurial developments of the demand side and the time it takes for the supply side to adjust to the changes of the demand side - either through needed capacity expansion or capacity stagnation/reduction while the demand side typically continues to grow over time.

MPCCs units that will be available for charter in the short-term span across segments from 1,200 Twenty-foot Equivalent Units ("TEU") to ca. 4,000 TEU. For these units, well documented charter markets exist. The charter rates of different sizes are correlated whereby in boom times, charterers honor the higher cargo capacity with super proportionally higher rates whereas during downturns, the rate difference compresses significantly.

Since January 2003, monthly time charter rates ("TC rates") quoted standard 1,000 TEU vessels averaged around US$ 10,360 per day, with minimum rates of USD 3,900 per day seen in the aftermath of the Great Financial Crisis and heights of USD 41,000 per day seen during the pandemic boom early in 2022.

At the upper end, rates quoted for so-called “narrow beam” 4,250 TEU vessels have averaged around US$ 25,850 per day during the same period with minimum rates of US 4,150 per day at the end of 2016 and rates around USD 121,000 per day from March 2022 to June 2022.

Generally speaking, MPCC operates a modern fleet with a high number of “eco” units that usually should warrant a rate premium over standard units or should keep these units employed in a downturn.

1.3 Risks related to the business of the Group

1.3.1 The Group is dependent on revenue generated from container transportation

All the Group's revenues for the quarter which ended 31 December 2024 are generated from providing tonnage capacity on time charter contracts for the seaborne transportation of containers. Consequently, the Group is solely dependent on such revenues generated from container transportation. Due to the lack of diversification in the Group's revenue generating business with no other income sources, an adverse development in the container shipping industry, *inter alia,* due to a decreased demand for container vessels and in particular reduced appetite in the feeder segment, generally would have a significant impact on the Group's business, cash flows, financial condition and results of operations.

1.3.2 Substantial capital expenditures are required to maintain operating capacity of the Group by renewal of the fleet

As at December 31, 2024, the Group's fleet consisted of 61 vessels (including the two newbuilds currently under construction and one vessel held for sale, subject to successful delivery to new buyers). The fleet has an average age of approximately 15 years as of the date of the Prospectus. Apart from this, the Group holds a 50% share in a newbuild (which has been ordered through a joint venture). The estimated useful life of each of the Group's vessels is 25 years.

The Group must make substantial capital expenditures over the long-term to maintain the operating capacity of its fleet and preserve its capital base. The relation between achievable revenues and prices for newbuilding's and/or second-hand vessels might be less favourable than anticipated.

Furthermore if the Group is unable to maintain sufficient cash reserves to finance the required equity part for the replacement of the vessels in its fleet at the end of their useful lives and alternative sources of financing are unavailable, the business would be adversely affected.

1.3.3 The Group have derived, and may continue to derive a significant portion of its revenues from its top five customers and the loss of any of these as a customer, or default by any of these customers, could result in a significant loss of revenues and cash flows

For the quarter ended 31 December 2024, the Group's top five customers, Maersk line, ZIM, North Sea Container Lines (NCL), Unifeeder and Hapag-Lloyd, represented a significant portion of the Group's total revenues. Given the top five customers significant importance for the Group, any events that affect the top five customer's financial position and thereby reducing their demand for container shipping services, is likely to also have a negative effect on the Group's revenues. A reduced demand for container vessels from any of the Group's top five customers, due to extraordinary circumstances, or due to a decrease in demand for container shipping caused by market downturns, may result in termination or non-renewal of one or more of the top five customer agreements with the Group. This could have a material adverse effect on the Company's cash flows, liquidity, results of operations and financial condition.

Furthermore, the top five or other customers may, under their respective agreements, in certain circumstances terminate their charter agreements with the Group. If any of the Group's top five customers or other customers of the Group terminate their respective charter agreements with the Group pursuant to the terms of the relevant agreements or are otherwise unable or unwilling to fulfil their contractual obligations, the Group may be unable to enter into new charter agreements for the relevant vessels at attractive rates or at all while still being required to pay expenses necessary to maintain the vessels in a proper operating condition, insure it and service any indebtedness secured by such vessels. If the Group is unable to enter into new charter agreements for a vessel, the Group will not receive any revenue from this vessel, which could have a material adverse effect on the Company's operations, cash flows, results and financial condition.

1.3.4 Risk related to newbuilding contracts

As of the date of this document the Group has 1 newbuild on order (one additional ship is ordered by 50% owned joint venture company), expected to be delivered in Q1/Q2 2025 and Q4 2026. If the newbuilds are delayed or build in unsatisfactory condition, there is a risk that the Group will experience capacity shortage and/or that the Group fails to comply with its commitments towards its customers and/or, consequently, that the Group’s customers fail to comply with their respective commitments towards their customers. Any delays in delivery, cost increases or issues with the newbuilds prior or after delivery may have a material adverse effect on the Group's business and operation. In respect of the newbuilds, the Issuer will receive some subsidies from Enova SF – a state-owned organisation aiming to contribute to the transition of energy consumption and energy production. In the event of failing to comply with the respective requirements set by Enova SF under the respective subsidies, there is a risk that these subsidies will be reduced or repaid, which implies that the respective newbuilds will need to solely rely on other funding.

1.3.5 Risk related to sale/purchase of second-hand tonnage

The Group continuously look for opportunities to acquire second-hand vessels to further optimize the fleet, which subjects the Group to counterparty risk. The acquisition of these vessels is always built on a proper commercial and technical due diligence. However, the ability and willingness of each counterparty to fulfil its obligations under a contract for the sale and purchase of vessels depend on several factors. These factors may include, but are not limited to, general economic conditions, the state of the vessels, the overall financial health of the counterparty, and charter and freight rates for container vessels. Should a counterparty fail to honour its obligations under any such contracts or attempt to renegotiate an agreement, the Group may sustain significant losses that could have a material adverse effect on its business and financial condition. Further, it cannot be excluded that the technical condition is worse than expected which could lead to a lower value of the vessel, additional maintenance expenses, off-hire periods or the termination of the charter.

1.3.6 The Group depends on retaining and attracting qualified persons for key positions within the Group, and the failure of such could harm the Group's business going forward

The Group's management consist of the Chief Executive Officer, the Chief Financial Officer and Co-Chief Executive Officer, the Chief Operating Officer and the Executive Vice President – General Manager Norway. The Group has a limited management team and a limited number of key employees and is therefore highly dependent on the leadership and experience of its management team and key employees, as well as attracting new talents who know the Group's business and the container shipping market. Loss of the services of any members of the Group's Management team or key employees could have a material adverse effect on its business and prospects, as it may not be able to find suitable individuals to replace such personnel on a timely basis, or at all, nor without incurring increased costs for the Group.

There is a high level of competition for experienced, successful personnel in the container shipping industry. If the Group is not able to retain its key employees and attract new qualified personnel, this could impair its growth potential and profitability levels, thus resulting in an adverse effect on the Group's business, operating income and overall financial condition.

1.3.7 The Group is dependent upon its sourced corporate management services

The Group sources management services from MPC Münchmeyer Petersen Capital AG ("MPC"). The services relate to administrative and corporate services within legal, finance and project related activities, amongst others. The Group is dependent upon continued and satisfactory supply of these services from MPC. MPC has provided the Group with corporate management services from inception of the Issuer and has developed a unique understanding of the Group's operations and effective working relationship with its management.

Should MPC terminate or discontinue their services to the Group, or fail to perform their obligations to the Group, the Group's operations may be severely negatively affected, which could have an adverse effect on the Group's business, operations, operating income and overall financial condition.

1.4 Risks related to the Group's operations

1.4.1 Operation and management of a container vessel fleet involves a significant risk

The Group is dependent on the operational performance of its owned container vessels. The operations of a container vessel requires skilled and experienced handling which is based on IT and other technical support. The operations of the vessels are subject to a variety of risks and problems such as damage (caused by weather or incidences), failure caused by the crew or other third party persons as well as malfunction of equipment. Consequently, the Group may therefore experience operational problems that could result in damages on the vessels, third party claims for damage caused and in off-hire days for the vessels, or even termination of the charter party which will ultimately, reduce revenue and increase operational and maintenance costs in order to remedy such operational problems.

The Group operates by way of entering into time charter arrangements for its owned vessels with liner shipping companies and regional carriers. As a registered owner of a vessel and contract party, the Group will generally assume responsibility for the risks related to the technical conditions of the vessels and the performance obligations under the charter contracts. Any failure to maintain the required technical condition or operational performance of the Group's chartered-out vessels pursuant to such contractual obligations, could result in loss of income to the Group and potential contractual liability. Furthermore, under the Group's time charter arrangements, the Group is committed to place its own vessels at the disposal of the charterer throughout the charter period and will generally not have the liberty to cancel a charter should the agreed contract terms become unfavourable, for example due to increased maintenance costs in order to comply with the technical conditions of the vessels and the performance obligations under the charter contracts. This may cause the Group to operate vessels on unfavourable terms for an extended period, which in turn may have an adverse negative effect on the Group's business and financial condition.

The owned vessels of the Group are usually insured against liability claims, i.e. accidents, injuries, illness or even death of crew members or other third parties attending on board (such as stevedores), environmental damages or damage to the cargo on board caused by/during the operation of the ship. These risks are normally insured by so-called P&I (Protection & Indemnity) Clubs.

Hull and machinery insurance policies are used to cover damage to the own property and even the total loss of a ship. It also covers damages to third-party property which are caused by active movements of the own ship, i.e. damages to other ships, port facilities, etc. In addition, a loss of hire insurance policy is usually taken out to protect the Group against a loss of income resulting from an incident covered by the Hull & Machinery insurance.

Given the fact that all the above mentioned insurances are excluding certain risks in relation to war and war-like situations, a complementary War Risk Insurance is in place.

However, there is a risk that these insurances may not be available or sufficient to cover all losses suffered by the Group in relation to operational risks. Any changes or developments relating to these challenges, may have, adverse effect on the Group's liquidity and cash flow.

1.4.2 The ageing of the fleet may result in increased operating costs in the future, as the Group will be required to make substantial capital expenditures in order to modernise and to maintain the quality of the vessels

In general, the cost of maintaining a vessel (including dry docking expenses) in good operating condition increases with the age of the vessel. The age of the vessels of the Group varies from newbuilds to vessels having operated for over 20 years, with an average age of 15 years. As the Group's fleet ages, the Group will incur increased and sometimes extraordinary/unexpected costs and off-hire time. This will cause additional costs and might lead to extraordinary termination of charter. Older vessels are typically less fuel efficient and more costly to maintain than more recently constructed vessels due to gradual improvements in engine technology and other design features. Cargo insurance rates increase with the age of a vessel, making older vessels less desirable to charterers. Governmental regulations and safety or other equipment standards related to the age of vessels may also require expenditures for alterations or the addition of new equipment to the Group's vessels and may restrict the type of activities in which the Group's vessels may engage.

Loss of earnings, increased capital expenditures and operating costs may materially and adversely affect the Group's business and financial condition.

1.4.3 The Group is dependent on technical and commercial management of vessels

Under the time charter agreements the Company is responsible for the technical management of the vessels it owns and charters out to the Group's customers. The performance of technical ship management services is subcontracted to various specialized ship managers. The majority of the Company's fleet is under technical management of Wilhelmsen Ahrenkiel Ship Management GmbH & Co. KG and Wilhelmsen Ahrenkiel Ship Management B.V. (jointly “Wilhelmsen Ahrenkiel”), both related parties to Wilhelmsen Ship Management and MPC. Commercial management of vessels owned by the Group is performed by Harper Petersen & Co. GmbH & Co. KG and Harper Petersen & Co. B.V. (jointly “Harper Petersen & Co.”), both fully owned by MPC.

There is a risk related to the ship managers not being able to perform their obligations to the Group because of events such as, but not limited to, labour disruptions or disputes, a shortage of qualified personnel, travel restrictions in connection with pandemics or epidemics. The Group's business will be harmed if the service providers fail to perform these services satisfactorily, if they cancel their agreements, or if they stop providing these services to the Group. Insufficient management of the Group's vessels could, among other, lead to increased operational expenses and deteriorating technical conditions of the vessels.

1.4.4 The Group has operations in high-risk areas where it is exposed to the risk of war, armed conflicts, piracy, terrorism and other types of attacks, which could result in increasing costs of operations

The Group’s vessels have sometimes to operate in high-risk areas where the Group is exposed to the risk of war, armed conflicts, acts of piracy, terrorism and other types of attacks. Attacks on ocean-going vessels have increased in frequency in recent years in particular in the Gulf of Aden and the Red Sea with the attacks from the Houthis, which could adversely affect the Group's business. Acts of piracy, and armed robbery of vessels have historically occurred in areas where the Group operates, such as the west coast of Africa and the Gulf of Aden, and there is a high risk that acts of piracy will continue to occur in these areas as well as other regions, such as the straits of Malacca. To prevent a material impact on the Group’s financial condition the entering into such high risk areas is subject to an additional insurance cover. Such attacks may result, among others, in material damage to the Group's vessels and harm to crew members, and may cause increased insurance premiums, increased operating costs due to increased security arrangements and unexpected and costly delays and increased crew costs to compensate the crew for the increased risk, which are not covered by insurance and would have a material adverse effect on the Group's operation and business.

1.4.5 The vessels of the Group may be suspected of being involved in smuggling operations

The Group transports containers inter alia between countries in Africa and Central/South America associated with increased cross-border controls due to a higher frequency of cross-border smuggling of illicit goods such as drugs. Transportation in these areas therefore expose the Group to a risk that the vessels owned by Group may be suspect of drug smuggling or other smuggling operations. In the event of such suspected smuggling operations there is a risk that the Group's vessels may be detained by the local authorities, which would result in immediate charter revenue loss and incur management cost to resolve the matter and could have material adverse effect on the Group's operation and business.

1.4.6 The Group is exposed to sanctions and international trade restrictions

The containership fleet of the Group serves charterers and port calls worldwide – in Europe, the North- and South America, Africa, Asia and Oceania. The Group's business is therefore affected by a variety of local laws and regulations in the respective geographical areas in which the Group operates and trades, and the Group may be exposed to political and other uncertainties in these geographical areas, including risks of import-export quotas, and the imposition of trade sanctions, embargoes and other trade barriers. Accordingly, the Group is affected by the adoption of laws and decisions in international bodies and may be required to make significant capital expenditures or operation changes to comply with such laws, regulations and decisions. Additionally, any failure to comply with applicable sanctions, embargoes and other restrictions could also result in criminal and civil penalties and sanctions which may have a material adverse effect on the Group's operation and business. Sanctions may also cause a termination of material agreements (such as financing and charter agreements).

1.5 Risk related to laws and regulation

1.5.1 Compliance with a wide variety of complex laws and regulations including environmental laws and regulations may be expensive and non-compliance may have an adverse effect on the Group's results of operations

The shipping industry is affected by extensive and changing international conventions and national, state and local laws and regulations relating to sanctions, export and import restrictions, the environment and health and safety in international waters and the jurisdictions in which the Group's vessels operate and are registered. Such regulatory measures may include, among others, the mandate of the International Maritime Organization ("IMO") to reduce sulphur emissions from 3.5% to 0.5% from 1 January 2020 (IMO 2020 Global Sulphur Cap), requiring shipowners to either use low-sulphur fuel, install exhaust gas cleaning systems ("EGCS"), or retrofit vessels for alternative or renewable fuels such as liquified natural gas, synthetic methanol or ammonia. Other mandatory measures from the IMO include the Carbon Intensity Indicator (CII), the Energy Efficiency Design Index (EEDI) and the Energy Efficiency Existing Ship Index (EEXI). The Carbon Intensity Indicator (CII) measures the operational efficiency of ships and requires annual improvements in carbon intensity, with ratings from A to E, where ships rated D or E for three consecutive years must submit corrective action plans. The thresholds between the CII rating categories will become increasingly more stringent towards 2027 and the following years.

More recently on 25 July 2023 the EU Council adopted the FuelEU Maritime which effective from 1 January 2025 will impose a well-to-wake greenhouse gas intensity requirement on energy used during a year, effectively forcing the use of qualified low greenhouse gas fuels. The maximum limits for the greenhouse gas intensity of the energy used on board will become more stringent over time with required reductions of 2% as of 2025 and by as much as 80% as of 2050 (compared to 2020 levels). Failure to comply with the obligations introduced by the FuelEU Maritime Regulation will be subject to economic penalties and shipping companies failing to comply for two years in a row may be subject to an expulsion order, which involves that member states shall refuse entry of the ship into any of their ports or a flag detention (in the ship's flag state). Another measure from the EU having been extended to shipping and being effective since 1 January 2024, the EU Emission Trading Scheme (EU ETS), requires shipowners to procure and surrender emission allowances for 100% of carbon emissions on voyages within the EU/EEA and 50% on voyages into or out of the EU/EEA. This regulation will be phased in gradually. The obligation to surrender Emission Unit Allowances (EUAs) will correspond to 40% of verified emissions in 2024, 70% in 2025, and 100% in 2026 and beyond. Additionally, from 2026 the EU ETS will be extended to cover emissions from methane and nitrous oxides emissions. There is also a risk associated with the customers' of the Group potential failure to comply with their obligation to deliver EUAs at all or in time.

In order to meet the above requirements, the Issuer has developed a Sustainability-Linked Financing Framework, under which the Bonds are issued, and which are aligned with the International Capital Market Associations (ICMA) Sustainability-Linked Bond Principles (SPBP) published in 2020, and the Loan Markets Association's (LMA) Sustainability-Linked Loan Principles (SLLP) 2019. The Sustainability-Linked Financing Framework defines the investments eligible for financing as Sustainability-Linked Financing instruments issued by the Issuer cf., *inter alia,* through the definitions of Sustainability-Linked Bonds (SLBs) and Sustainability-Linked Loans (SLLs) on page 11. Pursuant to the Sustainability-Linked Framework, *inter alia,* through the Definition/Background under the selection of Key-Performance Indicators (KPI), the Issuer is committed to the "2023 IMO Strategy on Reduction of GHG Emission from Ships". This strategy is aligned with the 1,5° temperature goal of the Paris Agreement.

The Sustainability-Linked Financing Framework, includes both Sustainability-Linked bond and Sustainability-Linked loans, under which these financial instruments will support the Issuer's environmental sustainability and decarbonisation targets and aligning these with international decarbonisation goals, ensuring transparency and accountability to investors and stakeholders, and enable the Issuer to fund and accelerate investments in sustainable technologies and practices.

Compliance with the applicable regulations may result in significant costs, including the need for low-sulphur fuel, installation of EGCS', or retrofitting vessels for alternative fuels. Non-compliance or increased regulatory burdens could adversely affect the Group's financial performance and operational results. Compliance with changes in laws and regulations may also affect the resale value or useful lives of the vessels, lead to increased impairment charges, and require reductions in cargo capacity, ship modifications or operational changes or restrictions. Further, such changes could lead to decreased availability of insurance coverage, increased policy costs for environmental matters, or result in the denial of access to certain jurisdictional waters or ports or detention in certain ports, or require taxes to be payable in relation to the Group's greenhouse gas emissions. Regulations of vessels, particularly in the areas of safety and environmental impact, may also change in the future and require the Group to incur significant capital expenditures and/or additional operating costs in order to keep the Group's vessels in compliance. Compliance with prevailing and future environmental laws and regulations could consequently materially affect the Group's operations and results.

1.5.2 The Group's business is subject to taxation risks

The Group's operations and personnel spans across various jurisdictions and are, and may be in the future, subject to a number of tax regimes. The final determination of the Group's tax liabilities involves the interpretation of local tax laws, tax treaties and the determination of tax authorities in each jurisdiction and compliance with the applicable tonnage tax regimes. Changes in the operation environment, location of assets and personnel, changes in tax laws or practices and currency/repatriation controls could materially affect the Group's financial performance.

1.5.3 The Group's business is subject to risk of future claims under legal proceedings and contractual disputes

The Group's business may expose it to litigation, including environmental litigation, contractual litigation disputes and litigation with charterers, shipyards, refund guarantors and other third parties, tax or securities litigation, and maritime lawsuits including possible arrest or detention of the Group's vessels. The Group is currently not involved in any litigation, which is expected to have a material adverse effect on the Group's business, but may in the future be involved in litigation matters from time to time, which may have a material adverse effect on the Group's business.

1.5.4 The Group's business is subject to sanction risks

Operating in a number of jurisdictions in North- and South America, Africa, Europe, Asia and Oceania, the Group is exposed to potential financial, operational, and reputational risks arising from its and its counterparties including charterers, financing banks and shipyard's compliance with national and international sanctions regimes and regulatory requirements, for example as part of the UN sanction regime, the EU sanction regime or national sanction regimes potentially targeting both jurisdictions, individuals and legal persons. Inadequate monitoring and assessment of transactions, customers, and counterparties for potential sanctions violations could lead to severe penalties, fines, legal actions, and restrictions on the Group's ability to conduct its operations. The Group's failure to implement robust sanctions screening processes, keep pace with evolving sanctions regimes, and ensure effective communication and training across its workforce may result in disruptions to its business operations, erosion of customer trust, and damage to its reputation. Non-compliance with sanctions regulations and related laws could also result in adverse impacts on the Group's financial performance. This obligation to comply with regulatory obligations also entails a risk of being exposed to criminal and civil penalties in case of non-compliance with such regulatory obligations

1.5.5 Operations in politically unstable regions and legal systems all over the world may cause business interruptions, reputational damage and compliance risks

The Group transports products across a wide variety of national jurisdictions and geographical areas, such as Asia, South America, Middle East and West Africa, among others, which entails a risk of business interruptions that may result from political circumstances, trade disputes or inadequacies in the legal systems and law enforcement mechanisms in certain countries in which the Group operates. Certain countries and international bodies also impose laws and regulations with extra territorial application (such as sanctions and bribery and corruption legislation), which may further increase the risk of business interruptions and reputational damage resulting from the Group's cross-border activities. In a worst-case scenario, the Group's ability to trade with certain countries, including entities and individuals linked to such countries, may be severely restricted. The political circumstances or inadequacies of the legal systems and law enforcement mechanisms in certain countries in which the Group operates may have a material negative impact on the Group's reputation, revenue, cash flows and financial condition.

1.6 Risk related to financial matters

1.6.1 The Group is subject to debt service obligations and covenants under its financial arrangements and breach of any such payment obligations and/or covenants could have a material adverse effect on the Group's operations.

The Group has entered into different financing agreements (including finance lease arrangements) mainly to refinance acquisitions. If the Group is not able to generate sufficient cash flow to service its debt and to ensure compliance with financial and other covenants in its financing agreements the relevant agreements might be terminated which would have a material adverse effect on the Group’s financial position.

Furthermore the Group's financing agreements contain certain covenants and general undertakings, which are customary in financings of these type, which impose restrictions on the Group's operations, and impose financial restrictions on the Group. These agreements may limit the Group's ability to, amongst other things: incur additional indebtedness, make certain disposals, conduct corporate reorganisations, make investments or acquisitions. In particular, the Group is subject to certain financial covenants, conditions to be able to upstream cash, cross-default provisions and change of control provisions. Failure to comply with financial and/or covenants or obligations may constitute an event of default and that creditors as a result will be entitled to accelerate their claims against the Group, which will have a material adverse effect on the Group's business, financial conditions and/or prospects.

1.6.2 Fluctuations in vessel values may lead to breaches in financial covenants, impairment charges and losses upon the sale of a vessel

The Group's vessels are the primary assets of the Group. The value of the Group's container vessels, and the charter rates the Group is able to achieve for its vessels, may fluctuate substantially due to a number of factors such as, but not limited to, prevailing economic conditions in the global markets, the supply of container vessel capacity, recycling prices, demand for container vessel capacity and the condition and age of the vessels. Decline in vessel values may result in impairment charges or affect the Group's ability to be in compliance with its loan-to-value or comparable covenants, namely that banks usually have several rights according to standard loan agreements, e.g. the Group could be asked to provide additional collateral, the bank can terminate the loan, the bank can increase the interest rate, and in the worst case the bank can foreclosure on the ship to cover its claims under its financing arrangements. This in turn will limit the cash which can be generated by selling ships, which could have a material adverse effect on the Group's business, financial position and results of operations.

1.6.3 Fluctuations in bunker prices may lead to higher operating costs and loss in revenue

In cases where the Group's vessels are not on time charter contracts, the Group is liable for the operating costs related to bunker fuel. Accordingly, any increase in bunker fuel prices and/or any limited availability of compliant fuel may affect the Group's operating costs considerably, which in turn may have a material negative effect on the Group's results and financial condition.

For roughly 13 of the Group's vessels that have exhaust gas cleaning systems ("EGCS") installed, the Group has entered into time charter arrangements with a premium component that is based on the difference between the market price of high-sulphur and low-sulphur fuel. The premium component entails that any decrease in the difference between the market prices for high-sulphur and low-sulphur fuel would lead to a decrease in the revenues for the Group under such time charters. Unfavourable fluctuations in the difference between the prices for high-sulphur and low-sulphur fuel may have a material negative impact on the Group's revenue, cash flow and financial position.

1.6.4 Foreign currency exchange rate fluctuations could adversely affect the Group's operating expenses

The Group's functional and operational currency is USD. The Group's charter hire is normally payable in USD and the value of the Group's vessels is normally denominated in USD. The Group is exposed to the risk that the fair value or future cash flows and financial instruments will fluctuate because of changes in foreign exchange rates, especially with respect to EUR/USD and NOK/USD. The Group has in particular exposure to EUR and NOK fluctuations because parts of the Group's administration and vessel operating expenses, and a portion of the Group's cash and cash equivalents, other short-term assets, trade payables and provisions and accruals, among others, are denominated in EUR and NOK. Currency exchange fluctuations may therefore cause increased expenses for the Group, which may, depending on the fluctuation, have a significant negative impact on the Group's operational costs and the Group's revenue and financial position. As of the date of this Presentation, the Group has not entered into any financial instruments with third parties to mitigate this risk. However, the expected EUR-charter hire for two vessels concluded by an approx. 90% subsidiary is expected to reduce this USD/EUR exchange rate risk.

1.6.5 Floating interest rate fluctuations could adversely affect the Group's operating expenses

The Group's finance arrangements include elements of floating rate borrowings that requires the Group to make interest payments based on a reference rate (e.g. SOFR). The Group is exposed to the risk that significant increases in interest rates could have a significant negative impact on operating margins, results of operations and ability to service debt. The Group uses partly interest rate caps to reduce its exposure to market risk from changes in interest rates. The principal objective of these contracts is to minimize the risks and costs associated with the Group’s floating-rate debt.

2 RESPONSIBILITY FOR THE REGISTRATION DOCUMENT

2.1 Person responsible for the information

The legal person responsible for the information given in this Registration Document is MPC Container Ships ASA, a public limited liability company organised and existing under the laws of Norway registered with the Norwegian Register of Business Enterprises with business registration number 918 494 316 and LEI Code 213800MXS7CXYJ2Q1805, and with registered address at Ruseløkkveien 34, 0251, Oslo, Norway.

2.2 Declaration of responsibility

The Issuer accepts on the date of this Registration Document, 1 April 2025, responsibility for the information contained in this Registration Document. The Issuer confirms that, after having taken all reasonable care to ensure that such is the case, the information contained in this Registration Document is, to the best of their knowledge, in accordance with the facts and contains no omission likely to affect its import.

2.3 Regulatory statements

The Issuer confirms that:

a) this Registration Document has been approved by the NFSA, as competent authority under the Prospectus Regulation;

b) the NFSA only approves this Registration Document as meeting the standards of completeness, comprehensibility and consistency imposed by the Prospectus Regulation;

c) such approval shall not be considered as an endorsement of the quality of the securities that are the subject of this Registration Document;

d) this Registration Document has been drawn up as part of a simplified prospectus in accordance with Article 14 of Regulation (EU) 2017/1129.

1 April 2025

MPC Container Ships ASA

Signed by:

Pål Saetre

322450A7437A4FD...

Name: Pål Sætre

Title: Authorised Signatory

3 INFORMATION ABOUT THE GROUP AND ITS BUSINESS

3.1 Corporate information of the Issuer

MPC Container Ships ASA, being the legal and commercial name of the Issuer, is a public limited liability company organised and existing under the laws of Norway registered with the Norwegian Register of Business Enterprises with business registration number 918 494 316 and LEI Code 213800MXS7CXYJ2Q1805, and with registered address at Ruseløkkveien 34, 0251, Oslo, Norway. The principal place of business is in Norway. The Issuer operates under the Norwegian Public Limited Liability Company Act of 13 June 1997 no. 45 (Nw. *allmennaksjeloven*) (the "**Norwegian Public Companies Act**").

Telephone: +47 22 69 40 00
E-mail: contact@mpc-container.com
Website: https://www.mpc-container.com/

Please note that the information contained on the website above does not form part of the Registration Document, and the information at the Issuer's website is not incorporated by reference into this Registration Document.

3.2 Legal structure of the Group

MPC Container Ships ASA is listed at the Oslo Stock Exchange under the ticker symbol MPCC since 2018. MPC Container Ships ASA has one share class, and each share carries a right to one vote.

MPC Container Ships ASA is the parent company in the Group. The Group consist of the following subsidiaries in which MPC Container Ships ASA has a controlling interest cf. the Norwegian Public Companies Act Section 1-3 (2) and (3):[1]

Company	Country	Principal Activity	Ownership
MPC Container Ships Invest B.V.	Netherlands	Holding company	100.00%
"AS Angelina" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS California" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Carelia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Clara" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Clementina CV" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Columbia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Cypria" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fabiana" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fabrizia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Felicia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Filippa" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fiorella" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Floretta" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Floriana" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Patria" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Petronia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sara" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Savanna" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Selina" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sevillia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sicilia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%

[1] The above list does not consider Dormant companies resp. companies in liquidation, shelf companies, i.e. companies that are not yet in operative business resp. w/o a vessel, pure GPs, bareboat companies, MPC Container Ships Sourcing GmbH, MPC Container Ships GmbH & Co. KG and Siemssen GmbH & Co.

"AS Sophia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
MPCC Second Financing GmbH & Co. KG	Germany	Holding company	100.00%
"AS Serena" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Carlotta" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Christiana" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Sabrina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Samanta" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Susanna" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Svenja" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Anita" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Alexandria" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Pamela" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Pia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nora" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Caspria" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC Fourth Financing GmbH & Co. KG	Germany	Holding company	100.00%
"AS Anne" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Stine" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Silje" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Simone" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Sabine" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC Third Financing AS	Norway	Holding company	100.00%
"AS Fenja" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Freya" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Penelope" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Paola" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
Zweite "AS Palina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Constantina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC ALVA AS	Norway	Ship-owning entity	100.00%
MPCC GREENBOX AS	Norway	Holding company	90.10%
MPCC NORDLAND AS	Norway	Ship-owning entity	100.00%
MPCC VESTLAND AS	Norway	Ship-owning entity	100.00%
MPC ECOBOX OPCO 5 GmbH & Co. KG	Germany	Ship-owning entity	100.00%
MPC ECOBOX OPCO 6 GmbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Carolina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Franziska" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Claudia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Camellia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nuria" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nara" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
Palmaille 75 Einundachtzigste Beteiligungsgesellschaft mbH & Co. KG	Germany	Holding company	50.00%
MPCC NCL Ammonia AS	Norway	Holding company	50.00%
"AS Nanne" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Natalie" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nele" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Ninette" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%

3.3 Overview of the Group's business areas and the markets in which it operates

3.3.1 Strategy and objectives

The Issuer is a global container shipping company and container tonnage provider. Established in 2017, the company owns and operates a fleet in the range of 60 container ships. The containership fleet serves charterers and port calls worldwide.

MPC Container Ships ASA seeks to take a modern approach to container shipping, cantered around a commitment to transparency in communications, a strong dedication to sustainable practices and ESG principles and rational capital allocation principles. Thus, the Issuer has developed a Sustainability-Linked Financing Framework, under which the Bonds are issued, and which support the Issuer's environmental sustainability and decarbonisation targets and aligns these with international decarbonisations goals, in addition to ensure transparency and accountability to investors and stakeholders and enables the Issuer to fund and accelerate investments in sustainable technologies and practices (as elaborated under section 1.5.1).

Guided by its values and the purpose to pursue conscious change in the container shipping industry, the mission of the Issuer is to seize opportunities to create long-term value and propel change in the maritime industry with its own capital, new ideas, analytical skills and a broad network.

The market of container shipping companies and container tonnage providers involves numerous industry participants, and is thus highly competitive, also considering the container shipping market being historically cyclical with periods of high demand, limited supply and high freight and charter rates alternating with periods of low demand, excess supply and low freights and charter rates (as elaborated under section 1.2.2). Within the container shipping market, the Group focuses on container ships for intra-regional trade.

3.3.2 Principal activities

The Group's principal business activities are, amongst others, to (i) invest in maritime assets (vessels, shares in ship-owning companies, loans secured by vessels and/or shares in ship-owning companies) with a main focus on small to mid-size container ships, (ii) chartering out vessels on time charter agreements, operate and sell them as well as (iii) working out the acquired maritime loans in order to take over the securing assets. The Group's vessels are chartered out to global and regional liner shipping companies serving intra-regional trade lanes and the Issuer is as head manager responsible for the technical ship management of the vessels in its fleet.

MPC Container Ships ASA employs a team of industry professionals covering all critical functions essential to the operations. There are also seafarers serving aboard the vessels, who make the operations possible enabling transportation of goods across the globe. While the Group's ship-owning entities contract the commercial ship management and crewing services to specialized service entities, the Issuer sub-contracts the technical ship management services to specialized technical ship management providers and oversees their performance.

The operations of the Group extend across three key locations: Oslo, Norway; Hamburg, Germany; and Rhoon, The Netherlands. Throughout these offices, the onshore staff play pivotal roles in ensuring compliance, managing logistics and supporting vessel operations, while working with outsourced crewing and technical managers to maintain the required safety standards and operational efficiency.

The Issuer's vessels are chartered out on fixed-rate contracts with a specific focus on intra-regional trade lanes. The Group's vessels are chartered to global liner shipping companies and regional carriers.

Key characteristics of the services of MPC Container Ships ASA as a tonnage provider:

- Vessels are chartered out to liner companies for a fixed period based on a mutually agreed "charter party."
- Technical maintenance, crewing services, classification and vessel insurances are the responsibility of MPC Container Ships ASA.

- Revenue is earned through fixed charter rates, driven by supply (available tonnage) and demand (containerised trade volumes) at the time of the fixture.

3.4 Material contracts

Neither the Issuer nor any company of the Group has entered into any material contracts outside the ordinary course of business for the two year period prior to the date of this Registration Document. Furthermore, the Group has not as of the date of this Registration Document entered into any contract which contains any provision under which any member of the Group has any obligation or entitlement which is material to the Group, other than those entered into in the ordinary course of business for the two years preceding the publication of this Registration Document.

3.5 Legal proceedings

The Issuer is not, and has not been, during the course of the preceding 12 months, involved in any legal, governmental or arbitration proceedings which may have, or have had in the recent past, material adverse effects on its financial position or profitability, and is not aware of any such proceedings which are pending or threatened.

4 BOARD OF DIRECTORS AND MANAGEMENT OF THE ISSUER

4.1 The Issuer: MPC Container Ships ASA

The board of directors and executive management of the Issuer currently consists of the following persons:

Name	Position	Served/employed since
Ulf Stephan Holländer	Chairperson of the Board	20 April 2017
Petros Panagiotidis	Board member	17 December 2024
Peter Frederiksen	Board member	20 April 2022
Ellen Merete Hanetho	Board member	26 January 2018
Pia Meling	Board member	17 January 2023
Constantin Simon Baack	Chief Executive Officer	20 April 2017
Moritz Benedict Fuhrmann	Chief Financial Officer and Co-Chief Executive Officer	1 December 2022
Christian Rychly	Chief Operating Officer	1 June 2023
Pål Sætre	EVP General Manager Norway	17 June 2021

The business address and the principal place of business of the Issuer's board of directors and executive management is Ruseløkkveien 34, 0251, Oslo, Norway.

Ulf Stephan Holländer, Chairperson of the Board

Ulf Holländer joined MPC Münchmeyer Petersen Capital AG in 2000 where he held the position of Chief Financial Officer until appointed Chief Executive Officer in 2015. He started his career as an audit assistant and auditor at Dr. W Schlage & Co Wirtschaftsprüfungs und Steuerberatungsgesellschaft in Hamburg. He since worked at the shipping group Hamburg Süd and affiliated companies in the U.S. and Australia in various positions, including Financial Controller, Commercial Director, and Head of Finance and Accounting. Mr. Holländer currently holds 0 shares in the Issuer. He was first elected in 2017, and re-elected in May 2023 for a period of two years. Mr. Holländer is chair of the Remuneration Committee and a member of the Risk, Audit and Sustainability Committee. Mr. Holländer is not an independent board member.

Petros Panagiotidis, Board Member

Petros Panagiotidis is the founder of Castor Maritime Inc., where he has served as Chairman, CEO and CFO since its foundation in 2017, playing a key role in the successful listing of the company on the NASDAQ Capital Market in 2019. He also serves as the Chairman and CEO of Toro Corp., the spin-off of Castor Maritime Inc.'s tanker fleet. In 2023, Mr. Panagiotidis received the Lloyd's List Next Generation Shipping Award in recognition for his achievements within the maritime sector. Mr. Panagiotidis holds a Bachelor's degree in International Studies and Mathematics from Fordham University and a Master's degree in Management and Systems from New York University.

Peter Frederiksen, Board Member

Peter Frederiksen held management and board positions at Hamburg Süd for 9 years and at Maersk Line for 25 years. He has extensive experience in the shipping industry and currently serves on the board of several shipping and maritime companies, including Uni-Tankers A/S and Bunker Holding A/S. Mr. Frederiksen's education includes A.P. Møller Maersk Shipping Education and executive Development Programs at INSEAD and Cornell Johnson Graduate School of Management. Mr. Frederiksen currently holds 200,000 shares in the Issuer. He was first elected in February 2022, and re-elected in May 2023 for a period of two years. Mr. Frederiksen is a member of the Remuneration Committee. Mr. Frederiksen is an independent board member.

Ellen Merete Hanetho, Board Member

Ellen Hanetho started her career in the Investment Banking Division of Goldman Sachs International Ltd in London and New York (1997-2002). Subsequently, she was investment manager and partner at Credo Partners AS (2003-2012) and then Chief Executive Officer of Frigaard Invest AS (2013-2019). At present, she is an independent investor and business developer. In addition to MPCC, Mrs. Hanetho serves on the Boards of the listed companies B2 Impact ASA, Capsol Technologies ASA, EQVA ASA, and MPC Energy Solutions ASA. Her educational background includes a BSBA in Business Administration from Boston University and an MBA from Solvay Business School. Mrs. Hanetho currently holds 60,000 shares in the Issuer. She was first elected in 2018, and re-elected in May 2023 for a period of two years. Mrs. Hanetho is chair of the Risk, Audit and Sustainability Committee and a member of the Remuneration Committee. Mrs. Hanetho is an independent board member.

Pia Meling, Board Member

Pia Meling has significant financial, ESG, and managerial experience within the shipping and maritime sectors. Her experience includes senior positions with Klaveness Group, Clean Marine AS, Wilhelmsen Ships Service, and Massterly AS. Mrs. Meling is currently the Managing Director of Grieg Green AS. She is also a member of the Ocean Portfolio Board at the Research Council of Norway and serves on the board of directors of port operator Westport AS, as well as the listed Norwegian cleantech company TECO 2030 ASA. Mrs. Meling holds an MBA from the Norwegian School of Economics. Mrs. Meling currently holds 0 shares in the Issuer. She was first elected in December 2022, and re-elected in May 2023 for a period of two years. Mrs. Meling is a member of the Risk, Audit and Sustainability Committee. Mrs. Meling is an independent board member.

Constatin Simon Baack, Chief Executive Officer

Constantin Baack has served as Chief Executive Officer of MPC Container Ships ASA since foundation of the company in April 2017. Mr. Baack has 20 years of operational, management and investment experience in shipping, corporate strategy, capital markets, finance and alternative assets. He commenced his career in the marine operations department at Hamburg Süd in Sydney before moving to Ernst & Young in Hamburg and Shanghai. In 2008, Mr. Baack joined MPC Capital in Hamburg, where he has since held various senior management positions in Germany and abroad. Mr. Baack studied in Hamburg and Sydney and holds a Graduate Diploma and a Master of Science in international business from the University of Sydney.

Moritz Fuhrmann, Chief Financial Officer and Co-Chief Executive Officer

Moritz Fuhrmann joined MPC Container Ships ASA in 2022 from London-based Hayfin Capital Management LLP, where he served as Principal in the maritime team. Originally from Hamburg, Mr. Fuhrmann has substantial international experience within finance and shipping. In addition to Hayfin Capital, he has held positions with companies, such as DVB Bank in Germany and the Netherlands, Credit Suisse in Germany and the US, as well as German ship broker Andreas J. Zachariassen in Hamburg. Mr. Fuhrmann is a Member of the Institute of Chartered Shipbrokers and holds an MSc in Shipping, Trade & Finance from Cass Business School in London, UK.

Christian Rychly, Chief Operating Officer

Christian Rychly was appointed Chief Operating Officer of MPC Container Ships in 2023. Mr. Rychly has extensive shipping experience and has held the position of Head of Shipping at MPC Capital GmbH since 2018. Prior to joining MPC Capital, he was a Managing Director at Leonhardt and Blumberg. He is also a member of the Board of Directors at the UK Defence Club. Mr. Rychly is a Fellow of the Institute of Chartered Shipbrokers and holds an MBA from the University of Wales.

Pål Sætre, EVP General Manager Norway

Pål Sætre joined MPC Container Ships ASA as EVP – General Manager Norway in June 2021. Previously, he served as Chief Executive Officer for the London based hedge fund platform, AK Jensen Investment Management Ltd. Mr. Sætre commenced his career as an analyst in the Norwegian Options and Clearinghouse before moving to SEB Enskilda as a Sales Trader. Thereafter he established and headed the capital markets offering for Nasdaq in Oslo, before joining a HNWI company as Director for 2 years. Based in Oslo, Mr. Sætre is responsible for MPC Container Ships' Capital Market and Corporate Finance division. Mr. Sætre holds a Master of Arts with Honours in Business and Finance from Heriot-Watt University, Edinburgh.

4.2 Related party transactions and statement of potential conflicts of interest

The Issuer has entered into a corporate service agreement to purchase administrative and corporate services from its founding shareholder and sponsor, MPC Münchmeyer Petersen Capital AG, and its subsidiaries.

The Issuer is responsible for the technical ship management of the vessels owned by the Group. Performance of technical ship management services is sub-contracted to Wilhelmsen Ahrenkiel Ship Management GmbH & Co. KG and Wilhelmsen Ahrenkiel Ship Management B.V. (jointly "Wilhelmsen Ahrenkiel"), which are joint ventures of MPC Münchmeyer Petersen Capital AG, for 49 of the 61 vessels owned by the Group at 31 December 2024. Commercial ship management of the vessels owned by the Group is contracted to Harper Petersen & Co. GmbH & Co. KG and Harper Petersen & Co. B.V. (jointly "Harper Petersen & Co."), which are owned by MPC Münchmeyer Petersen Capital AG. The following table provides the total amount of service transactions that have been entered into with related parties during the two preceding years.

In USD Thousands	*2023*	*2022*
Wilhelmsen Ahrenkiel	8,167	8,653
Harper Petersen & Co.	6,624	5,670
MPC Münchmeyer Petersen Capital AG	924	1,180
Total	*15,715*	*15,503*

Other than the above, there are no potential conflicts of interest between any duties carried out on behalf of the Issuer by any board member or member of management in the Issuer and such persons private interest or other duties.

5 MAJOR SHAREHOLDERS

At the date of this Registration Document, MPC CSI GmbH is the largest shareholder of the Issuer and owns 16.68% of the issued share capital of the Issuer. As a major shareholder of the Issuer, MPC CSI GmbH could significantly influence the outcome of matters submitted for vote in the general meetings. The commercial goals and interests of MPC CSI GmbH as shareholders and the commercial goals and interest of the Issuer and/or the other shareholders, may not always be aligned. Other than general rules in the local legislation to prevent abuse of major shareholding, there are no measures in place to ensure that the above mentioned shareholders do not abuse its positions as major shareholders.

There is no arrangement known to the Issuer that may lead to a change of control in the Issuer.

6 FINANCIAL INFORMATION

6.1 Overview of Financial Statements of the Issuer

The following consolidated audited historical accounts and the consolidated unaudited interim accounts for the Issuer are included in Schedule 2 (together, the "**Financial Statements**").

1. Consolidated audited financial statements of MPC Container Ships ASA for 2023, including the auditor report,
2. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q1 2024,
3. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q2 2024,
4. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q3 2024,

5. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q4 2024.[2]

The Financial Statements have been prepared in accordance with applicable International Financial Reporting Standards and interpretations, as adopted by the EU ("**IFRS**"), as well as additional Norwegian reporting requirements pursuant to the Norwegian Accounting Act of 17 July 1998 no 56 (as amended).

The Issuer's accounting reference date is 31 December, and this has not changed during the period for which historical financial information is provided.

The auditor report for the financial year 2023 has been prepared in accordance with International Standards on Auditing.

The independent auditor of the Issuer is Ernst & Young AS, with registration number 976 389 387, and has been the independent auditor for the historical financial periods covered by this Registration Document. Ernst & Young AS are members of the Norwegian Institute of Public Accountants (Nw.: Den Norske Revisorforening). The audit reports contain no qualifications, modifications of opinion, disclaimers or an emphasis of matter.

There is no financial information in this Registration Document not extracted from the Financial Statements. No information other than the audited Financial Statements have been audited by the relevant auditors in this Registration Document. Unless explicitly referred to in this section 6 (*Financial information*), no audit reports on the historical financial information have been refused by the statutory auditors nor do they contain qualifications, modifications of opinion, disclaimers or an emphasis of matter.

6.2 Financial performance and position – Statement of no significant changes

There has been no significant changes in the financial performance or financial position of the Issuer or the Group as such since the end of the last financial period for which any financial information has been published and to the date of this Registration Document.

6.3 Additional information

There have been no material adverse changes in the prospects of the Issuer or the Group since the date of its last published audited financial statements.

6.4 Information on any known trends, uncertainties, demands, commitments or events

The Issuer is not aware of any known trends uncertainties, demands, commitments or events that are reasonably likely to have a material effect on the Issuer's prospects for at least the current financial year.

7 PROFIT FORECASTS AND/OR ESTIMATES

No profit forecast or profit estimate is included in this Registration Document.

8 REGULATORY DISCLOSURES

Public limited liability companies listed on the Oslo Stock Exchange are subject to disclosure requirements pursuant to the Norwegian Securities Trading Act. The table below provides an overview of the disclosures published by the Issuer under the category "Inside Information" on its profile on www.newsweb.no during the last 12 months prior to the date of this Registration Document.

[2] Drafting note: To be included in the second draft prospectus to be submitted 25 February 2025

Inside Information relating to contracts		
Date	**Title**	**Description**
23 September 2024	Expected vessel acquisition and updated Investor Presentation for fixed income investor meetings	The Issuer announced that it had mandated Arctic Securities and Pareto Securities as Joint Global Coordinators and Joint Bookrunners to arrange a series of fixed income investor meetings. In parallel, the Issuer informed that the company had the option to acquire four vessels for a total consideration of USD 180 million, subject to customary conditions. The vessel acquisition was not conditional upon the contemplated bond issuance, and the bond issuance was not conditional upon the expected acquisition.

9 ADDITIONAL INFORMATION

For the life of this Registration Document, the following documents (and copies thereof) are available for inspection at the Issuer's offices and can be downloaded from the Issuer's web page at https://www.mpc-container.com/investors/:

- Up to date Articles of Association of the Issuer;
- This Registration Document; and
- The Financial Statements.

The Issuer confirms that no letter, valuation, statement, report or other document attributed to a person as an expert is referred to in this Registration Document save for the Financial Statements referred to above.

Any information sourced from third parties in this Registration Document has been accurately reproduced and, as far as the Issuer is aware and are able to ascertain from information published by that third party, no facts have been omitted which would render the reproduced information inaccurate or misleading. In addition the source of such information has been identified where relevant.

10 DEFINITIONS AND GLOSSARY OF TERMS

Bond Issue	MPC Container Ships ASA 7.375% senior unsecured sustainability linked USD 200,000,000 bonds 2024/2029 with ISIN NO0013355248, including the Initial Issue and the Tap Issue.
Bond Terms	The bond agreement dated 7 October 2024 as amended and supplemented by the Tap Issue Addendum.
Bonds	The bonds issued in MPC Container Ships ASA 7.375% senior unsecured sustainability linked USD 200,000,000 bonds 2024/2029 with ISIN NO0013355248, including the bonds issued under both the Initial Issue and the Tap Issue.
Financial Statements	The financial statements included in Schedule 2.
Group	The Issuer and its Subsidiaries as at the date of this Registration Document.
IFRS................................	International Financial Reporting Standards.
Initial Issue.....................	The initial bond issue of USD 125,000,000 on 9 October 2024.
Issuer.............................	MPC Container Ships ASA.
LEI	Legal Entity Identifier.
NFSA	The Financial Supervisory Authority of Norway.
NOK	Norwegian Kroner, the lawful currency of Norway.
Norwegian Accounting Act..................................	The Norwegian Accounting Act of 17 July 1998 no. 56 (as amended).
Norwegian Public Companies Act	The Norwegian Public Limited Liability Company Act of 13 June 1997 no. 45.
Norwegian Securities Trading Act....................	The Norwegian Securities Trading Act of 29 June 2007 no. 75.
Oslo Stock Exchange.....	Oslo Børs ASA, or, as the context may require, Oslo Børs, a Norwegian regulated stock exchange operated by Oslo Børs ASA.
Prospectus.....................	This Registration Document together with the Securities Note.
Prospectus Regulation	Regulation (EU) 2017/1129 of the European Parliament and of the Council of 14 June 2017 on the Registration Document to be published when securities are offered to the public or admitted to trading on a regulated market, repealing Directive 2003/71/EC, as amended, and as implemented in Norway in accordance with Section 7-1 of the Norwegian Securities Trading Act.
Registration Document	This document dated 1 April 2025.
Securities Note	The document to be prepared for each new issue of bond under the Prospectus, including, but not limited to, the Issuer's securities note dated 1 April 2025.
Tap Issue........................	The tap issue of USD 75,000,000 on 27 March 2025.
Tap Issue Addendum....	The tap issue addendum dated 25 March 2025.
Trustee	Nordic Trustee AS, a Norwegian private limited liability company with company registration number 963 342 624.
USD	United States Dollars, being the legal currency of the United States of America.

MPC Container Ships ASA
Ruseløkkveien 34, 0251, Oslo, Norway

contact@mpc-container.com
https://www.mpc-container.com/

SCHEDULE 1: ARTICLES OF ASSOCIATION OF THE ISSUER

MPC CONTAINER SHIPS

VEDTEKTER/ARTICLES OF ASSOCIATION

FOR

MPC CONTAINER SHIPS ASA
(sist endret/last amended 19.04.2023)

§ 1

Selskapets navn er MPC Container Ships ASA. Selskapet er et allmennaksjeselskap.

§ 1

The company's name is MPC Container Ships ASA. The company is a public limited liability company.

§ 2

Selskapets forretningskontor er i Oslo kommune.

§ 2

The company's registered and business office is in the municipality of Oslo.

§ 3

Selskapets virksomhet er å (i) investere i skipsfartsverdier (skip, andeler i rederier, lån med sikkerhet i skip og/eller andeler i rederier) med hovedvekt på små og mellomstore lasteskip, (ii) bortbefrakte skip etter tidscertepartiavtaler, samt å selge drive og selge disse og (iii) bearbeide de skipsfartslånene for å kunne ta over sikringsverdiene.

§ 3

The company's business activity is to (i) invest in maritime assets (vessels, shares in ship-owning companies, loans secured by vessels and/or shares in ship-owning companies) with a main focus on small to mid-size container ships, (ii) chartering-out vessels per time-charter agreements, operate and sell them as well as (iii) working out the acquired maritime loans in order to take over the securing assets.

§ 4

Selskapets aksjekapital er NOK 443.700.279 fordelt på 443.443.700.279 aksjer, hver pålydendeNOK 1.

Selskapets aksjer skal være registrert i Verdipapirsentralen.

§ 4

The company's share capital is NOK 443,700,279 divided into 443,700,279 shares, each of a nominal value of NOK 1.

The company's shares shall be registered in the Norwegian Central Securities Depository.

§ 5

Selskapet skal ha mellom tre og syv styremedlemmer etter generalforsamlingens nærmere beslutning.

Generalforsamlingen kan fastsette tjenesteperioden for styremedlemmer. Tjenesteperioden kan ikke være lenger enn fire år.

§ 5

The Company shall have between three and seven board members as the general meeting may decide.

The general meeting may decide the term of office of board members. The term of office may not exceed four years.

§ 6

MPC Münchmeyer Petersen Capital AG skal ha rett til å velge 40 % av styrets medlemmer (rundet ned).

Hvis det samlede antall aksjer eid av MPC Münchmeyer Petersen Capital AG og MPC Relaterte Personer faller under 20 % av det totale antall aksjer i Selskapet skal MPC Münchmeyer Petersen Capital AG bare ha rett til å velge ett styremedlem.

§ 6

MPC Münchmeyer Petersen Capital AG shall have the right to elect 40% of the members of the board of directors (rounded down).

If the aggregate share ownership of MPC Münchmeyer Petersen Capital AG and MPC Affiliates falls below 20% of the total number of shares in the Company, MPC Münchmeyer Petersen Capital AG shall only have the right to elect one board member.

Hvis verken MPC Münchmeyer Petersen Capital AG eller noen MPC Relaterte Personer eier aksjer i Selskapet, skal MPC Münchmeyer Petersen Capital AG ikke ha rett til å velge noe styremedlem.

"MPC Relaterte Personer" enhver juridisk eller fysisk person som direkte eller indirekte er kontroller av Münchmeyer Petersen Capital AG ellers som er underlagt felles kontroll av aksjonærene i MPC Münchmeyer Petersen Capital AG.

De øvrige medlemmene av styret velges av generalforsamlingen.

§ 7

Selskapets firma tegnes av daglig leder og ett styremedlem i fellesskap eller av to styremedlemmer i fellesskap. Denne retten kan delegeres i sin helhet.

§ 8

Den ordinære generalforsamlingen skal behandle følgende saker:

1) Godkjennelse av årsregnskapet og årsberetningen, herunder utdeling av utbytte
2) Andre saker som etter lov eller vedtekter hører under generalforsamlingen

Når dokumenter som gjelder saker som skal behandles på generalforsamlinger i selskapet, er gjort tilgjengelige for aksjeeierne på selskapets internettsider, kan styret beslutte at dokumentene ikke skal sendes til aksjeeierne. En aksjeeier kan i så fall kreve å få tilsendt dokumenter som gjelder saker som skal behandles på generalforsamlingen. Selskapet kan ikke kreve noen form for godtgjøring for å sende dokumentene til aksjeeierne.

Aksjeeiere kan avgi skriftlig forhåndsstemme i saker som skal behandles på generalforsamlinger i selskapet. Slike stemmer kan også avgis ved elektronisk kommunikasjon. Adgangen til å avgi forhåndsstemme er betinget av at det foreligger en betryggende metode for autentisering av avsender. Styret avgjør om det foreligger en slik metode i forkant av den enkelte generalforsamling. Styret kan fastsette nærmere retningslinjer for skriftlige forhåndsstemmer. Det skal fremgå av generalforsamlingsinnkallingen om det er gitt adgang til forhåndsstemming og hvilke retningslinjer som eventuelt er fastsatt for slik stemmegivning.

If neither MPC Münchmeyer Petersen Capital AG nor any MPC Affiliates owns any shares in the Company, MPC Münchmeyer Petersen Capital AG shall not have the right to elect any board member.

"MPC Affiliates" means any legal or physical person which is directly or indirectly controlled by MPC Münchmeyer Petersen Capital AG or which is jointly controlled by shareholders of MPC Münchmeyer Petersen Capital AG.

The other members of the board of directors shall be elected by the general meeting.

§ 7

The authority to sign on behalf of the company is held by the Managing Director and a board member jointly or by two board members jointly. They are entitled to delegate the authority to sign on behalf of the company to the full extent.

§ 8

The annual general meeting shall discuss and decide upon the following:

1) Approval of the annual accounts and annual report, including distribution of dividend
2) Other matters that according to law or the articles of association are to be decided upon by the general meeting

When documents concerning matters to be discussed at general meetings in the company have been made available to the shareholders on the company's web pages, the Board of Directors may decide that the documents shall not be sent to the shareholders. If so, a shareholder may demand that documents concerning matters to be discussed at the general meeting be sent to him or her. The company cannot demand any form of compensation for sending the documents to the shareholders.

Shareholders may cast a written vote in advance in matters to be discussed at the general meetings of the company. Such votes may also be cast through electronic communication. The access to cast votes in advance is subject to the presence of a safe method of authenticating the sender. The Board of Directors decides whether such a method exists before each individual general meeting. The notice of general meeting must state whether votes in advance are permitted and which guidelines, if any, that have been issued for such voting.

I innkalling til generalforsamling kan det fastsettes at aksjeeier som vil delta i generalforsamlingen må meddele dette til selskapet innen en bestemt frist. Fristen kan ikke utløpe tidligere enn to virkedager før møtet.

Innenfor lovgivningens rammer kan selskapet benytte elektronisk kommunikasjon til å sende meldinger til eller på annen måte kommunisere med aksjonærene.

The notice of general meeting may state that shareholders wanting to attend the general meeting must notify the company thereof within a certain period. This period cannot expire sooner than two business days before the meeting.

To the extent permitted by law the company may use electronic communications when providing notices or otherwise communicating with its shareholders.

SCHEDULE 2: FINANCIAL STATEMENTS OF THE ISSUER

1. Audited financial statements of MPC Container Ships ASA for 2023, including auditor report, prepared in accordance with applicable international Financial Reporting Standards and interpretations, as adopted by the EU (IFRS), as well as additional Norwegian reporting requirements pursuant to the Norwegian Accounting Act of 17 July 1998 no. 56 (as amended)
2. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q1 2024
3. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q2 2024
4. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q3 2024
5. Unaudited interim consolidated accounts for MPC Container Ships ASA for Q4 2024

Brønnøysundregistrene

ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2023 - GENERELL INFORMASJON

Enheten

Organisasjonsnummer:	918 494 316
Organisasjonsform:	Allmennaksjeselskap
Foretaksnavn:	MPC CONTAINER SHIPS ASA
Forretningsadresse:	Ruseløkkveien 34
	0251 OSLO

Regnskapsår

Årsregnskapets periode:	01.01.2023 - 31.12.2023

Konsern

Morselskap i konsern:	Ja
Konsernregnskap lagt ved:	Ja

Regnskapsregler

Regler for små foretak benyttet:	Nei
Benyttet ved utarbeidelsen av årsregnskapet til selskapet:	Regnskapslovens alminnelige regler
Benyttet ved utarbeidelsen av årsregnskapet til konsernet:	IFRS

Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet:	Martin Gran
Dato for fastsettelse av årsregnskapet:	21.03.2024

Grunnlag for avgivelse

År 2023: Årsregnskapet er elektronisk innlevert

År 2022: Tall er hentet fra elektronisk innlevert årsregnskap fra 2023

Det er ikke krav til at årsregnskapet m.v. som sendes til Regnskapsregisteret er undertegnet. Kontrollen på at dette er utført ligger hos revisor/enhetens øverste organ. Sikkerheten ivaretas ved at innsender har rolle/rettighet for innsending av årsregnskapet via Altinn, og ved at det bekreftes at årsregnskapet er fastsatt av kompetent organ.

Brønnøysundregistrene, 24.01.2025

Resultatregnskap

Beløp i: USD	Note	2023	2022
RESULTATREGNSKAP			
Inntekter			
Salgsinntekt	2	15 763 000	14 775 000
Sum inntekter		**15 763 000**	**14 775 000**
Kostnader			
Lønnskostnad	4	2 727 000	3 079 000
Annen driftskostnad	5	19 468 000	17 321 000
Sum kostnader		**22 195 000**	**20 400 000**
Driftsresultat		**-6 432 000**	**-5 625 000**
Finansinntekter og finanskostnader			
Annen finansinntekt	5	253 307 000	121 373 000
Sum finansinntekter		**253 307 000**	**121 373 000**
Annen finanskostnad	5	5 046 000	4 292 000
Sum finanskostnader		**5 046 000**	**4 292 000**
Netto finans		**248 261 000**	**117 081 000**
Ordinært resultat før skattekostnad		**241 829 000**	**111 456 000**
Skattekostnad på ordinært resultat	6	0	0
Ordinært resultat etter skattekostnad		**241 829 000**	**111 456 000**
Årsresultat	7	**241 829 000**	**111 456 000**

Balanse

Beløp i: USD	Note	2023	2022
BALANSE - EIENDELER			
Anleggsmidler			
Immaterielle eiendeler			
Finansielle anleggsmidler			
Investering i datterselskap	8	251 568 000	247 560 000
Investering i annet foretak i samme konsern	8	2 934 000	27 894 000
Andre fordringer		0	3 000
Sum finansielle anleggsmidler		**254 502 000**	**275 457 000**
Sum anleggsmidler		**254 502 000**	**275 457 000**
Omløpsmidler			
Varer			
Fordringer			
Kundefordringer	3	353 000	9 768 000
Andre fordringer		546 000	810 000
Sum fordringer		**899 000**	**10 578 000**
Bankinnskudd, kontanter og lignende			
Bankinnskudd, kontanter og lignende	9	17 512 000	32 545 000
Sum bankinnskudd, kontanter og lignende		**17 512 000**	**32 545 000**
Sum omløpsmidler		**18 411 000**	**43 123 000**
SUM EIENDELER		**272 913 000**	**318 580 000**
BALANSE - EGENKAPITAL OG GJELD			
Egenkapital			
Innskutt egenkapital			
Selskapskapital	7	48 589 000	48 589 000
Overkurs	7	1 879 000	86 229 000
Sum innskutt egenkapital		**50 468 000**	**134 818 000**

Balanse

Beløp i: USD	Note	2023	2022
Opptjent egenkapital			
Annen egenkapital	7	157 671 000	115 460 000
Sum opptjent egenkapital		**157 671 000**	**115 460 000**
Sum egenkapital		**208 139 000**	**250 278 000**
Sum langsiktig gjeld		**0**	**0**
Kortsiktig gjeld			
Leverandørgjeld		442 000	573 000
Skyldige offentlige avgifter	4	64 000	186 000
Utbytte	7	57 681 000	66 555 000
Kortsiktig konserngjeld		9 000	11 000
Annen kortsiktig gjeld		6 578 000	977 000
Sum kortsiktig gjeld		**64 774 000**	**68 302 000**
Sum gjeld		**64 774 000**	**68 302 000**
SUM EGENKAPITAL OG GJELD		**272 913 000**	**318 580 000**

Konsernets resultatregnskap

Beløp i: USD	Note	2023	2022
RESULTATREGNSKAP			
Inntekter			
Salgsinntekt	2.2	711 282 000	616 768 000
Annen driftsinntekt	5.1	1 881 000	50 830 000
Annen driftsinntekt	12		
Sum inntekter		**713 163 000**	**667 598 000**
Kostnader			
Commissions		20 000 000	17 127 000
Driftskostnader skip	2.3, 2.4	163 288 000	153 753 000
Ship management fee		9 999 000	9 023 000
Administrative expenses	2.5	14 805 000	13 862 000
Avskrivning på varige driftsmidler og immaterielle eiendeler	5.2	102 706 000	75 392 000
Impairment	5.2	79 378 000	0
Annen driftskostnad	2.6	9 338 000	3 347 000
Sum kostnader		**399 514 000**	**272 504 000**
Driftsresultat		**313 649 000**	**395 094 000**
Finansinntekter og finanskostnader			
Inntekt på investering i datterselskap og tilknyttet selskap	6.1	22 637 000	51 761 000
Annen finansinntekt	2.6	7 841 000	3 742 000
Sum finansinntekter		**30 478 000**	**55 503 000**
Annen finanskostnad	2.6	18 373 000	14 479 000
Sum finanskostnader		**18 373 000**	**14 479 000**
Netto finans		**12 105 000**	**41 024 000**
Ordinært resultat før skattekostnad		**325 754 000**	**436 118 000**
Skattekostnad på ordinært resultat	3.1	638 000	1 071 000
Ordinært resultat etter skattekostnad		**325 116 000**	**435 047 000**
Årsresultat		**325 116 000**	**435 047 000**

Konsernets resultatregnskap

Beløp i: USD	Note	2023	2022
Minoritetsinteresser	7.5	155 000	215 000
Årsresultat etter minoritetsinteresser		**324 961 000**	**434 832 000**
Valuta		0	0
Hedging instruments		-1 368 000	634 000
Sum resultatkomponenter for IFRS-foretak		-1 368 000	634 000
Totalresultat		**323 593 000**	**435 466 000**
Overføringer og disponeringer			
Overføring til/fra fond	7.2, 7.5	1 368 000	-634 000
Udekket tap		-325 116 000	-435 047 000
Sum overføringer og disponeringer		**-323 748 000**	**-435 681 000**

Konsernets balanse

Beløp i: USD	Note	2023	2022
BALANSE - EIENDELER			
Anleggsmidler			
Immaterielle eiendeler			
Varige driftsmidler			
Skip	5.1	691 291 000	745 873 000
Nye skip	5.1, 8.1	78 980 000	32 770 000
Right-of-use asset		84 000	266 000
Sum varige driftsmidler		**770 355 000**	**778 909 000**
Finansielle anleggsmidler			
Investeringer i tilknyttet selskap	6.1	2 934 000	20 893 000
Sum finansielle anleggsmidler		**2 934 000**	**20 893 000**
Sum anleggsmidler		**773 289 000**	**799 802 000**
Omløpsmidler			
Varer			
Varer		8 088 000	6 340 000
Vessel held for sale	5.1	25 165 000	0
Sum varer		**33 253 000**	**6 340 000**
Fordringer			
Kundefordringer	4.1	23 667 000	22 922 000
Andre fordringer	7.1	1 951 000	1 740 000
Sum fordringer		**25 618 000**	**24 662 000**
Bankinnskudd, kontanter og lignende			
Bankinnskudd, kontanter og lignende	7.3	122 584 000	125 517 000
Sum bankinnskudd, kontanter og lignende		**122 584 000**	**125 517 000**
Sum omløpsmidler		**181 455 000**	**156 519 000**
SUM EIENDELER		**954 744 000**	**956 321 000**

Konsernets balanse

Beløp i: USD	Note	2023	2022
BALANSE - EGENKAPITAL OG GJELD			
Egenkapital			
Innskutt egenkapital			
Akjsekapital	7.5	48 589 000	48 589 000
Overkurs		1 879 000	152 737 000
Sum innskutt egenkapital		**50 468 000**	**201 326 000**
Opptjent egenkapital			
Fond		-843 000	525 000
Annen egenkapital		700 021 000	517 045 000
Sum opptjent egenkapital		**699 178 000**	**517 570 000**
Minoritetsinteresser		3 835 000	2 551 000
Sum egenkapital		**753 481 000**	**721 447 000**
Gjeld			
Langsiktig gjeld			
Annen langsiktig gjeld			
Gjeld til kredittinstitusjoner	7.4	92 951 000	74 462 000
Øvrig langsiktig gjeld		0	1 480 000
Øvrig langsiktig gjeld		0	114 000
Utsatt skatt		748 000	803 000
Sum annen langsiktig gjeld		**93 699 000**	**76 859 000**
Sum langsiktig gjeld		**93 699 000**	**76 859 000**
Kortsiktig gjeld			
Gjeld til kredittinstitusjoner	7.4	33 564 000	79 112 000
Gjeld til kredittinstitusjoner			2 248 000
Leverandørgjeld		20 397 000	17 282 000
Betalbar skatt	3.1	289 000	378 000
Kortsiktig konserngjeld	8.2	1 062 000	
Annen kortsiktig gjeld	4.2	52 252 000	58 995 000
Sum kortsiktig gjeld		**107 564 000**	**158 015 000**

Konsernets balanse

Beløp i: USD	Note	2023	2022
Sum gjeld		**201 263 000**	**234 874 000**
SUM EGENKAPITAL OG GJELD		**954 744 000**	**956 321 000**

Norwegian Directorate of Taxes

Inquiries to	Your date	Our date
Torstein Kinden Helleland	18.09.2017	11.10.2017
Telephone	Your reference	Our reference
22078139	Tobias Junge	2017/1070798

MPC CONTAINER SHIPS AS
c/o Fearnley Business Management AS
P.O. Box 1158 Sentrum
0151 OSLO

Permission to prepare the annual accounts and directors' report in English language for MPC Container Ships AS, org.nr. 918 494 316

With reference to your letter of 5 September 2017 with respect to the above matter regarding MPC Container Ships AS.

Based on a total evaluation, the view of The Directorate of Taxes is that MPC Container Ships AS may make the directors' report and annual accounts in English language according to the Norwegian Accounting Act § 3-4 third paragraph. The exemption requires that the information that the decision is based on, does not change significantly.

A copy of this letter must be sent to the Register of Company Accounts in Brønnøysund together with the financial statements. It is incumbent on the company to document by this letter that the permit is granted.

Background
From your letter:

> *MPC Container Ships AS (the "Company", Organization number 918 494 316) is a shipping company with headquarter in Oslo. The Company owns container ships carrying containers in international waters, and is thereby operating in an industry of a strong international character. English is the principal language in use for all central partners, customers and other stakeholders in this industry, including the shareholders of the Company (see below). The Company also uses English as its working language on all management levels.*
>
> *MPC Container Ships AS is listed on Merkur Market at Oslo Stock Exchange and is exempt from the Securities Trading Act section 5-13 regarding the language requirement of mandatory information. Hence, the Company is reporting all information in English. The largest shareholder, with a shareholding of 27.1 % in MPC Container Ships AS, is based in Hamburg, Germany. In addition, other foreign shareholders constitute 49.9 %, i.e. a total of 77.0 %.*

Permission to make the annual accounts and the directors' report in Norway in English language
According to the Norwegian Accounting Act § 3-4, third paragraph shall *"the directors' report and annual accounts ... be in Norwegian. The Ministry can in an individual decision decide that the directors' report and/or annual accounts may be in another language".*

Postal address	Visiting address:	Telephone
P.O. Box 9200 Grønland	See www.skatteetaten.no	800 80 000
0134 Oslo	Org.nr: 996250318	Telefax
	E-mail: skatteetaten.no/sendepost	22 17 08 60

Ot. prp. nr. 42 (1997-1998) About Act about annual accounts etc., says the following about the purpose of the Accounting Act, refer section 1.1:

> *"The aim of the Government with respect to the Accounting Act is that it shall contribute towards providing informative accounts for different users of accounts. The users of accounts include investors and creditors which provide capital for the companies. Other groups include those who have an interest in knowing how the companies are operated, for example employees and the local community. The information to the capital market is an important basis for the correct pricing of financial instruments. The correct pricing of stocks is an important factor in securing the best possible allocation of resources in the economy. High quality accounts will also make it more difficult for market participants to obtain speculative gains as a result of non-publicly available information."*

Hence, one of the main aims of the Accounting Act is to contribute to "informative accounts for different users of accounts". The users of the accounts will include investors, creditors, employees and the local community.

Hence, it is the view of the Ministry that it is crucial that the question of dispensation from the general rule that the annual accounts and/or directors' report should be prepared in Norwegian, not in any significant way deviate from the consideration of users of the accounts.

As mentioned above it is particularly the consideration of the users of the account information which has to be taken into consideration when considering the application for permission. In this assessment, the Directorate of Taxes has emphasized that the majority of shareholder are foreign. The company is listed on Merkur Market at Oslo Stock Exchange and is exempt from the Securities Trading Act section 5-13 regarding the language requirement of mandatory information. The working language is English. All key players and partners in this industry speak and use English language. Furthermore, the company is operating in an international industry.

Please state "our reference" (see above) in all written communication with The Norwegian Tax Authorities.

Best regards

Jeanette Munkvold Skovholt
Senior Adviser
Legal Department
Norwegian Directorate of Taxes

Torstein Kinden Helleland

This document has been electronically approved and contains therefore no handwritten signatures

MPC CONTAINER SHIPS

ANNUAL AND SUSTAINABILITY REPORT 2023

Contents

YEAR IN REVIEW

HIGHLIGHTS

Continuous fleet renewal and optimization

Q1

+ Two JV vessels, Carinthia and AS Cleopatra were sold and delivered to new owners
+ Acquired AS Nina and AS Claudia
+ Global economic uncertainty prevails
+ Signed the industry's first offtake agreement for synthetic marine diesel oil

Q2

+ Acquired five modern eco-design vessels for USD 136.3m
+ AS Emma was sold with handover in Q4 2023
+ Continuation of fleet optimization
+ Execution of various retrofit measures

Q3

+ Completed take-over of the fleet of 5 eco-design vessels acquired in Q2 2023
+ Focus on fleet preparation for operational excellence.
+ Joint retrofit programs with charterers initiated
+ Fleet in full compliance with EEXI and CII regulation

Q4

+ Successfully sold and delivered six vessels to new owners
+ MPCC initiated retrofit programs in 2023 that will extend into 2024 with a total cost of USD 24 million, of which several will be undetaken jointly with customers
+ MPCC vessels discontinued transit through the Red Sea in agreement with charterers

KEY FIGURES

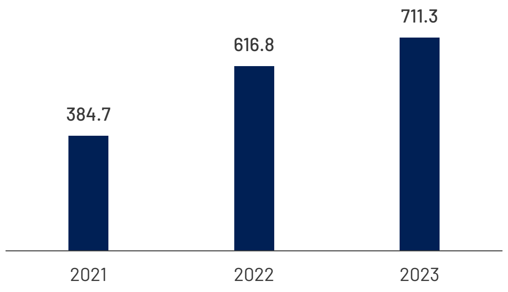
KEY FIGURES		2023	2022	2021
Number of container vessels[1]		59	62	61
Transport capacity of container ship fleet	TEU	126,943	134,270	168,072
Operating revenues	USD m	711.3	616.8	384.7
EBITDA	USD m	518.4	522.2	290.4
Adjusted EBITDA[2]	USD m	428.5	451.5	218.3
Profit for the period	USD m	325.1	435.0	189.9
Adjusted profit for the period[2]	USD m	336.7	364.3	115.4
Cash flow from operating activities	USD m	484.6	436.5	212.2
Interest-bearing debt	USD m	126.5	153.6	231.8
Total equity	USD m	753.5	721.4	727.6
Earnings Per Share (EPS)	USD	0.73	0.98	0.46
Adjusted EPS[2]	USD	0.76	0.82	0.26
Dividends Per Share (DPS)[3]	USD	0.64	1.03	0.11
Total ownership days	days	22,236	21,671	21,942
Total trading days	days	21,553	20,590	20,904
Utilization		98.1%	97.9%	97.9%
Average TCE	per day	28,816	28,625	16,887
Average Opex	per day	6,887	6,363	5,379
Leverage ratio		13.3%	16.1%	22.4%

1 Numbers of vessels includes vessels from investment from joint-venture
2 See Alternative Performance Measures for further details
3 DPS is the declared recurring dividend per share and the event-driven dividend per share declared for the period

Financial and Operational

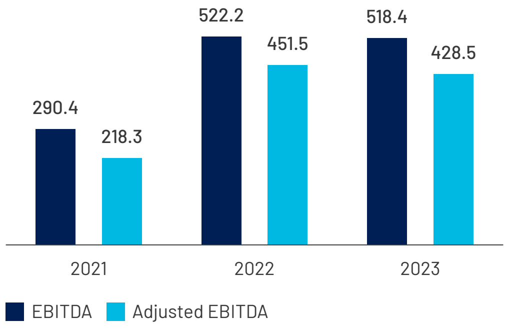
OPERATING REVENUES

USD million



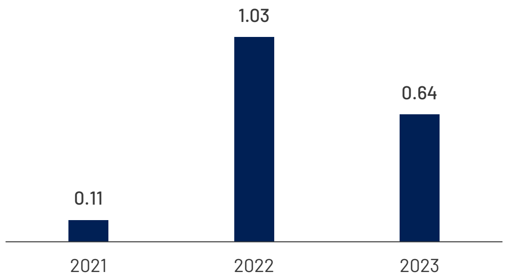
EBITDA

USD million

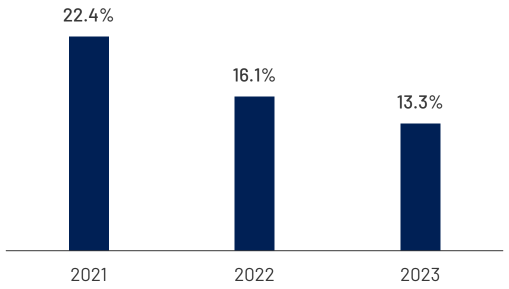


DIVIDENDS PER SHARE

USD

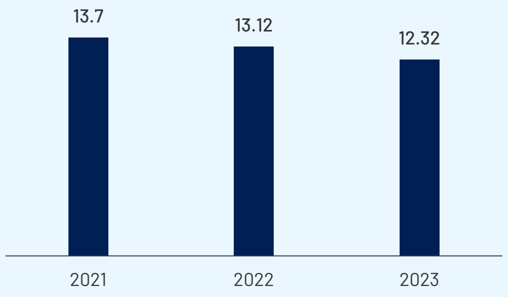


LEVERAGE RATIO

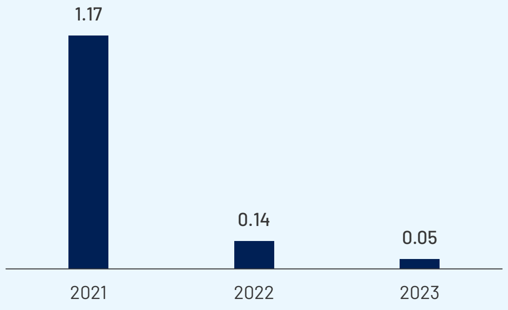


Sustainability

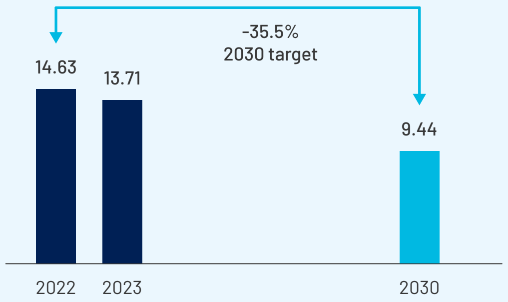
AVERAGE EFFICIENCY RATIO WEIGHTED AVERAGE



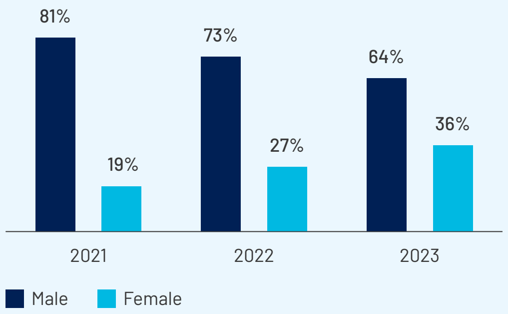
LOST TIME INCIDENT RATE



WELL-TO-WAKE GHG EMISSIONS INTENSITY



GENDER DIVERSITY



CEO LETTER

Constantin Baack
Chief Executive Officer

Dear shareholders, as we reflect on the close of 2023, I'm pleased to share with you the continued resilience and progress of MPC Container Ships. Throughout the year, we've remained committed to delivering value to our shareholders, maintaining operational excellence, and navigating the evolving landscape of the maritime industry.

2023 served as a transition year between the Covid-impacted period and the return to a more familiar demand pattern in 2024. Throughout the year, we experienced falling box rates on most trades, supported only by modest volume growth, and vessel demand bottomed out in the third quarter. The latter part of 2023 was marked, in particular, by the onset of the war on Gaza and the subsequent Red Sea Crisis, during which vessel attacks were carried out by the Houthi movement. These events have had significant repercussions on the shipping industry, leading carriers to avoid transiting the Red Sea.

Since the beginning of 2024, liner companies have been actively looking for charter tonnage to compensate for the longer voyages around the Cape of Good Hope, and in the Mediterranean and Middle East, particularly, container markets are busier than expected. As a result, we have seen significant increases in freight and charter rates as well as extended contract durations in 2024.

Financial Performance and Operational Strength

Our performance in 2023 underscores our consistent track record for financial and operational excellence. Our utilization rate remained high at 98.1% and we continue to adhere to our strategy of operating at a low leverage, further optimizing our balance sheet and ending the year with a leverage ratio of 13.3%.

A key highlight of our financial performance is our commitment to shareholder returns. In 2023, we distributed approximately USD 293 million in dividends, corresponding to a dividend yield of 43% for the year. Including the dividend declared for the fourth quarter, our total dividends distributed and declared over the last twelve months amount to approximately USD 350 million, representing more than 50% of the company's market cap at the beginning of 2023.

Our performance in 2023 underscores our consistent track record for financial and operational excellence.

Furthermore, our backlog remains robust, with contracted revenues of USD 1 billion and 78% of open days covered for 2024. This provides us with significant earnings visibility and reinforces our confidence in the year ahead.

Emphasizing Sustainability Initiatives

At MPCC, we recognize the importance of integrating Environmental, Social, and Governance (ESG) considerations into our strategic objectives. Our commitment to sustainability and responsible business practices is unwavering, and we are proud to highlight several key ESG efforts from the past year.

As part of our fleet renewal program, we have also implemented an extensive retrofit investment program aimed at enhancing the efficiency of our existing fleet. Several of these retrofits are being undertaken in partnership with charter customers, which exemplifies our dedication to collaboration and innovation. Under these agreements, we will share the costs of retrofit investments and extend of the vessels' time-charter contracts. These collaborative efforts have contributed to reducing our open charter positions and increasing contract coverage for 2025 and beyond.

Lastly, we recently partnered with Unifeeder in a joint investment for the construction of a 1,300 TEU dual-fuel methanol newbuilding. Scheduled for delivery in late 2026, this vessel will be under a 7-year time-charter agreement with Unifeeder post-delivery, significantly mitigating residual value risks.

This most recent initiative, together with our two 1,300 TEU dual-fuel methanol vessels and two 5,500 TEU eco-design newbuildings, all being delivered in 2024, underscores our dedication to protecting long-term shareholder value while reducing carbon emissions.

Our newbuilding and retrofit investment program in 2023 and 2024 totals approximately USD 400 million, reflecting our strong commitment to improving the efficiency of our fleet in collaboration with our partners, enhancing competitiveness, and contributing to decreased GHG emissions.

Our ESG efforts are pivotal to our future trajectory and consistent with our most recent greenhouse gas (GHG) emissions intensity reduction targets, with which we are aiming to reduce our well-to-wake emissions intensity by 35.5% by 2030 from a 2022 baseline and to net-zero by 2050. These ambitious targets are aligned with the International Maritime Organization's industry carbon intensity targets and underscore the importance of remaining persistent in our fleet renewal strategy, while positioning MPCC as a strong industry partner to our customers and enhancing the long-term competitiveness of our fleet.

Looking Ahead

Looking ahead, we remain optimistic about the medium-term outlook for container markets, especially for intra-regional trades. With industry-low leverage and a robust charter backlog, MPCC is well-positioned to selectively capitalize on emerging opportunities and create value for our shareholders.

In closing, I want to thank our shareholders, customers, and partners for their continued support and trust in MPCC. I also want to extend my heartfelt gratitude to the approximately 1,400 seafarers aboard our ships whose dedication makes our operations possible. As we embark on the journey ahead, we are committed to deliver on our strategic direction while remaining committed to our core purpose to pursue conscious change in the container shipping industry.

Sincerely,

Constantin Baack
Chief Executive Officer
MPC Container Ships ASA

SHAREHOLDER INFORMATION

MPC Container Ships ASA is listed on Oslo Børs under the ticker code MPCC. As of December 31, 2022, the share capital in the company was NOK 443,700,279, divided into 443,700,279 shares, each with a nominal value of NOK 1.00. MPC Container Ships has one share class, and each share carries a right to one vote.

The MPC Container Ships share price closed at NOK 13.325 at the end of 2023, corresponding to a market capitalisation of NOK 5.9bn.

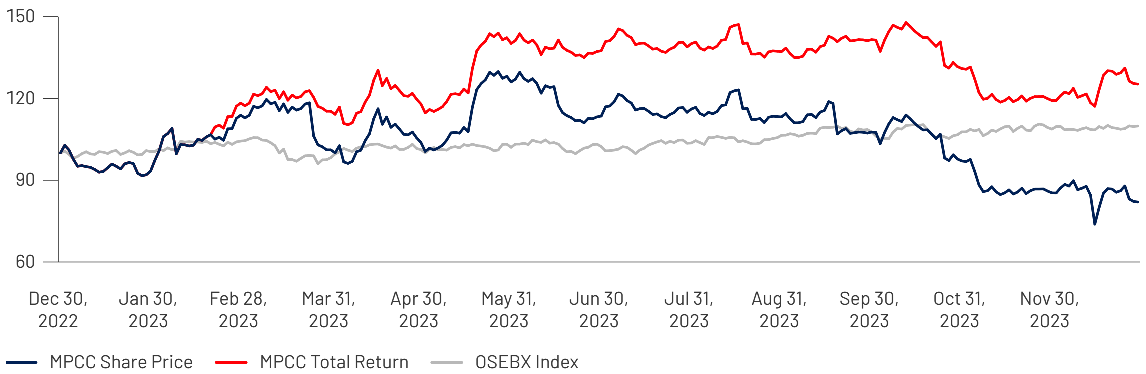
The return ex. dividend for 2023 was -18.25%. MPCC paid total dividends of NOK 7.03 per share in 2023, leading to a total return of 24.88% for the year.

As at December 31, 2023, MPC Container Ships had 31,626 private and institutional investors from 99 different countries. Approximately 42% of shareholders are Norwegians, 18% are German, and 16% are from the US.

Communicating with shareholders and capital market participants is given high priority. MPC Container Ships aims to maintain an open dialogue and ensure transparent, timely, and accurate dissemination of information to enable fair valuation of MPC Container Ships and reduce volatility in the Company's shares.

SHARE PRICE DEVELOPMENT 2023

Indexed, Dec. 30, 2022 = 100



DIVIDENDS PER SHARE

REPORTING PERIOD	DISTRIBUTION PERIOD	RECURRING DPS (NOK)	EVENT-DRIVEN DPS (NOK)	TOTAL
Q1 2023	Q2 2023	1.59	0.72	**2.32**
Q2 2023	Q3 2023	1.61		**1.61**
Q3 2023	Q4 2023	1.52		**1.52**
Q4 2023[1]	Q1 2024	1.36		**1.36**
Total		**6.09**	**0.72**	**6.82**

[1] DPS of USD 0.13 to be paid on March 26, 2024, estimated to NOK 1.3624 per share based on FX rate of 10.48

ANALYST COVERAGE

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All information that is considered to be price sensitive is published via press releases and stock exchange announcements on Oslo Børs and the Company's website.

All investor relations activities are conducted in compliance with relevant rules, regulations and recommended practices.

Quarterly earnings calls and other capital market updates are published live with representatives from executive management and is open to all.

MPC Container Ships ASA is organized under the laws of the Kingdom of Norway. Shares registered with a nominee account must be re-registered in the Norwegian Central Securities Depositary, Euronext Securities Oslo (formerly VPS), before the Annual General Meeting in order to obtain voting rights.

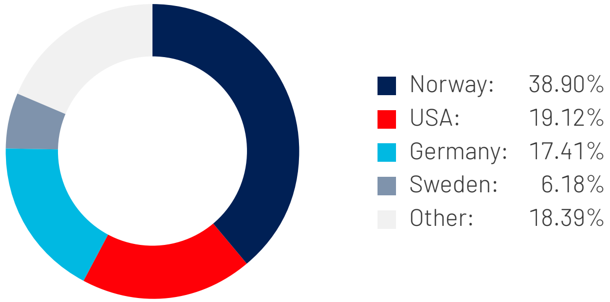
TEN LARGEST SHAREHOLDERS AS OF DECEMBER 31, 2023

NAME	SHARES	OWNERSHIP %
MPC CSI GmbH	70,302,796	15.84%
CLEARSTREAM BANKING S.A.	20,687,298	4.66%
State Street Bank and Trust Comp	18,643,356	4.20%
J.P. Morgan SE	17,260,108	3.89%
The Bank of New York Mellon	10,161,183	2.29%
FOLKETRYGDFONDET	8,879,877	2.00%
Avanza Bank AB	7,989,707	1.80%
JPMorgan Chase Bank	7,859,325	1.77%
NORDNET LIVSFORSIKRING AS	7,191,085	1.62%
Brown Brothers Harriman & Co.	6,529,365	1.47%
Ten largest shareholders	**175,504,100**	**39.55%**
Other shareholders	268,196,179	60.45%
Total	**443,700,279**	**100.00%**

SHAREHOLDER DISTRIBUTION

NO. OF SHARES	NO. OF SHAREHOLDERS	% OF SHARE CAPITAL
1–100	7,481	23.65%
101–1,000	11,183	35.36%
1,001–10,000	9,929	31.40%
10,001–100,000	2,688	8.50%
100,001–1,000,000	304	0.96%
Above 1,000,000	41	0.13%

GEOGRAPHICAL SHAREHOLDER DISTRIBUTION



FINANCIAL CALENDAR 2024

Apr. 17, 2024	Annual General Meeting
May 28, 2024	Financial Report Q1 2024
Aug. 28, 2024	Financial Report Half-Year 2024
Nov. 26, 2024	Financial Report Q3 2024
Feb. 25, 2025	Financial Report Q4 2024

ABOUT MPCC

MPC Container Ships ASA, has a rich history with extensive shipping experience rooted in its founding shareholder and sponsor, MPC Münchmeyer Petersen Capital AG (MPC Capital). Since its inception in April 2017, MPC Container Ships has undergone rapid growth to become one of the world's leading container tonnage providers. The company has been listed on the main list of the Oslo Stock Exchange since May 2018 under the ticker symbol "MPCC."

Sustainable container shipping connecting the world's ports to serve people's needs.

MPC Container Ships' vessels are chartered out on fixed-rate contracts with a specific focus on intra-regional trade lanes. Intra-regional services play a pivotal role in connecting major ports on intercontinental shipping lanes with smaller, regional ports. Our vessels are chartered to global liner shipping companies and regional carriers.

Our operations extend across three key locations: Oslo, Norway; Hamburg, Germany; and Rhoon, The Netherlands. These strategically positioned offices support our commitment to delivering exceptional services to our global clientele.

Guided by our values and our **purpose to pursue conscious change in the container shipping industry**, our mission is to seize opportunities to create long-term value and propel change in the maritime industry with our own capital, new ideas, analytical skills, and a broad network.

Clear and Transparent Strategy for Sustainable Value Creation

MPC Container Ships takes a modern approach to container shipping, centered around a commitment to transparency in communications, a strong dedication to sustainable practices and ESG principles, and rational capital allocation principles. Additionally, with significant experience and expertise in vessel management we are a strong industry partner.

Our capital allocation principles are geared towards maximizing shareholder returns while managing risks. These principles guide our decisions in strategic investments, adopting a selective approach to ensure they align with our long-term vision, ESG commitments, and shareholder value. We are committed to continuous portfolio optimization, underscored by our fleet renewal strategy and sustainability initiatives. Moreover, our robust balance sheet enables us to weather industry fluctuations and invest in the future.

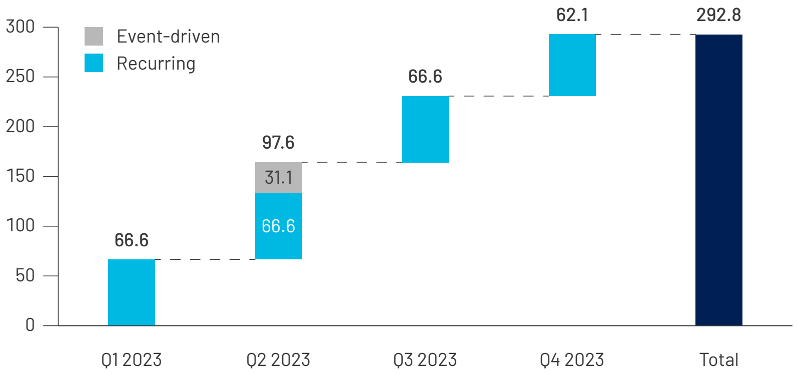
Our business philosophy embraces market consolidation, differentiating us from small owner-operators in the industry, and we prioritize building and maintaining a high-quality customer base, emphasizing investment-grade partnerships over numerous small counterparties.

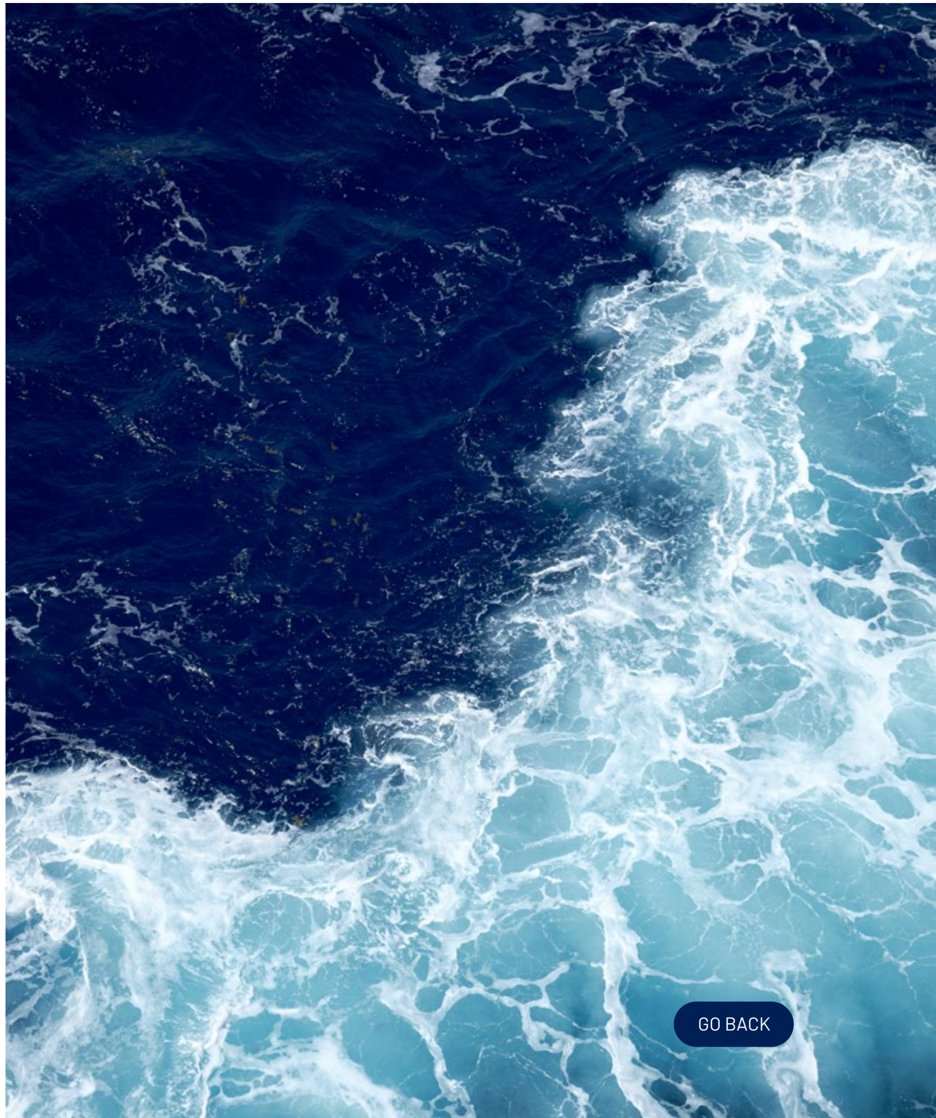
Strong Commitment to Shareholder Value Creation

As part of our objective to maximize shareholder returns, we maintain a commitment to distributing quarterly recurring dividends equal to 75% of the adjusted profit for the period, declared at the discretion of the Board. You can find further information on our listing, dividends, and other capital market-related details in the Shareholder Information section of this report.

DIVIDEND DISTRIBUTIONS 2023 BY PAYMENT DATE

USD million





OUR VALUES

DETERMINED

Our determination arises from our passion and commitment for what we do.

+ We develop new and innovative ideas and are always ready to break new ground to achieve our goals.
+ We take ownership of our tasks and we do not give up.
+ We grow with new challenges, assume responsibility, and have the courage to make decisions.
+ We accept failures and use the knowledge gained for continuous improvement.

MINDFUL

Mindful stands for respectful and conscious actions.

+ We act with respect for the world we are living in, carefully selecting projects and partners.
+ We place sustainability at the core of our business decisions, while consciously dealing with and actively managing risk.
+ We are considerate, we make time for and treat each other and our partners with mutual respect and appreciation.
+ For us, trust and transparency are vital factors for a successful internal and external cooperation.

ENTHUSIASTIC

Enthusiasm for us means inspiration and motivation.

+ We inspire each other and our partners to take on challenging topics and projects.
+ Approaching every task with drive and optimism creates a unique spirit that leads us to success.
+ We firmly believe enjoying what we do is the key to job satisfaction.

FLEET OVERVIEW

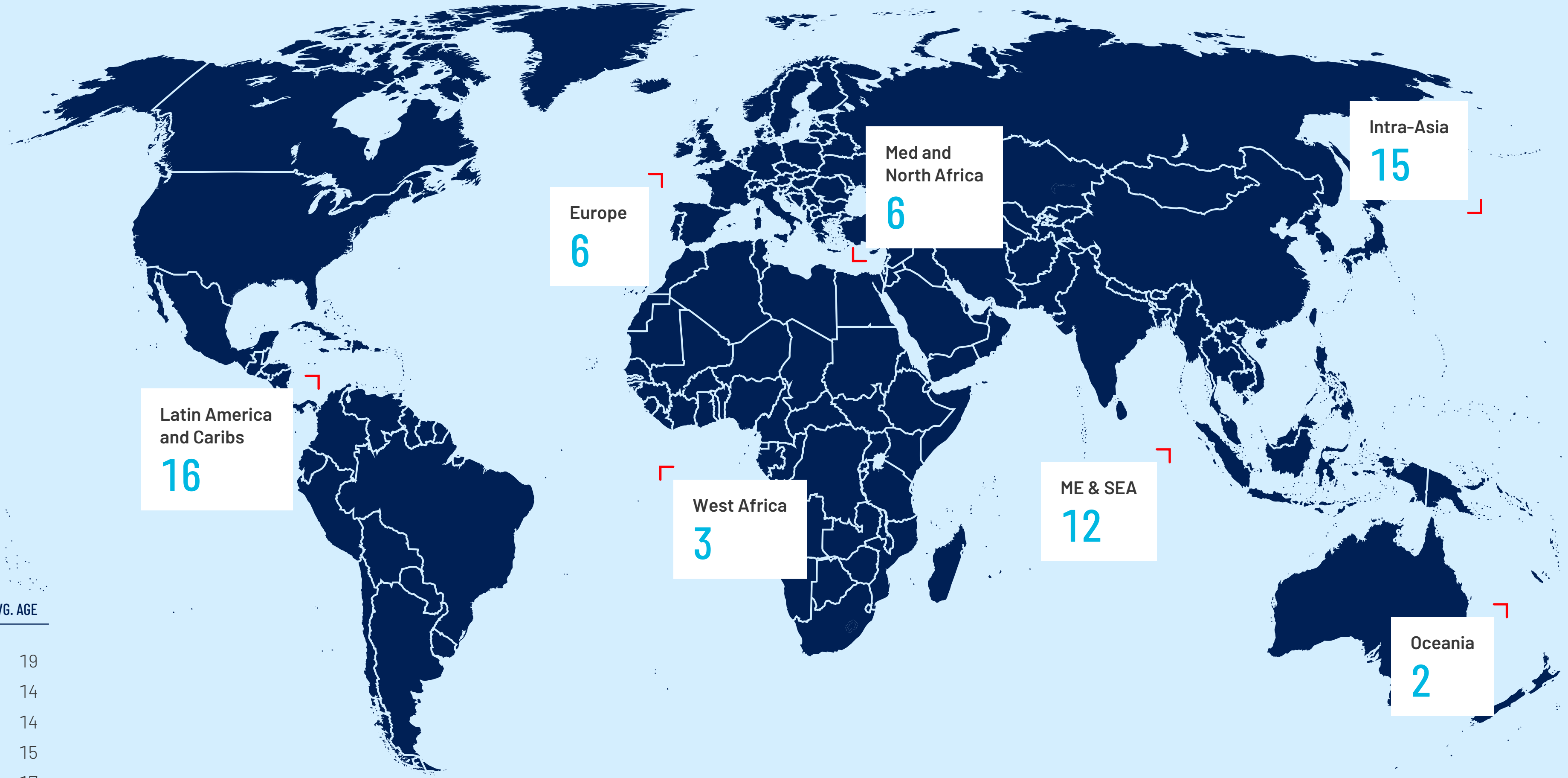
MPCC Fleet Employment in 2023

+ No. of vessels: 59
+ Total Carrying Capacity: 126,943 TEU
+ No. of Port Calls: 5,989
+ Distance Travelled: +4,000,000 nm

Total Market of Container Vessels in 2023

Total Container Fleet: 5,948 Vessels (28m. TEU)
Total Container Fleet <5.1k TEU: 4,214 Vessels (8.8m. TEU)

TEU SEGMENT	NO VESSELS	% (NO VESSELS)	SUM TEU	% (SUM TEU)	AVG. AGE
<1k TEU	950	16%	630,098	2%	19
1k-2k TEU	1,501	25%	2,170,037	8%	14
2k-3k TEU	831	14%	2,118,169	8%	14
3k-5.1k TEU	932	16%	3,905,071	14%	15
5.1k-7.5k TEU	461	8%	2,889,864	10%	17
>7.5k TEU	1,273	21%	16,258,988	58%	10
Total	**5948**	**100%**	**27,972,227**	**100%**	**14**



The MPCC fleet has traveled around the equator more than 185 times, with at least 16 port calls per day.

Fleet KPIs

Conventional Vessels

Vessels built before 2012, usually optimized for higher speeds.

No. of vessels: **37**

Average Building Year:

1-2K TEU	2-3K TEU	>3K TEU
2007	2007	2009

Retrofit Vessels[1]

Vessels optimized by adding new equipment or changes to the hull and propeller to improve efficiency.

No. of vessels: **18**

Average Building Year:

1-2K TEU	2-3K TEU	>3K TEU
2012	2006	2014

ECO Vessels

Vessels usually built after 2012, optimized for lower speeds and fuel consumption.

No. of vessels: **7**

Average Building Year:

1-2K TEU	2-3K TEU	>3K TEU
2019	2016	2024

Dual-Fuel Methanol Vessels

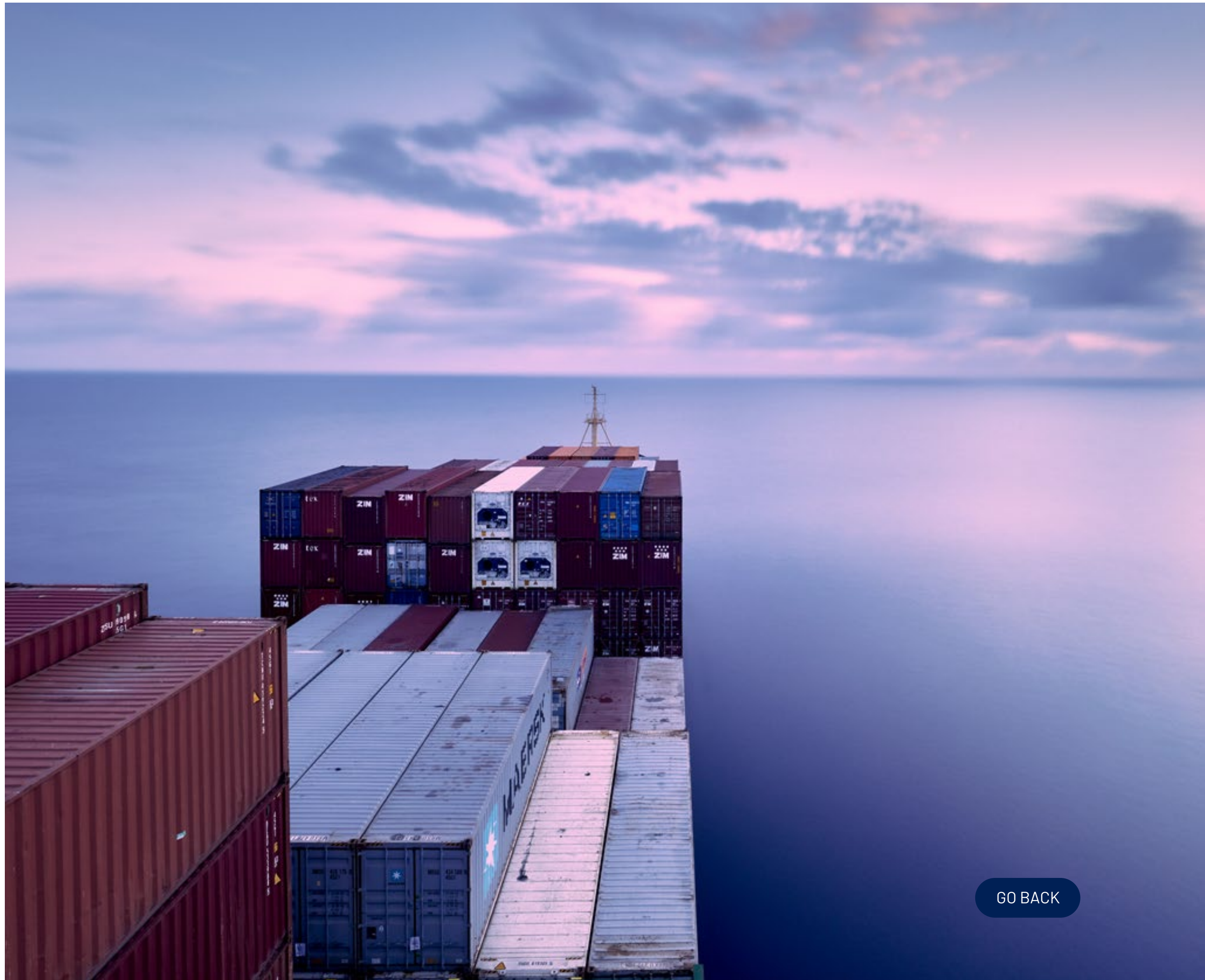
Three dual-fuel methanol vessels under construction with delivery in 2024 and 2026.

No. of vessels: **3**

Average Building Year:

1-2K TEU	2-3K TEU	>3K TEU
2025		

[1] Retrofit vessels includes 13 vessels planned for retrofit in 2024, of which four vessels are also categorized as ECO-vessels



Newbuilds

Greenbox

These two innovative 1,300 TEU feeder vessels demonstrate the second step of MPC Container Ships decarbonization strategy with a design-based efficiency yield of more than 30%. Expected to be delivered towards the end of 2024, both vessels will be able to operate on green methanol, featuring an energy storage system as well as shore power connectors. Equipped with an ice class hull, the vessels will be deployed on trades along the western coast of Norway, where they can achieve emission reductions of up to 95% compared to conventional ships. The project was developed with support from the Norwegian ENOVA as well as the NO_x Fund, awarding grants to first-movers willing to explore next generation technology in pursuit of ambitious decarbonization goals.

Ecobox

With two 5,500 TEU vessels due for delivery in 2024, MPC Container Ships will add eco-design vessels to the fleet which emit approximately 20% less greenhouse gases compared to conventional designs if operated on the same fuel. Additionaly, the design allows for cost-efficient conversion to operations on methanol in the future, allowing for emission reductions of more than 90% if operated on green methanol. The image above shows ZIM DANUBE, the first of six vessels built in the 5,500 TEU eco-design vessel series for owner, Ocean Yield AS, and delivered in August 2023. MPC Container Ships' Exobox newbuildings will be vessels five and six in the series and named ZIM MACKENZIE and ZIM COLORADO.

Unifeeder

At the beginning of 2024, MPCC partnered with Unifeeder in a joint investment for the construction of a 1,300 TEU dual-fuel methanol newbuilding. Scheduled for delivery in late 2026, this vessel will be under a 7-year time-charter agreement with Unifeeder. With Ice Class 1A notation it is perfectly equipped for Baltic trades and will be deployed in the European network of Unifeeder, where the new vessel will give a significant contribution to lower the emissions.

CONTAINER MARKET UPDATE

Gradual recovery of the global economy in 2023, but geopolitical and macroeconomic risks persist.
The first half of 2023 was characterized by the expectation of a gradual recovery of the global economy from the severe blows of the pandemic and Russia's unprovoked war against Ukraine and the resulting cost-of-living crisis. Over the year, the world economy proved to remain resilient, despite persistent macroeconomic and geopolitical challenges. Hence, the International Monetary Fund (IMF) revised the global GDP growth rate for 2023 slowly and steadily upwards over the course of the year. While growth of 2.9% was still expected for 2023 in January and only 2.8% in April, expectations rose to 3% in the second half of the year.[1]

Inflation rates peaked in several economies and followed a sustained downward trend over the course of 2023. Energy and food prices fell during the year, causing overall headline inflation to decline. Core inflation proved to be more "sticky" in several economies. After several consecutive increases in its federal funds rate, the Federal Reserve (Fed) ended its rate hike cycle in August 2023. Since then, the target range has remained high, at 5.25% to 5.5%. At its latest meeting at the end of January 2024, the Federal Open Market Committee (FOMC) announced that hasty rate cuts would be inappropriate, if inflation is not sustainably moving towards the 2% target. The core personal consumption expenditures (PCE) price index, an important inflation indicator for the Fed, rose to 2.9% in December from 2.7% in November. However, the annual core inflation rate fell in December compared to the previous year's figure of 3.2%. The core PCE excludes volatile food and energy prices. Headline inflation also increased by 0.2% in December compared to the previous month and held steady at 2.6% annually.[2]

The European Central Bank (ECB) has also committed to a tighter monetary policy. In the course of 2023, the marginal lending facility increased from 3.25% to 4.75% and is currently still at this level. At its latest meeting in January 2024, the ECB decided to keep interest rates constant and has not yet given any indication that it intends to discuss interest rate cuts. Euro zone inflation increased slightly to 2.9% in December from 2.4% in the previous month. However, the pressure on the ECB is increasing as the eurozone only narrowly avoided a technical recession in the fourth quarter of 2023. The latest official figures published by Eurostat show stagnation with zero GDP growth.[3]

The beginning of 2023 was characterized by the reopening of the Chinese economy from strict Covid restrictions and hopes of a strong economic recovery. Over the course of the year the Chinese economy struggled with its rebound. China's Caixin Manufacturing PMI has been steadily hovering around the 50-point mark, separating growth from contraction, but has never managed to reach more than 51 index points. As expected, China's GDP growth is estimated

[1] International Monetary Fund (IMF), World Economic Outlook (WEO), January 2023–October 2023.
[2] Federal Reserve, January 2024.
[3] Eurostat, January 2024.

to be just 5.2% in 2023, which is below the long-term average of 7% over the past 15 years, raising the needs for economic stimulus.[1] Deflationary pressures are still weighing on the economy, with consumer price inflation (CPI) falling dramatically in 2023. In December, the CPI declined by 0.3% from a year ago, which is well below the monetary policy target of around 3% inflation.[2] The latest development in China's real estate crisis is the liquidation of the indebted Chinese property giant Evergrande, which was ordered by a Hong Kong court.[3]

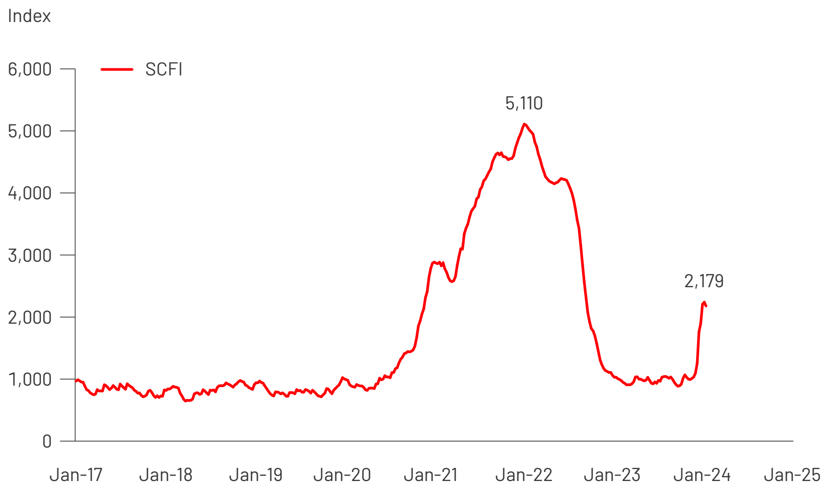
The turn of the year was marked by severe geopolitical risks arising from the escalation of the Middle East conflict in Israel which has also emerged as a direct threat to shipping since mid-December last year. Downside risks to the macroeconomy arising from such geopolitical shocks include new, sharply rising commodity prices and supply chain disruptions leading to inflationary pressure. The Red Sea, connected via with the Gulf of Aden the Bab al-Mandab Strait, is currently facing various missile and drone attacks from Iranian backed Yemeni Houthis. The first attack was recorded in November on a car carrier with Israeli roots, followed by a series of arbitrary attacks in the following weeks. Over the past few months, the Yemeni Houthis have targeted a few dozen merchant ships with drones and missiles. With the launch of Operation Prosperity Guardian, a US-led multinational coalition, a military presence was established in the region in response to the Houthi-led attacks on international shipping. At the time of writing, however, the Red Sea crisis remains far from under control. To avoid being attacked, liner companies have decided to discontinue their services through the Suez Canal and instead bypass the Cape of Good Hope, resulting in additional mileage and prolonged transit times.

The short- and medium-term global economic outlook indicates that a soft landing is a likely scenario, due to disinflation and steady growth. Growth prospects for individual economies, including the United States, are more optimistic than originally assumed. According to the latest World Economic Outlook (WEO) from the International Monetary fund, published in January 2024, global GDP growth is expected to be 3.1% in 2024 and 3.2% in 2025. This represents a 0.2 percentage point increase in 2024 compared to the last forecast from October 2023, driven by greater-than-expected resilience in the US and several large emerging market and developing economies, as well as fiscal support in China. Nevertheless, the global growth outlook is below the historical average of 3.8% from 2000 to 2019.[4]

Charting the year's journey: surging freight rates amidst global turbulence towards the end of 2023

The Shanghai Containerized Freight Index (SCFI) reflected the volatile course of 2023. It started the year at 1,061 index points and rose to 1,760 index points by December, marking the largest jump in December. Notably, both the SCFI Shanghai to Europe component ($/TEU) and the SCFI Shanghai to the US West Coast (USWC) component ($/FEU) surged above 2,000 within a week, representing an approximate increase of 1,000.[5]

FIG. 1: SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI) COMPREHENSIVE



[1] International Monetary Fund (IMF), World Economic Outlook (WEO), January 2024.
[2] National Bureau of Statistics (NBS) of China, January 2024.
[3] Reuters, January 2024.
[4] International Monetary Fund (World Economic Outlook), January 2024.
[5] Clarksons, Shipping Intelligence Network, January 2024.

One of the major challenges faced by the industry last year was capacity management, which led to blanked sailings and attempts by liner shipping companies to implement General Rate Increases (GRIs). However, it became evident that such measures were not sustainable, resulting in only short-term spikes in freight indices.

Over the course of last year, the water level of Lake Gatun in Panama continued to decline, prompting the canal authorities to implement draft and transit restrictions. The usual draught of 50 feet had to be reduced to 44 feet. For every foot of draught lost, containerships lose capacity of approximately 350 twenty-foot equivalent units. Freight rates increased and surcharges were implemented by liner shipping companies. Currently, dry season in Panama is in full swing and the water levels of Lake Gatun continue to remain a challenge over the next months.

While concerns about the Panama Canal increased, attention also turned to the other essential canal for shipping towards the end of last year. Geopolitical tensions in the Red Sea led to attacks by Houthi rebel groups, disrupting shipping operations and forcing carriers to reroute ships around the Cape of Good Hope. Consequently, freight rates skyrocketed, prompting carriers to introduce additional surcharges such as peak season surcharges, war risk surcharges, and emergency contingency surcharges, alongside doubled base rates. Since the end of November, spot freight rates for shipments from Asia to North Europe increased by 21% until mid-December, and those to the Mediterranean rose by 62% until mid-December.[1]

[1] Freightos, FBX, December 2023.

The impact of the Red Sea crisis is also reflected in bunker demand, especially due to the rerouting of vessels around the Cape of Good Hope. A greater need for bunkers can be seen in West African ports, resulting in 2% higher demand globally. Bunker prices fluctuated, while oil prices rose towards the end of the year following Angola's decision to leave the Organization of the Petroleum Exporting Countries (OPEC).

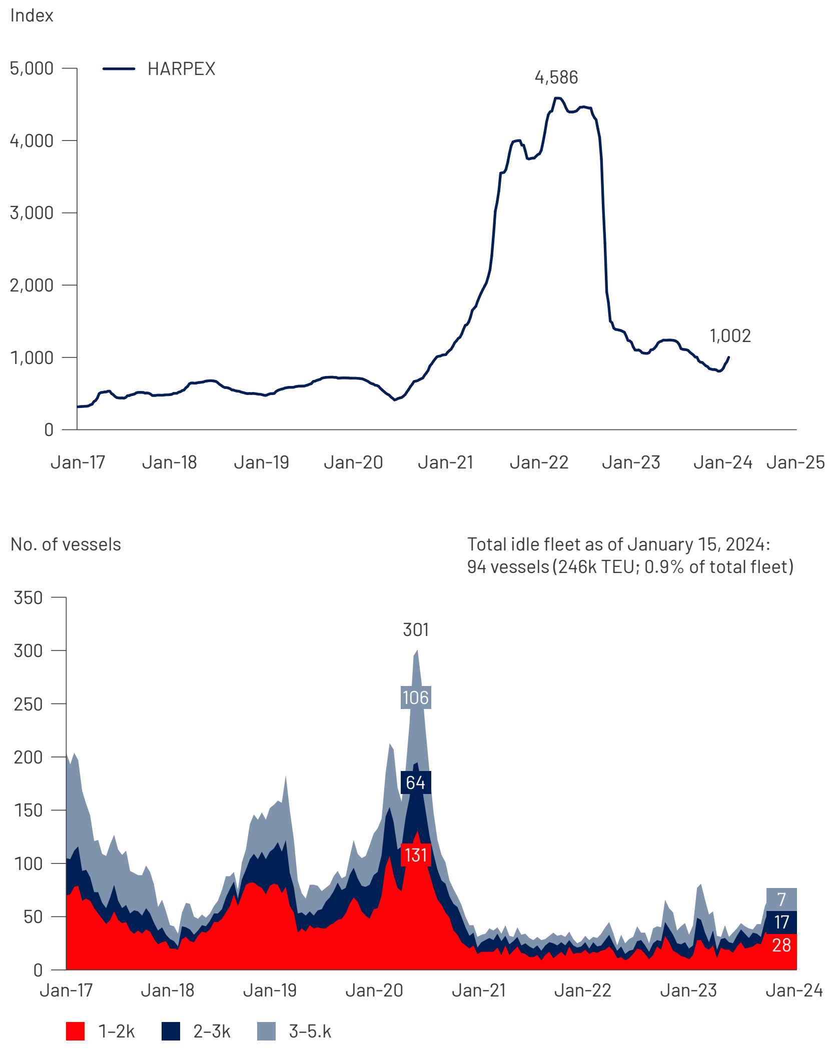
Time-charter market: a resilient rebound in the fourth quarter of 2023

The charter market was subject to a series of fluctuations and adjustments in 2023 in response to various economic and geopolitical factors. From the beginning of the year to its end, several key events and trends shaped the chartering landscape and had an impact on time-charter rates, vessel activity, and market dynamics.

The year 2023 commenced with an early Lunar New Year, occurring on January 22, 2023. This festive period coincided with a rise in idle fleet capacity and charter periods that were reminiscent of pre-pandemic levels. However, only a few operators committed to longer charter durations, with most opting for maximum terms of 12 months. As February unfolded, fleet unemployment levels surged, reaching heights not seen since October 2020, precipitating numerous instances of blank sailing. Despite these challenges, signs of resilience emerged in March, with the charter market displaying increased strength.

The momentum gained in March continued in April and May and was characterized by an uptick in charter market activity. However, as the summer season approached, the pace slowed. Operators

FIG. 2: HARPEX – TIME-CHARTER RATE DEVELOPMENT, 6–12 MONTHS (TOP) AND IDLE STATISTICS (BOTTOM)



resorted to subletting vessels, putting pressure on tonnage still looking for employment. By the end of September, the HARPEX index dipped below 1,000 points for the first time since November 2020, exerting additional strain on the market, particularly in Asia.

The advent of Golden Week intensified pressure on the Asian market, further impacting rates. Throughout this period, smaller size segments experienced relatively stable rates. Although rates surpassed pre-pandemic levels, challenges persisted, culminating in minimal movements in October and November. These months were characterized by stagnant demand, especially in smaller size segments. However, December presented an anomaly, with heightened activity spurred by the Red Sea conflict and subsequent rerouting efforts. Carriers sought additional tonnage to compensate for longer voyages, particularly around the Cape of Good Hope. Despite this surge, the HARPEX continued to decline, reaching 823 points by the end of December (29th of December 2023).[1]

The Mediterranean and Middle East markets are busier than usual, and several liner companies are actively looking for charter tonnage Furthermore, demand for tonnage is expected to increase after Chinese New Year, particularly in the Far East. Currently, the HARPEX continues to record increases. Since the beginning of 2024, the index rose from 853 points to 1,094 points which is an increase of 28%.

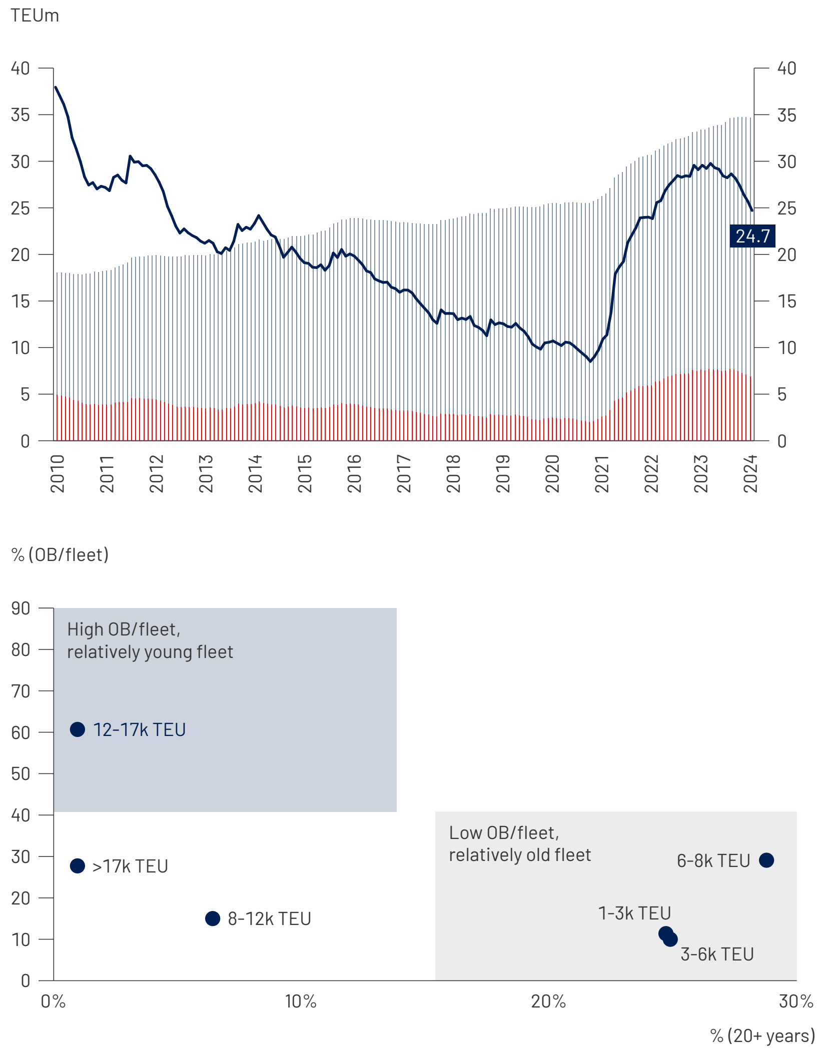
Sale and purchase (S&P) activity decreased from a record volume of 498 deals in 2021 to 226 deals in 2022 and 244 deals in 2023. Secondhand prices moved sideways most of last year. Most recently, asset values of containerships have responded to the increasing TC-rates as well. Next to the continued upward trajectory in newbuild orders, newbuild prices went up by 10% from January 2023 to January 2024. Shipyards remain largely fully booked until 2026, and newly placed orders are not expected to be delivered before 2027.[2]

After vessel inactivity peaked at 6.4% at the end of February 2023, the percentage of inactive vessels gradually declined over the course of last year. At this point, the idle fleet stood at 3.1%. This declining trend continued with a slight increase in vessel inactivity in October and November 2023. The Red Sea situation and subsequent Suez diversions contributed to heightened demand for additional trading capacity. By the end of December 2023, vessel inactivity decreased to 3%, while the idle fleet was reduced to 1%. The rush to transport cargo from the Far East before Chinese New Year further decreased the share of the idle fleet, dropping it below the one percent mark to 0.9% by mid-January.[3]

Orderbook in the larger segments will contribute most to overall fleet growth compared to smaller segments

The orderbook spree was driven by the market boom in 2021 and 2022. Newbuild contracting reached a historical high of 4.5 million TEU in 2021 and 2.8 million TEU in 2022. In 2023, newbuild contracting slowed down to 1.6 million TEU. Over the course of 2023, the orderbook to fleet ratio fell from 29% to currently 25%, which is the lowest level since the end of 2021.

FIG. 3: ORDERBOOK DEVELOPMENT (TOP) AND ORDERBOOK ACROSS SIZE SEGMENTS COMPARED TO FLEET AGE (BOTTOM)



[1] Harper Petersen, January 2024.
[2] Clarksons Research, Shipping Intelligence Network, January 2024.
[3] Alphaliner, December 2023.

Ordering was mainly biased towards larger size segments. Whereas the orderbook-to-fleet ratio for vessels between 12,000–17,000 TEU is 60%, the ratio for feeder vessels between 1,000–3,000 TEU is only 10%. The classic Panamax segment between 3,000–6,000 TEU in particular has the lowest ratio at 9%. When combining the orderbook-to-fleet ratios of certain segments with the percentage share of vessels older than 20 years, it becomes obvious that the smaller size segments not only have the smallest orderbook ratios, but also the highest share of vessels older than 20 years. Hence, fleet growth is expected to be weighted toward the larger fleet segments where demolition prospects are likely to be more limited compared to the smaller and older fleet segments.

Newbuild deliveries picked up significantly from June 2023 onwards. Total deliveries in 2023 amounted to 2.2 million TEU, which represents a significant increase compared to previous years, when only around 1 million TEU per year were delivered by the shipyards. Total demolitions in 2023 have recovered from the almost non-existent demolition market in 2021 and 2022. A total amount of 156,000 TEU was sold to recycling yards in 2023. In the last quarter of 2023, 590,000 TEU of newbuild deliveries were added to the fleet. In contrast, demolitions in the last quarter of 2023 will only amount to 43,000 TEU. The development of the situation in the Red Sea will have a decisive impact on the total 2024 demolition turnout.

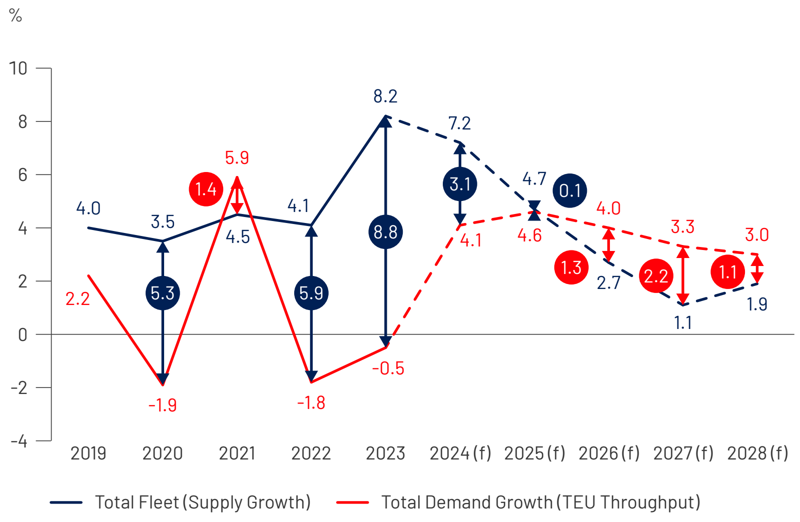
The trend towards dual-fuel orders was most pronounced over the course of 2023, particularly for methanol as an alternative fuel. At the beginning of 2023, only 49 dual-fuel methanol vessels had been ordered. Currently, this figure stands at around 140 orders – an impressive increase of 186%.[1]

Houthi attacks could upset market fundamentals

When combining net fleet growth projections with the growth prospects for container trade, it becomes obvious that the significant orderbook, as well as subdued demolitions and record deliveries, could lead to an oversupply in the market. Although total demand growth is expected to recover from 2024 onwards, it will most likely be offset by relatively strong fleet growth. Hence, the supply/demand gap could be relatively substantial this year. A wildcard in this context is the continuing Houthi attacks on merchant shipping. So far in 2024, the effects of the market disruptions caused by these attacks are already quite evident and should merchant vessels be forced to divert around the Cape of Good Hope for a prolonged period in 2024, the market fundamentals could prove to be more balanced than initially expected.

In summary, from 2024 to 2028, net fleet growth, after accounting for orderbook cancellations, slippage, deliveries, and demolitions, will be most pronounced in the size segments above 7,600 TEU while it is expected to be quite subdued or even negative for smaller size segments. Wildcard factors, which also influence the dynamics of supply and demand, are not yet taken into account in the figures shown in Figure 4 on the right.[2]

FIG. 4: SUPPLY/DEMAND BALANCE – ACCOUNTING FOR CANCELLATIONS, SLIPPAGE, DELIVERIES AND DEMOLITIONS



[1] Clarksons Research, Shipping Intelligence Network, January 2024.
[2] Maritime Strategies International, Horizon, January 2024.

FROM THE BOARDROOM

BOARD OF DIRECTORS

	Ulf Holländer (1958) **Chairman**	**Dr. Axel Schroeder** (1965) **Board Member**	**Ellen Hanetho** (1964) **Board Member**
About	Ulf Holländer joined MPC Münchmeyer Petersen Capital AG in 2000 where he held the position of CFO until appointed CEO in 2015. He started his career as an audit assistant and auditor at Dr. W Schlage & Co Wirtschaftsprüfungs und Steuerberatungsgesellschaft in Hamburg. He since worked at the shipping group Hamburg Süd and affiliated companies in the U.S. and Australia in various positions, including Financial Controller, Commercial Director, and Head of Finance and Accounting. Mr. Holländer has a Commerce degree from the University of Hamburg.	Dr. Axel Schroeder has held various positions within the MPC Group since 1990, including engagements in MPC Münchmeyer Petersen Capital AG ("MPC Capital") from its infancy in 1994 and as CEO from 1999 to 2015. MPC Capital was listed at the Frankfurt Stock Exchange in 2000. Since 2015, Dr. Schroeder has chaired MPC Capital's Supervisory Board and is managing partner of MPC Münchmeyer Petersen & Co. GmbH. Dr. Schroeder holds a degree in Economics and Social Science from the University of Hamburg followed by a doctorate.	Ellen Hanetho started her career in the Investment Banking Division of Goldman Sachs International Ltd in London and New York (1997–2002). Subsequently, she was investment manager and partner at Credo Partners AS (2003–2012) and then CEO of Frigaard Invest AS (2013–2019). At present, she is an independent investor and business developer, and holds several board positions. Mrs. Hanetho hold a BSBA in Business Administration from Boston University and an MBA from Solvay Business School.
Term of office	First elected in 2017. Re-elected in April 2023 for a period of two years.	First elected in 2017. Re-elected in April 2023 for a period of two years.	First elected in 2018. Re-elected in April 2023 for a period of two years.
Independent	No	No	Yes
Committee Memberships	Chair of the Remuneration Committee, Member of the Risk, Audit and Sustainability Committee.	None.	Chair of the Risk, Audit and Sustainability Committee, Member of the Remuneration Committee.
Shareholding	165,637 shares[1]	2,471,110 shares[1]	60,000 shares[1]
Board Meetings Attended in 2023	5/5	5/5	5/5

[1] As of December 31, 2023, see Note 8.2 for further details

	Pia Meling (1975) **Board Member**	**Peter Frederiksen** (1963) **Board Member**
About	Pia Meling has significant financial, ESG, and managerial experience within the shipping and maritime sectors. Her experience includes senior positions with Klaveness Group, Clean Marine AS, Wilhelmsen Ships Service, and Massterly AS. Mrs. Meling is currently the Managing Director of Grieg Green AS. She is also a member of the Ocean Portfolio Board at the Research Council of Norway and serves on the Board of Directors of software providers Miros Mocean AS and Grieg Connect AS as well as the listed Norwegian cleantech company TECO 2030 ASA. Mrs. Meling holds an MBA from the Norwegian School of Economics.	Peter Frederiksen held management and board positions at Hamburg Süd for 9 years and at Maersk Line for 25 years. He has extensive experience in the shipping industry and currently serves on the board of several shipping and maritime companies, including Uni-Tankers A/S and Bunker Holding A/S. Mr. Frederiksen's education includes A.P. Møller Maersk Shipping Education and executive Development Programs at INSEAD and Cornell Johnson Graduate School of Management.
Term of office	First elected in December 2022. Re-elected in April 2023 for a period of two years.	First elected in February 2022. Re-elected in April 2023 for a period of two years.
Independent	Yes	Yes
Committee Memberships	Member of the Risk, Audit and Sustainability Committee.	Member of the Remuneration Committee.
Shareholding	0 shares[1]	200,000 shares[1]
Board Meetings Attended in 2023	4/5	5/5

[1] As of December 31, 2023, see Note 8.2 for further details

EXECUTIVE MANAGEMENT

About

Constantin Baack

Chief Executive Officer

Constantin Baack has served as CEO of MPC Container Ships ASA since foundation of the company in April 2017.

Mr. Baack has 20 years of operational, management and investment experience in shipping, corporate strategy, capital markets, finance and alternative assets. He commenced his career in the marine operations department at Hamburg Süd in Sydney before moving to Ernst & Young in Hamburg and Shanghai. In 2008, Mr. Baack joined MPC Capital in Hamburg, where he has since held various senior management positions in Germany and abroad.

Mr. Baack studied in Hamburg and Sydney and holds a Graduate Diploma and a Master of Science in international business from the University of Sydney.

Moritz Fuhrmann

Chief Financial Officer

Moritz Fuhrmann joined MPC Container Ships ASA in 2022 from London-based Hayfin Capital Management LLP, where he served as Principal in the maritime team. Originally from Hamburg, Mr. Fuhrmann has substantial international experience within finance and shipping. In addition to Hayfin Capital, he has held positions with companies such as DVB Bank in Germany and in the Netherlands, Credit Suisse in Germany and in the US, as well as German ship broker Andreas J. Zachariassen in Hamburg.

Mr. Fuhrmann is a Member of the Institute of Chartered Shipbrokers and holds an Master of Science in Shipping, Trade & Finance from Cass Business School, London.

Christian Rychly

Chief Operating Officer

Christian Rychly was appointed Chief Operating Officer of MPC Container Ships in 2023. Mr. Rychly has extensive shipping experience and has held the position of Head of Shipping at MPC Capital AG since 2018. Prior to joining MPC Capital, he was a Managing Director at Leonhardt and Blumberg. He is also a member of the Board of Directors at the UK Defence Club.

Mr. Rychly is a Fellow of the Institute of Chartered Shipbrokers and holds an MBA from the University of Wales.

Pål Sætre

EVP General Manager Norway

Pål Sætre joined MPC Container Ships ASA in June 2021. Previously, he served as CEO for the London based hedge fund platform, AK Jensen Investment Management Ltd.

Mr. Sætre commenced his career as an analyst in the Norwegian Options and Clearinghouse before moving to SEB Enskilda as a Sales Trader. Thereafter he established and headed the capital markets offering for Nasdaq in Oslo, before working for two years as a Director at a HNWI company. Based in Oslo, Mr. Sætre is responsible for MPC Container Ships' Capital Markets and Corporate Finance division.

Mr. Sætre holds a Master of Arts with Honours in Business and Finance from Heriot-Watt University, Edinburgh.

BOARD OF DIRECTORS' REPORT

Business Overview and Corporate Development

MPC Container Ships ASA (the Company or MPCC, together with its subsidiaries the Group) was incorporated on January 9, 2017, as a private limited liability company under the laws of Norway and converted to a Norwegian public limited liability company on January 16, 2018. The Group's principal business activities are to (i) invest in maritime assets (vessels, shares in ship-owning companies, loans secured by vessels and/or shares in ship-owning companies) with a main focus on small to mid-size container ships, (ii) chartering out vessels on time charter agreements, operate and sell them as well as (iii) working out the acquired maritime loans in order to take over the securing assets. The Group's vessels are chartered out to global and regional liner shipping companies serving intra-regional trade lanes.

2023 was a transition year between the elevated market experienced in 2021 and the first half of 2022 toward a normalization in demand. Freight rates dropped across most trades with limited volume growth, with demand hitting its lowest point in the third quarter. The last few months of 2023 was notable for the Gaza conflict and Red Sea Crisis with several vessel attacks carried out by the Houthi movement. These events greatly impacted the shipping industry, prompting carriers to avoid transport through the Red Sea.

In 2024, liner companies began actively seeking charter tonnage to offset longer voyages around the Cape of Good Hope. Consequently, there have been notable rises in freight and charter rates, along with longer contract durations, and improved second-hand vessel prices in 2024.

MPCC maintained its strong financial and operational performance in 2023, achieving a utilization rate of 98.1% compared to 97.9% in 2022, and reporting continued robust revenues and earnings. Throughout the year, MPCC continued to execute on its strategy for fleet renewal, investing in efficiency-enhancing retrofits and selectively executing on strategic sales and acquisitions. Simultaneously, it upheld its commitment to quarterly shareholder distributions while further optimizing its balance sheet through debt refinancing and repayments.

Financing and Capital Allocation

MPCC follows a long-term strategy of prudent and rational capital allocation, with an ambition to deliver attractive shareholder returns over time through value accretive operations. These principles guide our decisions in strategic investments, adopting a selective approach to ensure they align with our long-term vision and enhance shareholder value. The Board and management place emphasis on maintaining sensible capital allocation between cycles, balancing investments between the primary capital uses, which includes fleet optimization and renewals, balance sheet improvements, and providing attractive shareholder returns.

Throughout 2021 and 2022, during and following a period of very strong time charter rates, MPC Container Ships consistently deleveraged its balance sheet. Throughout 2023, the Company has continued work to optimize its debt portfolio by deleveraging and refinancing existing debt, bringing total interest-bearing debt to USD 126.5 million as at December 31, 2023, which corresponds to an industry-low leverage ratio of 13.3%, compared with USD 153.6 million and a leverage of 16.1% at the end of 2022. The Group simultaneously reduced cost of debt and freed up significant collateral, ending the year with 38 debt-free vessels and an undrawn revolving credit facility of USD 100 million, providing substantial flexibility going forward.

In January 2022, the Group introduced a new shareholder distribution policy, by which the intention is pay quarterly dividends of 75% of the profit for the period after considering CAPEX and working capital requirements, including liquidity reserves, and non-recurring items. In addition, the Company may make additional event-driven distributions based on non-recurring proceeds, such as vessel sales, at the Board's discretion.

Subsequently, The Board declared a dividend of USD 48.8 million for the fourth quarter of 2021 and in total USD 457.6 million for the 2022 financial year, of which USD 261.8 million in quarterly recurring dividends and USD 195.8 million in event-driven dividends. For 2023 financial year, the Board declared total dividends amounting to approximately USD 284.0 million, of which USD 252.9 million were quarterly recurring dividends and USD 31.1 million was an event-driven dividend. In total, MPCC has distributed dividends amounting to USD 790.4 million since the introduction of the distribution policy in January 2022.

Environmental, Social, and Governance (ESG) topics and issues are integrated into MPCC's strategic objectives. We recognize that the shipping industry is responsible for a significant portion of global emissions, and we are determined to do our part to address this issue. The Group has actively prepared for implementation of the International Maritime Organization's Carbon Intensity Indicator (CII) and the inclusion of maritime shipping in the EU's Emission Trading System. Collaboration with like-minded partners is a key element in our ESG efforts, and together with our customers and partners we are investing in research and development and have already executed several projects to reduce emissions. These include the ordering of dual-fuel methanol vessels, the use of alternative fuels, and an extensive retrofitting program for the installation of energy-efficient technologies. We estimate that these investments will reduce significant amounts of CO_2 emissions over the lifetime of the vessels.

Building on our existing platform for ESG management, the Group undertook a significant amount of work to complete its first Corporate Sustainability Reporting Directive (CSRD) compliant double materiality assessment (DMA) in 2023, which enables the Company to identify, assess, and act and report on topics were the business has an impact on the environment and society, and on significant risks and opportunities to the business. In preparation for reporting in alignment with CSRD, MPCC will in 2024 collect data, establish policies, targets, and interim action plans, and actively work on closing relevant gaps to further improve the comprehensiveness of its sustainability reporting. MPCC also set new, ambitious GHG emissions intensity reduction targets for 2030 and 2050, aligning with the IMO-GHG emissions intensity trajectory.

For more information on our efforts related to ESG, please refer to our Sustainability Report for 2023.

Fleet Update

As part of the Group's strategy for fleet optimization and renewal, the Group sold ten older and less efficient vessels during 2023 of which six were wholly owned vessels and four were vessels owned 50% through the Bluewater joint venture, after which there are no more joint venture vessels remaining in the fleet.

During 2023 the Group acquired seven vessels for a total of USD 169.3 million. The Group have also paid USD 32.8 million relating to newbuildings. In December 2023 the Group entered into Memorandums of Agreement (MoA) to sell three additional vessels for a total of USD 25.5 million. As at December 31, 2023, these vessels were classified as held for sale. For further details please refer to Note 5.1 – Vessels and Newbuildings in the Notes to the Consolidated Financial Statements.

As at December 31, 2023, MPCC had four newbuildings under construction. Two of these vessels are 5,500 TEU eco-design vessels expected to be delivered in the second and third quarters of 2024. The vessels are equipped with the latest engine technology and advanced hull design that will emit approximately 20% less greenhouse gases compared to conventional designs if operated on the same fuel. Additionally, the design allows for a cost-efficient conversion to operations on methanol in the future, in which case emission reductions of more than 90% would be in reach.

The other two newbuild vessels are 1,300 TEU, dual-fuel vessels able to operate on green methanol with a design-based efficiency yield of more than 30%. Equipped with an ice class hull, they will be deployed on trades along the western coast of Norway, where they can achieve emission reductions of up to 95% compared to conventional ships. The vessels are expected to be completed in late 2024 and will be delivered into 15-year time charters with North Sea Container Lines backed by a contract of affreightment from the Norwegian industrial company Elkem ASA.

In January 2024, the Group partnered with Unifeeder in a joint investment for the construction of a third 1,300 TEU dual-fuel methanol container vessel is scheduled for delivery in late 2026 and will be under a 7-year time charter agreement with Unifeeder post-delivery.

As at December 31, 2023, the Group's fleet consisted of 59 vessels, with an aggregate capacity of approximately 126,943 TEU.

While actively managing fleet composition, the Group in 2023 also delivered strong operational performance with continued robust chartering activity, successfully secure attractive time charters throughout the year to capture additional value and achieve high utilization for the fleet.

Going forward, as part of its fleet optimization and renewal strategy, the Group will continue to pursue selective opportunities for growth and sale of older, less efficient tonnage, and invest in efficiency-enhancing retrofits of its existing fleet. Investment decisions shall be value accretive on a per share basis and follow strict investment criteria including the long-term mitigation of residual value risk.

Corporate Changes

At the Annual General Meeting held on April 19, 2023, all members of the Board of Directors were re-elected for a period of two years.

Subsequent Events

The Group completed the sale and delivered the 2004-built vessels, AS Paulina, in January 2024 and AS Petra in March 2024.

In January 2024, the Group partnered with Unifeeder in a joint investment for the construction of a 1,300 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. The vessel is equipped with dual-fuel engines and able to operate on green methanol. The contract price is USD 39.0 million and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding is scheduled for delivery in late 2026 and will be under a 7-year time charter agreement with Unifeeder post-delivery.

In February 2024, the Group entered into an agreement to sell its 2006-built vessel, AS Clarita, to an unrelated party for a total of USD 10.3 million.

In February 2024, pursuant to the Company's stated distribution policy, the Board of Directors declared a recurring dividend of USD 0.13 per share for the fourth quarter of 2023, corresponding to a total dividend payment of approximately USD 57.7 million, depending on prevailing FX rates. The dividend will be paid on or about March 26, 2024.

Consolidated Financial Statements

Income Statement

For the full year 2023, the Group reported operating revenues of USD 711.3 million (2022: 616.8 million) and gross profit of USD 540.6 million (2021: USD 488.6 million). The increase in operating revenues and gross profit compared to the previous year is driven by higher utilization of the Group's fleet, as well as early redelivery of certain vessels. The Group reported a net profit of USD 325.1 million (2022: 435.0 million).

Earnings per Share

Both basic and diluted earnings per share for the year were USD 0.73 (2021: USD 0.98).

Financial Position

The Group's total assets amounted to USD 954.7 million as at December 31, 2023, compared to USD 956.3 million as at December 31, 2023). Total non-current assets of USD 773.3 million (USD 799.8 million as at December 31, 2022) reflected the carrying amounts of the vessels operated by the Group, including the equity investment in joint venture. The decrease in the carrying amounts of the vessels in 2023 is primarily due to the sale of six wholly-owned vessels, three vessels being transferred to held for sale and impairment in 2023 and regular depreciation of the remaining fleet. This is offset by the acquisition of seven vessels, CAPEX and other vessel upgrades.

As at December 31, 2023, an aggregate amount of USD 66.1 million installments was paid for the Group's four newbuilding contracts. The investment in joint venture as at December 31, 2023, decreased to USD 2.9 million from USD 20.9 million as at December 31, 2023, as a result of USD 22.6 million in the share of profit from the joint venture offset by dividends received of USD 41.0 million.

Total equity as at December 31, 2023, was USD 753.5 million, up from USD 721.4 million as at December 31, 2022, and included a non-controlling interest of USD 3.8 million. The decrease in total equity was mainly due to dividend payments of USD 293.1 million during the year.

As at December 31, 2023, the Group had total interest-bearing debt of USD 126.5 million (USD 153.6 million as at December 31, 2022).

Cash Flow

The Group generated cash flow from operating activities of USD 484.6 million, up from USD 436.5 million in 2022due to higher utilization of the Group's fleet and well as early redelivery of certain vessels compared to the previous year.

Cash flow from investing activities was negative USD 152.1 million (2022: positive USD 44.4 million), due to net proceeds of USD 55.7 million from the sale of six wholly-owned vessels and USD 41.0 million in dividends received from the Group's joint venture investment. This is offset by dry-dockings and other vessel upgrades amounting to USD 48.3 million, acquisition of vessels for USD 169.4 million and USD 35.1 million in installments paid for the four newbuildings.

Cash flow from financing activities in 2023 was negative USD 335.5 million (2022: negative USD 535.6 million), primarily due to USD 293.1 million in dividend payments, the repayment of existing loan facilities of USD 167.4 million which was partly offset by proceeds from debt financing of USD 142.0 million.

Cash and cash equivalents as at December 31, 2023, amounted to USD 122.6 million compared with USD 125.5 million as at December 31, 2022. Total restricted cash as at December 31, 2023, was USD 5.0 million, compared with USD 30.9 million as at December 31, 2022.

Allocation of Earnings

In support of the objective to maximize shareholder returns, MPC Container Ships' intention is to pay regular dividends by way of distributing 75% of the profit for the period after considering CAPEX and working capital requirements, including liquidity reserves, and non-recurring items. Dividends will be declared or proposed at the sole discretion of the Board and will depend upon the financial position, earnings, debt covenants, distribution restrictions, capital requirements and other factors related to MPC Container Ships and its subsidiaries. The Company cannot guarantee that its Board will declare or propose dividends in the future. Furthermore, MPC Container Ships may make event-driven distributions based on non-recurring proceeds, such as vessel sales, by way of extraordinary dividends or share buybacks, at the Board's discretion.

In accordance with the Company's distribution policy, the Board, for the financial year 2023, declared dividends amounting to approximately USD 284 million, equal to USD 0.64 per share, of which USD 253 million were quarterly recurring dividends and USD 31 million was an event-driven dividend.

Parent Financial Statements

Statement of Profit or Loss

Revenues for 2023 were USD 15.8 million (2022: USD 14.8 million). Payroll and other operating expenses were USD 22.2 million (2022: USD 24.2 million), resulting in a negative operating result of USD 6.4 million (2022: negative by USD 5.6 million). Net financial income/expense was positive USD 248.3 million (2022: positive USD 117.1 million).

Profit before tax was USD 241.8 million (2022: USD 111.5 million), resulting in a profit for the period of USD 241.8 million (2021: USD 111.5 million). The Board of Directors has proposed that the profit for the period is allocated to retained earnings.

Financial Position

The Company's total assets amounted to USD 272.9 million as at December 31, 2023 (318.6 million as at December 31, 2022). Non-current assets in the amount of USD 254.5 million (2022: 275.5 million) comprise mainly equity investments in subsidiaries.

Total equity was USD 208.1 million as at December 31, 2022 (2022: USD 250.3 million). Total liabilities were USD 64.8 million as at December 31, 2023 (2022: USD 68.3 million). The decrease in equity is mainly explained by dividend distributions in 2023 which is offset by profit for the twelve-month period of USD 241.8 million.

Cash Flow

During 2023, the Company generated a positive cash flow from operating activities of USD 8.6 million (2022: positive USD 13.1 million). This is mainly driven by the higher charter rates employed by the Company which is offset by net of finance income of USD 248.3 million mainly contributed by dividend income from the Company's subsidiaries. The cash flow from investing activities into and vessels and joint venture investments was positive USD 270.2 million (2022: USD 358.7 million), reflected by dividends received from both subsidiaries and joint venture investments. The negative cash flow from financing activities of USD 282.8 million (2022: negative USD 441.1 million) is due the dividend distribution made in the year.

The total net change in cash and cash equivalents in 2023 was negative USD 15.0 million (2022: negative USD 69.3 million).

Cash and cash equivalents as at December 31, 2023 were USD 32.5 million (December 31, 2022: USD 101.8 million).

Going Concern

In accordance with the Norwegian Accounting Act § 3-3a, the Board of Directors confirms that the going concern assumption on which the financial statements have been prepared, is appropriate. This assumption is based on the current market perception, contracted charter backlog as well as respective budgeted future cash flows for 2024 and 2025.

Work Environment and Equal Opportunities

As at December 31, 2023, the Group had 33 employees, of which 22 men and 11 women. The Group strives for diversity on a broad basis, including sex, age, ethnicity, personal beliefs, background, education, sexual orientation, gender identity, and nationality. The ESG report includes key metrics related to diversity and information regarding the Group's efforts to promote diversity. Crew operating the Group's vessels are not employed by the Group, but we have high focus on safety, health, and wellbeing on board all our vessels.

The working environment onshore is considered to be good, and efforts for improvements are made on an ongoing basis through, among others, employee development review and feedback sessions with the individual persons. No leave of absence, incidences or reporting of work-related accidents resulting in significant material damage or personal injury occurred during the year.

The Norwegian Equality and Anti-Discrimination Act's objective is to promote equality and prevent discrimination on the basis of gender, pregnancy, leave in connection with childbirth or adoption, care responsibilities, ethnicity, religion, belief, disability, sexual orientation, gender identity, gender expression, age, or other significant characteristics of a person. The Group is working in an active, determined, and systematic way to encourage the Act's purpose within our business and aims to be a workplace with equal opportunities. This is reflected in the Company's Code of Conduct, applicable to all entities controlled by the Company and all employees, directors, officers, and agents.

As at December 31, 2023, the Board of Directors consisted of two women and three men. Executive management consisted of four men.

Internal Controls and Risk Management

In accordance with the principles underlying value-based management, the Board of Directors places great importance on systematic risk management. This is done not only to satisfy the requirements set out by law, but also to ensure the Company's governance in a highly dynamic market environment by identifying existing and potential risk exposures.

Through (i) quarterly reviews of the Company's most prominent areas of risk exposure and its internal control arrangements, (ii) management guidelines and (iii) the appointment of a dedicated risk management unit to perform risk monitoring and provide regular risk management updates to the Risk, Audit and Sustainability Committee, the Board of Directors aims to ensure that the Company has sound internal control and systems for risk management that are appropriate in relation to the extent and nature of the Company's activities.

MPCC has appointed a German lawyer as External Compliance Officer to support the Chief Compliance Officer in defining and setting up a comprehensive Compliance Management System (CMS) and head the daily operative routines. Mr. Ove André Vanebo of the Norwegian law firm CMS Kluge Advokatfirma AS has been contracted to serve as the Company's External Data Protection Officer.

Corporate Governance and Corporate Social Responsibility

Good corporate governance is a prerequisite for cooperation based on trust between the owners, the Board of Directors, and the executive management of the Group. Of equal importance is the Company's corporate social responsibility, which shall be reflected in our core values, the quality of our work and services, and in our entire range of activities.

The Board of Directors actively adheres to good corporate governance standards and will ensure that the Company either complies with or explains deviations from the Norwegian Code of Practice for Corporate Governance (the "Code"). As at December 31, 2023, there were no significant deviations between the Code and how the Company complies with the Code. The corporate governance principles of the Company are adopted and overseen by the Board of Directors.

For more details on corporate governance please see the Corporate Governance Report. For more information on corporate social responsibility, health and safety, and environmental impacts, please see the Sustainability Report for 2023.

Norwegian Transparency Act

According to the Norwegian Transparency Act, which entered into force July 1, 2022, the Group has a duty to conduct a due diligence assessments related to fundamental human rights and decent working conditions in its own businesses and supply chains. The Norwegian Transparency Act Statement for 2023 was published in June 2023 and is available on the Group's website. The Group will publish a new Transparency Act Statement annually by June 30, in accordance with regulation requirements.

Container Market Update

Container market developments are of crucial importance to the Group's operations, financial performance, and short- and long-term strategic considerations. As such, MPCC and the Board follows the container market closely and executive management provides a detailed review of recent developments at quarterly Board meetings as background for strategic considerations and discussions.

For a detailed review of the Container Market development in 2023, please refer to the Container Market Update chapter of this report.

Outlook and Strategy

In 2024, as a result of the Red Sea Crisis, liner companies began actively seeking charter tonnage to offset longer voyages around the Cape of Good Hope. Consequently, there have been notable rises in freight and charter rates, along with longer contract durations, and improved second-hand vessel prices in 2024. While the ongoing crisis has positively impacted the market, the duration remains highly uncertain.

There remains a high order book for new vessels coming to the market in 2024, which will likely lead to a supply crunch in the market, however, vessel availability in the market remains limited for the time being and the supply-demand balance appears more favorable within MPCC's market segment of small to mid-size vessels serving intra-regional trade lanes.

There are also opportunities to gain from increasing our focus on and investments in green technology, and MPCC will collaborate closely with customers and partners to continuously evaluate new technologies and opportunities within decarbonization and invest in vessels and fuel-related infrastructure that will propel sustainable change in the maritime industry. The Group will also continue to execute on its ambitious fleet optimization and renewal program, which includes investments in eco-tonnage, retrofits, and newbuildings.

At the end of 2023, the Group had fixed approximately 80% of operating days in 2024, reflecting an approximate USD 428 million in forward charter contracts. The average remaining charter contract duration for the fleet, including newbuildings, was 1.7 years and constituted USD 1 billion in forward charter contracts. Throughout 2023, the Group continued to deleverage and as at December 31, 2023, leverage ratio was 13.3%, down from 16.1% at December 31, 2022.

Going forward, regardless of market developments, MPCC remains in a very strong financial position with significant earnings visibility and is thus in a strong competitive position. For the coming year, the Group will continue its strategy for fleet optimization and continue to pursue selective growth opportunities. The Board also remains committed to the Company's dividend policy to ensure reliable quarterly shareholder distributions also for the coming years.

Risk Factors

The Board of Directors aims to ensure that the Company has sound internal controls and systems for risk management that are appropriate in relation to the extent and nature of the Company's objectives and activities. Together with the executive management, the Board has identified approximately 48 risk factors divided into eight categories.

The Risk Inventory is quantified and monitored by taking a probability-impact approach. Each risk is assigned a Risk Owner within the Company's organization and a defined set of countermeasures and control frequencies.

A summary of the Company's risk categories is outlined below. Descriptions are not exhaustive, and the sequence of risk categories is not set out according to importance or priority.

Market and Industry Risks

As a supplier of ocean-going container vessels to the international sea trade, the Company is exposed to changes in trade patterns and the supply/demand for (imports/exports of) containerized goods caused for example by macroeconomic and geopolitical events, as evidenced by the trade tensions between the US and China in 2018/19, the outbreak of the COVID-19 pandemic in 2020 and the respective recovery, the Russian invasion into Ukraine in 2022 or the Israel-Hamas war in 2023. This in turn necessitates risk surveillance and mitigation procedures related to the charter market, fluctuation in vessel values among others. The Company strives to maintain a dynamic chartering strategy, a reliable fleet, and a close dialogue with the shipping market intelligence community to proactively adjust operations according to prevailing and future market environments.

The increase in geopolitical conflicts around the world as well as related economic and financial implications, e.g. sanctions receive special attention by the Company As the Russia-Ukraine conflict and the Israel-Hamas war have generated the most significant disruption to geopolitical norms for decades. The Company has assessed all relevant areas, i.e. operation, contracts, charter parties etc. in order to identify risks and define specific countermeasures.

To minimize the commercial risks from vessel trading in critical areas, all vessels have been stopped to call ports or transit in Ukraine, Russia, and the Red Sea. Also, no dockings are scheduled in the region. Besides these existent risk factors, our risk assessment concludes that there is no immediate holistic impact on MPCC expected. We remain confident that if there is no complete disruption of the global supply chain, MPCC's business and operations should be able to continue.

The economy continues to fail to make progress towards a significant turnaround, with the latest IMF forecast suggesting real GDP growth of merely 3.1% in 2024. This combined with the reduced y-o-y inflation continues to apply pressure on central banks to cut interest rates – more so in the Eurozone where a recession was narrowly avoided. Regardless of the anemic economic background, container freight markets have benefitted from a geopolitical risk at the end of 2023: Houthi attacks on merchant vessels have rendered the Red Sea more or less unusable for East-West trade flows. Main liners have as a result of logistical disruptions been able to ask for significantly higher freight rates and non-operating owners with open positions benefited in the form of longer and / or higher time charter contracts.

Environmental, Social, and Governance Risks

Risks related to e.g., climate change impacts, mitigation and adaptation, environmental management practices and duty of care, working and safety conditions, respect for human rights, gender diversity, anti-bribery and corruption practices, and compliance with relevant laws, regulations, and best practices. Responsible business operations should also consider the impacts of megatrends (e.g. climate change), emerging regulations, voluntary guidelines as well as the transparency requirements of wider stakeholders.

Sustainability-related topics are gaining a foothold amongst stakeholders not due to specific laws or regulations mandating a new level of disclosure but as the result of a broader understanding of the reputational and financial impact of poorly handling such issues. While developments in the ESG ("Environmental, Social and Governance") reporting and regulatory environment are outside the control of the Company, our attentiveness, and adherence to ESG initiatives, reporting standards, etc. is of strategic relevance within the Company's scope of business.

Performance Risks

The Company's performance depends heavily on technical, operational, environmental, and reputational factors that carry both risks and opportunities. The Company addresses these risks and opportunities by assigning responsibilities, monitoring, and reporting routines to dedicated teams within its organization (e.g., asset management, treasury, and owner controlling), utilizing and continuously developing portfolio management tools, and engaging subject matter consultants to conduct routine compliance and quality management assessments.

The Company's vessels have insurance covering (where applicable) among others P&I, hull and machinery, loss of hire, war risks, and crew negligence. However, risks remain as to whether the vessels are covered under all conditions. Vessels carry loss prevention, safety, and quality manuals to ensure sound HSE routines. Third-party contracting related to the Company's performance shall comply with applicable laws and regulations, for instance, and where applicable, with the International Maritime Organization's ISM Code and the SOLAS, STCW, and Maritime Labor conventions.

Legal Risks

The Company is exposed to changes in legal, tax, and regulatory regimes within relevant jurisdictions as well as potential private litigation and public prosecution. The Company seeks to mitigate legal risks by maintaining a well-functioning risk management system, management guidelines, and dedicated compliance and legal functions.

Especially in the current geopolitical situation with e.g. newly introduced and further strengthened sanction regimes, legal risk exposure is elevated. The Company mitigates this situation by a) even closer monitoring of current business activities and all involved parties, b) the introduction of a comprehensive Sanctions Compliance Policy, and c) seeking advice from seasoned sanction experts.

Personnel Risks

The continued progress of the Company depends heavily on the knowledge and network of key personnel as well as on access to new talent. Personnel risk mitigation procedures include pre- and post-hire preparations, regular employee development reviews, jour fixes, and a systematic expansion of internal resources on business-critical processes.

IT Risks

IT and cyber risks make up an increasing share of the Company's risk universe. The Company purchases IT services from third parties that offer comprehensive security strategies that closely match the Company's business objectives. All data and applications are hosted multi-redundantly in a European cloud storage and secured multiply against data loss and third-party access. Security checks and staff training are carried out regularly.

Financial Risks

The Company seeks to actively manage its financial risk exposures using dedicated finance, treasury, and owner-controlling teams within its organization. Liquidity and covenant risks are monitored on an ongoing basis, also considering the latest macroeconomic events and their implications for container shipping. Currency and interest rate risks are mitigated via financial instruments when deemed appropriate. The compliance with certain debt covenants, including covenants in relation to the market value of the Group's fleet, may be beyond the control of the Group. Outstanding interest-bearing debt As at December 31, 2023, was USD 126.5 million. This compared to USD 122.6 million in available liquidity as cash and cash equivalents.

Climate Risks

The Company divided climate-related risks into two major categories: (1) risks related to the transition to a lower-carbon economy and (2) risks related to the physical impacts of climate change.

Transitioning to a lower-carbon economy implies extensive changes in the political, legal, technological, and market environment. It is the goal of the MPCC Risk Management to identify the specific risks for our business model and to address mitigation and adaptation requirements related to climate change. Depending on the speed and focus of these changes, transition risks may pose varying levels of financial and reputational risk to our organization. These risks include but are not limited to risks from unsuccessful investments into new climate-friendly technologies, vessel retrofits to improve energy efficiency, uncertainty in market signals, carbon tax, and costs related to decarbonization efforts.

Physical risks resulting from climate change can be event-driven (acute) or longer-term shifts (chronic) in climate patterns. Physical risks may have financial implications for the company, such as direct damage to assets and indirect impacts from disruptive operations.

Other Risks

Occasionally, the Company will be required to consider major business initiatives, which, if implemented, entail a considerable amount of costs and resources. Moreover, if executed without due care and planning, such strategic initiatives may have a material adverse impact on the Company. The need to consider major initiatives may arise from strategic considerations, from shifts in market dynamics or from regulatory changes outside the Company's control. The Company will seek to mitigate risks arising from such initiatives, as well as all other risks not assorted into the above-mentioned six risk categories, on a case-by-case basis by implementing e.g. project steering committees comprising relevant stakeholders/expertise, be it internal or external.

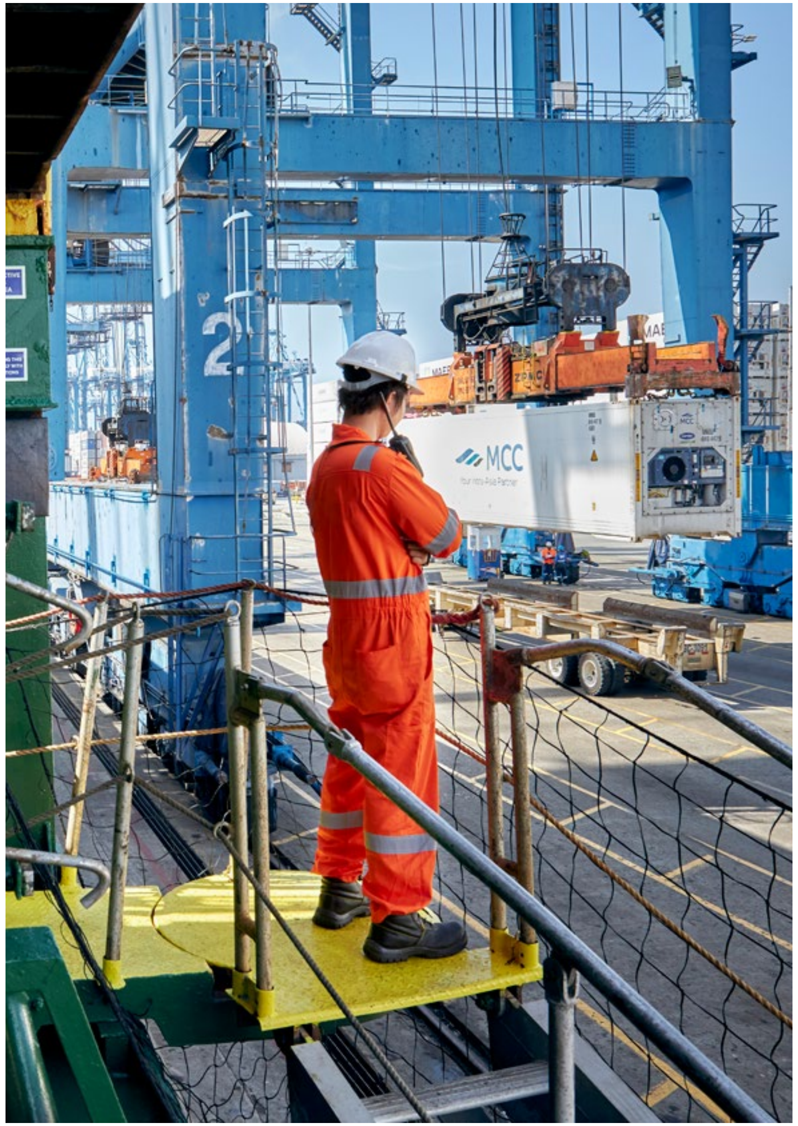
Forward-Looking Statements

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 ASA cannot give assurances that expectations regarding the outlook will be achieved or accomplished.

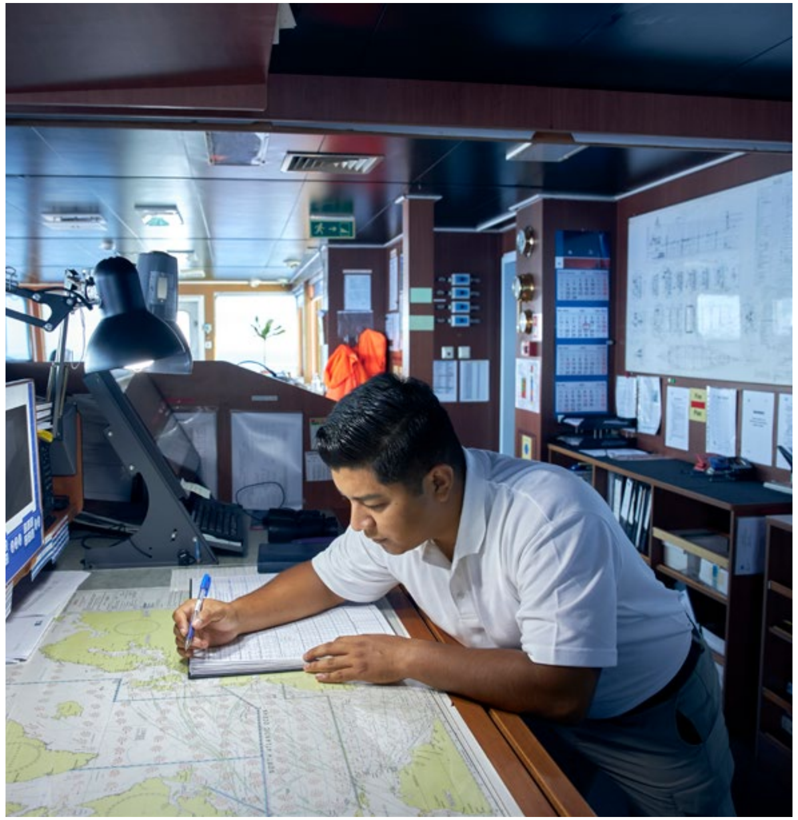
Oslo, March 21, 2024

The Board of Directors of MPC Container Ships ASA

Ulf Holländer, Chairman	Dr. Axel Schroeder
Ellen Hanetho	Pia Meling
Peter Frederiksen	Constantin Baack, CEO



CORPORATE GOVERNANCE REPORT



Implementation and Reporting on Corporate Governance

Good corporate governance is a prerequisite for cooperation based on trust between the owners, the Board of Directors (the "Board") and the executive management of MPC Container Ships ASA ("MPCC" or the "Company", together with its subsidiaries, the "Group"), with a view to achieving long-term growth.

The Board actively adheres to good corporate governance standards and will ensure that the Company either complies with or explains possible deviations from the Norwegian Code of Practice for Corporate Governance (the "Code"). The Code can be found at www.nues.no.

As at December 31, 2023, there are no significant deviations between the Code and how the Company complies with the Code. Two deviations under Section 5 on General Meetings and one deviation under Section 6 on the Nomination Committee have been justified and disclosed.

Business

The business activity of the Company is set out in article 3 of its Articles of Association: "The Company's business activity is to (i) invest in maritime assets (vessels, shares in ship-owning companies, loans secured by vessels, and/or shares in ship-owning companies) with a main focus on small- to mid-size containerships, (ii) chartering out the vessels via time-charter agreements, operate and sell them as well as (iii) working out the acquired maritime loans in order to take over the securing assets."

As a globally active shipping company, MPC Container Ships considers the creation of shareholder and stakeholder value as the core purpose of our business activities. The creation of sustainable long-term value is founded in an ability to combine operational, economic, and financial achievements with environmental, social, and governance advancements.

Adapting to the future and changing environment of our business and the general market as well as preparing for the challenges that those developments imply, is a key element of our long-term business strategy. Our mission is to future-proof our business and create stakeholder value through:

+ A professional and positive workplace with an inclusive working environment. Health and safety of our employees are always the main priority.
+ Supporting collective climate ambitions and leveraging industry networks to accelerate change.
+ Effective and value-accretive fleet management and development to ensure strong returns on investment and enable the long-term competitiveness of the fleet, taking economic and environmental aspects equally into account.
+ Clear and rational and capital allocation principles, geared towards maximizing shareholder returns while managing risks.
+ Professional and fair business relationships, acting as a transparent and trustworthy business partner.

The Company is listed on the Oslo Stock Exchange under the ticker code MPCC.

As set out in the Risk Factors section of the Board of Director's Report in the Annual Report for 2023, the Board has defined clear objectives, strategies, and risk profiles for the Company's business activities. The Board will evaluate these objectives, strategies, and risk profiles on a regular basis, and routinely monitor risk exposure vis-à-vis its business objectives.

Deviations from the Code: none

Equity and Dividends

Share Capital

All shares issued in the Company are equal in all respects. The Company has one class of shares, each carrying one vote and an equal right to dividend. All shares are validly issued and fully paid. The shares are issued in accordance with the laws of Norway and registered in the Norwegian Central Securities Depository (Euronext Securities Oslo) with ISIN NO0010791353. As at December 31, 2023, the Company's share capital was NOK 443,700,279 divided into 443,700,279 shares, each with a nominal value of NOK 1.00.

Any increase of the Company's share capital must be authorized by a general meeting. If the Board receives authorization to increase the Company's share capital, such a mandate will be restricted to a defined purpose. If the general meeting is to consider authorizations for the issuance of shares for different purposes, each authorization will be considered separately.

At the Company's annual general meeting held on April 19, 2023, the Board was granted an authorization to increase the Company's share capital by up to NOK 110,925,069. Subject to this aggregate amount limitation, the Board's authority may be used on more than one occasion and for such purposes as the Board finds to be in the interest of the Company. The authorization was not used in 2023.

The Board's authority to increase the Company's share capital shall remain in force until the Annual General Meeting in 2024, but not later than June 30, 2024. Pre-emptive rights of existing shareholders may be set aside. The authority covers (i) capital increases against contributions in cash and noncash, (ii) the right to incur special obligations for the Company, (iii) resolutions on mergers and (iv) takeover situations.

At the Company's annual general meeting held on April 19, 2023, the Board was also granted an authorization to resolve to take up convertible loans with an aggregate principal amount of up to NOK 2,000,000,000. Subject to this aggregate amount limitation, the Board's authority may be used on more than one occasion. Upon conversion of loans taken up pursuant to the authorization, the Company's share capital may be increased by up to NOK 88,740,055. The authorization was not used in 2023.

The Board's authority to take up convertible loans shall remain in force until the Annual General Meeting in 2024, but not later than June 30, 2024. However, the authorization shall be reduced, on a NOK for NOK basis, to the extent that the Board decides to utilize the authorization to increase the share capital of the Company mentioned above. Pre-emptive rights of existing shareholders may be set aside.

Capital Structure

The Board regards its capital structure and equity ratio as appropriate considering the Group's objectives, strategy, and risk profile.

Dividend Policy

In support of its objective of maximizing shareholder returns, MPC Container Ships' intention is to pay regular dividends by way of distributing 75% of the profit for the period after considering CAPEX and working capital requirements, including liquidity reserves and one-off effects. Dividends will be declared or proposed by the Board at the sole discretion of the Board and will depend on the financial position, earnings, debt covenants, distribution restrictions, capital requirements and other factors related to MPC Container Ships and its subsidiaries. The Company cannot guarantee that its Board will declare or propose dividends in the future. Furthermore, the Company may make event-driven distributions based on non-recurring proceeds, such as vessel sales, by way of extraordinary dividends or share buybacks, to be applied according to the Board's discretion.

Purchase of Own Shares

At the annual general meeting held on April 19, 2023, the Board was granted an authorization to acquire shares in the Company on behalf of the Company with an aggregate nominal value of up to NOK 44,370,027 and with a consideration per share of no less than NOK 1.00 and no more than NOK 200.00. The authority remains in force until the Annual General Meeting in 2024, but not later than June 30, 2024. No shares in the Company were acquired on behalf of the Company in 2023.

Deviations from the Code: none

Equal Treatment of Shareholders

Equal Treatment

Equal treatment of all shareholders is a core governance principle of the Company. The Company has one class of shares, and each share confers one vote at the general meeting. The Articles of Association contain no restrictions on voting rights and all shares have equal rights.

Transactions in Own Shares

The Company's transactions in own shares are carried out over the stock exchange or by other means at market price. Should there be an increase in capital which involves a waiver of the existing shareholders' pre-emptive rights, and the Board resolves to carry out such an increase on the basis of a mandate granted by the general meeting, the Board will explain the justification for waiving the pre-emptive rights in a stock exchange announcement.

Deviations from the Code: none

Shares and Negotiability

The Company's shares are listed on the Oslo Stock Exchange and are freely negotiable. The shares have no trading restrictions in the form of Board consent or ownership limitation and there are no limitations on any party's ability to own, trade, or vote for shares in the Company.

Deviations from the Code: none

General Meetings

The general meeting of shareholders is the Company's supreme corporate body. It serves as a democratic and effective forum for interaction between the Company's shareholders, Board, and management.

According to the Company's Articles of Association, an Annual General Meeting shall be held once a year before the end of June. Furthermore, extraordinary general meetings may be convened by the Board, the auditor, or shareholders representing at least 5% of the Company's share capital.

Notice of Meeting

Notice of a general meeting shall be sent at the latest 21 days before the meeting. All shareholders registered in the Norwegian Central Securities Depository will be notified of the meeting and be entitled to submit proposals and vote directly or via proxy. Agenda papers will also be published on the Company's website.

Pursuant to the Company's Articles of Association, when documents concerning matters to be discussed at general meetings have been made available to the shareholders on the Company's website, the Board may decide that the documents shall not be sent to the shareholders. If so, a shareholder may request that documents concerning matters to be discussed at the general meeting be sent to him or her. The Company will not charge any form of compensation for sending the documents to the shareholders.

Agenda papers must contain all necessary information for the shareholders to decide on the issues to be addressed. The Notice may state that shareholders wanting to attend the general meeting must notify the company thereof within a certain period. This period cannot expire sooner than two business days before the meeting.

Registration and Proxy

The Board will ensure that as many shareholders as possible are able to participate at general meetings. Shareholders who are unable to submit advance voting or attend in person, are encouraged to appoint a proxy. A special proxy form is available which facilitates separate voting instructions for each issue to be considered by the general meeting and for each of the candidates nominated for election. The Company will nominate one or more persons to vote as proxy for shareholders and shareholders will be provided an opportunity to nominate a different proxy holder other than the Company nominee.

If shares are registered by a nominee in the Norwegian Central Securities Depository and the beneficial shareholder wants to vote for their shares, the beneficial shareholder must give the Company prior notice of its attendance at least two business days before the date of the relevant general meeting.

Minutes

The minutes of the general meetings are made available on the Company's website immediately after the meeting.

Deviations from the Code: The Board might not make arrangements for an independent chairperson for general meetings as the Company believes that the Chairman of the Board can act independently and in the interests of shareholders. Similarly, the Board may not deem it appropriate for all Board members and the auditor to participate in all general meetings.

Nomination Committee

Considering the scope of the Company's operations, the Board considers it reasonable and appropriate that the Company should have two Board sub-committees: A Risk, Audit and Sustainability Committee and a Remuneration Committee. The Risk, Audit and Sustainability Committee is made up of Ellen Hanetho (chair), Ulf Holländer, and Pia Meling. The Remuneration Committee is made up of Ulf Holländer (Chair), Ellen Hanetho, and Peter Frederiksen.

Throughout 2023, the Board had an ESG Committee made up of Pia Meling and Ellen Hanetho, which has been discontinued and its responsibilities taken over by the Risk, Audit and Sustainability Committee.

Deviations from the Code: Due to the above considerations, the Company does not have a dedicated Nomination Committee. The Company shall account for the interests of the shareholders when considering the composition of the Board by (i) seeking a diverse and highly qualified pool of Board candidates with relevant competence and industry expertise and (ii) ensuring that shareholder input on Board member nomination, election, and evaluation are properly addressed.

Board of Directors: Composition and Independence

Pursuant to the Company's Articles of Association, the Board shall consist of between three and seven members who are elected by the general meeting for up to four years at a time. MPC Münchmeyer Petersen Capital AG ("MPC Capital") has the right to elect 40% of the members of the Board (rounded down). If the aggregate share ownership of MPC Capital and affiliates falls below 20% of the total number of shares in the Company, MPC Capital shall only have the right to elect one board member. If neither MPC Capital nor any affiliates own any shares in the Company, MPC Capital shall not have the right to elect a board member.

Board appointments are communicated in the notice of general meetings and the members are elected by majority vote.

The Board considers its composition to be diverse and competent with respect to the expertise, capacity, and diversity appropriate to attend to the Company's objectives, main risks and challenges, and the common interest of all shareholders. The Board composition adheres to the requirement regarding gender equality and representation of both sexes on the board of directors of Norwegian public entities, as set forth in the Norwegian Public Limited Liability Companies Act Section 6-11a, according to which a Board comprising five members shall be made up of a maximum of three representatives (60%) from each gender. The Board deems its composition to be made up of individuals who are willing and able to work as a team, resulting in the Board working effectively as a collegiate body. The Board's composition does not include any representatives from executive management and three out of five members are independent of the Company's main shareholder.

The Work of the Board of Directors

The Duties of the Board

The Board of Directors has 5 members, whereof 3 members are independent. Members are elected for two-year periods. Neither the CEO nor any other member of the executive management are Directors of the Board.

According to Norwegian corporate law, the Board has overall supervisory responsibility for the company's management, while the CEO is responsible for day-to-day management. The Board also oversees the company's activities in general. This involves defining the Company's objectives, strategies, and risk profiles to ensure shareholder value creation. The Board is also responsible for following up on the implementation of objectives and strategies, as well as for control functions to ensure that the Company has proper operations and risk management.

The Norwegian legal and regulatory corporate governance structure requires the entire board to be involved in decision-making. The Norwegian Public Limited Companies Act prescribes that the Board of Directors may not adopt a resolution without its members having been given an opportunity to participate in a discussion of the matter in question.

Instructions for the Board

Pursuant to the provisions of the Norwegian Public Limited Liability Companies Act, the Board has established Rules of Procedure that provide detailed rules for the Board's work and administrative procedures and the functions and duties of the CEO towards the Board.

Agreements with Related Parties

The Board and management are committed to promoting equal treatment of all shareholders.

In the course of ordinary business, the Group may enter into transactions with certain entities in which the Group has ownership interests or with entities otherwise deemed related parties of the Group, its shareholders, Board, or executive personnel. Such transactions are carried out on an arm's length basis and disclosed in Note 8.2 to the Consolidated Financial Statements for 2023.

Guidelines regulating loyalty, ethics, impartiality, and conflict of interests are stipulated in the Company's Code of Conduct, applicable to all entities controlled by the Company and all employees, directors, officers, and agents.

The Code of Conduct is available on the Company's website.

Deviations from the Code: none

Conflicts of Interest and Disqualification

Members of the Board and executive management cannot consider matters in which they may hold a special interest. In order to ensure that items brought to the Board's attention can be considered in an unbiased and satisfactory way, Board members and executive management have a duty to inform the Board of any potential special interest in Board matters, and the Board must account for the individual's interest in its consideration of the item.

Instructions for the CEO

A clear division of responsibilities and tasks has been established between the Board and executive management. The CEO, appointed by the Board, has a particular responsibility to ensure that the Board receives accurate, relevant, and timely information that is sufficient to allow the Board to carry out its duties.

Financial Reporting

The Board receives periodic reports on the Company's financial status. In relation to the annual accounts, which the Board is asked to adopt, the Board may ask management to confirm that the accounts have been prepared in accordance with EU IFRS (Group level) and Norwegian GAAP (parent level), that all the information included is in accordance with the actual situation of the Company, and that nothing of material importance has been omitted.

Chairman of the Board

The principal duty of the Chairman is to ensure that the Board operates well and carries out its duties. In addition, the Chairman has specific duties during board meetings. Matters to be considered by the Board are prepared by the CEO in collaboration with the Chairman, who chairs the board meetings.

Another member must chair the meeting when the Board considers matters of a material nature in which the Chairman has, or has had, an active involvement.

Meeting Structure

The Board intends to meet at least five times each year and routinely receives reports on the Company's operational and financial performance. Furthermore, the Board is consulted on or informed of matters of special importance.

Risk, Audit and Sustainability Committee

The Risk, Audit and Sustainability Committee (RASC) shall act as a preparatory and advisory body and support the Board in the exercise of its responsibilities related to financial- and ESG reporting, internal control, and risk management. Furthermore, the RASC shall review and discuss with the Company's management and statutory auditor the Company's annual and quarterly financial statements and annual sustainability reporting, and assess and monitor the independence of the statutory auditor.

The RASC shall meet at least four times per year and at such other times as the Chairman of the committee deems appropriate.

A Risk & Audit Committee was established in January 2018. The responsibilities of the committee were in January 2024 expanded to include matters concerning ESG, taking over responsibilities from the ESG Committee, which was subsequently discontinued. The RASC consists of three members, of which the chair and one member are independent of the Company's business activities and main shareholders.

In the course of 2023, the ESG Committee met three times and the Risk & Audit Committee met five times. All meetings were fully attended by the respective committee members.

Remuneration Committee

The Remuneration Committee shall act as a preparatory and advisory body and assist the Board in its work in relation to the Company's remuneration policies and terms of employment for the CEO.

The Remuneration Committee was established in March 2018 and consists of three members of which two are independent of the Company's business activities and main shareholders.

The Board's Self-Evaluation

The Board conducts an annual evaluation of its performance, way of working and expertise.

Deviations from the Code: none

Risk Management and Internal Control

In accordance with the principles underlying value-based management, the Board places great importance on systematic risk management. This is done not only to satisfy the requirements set out by law, but also to ensure the Company's governance in a highly dynamic market environment by identifying existing and potential risk exposures.

Through (i) quarterly reviews of the Company's most prominent areas of risk exposure and its internal control arrangements, (ii) management guidelines and (iii) the appointment of a dedicated risk management unit to perform risk monitoring and provide regular risk management updates to the Risk, Audit and Sustainability Committee, the Board aims to ensure that the Company has sound internal controls and systems for risk management that are appropriate given the extent and nature of the Company's activities.

The Board considers the Company's internal control and risk management to be sound and appropriate. It is composed of governing elements, such as the Code of Conduct, whistleblowing procedures and several other relevant policies and procedures.

The Board reviews the Company's risk matrix regularly and the internal control arrangements at least annually.The Board performs an internal financial audit review prior to the release of quarterly financial statements and when otherwise required.

Deviations from the Code: none

Remuneration of the Board of Directors

For the financial year 2023, each Board member received remuneration of USD 50,000, covering work related to both Board representation and committee participation, and the Chairman received remuneration of USD 90,000. Remuneration for the financial year was approved by the Annual General Meeting on April 19, 2023. The Company considers the remuneration for the Board to reflect the Board's responsibilities, expertise, time commitment and the complexity of the Company's activities.

The remuneration of the Board is not linked to Company performance. Board members have no options to buy shares in the Company, nor do they receive compensation other than the Board remuneration. Board remuneration is considered to be on market terms.

Deviations from the Code: none

Remuneration of Executive Personnel

Pursuant to the Norwegian Public Limited Liability Companies Act, the Board prepares guidelines for the remuneration of the Company's CEO and other executive personnel. The guidelines set out the main principles applied in determining the salary and other remuneration of the executive personnel considered to reflect market conditions and help to ensure alignment between the financial interests of executive personnel and the shareholders.

The Board's Remuneration Guidelines are made available on the Company's website ahead of the Annual General Meeting, highlighting which guidelines are advisory and which, if any, are binding.

Any performance-related remuneration such as incentive programs, share option schemes or similar shall be linked to value creation for shareholders and results delivered in the Group over time. Such arrangements aim to drive performance and be based on financial, operational, and other quantifiable measures over which the employee in question can impact. Performance-related remuneration is subject to limits.

For information about remuneration of the Company's CEO and other executive personnel, see the Remuneration Report and Note 8.2 to the Consolidated Financial Statements.

Deviations from the Code: none

Information and Communications

The Company's objective is to ensure transparent, timely, and accurate dissemination of information to enable shareholders, investors, analysts, and other stakeholders to make informed decision about the fair value of MPC Container Ships and reduce volatility in the Company's shares. All reports will be available on the Company's website www.mpc-container.com and through disseminations at the Oslo Stock Exchange.

The policy shall ensure awareness of investor relations among management and the Board. The Board has adapted an Investor

Relations Policy to ensure that the Company's investor relations are carried out in compliance with applicable rules, regulations, and recommended practices.

The Company's current financial calendar with dates of important events including the annual general meeting, publishing of quarterly reports and its presentations, etc. is publicly accessible on the Company's website www.mpc-container.com and through regulatory and non-regulatory disseminations at the Oslo Stock Exchange.

Deviations from the Code: none

Takeovers

The Company has implemented guidelines on how to act in the event of a takeover bid.

In the event of a takeover bid being made for the Company, the Board will follow the overriding principle of equal treatment for all shareholders and will seek to ensure that the Company's business activities are not disrupted unnecessarily. The Board will strive to ensure that shareholders are given sufficient information and time to evaluate an offer the Board considers attractive to the shareholders.

The Board will not seek to prevent any takeover bid unless it believes that the interests of the Company and the shareholders justify such actions.

If a takeover bid is made, the Board will issue a statement with a recommendation on whether such bid should be accepted or not by the shareholders. Such a statement shall, inter alia, include information on whether the assessment of the bid is unanimous and, if not, on which basis individual board members have made reservations regarding the Board's statement.

In the event of a takeover bid, the Board will consider obtaining a valuation from independent experts. If a major shareholder, any member of the Board or executive management, related parties, or close associates of such individuals or anyone who has recently held such a position, is either the bidder or has a particular personal interest in a takeover bid, the Board will arrange for an independent valuation.

Deviations from the Code: none

Auditor

Under Norwegian law the auditor of the Company is elected by the general meeting. Ernst & Young AS (org. no. 976 389 387) was elected as the Company's auditor on May 18, 2017.

The auditor participates in meetings of the Risk, Audit and Sustainability Committee that cover interim, quarterly, and annual financial- and ESG reporting, board meetings that deal with the annual accounts as well as the Annual General Meeting. At these meetings, the auditor reviews any deviations in the accounting principles applied and comments on key aspects of the audit, material accounting estimates, and issues of special interest to the auditor, including disagreements between the auditor and management.

The auditor and the Board will meet at least once a year without members of executive management present.

The auditor annually presents and discusses their plan for the audit of the Company as well as a review of the Company's internal control procedures with the Risk, Audit and Sustainability Committee.

The auditor shall annually submit a written confirmation that the auditor continues to satisfy the requirements for independence and a summary of all services that has been undertaken for the Company in addition to audit work.

Deviations from the Code: The Board has not prepared separate guidelines in respect of the use of the auditor by the Company's executive management for services other than the audit. However, as a general rule, the Board will preapprove all non-audit services provided by the Company's auditor on a case-by-case basis to ensure the auditor's independence from the Company's executive management.

REMUNERATION REPORT

Report on salaries and other remuneration to leading personnel in MPC Container Ships ASA for 2023:

This report on salaries and other remuneration to leading personnel ("the Report") of MPC Container Ships ASA ("the Company") is based on the guidelines for the determination of salaries and other remuneration of leading personnel in the Company which were approved by the Company's general meeting on April 19, 2023 ("Guidelines"). The statement regarding remuneration for executive management was passed by 68.4% of the shares represented at the shareholders' meeting.

The report is based on the requirements set out in the Norwegian Public Limited Companies Act of 13 June 1997 no. 45 (the "Companies Act") section 6-16 a and 6-16 b, as well as Regulation on guidelines and report on remuneration for leading personnel of 11 December 2021 No. 2730 (the "Regulation"). The report is formulated in line with the European Commission's template for remuneration reports.

Information required by the Norwegian Act relating to Annual Accounts of 17 July 1998 no. 56 ("Accounting Act") section 7-31 b is included in the Company's annual report for 2023 in Note 8.2.

Remuneration to board members is not covered by this Report. Any remuneration to board members is determined by the general meeting in accordance with the Companies Act section § 6-10 and is available in Note 8.2 in the annual report for 2023.

The guidelines for remuneration that the Company has adopted in 2023

The overall objective of the management remuneration policy of the Company is to attract, retain and motivate employees with the skills, qualifications and experience needed to maximize value creation for the Company and its shareholders. The Company shall offer competitive terms to executive management. Subject to this, the remuneration of the Company's executive management shall as far as possible be in line with the market level for remuneration of executive management in comparable companies.

The remuneration of executive management shall not be of a size or nature which is liable to harm the Company's reputation.

The remuneration of the Company's executive management may in addition to a fixed salary include customary benefits in kind such as car allowance or Company car, coverage of telephony and broadband costs, newspaper subscriptions etc. The remuneration may also include pension and insurance schemes as well as severance pay entitlements. The Board may establish bonus schemes for executive management. The purpose of any such variable bonus scheme shall be to give management an incentive to contribute to value creation in the Company and its subsidiaries.

There is currently no remuneration related to the share or developments in the share price.

The remuneration policy for executive management during 2023 has been in accordance with the principles described above. Information on remuneration to executive management during 2023 is included in Note 8.2 to the annual accounts.

Remuneration to leading personnel

Leading personnel currently hold contract within the MPC Container Ships ASA as well as in the German entity, MPC Container Ships GmbH & Co. KG. The tables below show total remuneration in USD to the Company's leading persons which have been earned or paid by the Company for the last 5 years.

REMUNERATION FROM MPC CONTAINER SHIPS ASA

		FIXED REMUNERATION		VARIABLE REMUNERATION					
NAME OF DIRECTOR (START/END)	FINANCIAL YEAR	BASE SALARY	OTHER BENEFITS	ONE-YEAR VARIABLE	MULTI-YEAR VARIABLE	EXTRA-ORDINARY ITEMS	PENSION EXPENSE	TOTAL REMUNERATION	PROPORTION OF FIXED AND VARIABLE REMUNERATION
Constantin Baack (CEO)	2023	237,946		765,000				1,002,946	Fixed/variable: 24%/76%
	2022	233,347		316,066				549,413	Fixed/variable: 42%/58%
	2021	170,585		768,562	4,711,598[1]			5,650,745	Fixed/variable: 3%/97%
	2020	179,773		158,244				338,018	Fixed/variable: 43%/57%
	2019	173,307		148,501				321,808	Fixed/variable: 56%/44%
Moritz Fuhrmann (CFO from December 1, 2022)	2023	109,587		88,000				197,587	Fixed/variable: 55%/45%
	2022	8,779		-				8,779	Fixed/variable: 100%/-
Dr. Benjamin Pfeifer (CFO until December 1, 2022)	2023	44,869		-				44,869	Fixed/variable: 100%/-
	2022	108,151		42,142				150,293	Fixed/variable: 72%/28%
	2021	106,100		90,598				196,698	Fixed/variable: 54%/46%
Harald Wilke (CFO until June 30, 2020)	2020	118,959		119,648				238,607	Fixed/variable: 49%/51%
	2019	107,742		1,782				125,563	Fixed/variable: 86%/14%

[1] Multi-year variable for the CEO based on a multi-year LTIP (Long-Term Incentive Plan) contract agreed with the Compensation Committee and signed in 2018 between the Company and the CEO. The basic driver (KPII for the variable compensation is (among others) the equity per share development within a respective timeframe. The original intention of the LTIP was for the CEO to receive performance rights shares or equivalent in the Company. Beginning of FY 2022, the Compensation Committee and CEO negotiated a cash settlement of the contract as the LTIP plan terms have never been fully finalized. The cash payment was contractually fixed In February 2022.

REMUNERATION FROM MPC CONTAINER SHIPS GMBH & CO. KG

NAME OF DIRECTOR (START/END)	FINANCIAL YEAR	FIXED REMUNERATION BASE SALARY	FIXED REMUNERATION OTHER BENEFITS	VARIABLE REMUNERATION ONE-YEAR VARIABLE	VARIABLE REMUNERATION MULTI-YEAR VARIABLE	EXTRA-ORDINARY ITEMS	PENSION EXPENSE	TOTAL REMUNERATION	PROPORTION OF FIXED AND VARIABLE REMUNERATION
Constantin Baack (CEO)	2023	220,000	16,500					236,500	Fixed/variable: 100%/-
	2022	210,711	15,803					226,514	Fixed/variable: 100%/-
	2021	144,754	17,126					161,879	Fixed/variable: 100%/-
	2020	150,186	17,126					167,312	Fixed/variable: 100%/-
	2019	152,931	17,126					170,056	Fixed/variable: 100%/-
Moritz Fuhrmann (CFO from December 1, 2022)	2023	165,000	-	132,000				297,000	Fixed/variable: 56%/44%
	2022	13,169	6,016					19,185	Fixed/variable: 100%/0%
Dr. Benjamin Pfeifer (CFO until December 1, 2022)	2023	36,366	-					36,366	Fixed/variable: 100%/-
	2022	158,033	6,287	63,213				227,533	Fixed/variable: 72%/28%
	2021	171,255	12,666	22,834				206,755	Fixed/variable: 83%/17%
Harald Wilke (CFO until June 30, 2020)	2020	128,441	10,275					138,716	Fixed/variable: 100%/0%
	2019	171,255	10,275					181,53	Fixed/variable: 100%/0%

Remuneration paid in relation to the Guidelines. See our guidelines in the section above.

The 2023 remuneration report has received assurance from the Company's independent auditor, which is available in a separate Remuneration Report published on the Company' website.

Total remuneration paid compared to the Guidelines
A prerequisite for a successful implementation of the Company's business strategy and securing the Company's long-term interests, including sustainability, is that the Company is able to recruit and retain qualified personnel. To achieve this, it is necessary for the Company to offer competitive remuneration.

The Company's remuneration guidelines enable the Company to offer leading personnel a competitive total remuneration. Total remuneration to leading personnel during 2023 has complied with the Company's guidelines for remuneration.

FINANCIAL STATEMENTS

CONSOLIDATED FINANCIAL STATEMENTS

Consolidated Statement of Profit or Loss

IN USD THOUSANDS	NOTES	2023	2022
Operating revenues	2.2	711,282	616,768
Commissions		(20,000)	(17,127)
Vessel voyage expenditures	2.3	(9,898)	(13,765)
Vessel operation expenditures	2.4	(153,390)	(139,988)
Ship management fees		(9,999)	(9,023)
Share of profit or loss from joint venture	6.1	22,637	51,761
Gross profit		**540,632**	**488,626**
Administrative expenses	2.5	(14,805)	(13,862)
Other expenses	2.6	(9,338)	(3,347)
Other income		3,089	1,788
Gain (loss) from sale of vessels	5.1	(1,208)	49,042
Depreciation	5.2	(102,706)	(75,392)
Impairment	5.2	(79,378)	-
Operating profit		**336,286**	**446,855**
Finance income	2.6	7,841	3,742
Finance costs	2.6	(18,373)	(14,480)
Profit (loss) before income tax		**325,754**	**436,118**
Income tax expenses	3.1	(638)	(1,071)
Profit (loss) for the period		**325,116**	**435,047**
Attributable to:			
Equity holders of the Company	7.5	324,961	434,832
Non-controllng interest	7.5	155	215
Basic earnings per share – in USD	2.7	**0.73**	**0.98**
Diluted earnings per share – in USD	2.7	**0.73**	**0.98**

Consolidated Statement of Comprehensive Income

IN USD THOUSANDS	NOTES	2023	2022
Profit (loss) for the period		325,116	435,047
Items which may subsequently be transferred to profit or loss		**(1,368)**	**634**
Foreign currency effects, net of taxes		-	-
Change in hedging reserves, net of taxes	7.2, 7.5	(1,368)	634
Items which will not subsequently be transferred to profit or loss		**-**	**-**
Other comprehensive profit (loss), net of taxes		-	-
Other comprehensive profit (loss) from joint ventures and affiliates		-	-
Total comprehensive profit (loss)		**323,748**	**435,681**
Attributable to:			
Equity holders of the Company		323,593	435,466
Non-controlling interest		155	215

Consolidated Statement of Financial Position

IN USD THOUSANDS	NOTES	2023	2022
Assets			
Non-current Assets			
Vessels	5.1	691,291	745,873
Newbuildings	5.1, 8.1	78,980	32,770
Right-of-use asset		84	266
Investments in associate and joint venture	6.1	2,934	20,893
Total non-current assets		**773,289**	**799,802**
Current Assets			
Vessel held for sale	5.1	25,165	-
Inventories		8,088	6,340
Trade and other receivables	4.1	23,667	22,922
Financial instruments at fair value	7.2	1,951	1,740
Restricted cash	7.3	5,005	30,914
Cash and cash equivalents	7.3	117,579	94,603
Total current assets		**181,455**	**156,519**
Total assets		**954,744**	**956,321**

IN USD THOUSANDS	NOTES	2023	2022
Equity and liabilities			
Equity	7.5		
Share capital		48,589	48,589
Share premium		1,879	152,737
Retained earnings		700,021	517,044
Other reserves		(843)	525
Non-controlling interest		3,835	2,551
Total equity		**753,481**	**721,447**
Non-current Liabilities			
Non-current Interest-bearing debt	7.4	92,951	74,462
Lease liabilities – long-term		-	114
Acquired TC contracts, non-current		-	1,480
Deferred tax liabilities		748	803
Total non-current liabilities		**93,699**	**76,859**
Current Liabilities			
Current interest-bearing debt	7.4	33,564	79,112
Trade and other payables		20,397	17,282
Related party paybles	8.2	1,062	-
Income tax payable	3.1	289	378
Deferred revenues	4.2	35,230	40,133
Other liabilities	4.2	17,022	21,111
Total current liabilities		**107,564**	**158,015**
Total equity and liabilities		**954,744**	**956,321**

Oslo, March 21, 2024

The Board of Directors and
CEO of MPC Container Ships ASA

Ulf Holländer (Chairman) Dr. Axel Schroeder Pia Melling

Peter Frederiksen Ellen Hanetho Constantin Baack (CEO)

Consolidated Statement of Changes in Equity

IN USD THOUSANDS	SHARE CAPITAL	SHARE PREMIUM	TREASURY SHARES	RETAINED EARNINGS	OTHER RESERVES	TOTAL EQUITY ATTRIBUTABLE TO THE EQUITY HOLDERS OF THE COMPANY	NON-CONTROLLING INTEREST	TOTAL EQUITY
Equity as at January 1, 2023	48,589	152,737	–	517,044	525	718,895	2,551	721,447
Result of the period	–	–	–	324,961	–	324,961	155	325,116
Other comprehensive income	–	–	–	–	(1,368)	(1,368)	–	(1,368)
Total comprehensive income	**-**	**-**	**-**	**324,961**	**(1,368)**	**323,593**	**155**	**323,748**
Dividends provided for or paid	–	(150,858)	–	(141,984)	–	(292,842)	(292)	(293,134)
Cancellation of treasury shares	–	–	–	–	–	–	–	–
Settlement of warrants	–	–	–	–	–	–	–	–
Addition from non-controlling interest	–	–	–	–	–	–	1,421	1,421
Equity as at December 31, 2023	**48,589**	**1,879**	**-**	**700,021**	**(843)**	**749,646**	**3,835**	**753,481**
Equity as at January 1, 2022	48,630	597,080	(1,143)	82,212	(109)	726,670	919	727,589
Result of the period	–	–	–	434,832	–	434,832	215	435,047
Other comprehensive income	–	–	–	–	634	634	–	634
Total comprehensive income	**-**	**-**	**-**	**434,832**	**634**	**435,466**	**215**	**435,681**
Dividends provided for or paid	–	(441,022)	–	–	–	(441,022)	–	(441,022)
Cancelation of treasury shares	(41)	(1,102)	1,143	–	–	–	–	–
Settlement of warrants	–	(2,219)	–	–	–	(2,219)	–	(2,219)
Addition from non-controlling interest	–	–	–	–	–	–	1,417	1,417
Equity as at December 31, 2022	**48,589**	**152,737**	**-**	**517,044**	**525**	**718,895**	**2,551**	**721,447**

Consolidated Statement of Cash Flow

IN USD THOUSANDS	NOTES	2023	2022
Profit (loss) before income tax		325,754	436,118
Income tax expenses paid		(783)	-
Net change inventory and trade and other receivables		(1,171)	6,655
Net change in trade and other payables and other liabilities		(9,710)	1,398
Net change in deferred revenues		(4,903)	24,987
Depreciation	5.2	102,706	75,392
Finance costs (net)	2.6	10,532	10,791
Share of profit (loss) from joint venture	6.1	(22,637)	(51,761)
Impairment	5.2	79,378	-
(Gain) loss from sale of vessels and fixed assets	5.1	8,185	(49,042)
Amortization of TC contracts	4.2	(2,717)	(18,083)
Cash flow from operating activities		**484,634**	**436,455**
Proceeds from disposal of vessels	5.1	55,653	83,916
Scrubbers, dry dockings and other vessel upgrades	5.1	(48,254)	(66,301)
Newbuildings	5.1	(35,100)	-
Acquisition of vessels	5.1	(169,376)	(32,770)
Interest received		3,938	-
Other financial income		484	-
Dividend received from joint venture investment	6.1	41,000	60,350
Investment in associate		(404)	(826)
Cash flow from investing activities		**(152,059)**	**44,369**

IN USD THOUSANDS	NOTES	2023	2022
Dividends paid	7.6	(293,134)	(441,022)
Addition of non-controlling interest		1,421	1,417
Proceeds from debt financing	7.4	142,013	-
Repayment of long-term debt	7.4	(167,397)	(80,000)
Payment of principal of leases		(186)	(118)
Repayment of warrants	8.2	-	(3,554)
Repurchase of warrants	8.2	-	(2,219)
Interest paid	7.4	(13,661)	(8,716)
Debt issuance costs		(3,594)	-
Other finance paid		-	(2,030)
Cash from /(to) financial derivatives		(970)	607
Cash flow from financing activities		**(335,508)**	**(535,635)**
Net change in cash and cash equivalents		(2,933)	(54,812)
Restricted cash. cash and cash equivalents at the beginning of the period		125,517	180,329
Restricted cash, cash and cash equivalents at the end of the period		**122,584**	**125,517**

Notes

NOTE 1 Accounting Principles

1.1 Accounting Principles for the Consolidated Financial Statements

General information

MPC Container Ships ASA ("the Company") is a public limited liability company (Norwegian: allmennaksjeselskap) incorporated and domiciled in Norway, with registered address at Ruseløkkveien 34, 0251 Oslo, Norway, and Norwegian registered enterprise number 918494316. The Company was incorporated on January 9, 2017 and commenced operations in April 2017, when the first vessels were acquired. The consolidated financial statements comprise the Company and its subsidiaries (together referred to as "the Group"). The principal activity of the Group is to invest in and to operate maritime assets in the container shipping segment.

The shares of the Company are listed at the Oslo Stock Exchange under the ticker symbol MPCC. MPC Container Ships ASA is the parent company in the Group.

The consolidated financial statements were approved by the Company's Board of Directors on March 21, 2024.

Basis of preparation and measurement

The consolidated financial statements of MPC Container Ships ASA (the "Parent Company"), and all its subsidiaries (the "Group"), are prepared in accordance with International Financial Reporting Standards® (IFRS) as adopted by the European Union. The consolidated financial statements were prepared on the basis of historical cost, with some exceptions where fair value measurement is applied. These exceptions are specifically disclosed in the accounting policies sections in relevant notes:

+ Note 7.2 – Financial Instruments

All assets and liabilities for which fair values are measured or disclosed in the financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

+ Level 1: Quoted market prices in active markets for identical assets or liabilities.
+ Level 2: Inputs other than quoted market prices included in Level 1 are directly or indirectly observable.
+ Level 3: Inputs are unobservable.

The Group has prepared the financial statements on the basis that it will continue to operate as going concern.

Certain amounts in the comparable years have been restated or reclassified to conform to current year presentation. All amounts in the consolidated financial statements are denominated in US dollars (USD), which is the functional currency of the parent company of the Group. All financial information presented in USD has been rounded to the nearest thousand USD, except otherwise indicated.

The Group's financial year corresponds to the calendar year.

Basis of consolidation

The consolidated financial statements include MPC Container ASA and its subsidiaries in which the Company exercises control. The financial statements of the subsidiaries are prepared for the same reporting period as the Group, using consistent accounting policies. Intercompany transactions, balances and unrealized gains on transactions between group companies are eliminated. Unrealised losses are also eliminated unless the transaction provides evidence of an impairment of the asset transferred.

Subsidiaries

Subsidiaries are all companies where the Group has a controlling interest. A controlling interest is where the Group has the power to govern the financial and operating policies. This is usually achieved when the Group owns, either directly or indirectly, more than 50% of the shares in the company, or through agreements, are able to exercise control over the company. Subsidiaries are fully consolidated from the date on which control is transferred to the Group. They are de-consolidated from the date on which control ceases.

Companies that constitute the Group are listed in Note 6.2 – Group Companies.

Accounting principles related to joint ventures, associated companies are presented in Note 6.1 – Investments in Joint Venture and Associate.

Foreign currency translation

In accordance with IAS 21, foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at period-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognized in the income statement. Non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rates as at the dates of the initial transaction.

Financial reporting principles

The material financial reporting principles are described in the relevant notes in the consolidated financial statements and in the notes in the financial statements of the parent company.

The Group presents assets and liabilities in the statement of financial position based on the current or non-current classification.

The cash flow statement of the Group is prepared using the indirect method. Liquid assets include cash, bank deposits (restricted and unrestricted) and other short-term investments which can be converted within 3 months.

New and amended standards and interpretations

The Group's intention is to adopt the relevant new and amended standards and interpretations when they become effective, subject to EU approval before the consolidated financial statements are issued.

Starting from January 1, 2023, the Group has applied the following new statndards and amendments:

Amendments to IAS 1 Presentation of Financial Statements and IFRS Practice Statement 2: Disclosure of Accounting policies. The amendment clarifies in which situations a change in an accounting policy is material and should be disclosed.

Amendments to IAS 8 Accounting policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates. The amendment clarifies the definition and application of an accounting estimate.

Amendments to IAS 12 – Income Taxes

In May 2023, the IASB issued amendments to IAS 12 Income Taxes, which provides temporary exemptions from the requirement to recognise and disclose deferred taxes arising from enacted or substantively enacted tax law that implements the Pillar Two Model Rules published by the OECD, including tax law that implements qualified domestic minimum top-up taxes. The amendments have been adopted by the EU and the company has applied the mandatory temporary exception according to IAS 12. This implies that no deferred tax is recognised or disclosed with respect to this tax regime for the financial year 2023.

Standards issued but not yet effective

The new and amended standards and interpretations that are issued, but not yet effective, up to the date of issuance of the Group's financial statements are disclosed below. The Group intends to adopt these new and amended standards and interpretations, if applicable, when they become effective.

Amendment to IFRS 16 – Leases on sale and leaseback

In September 2022, the IASB issued an amendment to IFRS 16 which adds requirements for how an entity accounts for a sale and leaseback after the date of the transaction. After the commencement date, the seller-lessee applies the subsequent measurement requirements in IFRS 16 to the right-of-use asset and the lease liability that arise from the leaseback, including the lease modification requirements. In applying these requirements, the seller-lessee determines 'lease payments' or 'revised lease payments' in a way that the seller-lessee would not recognise any amount of the gain or loss that relates to the right of use retained by the seller-lessee. The Group is currently assessing the impact of the amendments will have on current sale and leaseback arrangement.

Amendments to IAS 1 – Classification of Liabilities as Current or Non-current

In January 2020, the IASB issued amendments to paragraphs 69 to 76 of IAS 1 to specify the requirements for classifying liabilities as current or non-current. The amendments clarify:

+ What is meant by right to defer settlement
+ That a right to defer must exist at the end of the reporting period

+ That classification is unaffected by the likelihood that an entity will exercise its deferral right
+ That only if an embedded derivative in a convertible liability is itself an equity instrument would the terms of a liability not impact its classification.

Amendment to IAS 7 and IFRS 7 – Supplier finance
The amendments are not expected to have a material impact on the Group's financial statements.

Amendments to IAS 21 – Lack of Exchangeability
The amendments are not expected to have a material impact on the Group's financial statements.

1.2 Significant Judgement, Estimates and Assumptions

The preparation of consolidated financial statements conforming to IFRS requires management to make judgments, estimates and assumptions that may affect assets, liabilities, revenues, expenses and information in notes to these financial statements. Estimates are management's best assessment based on information available at the date the financial statements are authorized for issue. Uncertainty about these assumptions and estimates could result in outcomes that could require a material adjustment to the carrying amount of the asset or liability affected in future periods. Estimates and underlying assumptions are reviewed on an on-going basis. The main areas where judgements and estimates have been made are prescribed in each of the following notes:

+ Note 5.2 – Depreciation, Amortization and Impairment Charges

NOTE 2 Financial Performance

2.1 Segment Information

Accounting policy
Segment reporting
Operating segments are reported in a manner consistent with the internal reporting provided to the chief operating decision makers in the Group. The chief operating decision maker who is responsible for allocating resources and assessing performance of the operating segments has been identified as the Board of Directors of the Company.

All of the Group's vessels earn revenue from seaborne container transportation globally. The vessels exhibit similar economic, trading and financial characteristics. The Group is organised in one operating segment, i.e. the container shipping segment. The Group provides geographical data for revenue only, as the Group's revenue predominantly stems from vessels that may be empoyed globally. Gross revenue specific foreign countries which contribute significantly to total revenues are disclosed below.

IN USDTHOUSANDS	2023	2022
Intra-Asia	156,789	158,968
South America	216,364	159,398
Europe	37,762	54,249
Middle East	190,633	129,437
Africa	30,904	32,084
Other geographical locations (worldwide trades)	68,258	55,245
Total time charter and pool revenue	**700,710**	**589,380**

For the year ended December 31.2023, the Group had three customers (2022: two) who each accounted for 10% or more for our consolidated revenues in the amount of USD 75.6 million, USD 91.9 million and USD 127.9 million respectively. These three customers accounted for 42% of the total revenues for 2023.

2.2 Revenues and Other Revenues

Accounting policy

Revenue recognition

The Group derives its revenue from time charters of its vessels, each of which contains a lease. These charters involve placing the specified vessel at charterers' use of specified rental period of time in return for payment of specified daily hire rates. Most of the charters include options for the charterers to extend the terms. Revenue from the Group's time charters is accounted for as operating leases, on a straight-line basis, for a shorter period of the vessels' useful life, over the average fixed rentals over the minimum fixed rental period of the time charter agreements, as service is performed. Charter hire received in advance is recorded under "Deferred revenue" in the Consolidated Statement of Financial Position until charter services are rendered. Invoiced revenue related to an estimated proportion of remaining voyage time and activities at the destination port is deferred. Under a time charter, the daily hire rate includes lease component related to the right of use of the vessel and non-lease components primarily related to the operating expenses of the vessel incurred by the Group such as commissions, vessel operating expenses: crew expenses, lubricants, certain insurance expenses, repair and maintenance, spares, stores etc. and vessel management fees. The lease component of the vessel represents the use of the vessel without any associated performance obligations and is accounted for in accordance with IFRS 16 Leases while revenues from time charter services (non-lease) and other revenues (e.g. bunkers and other services) are accounted for in accordance IFRS 15. The non-lease component from the Group's time charter contracts are recognized over time, as the performance obligation is satisfied over time. Revenue from bunkers and other goods and services from customers are recognized in the period the goods or services are transferred to the customer, following the "point in time principle

IN USD THOUSANDS	2023	2022
Time charter revenues	700,710	587,868
Pool charter revenues	-	1,512
Total Charter revenues	**700,710**	**589,380**
Amortization of time charter contracts	2,716	18,083
Other revenues	7,855	9,304
Total operating revenues	**711,282**	**616,768**

When a time charter contract is linked to an index, we recognize revenue for the applicable period based on the actual index for that period. In 2023, one vessel was index-linked (2022: nil) and four vessels were on variable rate time charter (2022: nil).

The lease and non-lease components of our revenues in the year ended December 31, 2023 and December 31, 2022 were as follows:

IN USD THOUSANDS	2023	2022
Service element	152,897	134,936
Other revenue	7,855	9,304
Total revenue from customer contracts	**160,752**	**144,240**
Lease elements	547,813	454,444
Amortization of time charter contracts	2,716	18,083
Total operating revenues	**711,282**	**616,768**

Contracted revenues based on fixed time charter contracts as at December 31, 2023 are set out below, based on minimum contract periods of vessels held in subsidiaries:

IN USD THOUSANDS	< 1 YEAR	1-3 YEARS	4-5 YEARS	> 5 YEARS	TOTAL
TCE	436,899	346,844	56,837	155,274	995,853

2.3 Vessel Voyage Expenditures

Accounting policy

Voyage expenses are expensed as incurred and primarily consist of port charges, bunker costs (bunker costs are normally covered by the Group's charterer, except in certain cases such as vessel re-positioning, or under repair and maintenance, or when the vessels have been idle) ,address commissions and brokerage commissions.

IN USD THOUSANDS	2023	2022
Bunker consumption	(7,715)	(11,396)
Other voyage expenses	(2,183)	(2,368)
Total vessel voyage expenditures	**(9,898)**	**(13,765)**
Commissions	**(20,000)**	**(17,127)**

2.4 Vessel Operating Expenditures

Accounting policy

Vessel operating expenses are expensed as incurred and include crew wages and related costs, the cost of insurance, expenses for repairs and maintenance. General operating expenses are related to the cost of spares and consumable stores, tonnage taxes and other miscellaneous expenses. Vessel operating expenditures which are partially compensated by income from reimbursements from the charterer and are being recognized as other revenue.

IN USD THOUSANDS	2023	2022
Crew	(74,769)	(71,331)
Lube oil	(9,189)	(8,646)
Maintenance and repair	(48,670)	(39,227)
Insurances	(15,983)	(17,178)
Operating expenditures	(4,780)	(3,605)
Total vessel operating expenditures	**(153,390)**	**(139,988)**

2.5 Other Operating Expenses

Accounting policy

Other operating expenses including administrative expenses are expensed as incurred and include, audit fees, bookkeeping fees, legal fees, board remuneration, service cost, executive officers compensation, directors & officers insurance and stock exchange fees.

Other administrative expenses include remuneration to the Board of Directors and executive management, and fees paid for corporate management services from MPC Maritime Investments GmbH and MPC Münchmeyer Petersen Capital AG which are part of the Group's related parties. Further information on transactions between related parties can be found in Note 8.2 – Related pary transactions. The Group employs 33 people as at December 31, 2023. The Group has defined contributions plan for all employees in line with established market practices and regulations in Norway, Germany and Netherlands.

IN USD THOUSANDS	2023	2022
Legal and advisory services	(2,869)	(2,725)
Audit and accounting services	(1,045)	(1,104)
Salary and employee expenses	(5,989)	(5,266)
Other administrative expenses	(4,901)	(4,766)
Total administrative expenses	**(14,805)**	**(13,862)**

The following table details the administrative expenses incurred in relation to 2023 audit and related services.

IN USD THOUSANDS	2023	2022
Audit fee	(670)	(781)
Attestation services	(6)	(9)
Total auditor services	**(676)**	**(790)**

2.6 Finance Income and Expenses

Accounting policy

Financial income consists of interest income, currency gain. Interest income are recognised as it accrues using effective rate, while dividends are recognised at the date of approval of the Annual General Meeting.

Financial expenses consist of interest expenses, currency losses, and other financial expenses. Interest expenses are recognised as they accrue using effective rate. In addition, there are interest expenses on leasing liabilities.

IN USD THOUSANDS	2023	2022
Interest income	2,819	631
Other financial income	5,022	3,110
Total financial income	**7,841**	**3,741**
Interest expenses	(14,648)	(10,918)
Bank fees on early repayment of debt	(904)	-
Result on derivative contracts reclassified from equity	-	(300)
Other	(2,821)	(3,262)
Total financial expenses	**(18,373)**	**(14,480)**

2.7 Earnings Per Share

Accounting policy

The Group presents basic and diluted earnings per share data for its ordinary shares.

Basic earnings per share are calculated by dividing the profit for the reporting period attributable to ordinary equity holders of the Company by the weighted average number of ordinary shares outstanding during the reporting period.

Diluted earnings per share are calculated by dividing the profit attributable to ordinary equity holders of the Company by the weighted average number of ordinary shares outstanding during the year plus the weighted average number of ordinary shares that would be issued on conversion of all the dilutive potential ordinary shares into ordinary shares.

The following table sets forth the computation of basic and diluted earnings per share for the year ended December 31:

IN USD THOUSANDS	2023	2022
Profit (loss) for year attributable to ordinary equity holders – in USD thousands	324,961	434,832
Weighted average number of shares outstanding, basic	443,700,279	443,700,279
Weighted average number of shares outstanding, diluted	443,700,279	443,700,279
Basic earnings per share – in USD	**0.73**	**0.98**
Diluted earnings per share – in USD	**0.73**	**0.98**

NOTE 3 Income Taxes

3.1 Income Tax Reconciliation

Accounting policy

Current income tax assets and liabilities are measured at the amount expected to be recovered from or paid to the relevant taxation authorities.

The Company is subject to tax on its income in accordance with the general tax rules pertaining to companies that are tax resident in Norway.

The Company's vessel-owning subsidiaries are subject to the Norwegian, German or Dutch tonnage tax regime, i.e. taxable income is calculated as a lump sum depending on the net tonnage of the respective vessels, independent of the realized earnings. Income not derived from the operation of the vessels in international waters, such as financial income, is usually taxed according the ordinary taxation rules applicable in the resident country of each respective company. Tonnage taxes are classified as "Vessel operating expenditures".

Deferred tax liabilities are classified as non-current liabilities and are recognized for all taxable temporary differences. Deferred tax assets are recognized for all deductible temporary differences to the extent that it is probable that taxable profits will be available against which the deductible temporary difference can be utilised.

IN USD THOUSANDS	2023	2022
Income taxes paid/payable	(692)	(260)
Change in deferred tax asset	55	(803)
Other taxes	-	(8)
Income tax expense	**(637)**	**(1,071)**
Specification of corporate income tax expense		
Basis for ordinary corporation tax expense		
Profit(loss) before taxes	325,754	436,118
Nominal tax rate	22%	22%
Expected tax at nominal tax rate	(71,666)	(95,946)
Tax effect of reconciling items		
Income tax exempted from corporate tax under the tonnage regime	70,046	86,922
Share of result in joint venture	4,980	11,387
Change in temporary differences not recognized	(4,747)	(2,363)
Other permanent differences/exchange translation differences	750	(1,071)
Income tax expense	**(637)**	**(1,071)**
Recognized on the statement of financial position:		
Deferred tax assets	-	-
Deferred tax liabilities	(748)	(803)
Income taxes payable	(289)	(260)
Temporary differences		
Foreign exchange differences on translation to local currency for tax reporting	(3,398	(3,649)
Net basis for deferred tax liabilities:	**(3,398)**	**(3,649)**

The Company's subsidiaries in which the vessels are held are subject to German, Dutch, or Norwegian tonnage tax, as applicable. Companies subject to tonnage tax are exempt from ordinary tax on income derived from operations in international waters. The subsidiaries within the tonnage tax system pay a tonnage tax based on the size of the vessels. The fee is recognized as an operating expense.

The parent company (MPC Container Ships ASA) is under ordinary taxation rules in Norway. The ordinary rate of corporation tax in Norway is 22% for 2023 (2022: 22%). Refer to note 6 in the Parent Financial Statement. The parent company and other holding companies within the group may have individual tax losses each year, which generate carry forward losses for the individual companies. Deferred tax assets are only recognized to the extent that the future utilization within the Group can be justified as at December 31, 2023. As a consequence, a tax position of USD 66.9 million relating to carry forward losses has not been recognized in the balance sheet.

NOTE 4 Net Working Capital

4.1 Trade and Other Receivables

Accounting policy

Trade and other receivables

Trade receivables and other short-term receivables are measured at transaction price upon initial recognition and subsequently measured at amortised cost less expected credit losses. The Group applies the simplified approach to provide for lifetime expected credit losses in accordance with IFRS 9. Credit loss allowance is recognised based on both historical and forward-looking credit loss assessment. Trade receivables relate to receivables against the charterers for the Group's time charter contracts. Insurance claims are the Group's claims covered by insurance agreements where the virtually certain threshold are met.

IN USD THOUSANDS	DECEMBER 31, 2023	DECEMBER 31, 2022
Trade receivables	6,310	7,937
Claims related to insurance cases	12,065	9,829
Other receivables and prepayments	5,292	5,156
Total Trade and other receivables	**23,667**	**22,922**

The Group had outstanding receivables per December 31, 2023 amounting to USD 6.3 million. Historically, the Group have not had any credit losses of significance. A significant part of the outstanding receivables is against larger liner companies, of which the Group have had a long business relationship with, which reduces the risk further. The invoiced amount is considered to be approximately equal to the value which would be derived under the amortized cost method. In 2023, the Group recognized USD 0.4 million as impairment losses, compared to USD 0.6 million in 2022.

4.2 Deferred Revenues and Other Liabilities

Accounting policy

Provisions are recognized when the Group has a present obligation as a result of a past event, it is probable that an outflow of resources will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. The expense relating to any provision is recognized through profit and loss net of any reimbursement. Under the payment terms generally applicable to the Group's revenue, prepayments are received only to a limited extent. Typically, payment is due upon or after completion of the services. Part of the deferred revenue constitutes contract liabilities which represent advance payments and billings in excess of revenue recognized.

The following table shows the components of other liabilities as at period end.

IN USD THOUSANDS	DECEMBER 31, 2023	DECEMBER 31, 2022
Accrued expenses	13,337	15,989
Accrued salaries	1,989	1,034
VAT, social security, etc	212	217
Acquired TC contracts	1,011	2,248
Other short-term liabilities	473	1,623
Total Other liabilities	**17,022**	**21,111**
Deferred reveues	**35,230**	**40,133**

NOTE 5 Tangible Assets

5.1 Vessels and Newbuildings

Accounting policy

Vessels and other property, plant and equipments

Vessels and other property, plant and equipments are stated at historical cost, less subsequent depreciation and impairment. For vessels purchased, these costs include capitalizable expenditures that are directly attributable to the acquisition of the vessels. Upon acquisition, each component of the vessels, with a cost significant to the total acquisition costs, such as dry-docking component, exisitng charter contract, is separately identified and depreciated over that component's useful life on a straight-line basis.

The scrubber installations are recognized in the carrying amount of the vessels, and depreciated over the remaining useful life of the vessels.

Depreciation is calculated on a straight-line basis over the useful life of the assets, taking residual values into consideration, and adjusted for impairment charges, if any. Residual values of the vessels are estimated as the lightweight tonnage of each vessel multiplied by recycling value per ton. Expected useful lives of our vessels, i.e. 25 years, and residual values are reviewed at each balance sheet date and, where they differ significantly from previous estimates, depreciation calculations are altered accordingly.

Impairment losses are described in detail in the accounting principle Impairment disclosed in Note 5.2 – Depreciation, Amortisation and Impairment charges.

Ordinary repairs and maintenance expenses are charged to the income statement as incurred. Costs related to dry-docking or other major overhauls are recognized in the carrying amount of the vessels. The recognition is made when the dry-docking has been performed and is depreciated based on estimated time to the next class renewal, i.e. 5 years. The remaining costs that do not meet the recognition criteria are expensed as repairs and maintenance.

Vessels and other property, plant and equipments are derecognized upon disposal or when no future economic benefits are expected from their use or disposal. Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in profit or loss in the period the asset is derecognized.

Vessels held for sale

Vessels are classified as "Vessels held for sale" when all of the following criteria are met: management has committed to a plan to sell the vessel; the vessel is available for immediate sale in its present condition subject only to terms that are usual and customary for sales of vessels; an active program to locate a buyer and other actions required to complete the plan to sell the vessel have been initiated; the sale of the vessel is probable and transfer of the vessel is expected to qualify for recognition as a completed sale within one year; the asset is being actively marketed for sale at a price that is reasonable in relation to its current fair value and actions required to complete the plan indicate that it is unlikely that significant changes to the plan will be made or that the plan will be withdrawn. Vessels classified as held for sale are measured at the lower of their carrying amount or fair value less cost to sell. These vessels are not depreciated once they meet the criteria to be held for sale.

Newbuildings

Instalments on newbuilding contracts are capitalized as "Newbuildings" when they are incurred. Upon delivery, newbuildings are reclassified to vessels and are subject to depreciation. The acquisition cost includes direct investments, cost incurred during the construction period and borrowing cost. Borrowing costs are capitalized during the construction period. When the newbuilding contracts are financed, the amount of interest capitalized during the construction period will be based on the effective interest of the designated loan facilities.

Judgement and estimates

+ Depreciation of vessels (including scrubbers): Depreciation is based on estimates of the vessels' useful lives, residual values less recycling costs and the depreciation method, which are reviewed by management at each balance sheet date. Any changes in estimated useful lives and/or residual values impact the depreciation of the vessels prospectively.

Climate risk

+ Future climate change measures may affect the shipping industry regarding fuel regulation, port fees and the recycling values of the vessels. Potential future fuel taxes or carbon emission regulation such as EU's emission trading system (EU ETS) or development of new more climate friendly fuel may increase the future operating expenses or capex of the Group that may be only partly offset by higher time charter rates. Technological developments enabling more climate friendly container vessels may affect the ability to obtain new charters in the future, the potential useful life of the vessels and the recycle values of the vessels. These effects may result in impairment of vessels due to lower recycling value from mandatory EU approved yards, or generating less cash-flow from not reaching regulatory targets. Management has considered the impact of decarbonization and climate-related risks on useful lives of existing vessels. Such risk including new climate-related legislation restricting the recycling of EU flagged vessels outside of EU approved yard.

IN USD THOUSANDS	VESSELS	NEWBUILDS, PAYMENT ON ACCOUNT	TOTAL PROPERTY, PLANT & EQUIPMENT	VESSELS HELD-FOR-SALE	TOTAL
Cost					
At January 1, 2022	937,842	-	**937,842**	20,914	**958,756**
Acquisitions	-	-	**-**	-	**-**
Capitalized dry-docking, progress billings and other expenses	66,301	32,770	**99,071**	-	**99,071**
Transfers	(1,041)	-	**(1,041)**	-	**(1,041)**
Disposals of vessels	(26,932)	-	**(26,932)**	(20,914)	**(47,846)**
Vessels held for sale	-	-	**-**	-	**-**
At December 31, 2022	**976,170**	**32,770**	**1,008,940**	**-**	**1,008,940**
Acquisitions	169,376	-	**169,376**	-	**169,376**
Capitalized dry-docking, progress billings and other expenses	48,254	46,210	**94,464**	-	**94,464**
Disposals of other fixed assets	(8,332)	-	**(8,332)**	-	**(8,332)**
Disposals of vessels	(108,208)	-	**(108,208)**	-	**(108,280)**
Vessel held for sale	(48,618)	-	**(48,618)**	48,618	**-**
At December 31, 2023	**1,028,642**	**78,980**	**1,107,622**	**48,618**	**1,156,240**

IN USD THOUSANDS	VESSELS	NEWBUILDS, PAYMENT ON ACCOUNT	TOTAL PROPERTY, PLANT & EQUIPMENT	VESSELS HELD-FOR-SALE	TOTAL
Accumulated depreciation					
At January 1, 2022	(163,479)	-	**(163,479)**	(4,661)	**(168,090)**
Depreciation for the year	(75,270)	-	**(75,270)**	-	**(75,270)**
Disposal of vessels	8,452	-	**8,452**	4,611	**13,063**
Transfers	-	-	**-**	-	**-**
At December 31, 2022	**(230,297)**	**-**	**(230,297)**	**-**	**(230,297)**
Depreciation for the year	(102,504)	-	**(102,504)**	-	**(102,504)**
Impairment	(79,378)	-	**(79,378)**	-	**(79,378)**
Disposal of vessels	51,375	-	**51,375**	-	**51,375**
Transfers	23,453	-	**23,453**	(23,453)	**-**
At December 31, 2023	**(337,351)**	**-**	**(337,351)**	**(23,453)**	**(360,804)**
Net book value					
At December 31, 2023	691,291	78,980	**770,271**	25,165	**795,436**
At December 31, 2022	745,873	32,770	**778,643**	-	**778,643**

Acqusitions of vessels:

In January 2023, the Group entered into agreements to acquire the 2010-built scrubber-fitted vessel AS Nina and the 2007-built scrubber-fitted vessel AS Claudia for a total consideration of USD 33.7 million. Both vessels come with existing charters attached with renewals in the third quarter of 2023 and the first quarter of 2024, respectively. Both vessels were subsequently delivered to the Group in March 2023.

In June 2023, the Group entered into agreement to acquire a fleet of five modern ecodesign vessels from an unrelated party, for a total consideration of USD 135.6 million. The 2016-built vessel, AS Anne (2,190 TEU), includes an existing 36-month time charter agreement which was recorded as a separate component of the vessel. The vessel was delivered on June 30, 2023. The total consideration for the vessel including the time charter agreement was USD 41.6 million. The time charter agreement was subsequently terminated in July 2023 and the Group received a cash compensation of USD 22.0 million. Simultaneously, the Group depreciated seperately of USD 22.0 million to reflect the cost of contract.

Disposal of vessels and other assets:

In 2023, the Group sold and delivered six wholly-owned vessels. Total impairment loss relating to these vessels were USD 31.6 million. An additional USD 1.2 million loss was recorded due to revision of the final sale price upon delivery of the vessels. Refer to Note 5.2 – Depreciation, Amortization and Impairment Charges for further detail.

In December 2023, the Group entered into MoA to sell its 2004-build vessels, AS Petra and AS Paulina, and its 2006-built AS Pauline to an unrelated party for a total of USD 25.5 million. As at December 31, 2023, the vessels were classified as "Vessels held for sale", and a total impairment loss of USD 5.8 million was recognized as the the carrying amount of the vessels were not recoverable from their expected fair value less cost of sale.

In December 2023,USD 6.5 million of CAPEX was written off.

Newbuildings:

As at December 31, 2023, the Group's newbuilding program consisted of four vessels, of which two 5,500 TEU eco-design vessels with a contract price of USD 72.2 million per vessel. The vessels have a 7-year time charter contracts in place with ZIM Integrated Shipping Services (NYSE: ZIM) and are expected to be delivered in the second and third quarter of 2024. The other two vessels are carbon-neutral, dual-fuel, 1,300 TEU container vessels that are able to operate on green methanol. The contract price is USD 39.0 million per vessel and they are expected to be delivered in late 2024. For these two vessels, a 15-year time charter contracts to North Sea Container Line AS have been secured. As at December 31, 2023, total additions to Group's newbuilding program was of USD 79.0 million of which USD 77.2 million was related to yard progress billing. Remaining commitments amounted to USD 156.1 million are due in 2024.

5.2 Depreciation, Amortization and Impairment Charges

Accounting policy

Impairment of vessels

Indicators of impairment of vessels and other fixed assets are assessed at each reporting date. The same applies when events or changes in circumstances that may entail that the vessels' carrying amount may not be recoverable. Such indicators may include depressed charter rates and lower second hand vessel values. If impairment indicators are identified, the recoverable amount is estimated; and If the carrying amount exceeds its recoverable amount, an impairment loss is recognized; i.e. the asset is written down to the higher of the fair value less cost of sale and its value -in-use. The net realizable value is the amount obtainable from the sale of an asset in an arms length transaction less the costs of sale and the value in use is the present value of estimated future cash flows expected from the continued use of an asset.

Assets are grouped at the lowest level where there are separately identifiable independent cash flows.

The following assumptions have been made when calculating the value in use for container vessels:

+ Each vessel is considered to be a separate cash-generating unit.
+ Future cash flows are based on an assessment of expected development in charter rates and estimated level of administrative and operating expenses (including maintenance and repair) and dry-docking over the remaining useful life of the vessel plus any residual value.
+ The net present value of future estimated cash flows of each cash-generating unit is based on a discount rate according to a pre-tax weighted average cost of capital. The weighted average cost of capital (WACC) is calculated based on the expected long-term borrowing rate and risk-free USD SOFR rate plus an equity risk premium. In 2023, the WACC used in the impairment testing was 9.0%.

An impairment loss recognized in prior periods for an asset is reversed if there has been a change in the estimates used to determine the asset's recoverable amount since the last impairment loss was recognized.

Judgement and estimates

+ Impairment of vessels: In assessing the need for impairments, each vessel is considered to be a separate cash generating unit. The impairment testing demand a considerable degree of estimation. Changes in circumstances and assumptions may significantly affect the estimated recoverable amounts. In assessing impairment, both external and internal sources of information are considered. External sources include a significant decline in market value that is not the result of the passage of time, normal use of the assets or increase in interest rate. Internal sources of information include evidence of obsolescence of, or physical damage to, an asset. If the carrying amount of an asset exceeds the amount that is recoverable from its use or sale, an impairment loss is recognised immediately so that the carrying amount corresponds to the recoverable amount.
+ As we obtain information from various industry and other sources (see further in the basis for impairment testing), our estimates of charter-free market value are inherently uncertain. In addition, vessel values are highly volatile; as such, our estimates may not be indicative of the current or future charter-free market value of our vessels or prices that we could achieve if we were to sell them.
+ Value in use calculations involve a high degree of estimation and a number of critical assumptions such as time charter rates, utilization rate, drydocking expenditures and requirements, operational expenses, residual values and discount rates. These assumptions are based on a combination of historical trends and current market conditions as well as future expectations. Estimated outflows for operating expenses and drydocking expenditures as well as requirement are based on a combination of historical and budgeted costs and are adjusted for assumed inflation. Finally, utilization is based on historical levels achieved and estimates of a residual value are consistent with the pattern of scrap rates used in management's evaluation of salvage value. The more significant factors that could impact management's assumption regarding time charter rates include (i) regional and global economic environment, (ii) trade patterns, (iii) by industry-specific trends in respect of capacity supply and demand, and (iv) changes in rules and regulation applicable to the container market, which includes legislation adopted by the international organization such as IMO and the EU or by individual countries. Although management believes that the assumptions used to evaluate potential impairment are reasonable and appropriate at the time they were made, such assumptions are highly subjective and likely to change, possibly materially in the future.

Climate risk

+ Management continuously monitors climate related risks when measuring the recoverable amount. While the Group's operations are not currently exposed to significant physical risk, the value-in-use may be impacted by transition risk, such as legislation, regulations, and changes in demand for the Group's assets. Although no single climate related assumption is a key assumption for this year's impairment test, expectations for the following years have been incorporated into projected cash flows: retrofit investments to improve fuel efficiency.

Basis for impairment testing and calculation of recoverable amount

In the impairment test for cash-generating units, the recoverable amount of the unit is compared with its carrying amount. The recoverable amount for the relevant cash-generating units is determined based on higher of the estimated fair value less cost of sale and its estimated value-in-use calculations. If the recoverable amount is less than the carrying amount, the latter is written down to the recoverable amount. The estimated fair value for our vessels is determined by a combination of various industry sources, including charter-free market values received from third-party independent broker; similar vessel sales offered from potential or historical buyers, recent sales of our owned vessels in a non-distressed situation. While the value-in-use is calculated as the discounted value of the estimated future net cash flows per cash-generating unit.

In developing estimates of future cash flows in order to assess value in use, the Group must make assumptions about future performance, with significant assumptions being related to charter rates, ship operating expenses, utilization, dry docking and other capital requirements, residual value and the estimated remaining useful lives of the vessels. These assumptions are based on historical trends as well as future expectations. As at December 31, 2023, our revenue assumptions were based on contracted time charter rates up to the end of life of the current contract of each vessels as well as estimated time charter equivalents rates for the remaining life of the vessel after the completeion of its current contract. The estimated daily time charter equivalent rates used for unfixed days are based on a combination of (i) internally developed forecasts, and (ii) the trailing 15 year historical average rates, based on monthly averages rates published by an independent third party martimie research service. The estimated daily time charter equivalent rate used for non-contracted revenue days of each vessel is considered a significant assumption. Recognzing that the container transportation industry is cyclical and subject to significant volatility, we consider the assumptions used represent a reasonable benchmark for the estimated time charter equivalents rates for the non-contracted revenue days, based on the past and ongoing shipping cycles.

Estimated outflows for operating expenses and dry docking requirements are based on historical and approved budgeted costs and are adjusted for assumed inflation. Finally, utilization is based on historical levels achieved and estimates of a residual value are consistent with the pattern of recycle rates used in management's evaluation of salvage value.

Other capital requirements for vessels are primarily retrofit investments based on the Group's decarbonization strategy.

At each reporting date, the Group evaluates whether there is an indication that an asset may be impaired. If such indicator exists, an impairment test is performed. Such indicators may include depressed spot rates and declined secondhand containerships values. At December 31, 2023, the impairment indicator was triggered as the market values of our vessels have declined from levels seen in 2021 and 2022. Hence, an impairment test has been performed for the Group's vessels.

In 2023, the Group recognized a total impairment loss of USD 79.4 million (2022: zero). Below sets fourth the material impairment loss to each cash generating units:

IN USD THOUSANDS	BUILT	STATUS	SALE PRICE	2023
Operating vessels				
AS Alva	2008			11,453
AS Nora	2014			8,794
AS Pamela	2009			8,611
AS Anita	2010			4,365
AS Alexandria	2010			4,236
Other vessels				10,332
Impairment for operating vessels				**47,791**
Held-for -sale				
AS Rosalia	2009	Sold	7,000	1,766
AS Romina	2009	Sold	7,000	2,213
AS Flora	2005	Sold	6,000	1,085
AS Roberta	2006	Sold	7,500	736
AS Rafaela	2007	Sold	8,000	1,590
AS Emma	2010	Sold	22,500	18,391
AS Paulina	2004	Held -for sale	8,000	2,921
AS Pauline	2006	Held -for sale	9,500	866
AS Petra	2004	Held -for sale	8,000	2,018
Impairment for held-for-sale vessels				**31,587**
Total Impairment			**79,378**	**79,378**

Impairment Sensitivity Analysis

As discussed above, we believe the appropriate historical period to use as a benchmark for impairment testng of our vessels is the trailing 15 years, to the extent available, as such average take into consideration the volatility and cyclicality of the market. Charter rates are, however, subject to change based on a variety of factors that we cannot control and we note that for all vessel categories, charter rates for 2021 and 2022 have been greater than their fifteen year historical averages.

In connection with the impairment testing of our vessels as of December 31, 2023, we performed a sensitivity analysis on the most sensitive and/or subjective assumption – the long term estimated daily time charter equivalent rates used for non-contracted revenue days;WACC and residual value that has the potential to affect the outcome of the test. The following table summarizes the he sensitivity of the impairment to the key assumption:

IN USD THOUSANDS	CHANGE IN IMPAIRMENT	INCREASE 2023	DECREASE 2022
Base rate	Increase/decrease by 5%	(3,613)	4,744
Recycling price	Increase/decrease by USD 50	(705)	1,118
WACC	Increase/decrease by 25 basis point	968	(572)

NOTE 6 Group Structure

6.1 Investments in Joint Venture and Associate

Accounting policy

Joint ventures are those entities whereby the Group have has joint control and rights to the net assets. Associates are those entities where the Group has significant influence but not control or joint control (usually between twenty and fifty percent of the voting power). The Group's investments in associate and joint venture are accounted for using equity method. The investments in an associate or a joint venture are initially recognized at cost and thereafter adjusted for Group's share of post-acquisition profits or losses, movements in other comprehensive income or dividends received.

IN USD THOUSANDS	DECEMBER 31, 2023	DECEMBER 31, 2022
Investment in joint venture	1,703	20,067
investment in associate	1,231	826
Total	**2,934**	**20,893**

Investment in Joint venture

The Group holds a 50% ownership interest in 2. Bluewater Holding Schifffahrtsgesellschaft GmbH & Co. KG (Bluewater), Hamburg(Germany). As at December 31, 2023, Bluewater has zero (2022: four) container vessels.

In December 2022, Bluewater, entered into an MOA to sell its 2006-built AS Cleopatra for an agreed sale price of USD 20.9 million to an unrelated party. The vessel was delivered to its new owner in January 2023, resulting in a gain of USD 10.9 million in the joint venture.

In January 2023, Bluewater, entered into an MOA to sell its 2003-built vessel Carinthia for an agreed sale price of USD 7.6 million to an unrelated party. The vessel was delivered to its new owner in March 2023, resulting in a gain of USD 2.1 million in the joint venture.

In July 2023, the Group agreed to sell its 2002-built and 2003-built joint-venture vessels Cimbra and Cardonia for USD 22.0 million and USD 20.5 million to unrelated parties. The joint venture vessel, Cardonia was subsequently delivered to its new owner in July 2023, and Cimbria was delivered in August 2023, which resulted in gains of USD 13.3 million (Cardonia) and USD 13.2 million (Cimbria) in the joint venture.

The following tables shows the summarized financial information of the Group's investment in Bluewater:

IN USD THOUSANDS	2023	2022
Non-current assets	-	28,323
Cash and cash equivalents	2,148	13,211
Other current assets	1,450	1,328
Non-current liabilities	-	-
Current liabilities	192	2,728
Equity	**3,405**	**40,133**
Group's carrying amount of the investment	**1,703**	**20,067**

IN USD THOUSANDS	2023	2022
Operating revenues	14,752	82,328
Operating costs	(8,416)	(18,812)
Other income (expense)	278	43,522
Gain (loss) from sale of vessels	39,535	-
Depreciation	(959)	(3,187)
Net financial income (expense)	112	(307)
Income tax	(28)	(22)
Profit after tax for the period	**45,275**	**103,522**
Total comprehensive income for the period	**45,275**	**103,522**
Group's share of profit for the period	**22,637**	**51,761**
Dividends received	**41,000**	**60,350**

Bluewater can not distribute dividends without the approval of both joint venture partners.

The joint venture had no contingent liabilities or capital commitments at December 31, 2023 and 2022.

Investment in associate

In 2022, the Group entered into an agreement with INERATEC for the supply of synthetic Marine Diesel Oil (MDO) made from biogenic CO_2 and renewable hydrogen, with delivery set to start in 2024. The Group recorded its initial investment at a cost of USD 0.8 million to acquire 24.5% ownership interest in Siemssen KG which holds an investment in INERATEC. In January 2023, the Group further increased its investment of USD 0.4 million to maintain its ownership position. As at December 31, 2023, the Group's investment in Siemssen KG was USD 1.2 million. The investment is accounted under the equity method.

6.2 Group Companies

The Group's consolidated financial statements include the financial statements of the Company and its subsidiaries listed in the table below. The table excludes all general partner companies and non-operating companies.

COMPANY	COUNTRY	PRINCIPAL ACTIVITY	OWNERSHIP
MPC Container Ships Invest B.V.	Netherlands	Holding company	100.00%
"AS Angelina" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS California" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Carelia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Clara" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Clarita" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Clementina CV" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Columbia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Cypria" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fabiana" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fabrizia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fatima" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Felicia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Filippa" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Fiorella" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Floretta" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%

COMPANY	COUNTRY	PRINCIPAL ACTIVITY	OWNERSHIP
"AS Floriana" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Patria" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Paulina" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Petronia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Ragna" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sara" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Savanna" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Selina" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sevillia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sicilia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
"AS Sophia" ShipCo C.V.	Netherlands	Ship-owning entity	99.90%
MPCC Second Financing GmbH & Co. KG	Germany	Holding company	100.00%
"AS Camellia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Carlotta" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Christiana" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Pauline" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Sabrina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Samanta" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Susanna" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Svenja" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC Fourth Financing GmbH & Co. KG	Germany	Holding company	100.00%
"AS Anne" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Stine" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Silje" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Simone" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Sabine" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC Third Financing AS	Norway	Holding company	100.00%
"AS Fenja" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Freya" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%

COMPANY	COUNTRY	PRINCIPAL ACTIVITY	OWNERSHIP
"AS Nadia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Penelope" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Paola" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
Zweite "AS Palina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
Zweite "AS Petra" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Constantina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Serena" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
MPCC Mipo AS	Norway	Ship-owning entity	100.00%
MPCC Alva AS	Norway	Ship-owning entity	100.00%
MPCC City AS	Norway	Ship-owning entity	100.00%
MPCC Caspria AS	Norway	Ship-owning entity	100.00%
MPCC Nora AS	Norway	Ship-owning entity	100.00%
MPCC GREENBOX AS	Norway	Holding company	90.10%
MPCC NORDLAND AS	Norway	Ship-owning entity	90.10%
MPCC VESTLAND AS	Norway	Ship-owning entity	90.10%
MPC ECOBOX OPCO 5 GmbH & Co. KG	Germany	Ship-owning entity	100.00%
MPC ECOBOX OPCO 6 GmbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Carolina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Franziska" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Nina" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
"AS Claudia" Schifffahrtsgesellschaft mbH & Co. KG	Germany	Ship-owning entity	100.00%
AS Shipping OpCo 2 GmbH	Germany	Holding company	90.00%

NOTE 7 Capital Structure and Financial Instruments

7.1 Financial Risk Management

This section provides additional information about the Group's policies that are considered most relevant in understanding the operations and management of the Group, in particular objectives and policies of how the Group manages its financial risks, liquidity positions and capital structure.

The Group owns and operates vessels for worldwide transportation of containerised cargo. Through its operation, the Group is exposed to market risk, credit risk, liquidity risk and other risks that may negatively influence the value of assets, liability and future cash flows.

Market risk from financial instruments is the risk that future cash flows of a financial instrument will fluctuate because of changes in market prices. Market risk comprise four types of risk: interest rate risk, foreign currency risk, credit risk and price risk.

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates. The Group's exposure to the risk of changes in market interest rates relates primarily to the Group's long-term debt obligations with floating interest rates, i.e. interest payable on the bond issued and the non-recourse senior secured term loan depends on the short-term SOFR. An increase of the short-term SOFR rate by 100 basis points would cause the Group's annualized interest expenses to increase by USD 73 thousands on a net debt basis (total interest bearing net minus cash and cash equivalents including restricted cash).

Foreign currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates. The functional currency of most of the entities in the Group is USD, and the Group has only minor currency risk from its operations since all income and all major vessel costs are in USD. However, the Group has exposure to EUR and NOK as parts of administration and vessel operating expenses and a portion of cash and cash equivalents, other short-term assets, trade payables and provisions and accruals are denominated in EUR and NOK. Currently, no financial instruments have been entered into to mitigate this risk.

The Group is subject to price risk related to the charter market for feeder container vessel which is uncertain and volatile and will depend upon, among other things, the global and regional macroeconomic developments. In addition, the future financial position of the Group depends on valuations of the vessels owned by the Group. Currently, no financial instruments have been entered into to reduce this shipping market risk. The Group will normally have limited exposure to risks associated with bunker price fluctuations as the bunkers are for the charterers account when the vessels are on time charter contracts. See Board of Directors' report for further description.

From January 1, 2024, shipping is part of EU's emission trading system (EU ETS). The Group must submit allowances for 100% of emissions for voyages within EU, and 50% of voyages in and out of EU (including ballast leg). The share of emissions that must be covered by allowances gradually increases each year from 40% of emissions reported for 2024, 70% of emissions reported for 2025 and from 2026, 100% of reported emissions. The cost will in most cases be covered by the customer. As at December 31, 2023, the Group held allowances amounting USD 15.8 thousands.

Credit risk

Credit risk refers to the risk that a counterparty will not meet its obligations under a financial instrument or customer contract, leading to a financial loss. The Group is exposed to credit risk from its operating activities (primarily trade receivables) and from its financing activities, including deposits with banks and financial institutions, foreign exchange transactions and other financial instruments. The maximum credit risk exposure is related to the Group's trade receivables of USD 6.3 million as at December 31, 2023.

It is the aim of the Group to enter into contracts with creditworthy counterparties only. Prior to concluding a charter party, the Group evaluates the credit quality of the customer, assessing its financial position, past experience and other factors. Charter hire is paid in advance, effectively reducing the potential exposure to credit risk. Bank deposits are only deposited with internationally recognized financial institutions.

Liquidity risk

Liquidity risk is the risk that the Group will not be able to meet its financial obligations when they fall due. The Group's approach to managing liquidity risk is to ensure, as far as possible, that it will have sufficient liquidity and/or undrawn committed credit facilities at all times to meet its obligations. See Board of Directors' report for further description with respect to liquidity risk. To ensure this, the Group continuously monitors projected cash flows using a liquidity planning tool. This includes furnishing management with weekly cash reporting, monthly liquidity forecasts and furnishing management and the Board of Directors with rolling 12–24 months liquidity forecasts.

The following table summarises the contractual maturities of financial liabilities on an undiscounted basis as at December 31, 2023:

IN USD THOUSANDS	< 1 YEAR	1-3 YEARS	4-5 YEARS	> 5 YEARS	TOTAL
Interest-bearing debt	34,936	24,761	69,919	-	129,616
Interest payments	9,277	13,421	6,985	-	29,683
Trade and other payables	20,397	-	-	-	20,397
Realted part payables	1,062	-	-	-	1,062
Other liabilities	16,011	-	-	-	16,011
Total	**81,683**	**38,182**	**76,904**	**-**	**196,769**

The following table summarises the contractual maturities of financial liabilities on an undiscounted basis as at December 31, 2022:

IN USD THOUSANDS	< 1 YEAR	1-3 YEARS	4-5 YEARS	> 5 YEARS	TOTAL
Interest-bearing debt	80,000	48,333	26,667	-	155,000
Interest payments	9,825	6,862	1,938	-	18,625
Trade and other payables	17,282	-	-	-	17,282
Other liabilities	18,863	-	-	-	18,863
Total	**125,970**	**55,195**	**28,605**	**-**	**209,770**

7.2 Financial Instruments

Accounting policy

The Group may use certain hedging instruments, such as forward contracts or options, to manage foreign exchange or interest rate risk, for instance. Such derivative financial instruments are initially recognized at fair value on the date on which a derivative contract is entered into and are subsequently re-measured at fair value. Derivatives are carried as financial assets when the fair value is positive and as financial liabilities when the fair value is negative.

At the inception of a hedge relationship, the Group formally documents the relationship between the hedge instrument and the hedged item, including the risk management objectives and strategy in undertaking the hedge transaction and the hedged risk, together with the methods that will be used to assess the effectiveness of the hedging relationship.

The Group makes an assessment at inception and on an ongoing basis according to IFRS 9, of whether the hedging instruments are expected to be highly effective in offsetting the changes in the fair value or cash flows. For a cash flow hedge of a forecast transaction, the transaction should be highly probable to occur and should present an exposure to variations in cash flows that ultimately could affect profit or loss.

For the purpose of hedge accounting, hedges are classified as:

+ fair value hedges when hedging the exposure to changes in the fair value of a recognized asset or liability or an unrecognized firm commitment (except for foreign currency risk); or
+ cash flow hedges when hedging exposure to variability in cash flows that is either attributable to a particular risk associated with a recognized asset or liability or a highly probable transactions.

Hedges which meet the criteria for hedge accounting are accounted for as follows:

The effective portion of the gain or loss on the hedging instrument is recognized in other comprehensive income (OCI) in the cash flow hedge reserve, while any ineffective portion is recognized immediately in the statement of profit or loss. Amounts recognized as OCI are transferred to profit or loss when the hedged transaction affects profit or loss, such as when the hedged financial income or financial expense is recognized or when a forecast sale occurs. When the hedged item is the cost of a non-financial asset or non-financial liability, the amounts recognized as OCI are transferred to the initial carrying amount of the non-financial asset or liability.

If the forecast transaction or firm commitment is no longer expected to occur, amounts previously recognized in equity are transferred to profit or loss. If the hedging instrument expires or is sold, terminated or exercised without replacement or rollover, or if its designation as a hedge is revoked, amounts previously recognized in equity remain in equity until the forecast transaction or firm commitment occurs.

Set out below is a comparison by category for carrying amounts and fair values of all of the Group's financial instruments that are carried in the financial statements. The estimated fair value amounts of the financial instruments have been determined using appropriate market information and valuation techniques.

Fair value of trade receivables, cash and cash equivalents and trade payables approximate their carrying amounts measured at amortized cost due to the short-term maturities of these instruments.

The fair value of interest-bearing debt is estimated by discounting future cash flows using rates for debt on similar terms, credit risk and remaining maturities. Fair value of interest-bearing debt approximates the carrying amounts as there have been no significant changes in the market rates for similar debt financing between the date of securing the debt financing and the reporting date.

	DECEMBER 31, 2023		DECEMBER 31, 2022	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial assets				
Trade and other receivables	23,667	23,667	22,922	22,922
Financial instruments at fair value	1,951	1,951	1,740	1,740
Cash and cash equivalents[1]	122,584	122,584	125,517	125,517
Total financial assets	**148,202**	**148,202**	**150,179**	**150,179**

	DECEMBER 31, 2023		DECEMBER 31, 2022	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial liabilities at amortized cost				
Non-current Interest-bearing debt	92,951	92,951	74,462	74,462
Current interest-bearing debt	33,564	33,564	79,112	79,112
Trade and other payables	20,397	20,397	17,282	17,282
Related party payables	1,062	1,062	-	-
Other liabilities	16,011	16,011	18,863	18,863
Total financial liabilities	**163,985**	**163,985**	**189,719**	**189,719**

Fair value hierarchy

The Group uses a hierarchy for determining and disclosing the fair value of financial instruments by valuation techniques. The table below shows the fair value measurements for both the Group's assets and liabilities as at December 31, 2023.

IN USD THOUSANDS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL FAIR VALUE
Liabilities				
Floating rate debt	-	126,515	-	**126,515**
Assets				
Financial instruments	-	1,951	-	**1,951**

The table below shows the fair value measurements for both the Group's assets and liabilities as at December 31, 2022

IN USD THOUSANDS	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL FAIR VALUE
Liabilities				
Floating rate debt	-	153,574	-	**153,574**
Assets				
Financial instruments	-	1,740	-	**1,740**

[1] Includes restricted cash

Cash Flow Hedges

The Group uses interest rate swaps, caps and collars as hedges of its exposure to interest rate fluctuations in connection with its debt and bond financing.

As at December 31, 2023 the Group has three interest rate caps and two options to enter into interest-rate swaps.

The table below shows the notional amounts of current and future anticipated interest-bearing debt under existing debt facilities hedged by interest-rate caps:

INSTRUMENT	NOTIONA AMOUNT	EFFECTIVE PERIOD	INTEREST CAP	MATURITY
Interest-rate cap	USD 45.27 million	2024–2026	4.0%	December 2026
Interest-rate caps	USD 15.9–2.2 million	2024–2031	4.0%	May/ June 2031
Swaptions	USd 43.7–10.2 million	2024–2036	3.5%	July 2024

The Group has entered into 2 options (swaptions) to enter into interest-rate swaps whereby the Group receives SOFR floating interest and pays a fixed interest of 3.5% on a declining notional amount starting at USD 43.7 million. If exercised, the interest-rate swaps have declining notional amounts over the period and contractual maturities in 2036. Additionally, the Group has entered into interest caps to hedge against the risk of increased interest payments as shown in the table above.

The fair value (level 2) of the Group's swaptions is the estimated amount that the Group would receive or pay for a similar option on the balance sheet date. The swaptions are designated as cash flow hedges of future interest payments. The fair value of the option is determined by an option pricing model that includes assumptions about volatility, forward interest curves, etc.

The fair value (level 2) of the Group's interest rate caps is the estimated amount that the Group would receive or pay to terminate the agreements as at the reporting date, considering, as applicable, the forward interest rate curves.

7.3 Cash and Cash Equivalents

Accounting policy

Cash and short-term deposits in the statement of financial position comprise cash at banks, on hand and short-term deposits with a maturity of three months or less. Cash equivalents represent short-term, liquid investments which are readily convertible into known amounts of cash with original maturities of three months or less.

Cash not available for general use by the Group due to minimum liquidity requirements in the loan agreements and required class are classified as restricted cash.

IN USD THOUSANDS	DECEMBER 31, 2023	DECEMBER 31, 2022
Bank deposits denominated in USD	106,149	121,245
Bank deposits denominated in EUR	2,194	2,521
Bank deposits denominated in NOK	563	1,751
Money market	13,678	-
Total cash and cash equivalents and restricted cash	**122,584**	**125,517**

The fair value of cash and cash equivalents at December 31, 2023 is USD 122.6million (USD 125.5 million at December 31, 2022). Restricted cash as at December 31, 2022 was USD 5.0 million compared to USD 30.2 million as at December 31, 2022. USD 3.8 million under the senior secured credit facility is restricted cash for the solely use for required class-related maintenance on the vessels, compared to USD 10.8 million at December 31, 2022. Further, the group have USD 0.6 million in a retention account, related to repayment on the term loan facility, and USD 0.6 million is kept as minimum liquidity as required by the loan agreements described in Note 7.4.

Bank deposits earn interest at floating rates based on applicable bank deposit rates. Short-term deposits are made for varying periods, depending on the cash requirements of the Group.

7.4 Interest-Bearing Debt

Accounting policy

All loans and borrowings are initially recognized at fair value less directly attributable transaction costs and have not been designated as at fair value through profit or loss. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. The calculation takes into account any premium or discount on acquisition and includes transaction costs and fees that are an integral part of the effective interest rate.

A financial liability is derecognized when the obligation under the liability is discharged, cancelled or expires.

Debt issuance costs, including debt arrangement fees, are capitalized and amortized using the effective interest method over the term of the relevant loan. Amortization of debt issuance costs is included in interest expense. If a loan is repaid early, any unamortized portion of the related debt issuance costs is expensed in the period in which the loan is repaid. The Group has recorded debt issuance costs as a direct deduction from the carrying amount of the related debt using the effective interest rate method.

Under a sale and leaseback transaction, when the transfer of vessels does not qualify as a sale under IFRS 15, the seller-lessee does not de-recognise the transferred asset, and it accounts for the cash received as a financial liability.

IN USD THOUSANDS	CURRENCY	FACILITY AMOUNT	INTEREST	MATURITY	DECEMBER 31, 2023	DECEMBER 31, 2022
Loan and credit facility	USD	180,000	SOFR + 3.35%	November 2023/2026	-	100,000
Senior secured credit facility	USD	70,000	SOFR+ 3.25%	June 2024	55,000	55,000
Term loan facility	USD	50,000	SOFR+2.8% - 3.35%	August 2028	49,130	-
Sale and leaseback facility	USD	75,000	SOFR+2.6%	October 2027	66,963	-
Senior secured term loan facility	USD	8,300	SOFR+3.5%	February 2027	4,810	-
Term loan and credit facility	USD	15,933	SOFR+1.5% -2.5%	February 2036	8,713	-
Secured revolving loan facility	USD	100.0	SOFR+2.95%	March 2028	-	-
Other long-term debt incl. accrued interest					256	403
Total outstanding					**129,872**	**155,403**
Debt issuance costs					(3,357)	(1,829)
Total interest-bearing debt outstanding					**126,515**	**153,574**
Classified as:						
Non-current					92,951	74,462
Current					33,564	79,112
Total					**126,515**	**153,574**

In July 2021, the Group entered into a USD 70.0 million three-year revolving credit facility agreement with CIT Group, where MPCC Second Financing GmbH & Co. KG, a subsidiary of the Company, is the borrower. The initial drawdown of USD 55.0 million was made to refinance the existing debt. In 2023, the Group repaid fully the USD 55.0 million and the facility is cancelled.

In October 2021, the Group entered into an agreement for a USD 180 million five-year senior secured loan and revolving credit facility with Hamburg Commercial Bank ("HCOB"). It consists of a USD 130 million term loan and a revolving credit facility of USD 50 million. In 2023, the Group repaid fully the USD 100.0 million and the facility is cancelled.

In February 2023, the Group signed a senior secured term loan facility in an amount up to USD 8.3 million with OVB and it was fully drawn down as at March 31, 2023. The loan facility was used to partially finance the acquisition of the 2007-built AS Claudia. The loan facility carries an interest equivalent to the SOFR plus a margin of 350 basis points and matures in February 2027. The loan is to be repaid quarterly. The facility is secured by one vessel with a carrying amount of USD 14.1 million. As at December 31, 2023, the Group repaid USD 3.5 million, and USD 4.8 million remained outstanding.

In May 2023, the Group entered into a pre-delivery term loan facility in an amount of USD 15.9 million and post-delivery term loan facility in an amount of up to USD 101.5 million with Crédit Agricole together with K-SURE Agent. The loan facilities will be used to finance the two 5,500 TEU eco-design newbuildings. In 2023, USD 8.7 million was drawn to pay a progress payment of USD 7.2 as well as a mandatory insurance premium paid to the lender. As at December 31, 2023 the outstanding balance of USD 8.7 million was classified as current portion of interest-bearing debt and USD 101.5 million would be available once the delivery of both newbuildings is completed.

The two 5,500 TEU eco-design newbuildings are expected to be deliverd in the second and third quarter of 2024 and pre-delivery portion of the facility shall be matured upon delivery of each vessels.

In July 2023, the Group entered into a 5-year loan facility in an amount of up to USD 50.0 million with HCOB to finance part of the acquisition cost of the five modern eco-design vessels, AS Anne, AS Simone, AS Stine, AS Silje, and AS Sabine. The facility has a tenor of five years, carries an interest rate of Secured Overnight Financing Rate (SOFR) plus a margin of a range from 280 basis points to 335 basis points depending on the Loan to Value (LTV) percentage. In 2023, USD 50 million was drawn on the facility to pay for the vessels and the Group subsequently repaid USD 0.9 million. As at December 31, 2023, USD 49.1 million remained outstanding andthe carrying amount of the five vessels was USD 112.5 million.

In September 2023, the Group entered into a sale and leaseback transactions with BoComm Leasing in an amount of USD 75.0 million for 12 of its vessels. The lease financing has a tenor of 48 months starting from September/October 2023 and carries an interest rate of SOFR plus a margin of 260 basis point, and includes purchase obligations for the 12 vessels at the end of the term. The Group is precluded from accounting for the sale of the vessels due to the purchase obligations at the end of the term which prevents the lessor from obtaining control of the vessels as such the lease has been accounted for as a secured borrowing, with the vessels recorded under "Vessels". The amount allocated to interest expense is determined by the incremental borrowing rate or imputed interest rate. As at December 31, 2023, all of the 12 vessels, with carrying amount of USD 116.1 million, were delivered to BoComm Leasing and USD 67.0 million remained outstanding. Since the transaction does not qualify as a sale as according to IFRS 15, the transferred vessels are not derecognized and shall be depreciated by the Group as it we were the legal owner. The proceeds of USD 75.0 million shall was recognized as financial liabilities.

In December 2023, the Group entered into a senior secured reducing revolving loan facility of up to USD 100.0 million with HCOB, subject to finalization of the loan. The facility has a tenor of five years, and carries an interest rate of SOFR plus a margin of 295 basis points. As at December 31, 2023, no draw-down was made on this facility.

The following main financial covenants are defined in the terms of the credit facility agreement with Crédit Agricole and HCOB:

+ The Parent company (MPC Container Ships ASA) shall maintain a minimum equity ratio of 40%
+ The consolidated liquidity in the Group shall maintain a minimum liquidity of USD 250.000 per consolidated vessel

The Group is in compliance with all loan and credit facility covenants as at December 31, 2023.

7.5 Equity

Accounting policy

Profit distribution includes dividends approved by the Board of Directors' Meeting. The distribution of profits proposed by the Board of Directors is recognized as a liability and a deduction of equity once the distribution is approved by the Group' shareholders at the Board of Directors' Meeting. Costs related to share issuances are recognized directly in equity.

Total equity consists of share capital, share premium, fair value reserves, reserve for invested unrestricted equity, retained earnings and non-controlling interest. Share premium includes the amount exceeding the accounting par value of shares received by the Company in connection with share subscriptions. Fair value reserve includes hedge accounted component of fair value changes of derivatives under hedge accounting. Retained earnings include profit for the period and previous periods. Paid dividends approved in the General Meeting are first deducted from share premium before charging against retained earnings.

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)	SHARE PREMIUM (USD THOUSANDS)
January 1, 2023	**443,700,279**	**48,589**	**152,737**
Cancellation of treasury shares	-	-	-
Dividend paid from share premium	-	-	(150,858)
Settlement of warrants	-	-	-
December 31, 2023	**443,700,279**	**48,589**	**1,879**

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)	SHARE PREMIUM (USD THOUSANDS)
January 1, 2022	**444,051,377**	**48,630**	**597,080**
Cancellation of treasury shares	(351,098)	(41)	(1,102)
Dividend paid from share premium	-	-	(441,022)
Settlement of warrants	-	-	(2,219)
December 31, 2022	**443,700,279**	**48,589**	**152,737**

Share Capital

The share capital of the Company consists of 443,700,279 shares as at December 31, 2023, with nominal value per share of NOK 1. All issued shares are of equal rights and are fully paid up.

In July 2022, the Group entered a contract to purchase two new carbon-neutral 1300 TEU newbuildings, together with Topeka MPC Maritime AS, a joint venture between Topeka Holding AS (zero emission shipping company owned by Wilhelmsen Group) and MPC Capital AG. Topeka MPC Maritime AS purchased their 9.9% non-controlling interest for USD 1.4 million.

Furthermore, non-controlling interests as of December 31, 2023 consists of the 0.1% shares the ship managers hold in the ship-owning entities under the MPC Container Ships Invest B.V. Group. As at December 31, 2023, the non-controlling interest also includes the minority interest's share of result within these ship-owning entities, see Note 6.2 – Group Companies.

The table below summarizes the changes in components in other reserves.

	CASH FLOW HEDGING	CURRENCY TRANSLATION ADJUSTMENT	CHANGE IN OTHER COMPREHENSIVE INCOME
As at January 1, 2023	**-**	**(109)**	**(109)**
Change during year	(1,368)	-	(1,368)
As at December 31, 2023	**(1,368)**	**(109)**	**(1,477)**

	CASH FLOW HEDGING	CURRENCY TRANSLATION ADJUSTMENT	CHANGE IN OTHER COMPREHENSIVE INCOME
As at January 1, 2022	**-**	**(109)**	**(109)**
Change during year	634	-	634
As at December 31, 2022	**634**	**(109)**	**525**

OVERVIEW OF THE 20 LARGEST SHAREHOLDERS AS AT DECEMBER 31, 2023

SHAREHOLDER	NUMBER OF SHARES	IN %	TYPE
MPC CSI GmbH	70,302,796	15.8%	Ordinary
CLEARSTREAM BANKING S.A.	20,687,298	4.7%	Nominee
State Street Bank and Trust Comp	18,643,356	4.2%	Nominee
J.P. Morgan SE	17,260,108	3.9%	Nominee
The Bank of New York Mellon	10,161,183	2.3%	Nominee
FOLKETRYGDFONDET	8,879,877	2.0%	Ordinary
Avanza Bank AB	7,989,707	1.8%	Nominee
JPMorgan Chase Bank	7,859,325	1.8%	Nominee
NORDNET LIVSFORSIKRING AS	7,191,085	1.6%	Ordinary
Brown Brothers Harriman & Co.	6,529,365	1.5%	Nominee
State Street Bank and Trust Comp	5,727,608	1.3%	Nominee
SONGA CAPITAL AS	5,000,000	1.1%	Ordinary
Nordnet Bank AB	4,342,055	1.0%	Nominee
The Bank of New York Mellon	4,080,214	0.9%	Nominee
The Bank of New York Mellon SA/NV	3,913,686	0.9%	Nominee
State Street Bank and Trust Comp	3,840,669	0.9%	Nominee
Deutsche Bank Aktiengesellschaft	3,569,639	0.8%	Nominee
SIX SIS AG	2,800,242	0.6%	Nominee
VERDIPAPIRFONDET STOREBRAND INDEKS	2,799,673	0.6%	Ordinary
Goldman Sachs International	2,620,689	0.6%	Nominee
Total	**214,198,575**	**48.3%**	

Dr. Axel Schroeder and Ulf Holländer hold indirect ownership interest in the Company through an indirect minority interest in MPC CSI GmbH. Peter Frederiksen holds direct ownership in the Company. The Group CEO, Constantin Back, holds 66,000 shares directly in the Company. The CEO does not have any indirect ownership. Refer to Note 8.2 – Related Party Transactions for further information on Directors' and executive management's compensation and shareholding as at December 31.2023.

In 2017, the company issued 2,121,046 warrants to MPC Capital Beteiligungsgesellschaft mbH & Co. KG, and additional 3,489,860 warrants were issued in 2020. Each warrant gave the right, but no obligation, to subscribe for one share in the Company. The warrants were valid for a period of five years from April 20, 2017.

The Company entered into an agreement on September 3, 2021 with the warrant holder to settle 3,740,604 warrants for a cash consideration of USD 3.5 million which was recognized in 2021 in other paid capital. Since the cash consideration was due by June 30, 2022, the provision was included under current liabilities as at December 31, 2021. As at December 31, 2021 the warrant holder holds 1,870,302 which have an exercise price of USD 1.89 conditional on that the vesting criteria are met. The remaining 1,870,302 warrants held at year-end 2021 were settled for a cash consideration of USD 2.2 million on January 22, 2022. Following the settlement agreement, there were no longer any warrants outstanding relating to the Company from this date onwards.

The warrants issued to the founding shareholder were recognized as equity instruments in accordance with IAS 2 Financial Instruments.

7.6 Capital Management

A key objective of the Group's capital management is to ensure that the Group maintains a capital structure in order to support its business activities and maximise the shareholder value. The Group evaluates its capital structure in light of current and projected cash flows, the state of the shipping markets, new business opportunities and the Group's financial commitments. Capital is primarily managed on Group level.

The Group monitors its capital structure using the book-equity ratio, which stands at 78.9% as at December 31, 2023 (2022: 75.4%). The Group' s debt facilities contain certain financial covenants which require the Company or the subsidiaries to maintain the following financial covenants, minimum value of vessels, and a certain level of free cash and equity ratio. The Group aims at maintaining an equity ratio with adequate headroom to the respective covenant requirements (refer to Note 7.4 – Interest-Bearing Debt).

IN USD THOUSANDS	DECEMBER 31, 2023	DECEMBER 31, 2022
Book equity	753,481	721,447
Total assets	954,744	956,321
Book-equity ratio	**78.9%**	**75.4%**

In support of the Group's objective of maximizing returns to shareholders, the Group's intention is to pay regular dividends by way of distributing 75% of profits (loss) for the period after considering CAPEX and working capital requirements, including liquidity reserves and one-off effects. Dividends will be declared or proposed by the Board at the sole discretion of the Board and will depend upon the financial position, earnings, debt covenants, distribution restrictions, capital requirements and other factors related to the Group. The Company cannot guarantee that its Board will declare or propose dividends in the future. Furthermore, the Board may make event driven distributions based on non-recurring proceeds, such as vessel sales, by way of extraordinary dividends or share buybacks, to be applied according to the Board's discretion.

During 2023, the Group distributed dividends for a total of USD 293.1 million, which also includes distributions to non-controlling interests. These include both recurring and event driven dividends. The dividend was distributed with USD 150.9 from share premium, USD 142.0 million from retained earnings and USD 0.3 million to non-controlling interests.

ANNOUNCEMENT DATE	TYPE	CASH DISTRIBUTION PER SHARE	EX-DIVIDEND	RECORD	PAYMENT
31.01.2023	Event-driven	USD 0.07 / NOK 0.7238	20.02.2023	21.02.2023	28.02.2023
28.02.2023	Recurring	USD 0.15 / NOK 1.5765	23.03.2023	24.03.2023	30.03.2023
23.05.2023	Recurring	USD 0.15 / NOK 1.5956	21.06.2023	22.06.2023	29.06.2023
21.08.2023	Recurring	USD 0.15 / NOK 1.6118	20.09.2023	21.09.2023	28.09.2023
21.11.2023	Recurring	USD 0.14 / NOK 1.5224	13.12.2023	14.12.2023	21.12.2023

NOTE 8 Other Notes

8.1 Commitment

As at December 31, 2023, the Group's newbuilding program consisted of four vessels, of which two 5,500 TEU eco-design vessels are expected to be delivered in the second and third quarter of 2024. The other two vessels are 1,300 TEU container vessels equipped with dual-fuel engines that are able to operate on green methanol. They are expected to be delivered in late 2024. As at December 31, 2023, remaining commitments to the newbuilding program amounted to USD 156.1 million which are due in 2024.

In 2023, the Group has committed to undertake joint retrofit with some of our customers on 13 vessels with a total cost of USD 17.5 million, of which USD 4.4 million shall be reimbursed from the charterer. As at December 31, 2023, the remaining commitments amounts to USD 15.6 million.

In December 2022, the Company had entered into a put/call option with INERATEC GmbH through its investment in associates for the delivery of 1,500 MT green physical marine diesel oil between 2024 and 2026. The option would oblige the Company to purchase and take delivery of the at a maximum price of 2,500 USD/MT.

8.2 Related Party Transactions

The Group has entered into a corporate service agreement to purchase administrative and corporate services from MPC Münchmeyer Petersen Capital AG and its subsidiaries.

The Company is responsible for the technical ship management of the vessels owned by the Group. Performance of technical ship management services is sub-contracted to Wilhelmsen Ahrenkiel Ship Management GmbH & Co. KG and Wilhelmsen Ahrenkiel Ship Management B.V., joint ventures of MPC Münchmeyer Petersen Capital AG, for 52 of the 59 vessels owned by the Group at December 31, 2023.

Commercial ship management of the vessels owned by the Group and associated joint ventures is contracted to Contchart GmbH & Co. KG and Harper Petersen B.V., which are joint ventures of MPC Münchmeyer Petersen Capital AG.

The following table provides the total amount of service transactions that have been entered into with related parties for the relevant period:

IN USD THOUSANDS / 2023	2023	2022
Wilhelmsen Ahrenkiel Ship Man. GmbH & Co. KG / B.V.	8,167	8,653
Harper Petersen & Co. GmbH	6,624	5,670
MPC Münchmeyer Petersen Capital AG	924	1,180
Total	**15,715**	**15,503**

DIRECTORS' AND EXECUTIVE MANAGEMENT'S COMPENSATION AND SHAREHOLDING[1]

	SHARES AT DECEMBER 31, 2023	WARRANTS	2023 REMUNERATION
Ulf Holländer (Chairman)[2]	165,637	-	USD 90,000
Dr. Axel Schroeder[3]	2,471,110	-	USD 50,000
Pia Meling	-	-	USD 50,000
Peter Fredriksen	200,000	-	USD 50,000
Ellen Hanetho	60,000	-	USD 50,000
Constantin Baack (CEO)	66,000	-	USD 1,239,446
Moritz Fuhrmann (CFO)	-	-	USD 494,587
Dr. Benjamin Pfeifer (former CFO)	-	-	USD 81,235

	SHARES AT DECEMBER 31, 2022	WARRANTS	2022 REMUNERATION
Ulf Holländer (Chairman)	165,637	-	NOK 600,000
Dr. Axel Schroeder[4]	2,536,511	-	NOK 400,000
Pia Meling	-	-	NOK 400,000
Peter Fredriksen	200,000	-	NOK 400,000
Ellen Hanetho	60,000	-	NOK 400,000
Constantin Baack (CEO)	66,000	-	NOK 7,848,515
Moritz Fuhrmann (CFO)	-		NOK 285,807
Dr. Benjamin Pfeifer (former CFO)	7,300	-	NOK 3,820,956

[1] Several of the board members hold further share through indirect shareholdings in the Company. Please refer to Note 7.5 – Equity for further details
[2] On March 15, 2024, an agreement was reached that all shares held by Ulf Holländer were sold to MPC CSI GmbH.
[3] On March 15, 2024, an agreement was reached that all shares held by Dr. Axel Schroeder were sold to MPC CSI GmbH.
[4] In November 2022, 4.9 million shares were transferred from a company controlled by Dr. Axel Schroeder to MPC CSI GmbH as contribution in kind.

IN USD THOUSANDS 2023	BASE SALARY	VARIABLE PAY	TOTAL
Constantin Baack (CEO)	474	765	1,2393
Moritz Fuhrmann (CFO)	275	220	495
Dr. Benjamin Pfeifer (former CFO)	81	-	81

IN USD THOUSANDS 2022	BASE SALARY	VARIABLE PAY	TOTAL
Constantin Baack (CEO)	460	316	776
Moritz Fuhrmann (CFO)	28	-	28
Dr. Benjamin Pfeifer (former CFO)	272	105	377

In April, 2023, the Company's general meeting unanimously resolved that each member of the Board of Directors shall receive USD 50,000 (USD 90,000 for the Chairman of the Board) in remuneration for the financial year 2023. The Board fees resolved for the year are paid out in the subsequent year. The total remuneration to the Board of Directors and executive management in 2023 was USD 2.1 million (2022: USD 1.2 million).

Guidelines for compensation to the CEO and CFO

The main purpose of the compensation to the executive management is to attract, retain and motivate employees with the skills, qualifications and experience needed to maximise value creation for the Company and its shareholders.

The total compensation to the CEO and CFO consists of base salary, bonus and other benefits. The Company practices standard employment contracts, with standard terms and conditions regarding notice period and severance pay for the executive management. The executive management participates in a variable bonus scheme where the purpose is to provide incentive to contribute to the value creation of the Company and its shareholders.

8.3 Subsequent Events

In January 2024, the Group completed the sale and delivered the 2004-built vessel, AS Paulina to an unrelated party.

In January 2024, the Group partnered with Unifeeder in a joint investment for the construction of a 1,250 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. The vessel is equipped with dual-fuel engines and able to operate on green methanol. The contract price is USD 39.0 million and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026, and will be under a 7-year time-charter agreement with Unifeeder post-delivery.

In February 2024, the Group entered into an agreement to sell its 2006-built vessel, AS Clarita, to an unrelated party for a total of USD 10.3 million.

In February 2024, pursuant to the Company's stated distribution policy, the Board of Directors declared a recurring dividend of USD 0.13 per share for the fourth quarter of 2023, corresponding to a total dividend payment of approximately USD 57.7 million, depending on prevailing FX rates. The dividend will be paid on or about March 26.2024.

In March 2024, the Group completed the sale and delivered the 2004-built vessel, AS Petra to an unrelated party.

PARENT FINANCIAL STATEMENTS

Statement of Profit or Loss

IN USD THOUSANDS	NOTES	2023	2022
Revenues	2	15,763	14,775
Revenues		**15,763**	**14,775**
Payroll	4	(2,727)	(3,079)
Other operating expenses	5	(19,468)	(17,320)
Operating result (EBIT)		**(6,432)**	**(5,625)**
Finance income	5	253,307	121,373
Finance expense	5	(5,046)	(4,292)
Profit (loss) before income tax (EBT)		**241,829**	**111,456**
Income tax	6	–	–
Profit (loss) for the period		**241,829**	**111,456**
Transfer of profit to retained earnings		**241,829**	**111,456**
Dividend proposed	7	57,681	66,555
Earnings per share		**0.55**	**0.25**
Basic earnings per share – in USD		**0.55**	**0.25**
Diluted earnings per share – in USD		**0.55**	**0.25**

Statement of Financial Position

IN USD THOUSANDS	NOTES	2023	2022
Assets			
Non-current assets			
Investments in subsidiaries	8	251,568	247,560
Investments in affiliated companies	8	2,934	27,894
Other non-current assets		-	3
Total non-current assets		**254,502**	**275,457**
Current assets			
Short-term receivables group	3	353	9,768
Other short-term receivables		546	810
Cash and cash equivalents	9	17,512	32,546
Total current assets		**18,411**	**43,124**
Total assets		**272,913**	**318,580**

IN USD THOUSANDS	NOTES	2023	2022
Equity and liabilities			
Equity			
Share capital	7	48,589	48,589
Share premium	7	1,879	86,229
Retained earnings	7	157,671	115,460
Total equity		**208,139**	**250,278**
Current liabilities			
Dividend accrual	6	57,681	66,555
Accounts payable		442	573
Accounts payable Group		9	11
Social security, VAT, etc.	4	64	186
Income tax payable	6	-	-
Other short-term liabilities		6,578	976
Total current liabilities		**64,774**	**68,302**
Total equity and liabilities		**272,913**	**318,580**

Statement of Cash Flow

IN USD THOUSANDS	NOTES	2023	2022
Profit (loss) before income tax		241,829	111,456
Net change in current assets		9,679	70,178
Net change in current liabilities		5,345	(51,415)
Finance income (net)	5	(248,258)	(117,081)
Cash flow from operating activities		**8,595**	**13,138**
Interest income		2,252	459
Investment in subsidiaries	8	(147,157)	(42,005)
Investment in affiliates		(404)	(826)
Dividends received from subsidiaries	8	374,492	340,745
Dividends received from joint ventures	8	41,000	60,350
Cash flow from investing activities		**270,183**	**358,723**
Other paid financial items		-	(145)
Repayment of hedging instruments		(970)	-
Paid dividends	7	(292,842)	(441,002)
Cash flow from financing activities		**(293,812)**	**(441,147)**
Net change in cash and cash equivalents		(15,034)	(69,286)
Cash and cash equivalents at beginning of period		32,546	101,832
Cash and cash equivalents at the end of period		**17,512**	**32,546**

Oslo, March 21, 2024

Board of Directors and CEO of
MPC Container Ships ASA

Ulf Holländer (Chairman)

Dr. Axel Schroeder

Pia Meling

Peter Frederiksen

Ellen Hanetho

Constantin Baack (CEO)

Notes

NOTE 1 Significant Accounting Policies

MPC Container Ships ASA ("the Company") was incorporated on January 9, 2017 as a private limited liability company under the laws of Norway, and converted to a Norwegian public limited liability company (Norwegian: *allmennaksjeselskap*) on January 16, 2018.

The financial statements are prepared in accordance with Norwegian Standards (NGAAP) for public limited liability companies.

Current assets are assets that are expected to be realized in the Company's normal circle, held primarily for the purpose of trading and that are expected to be realized within twelve months after the reporting period. Current liabilities are liabilities that are expected to be settled within the Company's normal operating cycle. Other assets are classified as non-current assets and other liabilities are classified as non-current liabilities.

Accounts receivables are recognized at fair value after provisions for bad debts.

Long-term investments in shares in subsidiaries including affiliated companies are recognized at original cost, but are reduced to fair value if the decrease in value is not temporary.

Revenues and expenses from operations are booked in the same period as they occur.

The financial statements are presented in US Dollar (USD), which is the functional currency of the Company. Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions and from the translation at period-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognized in the income statement. Non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rates as at the dates of the initial transaction.

All financial information presented in USD has been rounded to the nearest thousand USD, except otherwise indicated. Differences from currency translations are classified as financial income.

Current income tax assets and liabilities are measured at the amount expected to be recovered from or paid to the taxation authorities.

Deferred tax liabilities are classified as non-current assets and are recognized for all taxable temporary differences. Deferred tax assets are recognized for all deductible temporary differences to the extent that it is probable that taxable profits will be available against which the deductible temporary difference can be utilised.

Dividends are reflected as Dividends payable within current liabilities. Group contributions for the year to other entities within MPCC's Norwegian tax group are reflected in the balance sheet as current liabilities within Liabilities to group companies. Under NGAAP the presentation of dividends payable and payable group contributions differs from the presentation under IFRS, as it also includes dividends and group contributions payable which at the date of the balance sheet is subject to a future annual general meeting approval before distribution. A corresponding amount is recognised directly in equity.

NOTE 2 Operating Revenues

IN USD THOUSANDS	2023	2022
Ship management fees	10,113	9,065
Corporate management fees	3,813	3,569
Reimbursement	1,837	2,141
Total operating revenues	**15,763**	**14,775**

NOTE 3 Group Transactions

IN USD THOUSANDS	RECEIVABLES AT DECEMBER 31, 2023	PAYABLES AT DECEMBER 31, 2023	REVENUES IN 2023	EXPENSES IN 2023
Intercompany balances/transactions	353	-	15,763	(4,563)

IN USD THOUSANDS	RECEIVABLES AT DECEMBER 31, 2022	PAYABLES AT DECEMBER 31, 2022	REVENUES IN 2022	EXPENSES IN 2022
Intercompany balances/transactions	9,768	-	14,775	(4,622)

Revenue is related to invoiced ship management fees and corporate management fees including other reimbursements.

NOTE 4 Payroll Expenses, Board of Directors Remuneration, Compensations

IN USD THOUSANDS	2023	2022
Payroll	1,270	1,621
Social security	131	98
Other personnel expenses	1,081	1,133
Accrued Board of Directors remuneration	245	227
Total payroll expenses	**2,727**	**3,079**

In accordance with Norwegian law, the Company is required to have an occupational pension scheme.

The Company's pension scheme was in compliance with Norwegian law as at December 31, 2023.

Refer to Note 8.2 – Related Party Transactions of the consolidated financial statements for the remuneration of the Board of Directors and key management.

COMPENSATION TO AUDITORS (IN USD THOUSANDS)	2023	2022
Fees related to audit services	155	167
Fees related to other services	15	12
Total auditor compensation	**170**	**179**

NOTE 5 Specification of P/L Records

IN USD THOUSANDS	2023	2022
Other operating expenses		
Fees from auditors	(317)	(134)
Ship management fees	(9,472)	(8,481)
Legal fees	(466)	(159)
Other fees	(4,563)	(4,622)
Other operating expenses	(4.650)	(3,935)
Total operating expenses	**(19,468)**	**(17,321)**
Finance income		
Interest income	2,614	458
Income from exchange	3,694	4,069
Dividend from subsidiaries	231,344	56,445
Dividend from joint venture investments	15,635	60,350
Interest income from subsidiaries	2	-
Profit from shares sold	18	50
Total finance income	**253,307**	**121,373**
Finance expense		
Interest expense	(1,799)	(1,150)
Expense from exchange	(3,244)	(3,142)
Other financial expenses	(3)	-
Total finance expense	**(5,046)**	**(4,292)**

NOTE 6 Income Tax

The Company is subject to ordinary corporation tax in Norway:

IN USD THOUSANDS	2023	2022
Basis for ordinary corporation tax expense		
Profit (loss) before taxes	241,829	111,456
Non-taxable income (dividend)	(246,979)	(116,795)
Non-taxable cost	6,705	(3,770)
Net taxable income	1,555	(1,569)
Expected income tax at statutory rate (22%)	(342)	345
Change in temporary differences and tax losses carried forward not recognized	342	(345)
Income addition due to interest limitation rules	-	461
Corporate tax payable in the balance sheet	**-**	**-**

In Norway, the Company has an estimated tax loss carried forward amounting to USD 32.9 million. The tax loss can be carried forward indefinitely. Currently, no convincing evidence of using the tax loss exists. Accordingly, the criteria for recognition of deferred tax assets are not met.

NOTE 7 Equity

IN USD THOUSANDS	SHARE CAPITAL	TREASURY SHARES	SHARE PREMIUM	RETAINED EARNINGS/LOSSES	TOTAL
Total equity as at January 1, 2023	**48,589**	-	**86,229**	**115,460**	**250,278**
Dividends	-	-	(84,350)	(141,937)	**(226,287)**
Dividend proposed	-	-	-	(57,681)	**(57,681)**
Profit/loss	-	-	-	241,829	**241,829**
Total equity as at December 31, 2023	**48,589**	**-**	**1,879**	**157,671**	**208,139**

IN USD THOUSANDS	2023	2022
Profit/(loss) for year attributable to ordinary equity holders – in USD thousands	241,829	111,456
Weighted average number of shares outstanding, basic	443,700,279	443,826,290
Weighted average number of shares outstanding, diluted	443,700,279	443,868,078
Basic earnings per share – in USD	**0.55**	**0.25**
Basic earnings per share – in USD	**0.55**	**0.25**

The proposed dividend consisted of the resolved dividends by the Board of Director's on February 27, 2023 where the Company will distribute USD 0.13 per share, amounting to USD 57.7 million, based on the financial results of the fourth quarter of 2023. Please refer to the Group note 7.6 for information about dividends declared/paid during 2023.

IN USD THOUSANDS	SHARE CAPITAL	TREASURY SHARES	SHARE PREMIUM	RETAINED EARNINGS/LOSSES	TOTAL
Total equity as at January 1, 2022	**48,630**	**(1,143)**	**396,316**	**4,004**	**447,807**
Cancellation of treasury shares	(41)	1,143	(1,102)	-	**-**
Settlement of warrants	-	-	(2,219)	-	**(2,219)**
Dividends	-	-	(240,211)	-	**(240,211)**
Dividend proposed	-	-	(66,555)	-	**(66,555)**
Profit/loss	-	-	-	111,456	**111,456**
Total equity as at December 31, 2022	**48,589**	**-**	**86,229**	**115,460**	**250,278**

NOTE 8 Investments in Subsidiaries and Affiliated Companies

INVESTMENTS IN SUBSIDIARIES

IN USD THOUSANDS	COUNTRY	EQUITY	PROFIT (LOSS)	BOOK VALUE	OWNERSHIP
MPC Container Ships Invest B.V.	Netherlands	54,731	253,371	15,432	100.00%
MPCC Second Financing GmbH & Co KG	Germany	109,813	76,343	-	100.00%
MPCC First Financing OpCo KG	Germany	47	20	29	100.00%
MPCC First Financing Verwaltungs GmbH	Germany	27	(4)	29	100.00%
MPC Container Ships GmbH & Co. KG	Germany	(79)	(347)	732	100.00%
MPC Container Ships Verwaltungs GmbH	Germany	30	(1)	29	100.00%
MPC Container Ships Sourcing GmbH	Germany	435	121	122	100.00%
MPCC Greenbox AS	Norway	28,574	14	25,855	90.10%
MPCC ECOBOX GmbH	Germany	40	7	31	100.00%
MPC ECOBOX 6 GmbH	Germany	26		31	100.00%
MPC ECOBOX 7 GmbH	Germany	27	(1)	31	100.00%
MPC ECOBOX OPCO 6 GMBH CO. KG	Germany	23,239	(77)	23,331	100.00%
MPC ECOBOX OPCO 5 GMBH CO. KG	Germany	23,272	(82)	23,369	100.00%
AS Constantina Opco GmbH	Germany	40	13	18	100.00%
AS Shipping OpCo 2 GmbH	Germany	37	4	-	90.00%
AS Shipping OpCo 3 GmbH	Germany	40	13	27	100.00%
AS Shipping OpCo 4 GmbH	Germany	-	-	27	100.00%
MPCC Fourth Financing Verwaltungs GmbH	Germany			27	100.00%
Sao Paulo Project Holding Verwaltungs GmbH	Germany	-	(63)	-	100.00%
MPCC Third Financing AS	Norway	169,612	54,896	64,832	100.00%
MPCC Fourth Financing GmbH & Co KG	Germany	69,598	(2,714)	72,339	100.00%
AS Carolina Schiff. Mbh & Co. KG	Germany	8,980	9,938	-	100.00%
AS Franziska Schiff. Mbh & Co. KG	Germany	5,850	2,090	-	100.00%
AS Roberta Schiff. Mbh & CO. KG	Germany	143	2,138	-	100.00%
AS Claudia Schifffahrtsgesellschaft mbH & Co. KG	Germany	12,037	2,489	9,550	100.00%
AS Nina Schifffahrtsgesellschaft mbH & Co. KG	Germany	16,684	954	15,727	100.00%
Total				**251,568**	

The major investment in subsidiaries of the Company are direct or indirect investments in container vessels where the fair values of the vessels exceed the book values. Accordingly, there is no identified need for impairment on the Company's investments in subsidiaries in 2022 (2021: USD 0.5 million).

INVESTMENTS IN AFFILIATED COMPANIES

IN USD THOUSANDS	COUNTRY	EQUITY	PROFIT/LOSS (+/-)	BOOK VALUE	OWNERSHIP
2. Bluewater Holding Schiff. GmbH & Co. KG	Germany	1,894,741	52,533,007	1,703	50%
Siemssen GmbH & Co. KG	Germany	-	-	1,230	25%
Total		**1,894,741**		**2,933**	

NOTE 9 Cash and Cash Equivalents

IN USD THOUSANDS	2023	2022
Bank deposits denominated in USD	3,486	31,127
Bank deposits denominated in EUR	256	126
Bank deposits denominated in NOK	92	1,292
Money market investments	13,678	-
Total cash and cash equivalents	**17,512**	**32,546**

Bank deposits in NOK consisted of in total USD 49.8 thousand in funds held for employee taxes withheld, payable to the Norwegian government.

NOTE 10 Shareholders

As at December 31, 2023, the share capital of the Company consisted of 443,700,279 shares with nominal value per share of NOK 1.00. All issued shares are of equal rights and are fully paid up.

Please refer to Note 7.5 – Equity of the consolidated financial statements for an overview of the 20 largest shareholders of the Company as at December 31, 2023.

NOTE 11 Guarantees

As at December 31, 2023, the Company has guaranteed for the term loan facility with Crédit Agricole together with K-SURE agent for the two 5,500 TEU eco-design newbuildings. Additionally, the Company has guaranteed for the senior secured term loan facility of MPCC Fourth Financing. Refer to Note 7.4 – Interest-Bearing Debt for more detail on the loan facilities.

Financial Risk Management

Foreign exchange

The risk that future cash flows will fluctuate because of changes in foreign exchange rates. The Company has exposure in EUR and NOK as part of administrative and operating expenses and a portion of cash and cash equivalents and trade payables are denominated in EUR and NOK. The Company do not have financial instruments in place to mitigate this risk.

Credit risk

Credit risk relates to loans to subsidiaries and affiliated companies, guarantees to subsidiaries, deposits with external banks and receivables against related parties. Loss provisions are provided in situations of negative equity and where the companies are not expected to be able to fulfil their loan obligations from future earnings.

Liquidity risk

Liquidity risk is the risk that the Company will not be able to meets its financial obligations when they fall due and is managed through maintaining sufficient cash. Development in the Group's and thereby the Company's available liquidity, is continuously monitored through a liquidity planning tool which includes weekly cash reporting and monthly cash flow forecasts.

RESPONSIBILITY STATEMENT

We confirm that, to the best of our knowledge, the consolidated financial statements presented in this report have been prepared in accordance with International Financial Reporting Standards as adopted by the European Union and give a true and fair view of the Group's assets, liabilities, financial position and profit or loss as a whole. We also confirm that, to the best of our knowledge, the Board of Directors' report includes a fair review of the development and performance of the business and the position of the Group and a description of risks and uncertainties.

Oslo, March 21, 2024
The Board of Directors of MPC Container Ships ASA

Ulf Holländer, Chairman

Dr. Axel Schroeder

Ellen Hanetho

Pia Meling

Peter Frederiksen

Constantin Baack, CEO

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INDEPENDENT AUDITOR'S REPORT

To the Annual Shareholders' Meeting of MPC Container Ships ASA

Report on the audit of the financial statements

Opinion

We have audited the financial statements of MPC Container Ships ASA (the Company) which comprise the financial statements of the Company and the consolidated financial statements of the Company and its subsidiaries (the Group). The financial statements of the Company comprise the statement of financial position as of 31 December 2023, the statement of profit or loss and statement of cash flow for the year then ended and notes to the financial statements, including a summary of significant accounting policies. The consolidated financial statements of the Group comprise the statement of financial position as of 31 December 2023, the statement of profit or loss, the statement of comprehensive income, the statement of cash flow, and the statement of changes in equity for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion

- the financial statements comply with applicable legal requirements,
- the financial statements give a true and fair view of the financial position of the Company as of 31 December 2023 and its financial performance and cash flow for the year then ended in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway,
- the consolidated financial statements give a true and fair view of the financial position of the Group as of 31 December 2023 and its financial performance and cash flow for the year then ended in accordance with International Financial Reporting Standards as adopted by the EU.

Our opinion is consistent with our additional report to the risk and audit committee.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of our report. We are independent of the Company in accordance with the requirements of the relevant laws and regulations in Norway and the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants (including International Independence Standards)* (IESBA Code), and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

To the best of our knowledge and belief, no prohibited non-audit services referred to in the Audit Regulation (537/2014) Article 5.1 have been provided.

We have been the auditor of the Company for 7 years from the election by the general meeting of the shareholders on 23 May for the accounting year 2017.

Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements for 2023. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate

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opinion on these matters. For each matter below, our description of how our audit addressed the matter is provided in that context.

We have fulfilled the responsibilities described in the *Auditor's responsibilities for the audit of the financial statements* section of our report, including in relation to these matters. Accordingly, our audit included the performance of procedures designed to respond to our assessment of the risks of material misstatement of the financial statements. The results of our audit procedures, including the procedures performed to address the matters below, provide the basis for our audit opinion on the financial statements.

Impairment evaluation of vessels

Basis for the key audit matter

The value of vessels as at 31 December 2023 amounted to USD $716,456,000 (including vessels held for sale), which represented 75% of total assets for the group. Due to significant decline in charter fee broker values as well as decline in charter contracts, underpinned by increase in OPEX, management identified impairment indicators. Impairment indicators were not present within newbuildings.

Management proceeded with the estimation of the recoverable amount of each vessel through the higher of fair value less cost of disposal or value in use models and compared this against the carrying amount of each vessel to assess (any) need for impairment charges. The recorded impairment for the year was USD $79,378,000. The estimation of the recoverable amount required significant judgement especially as valuation is dependent on several assumptions such as recent sales, future charter rates, utilization, operating expenses, and discount rates (weighted average cost of capital), remaining useful life, which are all impacted by future market developments and economic conditions. There is a large amount of estimation uncertainty with respect to future charter rates.

We consider the impairment evaluation a key audit matter due to the uncertainty of estimates and judgement involved in establishing the assumptions.

Our audit response

Our audit procedures included evaluating management's assessment of impairment indicators for vessels and the assumptions applied in determining the recoverable amount whether that be fair value less cost of disposal or the value in use calculations. We observed declining time charter rates to external evidence and also declining broker valuations. We assessed the competence, objectivity and capabilities of the broker. We tested the recoverable amount by understanding the assumptions utilized by management, and supported these assumptions to external market evidence, and challenged management where appropriate.

We agreed actual sales to sales documentation as supporting evidence. For vessels where broker values were applied, we assessed the broker value against sales transactions on similar vessels (i.e., age, class, size) in recent times, and challenged management on variances with value in use calculations and considered reasoning why broker values were considered most appropriate.

We assessed the accuracy of prior years' forecasts, compared expected revenue and operating expenses to approved budgets, current contracts, historical data and long-term market expectations. We involved an internal valuation specialist in the assessment of the discount rates applied. Furthermore, we tested the mathematical accuracy of the value in use calculations and assessed management's sensitivity analyses.

Refer to Note 1.1 – Accounting Principles for the Consolidated Financial Statements, Note 1.2 – Significant judgements, estimates and assumptions, Note 5.1 – Vessels and Newbuildings and Note 5.2 Depreciation, Amortization and Impairment Charges

Penneo Dokumentnøkkel: VGYZX-QEYEE-IQ1HA-SXC3C-1JPYO-386K2

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Other information

Other information consists of the information included in the annual report other than the financial statements and our auditor's report thereon. Management (the board of directors and Chief Executive Officer) is responsible for the other information. Our opinion on the financial statements does not cover the other information, and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information, and, in doing so, consider whether the board of directors' report, the statement on corporate governance and the statement on corporate social responsibility contain the information required by applicable legal requirements and whether the other information is materially inconsistent with the financial statements, or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that the other information is materially inconsistent with the financial statements, there is a material misstatement in this other information or that the information required by applicable legal requirements is not included in the board of directors' report or the statement on corporate social responsibility, we are required to report that fact.

We have nothing to report in this regard, and in our opinion, board of directors' report, the statement on corporate governance and the statement on corporate social responsibility are consistent with the financial statements and contain the information required by applicable legal requirements.

Responsibilities of management for the financial statements

Management is responsible for the preparation and fair presentation of the financial statements of the Company in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway and of the consolidated financial statements of the Group in accordance with International Financial Reporting Standards as adopted by the EU, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's and the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Company or the Group, or to cease operations, or has no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error,

Penneo Dokumentnøkkel: VGYZX-QEYEE-IQ1HA-SXC3C-1JPYO-386K2

as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the board of directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the risk and audit committee with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with the board of directors, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Report on other legal and regulatory requirement

Report on compliance with requirement on European Single Electronic Format (ESEF)

Opinion

As part of the audit of the financial statements of MPC Container Ships ASA we have performed an assurance engagement to obtain reasonable assurance about whether the financial statements included in the annual report, with the file name MPCContainerShipsASA-2023-12-31-en.zip have been prepared, in all material respects, in compliance with the requirements of the Commission Delegated Regulation (EU) 2019/815 on the European Single Electronic Format (ESEF Regulation) and regulation pursuant to Section 5-5 of the Norwegian Securities Trading Act, which includes requirements related to the preparation of the annual report in XHTML format.

In our opinion, the financial statements, included in the annual report, have been prepared, in all material respects, in compliance with the ESEF Regulation.

Management's responsibilities

Management is responsible for the preparation of the annual report in compliance with the ESEF Regulation. This responsibility comprises an adequate process and such internal control as management determines is necessary.

Auditor's responsibilities

Our responsibility, based on audit evidence obtained, is to express an opinion on whether, in all material respects, the financial statements included in the annual report have been prepared in accordance with the ESEF Regulation. We conduct our work in accordance with the International Standard for Assurance Engagements (ISAE) 3000 – "Assurance engagements other than audits or reviews of historical financial information". The standard requires us to plan and perform procedures to obtain reasonable assurance about whether the financial statements included in the annual report have been prepared in accordance with the ESEF Regulation.

As part of our work, we perform procedures to obtain an understanding of the company's processes for preparing the financial statements in accordance with the ESEF Regulation. We test whether the financial statements are presented in XHTML-format. We evaluated the completeness and accuracy of the iXBRL tagging and assessed management's use of judgement. Our work comprised reconciliation of the iXBRL tagged data with the audited financial statements in human-readable format. We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Oslo, 21 March 2024
ERNST & YOUNG AS

The auditor's report is signed electronically

Jon-Michael Grefsrød
State Authorised Public Accountant (Norway)

Jon-Michael Grefsrød
State Authorised Public Accountant (Norway)
On behalf of: Ernst & Young AS
Serial number: UN:NO-9578-5992-4-3016511
IP: 77.16.xxx.xxx
2024-03-21 15:03:14 UTC
bank ID

ALTERNATIVE PERFORMANCE MEASURES

The Group's financial information is prepared in accordance with the International Financial Reporting Standards (IFRS). In addition, it is the management's intention to provide alternative performance measures (APM) that are regularly reviewed by management to enhance the understanding of the Group's performance but are not intended as a replacement of the financial statements prepared in accordance with the IFRS. The APM presented may be determined or calculated differently by other companies. The APM are intended to enhance comparability of the results and to give supplemental information to the users of the Group's external reporting.

Gross Profit

Gross profit is a key financial parameter for the Group and is derived directly from the income statement by deducting cost of sales (vessel voyage expenditures, ship management fees, vessel operating expenditures and commissions) from operating revenues.

EBITDA

Earnings before interest, tax, depreciations and amortization (EBITDA) is a key financial parameter for the Group and is derived directly from the condensed consolidated statement of profit or loss adding back depreciation and impairment of vessels to the operating profit ("EBIT").

IN USD THOUSANDS	2023	2022
Operating profit (EBIT)	336,286	446,858
Depreciation	(102,706)	(75,392)
Impairment (including held for sale loss)	(79,378)	-
EBITDA	**518,370**	**522,250**

Adjusted EBITDA

Adjusted EBITDA is a financial metric that includes the deduction of various of one-time, irregular and non-recurring items from EBITDA.

IN USD THOUSANDS	2023	2022
EBITDA	**518,370**	**522,250**
Early redelivery of vessels, net of commission	77,971	-
Share of profit or loss from joint venture	19,723	21,741
Gain(loss) from sale of vessels/other fixed assets	(7,858)	49,042
Adjusted EBITDA	**428,534**	**451,467**

Adjusted Profit (Loss)

Adjusted profit (loss) is the profit (loss) for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	2023	2022
Profit (loss) for the period	325,116	435,049
Early redelivery of vessels, net of commission	77,971	-
Share of profit or loss from joint venture	19,723	21,741
Depreciation of TC contract related to AS Anne	(22,035)	-
Gain(loss) from sale of vessels/other fixed assets	(7,858)	49,042
Impairment	(79,378)	-
Adjusted profit (loss) for the period	**336,693**	**364,266**

Adjusted Earnings Per Share (EPS)

Adjusted EPS is derived from the adjusted profit (loss) divided by the number of shares outstanding at the end of the period.

Average Time Charter Equivalent (TCE)

Average TCE is a commonly used key performance indicator (KPI) in the shipping industry. It represents time charter revenue and pool revenue divided by the number of trading days for the consolidated vessels during the reporting period. Trading days are ownership days minus days without revenue, including commercial, uninsured technical and dry-docking-related off-hire days. Adjusted time charter revenues exclude one-time, irregular, and non-recurring items.

IN USD THOUSANDS	2023	2022
Time charter revenues	700,710	587,868
Early redelivery of vessels	(79,629)	-
Adjusted TCE for the period (in USD)	**621,081**	**28,551**

Average Operating Expenses (OPEX) Per Day

Average OPEX per day is a commonly used KPI in the shipping industry. OPEX per day is calculated as operating expenses excluding tonnage taxes and operating expenses reimbursed by the charterers divided by the number of ownership days for consolidated vessels during the reporting period.

Utilization

Utilization in percentage is a commonly used KPI in the shipping industry. It represents total trading days including off-hire days related to dry dockings divided by the total number of ownership days during the period.

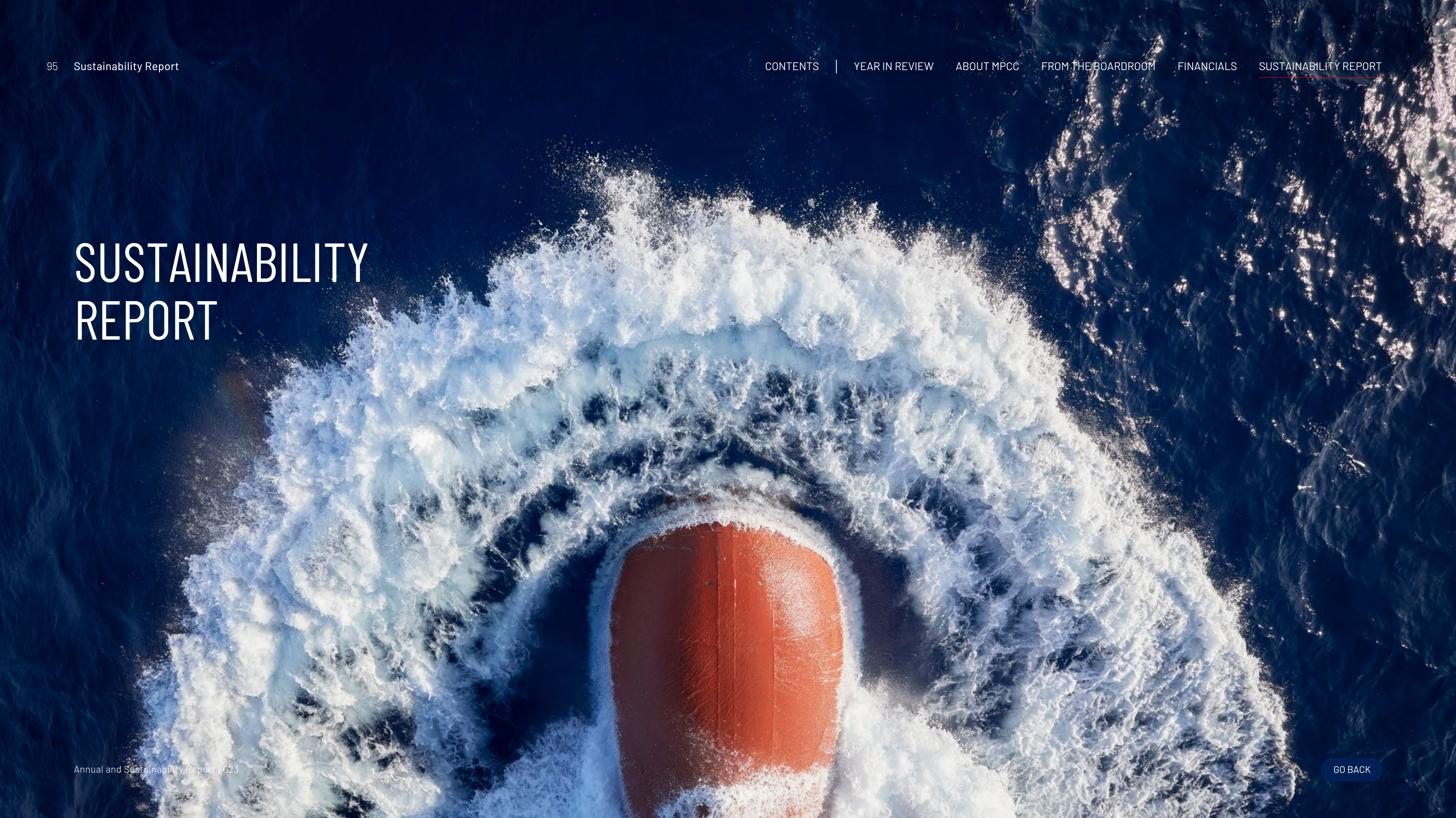
Leverage Ratio

Interest-bearing long-term debt and interest-bearing short-term debt divided by total assets.

Equity Ratio

Total book equity divided by total assets.

SUSTAINABILITY REPORT



OPERATIONAL HIGHLIGHTS 2023

Deadweight Tonnage
2,027
(thousand DWT)

Total Distance Traveled
4.5
(Million nm)

Operating Days
22,747

Compliance Training Completion Rate
100%

Seafarers
1,380

Number of Vessel Port Call Days
5,983

About MPC Container Ships

MPC Container Ships ASA (the Company or MPCC) is a leading container tonnage provider focusing on small to mid-size container ships, listed on the Oslo Stock Exchange. Its main activity is to own and operate a portfolio of container vessels serving regional and intra-regional trade lanes on time-charters. Our annually published ESG report describes the Company's impact on people and the environment, together with the financial risks and opportunities that sustainability related events can present for MPCC. More information on MPCC operations is included in the GRI Index in the Appendix of this report.

The Company is registered and has its headquarters in Oslo, Norway with offices in Hamburg, Germany and Rotterdam, the Netherlands.

Contents

About the report

MPCC's ESG report describes the Company's impact on the environment, climate, and society, including the transition to a zero-emission society. The report evaluates how the Company is responding to the financial risks and commercial opportunities that may arise from such impacts.

The ESG performance data in this report covers the period from January 1 to December 31, 2023. The report has been prepared on a consolidated basis and covers the impact of MPCC's operations and value chain.

As an Oslo Stock Exchange listed Company, MPCC follows the Euronext Guidelines for ESG reporting. This report is prepared in accordance with the Sustainability Accounting Standards Board's (SASB) Marine Transportation Standard (2023) and with reference to the Global Reporting Initiative (GRI) Standards. The Norwegian Shipowners' Association (NSA) Guidelines for ESG reporting in the shipping and offshore industries (updated 2021) have also been followed.

MPCC's ESG and Corporate Governance Reports are developed in accordance with the Norwegian Accounting Act and the recommendations of the Norwegian Corporate Governance Board. Both reports are published together with the Annual Report and are available on the Company's website.

CEO LETTER

Constantin Baack
Chief Executive Officer

Our commitment to sustainability is a fundamental driver of value creation over time.

Dear shareholders, as we reflect on the past year and set our sights on the journey ahead, it is essential to acknowledge the intricate landscape in which MPC Container Ships operates. Geopolitical tensions, exemplified by wars in Ukraine and Gaza, continue to present formidable challenges to international shipping. Extensive rerouting of vessels around the Cape of Good Hope in recent months have significantly impacted freight rates and operational logistics, underscoring the resilience required in our industry amidst global turbulence.

At MPCC, we recognize the importance having Environmental, Social, and Governance (ESG) considerations integrated into our strategic objectives, and our commitment to sustainability is a fundamental driver of value creation over time. As we navigate market dynamics and challenges, our ESG efforts serve as guiding principles, shaping our decisions and investments to maximize shareholder returns while mitigating risks.

Environmental Leadership: Reducing Our Carbon Footprint

One of our primary environmental objectives is the reduction of our greenhouse gas (GHG) emissions intensity in alignment with the International Maritime Organization's (IMO) trajectory. In pursuit of this ambitious target, we have over the past two years taken decisive actions, including ordering dual-fuel methanol and eco-design newbuildings, retrofitting existing vessels for enhanced efficiency, and selling many of our older and less efficient vessels. Our recent partnership with Unifeeder for the construction of another dual-fuel methanol newbuilding, announced in January 2024, underscores our commitment to reducing carbon emissions while safeguarding long-term shareholder value.

To achieve our targets, we have committed to substantial fleet renewal and optimization investments of approximately USD 400 million, comprising dual-fuel and eco-design newbuildings, secondhand eco-vessel acquisitions, and joint retrofit investments with our charter customers. MPCC also invested in German e-fuel company, INERATEC, and signed the the industry's first offtake agreement for sustainable marine diesel oil (MDO), with delivery starting in 2024.

Through our ambitious investment program, we will significantly enhance the efficiency of our fleet and reduce our carbon footprint, but importantly, by taking a collaborative approach in our ESG initiatives, we also create long-term shareholder value by extending charter contracts and enhancing the long-term competitiveness of our fleet.

Our ESG efforts are not only about mitigating risks but also about seizing opportunities to create long-term value for our shareholders. Through strategic partnerships and fleet renewal investments, we aim to drive sustainable growth while maintaining a low-leverage structure that allows for dividend distributions and capital allocation aligned with ESG principles.

Social Responsibility: Ensuring Safety and Well-being

We are passionate about safeguarding and improving the safety and well-being of our employees onshore and the crews aboard our vessels. By fostering a supportive work environment and investing in safety culture, we aim to mitigate risks and ensure the welfare of all individuals involved in our operations.

This year, the war on Gaza and subsequent Red Sea Crisis resulted in shipping companies diverting vessels around the Cape of Good Hope. At MPCC, we immediately responded by avoiding transit through the Red Sea, placing our crews' safety above all else.

In 2022, we conducted a comprehensive crew well-being survey, which informed our practices and investments across our fleet. The assessment led to notable enhancements, such as improved access to recreational facilities and dietary options onboard. We have also provided information on mental health and nutrition topics and established a mental health support service via our ship managers. In 2024 we are continuing to invest in various improvements, including the installation of Starlink connectivity aboard all our vessels. This will ensure that our crews can enjoy enhanced and unlimited broadband access, allowing for seamless communication with their families, while also elevating operational control and efficiency through improved real-time dialogue between ship managers and vessel crews. Building upon this foundation, MPCC will be undertaking a new crew well-being survey in 2024.

Governance and Regulatory Compliance

Both as a shipping company and as a publicly listed entity we face a rapidly evolving industry- and regulatory landscape, and our sustainability efforts are not confined to environmental initiatives alone. Governance forms the foundation of our ethical and responsible business approach, and we strive to operate with transparency, integrity, and accountability at every level of our organization.

Operationally, we are well-prepared for new regulatory developments and were early in preparing for CII and EU ETS, for instance by teaming up with software company, Zero44, supporting the development of tool for live monitoring of CII and required emission allowances. Furthermore, in 2023, we took an important step in our ESG management by completing our first CSRD compliant double materiality assessment (DMA), to understand and quantify our climate impacts. This assessment will contribute significantly in shaping our sustainability practices going forward across environmental, social, and governance dimensions.

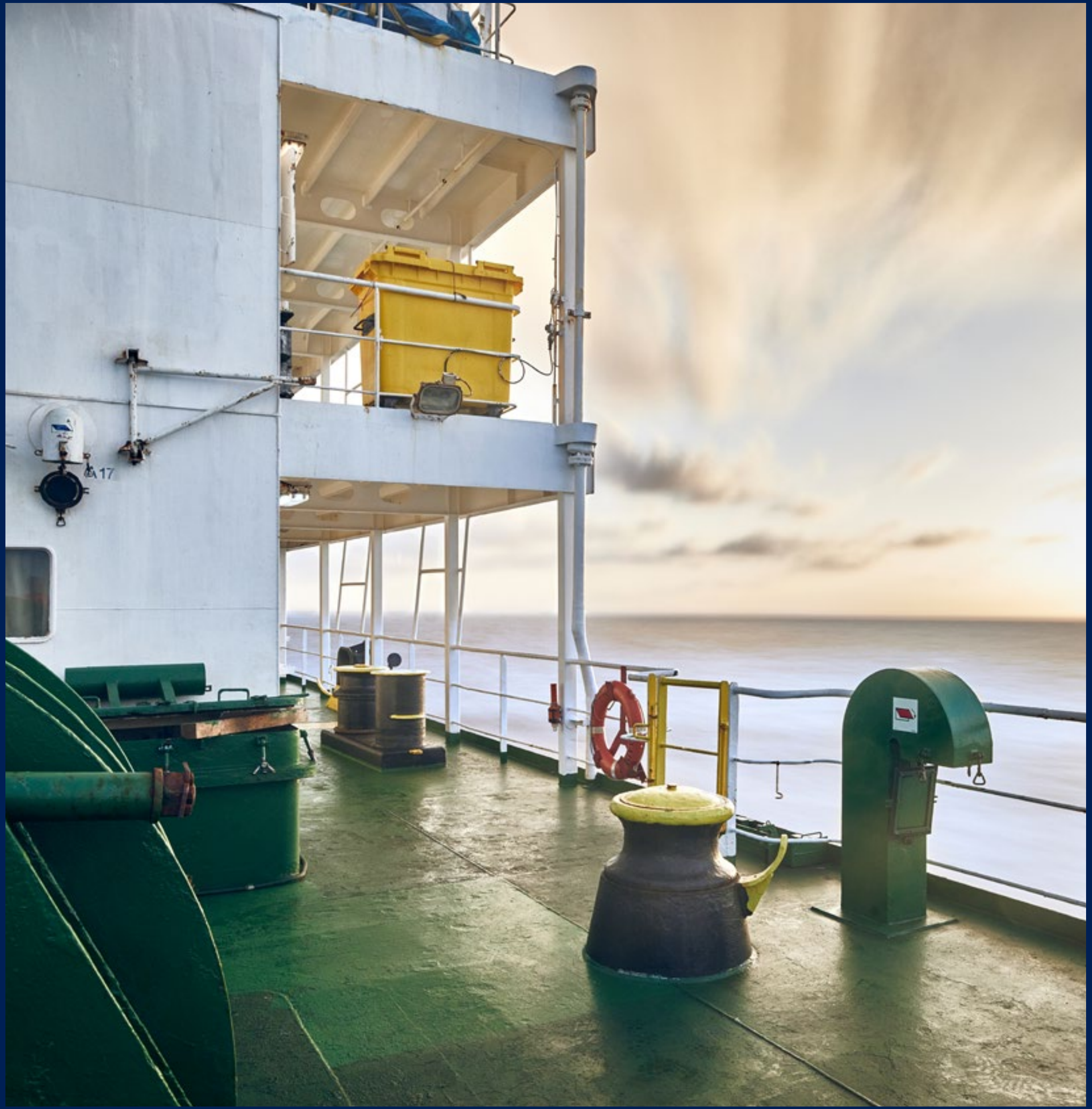
Charting a Course for Long-Term Sustainable Operations

In closing, our commitment to ESG principles is not just a reflection of our values; it is a strategic imperative for sustained success in a rapidly evolving industry. As we continue to navigate the evolving industry, facing both challenges and opportunities on the horizon, I am optimistic about the journey ahead. I would like to thank our dedicated and hard-working colleagues, seafarers, and partners for their continued support and contributions to these important efforts.

I hope this report provides insight into our ongoing commitment to sustainability and invite you to engage with us further. Your interest and feedback are invaluable as we continue to drive positive change in the shipping industry.

Sincerely,

Constantin Baack
Chief Executive Officer
MPC Container Ships ASA



ESG AT MPC CONTAINER SHIPS

The shipping industry is evolving rapidly, with a strong focus on reducing greenhouse gas emissions. The goal of achieving net zero by 2050 has been reflected in the most recent IMO update. These developments bring forth new challenges, including the need for substantial investments in new technologies and operational practices.

MPCC'S STRATEGY FOR SUSTAINABLE SHIPPING

At MPCC, we are committed to following this ambition and taking part in driving forward the industry's transition together with partners. Our strategy not only involves meeting regulatory demands but also excelling in a market that values environmental responsibility. We aim to attract customers and investors dedicated to sustainability by actively advancing our decarbonization efforts. Our approach encompasses Environment, Social, and Governance (ESG) aspects, as we strive to enhance our operational structures, minimize our environmental impact, and capitalize on emerging opportunities while mitigating risks.

Our commitment to 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. By embedding ESG principles in our strategy, we ensure resilience and compliance amidst changing regulations, aiding our customers in achieving their sustainability goals.

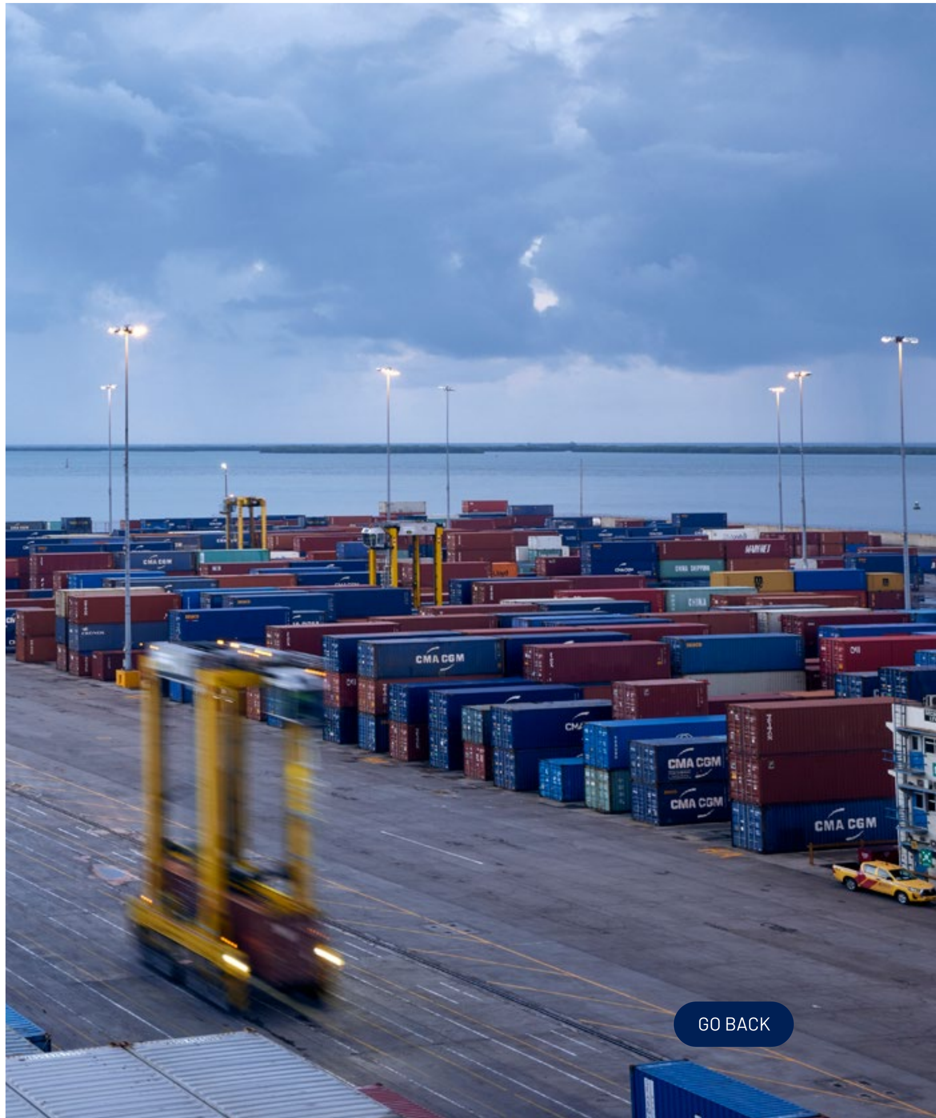
In 2023, we undertook various projects to better understand and quantify our climate impacts. These efforts led to new climate targets, involving a comprehensive analysis of our indirect Scope 3 emissions, and the establishment of a clear decarbonization trajectory.

Furthermore, underpinning our decarbonization efforts, MPCC has, in 2023, divested 13 older less efficient vessels and acquired seven modern vessels, of which five eco-design vessels. In early 2024, the Company entered into a contract for joint construction of a new 1,300 TEU dual-fuel methanol vessel with Unifeeder, which is scheduled for delivery in 2026. This latest investment adds to MPCC's existing newbuilding pipeline, with four newbuilds already in development and scheduled for delivery in 2024, comprising two 1,300 dual-fuel methanol vessels and two 5,500 TEU eco-vessels with possibility for conversion to operate on methanol in the future. In 2023, MPCC also initiated a retrofit investment program in partnership with charter customers, which will extend into 2024 and is aimed at enhancing the efficiency of its existing fleet. In total, MPCC has resolved a total investment commitment of USD 400 million into its extensive fleet renewal efforts.

A pivotal aspect of MPCC's strategic sustainability work in 2023 was completing its first CSRD compliant double materiality assessment (DMA). This assessment not only informs reporting but also shapes sustainability practices at MPCC, resulting in the following positioning on ESG:

Environmental Commitment

We are dedicated to reducing greenhouse gas emissions and responding proactively to regulatory changes. Recognizing our role in



intra-regional trade, we emphasize mitigating pollution impacts and evolving with environmental regulations. We recognize the importance of efficient waste management and responsible resource usage with the aim to lessen our environmental footprint. Global biodiversity loss is a complex and interconnected environmental issue and we aim to explore options in limiting our potential negative impact in the future. We strive to reduce our environmental impact and actively promote sustainable shipping practices.

Social Responsibility

Creating a supportive and safe work environment for both onshore employees and the crew at sea is vital for our long-term success. We are committed to preventing talent depletion and retaining key employees. Recognizing the health and safety challenges in the maritime industry, particularly in offshore operations and ship recycling, we prioritize fair and safe working conditions. Engaging continuously with suppliers, we aim to maintain high standards of safety and fairness throughout our value chain.

Governance and Ethics

Our governance framework is built on principles of transparency, trust, and collaboration. We foster a culture of accountability and ethical behavior, ensuring that our employees and crews aboard our vessels adhere to the highest integrity standards. Strong supplier relationships, fair payment practices, and active engagement are crucial aspects to addressing human rights risks in our supply chain. Through continuous training, we empower our team to identify and prevent corruption, bribery, and money laundering, thus maintaining stakeholder trust and upholding our commitment to ethical business practices.

Building on our strategic ESG objectives, MPCC will focus on three core strategic priorities:

1. **Environment: Achieving Net Zero by 2050.**
   We are committed to significantly reducing our carbon footprint, with a target to reduce GMG emissions intensity by 35.5% by 2030 from a 2022 baseline and to net zero by 2050, in line with the IMO carbon intensity trajectory. These ambitious targets will guide our decisions and investments, ensuring that we contribute positively to global environmental efforts.

2. **Social: Extending our Strong Culture for Safety and Well-Being.**
   The safety and well-being of our employees and crews 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.

3. **Governance: Alignment with CSRD by 2025.**
   Governance forms the backbone of our ethical and responsible business approach. We are dedicated to full alignment with the Corporate Sustainability Reporting Directive (CSRD) by 2025. This commitment reflects our dedication to transparency, accountability, and ethical practices across all levels of our operations.

These strategic priorities are designed to propel MPCC towards a sustainable, responsible, and ethical future. They will guide our actions and decisions, ensuring that we not only meet but exceed the expectations of our stakeholders in environmental stewardship, social responsibility, and governance excellence.

MEMBERSHIPS AND INITIATIVES

MPCC is, either directly or via third party ship managers, engaging in partnerships that support our objectives on ESG. These include the following:

Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping (MMMCZCS)

MPCC is a mission ambassador and a project partner to the MMMCZCS, an independent research and development center seeking to accelerate the transition towards a net zero future for our industry. In April 2022, MPCC provided concrete support by seconding an employee to the Center in Copenhagen. During 2023 two additional employees joined projects of the center. The seconded employee is currently participating in the Industry Transition Strategy Project. MPCC and our partner companies at MPC Group are committed to provide further support to the Center by using our broad network and expertise in commercial and technical management, renewable energy as well as synthetic fuels to foster the necessary transition of the maritime industry.

Getting to Zero Coalition

Getting to Zero Coalition

The Getting to Zero Coalition is committed to get commercially viable deep-sea vessels powered by zero emission fuels by 2030. In 2021, MPCC signed the Getting to Zero Coalition's Call to Action, urging governments to work with the industry to deliver policies and investments needed to decarbonize global supply chains and the global economy.

CLEANSHIPPING ALLIANCE2020

Clean Shipping Alliance

MPCC is a member of the Clean Shipping Alliance. The Alliance seeks to provide information and research data to inform industry stakeholders on the environmental performance and benefits of open- and closed-loop Exhaust Gas Cleaning Systems (EGCS) and associated air and water emissions. The alliance also serves as an advocate for companies working to reduce marine exhaust gas emissions.

VDR German Shipowners' Association

VDR German Shipowners' Association

MPCC is, through our vessels, a member of the German Shipowners' Association (VDR). The VDR aims to facilitate common and uniform management of interests and represents German maritime shipping companies on a global scale. Executives of MPCC and its service providers from the MPC Group are represented in several working groups and commissions.

Eyesea

MPCC and its CEO are founding members and ambassadors of Eyesea, a non-profit organization set up to map and report global pollution and maritime hazards. Version 2 of the Eyesea app was launched in late 2023 and the app is available on Google Play and in the Apple App Store. MPCC encourages use of the app and the recording of ocean, coastal, waterway, and urban pollution, to effectively highlight areas in need of clean-up.

In 2023, Eyesea began development of a pollution management platform, which will allow area administrators to receive real time pollution reports and alerts in a geofenced area. The system will allow for direct communication with community groups and app users to organize clean-up operations and pollution event responses.

MPCC has provided extra funding and support for our partnership in Vasai, India, which has resulted in:

+ 70 clean-up operations over 2022-2023.
+ The provision of PPE, water, tools, and cleaning materials to 3,938 volunteers.
+ Over 46,500 kg of plastic and pollution removed.
+ 2,981 kgs of recyclable plastics collected from households in Papdy, Merces, Remedy.
+ Regular presentations to schools and community groups.

Maritime Anti-Corruption Network

MPCC is a member of the Maritime Anti-Corruption Network (MACN) – a global business network working towards the vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large.

The Container Ship Safety Forum (CSSF)

CSSF is a global business-to-business network that improves safety performance and management practices in the container shipping industry. MPCC's technical manager, Wilhelmsen Ahrenkiel Ship Management, is a CSSF member

and works together with other industry actors to continuously improve the safety culture and performance in the container shipping industry through measurement, reporting and benchmarking, sharing best practices and engaging with key stakeholders.

The Silk Alliance

MPCC joined the Silk Alliance in 2023, a program focusing on creating and implementing a green corridor roadmap based around a decarbonization plan for a fleet that predominantly operates and refuels in Singapore, which includes different vessel types trading across multiple ports from the Pacific Islands, Southeast Asia, North Asia to East Africa. The Silk Alliance seeks to expand to a wider demand sector and grow to include other ship types, fuel producers and governments. This allows refinement and deployment of the First Mover Framework to generate data to which decisions can be made, including the scope and timing of green corridors. The initiative will allow the fuel supply and fleet sides to overcome the chicken-or-egg dilemma in generating demand for low-to-zero carbon fuels.

WORKING WITH STAKEHOLDERS

STAKEHOLDERS	TOPICS OF INTEREST TO STAKEHOLDER	ARENA OF DIALOGUE	REGULARITY	MPCC'S FOLLOW-UP
Employees	+ Facilitating an environment for committed employees + Creating a mindful culture + Climate, environmental impact + Business ethics, training	+ Intranet, management communication + Performance appraisal + Code of conduct	+ Daily, Weekly, Monthly, Quarterly, Annually	Involved through employers' daily dialogue with managers Involved through internal communication channels Involved through weekly jour fixe meeting involving all employees
Customers and Collaboration Partners	+ Climate, environmental protection, human rights + Proper and efficient use of resources + Innovation	+ Customer meetings + Continuous dialogue + Fairs	+ Daily, Weekly, Monthly, Quarterly, Annually	Customer conversations with key customers Engagement in customer dialogue in projects Participation in professional and industry forums
Suppliers	+ Climate, environmental protection, human rights, child labor + Business ethics, compliance, governance, labor regulations and standards + Working conditions	+ Meetings + Code of conduct + Business Partner Guideline	+ Monthly, Quarterly, Annually	Early-stage involvement of suppliers Raising expectations to suppliers of HSEQ matters Concrete contract requirements
Authorities, NGOs, and Industry Groups	+ Anti-corruption + Regulatory compliance + Updates on status of fleet and development + Trends and opportunities + Technology, R&D with focus to reduce environmental footprint	+ Regular dialogue + Meetings and discussions + Sponsorships + Presentations and guest speakers	+ Quarterly, Annually	Initiation of dialogue and participation in public debates on topics related to environmental and climate targets and industry standards Contribution of expertise and open for all consultations
Financial Community, Investors and Owners	+ Financial results + Market outlook + Compliance and governance + Strategy	+ Phone and email communication + Investor meetings and roadshows + Press releases + Annual and quarterly reports and presentations + Conferences	+ Daily, Weekly, Monthly, Quarterly, Annually	Frequent and transparent reporting Senior management is always available for 1:1 meetings outside of reporting periods Participating in forums, events and conferences

IMPACT, RISK AND OPPORTUNITY MANAGEMENT

In 2023 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 affect MPCC's ability to create financial value over time.

The DMA process began with the development of a longlist of potentially material topics. This list was refined through engagement with 16 internal and external stakeholders. The stakeholders helped identify relevant impacts, risks, and opportunities (IROs) in our own operations and value chain given the activities, business relationships, and operating geographies of the Company. The relevant stakeholders were chosen to ensure the presence of expert insight across topics and access to high-quality information. The scoring of IROs was conducted based on internal documentation (21 core documents) and stakeholder dialogue. The scoring was completed according to objective scoring parameters outlined by the European Sustainability Reporting Standards (ESRS). This entailed relying on quantitative scoring approaches, both for impact materiality and financial materiality, with thorough rationales for the assessments being provided based on quantitative and qualitative data. The use of quantitative scoring allowed for easy prioritization between topics. The outcome of the DMA was anchored at executive management level to validate assessments and thresholds and sense-check the outcome.

Materiality Matrix

Sustainability matters (SMs), referred to in the ESRS as including topics and sub-topics, can be material from an impact or financial perspective or both (double material). In total, 23 SMs were deemed material for MPCC spanning over environmental (E), social (S), and governance (G) themes.

Moving forward we will report our progress in managing the impacts, risks and opportunities connected to these different topics.

For 2023 reporting, MPCC is still in a transition phase, as the Company looks to align to the CSRD. Having now completed the DMA, our next step will require the Company to collect data, establish policies, targets, and interim action plans before MPCC will be fully prepared to report in compliance with the new EU regulation. Over the coming year, MPCC will be actively working on closing relevant gaps to further improve the comprehensiveness of its sustainability reporting.

On the following page is a complete list the topics deemed material for MPCC.

Topics Confirmed as Material for MPCC

DOUBLE MATERIAL TOPICS

- E1 Climate change mitigation
- E2 Pollution of air
- E2 Pollution of water
- E2 Substances of concern
- E2 Substances of (very high) concern
- S1 Working conditions of own workers
- S1 Health & safety of own workers
- S2 Working conditions of supply chain workers
- G1 Management of relationships with suppliers including payment practices

IMPACT MATERIAL TOPICS

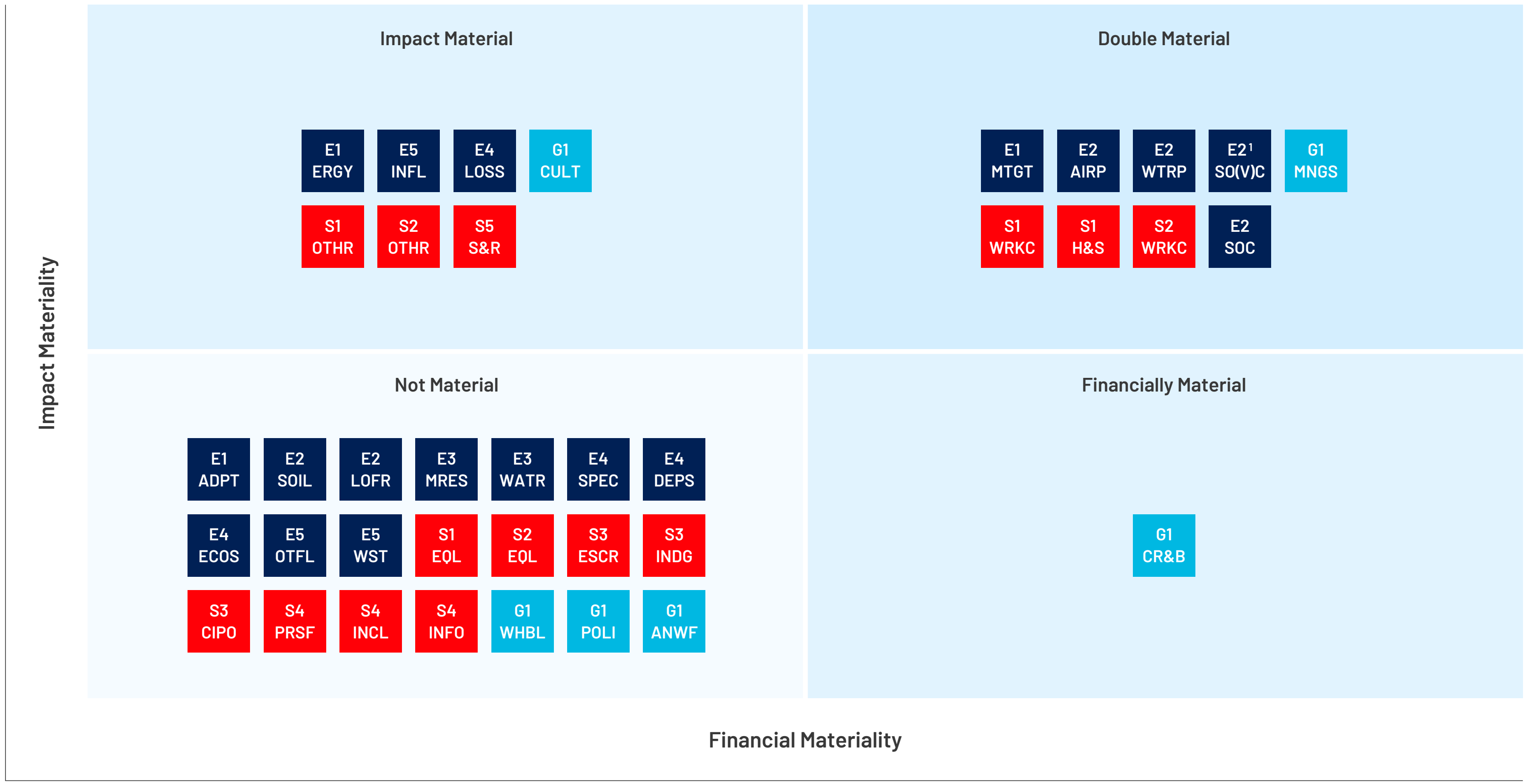
- E1 Energy
- E4 Direct impact drivers on biodiversity loss
- E5 Resource inflows including use
- S1 Other work-related rights of own workers
- S2 Working conditions of supply chain workers
- S5 Search and rescue
- G1 Corporate culture

FINANCIALLY MATERIAL TOPICS

- G1 Corruption & bribery

DOUBLE MATERIALITY MATRIX (HIGH-LEVEL)

Environmental Social Governance



[1] Counting for 2 sustainability matters under E2: Substances of concern and substances of high concern

MPCC Index of Sustainability Matters

E1 ADAPT	Climate change adaptation
E1 MTGT	Climate change mitigation
E1 ERGY	Energy
E2 AIRP	Pollution of air
E2 WTRP	Pollution of water
E2 SOIL	Pollution of soil
E2 LOFR	Pollution of living organisms and food resources
E2 SOC	Substances of concern
E2 SOVC	Substances of (very high) concern
E2 MIPL	Microplastics
E3 WATR	Water
E3 MRES	Marine resources
E4 LOSS	Direct impact drivers on biodiversity loss
E4 SPEC	Impact on the state of species
E4 ECOS	Impact on the extent and conditions of ecosystems
E4 DEPS	Impacts and dependencies on ecosystem services
E5 INFL	Resource inflows including use
E5 OTFL	Resource outflows related to products and services
E5 WST	Waste
S1 WRKC	Working conditions of own workers
S1 H&S	Health & safety of own workers
S1 EQL	Equal treatment and opportunities for all own workers
S1 OTHR	Other work-related rights of own workers
S2 WRKC	Working conditions of supply chain workers
S2 EQL	Equal treatment and opportunities for all supply chain workers
S2 OTHR	Other work-related rights of supply chain workers
S3 ESCR	Communities economic, social and cultural rights
S3 CIPO	Communities civil and political rights
S3 INDG	Particular rights of indigenous people
S4 INFO	Information-related impacts for consumers and/or end users
S4 PRSF	Personal safety of consumers and/or end users
S4 INCL	Social inclusion of consumers & end-users
S5 S&R	Search and rescue
G1 CULT	Corporate culture
G1 WHBL	Protection of whistle blowers
G1 ANWF	Animal welfare
G1 POLI	Political engagement
G1 MNGS	Management of relationships with suppliers including payment practices
G1 CR&B	Corruption & bribery

GOVERNANCE BODIES

The MPCC Compliance team is responsible for implementing an extensive list of policies connected to ESG. These policies include the MPCC Anti-Corruption Policy, Environmental Policy as well as our Health & Safety Policy which are currently in place within the Company.

Some of the policies are currently subject to review by the Compliance team and will be updated accordingly. A full list of policies which support MPCC's ESG reporting is included in the Appendix of this report and available on our webpage.

MANAGEMENT OF ESG

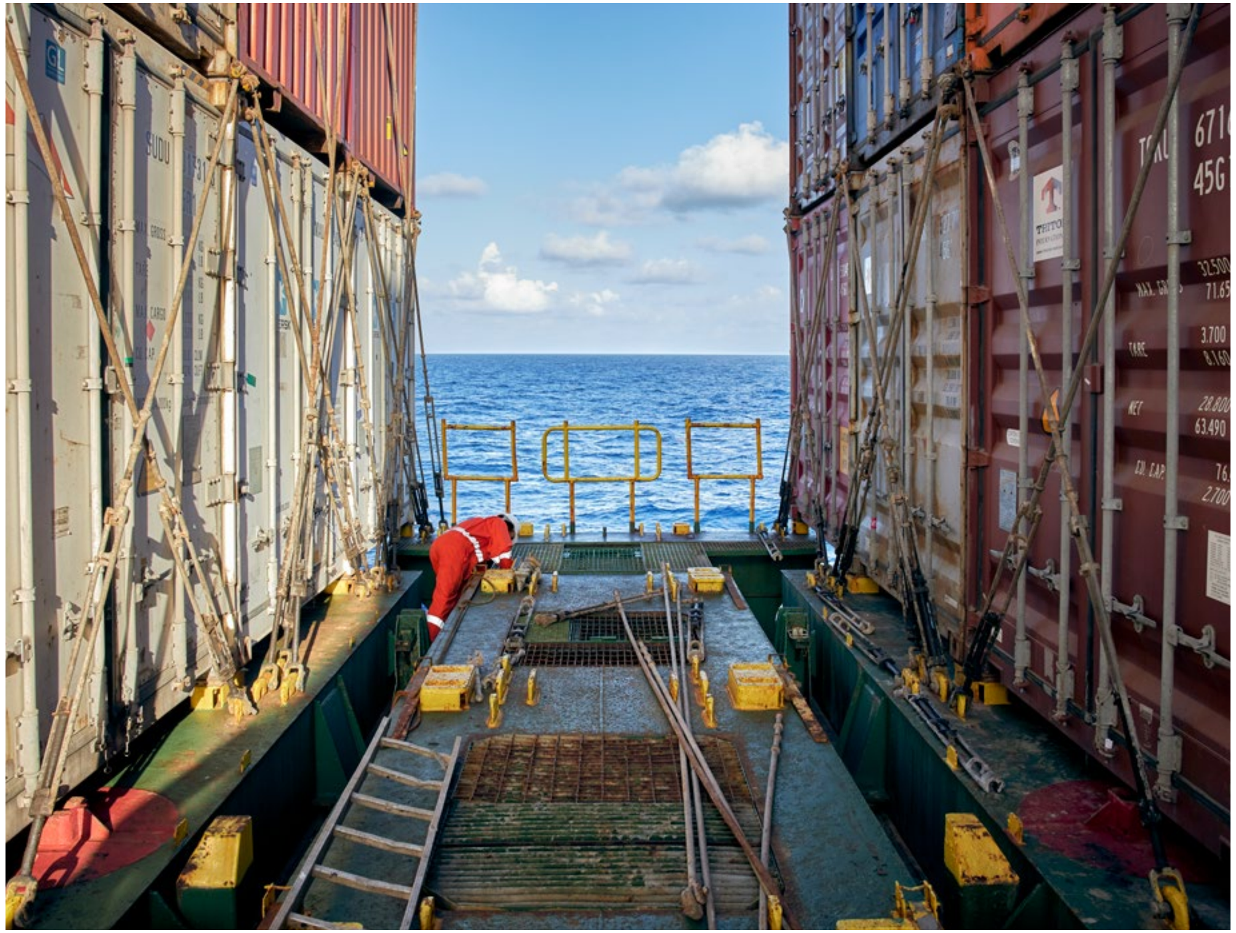
Strong governance processes are critical for effectively identifying and responding to material sustainability impacts, risks and opportunities. Effective governance structures hold key stakeholders accountable, ensuring that everyone, including the Board, management and its employees have a role to play in ensuring the long-term success of the Company's ESG targets.

MPCC is managed through its executive bodies: the General Meeting, the Board of Directors (the Board) and Executive Management. The Board holds overall responsibility for governance of ESG matters. It has delegated responsibility and authority to the Risk, Audit and Sustainability Committee (the Committee), which acts as a preparatory and advisory body for the Board, helping to define the Company's ESG Strategy, including setting its goals, targets and action plans. The Chief Compliance Officer takes ownership of all policies mentioned in this report and is responsible for their implementation. This also entails ensuring regular review of all policies.

In 2023 the Committee met three times, and all three meetings were fully attended by the Committee members.

ESG Management Process

Evaluation of Performance The Committee monitors and evaluates the performance and effectiveness of ESG initiatives against established goals. This involves regular assessments to ensure alignment with the MPCC's values and industry standards. Additionally, the committee reviews key performance indicators (KPIs) to gauge the impact of ESG practices on the organization's overall sustainability.	**Incorporation of Information in Decision-Making** In quarterly meetings, the Committee will review comprehensive reports and discuss any challenges encountered or adjustments that need to be made to the strategy in pursuit of its ESG objectives referenced in the strategy chapter above. This review leads to an active formulation of a comprehensive ESG strategy, outlining specific goals, targets, and actionable plans to reach these objectives. This process ensures transparency and continuous alignment of the ESG strategy and objectives between the Board and Executive Management.
Information to Governance Bodies Executive Management provides detailed progress reports to the Committee during quarterly meetings, offering insights into the execution of the ESG strategy.	**Practical Implementation of ESG Decisions** Executive Management assumes responsibility for the execution of the strategy formulated by the Committee. They oversee the implementation of the agreed-upon goals and action plans and ensure that the initiatives are effectively integrated into the Company's operations.



GOVERNANCE IN 2023

Multiple governance measures were taken in 2023. Overall, MPCC established an integrated and holistic surveillance of performance management and governance by establishing the Risk, Audit and Sustainability Committee, which reinforces oversight by the Board of Directors.

MPCC conducted its first CSRD aligned Double Materiality Assessment (DMA), adopting the principle of double materiality, which enables the company to identify, assess, and act and report on the topics were the business has an impact on the environment and society, and on significant risks and opportunities to the business. By conducting the DMA, MPCC is preparing to report in alignment with CSRD.

The company began preparing for CII and EU ETS earl, such as by teaming up with Zero44 to support the development of a monitoring and compliance process tool, which has been installed on MPCC's vessels for live monitoring of CII and required emission allowances.

Importantly, a majority of charterparty agreements have been amended to include a requirement for the charter customer to redeliver the vessels with a CII-compliant "C" rating.

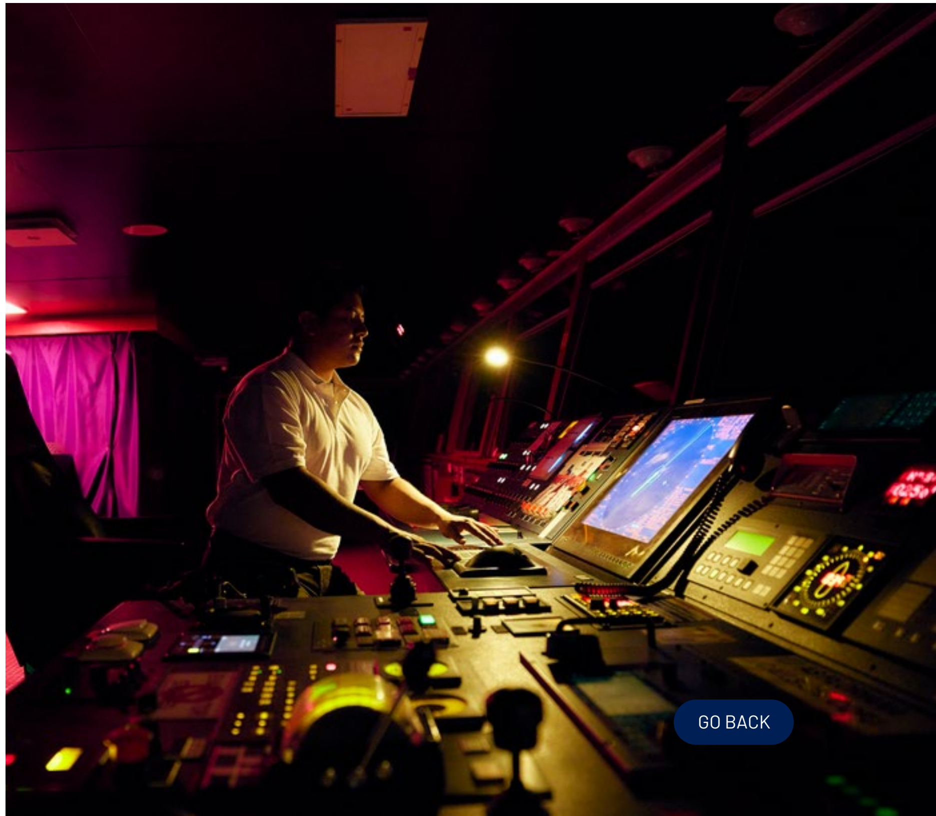
MPCC also resolved a new GHG reduction trajectory in line with IMO's revised 2030 carbon intensity target. MPCC pays close attention to the work of the IMO, relevant research, global macro trends, and the development of local and global regulations to identify and assess risks.

The company launched mandatory employee e-learning courses topics. In 2023, these included courses on how to identify and prevent corruption, bribery, and money laundering. 100% of employees within scope completed all courses and the full training.

MPCC revised Management Guidelines and Company Policies in 2023 to meet regulatory requirements and ensure completeness.

Throughout 2023, MPCC acted proactively towards the increasing geopolitical tensions following the Russian invasion of Ukraine and the attacks related to the Gaza war on several commercial container vessels in the Bab al-Mandab Strait end-route to the Suez Canal. MPCC prohibited vessels from traversing the Suez Canal following vessel attacks by Houthi rebels in the Red Sea.

The Norwegian Transparency Act came into effect on July 1, 2022, with the aim of promoting transparency within the Norwegian business community by ensuring public access to relevant information concerning how enterprises address adverse impacts on fundamental human rights and decent working conditions. In compliance with Section 5 of the Norwegian Transparency Act, MPC Container Ships published its Transparency Act Statement for 2023 on its website. The work we do related to the Transparency Act is part of our integrated approach and an updated statement will be published at the latest by June 30 annually.



RISK MANAGEMENT IN REPORTING

In compiling this report, accuracy of reported data and information has been a key area of focus. The main risks we have identified in our reporting are:

+ The data quality of quantitative information could be low if methods of gathering data are not appropriate.
+ The accuracy of qualitative information could be low if communication between decision-makers and report-writers is not of sufficient quality.
+ The quality of reporting could be negatively affected if there is insufficient knowledge of reporting standards and a misunderstanding of requirements.

We have a comprehensive strategy in place to minimize the possibility that these risks may materialize. We use a third-party software to collect our sustainability data. This allows us to gather data closer to its source, allowing for more accurate estimations and more reliable methods of calculation. Additionally, we have several check-ins and quality assurances between decision-makers (sitting closer to the correct qualitative information) and those writing the report. To ensure reporting is aligned with the most recent standards, we have engaged independent consultants with expertise on this area to assist in producing our sustainability report. All these efforts and internal controls ensure that risks related to reporting are mitigated to the greatest extent possible.

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, while not causing significant harm towards the other five objectives. The activity must also meet minimum safeguards regarding human and labor rights, anti-corruption, tax and fair competition. The EU Taxonomy was approved by the Norwegian Government in December 2021, and entered into force in January 2023.

MPC Container Ships are not obliged to report under the EU Taxonomy regulation. However, in 2022 MPCC carried out a voluntary assessment of all its business activities.

The assessment found that 100% of MPCC economic activities are deemed eligible under activities "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" as stated in the report. Eligible activities are those covered by the taxonomy, irrespective of whether they meet any or all of the alignment screening criteria. The vessels in the current fleet do not meet the substantial contribution criteria, but MPCC has a newbuilding program in place with four constructions deemed to meet the substantial contribution criteria.

The vessel constructions include two 1,300 TEU Geared Containers with Methanol Dual Fuel engines (also referred to as Greenboxes). The ships are being built at Taizhou Sanfu Ship Engineering in China. The keel laying for the first vessel took take place in January 2024 and delivery is expected in November 2024 and early 2025.

	ELIGIBLE ACTIVITIES			ALIGNED ACTIVITIES		
	REVENUE	OPEX	CAPEX	REVENUE	OPEX	CAPEX
6.10 Sea and coastal freight water transport, vessels for port operations and auxiliary activities	100%	100%	100%	0%	0%	0%
6.12 Retrofitting of sea and coastal freight and passenger transport	Not Applicable	100%	100%	0%	0%	0%

ENVIRONMENTAL INFORMATION

CLIMATE CHANGE

Working on climate change entails reducing emissions and energy use and adapting to the changing climate throughout our value chain, including our own operations.

Impact Materiality

MPCC material impacts identified through the DMA on climate change include two main groups of impacts related to climate change mitigation and energy consumption. Although the use of ocean-going vessels is the most carbon-efficient mode of long-distance **commercial** transportation, there are still significant greenhouse gas emissions arising from fuel combustion. Shipping contributes to approximately 3% of GHG emissions globally.

Financial Materiality

MPCC material financial risks and opportunities connected to climate change include physical and transition risks, alongside other possible risks and opportunities identified in our TCFD disclosures. **Climate change mitigation** was the only sustainability matter considered financially material. The table below lists all material groups of risks identified in the DMA, with a short description explaining why they were considered potentially material.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Market Risks	In the transition to an environmentally friendly society, there is a moderate risk of increasing regulation supporting decarbonization. Examples of this include the entry into force of FuelEU Maritime in January 2025, requiring an increase in the share of low carbon fuels in the fuel mix of international maritime transport, and the inclusion of shipping into the EU ETS.
Market Opportunities	The increasing attention to GHG emissions could lead to a competitive advantage for MPCC should it opt for early positioning of the Company. This positioning is tied to different opportunities in making the fleet of vessels more GHG efficient, reducing overall emissions.

KPIs

TARGET	2023	2022	2021	STATUS
Reduce MPCC Well-to-Wake GHG emissions intensity (By 35.5% by 2030 compared to 2022)[a]	13.71	14.63	Not Reported	
Establish task force, including key technical experts within MPCC, to monitor and engage with leading institutions on a quarterly basis	MPCC participates in the MPC group's Marine Decarbonization Solutions (MDS) team. The MDS team is a dedicated team comprising resources from various entities of the MPC group. The members represent competencies across the following areas: + Alternative fuels (background and production) + Onboard technology (engines and fuel supply system) + IT and data acquisition + Network with other companies' decarbonization teams MPCC supports important projects, such as the Silk Alliance, cooperation with Ineratec, and MMMCZCS, with a dedicated part-time resource and participation in different projects (read more in the section on Memberships and Initiatives)	Became a mission ambassador and project partner to the MMMCZCS, and in April 2022 provided concrete support by seconding an employee to the Center in Copenhagen	Established a task force and a broad overview of available technologies and fuels	

Relevant Policies

- Sustainability Policy
- Environmental Policy

Reporting Standards Used

- ESRS E1
- GRI 302; GRI 305; GRI 308
- TR-MT-110a.1; TR-MT-110a.2; TR-MT-110a.3; TR-MT-110a.4

Relevant SDGs

7 AFFORDABLE AND CLEAN ENERGY

13 CLIMATE ACTION

Background

Climate change is scientifically proven to be caused by human activity. At MPCC, we believe that everyone must play their role in keeping climate change to a minimum through reducing emissions and transitioning to greener ways of working. As a company operating in a high-emissions industry, it is important for MPCC to reduce negative, and increase positive, environmental impacts.

MPCC has implemented policies to actively work towards our objective of reaching net zero by 2050. MPCC's Sustainability Policy and Environmental Policy apply to its entire operations, including its value chain, and seek to address material sustainability matters, GHG emissions, and energy efficiency. The Sustainability Policy confirms that negative sustainability impacts should be identified, avoided, and minimized. The Environmental Policy states that MPCC is committed to protecting the environment and minimizing the Company's environmental impact.

Managing Climate

MPCC completed a CSRD compliant DMA in 2023. Following the results of the DMA, MPCC is now conducting a gap analysis to assess potential data gaps on material topics, including climate change mitigation, and seeking to develop a roadmap to help address them.

In parallel, the IMO also updated its Strategy on GHG emissions (the IMO Strategy), which carried an ambition for the shipping industry to reduce the carbon intensity of its emissions by 40% by 2030 from a 2008 baseline and to reach net zero by 2050. The net zero target includes two key checkpoints for total annual GHG emissions to be reduced by at least 20% by 2030 and by at least 70% by 2040, compared to 2008.

The Board of MPCC has resolved to establish targets aligned with the 2023 IMO Strategy aiming to reach net zero by 2050 and has established a target to reduce Well-to-Wake GHG emissions intensity by 35.5% by 2030 compared to 2022.[1]

MPCC has conducted detailed scenario analyses, and based on this concluded that targeted GHG emission intensity reductions will rely on:

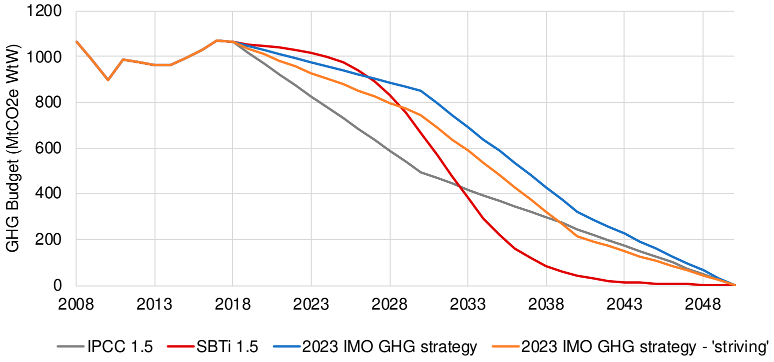
+ Efficiency gains through investments into retrofitting the existing fleet
+ Efficiency gains through investments into renewing the fleet with newer vessels
+ The maritime industry's ability to scale the use of biofuels and other sustainable fuels

MPCC expects to generate efficiencies through key upgrades to the old fleet (MPCC has an average fleet age of 15.1 years), with vessels being renewed at 25 years of age unless useful life is extended through retrofit investments. Older, less-efficient vessels might be replaced by more modern and efficient second-hand vessels running on fossil fuels or alternative low well-to-wake Greenhouse Gas (GHG) content, which can be achieved with newbuilds or dual-fuel engine conversions. The transition in MPCC's fleet composition is a key decarbonization lever for ensuring that the Company can reach the IMO intensity target.

As MPCC progresses towards this reduction plan we will continue to actively monitor and adapt our plan to potential changes communicated by the IMO regarding the 2023 IMO Strategy.

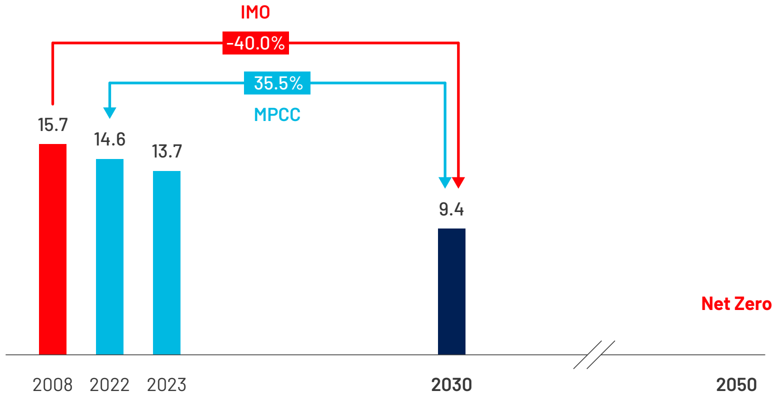
[1] For more information on the calculation method and metrics for this target please see the Disclaimers and Assumptions section and the TCFD Disclosures in the Appendix of this report

IMO GHG REDUCTION TARGETS COMPARED AGAINST 1.5-DEGREE PATHWAY PROJECTIONS



Source: UMAS: Implications of the Revised IMO GHG Strategy for national, regional and corporate action

MPCC'S WELL-TO-WAKE GHG EMISSIONS INTENSITY TRAJECTORY



MPCC targets Well-to-Wake GHG emissions intensity (*g CO_2e_WTW/dwtnm*) reduction of 35.5% by 2030 from a 2022 baseline, aligning with the IMO trajectory of 40% reduction by 2030 from a 2008 baseline.

Investing in Low Emission Vessels

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 upgrades, retrofit possibilities, and investment opportunities with our charterers.

Fleet efficiency measures achieved in 2023:

+ MPCC installed efficiency enhancing technologies (EET) on board of six vessels. Amongst other measures on these vessels, we installed CJC filters for AUX/Engine lube oils and M/E preheating automation to reduce steam consumption on board during port stays (reducing boiler loads). Additionally, the injection timing by software/hardware have been changed to reduce fuel consumption by ~2%. There have been autopilot upgrades to optimize steering gear actuation and reducing drag.
+ Silicon paint applied.
+ The Company invested in improved data collection by installing new flow meters and torque meters on board of all our vessels.
+ MPCC initiated retrofit programs in 2023 that will extend into 2024 with a total cost of USD 24 million, of which several with be undetaken jointly with customers. The retrofits will include installations of Energy Efficiency Technologies, such as Variable Frequency Drives, Autopilot upgrades, M/E&A/E preheating, CJC oil filtration solutions, A/E waste heat recovery, shore power and LED lights, and Hydrodynamic Measures, such as pre swirl stators, propeller, propeller boss cap fins and new bulbous bows.
+ The Company sold 13 older and less efficient vessels, and acquired seven more efficient secondhand vessels.
+ MPCC expects delivery of five newbuild vessels in 2024–2026.

Improving MPCC's Carbon Intensity Indicator (CII) Rating

2023 was the initial reporting year for the Carbon Intensity Indicator (CII). We have estimated the overall weighted average carbon intensity of our fleet – arriving at an average C rating.

The CII determines the annual reduction factor needed to ensure continuous improvement of a ship's operational carbon intensity within a specific rating level. This rating level, where the threshold will become increasingly stringent towards 2030, ranges from 'A' (major superior) to 'E' (inferior).

In 2023, MPCC has made significant efforts to improve energy efficiency from vessel operations. In addition, regular calls have been held with MPCC customers in cases where vessels are operated as non-compliant to discuss possible countermeasures. Due to these efforts, the number of non-compliant vessels has reduced significantly.

Retaining the C rating will require continued fleet investments and upgrades in the coming years. In 2023 these efficiency investments have totaled USD 6.9 million.

However, operating decisions impacting a vessel's fuel consumption, such as trading routes, port calls, sailing speeds and container stowage logistics, are determined by the liner companies chartering our vessels. Consequently, MPCC has implemented a CII-clause in its charter-party agreements, requiring charterers to redeliver the vessels from the charter with a minimum C-rating.

Cooperation between industry actors will be required to achieve stated climate goals. Together with our third-party ship managers, we work with each vessel's Ship Energy Efficiency Management Plan (SEEMP) to improve its long-term operating efficiency. Our ship managers employ performance teams which frequently compare and benchmark operational performance between our customers, with the goal of minimizing our fleet's carbon footprint.

Zero and Low-Carbon Fuel Solutions

Reducing the costs of zero and low-carbon fuel solutions requires new forms of cross-supply-chain collaboration and active coordination between different stakeholders from the whole maritime ecosystem. Green shipping corridors help to achieve this by establishing favorable conditions for decarbonization on specific trade routes – where technological, economic, and regulatory feasibility of operating zero-emissions ships is catalyzed through public and private actions.

At MPCC, we actively support the work of such initiatives, not only through our fleet renewal program and partnership with MMMCZCS and the Silk Alliance, but also by investing in promising alternative fuel producers. We recently signed the industry's first offtake agreement for synthetic marine diesel oil (MDO) with the German-based clean tech Company INERATEC. The synthetic MDO is made from biogenic CO_2 and renewable hydrogen and can be used both in conventional combustion engines on our existing vessels and as a pilot fuel for our methanol powered newbuildings. The delivery from INERATEC is set to start in the fourth quarter of 2024.

Preparing for EU ETS

The EU's legislative bodies agreed in December 2022 to include maritime transportation in its Emission Trading Scheme (EU ETS) effective from January 1, 2024. Under this system, EU Allowances (EUAs) allow companies covered by the EU ETS to emit a certain amount of CO_2e. EUAs will be procured by MPCC charterers in their capacity as operators. MPCC's preparation for the EU ETS has primarily centered on improving the ship to shore consumption reporting (Flow and torque meters) and developing software together with zero44. We can now track in real time the emissions in scope of the ETS and handle the settlement of EUAs to be received from our charterers. The efficiency investments carried out in 2023 will reduce fuel consumption and hence the need to surrender EUAs. The most efficient vessels in our fleet (which includes some of the second-hand vessels bought during 2023 and some of the retrofitted vessels) will be deployed in European waters where savings can be considerable.

Climate-Related Risks

Risk management is a core part of how we conduct our daily operations and management processes at MPCC. Enterprise risks, including climate-related risks, are regularly reviewed, and presented to the Board annually. This risk management approach draws on insights from technical managers and consultants. Climate-related risks encompass both physical risks, such as weather disruptions and vessel handling, and transitional risks, including current and emerging regulations and change in customer requirements.

The DMA completed by MPCC in 2023, identified climate mitigation as a material topic for impact materiality and financial materiality (carrying both financial risks and opportunities listed in the introductory table to this chapter). The DMA brings additional insights to how we consider climate risks moving forward and builds on the findings of the Climate Risk Review we undertook in 2022, that followed the recommendations of the Financial Stability Board's Task Force on Climate-related Financial Disclosures (TCFD) and covered MPCC's physical, regulatory, market, technology, and reputation risks (and opportunities).

A summary of the risks identified following the Climate Risk Review is included in the table on the following page (these are complimentary to the risks and opportunities identified during the DMA):

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Physical Risks	Physical risks may have financial implications for the Company, such as direct damage to assets and indirect risks from disrupted operations. Extreme weather or increased frequency of extreme weather and related knock-on effects that causes disruption in operations, such as delays and port closures. Extreme weather or increased frequency of extreme weather and related knock-on effects that causes disruption and impacts on MPCC's customers' activities, operations, and markets. Including similar indirect effects further down the value chain. Health and safety impacts on workforce caused by extreme weather events, such as injuries caused by increased wave height, higher storm frequency, and prolonged duration of extreme weather events.
Regulatory Risks	The Company is exposed to changes in legal, tax and regulatory regimes within relevant jurisdictions as well as potential private litigation and public prosecution. The Company seeks to mitigate legal risks by maintaining a well-functioning risk management system, management guidelines and dedicated compliance and legal functions within the organization. In the current geopolitical context, there are newly introduced and further strengthened sanction regimes, and legal risk exposure is elevated. Increasing carbon costs and shipping becoming part of the EU ETS will impact the cost of transportation. Impacts of speed of regulatory shift on business planning, strategy and cost structures to comply with new and additional regulation.
Market Risks	Changing customer requirements and contract risks – meeting market expectations for emission profiles of vessels. The volatility of the fuel market poses a potential risk. Any sort of regulation can increase product prices, however fuel prices can be particularly volatile in this regard. Impacts on business planning, strategy and cost structures to meet new and evolving market requirements. Shift from passive disclosure requirements to demonstration of an action-oriented approach.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Technology Risks	IT and cyber risks make up an increasing share of a company's risk universe. The Company purchases IT services from third parties that offer comprehensive security strategies which closely match the Company's business objectives. Viable technologies to fully transition to the low carbon solutions do not currently exist, and dual fuel options are limited by the lack of the relevant infrastructure required to adopt this technology.
Reputation Risks	There are associated reputational effects connected to potential spills and chosen, shipping routes that affect ecosystems and biodiversity. Below average fuel efficiency performance can also drive negative reputational risks.
Opportunities	The container market is now normalizing following a positive cycle. This provides the potential opportunity to rejuvenate the fleet with more efficient vessels at a lower cost, relative to the peak prices experienced over the last 24 months. Becoming the recognized low carbon tonnage of choice and preferred chartering partner. High ESG performance driving an enhanced reputation. Container shipping is the dominant method of international transportation for a broad range of industrial and consumer goods. As global trade in the foreseeable future will rely on container shipping, it is likely there will be an increased demand for energy-efficient and environmentally friendly vessel operations. Adaptation leading to improved operational performance. Technology opportunities for improving (increasing efficiency) onboard systems, including alternative fuels and hybrids. There are related opportunities in developing partnerships with leading industry actors to accelerate decarbonization, like MMMCZCS and ABS. Accelerating the business relationships with selective carriers by financing and implementing mutual projects to improve the ships' efficiency and consequently reduce their fuel consumption. Getting access to alternative financing paths like green and/or sustainable finance and reducing the costs of capital.

A summary of MPCC's approach to how it tackles climate-related risks and opportunity is included in the TCFD Disclosures table on page 151 of this report.

Performance

ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021
Scope 1 [b]	Metric of tons CO_2e	1,667,141	1,810,202	1,758,036
Scope 2 [c]	Metric of tons CO_2e	26.41	12.82	16.38
Scope 3	Metric of tons CO_2e	210,768	338,694	Not Reported
Energy Consumed [d]	Gigajoules	21,352,958	23,736,166	24,508,042
Average Efficiency Ratio (AER): weighted average [e]	Grams of CO_2e per ton-nautical mile	12.32	13.12	13.70
Heavy Fuel Oil Consumed	Percentage	92%	91%	91%

References, disclaimers, and assumptions for this data table can be found under Disclaimers and Assumptions in the Appendix of this report.

Scope 3 Data Improvement Efforts

This year, MPCC has worked to improve the calculation methods for scope 3 emissions. Below is a short summary of the work carried out.

Until 2023, the MPCC used spend-based method for categories 1 (Purchased goods and services, with a focus on chemical products as they represent the biggest group), 2 (Capital Goods), 4 and 6 (Business travel). This approach meant that the Company estimated scope 3 emissions for goods and services by collecting data on the **economic value of goods and services purchased** and multiplying it by relevant secondary emission factors (secondary data). The result of this method is that the data quality and resource intensity are quite low.

To help improve the accuracy of the emission calculation, MPCC transitioned to other calculation methods after the screening phase (during the data collection phase) including, in increasing order of data quality and resource intensity:

1. The average-data method: This method estimates emissions for goods and services by **collecting data on the mass, or other relevant units** of goods or services purchased and multiplying by the relevant secondary (e.g., industry average) emission factors (secondary data).
2. The hybrid method: Using a combination of **supplier-specific activity data** (where available) and **average-data** to fill the gaps (secondary data).
3. The supplier-specific method: Collecting **product-level cradle-to-gate GHG inventory data** from goods or services suppliers (primary data – highest level of data quality and resource).

MPCC therefore followed a three-stage process to enable these improvements starting with 1) **prioritizing data collection efforts** (taking a deep dive into industry grouping with most GHG emissions), 2) **Selecting data for prioritized activities** (using supplier specific data) and 3) **Collecting data from suppliers and other sources and filling the gaps** gathering data from the activities with the most significant GHG emissions and the most significant GHG reduction opportunities.

The 5-month transition process took place throughout the second half of 2023. It began with the identification of scope 3 improvements, followed by a synthesis of key results and a high-level plan. Finally, the scope 3 reporting structure was updated within the online data collection platform used by MPCC ahead of the next reporting phase.

Analysis of Performance

In 2023, MPCC Scope 1 GHG emissions amounted to 1,667,141 metric tons, representing an 8.2% reduction from the previous year (1,810,202). Our scope 2 emissions increased substantially from 12.82 Metric tons of CO_2e in 2022 to 26.41 in 2023. This increase was driven in part by a move to new facilities which brought about an increase in electricity consumption. On the other hand, our scope 3 emissions significantly decreased by 47% from 338,694 in 2022 to 210,768 in 2023. During the year MPCC sought to improve the specificity and quality of the Scope 3 GHG emissions reported. To that end, the emission factors used to calculate the GHG emissions of "Scope 3 category 1 – Purchased goods and services", "Category 2 Capital Goods", "Category 4 upstream transportation and distribution" and "Category 6 business travel" were updated using more specific emission factors than before. The value recorded for scope 3 emissions in the value chain is therefore more representative than before and explains the difference with results from 2022. Our energy consumption also reduced by 10.57% from 23,736,166 to 21,352,958 gigajoules. The reductions were predominantly driven by changes in fleet composition, and decarbonization initiatives implemented across the fleet. Although the consumption of heavy fuel oil increased by 1%, this has remained stable at 91 to 92% for the last three years. In the future, we will continue our efforts to reduce emissions further aligned with the International Maritime Organization (IMO) intensity targets.

ECOLOGICAL IMPACT

Working on ecological impact entails reducing non-GHG emissions, use of water & marine resources, and negative impacts on biodiversity or ecosystems.

Impact Materiality

MPCC material impacts on ecological issues include three main groups of impacts: **pollution in operations**, **pollution after disposal of vessels** and **biodiversity**. The operation of vessels causes pollution of water and air. After the disposal of vessels, it is likely that substances of (very high) concern can be released. GHG emissions and biofouling on the side of vessels can also cause biodiversity loss.

Financial Materiality

MPCC material financial risks and opportunities arising from ecological issues include three of the DMA sub-topics identified in chapter two: **Pollution of air**, **pollution of water** and **substances of (very high) concern**. The table below lists all material groups of risks, with a short description explaining why they were considered material.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Regulatory Risks	There is likely to be a significant risk connected to increasing regulatory requirements calling for lower NO_x and Sox emissions, due to the green transition. There is also a risk of non-compliance with environmental law identify through whistleblowing cases showing deliberate pollution of water in US territory, which in turn leads to financial penalties. Lastly, non-compliance with EU Ship recycling rules on inventories of hazardous substances could also lead to financial penalties.

KPIs

TARGET	2023	2022	2021	STATUS
Formulate targets for ecological impact	To be developed following outcome of 2023 DMA	Not Applicable	Not Applicable	

Relevant Policies

+ Sustainability Policy
+ Environmental Policy

Reporting Standards Used

+ ESRS E2; ESRS E4
+ GRI 304; GRI 306; GRI 308
+ TR-MT-120a.1; TR-MT-160a.1; TR-MT-160a.2; TR-MT-160a.3

Relevant SDGs

Background

Ecological impacts include a wide variety of impacts on nature. In the green transition, we believe it is key to balance the considerations to both climate and nature, as both are key for ensuring a sustainable future. As a container shipping Company, controlling a significant portfolio of physical assets and using the marine environment as a means to an end in transportation, we have significant interaction with, and impacts on, nature. We are keenly aware of the marine environment and its delicate balance. Reducing our footprint to maintain the marine environment is a key priority for us.

Policies are actively used to achieve this key priority. We have two policies that apply to our entire operations, including our value chain, and address the material impacts: pollution in operations, pollution after disposal of vessels and biodiversity impacts. The relevant part of our Sustainability Policy establishes that long-term ecological aspects should be considered when conducting our business. Our Environmental Policy states that we will identify, avoid, minimize, manage, and monitor environmental impacts, including any harmful pollution or contamination.

Managing Ecological Impact

Our ship managers are expected to perform their duties in strict compliance with applicable environmental laws and regulations, including IMO's ISM Code for the safe management and operation of ships and pollution prevention. Our ship managers adhere to sustainable procurement practices through compliance with our Code of Conduct. We focus on consolidating supply shipments, ISO certification of suppliers and local sourcing wherever possible. We require our ship managers to have in place satisfactory quality and environmental management systems, mainly through certifications like ISO 9001:2015 and ISO 14001:2015. Beyond existing regulations, we frequently carry out technical ship modifications such as air seals or EAL oils (Environmentally Acceptable Lubricants) in bow-thrusters and stern tube seals – also on vessels that may not be required to adapt to local regulation.

The potential for major environmental accidents relates to the risk of a vessel accidentally running aground or suffering a breach, with a subsequent leak of bunker oil into the environment. The prevention of pollution by oil from operational measures and accidental discharges is regulated by MARPOL's Annex I. Together with our ship managers, we have implemented comprehensive spill-prevention procedures.

Underwater noise from commercial ships may have adverse impacts on marine life. The main components of underwater noise can be attributed to a ship's design (i.e., hull form, propeller, and machinery configuration). However, operational modifications and maintenance measures such as hull and propeller cleaning should be considered ways to reduce noise for new and existing ships. We closely monitor the on-going research carried out by IMO's MEPC on underwater noise. To address adverse impacts on marine life, our technical ship managers regularly review vessel performance to determine the need for propeller and hull fouling and cleaning following the recommendations set out in IMO's 2014 non-mandatory technical guideline for the reduction of underwater noise from commercial shipping.

Ballast water is essential for safe and efficient shipping operations. However, the discharge of untreated ballast water has been shown to introduce non-native organisms into new marine environments, causing ecological damage. As at December 31, 2023, MPCC had installed ballast water treatment systems on all but two of its vessels. Installations on the remaining two vessels are planned to be completed in 2024, in compliance with the BWM convention.

Performance

ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021
NO_x (excluding N20) [f]	Metric tons	43,767	47,924	40,186
SO_x [f]	Metric tons	4,482	4,837	Not Reported
Particulate matter (PM) [f]	Metric tons	1,926	2,116	Not Reported
Shipping duration in marine protected areas or areas of protected conservation status [g]	Number of travel days	1,904	2,174	1,539
Implemented ballast water exchange [h]	Percentage	5%	18%	55%
Implemented ballast water treatment [h]	Percentage	95%	85%	52%
Spills and releases to the environment [i]	Number	0	1	1
	Cubic meters	0	2.2	5.0

References, disclaimers, and assumptions for this data table can be found under Disclaimers and Assumptions in the Appendix of this report.

Analysis of Performance

In the past year, MPCC has made positive progress in reducing our ecological impacts. We reduced our emissions of NO_x, SO_x and particulate matter. We have also reduced our biological impact by decreasing the number of days traveled in protected areas and by implementing ballast water treatment systems on a vast majority of our fleet. In addition, the Company has recorded zero spill incidents in 2023, which is key to avoid unnecessary negative ecological impact.

Our plan is to continue our efforts to reduce the ecological impact we have in our operations. We see that we are on a good path, especially when it comes to avoiding spills, but will also review potential actions that can be taken to make our day-to-day operations even more ecologically friendly.

CIRCULAR ECONOMY

Working on circular economy entails improving circularity principles in resource inflows and outflows and reducing production of and responsible handling of (hazardous) waste.

Impact Materiality

MPCC material impact on circular economy issues was limited to **resource inflows including use**. Container shipping requires the use of resources that can be considered harmful to the environment, such as steel, fuel, and paint. Waste produced onboard vessels going to landfills and ship recycling also impact the environment. At the same time, utilizing more recycled materials onboard vessels can have a positive impact on local waste management practices in certain geographies.

Financial Materiality

No material financial risks and opportunities on circular economy were identified.

KPIs

TARGET	2023	2022	2021	STATUS
Establish policy and ensure proper implementation of ship recycling practices	MPCC Ship Recycling Policy was updated in February 2024	MPCC Ship Recycling Policy was implemented and published on our website in 2022	MPCC Ship Recycling Policy was developed to be implemented in 2022	
Formulate targets for resource inflows including use	To be developed following outcome of 2023 DMA	Not Applicable	Not Applicable	

Relevant Policies

+ Sustainability Policy
+ Environmental Policy

Reporting Standards Used

+ ESRS E5
+ GRI 301; GRI 306; GRI 308

Relevant SDGs

8 DECENT WORK AND ECONOMIC GROWTH

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

Background

Circular economy includes all resources flows both in and out of MPCC. As a Company with 59 vessels, MPCC inevitably has a significant impact on the circular economy. All our vessels are sourced from a large resource pool, all of which need to be responsibly managed when they near end-of-life. To support this approach MPCC has made it a Company priority to reduce its ecological footprint throughout the life-cycle of its vessels.

Policies are actively used to achieve this key priority. We have two policies that apply to our entire operations, including our value chain, and which address the material sustainability matter of resource inflows including use. Our Sustainability Policy states that we will only cooperate with buyers that follow the same principles as MPCC in respect to ship recycling. Our Environmental Policy also confirms that we will eliminate and reduce resource waste, implementing initiatives to promote greater environmental responsibility.

Managing Circular Economy

The prevention of pollution by waste from ships is regulated by MARPOL's Annex V, which prohibits the discharge of most waste into the ocean. Regulated waste accumulated onboard vessels is disposed of at designated port reception facilities. Together with our ship managers, we utilize a designated service provider for ship waste management who is certified according to ISO 9001 and 14001 and performs regular audits of all our waste management handlers globally. We have direct access to, and full transparency concerning, all offloaded waste streams per vessel. All vessels have an Inventory of Hazardous Materials in compliance with the Ship Recycling Convention and the 2015 Guidelines.

In 2021, we successfully tested water filtration systems to produce drinkable water from our vessel's freshwater systems. As a result, we decided to invest in 54 filtration systems. The installation has been done by the crews with the vast majority of vessels now being equipped and the crews are confirming they are satisfied with the quality of the water. This initiative is crucial in our efforts to minimize plastic waste and the transportation of water bottles.

Our vessels operate in parts of the globe accessible to few others, and hence play a unique role in monitoring and reporting on marine pollution. The compilation of such data may have a profound impact on our ability to target areas in need of attention and solutions in need of development. MPCC and our CEO are founding members and ambassadors of Eyesea, a non-profit organization set up to map and report pollution and hazards at sea. Since its official launch in December 2020, Eyesea has developed an ocean pollution reporting app for the intended use by seafarers, professional mariners, recreational sailors, fishermen, surfers and divers. The application successfully went live in August 2021 following six months of testing onboard commercial ships, recreational boats, and with community volunteers. The app is available on Google Play and in the Apple App Store. We encourage the use of the app and the recording of ocean, costal and waterway pollution, to effectively allocate clean-up resources and highlight areas of need.

The ship recycling industry provides economic benefits in several developing countries. It functions as a contributor to material circularity by recycling metals and other components, extending the useful life of these valuable resources. However, MPCC is aware of the environmental risks and human impacts associated with the recycling of ships. Ships contain hazardous materials, and ship recycling must therefore be performed according to strict standards to protect human health, safety, and the environment.

At MPCC, we are committed to the responsible recycling of ships as outlined in our Ship Recycling Policy. By the year-end of 2023, the average age of our fleet was 15 years and we have not yet been involved in ship recycling activity. Any future recycling of owned vessels will be conducted in accordance with applicable laws and regulations, specifically the 2009 Hong Kong Convention, the Basel Convention and, where applicable, the EU Ship Recycling Regulation.

Performance

ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021
Sludge	m^3	14,526	15,451	15,471
Sewage	m^3	78	191	120
Oily/bilge water	m^3	2,984	2,763	1,896
Plastic	m^3	1,818	1,816	1,645
Food waste	m^3	200	262	255
Cooking oil	m^3	14	13	11
Electronic waste	m^3	81	79	60
Domestic waste	m^3	2,085	2,234	1,960
Operational waste	m^3	1,039	1,055	890
Incinerator ash	m^3	33	31	22
Other waste	m^3	1	212	258
Total waste disposal	m^3	22,858	24,108	22,586

References, disclaimers, and assumptions for this data table can be found under Disclaimers and Assumptions in the Appendix of this report.

Analysis of Performance

MPCC achieved a 5% decrease in total waste disposal from 2022 to 2023. The waste data displays an improvement in performance in several areas. Most notably, sewage releases decreased by 84% decrease from 191 cubic meters in 2022 to 78 cubic meters in 2023. We also note reductions in the following categories: sludge (6.1% decrease), domestic waste (7% decrease), operational waste (1.5% decrease) and food waste (27% decrease). Other waste categories such as plastic waste, electronic waste, cooking oil and incinerator ash have remained at a similar level as 2022. Overall, we believe that MPCC's 2023 data on waste disposal is consistent with the shipping industry expectations.

MPCC will continue to promote sustainable resource management to further reduce the impact of the Company's operations, in line with the principles of the circular economy. We will also pay close attention to technological innovation and initiatives within the industry that could help make us more resource efficient.

SOCIAL INFORMATION

OWN WORKFORCE

Working on our own workers entails improving working conditions, health & safety, equality and any other work-related rights for them.

Impact Materiality

MPCC material impacts on social issues connected MPCC's own workforce include three main groups of impacts, namely: **working conditions, housing as a work-related right** and **health & safety**. Given the physical nature of the work, and the fact that many work offshore, MPCC has a significant impact on those who work for the Company. In addition, promoting equality amongst our workers positively impacts the workers who are affected by this.

Financial Materiality

MPCC material financial risks and opportunities connected to its own workforce include three of the DMA sub-topics identified in chapter two, namely: **Working conditions** and **health & safety**. The table below lists all material groups of risks, with a short description explaining why they were considered material.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Market Risks	There could be a lower intake of new workers due to societal development leading to people losing interest in jobs with hard working conditions. Additionally, reliance on key employees means that their departure could lead to significant negative financial effects.
Market Opportunities	Learning how to keep seafarers safer could lead to less delays and less workers that need to be replaced, which is positive from a financial perspective. Also, retaining workers for longer due to good working conditions could provide a significant opportunity for MPCC.

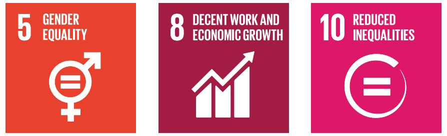
KPIs

TARGET	2023	2022	2021	STATUS
Lost Time Incident Rate (LTIR) not to exceed 0.3 by 2030 [k]	0.05	0.14	1.17	● (green)
Zero serious injuries	0	0	1	● (green)
Establish and implement annual crew well-being survey	A crew well-being study is planned for 2024	Survey performed	Survey under development	● (yellow)
Annual onshore employee retention rate above 90%	97%	73%	83%	● (green)
35% female employees onshore by 2030	36.4%	26.7%	19.2%	● (green)

Relevant Policies

+ Sustainability Policy
+ Human Capital Policy
+ Health & Safety Policy
+ Human Rights Policy

Relevant SDGs



Reporting Standards Used

+ ESRS S1
+ GRI 401; GRI 403; GRI 404; GRI 405; GRI 406; GRI 407, GRI 408; GRI 409; GRI 410; GRI 411
+ TR-MT-320a.1

Background

Our own workers, which encompasses all our crew and workforce, including temporary workers, are crucial to MPCC's success. For us to achieve our goal of being an employer of choice, we need to create a working environment that fulfils both basic requirements and expectations, as well as enabling our workers to grow through our investments in them.

To achieve this goal, we build on a range of policies. We have four policies that apply to our entire operations and address the material groups of impact: working conditions, health & safety, equal treatment & opportunities, and human rights. Our Sustainability Policy covers this by establishing that we will operate as a responsible employer. The Human Capital Policy promotes the principles of valuing the workforce, improving their skills and well-being, creating a constructive and pleasant working environment, and avoiding harassment and discrimination. The Health & Safety Policy establishes that safety takes precedence over commercial considerations, personal incidents are unacceptable, and we try to exceed regulatory requirements on this topic in our operations. The Human Rights Policy states that we will support and respect the protection of internationally proclaimed human rights, fostering diverse workforce and good working conditions.

Managing Own Workforce

Working Conditions

The past few years have presented significant challenges for seafarers. The war in Ukraine has caused serious implications for Ukrainian and Russian seafarers, whether they are at sea or at home. With a considerable part of our seafarers being domiciled in the region, our priority has been to support our crew and their families in every way we can. Ukrainian families of seafarers have been provided shelter by members of our management team, while multiple onshore employees have donated furniture and household items.

In 2022, MPCC rolled out a crew well-being survey that is now set up to be performed bi-annually. No study was conducted in 2023, but a new study will be completed in 2024.

Seafarers often work in isolated and high-pressure environments, which can take a toll on their mental and physical health. Our well-being survey seeks to identify key stressors and risk factors and increase our understanding of how to improve employee satisfaction. Looking at physical, psychological, and social factors, our survey showed that most of our seafarers are happy and satisfied, and their engagement level is high. However, overweight, obesity and loneliness issues stand out as areas for improvement. By addressing these areas, we aim to bring about improvements in seafarer well-being and positive flow on effects in other areas.

We have already taken a more proactive approach when it comes to promoting a healthier diet and lifestyle onboard our ships, and to improving the physical well-being of our crew. We encourage increased consumption of fruits and vegetables while reducing the intake of highly processed foods. During the pandemic, we have also been improving the onboard gyms to encourage daily exercise. Sufficient rest is also imperative to seafarers' physical and mental health and their ability to perform their duties safely.

Other ongoing initiatives include unlimited wireless internet access to enable seafarers to stay in touch with friends and family onshore. Our ship managers have also established closed groups on social media platforms, which have proven popular amongst our crew members for communicating on matters such as working conditions, career planning and non-work-related topics.

Since the signature of the Neptune Declaration on Seafarer Well-being in January 2021, MPCC has worked with our technical managers Wilhelmsen Ahrenkiel to support the efforts of Wilhelmsen Ship Management who are taking an active role in the working group that focuses on seafarers. Together with other ship owners and charterers, they are developing a code of conduct for charterers that aims to raise the industry's standard on seafarers' labor and human rights.

Health & Safety

In the event of accidents, incidents, near-miss incidents or non-conforming processes, thorough investigations are conducted, and deficiencies are identified, analyzed, and evaluated. In 2023, we experienced three incidents. No serious marine casualties were reported in 2023, and we remain determined to uphold our record of zero serious injuries onboard our vessels.

MPCC is diligently working to continuously improve our safety culture, ensuring the ongoing protection of employees and assets. We will be testing AI-powered cameras on board five vessels in 2024. The cameras, that will be installed on several positions of the vessel, will automatically check compliance with safety rules. By deploying the AI-powered cameras and real-time visual analytics, the platform proactively alerts shipowners, managers, and seafarers to onboard anomalies, reducing incidents onboard and increasing cargo operations efficiency.

Equal Treatment and Opportunities

We advocate for fair and equal opportunities and treatment for employees irrespective of ethnic or national origin, age, disability, gender, sexual orientation, or religion, as outlined in our Human Capital Policy. We strive to foster a diverse workforce and ensure a constructive and pleasant working environment, where we have zero tolerance for harassment and discrimination in all its forms.

We seek to enhance a gender-diverse workforce and an inclusive work environment. To strengthen our commitment to fair and equal opportunities, we have set a target of 35% female employees onshore by 2030.

Our employees are essential enablers of a work environment free from unfair treatment due to discrimination. At MPCC, we ensure that all employees are paid equally for equal work, including women and those from minority backgrounds. Through our Business Partner Guideline, our suppliers and service providers are also required to adhere to the same standards of good business practice.

Human Rights

To ensure that everyone within the organization understands their responsibilities when it comes to human rights issues, MPCC developed customized e-learning courses in 2022. These courses have been rolled out within the organization and offered to our business partners to ensure proper knowledge of MPCC's commitments and responsibilities throughout its operations. By year-end 2023, 100% of our onshore employees had completed our e-learning on human rights.

Performance

ACCIDENT AND SAFETY MANAGEMENT DISCLOSURES

ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021
Lost Time Incident Rate [k]	Rate	0.05	0.14	1.17
Lost Time Incident Frequency [l]	Rate	0.67	0.68	0.5
Marine casualties incidents [m]	Number	3	7	9
Very serious marine casualties [m]	Percentage	0%	0%	11%
Port State Control Deficiency [o]	Ratio	1.39	0.95	1.23
Port State Control Detention [o]	Number	2	1	1
Conditions of Class or Recommendations [n]	Number	272	295	256
Percentage of temporary workers	Ratio	0	Not Reported	Not Reported

References, disclaimers, and assumptions for this data table can be found under Disclaimers and Assumptions in the Appendix of this report.

DIVERSITY DISCLOSURES

IN %	2023	2022	2021
Group Employees			
Male	63.6	73.3	80.8
Female	36.4	26.7	19.2
Seafarers			
Male	99.5	99.7	99.5
Female	0.5	0.3	0.5

IN %	2023	2022	2021
Group Employees			
Under 30 years old	6.1	20.0	15.3
30-50 years old	81.8	64.0	73.1
Over 50 years old	12.1	16.0	11.5
Seafarers			
Under 30 years old	36.5	35.2	31.3
30-50 years old	53.1	53.8	55.0
Over 50 years old	10.4	11.1	13.7

Analysis of Performance

MPCC performance on health and safety issues has further improved in 2023, this includes an 80% reduction in marine incidents. On the topic of diversity, we note at Group level a 31% increase in the ratio of females to males from 26.7% in 2022 to 36.4% in 2023. For seafarers, the profession remains a largely male-dominated, however we note a slight increase in female seafarers from 0.3% last year to 0.5% in 2023.

VALUE CHAIN AND SOCIETY

Our work to improve MPCC impacts, risks and opportunities connected to its value chain focuses on three key areas: improving working conditions, health & safety, equality, and any other work-related rights. We consider that working on societal impact can help improve the living situation of the people in close proximity of our operations.

Impact Materiality

MPCC material impacts on its value chain and society include three main groups of impacts related to **working conditions**, **human rights abuses** and **search & rescue**. Due to the long life-cycle of ships which is tied to physical production and construction, there are many instances whereby the level of working conditions and human rights protection could be of varying quality. This increases the likelihood of such impacts occurring.

Financial Materiality

MPCC material financial risks and opportunities connected to impacts on its value chain and society was limited to **working conditions**. The table below provides a short description the risk explaining why it was considered material.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Regulatory Risks	Non-compliance with the Hong Kong Convention on working conditions in ship recycling could lead to financial penalties.

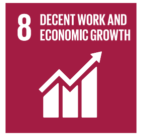
KPIs

TARGET	2023	2022	2021	STATUS
Develop and implement policy in line with UN Guiding Principles on Business and Human Rights	Human Rights Policy and Human Capital Policy were updated in February 2024	Human Rights Policy and Human Capital Policy were implemented and published on our website in 2022	Policies were developed to be implemented in 2022	

Relevant Policies

+ Sustainable Procurement Policy
+ Human Capital Policy
+ Health & Safety Policy
+ Human Rights Policy

Relevant SDGs



Reporting Standards Used

+ ESRS S2
+ GRI 413; GRI 414;
+ TR-MT-110a.1; TR-MT-110a.2; TR-MT-110a.3; TR-MT-110a.4

Background

MPCC is dedicated to protecting human and labor rights throughout the entire life-cycle of our vessels. This ranges from the design, financing and construction stages all the way through to operation and ultimately the dismantling and recycling of the vessels.

We are committed to respecting human rights as defined in the International Bill of Rights, the ILO Fundamental Conventions on Labor Standards and the UN Guiding Principles on Business and Human Rights.

The implementation of the Norwegian Transparency Act (the Transparency Act) in July 2022 helped to further reinforce our human rights goals across the MPCC supply chain. The law requires companies to carry out human rights' due diligence in line with the OECD Guidelines for Multinational Enterprises. In addition, with the aim of promoting transparency within the Norwegian business community, companies must report on the actions taken to mitigate adverse human rights impacts and their effectiveness, as well as respond to requests for information from the public.

Managing Value Chain and Society

To support compliance with the Transparency Act MPCC has carried out a human rights saliency assessment. The assessment helped to identify the following as salient human rights issues that apply to our entire value chain:

+ Crew Working Conditions,
+ Ship Recycling
+ Diversity, Discrimination and Minority Rights,
+ Supply Chain Management
+ Search and Rescue, and
+ Security Response to Piracy.

These issues are reviewed regularly alongside a set of core governing documents that outline MPCC's management and compliance practices concerning human rights and decent working conditions and help address our material impact. These core governing documents include MPCC's:

+ Business Partner Guidelines
+ Human Rights Policy
+ Code of Conduct
+ Human Capital Policy
+ Health and Safety Policy
+ Ship Recycling Policy

Links to these documents are publicly available and provided in the list of policies in the Appendix of this report. The findings from the MPCC Transparency Act Statement (published in June 2023) provide further detail on MPCC's commitment to human rights.

In parallel to these governing documents, MPCC's Sustainable Procurement Policy establishes that we prioritize suppliers who operate in a sustainable and ethical way and enforce the same standards in their own supply chain. The policy further reinforces our commitment to identify high-risk areas in our supply chain and engage to mitigate our impact in these areas.

The **Human Capital**, **Health and Safety**, and **Human Rights policies** apply in the same way for value chain workers as they do for our own workers. The three policies are also relevant for our work with societies, committing MPCC to continuously work to develop positive relationships and impacts with local communities.

Performance

We include below an update on performance of MPCC's salient human rights.

Crew Working Conditions

The nature of the work of the crew onboard vessels makes it vulnerable to rights abuses, including the potential for forced labor, harassment and poor safety health and safety conditions. The shipping industry ensures that the human rights of the crew are well protected by rules and regulations that MPCC, including its technical ship managers and technical agents strictly follow. The focus of MPCC in this case is to continue to follow the main rules and regulation and monitor respective obedience by the technical managers, ensuring the adequate training of the crew onboard our vessels. Due diligence exercises carried out by the MPCC compliance team, have further confirmed that were no identified human rights breaches to report in 2023.

Ship Recycling

None of the MPCC vessels are currently expected to be recycled in the near future. We have nonetheless established a Ship Recycling Policy to properly address the environmental and human rights impacts associated to ship recycling, to account for the situation when the fleet does reach the end of its lifecycle. The policy itself mandates recycling to be carried out in Accordance with the 2009 Hong Kong Convention for the Save and Environmentally Sound Recycling of Ships. Furthermore, we will recycle our vessels built after 2020 in accordance with the EU Ship Recycling Regulation, even if this should not be mandatory under its terms or other applicable laws and regulations, and prioritize the safeguarding of the environment and human health and safety when recycling vessels. We will also only cooperate with buyers that follow the same principles as MPCC in respect of ship recycling.

Diversity, Discrimination, and Minority Rights

MPCC promotes gender equality both on board and at shore. It has implemented rules regarding zero tolerance for harassment and discrimination and minority rights in its Human Capital and Human Rights Policy. Given the fact that crewing is still a largely male-dominated profession it remains a challenge to implement a gender-balanced crew as is evidenced by the low (yet improving) results in the diversity disclosures in the table at the start of this section.

Supply Chain Management

To support the operation of MPCC's vessels the services of hundreds of international suppliers and service companies are contracted. Given the international dimension of MPCC's operations, as identified in the section on Crew working conditions, this can lead to human rights risk cases including restrictions on the right to form trade unions and engage in collective bargaining. Although MPCC is not directly involved in the technical management of the vessels (which select suppliers and service providers for the vessels) the Company does not tolerate any human rights violations or indecent working conditions. The MPCC Business Partner Guideline requires technical managers to operate their business in accordance with fundamental human rights. If it is found that a business partner has committed a human rights violation or there have been indecent working conditions, then MPCC may terminate a contract pursuant to its rights under the Business Partner Guideline. In 2023, no contracts were terminated pursuant to this policy.

Search and Rescue

A highly relevant part of our business activity, with regards to society, include our Search and Rescue operations (SAR OPS). In shipping, this can occur in any waterway or region where maritime accidents, distress incidents, or emergencies occur. We have an obligation to

provide aid. This applies regardless of nationality or status of such persons or the circumstances in which they are found, according to the International Convention for the Safety of Life at Sea ("SOLAS").

Several SAR OPS were recorded during the course of 2023. A brief overview of the operation is listed below:

+ AS Palina was involved in a rescue operation on February 9, 2023. The crew sighted a floating raft with people calling for help approximately 61 nautical miles off the coast of Mexico. In total, 9 individuals were taken on board (6 men and 3 women) who declared to be of Cuban origin. Those rescued were offered accommodation, and provided with necessary essentials, including food and water. No medical assistance was required. They were successfully disembarked from the Vessel at Veracruz and received by the immigration authorities, without any further complications.

+ On November 28, 2023, AS Anita was involved in a SAR OPS for several hours, during which only search operations were carried out without physical rescue.

+ On December 26, 2023, AS Christiana rescued 19 members of the crew from MV Apollo Triumph, which had caught fire. The crew was taken on board were all healthy, and later disembarked to the local coastguard.

Throughout the year several SAR operations involving refugee rescues in the Mediterranean Sea were also recorded. During these operations, MPCC vessels were put on stand-by until the Coast Guard arrived on scene but none of the refugees were taken on board the MPCC ships. The following vessels were involved in these operations at different dates:

+ 1/2/2023 AS Rosalia
+ 6/12/2023 AS Fatima
+ 6/19/2023 AS Fatima
+ 6/21/2023 Stadt Dresden
+ 8/31/2023 Stadt Dresden.

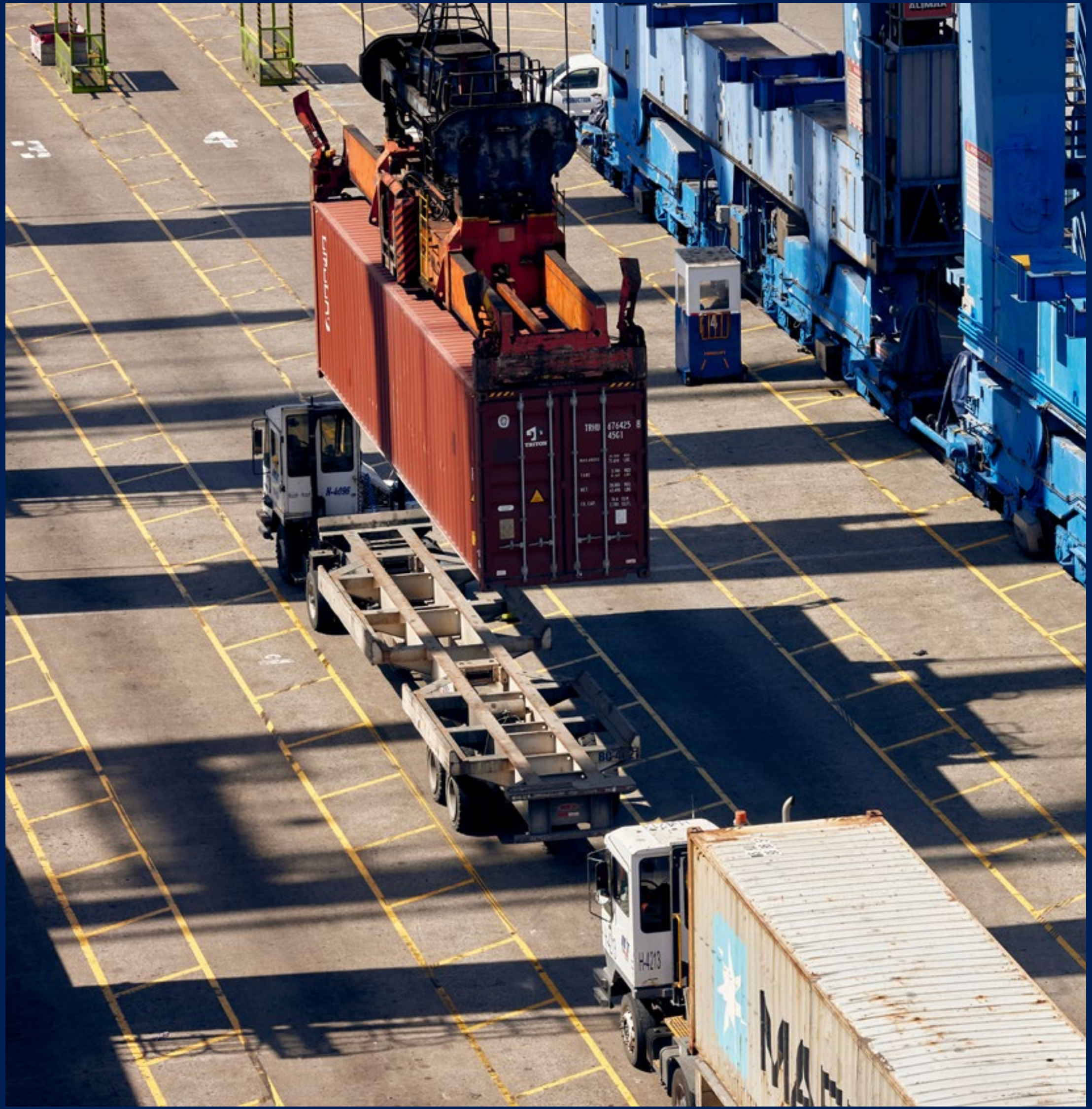
Security response to piracy

Piracy continues to be a concern in certain regions around the world including in piracy hot spots such as the Gulf of Guinea, Singapore Strait and the Red Sea, particularly around the coast of Yemen. To protect its crew on board of MPCC vessels MPCC follows the Best Management Practices for Protection against Somalia Based Piracy ("BMP"). The document is a set of industry best practices aiming to assist vessels in minimizing the risk of piracy attacks. MPCC will continue to review the technical managers' procedures in line with BMP including additional security measures such as vessel hardening, crew training and piracy drills.

MPCC will continue to track the results of our planned measures on the above-listed Human Rights issues and publish progress on them in the 2024 Transparency Act Statement.

Analysis of Performance

As part of MPCC's near term goal, we will develop action plans to address our salient human rights issues. This including action points to prevent or mitigate actual or potential impacts which are directly linked to MPCC. Such plans will ensure that the effectiveness of our human rights management can be tracked. In addition, we will continuously work on improving our internal systems to ensure that human rights risks remain low. We intend to formalize a process for assessing involvement in actual and potential adverse impacts in the event where an adverse impact is identified. We will also ensure that our ship and crew managers understand MPCC's expectations when it comes to respecting the right to collective bargaining. As part of this effort MPCC has recently reviewed and updated the MPCC Business Partner Guidelines.



GOVERNANCE INFORMATION

BUSINESS CONDUCT

Working on business conduct entails continually improving how we work on our corporate culture. This includes factors such as whistleblowing, political engagement, supplier-relationships, and corruption & bribery.

Impact Materiality

MPCC material impacts on business conduct two sub-topics, namely: **corporate culture** and **payment practices**. As a Company that operates across many geographies and interacts daily with stakeholders in a variety of ways, the way we conduct our business is of high importance.

Financial Materiality

MPCC material financial risks and opportunities related to business conduct impacts include two of the DMA sub-topics identified in chapter two: **Payment practices** and **corruption & bribery**. The table below lists all material groups of risks, with a short description explaining why they were considered material.

MATERIAL RISKS/OPPORTUNITIES	DESCRIPTION
Regulatory Risks	There is a possibility of fines being applied against MPCC should cases of corruption and bribery be found in its own operations.
Reputational Risk	There is a possibility of fines being applied against MPCC should cases of corruption and bribery be found in its own operations.
Market Risks	There is a possibility of reduced access to capital for MPCC should cases of corruption and bribery be found in its own operations. MPCC could encounter a lack of funding should it not pay its suppliers on time and the issue is not resolved by communication.

KPIs

TARGET	2023	2022	2021	STATUS
ESG policies updated and made available on website	One new policy was implemented and published on our website in 2023.	The eight policies were implemented and published on our website in 2022	Eight new policies were developed in 2021	
Develop and implement ESG digital course for internal and external stakeholders	100% of MPCC onshore employees completed e-learning on human rights in 2023	ESG & Sustainability and Human Rights Courses were rolled out in 2022	Course developed in 2021, and to be rolled out in 2022	
Annual high quality ESG disclosures based on TCFD, GRI and SASB	Sustainability Report 2023 was developed in accordance with the Marine Transportation SASB Standard (2023) and with reference to the GRI Standards and TCFD	Sustainability Report 2022 was developed in accordance with the Marine Transportation SASB Standard (2018) and with reference to the GRI Standards and TCFD	Sustainability Report 2021 was developed in accordance with the Marine Transportation SASB Standard (2018) and with reference to the GRI Standards	
Identify, assess, integrate and monitor anti-corruption risks	Corruption risks have been identified and are being monitored; The Anti-Corruption Policy was updated in February 2024	Corruption risks have been identified and are being monitored; an Anti-Corruption Policy was implemented and published on our website in 2022	To be finalized in 2022	
Implement annual testing and training of whistleblower system	Persons responsible at MPCC for the whistleblower system were provided with relevant updated training in 2023	Persons responsible at MPCC for the whistleblower system were trained upon its implementation, the system was successfully tested in 2022	Whistleblower hotline was implemented in 2021, testing and training to be rolled out in 2022	

Relevant Policies

+ Code of Conduct
+ Corporate Governance Policy
+ Anti-Corruption Policy
+ Sanctions Policy

Reporting Standards Used

+ ESRS G1
+ GRI 204; GRI 205; GRI 206
+ TR-MT-510a.1; TR-MT-510a.2

Relevant SDGs

16 PEACE, JUSTICE AND STRONG INSTITUTIONS

Background

Good corporate governance is a key factor in underpinning the integrity and efficiency of our Company, with an aim of creating trust and providing transparency to all our stakeholders. We operate our business with integrity and respect laws, different cultures and human dignity. We also expect our business partners must practice fair dealing, honesty and integrity in every aspect in dealing with employees, suppliers, competitors, the public and government authorities. Our overarching goal is to develop a corporate culture characterized by good judgement and the ability to manage ethically difficult situations, should they arise.

We have three key policies that apply to our entire operations, including our value chain, and are used to guide the work on the material groups of impact: **corporate culture** and **payment practices**. Our Code of Conduct establishes that all employees are expected to observe high standards of business and personal ethics in the conduct of their duties and responsibilities, in line with our governing documents. Our Corporate Governance Policy states that business should be done in accordance with relevant regulations, in line with the Company's strategy and risk profile, and with sufficient internal controls. Our Sanctions Policy is designed to ensure that every MPCC employee understands and complies with all applicable sanctions. This is particularly relevant given that MPCC operates in a high sanctions risk industry.

In addition, core documents such as our Business Partner Guideline and Articles of Association are used to supplement our work on these material impacts. To guide the work on stopping **corruption** and **bribery**, we also make use of our Anti-Corruption Policy. This policy expresses that we do not tolerate active (attempts to bribe others) or passive corruption (allowing oneself to be bribed). Any demands for facilitation payments, such as payment of small amounts to civil servants, for example, in order to have routine services carried out, are rejected firmly and clearly. Similarly, our ship managers and charterers impose our Anti-Corruption Policy as applicable for the crew operating on our chartered-out vessels.

Managing Business Conduct

Two key positions provide qualified oversight of compliance-related topics at MPCC. A German lawyer and certified Compliance Officer was appointed as our external Compliance Officer in 2021. We also appointed a Norwegian lawyer to be the Company's external Data Protection Officer, with responsibility for applicable data protection laws. Both positions report to the Company's Chief Compliance Officer.

MPCC has appointed the Risk, Audit, Sustainability Committee – a subcommittee of the Board – to act as a preparatory and advisory body for the Board in the exercise of its responsibility for financial reporting, internal control, and risk management, as well as ESG related topics. Each member of the committee is independent of the MPCC management team. Furthermore, our Remuneration Committee assists the Board in its work with the Company's remuneration policies and the terms of employment for the CEO and CFO.

Although neither MPCC, nor its senior management, including the senior management of its subsidiaries, have been convicted in court on corruption charges, we still continuously work to improve on this area. During 2023 e-learning courses on the topic of bribery and corruption were facilitated for staff. These sessions were conducted/initiated by the external compliance officer. Overall, employees who observe or become aware of a situation that they believe to be a violation of the Code of Conduct are obliged to notify their immediate superior, the executive management or a member of the Board unless the Code of Conduct directs otherwise.

To further ease the reporting of unwanted behavior, we have implemented a third-party whistleblower hotline enabling all onshore and offshore employees to anonymously report and document any violation of the Code of Conduct, including human rights-related issues. This hotline will gain more visibility in 2024 as updates to the corresponding MPCC webpages are carried out. MPCC's Compliance Officer will be notified in the event of any respective report and will initiate the necessary steps to investigate the respective incident and any appropriate measures.

When a manager or the Compliance Officer receives a report of a violation, it is their responsibility to handle the matter in consultation with a Board member. After proper investigation, legal and/or disciplinary action will be taken in all cases where the board of directors considers further action to be appropriate. Where it is likely that a criminal act has taken place, the police or an appropriate federal agency will be involved. If an employee reporting a violation wishes to remain anonymous, all reasonable steps are taken to keep their identity confidential. All communications are taken seriously and, if warranted, any reports of violations are investigated.

No whistleblowing incidents were reported during 2023. At MPCC, we do not retaliate, or allow retaliation, in respect of any reports made by an employee in good faith.

MACN

We are a member of the Maritime Anti-Corruption Network (MACN), a global business network working towards the vision of a maritime industry free of corruption. Their goal is to enable fair trade to the benefit of society at large. By implementing the MACN Anti-Corruption Principles, co-developing and sharing best practices and collaborating with governments, NGOs and civil society, the MACN and its members seek to identify and mitigate the root causes of corruption and create a culture of integrity within the maritime community.

Taxation

MPCC is exposed to changes in legal, tax and regulatory regimes within relevant jurisdictions as well as potential private litigation and public prosecution. The Company seeks to mitigate legal risks by maintaining a well-functioning risk management system, management guidelines and dedicated compliance and legal functions. Tax governance and compliance are considered important matters of Board oversight and risk management. In the current geopolitical situation with newly introduced and further strengthened sanction regimes, legal risk exposure is elevated. The Company mitigates risks through a) elevated monitoring of current business activities and all involved parties, b) the introduction of a comprehensive Sanctions Compliance Policy and c) seeking advice from seasoned sanction experts. Neither the Company nor its subsidiaries, has been finally found in violation of tax laws.

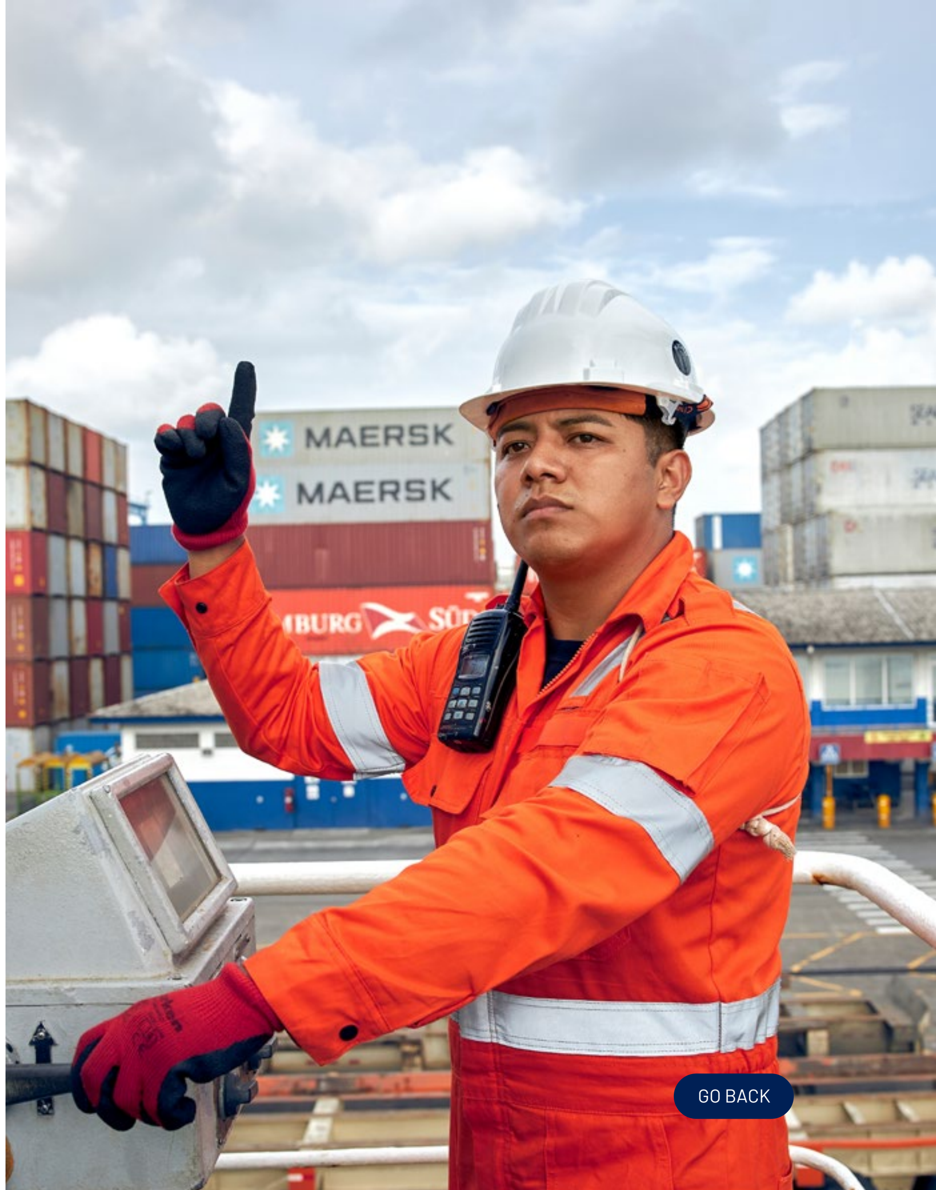
Prevention of Insider Trading

Our employees and their family members are not permitted to buy or sell shares or other securities in the Company, or provide advice related to trading in securities, while in possession of inside information relating to those securities, including the Company's financial instruments and the financial instruments of any customer, supplier or partner of the Company. A Management Guideline has been established to ensure the proper handling of inside information applicable for companies listed on the Oslo Stock Exchange. This guideline is in accordance with governing laws and regulations. The statutory duties include, but are not limited to the following requirements:

+ The Company must have procedures to ensure secure handling of inside information
+ The Company shall ensure that a list is drawn up of persons who are given access to inside information, and the list shall be continuously updated
+ Persons given access to inside information shall be made aware of the duties and responsibilities that this entails, as well as the criminal liability associated with misuse or unwarranted distribution of such information
+ The Company must be able to provide documentary evidence that persons with access to inside information are aware of their duties concerning handling of inside information, including the criminal liability, to the Oslo Stock Exchange and the Norwegian Financial Supervisory Authority (NFSA).

If there is any doubt as to whether a person possesses inside information, they are required to contact their immediate superior, the Company's Chief Compliance Officer and the advice of legal counsel may be sought. Members of the Board and the executive management and certain other people are subject to additional requirements under the Company's insider trading rules.

The books and records of the Company are prepared with care and honesty and accurately reflect the Company's transactions. All corporate funds and assets are recorded in accordance with Company procedures. No undisclosed or unrecorded funds or assets are established for any purpose.



Performance

ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021
Calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	956	938	1,315
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	0	0	0

References, disclaimers, and assumptions for this data table can be found under Disclaimers and Assumptions in the Appendix of this report.

Analysis of Performance

In 2023, the amount of port calls in countries with the lowest rankings in Transparency International's Corruption Perception Index has remained close to the 2022 figure with only a 2% increase from 938 in 2022 to 956 in 2023. MPCC continues to report 0 monetary losses as a result of legal proceedings linked to bribery and corruption (a figure which remains the same since 2020). Together with the fact that 0 whistleblowing instances have been reported in 2023, business conducts issues appear to have been minimal during the course of the year.

APPENDIX

ESG-RELATED POLICIES AND DOCUMENTS

+ Anti-Corruption Policy
+ Environmental Policy
+ Health & Safety Policy
+ Human Capital Policy
+ Human Rights Policy
+ Ship Recycling Policy
+ Sustainability Policy
+ Sustainable Procurement Policy
+ Corporate Governance Policy
+ Remuneration Guideline
+ Business Partner Guideline
+ Code of Conduct
+ CSR Statement
+ Norwegian Transparency Act Statement

SASB

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021	SASB CODE
Greenhouse Gas Emissions	Gross global Scope 1 emissions: Financial control approach [b]	Metric tons CO_2e	1,667,141	1,810,202	1,758,036	TR-MT-110a.1
	Gross global Scope 2 emissions [c]	Metric tons CO_2e	26.41	12.82	16.38	Additional (GRI 305-2)
	Global Scope 3 emissions: Operational control	Metric tons CO_2e	210,768	338,694	Not Reported	Additional (GRI 305-3)
	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emission reduction targets, and an analysis of performance against those targets	Qualitative description	Page 116–122	Page 11, 12	Page 11–12	TR-MT-110a.2
	Reporting on climate related risks and opportunities in line with the recommendations	Qualitative description	Page 116, 117–120	Page 13, 25–28	Page 12–13	Additional (GRI 201-2)
	Total energy consumed [d]	Gigajoules (GJ)	21,352,958	23,736,166	24,508,042	TR-MT-110a.3
		Percentage of energy from heavy fuel (%)	92%	91%	91%	TR-MT-110a.3
		Percentage of energy from renewable/ low-carbon sources (%)	0%	0%	0%	TR-MT-110a.3
	Average Efficiency Ratio (AER): weighted average [e]	Grams of CO_2e per ton-nautical mile	12.32	13.12	13.70	Additional
Air Quality	NO_x (excluding N20) [f]	Metric tons	43,767	47,924	40,186	TR-MT-120a.1
	Sox [f]	Metric tons	4,482	4,837	2,018	TR-MT-120a.1
	Particulate matter [f]	Metric tons	1,926	2,115	133	TR-MT-120a.1

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	2023	2022	2021	SASB CODE
Ecological Impacts	**Marine Protected Areas [g]**					
	Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	1,904	2,174	1,539	TR-MT-160a.1
	Implemented Ballast Water [h]					
	Exchange	Percentage (%)	7%	18%	55%	TR-MT-160a.2
	Treatment	Percentage (%)	96%	85%	52%	TR-MT-160a.2
	Spills and Releases to the Environment [i]					
	Incidents	Number	0	1	1	TR-MT-160a.3
	Aggregate volume	Cubic meters (m^3)	0	2.2	5	TR-MT-160a.3
Business Ethics	**Corruption Index [j]**					
	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index [j]	Number	956	938	1,315	TR-MT-510a.1
	Corruption					
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	0	0	0	TR-MT-510a.2
Employee Health and Safety	**Lost Time Incident**					
	Lost time incident rate (LTIR) [k]	Rate	0.05	0.14	1.18	TR-MT-320a.1
	Lost time incident frequency (LTIF) [l]	Rate	0.67	0.68	0.51	Additional (GRI 403-9)
Accident & Safety Management	**Marine Casualties [m]**					
	Incidents	Number	3	7	9	TR-MT-540a.1
	Very serious marine casualties	Percentage	0%	0%	11%	TR-MT-540a.1
	Conditions of Class [n]					
	Condition of class or Recommendations	Number	272	295	256	TR-MT-540a.2
	Port State Control					
	Deficiencies [o]	Rate	1.39	0.95	1.23	TR-MT-540a.3
	Detentions	Number	2	1	1	TR-MT-540a.3

ACTIVITY METRICS	UNIT OF MEASURE	2023	2022	2021	SASB CODE
Shipboard personnel [q]	Number	1,380	1,307	1,324	TR-MT-000.A
Total distance traveled by vessels	Nautical miles	4,547,460	4,600,705	4,462,895	TR-MT-000.B
Operating days	Days	22,747	23,426	23,567	TR-MT-000.C
Deadweight tonnage [p]	Thousand DWT	2,026	2,004	1,934	TR-MT-000.D
Vessels in fleet [p]	Number	59	68	69	TR-MT-000.E
Vessel port calls	Number	5,983	5,914	6,798	TR-MT-000.F
Twenty-foot equivalent unit capacity [p]	TEU	149,119	134,270	141,381	TR-MT-000.G

DISCLAIMERS AND ASSUMPTIONS

The figures presented in this report are based on the vessels in our fleet throughout the reporting year.

[a] **Well-to-Wake GHG emissions intensity target:** The baseline of 2008 (15.73 g (CO_2e) _WTW/dwtnm) GHG emissions intensity has been retrieved from container shipping intensity emissions stated in the 4th IMO study (13 gCO_2e/dwtnm) from which a 1.21 ratio has been applied to adjust the value to WTW emissions following an article from the ICCT (July 2023). The 2030 GHG emissions reduction intensity target for MPC Containership is based on the 2023 IMO GHG strategy which states a 40% intensity reduction based on 2008 levels of container shipping which results in a targeted value of 9.44 g (CO_2e) _WTW/dwtnm.

[b] **CO_2 emissions:** Calculations are based on IMO emission factors and fuel consumed for the reporting period. The financial control approach has been applied for Scope 1, which represents vessels owned by MPC Container Ships (including vessels owned through JVs).

[c] **Gross global Scope 2 emissions:** Calculations are based on AIB residual mix emissions factors for electricity consumption, as well as IEA European average emission factor for district heating consumed.

[d] **Energy consumption:** Calculations are based on fuel use, applying the UK Department for Environment, Food & Rural Affairs' ("DEFRA") conversion factors to calculate energy consumed in gigajoules ("GJ").

[e] **Average Efficiency Ratio ("AER"):** Carbon intensity metric estimated based on fuel consumed, distance traveled ("nm"), and deadweight tonnage ("DWT"). Weighted average based on DWTnm.

[f] **Other emissions to air:** NO_x figures for Wilhelmsen Ahrenkiel Ship Management and joint venture vessels are compiled from real-time performance platform Bluetracker One installed on each vessel. NO_x figures for Marlow vessels are calculated based on the consumption reported via their MARS system. NO_x figures for Hartmann vessels are compiled through the software "Navigator Insight". SO_x and PM figures for all vessels are estimated based on the IMO's Fourth Greenhouse Gas Study 2020 methodology. In cases where detailed engine data for a vessel has not been available, an average figure for the relevant segment has been applied. For more information on the formulas applied, please see the IMO's Fourth GHG Study, pp. 21–24.

[g] **Marine protected areas:** The number reported reflect number of days sailed in ECA zones only.

[h] **Implemented ballast water:** Only ships performing ballast water exchange with an efficiency of at least 95% volumetric exchange of ballast water have been included. When it comes to treatment, approved systems must discharge (a) less than 10 viable organisms per cubic meter that are greater than or equal to 50 micrometers in minimum dimension and (b) less than 10 viable organisms per milliliter that are less than 50 micrometers in minimum dimension and greater than or equal to 10 micrometers in minimum dimension.

[i] **Spills and releases to the environment:** Any over-board spills and releases – intentional or accidental.

[j] **Corruption index:** Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index. In the event that two or more countries share rank, all have been included in the scope of disclosure. The list is based on the Corruption Perception Index for 2022.

[k] **Lost time incident rate:** The rate is calculated based on (lost time incidents) / (1,000,000 hours worked) and includes incidents resulting in absence from work beyond the date or shift when it occurred.

l **Lost time incident frequency:** The rate is calculated based on (lost time incidents) / (total exposure hours * 10-6) and according to BIMCO's shipping KPI methodology.

m **Marine casualties:** The definition of a marine casualty is based on IMO's Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident Resolution MSC 255(84), paragraph 2.9, chapter 2 of the General Provisions.

n **Conditions of class:** The data provided represents the number of Conditions of Class or Recommendations the Company's vessels have received from a Flag Administration or a Recognized Organization that has been delegated the authority to issue such findings. The scope of disclosure includes all Conditions of Class regardless of whether they resulted in withdrawal, suspension, or invalidation of a vessel's Class certificate.

o **Port state control:** Deficiency rate is calculated using the number of deficiencies it received from regional port state control divided by total number of port state control inspections.

p The figures include all vessels employed by MPCC throughout the reporting year.

q The figures represent our fleet at year end.

TCFD DISCLOSURES

TOPIC	TCFD RECOMMENDATIONS	MPC CONTAINER SHIPS 2023 RESPONSE
Governance	1. Describe the Board's oversight of climate-related risks and opportunities	See description of governance structure in the Management of ESG section (page 110). This governance structure is also relevant for climate-related issues. As part of its regular reviews of ESG issues, the Board receives updates on climate risks and opportunities, including emerging regulations, developments in the company's performance on the decarbonization strategy – emissions reduction trajectories and technological developments. The governance structure is the same for climate-related issues as for other material ESG issues.
	2. Describe management's role in assessing and managing climate-related risks and opportunities	See description of governance structure in the Management of ESG section (page 110). The responsibilities of the Risk, Audit and Sustainability Committee (the Committee) include climate-related issues.
Strategy	1. Describe the climate-related risks and opportunities the organization has identified over the short, medium and long term	See information in the Climate Change section (page 116). During the identification of risks and opportunities, all time-horizons have been taken into account, especially given the tendency of climate-related risks to occur over the longer time-horizons. We have used the following definitions of time horizons: + Short: <1 year + Medium: 1–5 years + Long: >5 years
	2. Describe the impact of climate-related risks and opportunities on the organization's business, strategy and financial planning	See description of climate-related financial risk/opportunity factors in the Climate Change section (page 116). For description of how climate-related issues are prioritized and used in financial and strategic planning, see description of governance structure in the Management of ESG section (page 110) A thorough analysis of how our commitment to follow a decarbonization pathway based on the 2023 IMO GHG 'striving' strategy, and the implications this has on our business, strategy and financial planning, can be found in the Climate Change section under the subsection entitled Managing Climate (page 117)
	3. Describe the resilience of the organization's strategy, taking into consideration different climate-related scenarios, including a 2 degree C or lower scenario	Our well-below 2 degrees-aligned decarbonization pathway, along with an assessment of decarbonization levers, is presented in the Climate Change section under the subsection entitled Managing Climate (page 117). This strategy is aligned to the striving-scenario of the IMO, meaning that if we have to change our strategy given climate-related risks, we could still be on track to achieve the original scenario of the IMO. Conversely, climate related opportunities could make it less costly to commit to the striving-scenario, which would reinforce the strategy chosen.

TOPIC	TCFD RECOMMENDATIONS	MPC CONTAINER SHIPS 2023 RESPONSE
Risk Management	1. Describe the organization's processes for identifying and assessing climate-related risks	See description of how MPC Container Ships has undertaken a climate risk review and decarbonization trajectory analysis to understand its climate risks and opportunities in the Climate Change section under the subsection entitled Managing Climate (page 117). See also the description of identification and assessment process from DMA in the section, Impact Risk and Opportunity Management (page 106).
	2. Describe the organization's processes for managing climate-related risks	See general description of management of ESG issues in the Management of ESG section (page 110). This is also relevant for how climate-related risks are managed. See also the description of management process from the DMA in the Impact, Risk, and Opportunity Management section (page 106).
	3. Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organization's overall risk management	See a description of integration between the overall risk management process and climate-related risks (represented by ESG issues) in the Management of ESG section (page 110). Further details on this integration are provided in the Climate Change section in the subsection entitled Managing Climate under the heading "Climate-Related Risks" (page 119).
Metrics and Targets	1. Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk process	We measure our total GHG emissions (Scope 1, 2 and 3) in CO_2 equivalents. We measure our energy consumption in gigajoules. We apply the IMO CII Carbon Intensity Indicator and report our Average Efficiency Ratio (AER) measured as grams of CO_2 per deadweight ton-nautical mile. We have developed a tool to monitor the CII values of all of our individual vessels on a live basis. Lastly, we measure the percentage of heavy fuel oil consumed in our operations. MPCC has this year established a target to reduce its Well-to-Wake GHG emissions intensity. The well-to-wake GHG emissions intensity target is a relative metric that is aligned with the ambition of the IMO to now report the GHG emissions generated by the maritime industry on a well-to-wake basis. The metric relies on the GHG emissions stemming from the full life cycle of the fuel used by the fleet, the deadweight tonnage (dwt) and the nautical miles (nm). These metrics, along with their historical values, can be found in the Climate Change section under the subsection, Performance (page 121).
	2. Disclose Scope 1, Scope 2, and, if appropriate, Scope 3, greenhouse gas (GHG) emissions, and the related risks	Emission metrics are reported in the Climate Change section under the subsection, Performance (page 121).
	3. Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets	For climate-related targets, see section on Climate Change (page 116). For a detailed description of how these targets are aligned with the IMO 'striving'-scenario, see the Climate Change section under the subsection Managing Climate (page 117)

GRI INDEX

GRI STANDARD	DISCLOSURE		LOCATION
GRI 2: General Disclosures 2021	2-1	Organizational details	Page 156
	2-2	Entities included in the organization's sustainability reporting	Page 97, Annual Report Page 67–68 Entities are included/excluded upon commercial closing of transaction.
	2-3	Reporting period, frequency and contact point	The ESG report covers the calendar year of 2023, and is published on an annual basis. Financial reporting covers the same period (January 1–December 31). The ESG report was published on March 22, 2024. Contact point for questions about the reported information: Investor Relations at ir@mpc-container.com
	2-4	Restatements of information	Not applicable
	2-5	External assurance	Not applicable
	2-6	Activities, value chain and other business relationships	Annual Report Page 27 ff. www.mpc-container.com/about-us Our value chain includes our technical managers, commercial managers, insurance companies, banks, charterers, freight forwarders, port operator and agency, operator transport infrastructure.
	2-7	Employees	Page 130 ff.
	2-8	Workers who are not employees	Page 134 ff.
	2-9	Governance structure and composition	Annual Report Page 24–25, Page 36 ff. www.mpc-container.com/governance/board-of-directors
	2-10	Nomination and selection of the highest governance body	Annual Report Page 39
	2-11	Chair of the highest governance body	The chair of the Board of Directors is the CEO of MPC Münchmeyer Petersen Capital AG.
	2-12	Role of the highest governance body in overseeing the management of impacts	Page 110
	2-13	Delegation of responsibility for managing impacts	Page 110
	2-14	Role of the highest governance body in sustainability reporting	The Board is responsible for reviewing and approving the annual Sustainability Report.
	2-15	Conflicts of interest	Managed according to our Code of Conduct.
	2-16	Communication of critical concerns	Page 139–142

GRI STANDARD	DISCLOSURE		LOCATION
	2-17	Collective knowledge of the highest governance body	Workshops and meetings with external experts to discuss policies and processes related to ESG. Developed eLearning to increase knowledge throughout the organization and amongst suppliers
	2-18	Evaluation of the performance of the highest governance body	The Board controls, evaluates and contributes to the performance of the highest governance body on ESG in regular committee meetings, at minimum four times a year.
	2-19	Remuneration policies	Annual Report Page 43 ff. www.mpc-container.com/governance/governance-documents
	2-20	Process to determine remuneration	Annual Report Page 43 ff.
	2-21	Annual total compensation ratio	Not disclosed
	2-22	Statement on sustainable development strategy	Page 100 ff.
	2-23	Policy commitments	Page 109, Page 145
	2-24	Embedding policy commitments	Page 131, Page 135, Page 136
	2-25	Processes to remediate negative impacts	Page 139 ff.
	2-26	Mechanisms for seeking advice and raising concerns	Page 139 ff.
	2-27	Compliance with laws and regulations	No significant instances of non-compliance with laws and regulations during the reporting period.
	2-28	Membership associations	Page 103–104
	2-29	Approach to stakeholder engagement	Page 105
	2-30	Collective bargaining agreements	0% of employees covered by collective bargaining agreements. Working conditions and terms of employment are not based on collective bargaining agreements.
GRI 3: Material Topics 2021	3-1	Process to determine material topics	Page 106
	3-2	List of material topics	Page 107
Material topic: Climate-related risks			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 116 ff.
GRI 201: Economic Performance 2016	201-2	Financial implications and other risks and opportunities due to climate change	Annual Report Page 34, Page 116 ff., Page 152
Material topic: Corruption risk			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 139 ff.
GRI 205: Anti-Corruption 2016	205-1	Operations assessed for risks related to corruption	Page 139 ff.
	205-2	Communication and training about anti-corruption policies and procedures	Page 112, Page 139 ff., Page 145
	205-3	Confirmed incidents of corruption and actions taken	Page 141

GRI STANDARD	DISCLOSURE		LOCATION
Material topic: Energy mix			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 116 ff.
GRI 302: Energy 2016	302-1	Energy consumption within the organization	Page 146–148
	302-2	Energy consumption outside of the organization	Page 146–148
Material topic: Direct emissions from consumption of fossil fuels			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 116 ff.
GRI 305: Emissions 2016	305-1	Direct (Scope 1) GHG emissions	Page 146–148
	305-2	Energy indirect (Scope 2) GHG emissions	Page 146–148
	305-3	Other indirect (Scope 3) GHG emissions	Page 146–148
	305-4	GHG emissions intensity	Page 116
	305-5	Reduction of GHG emissions	Page 117 ff.
	305-7	Nitrogen oxides (NO_x), sulfur oxides (SO_x), and other significant air emissions	Page 124–125, Page 146–148
Material topic: Marine casualties			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 130 ff.
Other	SASB TR-MT-540a.1		Page 146–148
Material topic: Seafarer welfare			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 130–132
Material topic: Responsible ship recycling			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 101 ff., Page 126 ff.
Other	Norwegian Shipowners' Association's Guidelines for ESG reporting in the shipping and offshore industries. Metric: Responsible ship recycling		Page 97, Page 127
Material topic: Human and labor rights in the supply chain			
GRI 3: Material Topics 2021	3-3	Management of material topics	Page 134–137

MPC CONTAINER SHIPS

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MPC CONTAINER SHIPS

FINANCIAL REPORT

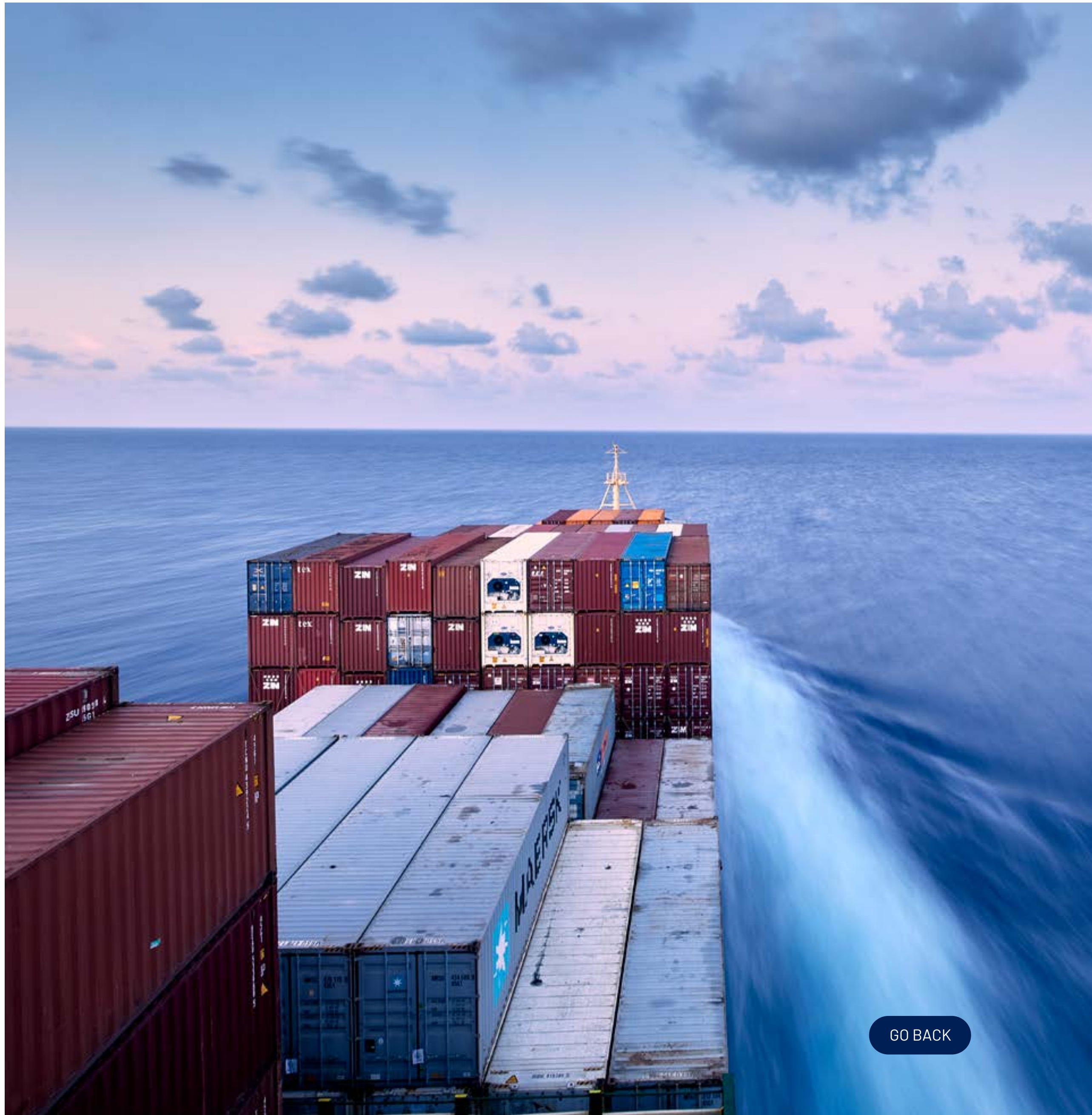
Q1 2024

Contents

HIGHLIGHTS

First Quarter 2024

+ Robust financial and operational performance with high utilization and continuation of low leverage strategy.
+ Successfully delivered three wholly-owned vessels to new owners, and entered into an agreement to sell one wholly-owned vessel with scheduled delivery in Q2 2024.
+ Entered into a joint venture investment to build a 1,300 TEU dual-fuel methanol newbuilding, backed by a 7-year time-charter agreement with Unifeeder A/S post-delivery.
+ The Board of Directors has declared a recurring dividend of USD 0.13 per share for the first quarter of 2024, payable on or about June 27, 2024.



KEY FIGURES

KEY FIGURES		Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Operating revenues	USD m	147.5	180.1
EBITDA	USD m	96.1	141.4
Adjusted EBITDA[1]	USD m	96.3	110.7
Profit for the period	USD m	76.5	119.7
Adjusted profit for the period[1]	USD m	76.7	88.9
Operating cash flow	USD m	90.3	135.0
EPS	USD	0.17	0.27
Adjusted EPS[1]	USD	0.17	0.20
DPS[2]	USD	0.13	0.22
Total ownership days	days	5,282	5,243
Total trading days	days	5,225	4,928
Utilization[1]		98.9%	97.1%
Adjusted average TCE[1]	per day	27,452	30,989
Adjusted average Opex[1]	per day	6,915	6,397
Leverage ratio[1]		13.2%	15.2%

[1] Key figures include Alternative Performance Measures (APM). Refer to the APM section for definitions, explanations, and reconciliations of the APM's.
[2] Dividends per share (DPS) comprises the recurring dividend per share and any event-driven dividends per share declared for the period.

LETTER TO SHAREHOLDERS

Constantin Baack
CEO

Moritz Fuhrmann
Co-CEO and CFO

Dear shareholders, we are pleased to present MPC Container Ships' Q1 2024 financial report, highlighting our resilience and agility amid a dynamic market landscape. We continue to report strong operational performance and new strategic advancements. We have maintained our financial strength, delivered solid results, and made further progress in our fleet renewal and optimization efforts.

Navigating a Dynamic Market and Geopolitical Developments

The shipping industry continues to be faced with geopolitical events, particularly the ongoing Red Sea Crisis and vessel attacks by the Houthi movement. These events have led carriers to reroute vessels around the Cape of Good Hope, disrupting supply-demand dynamics and resulting in significantly increased freight- and charter rates.

Over recent months, the market has firmed up considerably, with smaller vessels now being fixed on charters for 12 to 24 months or longer and increasingly on forward charter positions, driving an improved contract coverage and earnings visibility. Still, outlook remains uncertain due to the potential resolution of the Red Sea Crisis and the increased supply of new vessels in the larger segments, which could change the current supply-demand dynamics.

Strong Financial Results and High Utilization

MPCC delivered robust operational and financial performance in the first quarter. Our revenues were bolstered by high utilization, driven by the rescheduling of several dry-docks to the latter half of the year. We maintained a strong balance sheet, operating with low leverage of 13.2% and with net debt of negative USD 22.4 million at the end of the quarter, reflecting our commitment to maintaining financial strength and strong liquidity.

We also remain committed to providing strong shareholder returns. The Board has declared a recurring dividend of USD 0.13 per share for the first quarter, amounting to USD 57.7 million, bringing the year-to-date dividend yield to approximately 20%. Additionally, we ended the quarter with a charter backlog of USD 0.9 billion and contract coverage for 84% of open days remaining for 2024 and 47% for 2025, ensuring continued good earnings visibility.

Fleet Renewal and Optimization: Advancing Sustainability and Efficiency

We continue to execute our strategy of fleet renewal and optimization with new milestones achieved during the last few months. During the quarter we continued our strategy of selling older, less efficient ships in the fleet and we signed a joint investment contract with Unifeeder for the construction of our third 1,300 TEU dual-fuel methanol newbuilding. Furthermore, the retrofit of our vessel AS Nora has been successfully completed, significantly enhancing the vessel's efficiency and environmental performance. Additionally, we recently celebrated the naming ceremony for our two new eco-designed 5,500 TEU vessels, MACKENZIE and COLORADO. With a 40% lower fuel consumption compared to the previous generation of container vessels and the option to convert them to methanol operations, they represent an integral part of our fleet renewal and emission reduction strategy.

These retrofits and newbuildings not only improve our fleet's efficiency but also align with our commitment to sustainable shipping solutions. By incorporating environmentally sustainable technologies, we are strategically positioning MPCC to invest in and capitalize on the transition towards greener shipping practices, thereby enhancing long-term shareholder value.

Strong Foundation for Strategic Development and Shareholder Value Creation

As we move forward, we remain committed to leveraging our strong financial foundation, operational excellence, and sustainable initiatives to seize emerging opportunities, drive growth, and maximize shareholder value.

Thank you for your continued support and confidence in MPC Container Ships.

Sincerely,

Constantin Baack
CEO
MPC Container Ships ASA

Moritz Fuhrmann
Co-CEO and CFO
MPC Container Ships ASA

By incorporating environmentally sustainable technologies, we are strategically positioning MPCC to invest in and capitalize on the transition towards greener shipping practices.

FINANCIAL REVIEW

Financial Performance

The Group's vessels are chartered out on time charter contracts to global and regional liner shipping companies. Operating revenues for the first quarter of 2024 were USD 147.5 million (Q4 2023: USD 152.8 million), compared with USD 180.1 million for the same quarter in 2023. Gross profit from vessel operations was USD 100.1 million (Q4 2023: USD 105.2 million), compared with USD 144.4 million in the same quarter of 2023. The average TCE per trading day for the first quarter of 2024, was USD 27,452 (Q4 2023: USD 27,405) as compared to USD 30,989 (adjusted) in the corresponding quarter in 2023. Refer for further information to the APM section. In the first quarter of 2024, the Group completed the sale of three wholly-owned vessels that were previously classified as "Vessels held for sale". See Note 6 further details.

The Group reported a profit for the period of USD 76.5 million as compared to USD 119.7 million for the same quarter in 2023.

Financial Position

The Group's total assets amounted to USD 958.5 million as at March 31, 2024 compared to USD 954.7 million as at December 31, 2023. Total non-current assets of USD 773.4 million as at March 31, 2024 (USD 773.3 million as at December 31, 2023) reflected the carrying amounts of the vessels operated by the Group, and newbuildings as well as investments in associate and joint venture. In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel at a Chinese shipyard. The vessel is equipped with a dual-fuel engine that are able to operate on green methanol. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution. See Note 5 and Note 7 for further details. The decrease in the carrying amounts of vessels is primarily due to regular depreciation of USD 17.7 million, which was offset by CAPEX additions of USD 5.9 million. See further in Note 6. In 2024, the Group recognized USD 6.6 million additions for its newbuilding program. See further in Note 7.

Total equity was USD 772.6 million as at March 31, 2024, up from USD 753.5 million as at December 31, 2023, and included a non-controlling interest of USD 3.6 million (USD 3.8 million as at December 31, 2023). The change in equity was mainly due to profit for first quarter of 2024 of USD 76.5 million, offset by the dividend payments of USD 57.9 million.

As at March 31, 2024, the Group had total interest-bearing debt of USD 126.4 million (USD 126.5 million as at December 31, 2023). See further in Note 9.

Cash Flows

In the first quarter of 2024, the Group generated a positive cash flow from operating activities of USD 90.3 million, down from USD 135.0 million for the corresponding period in 2023 due to reduced number of operating vessels and lower charter rate of the vessels employed. Cash flow from investing activities was negative USD 1.2 million, mainly due net cash proceeds of USD 25.0 million received from the sale of three wholly-owned vessels that were previously classified as "Vessels held for sale". This is offset by dry dockings and vessel upgrades of USD 5.9 million. In the first quarter 2024, the Group paid USD 17.7 million for the newbuilding program of which USD 11.1 million was capitalized in the fourth quarter of 2023. Furthermore, the Group contributed USD 4.0 million to the joint venture company with Unifeeder. See Note 5 for further details. Cash flow from financing activities in the first quarter of 2024 was negative USD 62.8 million. In the first quarter, the Group paid total dividends including non-controlling interests of USD 57.9 million and repaid USD 7.4 million of its outstanding loan from BoComm Leasing and its HCOB loan facility. This was then offset by the proceeds of USD 7.2 million loan drawdown from Credit Agricole.

Cash and cash equivalents as at March 31, 2024 amounted to USD 148.9 million including restricted cash compared with USD 122.6 million as at December 31, 2023. Total restricted cash as at March 31, 2024 was 7.3 million, compared with USD 5.0 million as at December 31, 2023.

The Fleet

As at March 31, 2024, the Group's fleet consisted of 56 vessels, with an aggregate capacity of approximately 126,035 TEU.

In the first quarter of 2024, the Group delivered and completed the sale of three previously held for sales vessels, AS Petra, AS Paulina, and AS Pauline to an unrelated party for a total of USD 25.2 million. See further in Note 6.

In February 2024, the Group entered into an agreement to sell its 2006-built vessel, AS Clarita, to an unrelated party for a total of USD 10.3 million. The vessel is expected to be delivered in the second quarter of 2024.

In April 2024, the Group entered into an agreement sell its wholly-owned 2007-built, AS Nadia and 2009-built AS Ragna collectively to an unrelated party for USD 25.5 million. The delivery of AS Nadia was completed in April 2024 while the delivery of AS Ragna is scheduled to be completed between June to August 2024.

Newbuilding Program

As at March 31, 2024, the Group's newbuilding program consisted of four vessels, of which two 5,500 TEU eco-design vessels are expected to be delivered in the second and third quarter of 2024. The other two vessels are 1,300 TEU container vessels equipped with dual-fuel engines that are able to operate on green methanol. They are expected to be delivered in late 2024. See further in Note 7.

As at March 31, 2023, total additions to Group's newbuilding program was of USD 85.6 million of which USD 83.1 million was related to yard installments. Remaining commitments amounted to USD 139.2 million which are due in 2024. In January 2024, the Group repaid USD 17.0 million of the yard progress billing of which USD 11.1 million were capitalized in December 2023.

In January 2024, the Group partnered with Unifeeder in a joint investment for the construction of a 1,300 TEU container vessel at a Chinese shipyard. The vessel is equipped with a dual-fuel engine that are able to operate on green methanol. The contract price is USD 39.0 million and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding is scheduled for delivery in late 2026, and will be under a 7-year time-charter agreement with Unifeeder post-delivery. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution.

Corporate Update

Pursuant to the Company's stated distribution policy, the Board of Directors has declared a recurring dividend of USD 0.13 per share for the first quarter of 2024, corresponding to a total dividend payment of approximately USD 57.7 million, depending on prevailing FX rates. The dividend payment will be made in NOK.

The record date for the recurring dividend will be June 21, 2024. The ex-dividend date is expected to be June 20, 2024, and the dividend will be paid on or about June 27, 2024.

The Group had 443,700,279 ordinary shares outstanding as at March 31, 2024. The weighted average number of shares outstanding for the purpose of calculating basic and diluted earnings per share for the first quarter of 2024 was 443,700,279.

Financing Update

As at March 31, 2024, the Group's total interest-bearing debt outstanding amounted to USD 126.4 million.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB), subject to finalization of the loan. The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at March 31, 2024, no draw-down was made on this facility. In January 2024, the Group drew down USD 7.2 million from its Credit Agricole Corporate and Investment Bank ("Credit Agricole") pre-delivery term loan facility to pay a progress billing for one of its 5,500 TEU eco-design newbuilding.

In April, the Group signed a USD 54.5 million pre- and post-delivery ECA covered Green financing agreement with Deutsche Bank (DB) and SINOSURE for its two exisiting dual-fuel methanol newbuildings. See further in Note 14.

CONTAINER MARKET UPDATE

Few signs of an immediate resolution to the Red Sea crisis while the global economy recovers steadily

The first quarter of 2024 was characterized by a persistently severe threat to global merchandise shipping in the Red Sea and Gulf of Aden from Iranian-backed Yemeni Houthis. Despite an international military presence, the region could not be fully secured, so that most of the large carriers still bypass the Red Sea via the Cape of Good Hope, resulting in additional mileage and prolonged transit times compared to sailing through the Suez Canal. Although there are occasional periods without reported missile or drone attacks, new attacks have already taken place at the time of writing. The latest attacks have also taken place far away from the Red Sea and in the Indian Ocean. Furthermore, tensions between Iran and Israel have increased with reciprocal attacks and retaliations.

Cape of Good Hope diversions have only just stabilized, and it seems unlikely that the services will return to the Suez route immediately unless there is a serious solution to the threat posed by the Houthis. Without question, the Cape of Good Hope diversions drive TEU-mile demand which has mitigated the otherwise arising supply-side pressure. The container fleet has grown significantly since the beginning of the year and newbuildings are constantly delivered from yards. Hence, carriers might fear the looming oversupply that would result from reshuffling their services back to the Suez routing. Amid all the geopolitical unrest, new cases of piracy have evolved.

Nonetheless, despite all the geopolitical turmoil, the latest forecasts for the global economy show a slightly more positive view. In April 2024, the International Monetary Fund (IMF) published its latest World Economic Outlook (WEO) in which global GDP is expected to grow by 3.2% in both 2024 (an upward revision of 0.1pp from the last forecast in January) and 2025. The latest WEO headline postulates steady but slow growth. Nevertheless, the global growth outlook is still below the historical average of 3.8% from the years 2000 to 2019.[1]

For the US economy in particular, stronger growth than originally expected means a boost for global output. The IMF has revised US GDP growth for this year upwards by 0.6 percentage points to 2.7%. The US economy is more buoyant than expected as the labor market remains tight and inflation figures in March were higher than expected at 3.5% year-on-year.[2] Most recently, the U.S. Federal Reserve (Fed) decided to maintain its federal funds rate at 5.25% – 5.5%.[3] In view of the tough inflation, the financial markets do not expect an interest rate cut before September.

The European economy is a stark contrast. The European Central Bank (ECB) has held its interest rate steady since September last year and the markets are currently pricing in a 25-basis points rate cut in June this year. Consumer price inflation (CPI) in the currency bloc fell to 2.4% year-on-year in April and could reach the ECB's 2% target again by the end of the year. In the first quarter, GDP growth in both the euro area and the EU rose only slightly by 0.3% compared to the previous quarter.[4]

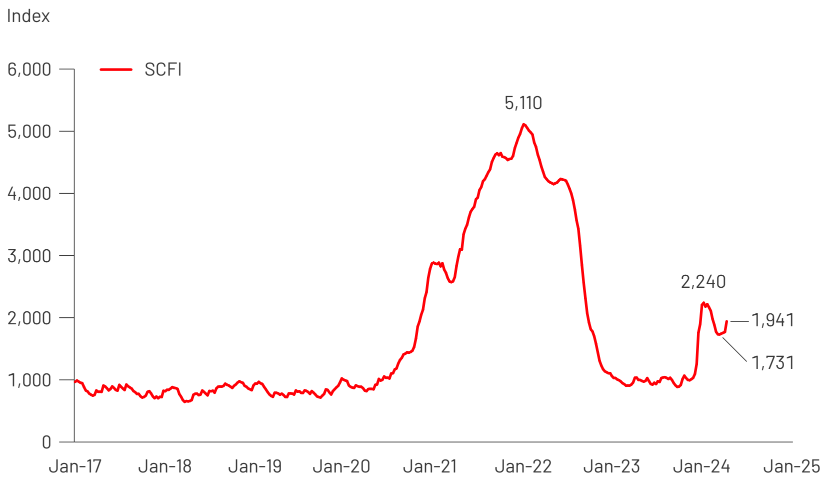
China's economic growth forecast remains unchanged at 4.6% in 2024 and 4.1% in 2025. Deflationary pressure continues to weigh on the economy, as the CPI remains weak. The February CPI came in at 0.7% year-on-year and the March CPI cooled to only 0.1% year-on-year, raising pressure for more stimuli.[5]

Mixed spot freight rate trends while demand remains robust

Over the first quarter, spot freight rates showed mixed trends. As shown in figure 1, the Shanghai Containerized Freight Index (SCFI) Comprehensive Index still rose at the beginning of the year and reached its peak at 2,240 at the end of January. Thereafter, spot freight rates started their downward trajectory until they showed small increases starting in April. At time of writing, the SCFI is still up ~77% from mid-December levels (right before carriers announced their rerouting plans around the Cape of Good Hope), but down by ~13% from its peak at the end of January.[6]

[1] International Monetary Fund (World Economic Outlook), April 2024.
[2] U.S. Bureau of Economic Analysis (BEA), May 2024.
[3] Federal Reserve, May 2024.
[4] Eurostat, May 2024.
[5] Reuters, April 2024.
[6] Clarksons Research, Shipping Intelligence Network, April 2024.

FIG. 1: SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)



Mixed spot freight rate trends are also visible for different mainlane trades. Drewry's World Container Index (WCI) for Shanghai to Rotterdam is still up 115% compared to mid-December (before the Red Sea crisis), but down 13% since the start of the year, since freight rates fell in February and March. Shanghai to Los Angeles freight rates are still 70% higher compared to mid-December and are up 24% compared to January 2024. Transpacific freight rates held up longer, but also declined in March and April. Freight rates on the Transatlantic from Rotterdam to New York held up quite steadily over the first quarter and are up 47% since the start of the year.[1]

With validity from May, some carriers announced Freight All Kind (FAK) General Rate Increases (GRIs) to stop the spot rate declines. Some of these appear to be holding up, at least for the time being, since freight indices showed their first week-on-week increases again at the beginning of May.

Furthermore, the latest figures show that long-term contract rates edged up slightly in April. The average of all valid contract rates on the market shows a slight upward trend of 1.7% month-over-month compared to March, helped by rates for European imports, although rates for US imports declined.[2] Nonetheless, contract rates are still around 50% lower than in April 2023. Since spot freight rates are currently significantly higher than last year (i.e., 160% higher than last year on Far East to North Europe[3]), carriers might even push for higher contract rates in upcoming negotiations with shippers and beneficial cargo owners (BCOs).

Looking at container trade demand, Cape of Good Hope diversions are currently estimated to add about 11% to 12% to global TEU-mile demand and are currently the main driver of the demand side.[4] However, apart from the current market disruptions, global TEU volumes for the first two months of 2024 are 12% higher than in the same period at the beginning of last year, indicating a general recovery in cargo demand even when taking into account that the demand in the corresponding months of the previous year was relatively weak.[5]

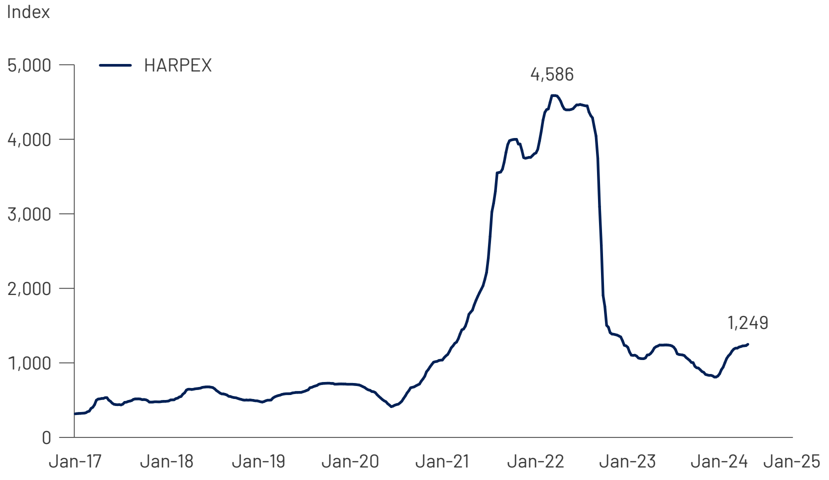
The time-charter market surprises with strong sentiment in Q1 2024

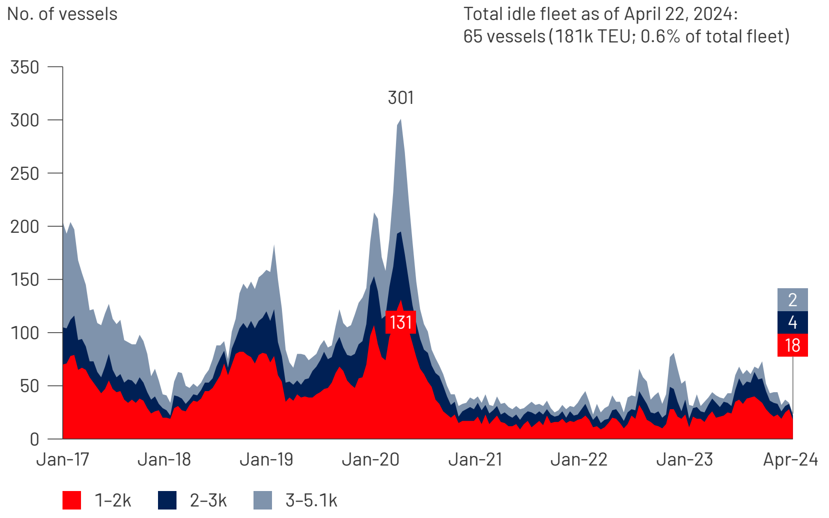
The container charter market strengthened across all segments throughout the first quarter of 2024. As demand picked up in all trading areas, many vessels were employed for continuously stronger fixture terms. At first, only the rates increased as charterers were hesitant to commit to longer periods. Above 4,000 TEU, there is hardly any supply of vessels. The few units that were available in the first quarter were snapped up quickly as the sentiment started to improve. A vessel fixed at the beginning of the year would have been able to secure 12-month employment at below USD 20,000, while currently these vessels can earn almost USD 10,000 more for the same period. Towards the end of the first quarter, fixture periods also increased for eco vessels between 2,000 TEU and 3,000 TEU which are once again able to secure charters for two years. Below 2,000 TEU, the market is more liquid. However, it is stable at the same time as demand is steady and modern vessels can also secure employment for up to 18 or 24 months.[6]

The HARPEX Time-Charter Rate Index, as shown in figure 2, now stands at close to 1,300 points. These levels were last achieved at the end of 2022, during the fast downward correction of the market.

[1] Drewry, World Container Index, April 2024.
[2] Xeneta, XSI®, April 2024.
[3] Clarksons Research, Shipping Intelligence Network, April 2024.
[4] Clarksons Research, Shipping Intelligence Network, April 2024.
[5] Container Trade Statistics, April 2024.
[6] Harper Petersen, April 2024.

FIG. 2: HARPEX – TIME-CHARTER RATE DEVELOPMENT, 6–12 MONTHS (TOP) AND IDLE STATISTICS (BOTTOM)





While overall demand seems to be in relatively good shape right now, uncertainties surrounding geopolitical tensions remain key factors for the charter market. As long as the status quo of the Red Sea situation remains, the downward potential of the market seems to be limited, despite the ongoing wave of newbuildings being delivered from the yards.

The S&P market for secondhand container ships was more active in Q1 2024. While in the last quarter of 2023, 48 sales were recorded, the market saw over 67 transactions in Q1 2024. The market for secondhand tonnage is experiencing a healthy sentiment with plenty of keen buyers, with MSC as one of the most active buyers, having concluded more than 14 deals. Most of those were for feeder ships between 2-3k TEU.

With the somewhat artificially increased demand for tonnage due to the ongoing bypass of the Red Sea, the idle figures dwindled throughout the quarter. As shown in figure 2, the current idle figures (181k TEU; 0.6% of the total fleet) indicate that the container fleet "can be considered fully employed."[1] While carriers still have some larger vessels idling due to several reasons, there is no non-operating owner (NOO) tonnage unemployed above 3,000 TEU. This once again underlines the scarcity of available units in the larger segments.

[1] Alphaliner, April 2024.
[2] Clarksons Research, Shipping Intelligence Network, April 2024.
[1] Ibid., April 2024.

Record deliveries overcompensated by high TEU-mile demand

Freight markets and time-charter markets are currently enjoying the upswing due to the increased TEU-mile demand. The increase in demand is currently easing the pressure from the supply side. As shown in figure 3 (top), in August last year, the orderbook-to-fleet ratio stood at 29%. Since then, a record high number of newbuild deliveries entered the containership fleet every month and caused the ratio to fall to 21% at the beginning of May 2024. Since the start of the year, the containership fleet has grown by 3% with almost 1 mTEU delivered already and another 1.8 mTEU planned to be delivered over the course of the year, followed by another 1.9 mTEU in 2025. In contrast, only around 30 kTEU have been demolished since the beginning of the year.[2]

Since contracting, which reached an all-time high of 4.5 mTEU in 2021, was mainly focused on larger vessels, orderbook-to-fleet ratios differ greatly between size segments. Figure 3 (bottom) indicates relatively high ratios of 49% for vessels between 12-17k TEU and 24% for vessels above 17k TEU. Smaller size segments, including the feeder segment of 1-3k TEU and the panamax/post-panamax segment of 3-6k TEU, have ratios of only 7%. Furthermore, smaller vessels are relatively older than larger vessels. Hence, net fleet growth is expected to be weighted toward the larger fleet segments.[3]

Due to the continuing favorable market conditions, demolition forecasts published before the Red Sea crisis did not materialize and net fleet growth came in stronger than expected due to record high deliveries. As long as the detours around the Cape of Good Hope continue, some supply side pressure will be absorbed, but as soon as the situation shifts back to the normal Suez route, demolitions are likely to increase accordingly.

Continued attacks by the Houthis keep the market balanced for longer than expected

In the event that the Houthi attacks continue throughout the first half of 2024, a significant increase in TEU-mile demand of around 9.2% is forecast for the whole of 2024 compared to TEU-mile demand under normal market conditions.[1]

As shown in figure 4, net fleet growth (accounting for cancellations, slippage, deliveries and demolitions) was already high last year and is expected to be high in 2024 as well.[2] MSI forecasts global containership net fleet growth to grow by 8.8% in 2024 and 4.6% in 2025. In contrast, container trade demand is expected to return to health, but only grow by 4.0% in 2024 and 4.1% in 2025.[3]

Demolitions have not picked up yet and will most likely not pick up until the situation in the Red Sea is resolved.

FIG. 3: ORDERBOOK DEVELOPMENT (TOP) AND ORDERBOOK ACROSS SIZE SEGMENTS COMPARED TO FLEET AGE (BOTTOM)

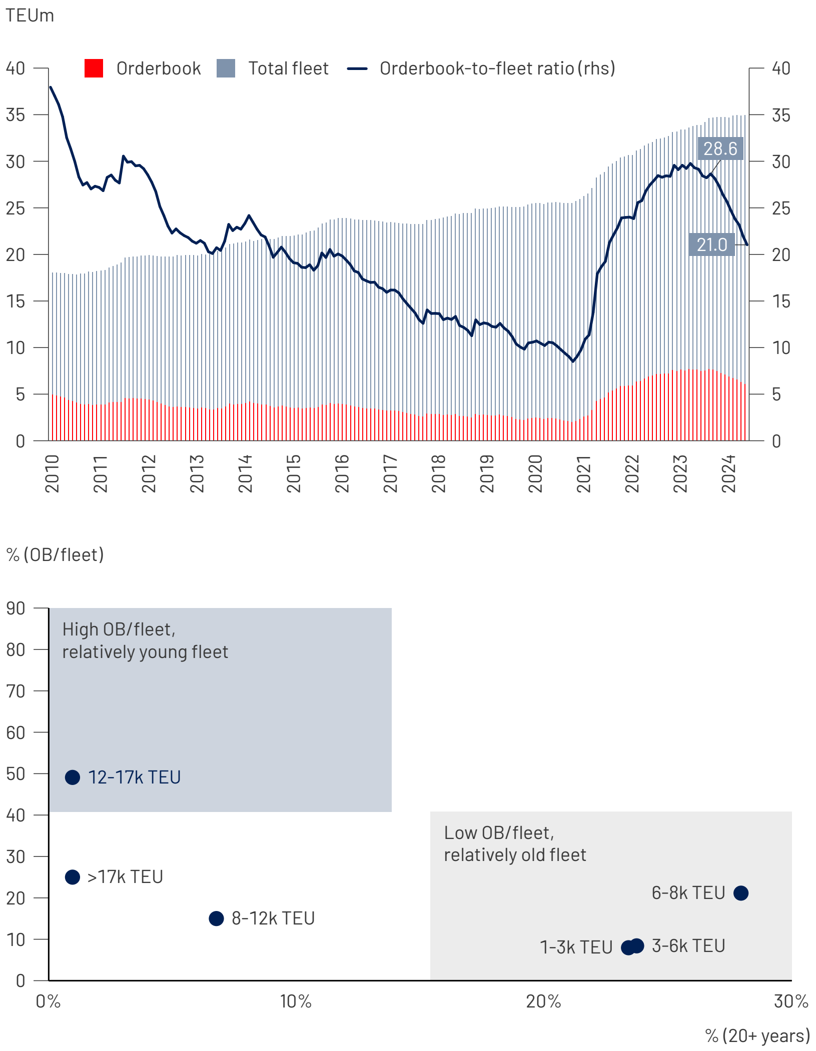
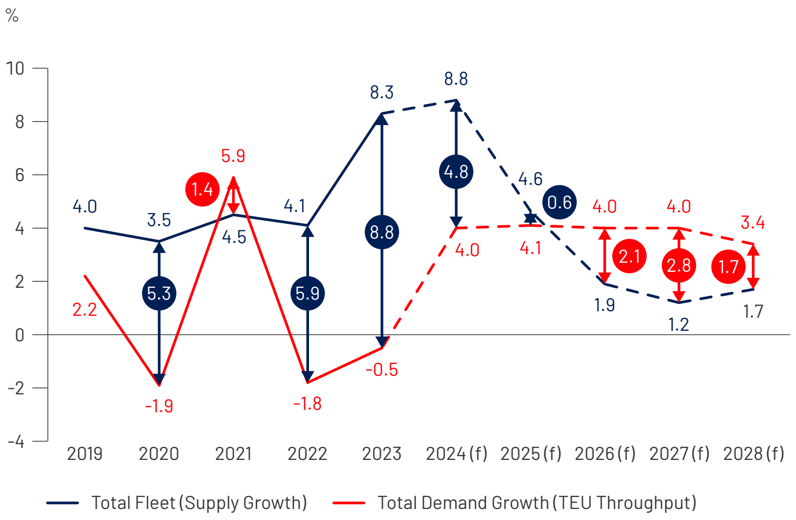


FIG. 4: SUPPLY/DEMAND BALANCE – ACCOUNTING FOR CANCELLATIONS, SLIPPAGE, DELIVERIES AND DEMOLITIONS



[1] Ibid., April 2024.
[2] Maritime Strategies International, Horizon, April 2024.
[3] Ibid., April 2024.

CONSOLIDATED FINANCIAL STATEMENTS

Consolidated Statement of Profit or Loss

IN USD THOUSANDS	NOTES	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Operating revenues	4	147,543	180,123
Commissions		(3,991)	(5,130)
Vessel voyage expenditures		(3,344)	(2,847)
Vessel operation expenditures		(37,421)	(34,184)
Ship management fees		(2,621)	(2,314)
Share of profit or loss from joint venture	5	(29)	8,748
Gross profit		**100,137**	**144,395**
Administrative expenses		(4,326)	(3,208)
Other expenses		(525)	(484)
Other income		1,062	703
Gain (loss) from sale of vessels	6	(211)	-
Depreciation	6	(17,745)	(19,604)
Operating profit		**78,392**	**121,803**
Finance income		1,774	1,524
Finance costs	9	(4,108)	(3,623)
Profit (loss) before income tax		**76,058**	**119,704**
Income tax expenses		396	(43)
Profit (loss) for the period		**76,454**	**119,661**
Attributable to:			
Equity holders of the Company		76,424	119,612
Non-controlling interest		30	49
Basic earnings per share – in USD	13	**0.17**	**0.27**
Diluted earnings per share – in USD	13	**0.17**	**0.27**

Consolidated Statement of Comprehensive Income

IN USD THOUSANDS	NOTES	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Profit (loss) for the period		76,454	119,661
Items which may subsequently be transferred to profit or loss		**637**	**(425)**
Change in hedging reserves, net of taxes	11	637	(425)
Total comprehensive profit (loss)		**77,091**	**119,237**
Attributable to:			
Equity holders of the Company		77,061	119,188
Non-controlling interest		30	49

Consolidated Statement of Financial Position

IN USD THOUSANDS	NOTES	MARCH 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Assets			
Non-current Assets			
Vessels	6	679,432	691,291
Newbuildings	7	85,583	78,980
Right-of-use asset		405	84
Other non-current asset		1,114	-
Investments in associate and joint venture	5	6,907	2,934
Total non-current assets		**773,441**	**773,289**
Current Assets			
Vessel held for sale	6	-	25,165
Inventories		6,719	8,088
Trade and other receivables		26,893	23,667
Financial instruments at fair value	11	2,591	1,951
Restricted cash	8	7,342	5,005
Cash and cash equivalents	8	141,520	117,579
Total current assets		**185,065**	**181,455**
Total assets		**958,506**	**954,744**

IN USD THOUSANDS	NOTES	MARCH 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Equity and liabilities			
Equity			
Share capital	12	48,589	48,589
Share premium		1,879	1,879
Retained earnings		718,764	700,021
Other reserves		(206)	(843)
Non-controlling interest		3,608	3,835
Total equity		**772,634**	**753,481**
Non-current Liabilities			
Non-current Interest-bearing debt	9	87,693	92,951
Lease liabilities – long-term		210	-
Other non-current liabilities		1,112	-
Deferred tax liabilities		-	748
Total non-current liabilities		**89,015**	**93,699**
Current Liabilities			
Current interest-bearing debt	9	38,744	33,564
Trade and other payables		11,063	20,397
Related party payables		364	1,062
Income tax payable		724	289
Deferred revenues		32,665	35,230
Other liabilities		13,297	17,022
Total current liabilities		**96,857**	**107,564**
Total equity and liabilities		**958,506**	**954,744**

Consolidated Statement of Cash Flow

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Profit (loss) before income tax	76,058	119,703
Income tax expenses paid	-	(31)
Net change inventory and trade and other receivables	(822)	3,402
Net change in trade and other payables and other liabilities	(2,214)	(1,616)
Net change in deferred revenues	(2,565)	1,579
Depreciation	17,745	19,604
Finance costs (net)	2,334	2,099
Share of profit (loss) from joint venture	29	(8,748)
(Gain)/loss from sale of vessels and fixed assets	211	-
Amortization of TC contracts	(463)	(958)
Cash flow from operating activities	**90,313**	**135,034**
Proceeds from disposal of vessels	24,960	-
Scrubbers, dry dockings and other vessel upgrades	(5,874)	(17,188)
Newbuildings[1]	(17,713)	(3,890)
Acquisition of vessels	-	(33,704)
Interest received	1,382	984
Dividend received from joint venture investment	-	19,850
Investment in associate	(4,002)	(404)
Cash flow from investing activities	**(1,247)**	**(34,352)**

[1] Refer to Note 7 – Newbuildings

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Dividends paid	(57,938)	(97,906)
Proceeds from debt financing	7,220	8,300
Repayment of long-term debt	(7,432)	(15,000)
Payment of principal of leases	(52)	(51)
Interest paid	(2,888)	(3,128)
Debt issuance costs	(1,000)	-
Other finance paid	(698)	-
Cash from /(to) financial derivatives	-	342
Cash flow from financing activities	**(62,788)**	**(107,443)**
Net change in cash and cash equivalents	26,278	(6,761)
Restricted cash. cash and cash equivalents at the beginning of the period	122,584	125,517
Restricted cash, cash and cash equivalents at the end of the period	**148,862**	**118,756**

Consolidated Statement of Changes in Equity

IN USD THOUSANDS	SHARE CAPITAL (UNAUDITED)	SHARE PREMIUM (UNAUDITED)	RETAINED EARNINGS (UNAUDITED)	OTHER RESERVES (UNAUDITED)	TOTAL EQUITY ATTRIBUTABLE TO THE EQUITY HOLDERS OF THE COMPANY (UNAUDITED)	NON-CONTROLLING INTEREST (UNAUDITED)	TOTAL EQUITY (UNAUDITED)
Equity as at January 1, 2023	48,589	152,737	517,044	525	718,895	2,551	721,447
Result of the period	-	-	119,612	-	119,612	49	119,661
Other comprehensive income	-	-	-	(425)	(425)	-	(425)
Total comprehensive income	**-**	**-**	**119,612**	**(425)**	**119,187**	**49**	**119,237**
Change in non-controlling interest	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Contributions of equity, net of transaction costs	-	-	-	-	-	-	-
Dividends provided for or paid	-	(97,614)	-	-	(97,614)	(292)	(97,906)
Equity as at March 31, 2023	**48,589**	**55,123**	**636,656**	**100**	**740,468**	**2,308**	**742,776**
Equity as at January 1, 2024	48,589	1,879	700,021	(843)	749,646	3,835	753,481
Result of the period	-	-	76,424	-	76,424	30	76,454
Other comprehensive income	-	-	-	637	637	-	637
Total comprehensive income	**-**	**-**	**76,424**	**637**	**77,061**	**30**	**77,091**
Contributions of equity, net of transaction costs	-	-	-	-	-	-	-
Dividends provided for or paid	-	-	(57,681)	-	(57,681)	(257)	(57,938)
Equity as at March 31, 2024	**48,589**	**1,879**	**718,764**	**(206)**	**769,026**	**3,608**	**772,634**

Notes

NOTE 1 General Information

MPC Container Ships ASA (the "Company") is a public limited liability company (Norwegian: allmennaksjeselskap) incorporated and domiciled in Norway, With its registered address at Ruseløkkveien 34, 0251 Oslo, Norway, and Norwegian registered enterprise number 918 494 316.The Company was incorporated on January 9, 2017 and commenced operations in April 2017 when the first vessels were acquired. These consolidated financial statements comprise the Company and its subsidiaries (together referred to as the"Group"). The principal activity of the Group is to invest in and to operate maritime assets in the container shipping segment.

The shares of the Company are listed on the Oslo Stock Exchange under the ticker "MPCC."

NOTE 2 Accounting Principles and Basis of Preparation

The Group's financial reporting is in accordance with IFRS ® Accounting Standards as adopted by the European Union (EU). The unaudited interim financial statements for the period ended March 31, 2024, have been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and as adopted by EU. The statements have not been subjected to audit. The statements do not include all the information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual financial statements as at December 31, 2023. The consolidated financial statements are presented in USD thousands unless otherwise stated.

The accounting policies adopted in preparing 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 December 31, 2023. No new standards were effective as at January 1, 2024 with a significant impact on the Group.

NOTE 3 Segment Information

All of the Group's vessels earn revenues from seaborne container transportation globally. The vessels exhibit similar economic, trading and financial characteristics. The Group is organized in one operating segment, i.e., the container shipping segment.

NOTE 4 Operating Revenues

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Time charter revenues	143,437	177,916
Amortization of time charter contracts	463	958
Other revenues	3,643	1,249
Total operating revenues	**147,543**	**180,123**

The Group's time charter contracts are divided into a lease element and a service element. The lease element of the vessel represents the use of the vessel without any associated performance obligations and is accounted for in accordance with the lease standard IFRS 16. Revenues from time charter services (service element) and other revenue (e.g., bunkers and other services) are accounted for in accordance with IFRS 15. The Group's performance obligation is to provide time charter services to its charterers. When a time charter contract is linked to an index, we recognize revenue for the applicable period based on the actual index for that period. In the first quarter of 2024, one vessel was index-linked (Q1 2023: one) and four vessels were on a variable rate time charter.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Service element	38,076	32,473
Other revenues	2,538	1,249
Total revenues from customer contracts	**40,614**	**33,722**
Lease element	106,467	145,443
Amortization of time charter contracts	463	958
Total operating revenues	**147,543**	**180,123**

Other revenue relates to reimbursements of bunkers and other services, including amortization of the acquired value of time charter contracts. In the first quarter of 2024, amortization of acquired time charter contracts amounted to USD 0.5 million compared to USD 1.0 million in the first quarter of 2023.

NOTE 5 Investments in Associate and Joint Venture

IN USD THOUSANDS	MARCH 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Investments in joint venture	5,676	1,703
investment in associate	1,231	1,231
Total	**6,907**	**2,934**

Investments in Joint Venture

The Group has a 50% interest in 2. Bluewater Holding Schifffahrtsgesellschaft GmbH Co. KG (Bluewater), Hamburg (Germany). The carrying amount of the investment as at March 31, 2024 was USD 1.7 million, compared to USD 1.7 million as at December 31, 2023.

In the first quarter of 2024, the group acquired a 50% interest in Palmaille 75 Einundachtzigste Beteiligungs-gesellschaft mbH & Co. KG (Palmaille 75), Hamburg (Germany) for USD 4.0 million. Palmaille 75 have ordered a 1,300 TEU dual-fuel methanol newbuilding, scheduled for delivery in late 2026. The vessel will be under a 7-year time-charter agreement with Unifeeder post-delivery. The carrying amount of the investment as at March 31, 2024 was USD 4.0 million. The group have committed to funding Palmaille 75 with additional USD 1.0 million.

IN USD THOUSANDS	MARCH 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Non-current assets	7,800	-
Cash and cash equivalents	2,435	2,148
Other current assets	1,307	1,450
Current liabilities	193	192
Equity	**11,350**	**3,405**
Group's carrying amount of the investment	**5,676**	**1,703**

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Operating revenues	-	8,245
Operating costs	(67)	(3,383)
Other income	-	13,142
Gain (loss) from sale of vessels	-	-
Depreciation	-	(508)
Net financial income (expense)	16	6
Income tax	(5)	(5)
Profit after tax for the period	**(56)**	**17,496**
Total comprehensive income for the period	**(56)**	**17,496**
Group's share of profit for the period	**(28)**	**8,748**
Dividends received	**-**	**19,850**

Investment in Associate

In 2022, the Group entered into an agreement with INERATEC for the supply of synthetic Marine Diesel Oil (MOO) made from biogenic CO_2 and renewable hydrogen, with delivery set to start in 2024. The Group recorded its initial investment at a cost of USD 0.8 million to acquire 24.5% ownership interest in Siemssen KG which holds an investment in INERATEC. In January 2023, the Group further increased its investment of USD 0.4 million to maintain its ownership position. As at March 31, 2024, the Group's investment in Siemssen KG was USD 1.2 million. The investment is accounted under the equity method.

NOTE 6 Vessels

IN USD THOUSANDS	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL PROPERTY, PLANT & EQUIPMENT	VESSEL HELD FOR SALE	TOTAL
Cost					
At January 1, 2023	976,170	32,770	**1,008,940**	-	**1,008,940**
Acquisitions of vessels	169,376	-	**169,376**	-	**169,376**
Capitalized dry-docking, progress payments, expenditures	48,254	46,210	**94,464**	-	**94,464**
Disposal of other fixed assets	(8,332)	-	**(8,332)**	-	**(8,332)**
Disposals of vessels	(108,208)	-	**(108,208)**	-	**(108,208)**
Vessel held for sale	(48,618)	-	**(48,618)**	48,618	**-**
At December 31, 2023	**1,028,642**	**78,980**	**1,107,622**	**48,618**	**1,156,240**
Capitalized dry-docking, progress payments, expenditures	5,874	6,603	**12,477**	-	**12,477**
Disposals of parts	(41)	-	**(41)**	-	**(41)**
Disposal of vessels	-	-	**-**	(48,618)	**(48,618)**
At March 31, 2024	**1,034,475**	**85,583**	**1,120,058**	**-**	**1,120,058**
Accumulated depreciation and impairment					
At January 1, 2023	(230,297)	-	**(230,297)**	-	**(230,297)**
Depreciation for the period	(102,504)	-	**(102,504)**	-	**(102,504)**
Impairments	(79,378)	-	**(79,378)**	-	**(79,378)**
Disposals of vessels	51,375	-	**51,375**	-	**51,375**
Transfers to Vessels held for sale	23,453	-	**23,453**	(23,453)	**-**
At December 31, 2023	**(337,351)**	**-**	**(337,351)**	**(23,453)**	**(360,804)**
Depreciation for the period	(17,692)	-	**(17,692)**	-	**(17,692)**
Disposals of vessels	-	-	**-**	23,453	**23,453**
At March 31, 2024	**(355,043)**	**-**	**(355,043)**	**-**	**(355,043)**
Net book value					
At March 31, 2024	679,432	85,583	**765,015**	-	**765,015**
At December 31, 2023	691,291	78,980	**770,271**	25,165	**795,436**

Disposal of Vessels

In the first quarter of 2024, the Group delivered and completed the sale of its three previously held for sale vessels, AS Petra, AS Paulina and AS Pauline to an unrelated party for USD 25.2 million. Consequently, the Group recognized a loss on the sale of vessels of USD 0.2 million in the first quarter of 2024.

In February 2024, the Group agreed to sell its wholly-owned 2006-built AS Clarita to an unrelated party for USD 10.3 million. The vessel is scheduled to be delivered in the second quarter 2024.

Impairment of Vessels

At each reporting date, the Group evaluates whether there is an indication that an asset may be impaired. If such indicator exists, an impairment test is performed. Such indicators may include depressed spot rates and declined second-hand containerships values. As at March 31, 2024, management considered there are no indications of impairment.

NOTE 7 Newbuildings

As at December 31, 2023, the Group's newbuilding program consisted of four vessels, of which two 5,500 TEU eco-design vessels with a contract price of USD 72.2 million per vessel. The vessels have a 7-year time charter contracts in place with ZIM Integrated Shipping Services (NYSE: ZIM) and are expected to be delivered in the second and third quarter of 2024. The other two vessels are l,300 TEU container vessels equipped with a dual-fuel engines that are able to operate on green methanol. The contract price is USD 39.0 million per vessel, and they are expected to be delivered in late 2024. For these vessels, 15-year time charter contracts to North Sea Container Line AS have been secured. As at March 31, 2024, total additions to Group's newbuilding program was of USD 85.6 million of which USD 83.1 million was related to yard progress billing. The Group paid yard progress billing of USD 17.0 million during the first quarter of 2023, of which USD 5.9 million was recognized in the first quarter of 2023 and USD 11.1 million were recognized in December 2023. Remaining commitments amounted to USD 139.2 million, which are due in 2024.

In January 2024, the Group partnered with Unifeeder in a joint investment for the construction of a 1,300 TEU container vessel at Chinese shipyard, CSSC Huangpu Wenchong Shipbuilding. The vessel is equipped with a dual-fuel engine that are able to operate on green methanol. The contract price is USD 39.0 million and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026, and will be under a 7-year time-charter agreement with Unifeeder post-delivery. As at March 31, 2024, the joint venture had paid installments of USD 7.8 million to the yard.

NOTE 8 Cash and Cash Equivalents and Restricted Cash

As at March 31, 2024, the Group had cash and cash equivalents of USD 141.5 million (USD 117.6 million as at December 31, 2023) and restricted cash balances of USD 7.3 million (USD 5.0 million as at December 31, 2023). The Group's loan agreement contains financial covenants, which require the Group to maintain a certain level of free cash, and a value adjusted equity covenant. The Group is in compliance with such financial covenants as at March 31, 2024.

NOTE 9 Non-current and Current Interest-bearing Debt

IN USD THOUSANDS	CURRENCY	FACILITY AMOUNT	INTEREST	MATURITY	MARCH 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Term loan facility	USD	50,000	SOFR+ 2.8%-3.35% [1]	July/Aug 2028	48,260	49,130
Sale-leaseback financing	USD	75,000	SOFR+2.6%	September 2027	60,771	66,963
Senior secured credit facility	USD	8,300	SOFR+3.50%	February 2027	4,440	4,810
Term loan and credit facility	USD	15,933	SOFR+1.5%-2.5%	February 2036	15,933	8,713
Other long-term debt incl accrued interest					233	256
Total outstanding					**129,637**	**129,872**
Debt issuance costs					(3,200)	(3,357)
Total interest bearing debt outstanding					**126,437**	**126,515**
Classified as:						
Non-current					87,693	92,951
Current					38,744	33,564
Total					**126,437**	**126,515**

[1] Loan margin is determined by loan to vessel value ratio (LTV)

In February 2023, the Group signed a senior secured term loan facility in an amount up to USD 8.3 million with OVB and it was fully drawn down as at March 31, 2023. The loan facility was used to partially finance the acquisition of the 2007-built AS Claudia. The loan facility carries an interest equivalent to the SOFR plus a margin of 350 basis points and matures in February 2027. The loan is to be repaid quarterly. In first quarter of 2024, the Group repaid USD 0.4 million, and USD 4.4 million remained outstanding as at March 31, 2024.

In May 2023, the Group entered into a pre-delivery term loan facility in an amount of USD 15.9 million and post-delivery term loan facility in an amount of up to USD 101.5 million with Credit Agricole together with K-SURE Agent. The loan facilities will be used to finance the two 5,500 TEU eco-design newbuildings. In the first quarter of 2024, USD 7.2 million was drawn to pay a yard installment of USD 7.2 million for one if its newbuildings. As at March 31, 2024, the outstanding balance of USD 15.9 million was classified as current portion of interest-bearing debt and USD 94.3 million would be available once the delivery of both newbuildings is completed.

In July 2023, the Group entered into a 5-year loan facility in an amount of up to USD 50.0 million with HCOB to finance part of the acquisition cost of the five modern eco-design vessels, AS Anne, AS Simone, AS Stine, AS Silje, and AS Sabine. The facility has a tenor of five years, carries an interest rate of Secured Overnight Financing Rate (SOFR) plus a margin of a range from 280 basis points to 335 basis points depending on the Loan to Value (L TV) percentage. The facility was fully drawn down in 2023.The Group repaid USD 0.9 million in the first quarter of 2024 leaving USD 48.3 million outstanding as at March 31, 2024.

In September 2023, the Group entered into a sale and leaseback transactions with BoComm Leasing in an amount of USD 75.0 million for 12 of its vessels. The lease financing has a tenor of 48 months starting from September/October 2023 and carries an interest rate of SOFR plus a margin of 260 basis point, and includes purchase obligations for the 12 vessels at the end of the term. In the first quarter of 2024, the Group repaid USD 6.2 million of the facility and USD 60.8 million remains outstanding as at March 31, 2024.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB), subject to finalization of the loan. The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at March 31, 2024, no draw-down was made on this facility.

NOTE 10 Related Parties

The following table shows the total amount of service transactions that have been entered into with related parties first quarter of 2024:

IN USD THOUSANDS – Q1 2024	TYPE OF SERVICES	GROUP
Wilhelmsen Ahrenkiel Ship Man. GmbH & Co. KG / B.V.	Technical	2,433
Harper Petersen & Co. GmbH	Commercial	1,439
MPC Münchmeyer Petersen Capital AG	Corporate	350
Total		**4,223**

Amounts due to or from related company represent net disbursements and collections made on behalf of the vessel-owning companies by the Group during the normal course of operations for which a right of offset exists. As at March 31, 2024, and December 31, 2023, the amount due to related companies was USD 0.4 million and USD 1.1 million respectively. All related party transactions are carried out at market terms. Please see the Group's 2023 Annual Report for additional details.

NOTE 11 Financial Instruments

The following table represents the Group's financial assets and financial liabilities measured and recognized at fair value as at March 31, 2024 and December 31, 2023. The estimated fair value amount of the financial instruments has been determined using appropriate market information and valuation techniques.

	MARCH 31, 2024 (UNAUDITED)		DECEMBER 31, 2023 (AUDITED)	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial assets				
Trade and other receivables	26,893	26,893	23,667	23,667
Financial instruments at fair value	2,591	2,591	1,951	1,951
Restricted cash	7,342	7,342	5,005	5,005
Cash and cash equivalents	141,520	141,520	117,579	117,579
Total finacial assets	**178,346**	**178,346**	**148,202**	**148,202**
Financial liabilities at amortized cost				
Non-current Interest-bearing debt	87,693	87,693	100,171	100,171
Current interest-bearing debt	38,744	38,744	26,344	26,344
Trade and other payables	11,063	11,063	20,397	20,397
Other liabilities[1]	12,748	12,748	16,011	16,011
Total financial liabilities	**150,248**	**150,248**	**162,923**	**162,923**

[1] Excludes non-financial items in the line item Other liabilities in the Statement of Financial Position

The carrying amount of cash and cash equivalents, trade and other receivables, trade and other payables, and other liabilities are a reasonable estimate of their fair value, due to their short maturity. The estimated value of the Group's long-term interest-bearing debt equals the carrying value as at March 31, 2024 and December 31, 2023, as it is variable-rated.

Cash Flow Hedges

As at March 31, 2024 the Group has three interest rate caps and two options to enter into interest-rate swaps.

The table below shows the notional amounts of current and future anticipated interest-bearing debt under existing debt facilities hedged by interest-rate caps:

INSTRUMENT	NOTIONAL AMOUNT	EFFECTIVE PERIOD	INTEREST CAP / FIXED PAYER	MATURITY
Interest-rate cap	USD 45-27 million	2024-2026	4.00%	December 2026
Interest-rate caps	USD 15.9-2.2 million	2024-2031	4.00%	May/June 2031
Swaptions	USD 43-10.2 million	2024-2036	3.50%	July 2024

In 2023, the Group entered into 2 options (swaptions) to enter into interest-rate swaps whereby the Group receives SOFR floating interest and pays a fixed interest of 3.5% on a declining notional amount starting at USD 43.7 million. If exercised, the interest-rate swaps have declining notional amounts over the period and contractual maturities in 2036. Additionally, the Group has entered into interest caps to hedge against the risk of increased interest payments as shown in the table above.

The fair value (level 2) of the Group's swaptions is the estimated amount that the Group would receive or pay for a similar option on the balance sheet date. The swaptions are designated as cash flow hedges of future interest payments. The fair value of the option is determined by an option pricing model that includes assumptions about volatility, forward interest curves, etc.

The fair value (level 2) of the Group's interest rate caps is the estimated amount that the Group would receive or pay to terminate the agreements as at the reporting date, considering, as applicable, the forward interest rate curves. The estimated amount is the present value of future cash flows. Fair value adjustment of the interest rate cap as at March 31, 2024 is recognized directly to Other reserves (other comprehensive income) in equity and are reclassed to profit or loss as a reclassification adjustment in the same period or periods during which the hedged expected future cash flows (future interest payments) affect profit or loss.

From time to time, the Group uses forward contracts to manage currency exposure.

The financial instruments analyses are carried at fair value. The different levels have been defined as follows:

+ Level 1: The fair value of financial instruments traded in active markets (e.g., publicly traded derivatives and equity securities) is based on quoted market prices at the end of the reporting period.
+ Level 2: The fair value of financial instruments that are not traded in an active market (e.g., over-the-counter derivatives) is determined using valuation techniques that maximize the use of observable market data and rely as little as possible on entity-specific estimates. If all significant inputs required to fair value an instrument are observable, the instrument is included in level 2.
+ Level 3: If one or more of the significant inputs is not based on observable market data, the instrument is included in level 3.

The Group has no financial assets that would otherwise have been past due or impaired and renegotiated.

NOTE 12 Share Capital

The share capital of the Company consisted of 443,700,279 shares as at March 31, 2024. The nominal value per share is NOK 1.00. All issued shares shown in the table below carry equal rights and are fully paid up.

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)
December 31, 2023	**443,700,279**	**48,589**
March 31, 2024	**443,700,279**	**48,589**

During first quarter of 2024, the Group distributed dividends for a total of USD 57.9 million, which also includes distributions to non-controlling interests of USD 0.3 million. The dividend was distributed from retained earnings.

ANNOUNCEMENT DATE	TYPE	CASH DISTRIBUTION PER SHARE	EX-DIVIDEND	RECORD	PAYMENT
27.02.2024	Recurring	USD 0.13 / NOK 1.3734	19.03.2024	20.03.2024	26.03.2024

NOTE 13 Earnings per Share

	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Profit (loss) for year attributable to ordinary equity holders – in USD thousands	76,424	119,612
Weighted average number of shares outstanding, basic	443,700,279	443,700,279
Weighted average number of shares outstanding, diluted	443,700,279	443,700,279
Basic earnings per share – in USD	**0.17**	**0.27**
Diluted earnings per share – in USD	**0.17**	**0.27**

NOTE 14 Subsequent Events

In April 2024, the Group entered into an agreement sell its wholly-owned 2007-built, AS Nadia and 2009-built AS Ragna collectively to unrelated party for USD 25.5 million. The delivery of AS Nadia was completed in April 2024 while the delivery of AS Ragna is scheduled to be completed between June to August 2024.

In April 2024, the Group exercised the purchase option under the BoComm Leasing facility for one of the sale and leaseback vessels, AS Ragna. The charter shall be terminated on June 3, 2024.

In April 2024, the Group signed a USD 54.5 million pre- and post- delivery ECA covered Green financing agreement with DB and SINOSURE for its two existing dual-fuel methanol newbuildings.

ALTERNATIVE PERFORMANCE MEASURES

The Group's financial information is prepared in accordance with the International Financial Reporting Standards (IFRS). In addition, it is the management's intention to provide alternative performance measures that are regularly reviewed by management to enhance the understanding of the Group's performance but are not intended as a replacement of the financial statements prepared in accordance with the IFRS. The alternative performance measures presented may be determined or calculated differently by other companies. The alternative performance measures are intended to enhance comparability of the results and to give supplemental information to the users of the Group's external reporting.

Gross Profit

Gross profit is a key financial parameter for the Group and is derived directly from the income statement by deducting cost of sales (vessel voyage expenditures, ship management fees, vessel operating expenditures and commissions) from operating revenues.

EBITDA

Earnings before interest, tax, depreciations and amortization (EBITDA) is a key financial parameter for the Group and is derived directly from the condensed consolidated statement of profit or loss adding back depreciation and impairment of vessels to the operating profit ("EBIT").

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	Q1 2023 (UNAUDITED)
Operating profit (EBIT)	78,392	38,720	121,803
Depreciation	(17,745)	(19,963)	(19,604)
Impairment (including held for sale loss)	-	(34,926)	-
EBITDA	**96,137**	**93,609**	**141,407**

Adjusted EBITDA

Adjusted EBITDA is a financial metric that includes the deduction of various of one-time, irregular and non-recurring items from EBITDA.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	Q1 2023 (UNAUDITED)
EBITDA	**96,137**	**93,609**	**141,407**
Early redelivery of vessels, net of commission	-	-	24,255
Share of profit or loss from joint venture	-	-	6,494
Gain (loss) from sale of vessels/other fixed assets	(211)	(7,858)	-
Adjusted EBITDA	**96,348**	**101,467**	**110,658**

Adjusted Profit (Loss)

Adjusted profit (loss) is the profit (loss) for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	Q1 2023 (UNAUDITED)
Profit (loss) for the period	76,454	35,728	119,661
Early redelivery of vessels, net of commission	-	-	24,255
Share of profit or loss from joint venture	-	-	6,494
Gain (loss) from sale of vessels/other fixed assets	(211)	(7,858)	-
Impairment	-	(34,926)	-
Adjusted profit (loss) for the period	**76,665**	**78,512**	**88,912**

Adjusted Earnings Per Share (EPS)

Adjusted EPS is derived from the adjusted profit (loss) divided by the number of shares outstanding at the end of the period.

Average Time Charter Equivalent (TCE)

Average TCE is a commonly used key performance indicator ("KPI") in the shipping industry. It represents time charter revenue and pool revenue divided by the number of trading days for the consolidated vessels during the reporting period. Trading days are ownership days minus days without revenue, including commercial, uninsured technical and dry-docking-related off-hire days.

Adjusted Average Time Charter Equivalent (TCE)

Adjusted average TCE is the average TCE for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	Q1 2023 (UNAUDITED)
Time charter revenues	143,437	151,466	177,916
Early redelivery of vessels	-	-	25,200
Adjusted TCE for the period (in USD)	**143,437**	**151,466**	**203,116**

Adjusted Average Operating Expenses (OPEX) Per Day

Adjusted average OPEX per day is a commonly used KPI in the shipping industry. OPEX per day is calculated as operating expenses excluding tonnage taxes and less reimbursements, divided by the number of ownership days for consolidated vessels during the reporting period.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	Q1 2023 (UNAUDITED)
Vessel operation expenditures	(37,421)	(39,380)	(34,184)
Tonnage taxes	51	(12)	70
Reimbursements	847	757	580
Adjusted vessel operation expenditures	(36,523)	(38,635)	(33,534)
Ownership days	5,282	5,675	5,243
Adjusted average OPEX per day	**6,915**	**6,808**	**6,397**

Utilization

Utilization in percentage is a commonly used KPI in the shipping industry. It represents total trading days including off-hire days related to dry dockings divided by the total number of ownership days during the period.

Leverage Ratio

Interest-bearing long-term debt and interest-bearing short-term debt divided by total assets.

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Non-current Interest-bearing debt	87,693	92,951
Current interest-bearing debt	38,744	33,564
Net interest-bearing debt	126,437	126,515
Total equity and liabilities	958,506	954,744
Leverage ratio	**13.2%**	**13.3%**

Equity Ratio

Total book equity divided by total assets

IN USD THOUSANDS	Q1 2024 (UNAUDITED)	Q1 2023 (UNAUDITED)
Non-current Interest-bearing debt	772,634	753,481
Total equity and liabilities	958,506	954,744
Leverage ratio	**80.6%**	**78.9%**

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MPC CONTAINER SHIPS

FINANCIAL REPORT

Q2 2024

Contents

HIGHLIGHTS

Second Quarter 2024

+ Robust financial and operational performance with high utilization and continuation of low leverage strategy
+ Successfully delivered two wholly-owned vessels to new owners
+ Took delivery of the first 5,500 TEU eco-design newbuilding, Mackenzie
+ Entered into agreements to purchase two 3,500 TEU vessels with delivery in July 2024
+ Entered into a ECA covered Green term loan facility of USD 54.6 million with Deutsche Bank and SINOSURE for its two dual-fuel methanol newbuildings
+ The Board of Directors has declared a recurring dividend of USD 0.10 per share for the second quarter of 2024, payable on or about September 24, 2024

KEY FIGURES

KEY FIGURES		Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Operating revenues	USD m	130.9	194.4	278.4	374.5
EBITDA	USD m	84.4	142.7	180.5	284.2
Adjusted EBITDA[1]	USD m	78.0	110.5	174.4	221.2
Profit for the period	USD m	64.8	101.5	141.3	221.2
Adjusted profit for the period[1]	USD m	58.4	87.7	135.1	176.6
Operating cash flow	USD m	81.6	130.7	171.9	265.8
EPS	USD	0.15	0.23	0.32	0.50
Adjusted EPS[1]	USD	0.13	0.20	0.30	0.40
DPS[2]	USD	0.10	0.15	0.23	0.37
Total ownership days	days	5,047	5,460	10,329	10,704
Total trading days	days	4,766	5,320	9,991	10,248
Utilization[1]		97.6%	97.4%	98.3%	95.7%
Adjusted average TCE[1]	per day	26,742	29,668	27,113	30,303
Adjusted average OPEX[1]	per day	7,545	6,798	7,223	6,594
Leverage ratio[1]		16.6%	13.3%	16.6%	13.3%

[1] Key figures include Alternative Performance Measures (APM). Refer to the APM section for definitions, explanations, and reconciliations of the APM's.
[2] Dividends per share (DPS) comprises the recurring dividend per share and any event-driven dividends per share declared for the period. For the second quarter of 2024, a recurring dividend of USD 0.10 per share was resolved by the Board of Directors on August 27, 2024, and will be paid on September 24, 2024.

LETTER TO SHAREHOLDERS

Constantin Baack
CEO

Moritz Fuhrmann
Co-CEO and CFO

Dear shareholders, this quarter's performance demonstrates our ability to capitalize on favorable market conditions to create long-term shareholder value while advancing key initiatives for fleet renewal and optimization. These efforts have not only strengthened our long-term contract coverage but also enhanced the overall composition and competitiveness of our fleet.

Positive Market Dynamics Persist

The global container market continued to grow in the second quarter with the HARPEX index rising by 58% over the quarter. The surge in both freight and charter rates is largely driven by the ongoing geopolitical disruptions, and in particular the Red Sea Crisis, which has significantly increased TEU-mile demand. This recent development has been further accelerated by shippers advancing imports due to concerns surrounding ongoing supply chain disruptions.

Rates can be expected to remain at high levels through 2024 with continued favorable supply-demand dynamics. However, the large number of vessels being delivered to the market in 2024 and 2025 in combination with a resolution of the Red Sea Crisis could potentially impact market rates going forward.

Increased Revenue Backlog Supports Sustainable Earnings

Our second quarter financial results were underpinned by efficient operations and continued high fleet utilization. We continued our low-leverage strategy, with a leverage ratio of 16.6% and a net debt position of negative USD 2.2 million as of June 30, 2024. Our continued robust balance sheet demonstrates our commitment to maintaining financial discipline.

Reflecting our continuous priority to provide predictable and attractive returns to our shareholders, the Board declared a dividend of USD 0.10 per share for the second quarter, totaling approximately USD 44.4 million. This marks our 11th consecutive quarterly dividend and brings total distributions declared since February 2022 to more than USD 890 million.

The prevailing strong market conditions led to high chartering activity in the quarter, and since our first quarter results we have secured 17 new fixtures with an average contract length of approx. 24 months. As a result, by the end of the quarter, our total charter backlog had increased to USD 1.1 billion, and we had secured contract coverage for 98% of the remaining open days in 2024, 76% in 2025, and 42% in 2026.

Our second quarter financial results were underpinned by efficient operations and continued high fleet utilization.

Proactive Fleet Optimization

We made significant progress on our fleet renewal and optimization strategy during the second quarter, including the delivery of our first newbuild. The 5,500 TEU eco newbuild, Mackenzie was delivered in May and its sister vessel, Colorado, was subsequently delivered in July. Both vessels have entered into 7-year time charters.

In partnership with our charter customers, we have also completed efficiency-enhancing retrofits on three of our vessels. These upgrades have led to substantial fuel savings, confirming the strategic value of these investments. We will continue our fleet renewal strategy by optimizing our fleet, improving earnings visibility, and enhancing long-term shareholder value.

Looking Ahead

In a market still influenced by geopolitical disruptions, our focus is on securing long-term charters and optimizing fleet performance, effectively utilizing the current market momentum while strengthening MPCC's long-term position.

Our strategy centers on maintaining disciplined capital allocation, prioritizing fleet renewal, and pursuing selective investment opportunities that enhance our market position. Simultaneously, we are investing in eco-friendly technologies to meet evolving environmental standards and achieve our greenhouse gas emissions targets. Our strong backlog and contract coverage also provide excellent revenue visibility, reinforcing our ability to deliver predictable and attractive shareholder returns over the coming years.

With a robust balance sheet and low leverage ratio, we are well-positioned to capitalize on future opportunities while maintaining financial stability and creating long-term sustainable growth and shareholder value.

Thank you for your continued trust and confidence in MPC Container Ships.

Sincerely,

Constantin Baack
CEO
MPC Container Ships ASA

Moritz Fuhrmann
Co-CEO and CFO
MPC Container Ships ASA

FINANCIAL REVIEW

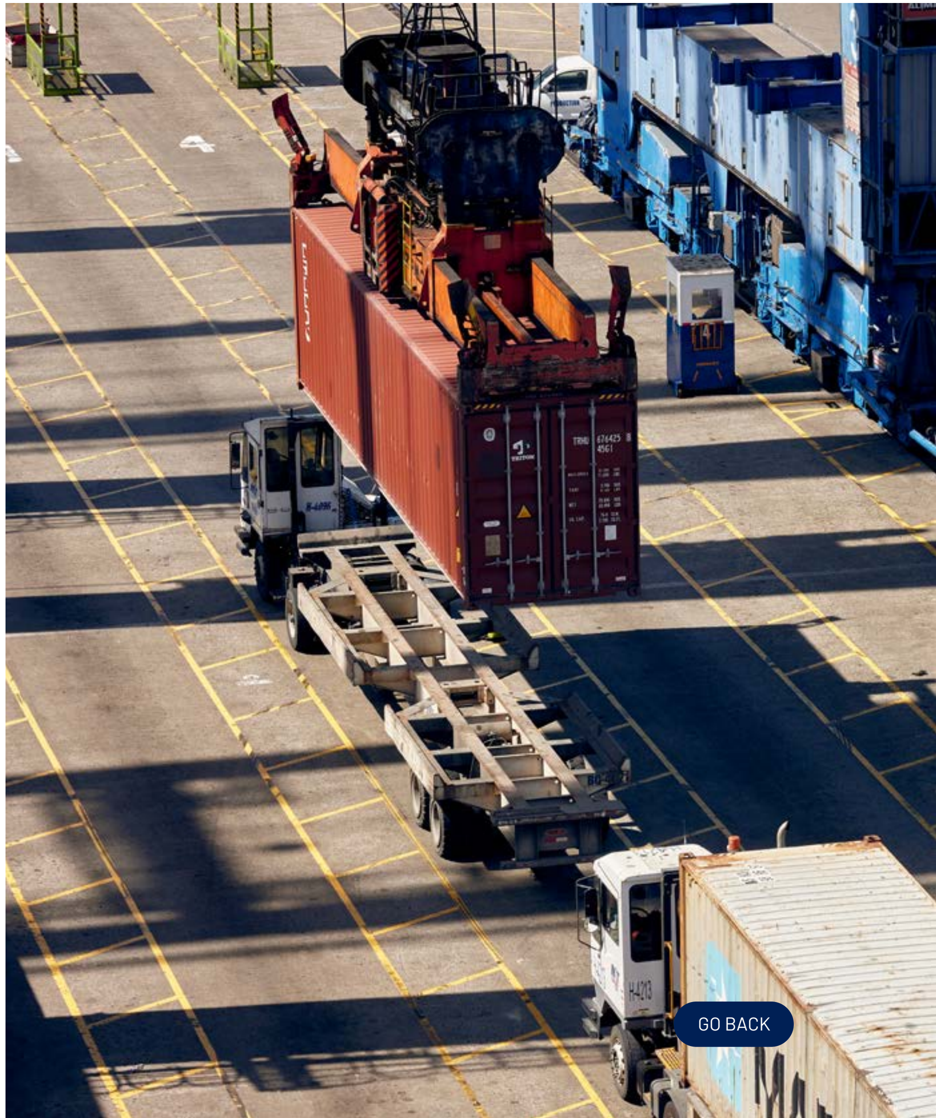
Financial Performance

The Group's vessels are chartered out on time charter contracts to global and regional liner shipping companies. Operating revenues for the second quarter of 2024 were USD 130.9 million (Q1 2024: USD 147.5 million), compared with USD 194.4 million for the same quarter in 2023. Gross profit from vessel operations was USD 82.0 million (Q1 2024: USD 100.1 million), compared with USD 146.4 million in the same quarter of 2023. The average TCE per trading day for the second quarter of 2024, was USD 26,742 (Q1 2024: USD 27,452) as compared to the adjusted average TCE per day of USD 29,668 in the corresponding quarter in 2023. See further in the APM section. In the second quarter of 2024, the Group completed the sale of two (Q1 2024: three) wholly-owned vessels and recorded a gain on sale of vessels of USD 6.4 million (Q1 2024: USD 0.2 million loss). See Note 6 for further details.

The Group reported a profit for the period of USD 64.8 million (Q1 2024: USD 76.5 million) as compared to USD 101.5 million for the same quarter in 2023.

Financial Position

The Group's total assets amounted to USD 1.0 billion as at June 30, 2024 compared to USD 954.7 million as at December 31, 2023. Total non-current assets of USD 804.8 million as at June 30, 2024 (USD 773.3 million as at December 31, 2023) reflected mainly the carrying amounts of the vessels operated by the Group, and newbuildings as well as investments in associate and joint venture. In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. The vessel is equipped with a dual-fuel engine that are able to operate on green methanol. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution. See Note 5 for further details. The increase in the carrying amounts of vessels is primarily due to the delivery of the first 5,500 TEU eco-design vessel, Mackenzie, from the Groups newbuilding program and CAPEX additions of USD 19.1 million. This is offset by regular depreciation of USD 35.3 million and disposal of vessels of five wholly-owned vessels in the first half of 2024. See further in Note 6. Besides the final installment of USD 44.6 million on the delivery of Mackenzie, the Group also recorded USD 17.1 million additions for its existing newbuilding program. See further in Note 7.



Total equity was USD 780.1 million as at June 30, 2024, up from USD 753.5 million as at December 31, 2023, and included a non-controlling interest of USD 3.6 million (USD 3.8 million as at December 31, 2023). The change in equity was mainly due to profit for first half of 2024 of USD 141.3 million, offset by the dividend payments of USD 115.6 million.

As at June 30, 2024, the Group had total interest-bearing debt of USD 167.1 million (USD 126.5 million as at December 31, 2023). See further in Note 9.

Cash Flows

In the first half of 2024, the Group generated a positive cash flow from operating activities of USD 171.9 million, down from USD 265.8 million for the corresponding period in 2023 due to reduced number of operating vessels in 2024 and cash compensation received from early redelivery of vessels in the first half of 2023. Cash flow from investing activities was negative USD 42.6 million, mainly due to yard installments of USD 72.9 million for the Group's existing newbuilding programs, including final installment of Mackenzie. In addition, the Group paid USD 19.1 million for dry dockings, retrofitting projects and other CAPEX items during the first half of 2024. These are offset by cash proceeds of USD 50.4 million received from the sale of five wholly-owned vessels of which three were previously classified as "Vessels held for sale" in 2023. Cash flow from financing activities in the first half of 2024 was negative USD 82.6 million. In the six-months period, the Group paid dividends of USD 115.6 million and repaid USD 18.5 million of its outstanding debt from loan facilities as well as its lease financing with BoComm Leasing. This was then offset by the net proceeds of USD 50.0 million loan drawdown from Crédit Agricole Corporate and Investment Bank ("Credit Agricole") pre and post-delivery loan facility and USD 11.7 million from a ECA covered term Green loan facility with Deutsche Bank (DB) with SINOSURE. See further in Note 9.

Cash and cash equivalents as at June 30, 2024 amounted to USD 169.3 million including restricted cash compared with USD 122.6 million as at December 31, 2023. Total restricted cash as at June 30, 2024 was 8.5 million, compared with USD 5.0 million as at December 31, 2023.

The Fleet

As at June 30, 2024, the Group's fleet consisted of 55 vessels, with an aggregate capacity of approximately 119,477 TEU.

In February 2024, the Group entered into an agreement to sell its 2006-built wholly-owned vessel, AS Clarita, to an unrelated party for a total of USD 10.3 million. The vessel was delivered in July 2024.

In May 2024, the Group took delivery of its first 5,500 TEU eco-design vessel, Mackenzie, from Korean-based shipyard HJ Shipbuilding & Construction. The vessel is chartered to ZIM Integrated Shipping Services (NYSE: ZIM) for a 7 year period from the date of delivery.

In June 2024, the Group completed the sale of its wholly-owned 2007-built, AS Nadia and 2009-built AS Ragna collectively to an unrelated party for USD 25.5 million. Consequently, the Group recorded a gain on sale in relation to the two vessels of USD 6.4 million. See further in Note 6.

In June 2024, the Group entered into Memorandum of Agreements (MoA) to purchase two 3,500 TEU, 2009-built vessels, AS Nuria and AS Nara for USD 22.4 million and USD 24.9 million respectively. The delivery of the vessels was completed in July and August 2024.

In July 2024, the Group took delivery of the last 5,500 TEU eco-design vessel, Colorado, from Korean-based shipyard HJ Shipbuilding & Construction. The vessel is chartered to ZIM Integrated Shipping Services (NYSE: ZIM) for a 7 year period from the date of delivery.

In August 2024, the Group entered into MoA to sell its wholly-owned 2008-built vessel, AS Fatima, to an unrelated party for USD 11.8 million. The sale of the vessel is expected to be completed in late 2024.

In August, the Group entered into agreement to sell its wholly-owned AS Paola for USD 20.6 million to an unrelated party. The sale of the vessel is expected to be completed in late 2024.

Newbuilding Program

As at June 30, 2024, the Group's newbuilding program consisted of three vessels, of which one 5,500 TEU eco-design vessel was delivered in July 2024. The other two vessels are 1,300 TEU container vessels equipped with dual-fuel engines that are able to operate on green methanol. They are expected to be delivered in late 2024 or early 2025. See Note 7 for further details.

As at June 30, 2024, total additions recognized to the Group's newbuilding program was of USD 61.7 million. The remaining commitments amounted to USD 91.9 million are due in 2024.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. The vessel is equipped with a dual-fuel engines that are able to operate on green methanol. The contract price is USD 39.0 million and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026, and will be under a 7-year time-charter agreement with Unifeeder post-delivery. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution.

Corporate Update

Pursuant to the Company's stated distribution policy, the Board of Directors has declared a recurring dividend of USD 0.10 per share for the second quarter of 2024, corresponding to a total dividend payment of approximately USD 44.4 million, depending on prevailing FX rates. The dividend payment will be made in NOK.

The record date for the recurring dividend will be September 18, 2024. The ex-dividend date is expected to be September 17, 2024, and the dividend will be paid on or about September 24, 2024.

The Group had 443,700,279 ordinary shares outstanding as at June 30, 2024. The weighted average number of shares outstanding for the purpose of calculating basic and diluted earnings per share for the second quarter of 2024 was 443,700,279.

Financing Update

As at June 30, 2024, the Group's total interest-bearing debt outstanding amounted to USD 167.1 million.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB). The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at June 30, 2024, no draw-down was made on this facility.

In January 2024, the Group drew USD 7.2 million from its Crédit Agricole pre-delivery term loan facility to pay a progress billing for one of its 5,500 TEU eco-design newbuilding. In May 2024, consequent to the delivery of Mackenzie, the Group drew USD drew USD 50.7 million from the post-delivery loan and repaid USD 8.0 million of the pre-delivery loan.

In April 2024, the Group entered into a ECA covered Green term loan facility of USD 54.6 million with Deutsche Bank and SINOSURE for its two dual-fuel methanol newbuildings. The facility carries an interest rate of 3 months USD Term SOFR plus a margin of 230 basis points. In June 2024, the Group made a drawdown of USD 11.7 million as pre-delivery advances in connection with the yard installments of two dual-fuel methanol newbuildings.

In June 2024, due to the sale of AS Ragna, the Group discharged the financing liability of the vessel in connection with BoComm Leasing by repaying the outstanding debt of USD 3.8 million. See further in Note 9.

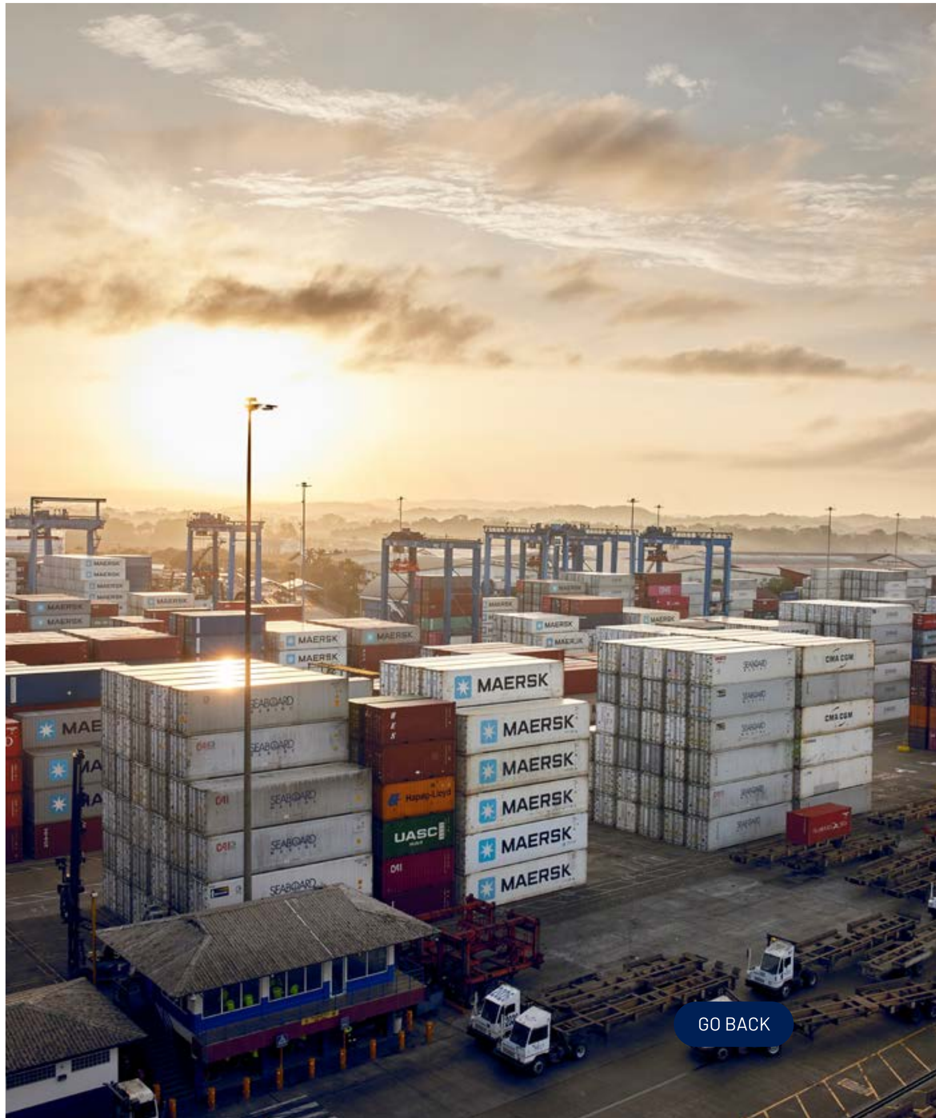
CONTAINER MARKET UPDATE

The second quarter saw freight rates soaring as port congestion increased and shippers tried to outsmart each other by pulling cargo shipments forward.

Historically, container freight rates peak around the Chinese Lunar New Year Holidays, when manufacturing in China traditionally slows down and container lines are able to sort out the remaining scheduling rearrangements. Indeed, the Shanghai Containerized Freight Index (SCFI) originally appeared to have peaked around February. However, as the Red Sea Crisis continued, aggressive shipper strategies unfolded and numerous liner shipping customers reportedly pulled forward imports, which they had initially planned for the "traditional" summer peak, i.e. the third quarter of the year.[1]

Apparently, neither the container fleet capacity (which has seen record inflows of tonnage since the fourth quarter of 2023) nor key Asian ports could keep up with the demand escalation from Red Sea rerouting and the early peak season. The increase in global demand, as represented by the TEU-mile effect, was 12%, with US importers in particular adding shipments to the already largest volume trade which is Far East – US. As a result, as congestion in Asian ports started to increase, freight rates simply exploded with the Shanghai Containerized Freight Index (SCFI) more than doubling during the second quarter of 2024.

In addition to the turmoil of the Houthi terrorist attacks and port congestion, the fundamental economic outlook for global trade has improved noticeably according to the International Monetary Fund (IMF)'s latest update to its "World Economic Outlook" (WEO). Released in July 2024, the IMF assessed that: "World trade growth is expected to recover to about 3¼ percent annually in 2024–25 (from quasi stagnation in 2023) and align with global GDP growth again. The uptick in the first quarter of this year is expected to moderate as manufacturing remains subdued. Although cross-border trade restrictions have surged, harming trade between geopolitically distant blocs, the global trade-to-GDP ratio is expected to remain stable in the projection." The economic growth outlook of the IMF remains virtually unchanged from the previous outlook in April 2024. At the time of writing, the IMF is forecasting global output growth of 3.2% and 3.3% during 2024 and 2025, respectively. This represents no change for the year 2024 and a marginal improvement (+0.1%) for the 2025 growth forecast.[2]

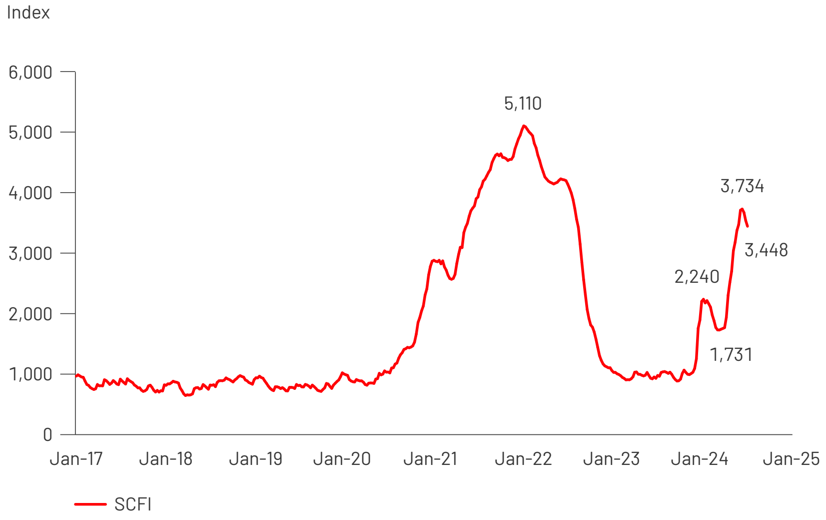


1 https://www.reuters.com/business/retail-consumer/retailers-early-us-back-to-school-sales-hasten-peak-ocean-shipping-season-2024-07-19/
2 International Monetary Fund (World Economic Outlook), July 2024.

Strong spot freight rates driven by robust demand

As stated above, the Shanghai Containerized Freight Index (SCFI) Comprehensive Index has benefitted substantially from cargo importers, who tried to avoid supply chain disruptions later in the year. Paradoxically, it was likely this strategy that contributed to the port congestion in Asian ports and helped boost the SCFI to levels last seen during the pandemic boom. From 1,745 points at the start of April 2024, the SCFI more than doubled, increasing to 3,714 points (+112%) during the second quarter of 2024. Figure 1 illustrates this development as well as how it compares to rates seen during the pandemic boom.

FIG. 1: SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)



At the time of writing, the SCFI has lost momentum and stands at 3,254 points (August 9th, 2024). While carriers remained bullish[1] and there was little indication of blanked sailings ahead, it could be argued that the typical seasonal peak of the liner shipping markets has been reached already. As the extra demand resulting from the aforementioned shipper strategies is fading, fleet growth continues unabated, and there are indications that port congestion in Asia has peaked as well[2], so freight rates could continue to decline in the coming months.

Looking at container trade demand, Cape of Good Hope diversions are currently estimated to add about 11% to 12% to global TEU-mile demand and remain the main driver of the demand side.[2] The underlying core trade demand growth is currently estimated by Maritime Strategies International (MSI) to equal 4.5% during 2024.[3] As described above, some of the growth may have been pulled forward. If so, the y-o-y growth rates during the second half of 2024 as well as the first half of 2025 could suffer from base effects if trade patterns revert to their normal seasonal behavior.

Strong charter market with benchmarks being set for all sizes in the second quarter

The container charter market kept improving in the second quarter of 2024. There was persistent demand for tonnage across all sizes, leading to an improvement of fixture terms. All vessels above 2,000 TEU were able to find employment for 24 months, as long as owners chose to do so. Some owners were looking for shorter durations in order to profit from the large premiums being paid for shorter chartering periods. For example, an 1,800 TEU vessel fixing for 4–5 months achieved a strong rate of USD 43k, while a similar ship secured a two-year employment at USD 22k around the same time. Naturally, many owners preferred to fix for long-term charters to enhance their fleet coverage for 2024 and even 2025.

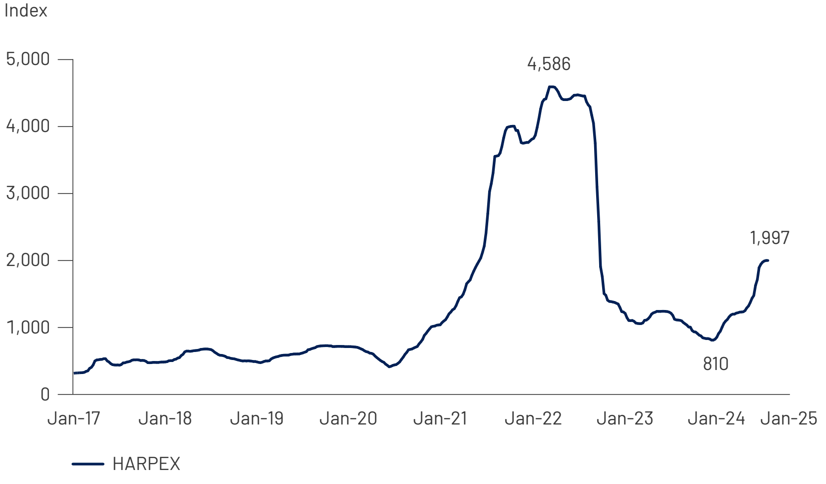
The HARPEX Time-Charter Rate Index mirrored the strengthened market conditions, increasing by 58% over the course of the second quarter of 2024. As illustrated in Figure 2, the index stood at close to 2,000 points at the end of July, a figure last observed in September 2022.

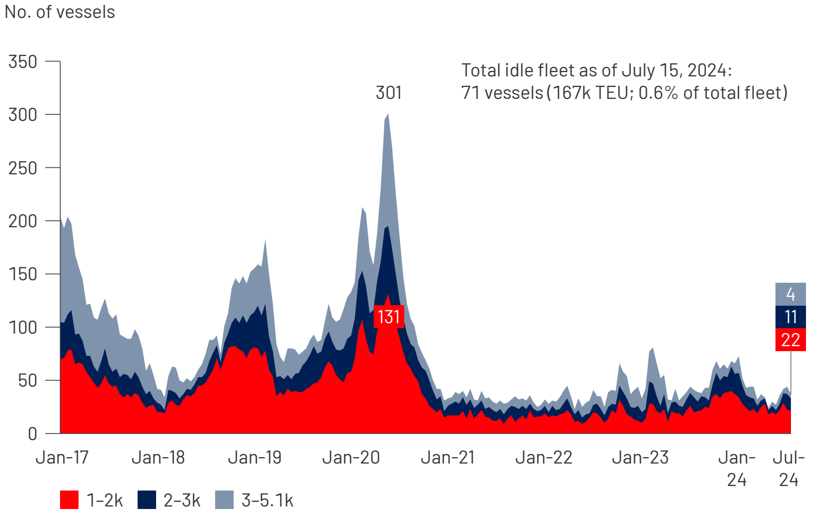
While the prompt positions in the segments above 3,000 TEU remained low, charterers committed to fix forward positions for larger vessels throughout the second quarter of 2024. Many units were extended or fixed for positions in the second quarter, or even fixed from early next year. This underlines the scarcity of vessels, which will most likely persist throughout 2024 at the very least. In the 2,000–3,000 TEU segment, there was some healthy activity observed. Many vessels secured employment for two, and some even for three years. While owners of the employed tonnage are likely pleased with this, the remaining vessels will be in even stronger positions due to the low availability of ships giving them power in upcoming negotiations. Benchmarks were set and improved upon weekly in early Q2, with the Asian market more active than the Atlantic, partly due to the tonnage at hand.

In the last weeks of June, the summer holiday season started across Europe. With many people in key decision-making positions taking

[1] C.f. Sea Intelligence, Sunday Sea Intelligence, Volume 674.
[2] Clarksons Research, Shipping Intelligence Network, July 2024.
[3] Maritime Strategies International, July 2024.

FIG. 2: HARPEX – TIME-CHARTER RATE DEVELOPMENT, 6-12 MONTHS (TOP) AND IDLE STATISTICS (BOTTOM)





their annual leave, the charter market also entered a summer lull period. Activity decreased noticeably, and this time not only due to a lack of available vessels. Sentiment is, however, still solid, so no softening of market terms should be expected over the summer period.

This is also reflected by the idle statistics, published by Alphaliner. The July figures showed the amount of unemployed tonnage at 167k TEU, or 0.6% of the total fleet. The container fleet can therefore be considered "fully employed and there is no structural idling."[1] With the current market situation, the idle fleet is expected to remain low into the third quarter of 2024.

The largest hotspot for container shipping remains the Red Sea, where renewed Houthi aggression has once again confirmed that the Red Sea crisis is far from de-escalation. Even the trade to Djibouti, which is not through the Red Sea itself, has become perilous due to the expanded Houthi activity.

Record deliveries overcompensated by high TEU-mile demand, shipper strategies and congestion

Freight markets and time-charter markets have benefited to a tremendous extent from the increased TEU-mile demand so far in 2024. If it had not been for the Red Sea diversions, the record containership deliveries (2024 year to date: 1.8 mTEU) would in all likelihood have implied softer market environments for both main line operators and non-operating owners. As shown in figure 3 (top), in August 2023, the orderbook-to-fleet ratio peaked at over 29%. Since then, a record high number of newbuild deliveries entered the containership fleet every month and caused the ratio to fall to 19% at the end of June 2024.[2]

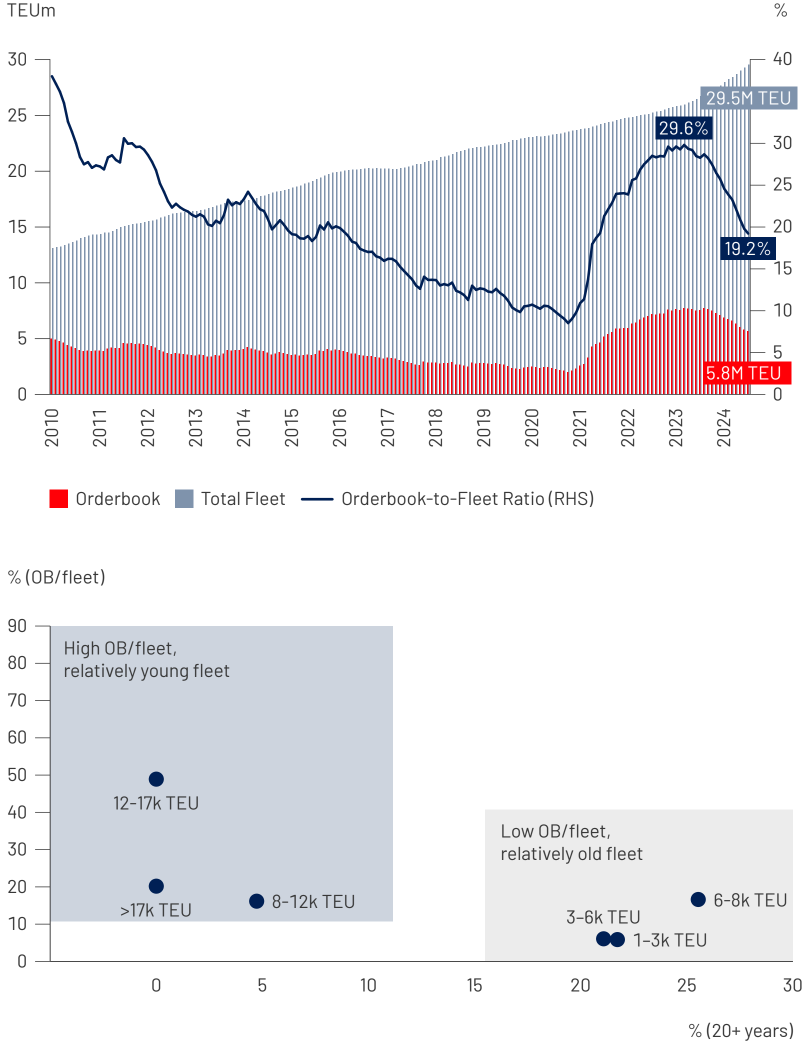
In addition to the already delivered 1.8 mTEU, another 1.3 mTEU are scheduled to be delivered over the remainder of 2024. On a global level, yards are well on track to achieve the 2024 goal. For 2025, another 1.9 mTEU are expected to be delivered. As rates and asset prices have both increased, it comes as no surprise that demolition remains at low levels with only around 50 kTEU having been demolished since the beginning of the year.[2] While the larger number of deliveries is rejuvenating the fleet, it must not be overlooked that without scrapping the older units continue to age.

Contracting remained at high levels as well as focused on vessels with capacities of more than 8k TEU each. As a result, the orderbook-to-fleet ratios differ greatly between size segments. Figure 3 (bottom) indicates relatively high ratios of 49% for vessels between 12–17k TEU and 20% for vessels above 17k TEU. Smaller size segments, including the feeder segment of 1–3k TEU and the panamax/post-panamax segment of 3–6k TEU, have ratios of only 6%. Furthermore, smaller vessels are relatively older than larger vessels. Hence, net fleet growth is expected to be weighted toward the larger fleet segments.[2]

The minority of ordering activity observed since the start of the year has been attributable to non-operating owner orders without fixed employment. Instead, the largest share of units ordered in 2024 have

[1] Alphaliner, Weekly No. 30, July 024
[2] Clarksons Research, Shipping Intelligence Network, July 2024

FIG. 3: ORDERBOOK DEVELOPMENT (TOP) AND ORDERBOOK ACROSS SIZE SEGMENTS COMPARED TO FLEET AGE (BOTTOM)



either been placed directly by main line operators or feature charter contracts with main line operators.[1]

Continued attacks by the Houthis are keeping the market balanced for longer than expected

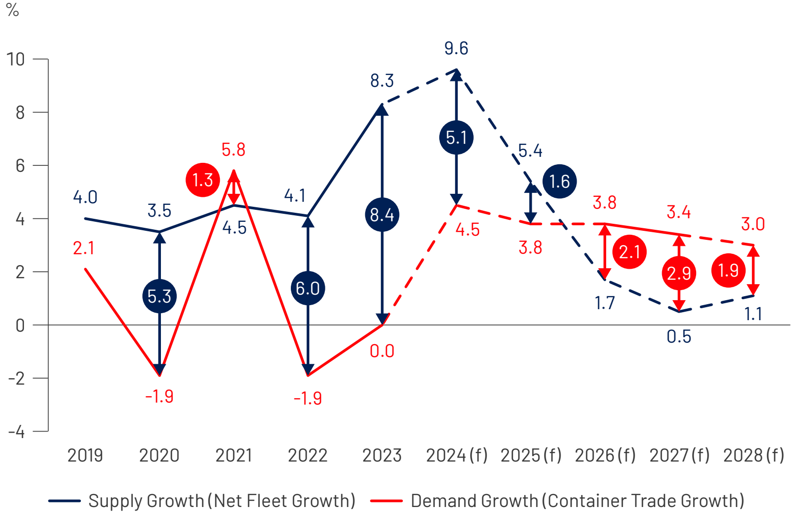
As shown in figure 4, net fleet growth (accounting deliveries and demolitions) was already high (+8.3%) in 2023 and is expected to accelerate further in 2024 (+9.6%, accounting for cancellations/slippage, deliveries and demolitions).[2] For 2025, MSI forecasts global containership net fleet growth to slow down to 5.4%.[2]

Container trade demand is expected to grow 4.5% in 2024 and 3.8% in 2025, respectively, after having flatlined (+0.0%) in 2023.[2] While these developments as such would have implied a deterioration of market conditions, the additional demand created by the Red Sea diversions must not be overlooked. In their latest Container Intelligence Monthly, Clarksons states that if the Houthi attacks were to continue throughout 2024, this would result in a total TEU-mile demand growth of 16.7% whereby the underlying trade volume growth is forecast to be just 5.1%.[3]

Going forward, it will be pivotal if, how, and when the Red Sea Crisis is resolved. Currently, the resulting diversions have been helpful to absorb what otherwise would have likely been an oversupply of tonnage during 2024. As trade and fleet growth are expected to align in 2025, (cf. MSI forecast in figure 4), a continuation of the Red Sea Crisis could potentially see markets remaining firm in 2025.

1 Clarksons Research, Shipping Intelligence Network, July 2024
2 Maritime Strategies International, Horizon, July 2024.
3 Clarksons, Container Intelligence Monthly, July 2024

FIG. 4: SUPPLY/DEMAND BALANCE – ACCOUNTING FOR CANCELLATIONS, SLIPPAGE, DELIVERIES AND DEMOLITIONS



CONSOLIDATED FINANCIAL STATEMENTS

Condensed Consolidated Statement of Profit or Loss

IN USD THOUSANDS	NOTES	Q2 2024 (UNAUDITED)	Q2 2023 (AUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Operating revenues	4	130,899	194,368	278,442	374,491
Commissions		(3,762)	(5,421)	(7,753)	(10,551)
Vessel voyage expenditures		(3,936)	(3,448)	(7,280)	(6,295)
Vessel operation expenditures		(38,738)	(38,173)	(76,159)	(72,358)
Ship management fees		(2,157)	(2,469)	(4,778)	(4,783)
Share of profit or loss from joint venture	5	(349)	1,520	(378)	10,268
Gross profit		**81,957**	**146,376**	**182,094**	**290,772**
Administrative expenses		(4,360)	(3,508)	(8,687)	(6,716)
Other expenses		(638)	(805)	(1,163)	(1,290)
Other income		1,040	684	2,102	1,386
Gain (loss) from sale of vessels	6	6,412	-	6,201	-
Depreciation	6	(17,521)	(20,611)	(35,265)	(40,215)
Held for sale loss/ impairment		-	(18,391)	-	(18,391)
Operating profit		**66,890**	**103,745**	**145,282**	**225,547**
Finance income		2,435	1,485	4,397	3,009
Finance costs	9	(4,393)	(3,689)	(8,690)	(7,312)
Profit (loss) before income tax		**64,932**	**101,542**	**140,989**	**221,245**
Income tax expenses		(119)	(50)	277	(93)
Profit (loss) for the period		**64,813**	**101,491**	**141,266**	**221,152**
Attributable to:					
Equity holders of the Company		64,797	101,439	141,220	221,051
Non-controlling interest		16	53	46	101
Basic earnings per share – in USD	13	**0.15**	**0.23**	**0.32**	**0.50**
Diluted earnings per share – in USD	13	**0.15**	**0.23**	**0.32**	**0.50**

Consolidated Statement of Comprehensive Income

IN USD THOUSANDS	NOTES	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Profit (loss) for the period		64,812	101,491	141,266	221,152
Items which may subsequently be transferred to profit or loss		**340**	**(149)**	**978**	**(574)**
Change in hedging reserves, net of taxes	11	340	(149)	978	(574)
Total comprehensive profit (loss)		**65,153**	**101,342**	**142,244**	**220,578**
Attributable to:					
Equity holders of the Company		65,137	101,290	142,198	220,469
Non-controlling interest		16	53	46	109

Consolidated Statement of Financial Position

IN USD THOUSANDS	NOTES	JUNE 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Assets			
Non-current Assets			
Vessels	6	728,750	691,291
Newbuildings	7	66,593	78,980
Right-of-use asset		359	84
Other non-current asset		2,496	-
Investments in associate and joint venture	5	6,557	2,934
Total non-current assets		**804,755**	**773,289**
Current Assets			
Vessel held for sale	6	-	25,165
Inventories		6,537	8,088
Trade and other receivables		24,807	23,667
Financial instruments at fair value	11	2,782	1,951
Restricted cash	8	8,492	5,005
Cash and cash equivalents	8	160,788	117,579
Total current assets		**203,406**	**181,455**
Total assets		**1,008,161**	**954,744**

IN USD THOUSANDS	NOTES	JUNE 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Equity and liabilities			
Equity			
Ordinary shares			
Share capital	12	48,589	48,589
Share premium		1,879	1,879
Retained earnings		725,879	700,021
Other reserves		135	(843)
Non-controlling interest		3,624	3,835
Total equity		**780,106**	**753,481**
Non-current Liabilities			
Non-current Interest-bearing debt	9	129,093	92,951
Lease liabilities – long-term		169	-
Other non-current liabilities		2,669	-
Deferred tax liabilities		-	748
Total non-current liabilities		**131,931**	**93,699**
Current Liabilities			
Current interest-bearing debt	9	38,028	33,564
Trade and other payables		13,570	20,397
Related party payables		452	1,062
Income tax payable		721	289
Deferred revenues		29,060	35,230
Other liabilities		14,293	17,022
Total current liabilities		**96,124**	**107,564**
Total equity and liabilities		**1,008,161**	**954,744**

Consolidated Statement of Changes in Equity

IN USD THOUSANDS	SHARE CAPITAL (UNAUDITED)	SHARE PREMIUM (UNAUDITED)	RETAINED EARNINGS (UNAUDITED)	OTHER RESERVES (UNAUDITED)	TOTAL EQUITY ATTRIBUTABLE TO THE EQUITY HOLDERS OF THE COMPANY (UNAUDITED)	NON-CONTROLLING INTEREST (UNAUDITED)	TOTAL EQUITY (UNAUDITED)
Equity as at January 1, 2023	48,589	152,737	517,044	525	718,895	2,551	721,447
Result of the period	-	-	221,051	-	221,051	101	221,152
Other comprehensive income	-	-	-	(574)	(574)	-	(574)
Total comprehensive income	**-**	**-**	**221,051**	**(574)**	**220,477**	**101**	**220,578**
Change in non-controlling interest	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Dividends provided for or paid	-	(150,858)	(13,311)	-	(164,169)	(292)	(164,461)
Addition from non-controlling interest	-	-	-	-	-	541	541
Equity as at June 30, 2023	**48,589**	**1,879**	**724,784**	**(49)**	**775,203**	**2,902**	**778,104**
Equity as at January 1, 2024	48,589	1,879	700,021	(843)	749,646	3,835	753,481
Result of the period	-	-	141,220	-	141,220	46	141,266
Other comprehensive income	-	-	-	978	978	-	978
Total comprehensive income	**-**	**-**	**141,220**	**978**	**142,198**	**46**	**142,244**
Dividends provided for or paid	-	-	(115,362)	-	(115,362)	(257)	(115,619)
Equity as at June 30, 2024	**48,589**	**1,879**	**725,879**	**135**	**776,482**	**3,624**	**780,106**

Statement of Cashflow

IN USD THOUSANDS	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Profit (loss) before income tax	140,989	221,245
Income tax expenses paid	-	(173)
Net change inventory and trade and other receivables	811	(2,179)
Net change in trade and other payables and other liabilities	1,716	(6,676)
Net change Other non-current assets/Other non-current liabilties	173	-
Net change in deferred revenues	(6,170)	2,479
Depreciation	35,265	40,215
Finance costs (net)	4,293	4,302
Share of profit (loss) from joint venture	377	(10,268)
Impairment	-	18,391
(Gain)/loss from disposal of vessels and fixed assets	(4,648)	-
Amortization of TC contracts	(926)	(1,565)
Cash flow from operating activities	**171,880**	**265,770**
Proceeds from disposal of vessels	50,389	-
Scrubbers, dry dockings and other vessel upgrades	(19,114)	(28,113)
Newbuildings[1]	(72,850)	(22,638)
Acquisition of vessels	-	(75,344)
Interest received	3,019	1,907
Dividend received from joint venture investment	-	20,950
Investment in associate	(4,000)	(404)
Cash flow from investing activities	**(42,556)**	**(103,641)**

IN USD THOUSANDS	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Dividends paid	(115,619)	(164,461)
Addition of non-controlling interest	-	541
Proceeds from debt financing	61,670	8,300
Repayment of long-term debt	(18,516)	(31,400)
Payment of principal of leases	(97)	(100)
Interest paid	(5,188)	(6,261)
Debt issuance costs	(3,648)	-
Other finance paid	(1,376)	-
Cash from /(to) financial derivatives	146	(1,194)
Cash flow from financing activities	**(82,628)**	**(194,574)**
Net change in cash and cash equivalents	46,696	(32,445)
Restricted cash, cash and cash equivalents at the beginning of the period	122,584	125,517
Restricted cash, cash and cash equivalents at the end of the period	**169,280**	**93,072**

[1] Included USD 11.1 million of yard installment which was recognized in December, 2023

Responsibility Statement

We confirm that, to the best of our knowledge, the consolidated financial statements presented in this report have been prepared in accordance with IAS 34 Interim Financial Reporting and gives a true and fair view of the Group's assets, liabilities, financial position and profit or loss for MPC Container Ships ASA and its subsidiaries (together referred to as the "Group") as a whole. We also confirm, to the best of our knowledge, that the Board of Director's Report includes a true and fair review of the development and performance of the business and the position of the Group, together with a description of the financial risks and uncertainties facing the Group.

Oslo, August 27, 2024

The Board of Directors and CEO of MPC Container Ships ASA

Ulf Holländer, Chairman	Dr. Axel Schroeder	Pia Meling
Peter Frederiksen	Ellen Hanetho	Constantin Baack, CEO

Notes

NOTE 1 General Information

MPC Container Ships ASA (the "Company") is a public limited liability company (Norwegian: allmennaksjeselskap) incorporated and domiciled in Norway, with its registered address at Ruseløkkveien 34, 0251 Oslo, Norway, and Norwegian registered enterprise number 918 494 316.The Company was incorporated on January 9, 2017 and commenced operations in April 2017 when the first vessels were acquired. These consolidated financial statements comprise the Company and its subsidiaries (together referred to as the "Group"). The principal activity of the Group is to invest in and to operate maritime assets in the container shipping segment.

The shares of the Company are listed on the Oslo Stock Exchange under the ticker "MPCC."

NOTE 2 Accounting Principles and Basis of Preparation

The Group's financial reporting is in accordance with IFRS ® Accounting Standards as adopted by the European Union (EU). The unaudited interim financial statements for the period ended June 30, 2024, have been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and as adopted by EU. The interim financial statements have not been subjected to audit. The statements do not include all the information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual financial statements as at December 31, 2023. The consolidated financial statements are presented in USD thousands unless otherwise stated.

The accounting policies adopted in preparing 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 December 31, 2023. No new standards were effective as at January 1, 2024 with a significant impact on the Group.

NOTE 3 Segment Information

All of the Group's vessels earn revenues from seaborne container transportation globally. The vessels exhibit similar economic, trading and financial characteristics. The Group is organized in one operating segment, i.e., the container shipping segment.

NOTE 4 Operating Revenues

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Time charter revenues	127,452	190,226	270,888	368,142
Amortization of time charter contracts	463	606	926	1,565
Other revenues	2,984	3,536	6,628	4,784
Total operating revenues	**130,899**	**194,368**	**278,442**	**374,491**

The Group's time charter contracts are divided into a lease element and a service element. The lease element of the vessel represents the use of the vessel without any associated performance obligations and is accounted for in accordance with the lease standard IFRS 16. Revenues from time charter services (service element) and other revenue (e.g., bunkers and other services) are accounted for in accordance with IFRS 15. The Group's performance obligation is to provide time charter services to its charterers. When a time charter contract is linked to an index, we recognize revenue for the applicable period based on the actual index for that period. In the first six-months of 2024, one vessel was index-linked (YTD 2023: one) and four vessels were on a variable rate time charter.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Service element	37,621	37,250	75,767	71,354
Other revenues	1,281	3,536	3,819	4,784
Total revenues from customer contracts	**38,902**	**40,786**	**79,586**	**76,138**
Lease element	91,534	152,976	197,930	296,789
Amortization of time charter contracts	463	606	926	1,564
Total operating revenues	**130,899**	**194,368**	**278,442**	**374,491**

Other revenue relates to reimbursements of bunkers and other services, including amortization of the acquired value of time charter contracts. In the first six months of 2024, the amortization of acquired time charter contracts amounted to USD 0.9 million compared to USD 1.6 million in the first six months of 2023.

NOTE 5 Investments in Associate and Joint Venture

IN USD THOUSANDS	JUNE 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Investment in joint venture	5,327	1,703
investment in associate	1,231	1,231
Total	**6,557**	**2,934**

Investment in Joint Ventures

The Group has a 50% interest in 2. Bluewater Holding Schifffahrtsgesellschaft GmbH Co. KG (Bluewater), Hamburg (Germany). The carrying amount of the investment as at June 30, 2024 was USD 1.3 million, compared to USD 1.7 million as at December 31, 2023.

In the first quarter of 2024, the group acquired a 50% interest in Palmaille 75 Einundachtzigste Beteiligungs-gesellschaft mbH & Co. KG (Palmaille 75), Hamburg (Germany) for USD 4.0 million. Palmaille 75 have ordered a 1,300 TEU dual-fuel methanol newbuilding, scheduled for delivery in late 2026. The vessel will be under a 7-year time-charter agreement with Unifeeder A/S post-delivery. The carrying amount of the investment as at June 30, 2024 was USD 4.0 million. The group have committed to funding Palmaille 75 with additional USD 1.0 million.

IN USD THOUSANDS	JUNE 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Non-current assets	7,830	-
Cash and cash equivalents	2,530	2,148
Other current assets	478	1,450
Current liabilities	187	192
Equity	**10,654**	**3,405**
Group's carrying amount of the investment	**5,327**	**1,703**

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Operating revenues	-	5,012	-	13,257
Operating costs	(713)	(1,750)	(778)	5,133
Other income	-	107	-	13,249
Depreciation	-	(343)	-	(852)
Net financial income (expense)	18	17	33	19
Income tax	(2)	(4)	(12)	(5)
Profit after tax for the period	**(697)**	**3,039**	**(751)**	**20,535**
Total comprehensive income for the period	**(697)**	**3,039**	**(751)**	**20,535**
Group's share of profit for the period	**(349)**	**1,520**	**(378)**	**10,268**
Dividends received	**-**	**1,100**	**-**	**20,950**

Investment in Associate

In 2022, the Group entered into an agreement with INERATEC for the supply of synthetic Marine Diesel Oil (MOO) made from biogenic CO_2 and renewable hydrogen, with delivery set to start in 2024. The Group owns 24.5% of Siemssen KG, which holds an investment in INERATEC. As at June 30, 2024, the Group's investment in Siemssen KG amounted to USD 1.2 million. The investment is accounted under the equity method.

NOTE 6 Vessels

IN USD THOUSANDS	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
December 31, 2023	1,028,642	78,980	**1,107,622**	48,618	**1,156,240**
Capitalized dry-docking, progress payments, expenditures	19,114	61,740	**80,854**	-	**80,854**
Disposal of vessels and other assets	(28,041)	-	**(28,041)**	(48,618)	**(76,659)**
Transfers of vessels	74,127	(74,127)	**-**	-	**-**
June 30, 2024	**1,093,842**	**66,593**	**1,160,435**	**-**	**1,160,435**
Accumulated depreciation and impairment					
December 31, 2023	(337,351)	-	**(337,351)**	(23,453)	**(360,804)**
Depreciation for the period	(35,166)	-	**(35,166)**	-	**(35,166)**
Disposals of vessels and other assets	7,425	-	**7,425**	23,453	**30,878**
June 30, 2024	**(365,092)**	**-**	**(365,092)**	**-**	**(365,092)**
Net book value					
June 30, 2024	728,750	66,593	**795,343**	-	**795,343**

IN USD THOUSANDS	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
January 1, 2023	976,170	32,770	**1,008,940**	-	**1,008,940**
Acquisitions of vessels	169,376	-	**169,376**	-	**169,376**
Capitalized dry-docking, progress payments, expenditures	48,254	46,210	**94,464**	-	**94,464**
Disposals of other fixed assets	(8,332)	-	**(8,332)**	-	**(8,332)**
Disposals of vessels	(108,208)	-	**(108,208)**	-	**(108,208)**
Vessel held for sale	(48,618)	-	**(48,618)**	48,618	**-**
December 31, 2023	**1,028,642**	**78,980**	**1,107,622**	**48,618**	**1,156,240**
Accumulated depreciation and impairment					
January 1, 2023	(230,297)	-	**(230,297)**	-	**(230,297)**
Depreciation for the period	(102,504)	-	**(102,504)**	-	**(102,504)**
Impairments	(79,378)		**(79,378)**	-	**(79,378)**
Disposals of vessels	51,375	-	**51,375**	-	**51,375**
Transfers to Vessels held for sale	23,453	-	**23,453**	(23,453)	**-**
December 31, 2023	**(337,351)**	**-**	**(337,351)**	**(23,453)**	**(360,804)**
Net book value					
December 31, 2023	691,291	78,980	**770,271**	25,165	**795,436**

Acquisition/Additions of Vessels

In May 2024, the Group took delivery of one of the 5,550 TEU eco-design vessel from its newbuilding programs.

In June 2024, the Group entered into Memorandum of Agreements (MoA) to purchase two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. The delivery of the vessels was completed in July and August 2024 respectively.

As at June 30, the group have committed to retrofit 13 vessels of which USD 7.5 million was the Group's portion of the commitment and they are due late 2024 or beginning 2025.

Disposal of Vessels

In the first quarter of 2024, the Group delivered and completed the sale of its three previously held for sale vessels, AS Petra, AS Paulina and AS Pauline to an unrelated party. Subsequently, the Group recognized a loss on the sale of vessels of USD 0.2 million in the first quarter of 2024.

In February 2024, the Group agreed to sell its wholly-owned 2006-built AS Clarita to an unrelated party for USD 10.3 million. The vessel was delivered in July 2024.

In April 2024, the Group sold its wholly-owned 2007-built AS Nadia and 2009-built AS Ragna collectively to an unrelated party for USD 25.5 million. The sale was completed in the second quarter of 2024 and the Group recorded a total gain on the sale of USD 6.4 million for both vessels. In the six months periods of 2024, the Group recognized a total gain of USD 6.2 million on sale of vessels.

Impairment of Vessels

At each reporting date, the Group evaluates whether there is an indication that an asset may be impaired. If such indicator exists, an impairment test is performed. Such indicators may include depressed spot rates and declined second-hand containerships values. As at June 30, 2024, management considered there are no indications of impairment.

NOTE 7 Newbuildings

As at June 30, 2023, the Group's newbuilding program, consisting of one 5,500 TEU eco-design vessel with a contract price of USD 72.2 million and two 1,300 TEU container vessels with a contract price of USD 39.0 million per vessel. The 5,500 TEU eco-design vessel was delivered in July 2024 and the other two 1,300 TEU container vessels are expected to be delivered in late 2024 or early 2025 . As at June 30, 2024, total additions to Group's newbuilding program was USD 61.7 million. The remaining commitments of USD 91.9 million are due in 2024.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel, with a dual fuel engine, for a contract price of USD 39.0 million. The equity in the joint venture will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026. As at June 30, 2024, the joint venture had paid installments of USD 7.8 million to the yard.

NOTE 8 Cash and Cash Equivalents and Restricted Cash

As at June 30, 2024, the Group had cash and cash equivalents of USD 160.8 million (USD 117.6 million as at December 31, 2023) and restricted cash balances of USD 8.5 million (USD 5.0 million as at December 31, 2023). The Group's loan agreement contains financial covenants, which require the Group to maintain a certain level of free cash, and a value adjusted equity covenant.

NOTE 9 Non-current and Current Interest-bearing Debt

IN USD THOUSANDS	CURRENCY	FACILITY AMOUNT	INTEREST	MATURITY	JUNE 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Senior secured credit facility	USD	8,300	SOFR+ 3.50%	February 2027	4,070	4,810
Term loan and credit facility	USD	15,933-101,500	SOFR+1.5%-2.5%	February 2036	58,713	8,713
Term loan facility	USD	50,000	SOFR+ 2.8%-3.35% [1]	July/Aug 2028	47,390	49,130
Term loan facility	USD	54,460	SOFR+2.3%	September/ November 2035	11,670	-
Sale-leaseback financing	USD	75,000	SOFR+2.6%	September 2027	50,927	66,963
Other long-term debt incl accrued interest					575	256
Total outstanding					**173,346**	**129,872**
Debt issuance costs					(6,225)	(3,357)
Total interest bearing debt outstanding					**167,121**	**126,515**
Classified as:						
Non-current					129,093	92,951
Current					38,028	33,564
Total					**167,121**	**126,515**

[1] Loan margin is determined by loan to vessel value ratio (LTV)

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with HCOB ,The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at June 30, 2024, no draw-down was made on this facility.

In January, the Group drew USD 7.2 million of the ECA covered USD 15.9 million pre-delivery term loan facility to pay a yard installment for one of its 5,500 TEU eco-design newbuilding. In May 2024, the Group drew USD 50.7 million of the post-delivery term loan facility in an amount of up to USD 101.5 million with Crédit Agricole together with K-SURE, and settled USD 8.0 million of the pre-delivery term loan facility from the post-delivery loan facility. As a result, the Group received net procceds of the post-delivery financing facility of USD 42.8 million. As at June 30, 2024, USD 50.7 million remained available to be drawn.

In April 2024, the Group agreed to sell one of its sale and leaseback vessels, AS Ragna. Consequent to the sale of AS Ragna, the Group exercised the purchase option under the sale and leaseback. According to the bareboat charter, Purchase Option Fee includes an 8% fee payable to BoComm Leasing for terminating the chartering of the vessel. The effective date for the termination of the charter was June 30, 2024. As at June 30, 2024, the Group discharged the financing liability of AS Ragna by repaying the outstanding of USD 3.8 million and paid USD 0.3 million as part of the penalty charges.

In April 2024, the Group entered into a ECA covered Green term loan facility of USD 54.6 million with Deutsche Bank and SINOSURE for its two dual-fuel methanol newbuildings. The facility carries an interest rate of 3 months USD Term SOFR plus a margin of 230 basis points. The facility shall be repaid in full upon delivery of the vessels while each of the post-delivery loan facility matures in 12 years from the delivery date of the vessels. In June 2024, the Group made a drawdown of USD 11.7 million as pre-delivery advances and USD 42.8 million remains available.

In the first half of 2024, the Group repaid USD 0.7 million of the senior secured term loan of USD 8.3 million with OVB, and USD 0.9 million of the term loan facility of up to USD 50.0 million with HCOB.

As at June 30, 2024, the Group is in compliance with all financial covenants.

NOTE 10 Related Parties

The following table shows the total amount of service transactions that have been entered into with related parties in the first six-month period ended 2024:

IN USD THOUSANDS – H1 2024	TYPE OF SERVICES	GROUP
Wilhelmsen Ahrenkiel Ship Man. GmbH & Co. KG / B.V.	Technical	4,892
Harper Petersen & Co. GmbH	Commercial	1,345
MPC Münchmeyer Petersen Capital AG	Corporate	519
Total		**6,757**

Amounts due to or from related company represent net disbursements and collections made on behalf of the vessel-owning companies by the Group during the normal course of operations for which a right of offset exists. As at June 30, 2024, and December 31, 2023, the amount due to related companies was USD 0.7 million and USD 0.3 million respectively. All related party transactions are carried out at market terms. Please see the Group's 2023 Annual Report for additional details.

NOTE 11 Financial Instruments

The following table represents the Group's financial assets and financial liabilities measured and recognized at fair value as at June 30, 2024 and December 31, 2023. The estimated fair value amount of the financial instruments has been determined using appropriate market information and valuation techniques.

	JUNE 30, 2024 (UNAUDITED)		DECEMBER 31, 2023 (AUDITED)	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial assets				
Trade and other receivables	24,807	24,807	23,667	23,667
Financial instruments at fair value	2,782	2,782	1,951	1,951
Restricted cash	8,492	8,492	5,005	5,005
Cash and cash equivalents	160,788	160,788	117,579	117,579
Total financial assets	**196,869**	**196,869**	**148,202**	**148,202**
Financial liabilities at amortized cost				
Non-current Interest-bearing debt	129,093	129,093	100,171	100,171
Current interest-bearing debt	38,028	38,028	26,344	26,344
Trade and other payables	13,570	13,570	20,397	20,397
Other liabilities[1]	14,061	14,061	16,011	16,011
Total financial liabilities	**194,752**	**194,752**	**162,923**	**162,923**

[1] Excludes non-financial items in the line item Other liabilities in the Statement of Financial Position

The carrying amount of cash and cash equivalents, trade and other receivables, trade and other payables, and other liabilities are a reasonable estimate of their fair value, due to their short maturity. The estimated value of the Group's long-term interest-bearing debt equals the carrying value as at June 30, 2024 and December 31, 2023, as it is variable-rated.

Cash Flow Hedges

As at June 30, 2024 the Group has three interest rate caps and two options to enter into interest-rate swaps.

The table below shows the notional amounts of current and future anticipated interest-bearing debt under existing debt facilities hedged by interest-rate caps

INSTRUMENT	NOTIONAL AMOUNT	EFFECTIVE PERIOD	INTEREST CAP / FIXED PAYER	MATURITY
Interest-rate cap	USD 45–27 million	2024–2026	4.00%	December 2026
Interest-rate caps	USD 15.9–2.2 million	2024–2031	4.00%	May/June 2031
Swaptions	USD 43.7–10.2 million	2024–2036	3.50%	July 2024

Fair value adjustment of the interest rate caps as at June 30, 2024 is recognized directly to Other reserves (other comprehensive income) in equity and are reclassed to profit or loss as a reclassification adjustment in the same period or periods during which the hedged expected future cash flows (future interest payments) affect profit or loss. The Group recognized USD 1.0 million gain in other comprehensive income for the first half of 2024.

From time to time, the Group uses forward contracts to manage currency exposure.

NOTE 12 Share Capital

The share capital of the Company consisted of 443,700,279 shares as at June 30, 2024. The nominal value per share is NOK 1.00. All issued shares shown in the table below carry equal rights and are fully paid up.

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)
December 31, 2023	**443,700,279**	**48,589**
June 30, 2024	**443,700,279**	**48,589**

During first half of 2024, the Group distributed dividends for a total of USD 115.6 million, which also includes distributions to non-controlling interests of USD 0.3 million. The dividend was distributed from retained earnings.

ANNOUNCEMENT DATE	TYPE	CASH DISTRIBUTION PER SHARE	EX-DIVIDEND	RECORD	PAYMENT
27.02.2024	Recurring	USD 0,13 / NOK 1,3734	19.03.2024	20.03.2024	26.03.2024
28.05.2024	Recurring	USD 0,13 / NOK 1.3729	20.06.2024	21.06.2024	27.06.2024

NOTE 13 Earnings per Share

	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Profit (loss) for year attributable to ordinary equity holders – in USD thousands	64,797	101,439	141,220	221,051
Weighted average number of shares outstanding, basic	443,700,279	443,700,279	443,700,279	443,700,279
Weighted average number of shares outstanding, diluted	443,700,279	443,700,279	443,700,279	443,700,279
Basic earnings per share – in USD	**0.15**	**0.23**	**0.32**	**0.50**
Diluted earnings per share – in USD	**0.15**	**0.23**	**0.32**	**0.50**

NOTE 14 Subsequent Events

In July 2024, the Group delivered the 2006-built wholly-owned vessel, AS Clarita to its new owner.

In July 2024, the Group took delivery of the second 5,500 TEU eco-design vessel, Colorado, from Korean-based shipyard HJ Shipbuilding & Construction.

In July and August 2024, the Group took delivery of two 3,500 TEU, 2009-built vessels, AS Nuria and AS Nara respectively.

In July, the Group extended one of the two swaptions with notional amount starting at USD 43.7–10.2 million from July to October 2024.

In August 2024, the Group entered into MoA to sell its wholly-owned 2008-built vessel, AS Fatima, to an unrelated party for USD 11.8 million. The sale of the vessel is expected to be completed in late 2024.

In August 2024, the Group entered into agreement to sell its wholly-owned AS Paola for USD 20.6 million to an unrelated party. The sale of the vessel is expected to be completed in late 2024.

ALTERNATIVE PERFORMANCE MEASURES

The Group's financial information is prepared in accordance with the International Financial Reporting Standards (IFRS). In addition, it is the management's intention to provide alternative performance measures that are regularly reviewed by management to enhance the understanding of the Group's performance but are not intended as a replacement of the financial statements prepared in accordance with the IFRS. The alternative performance measures presented may be determined or calculated differently by other companies. The alternative performance measures are intended to enhance comparability of the results and to give supplemental information to the users of the Group's external reporting.

Gross Profit

Gross profit is a key financial parameter for the Group and is derived directly from the income statement by deducting cost of sales (vessel voyage expenditures, ship management fees, vessel operating expenditures and commissions) from operating revenues.

EBITDA

Earnings before interest, tax, depreciations and amortization (EBITDA) is a key financial parameter for the Group and is derived directly from the condensed consolidated statement of profit or loss adding back depreciation and impairment of vessels to the operating profit ("EBIT").

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Operating profit (EBIT)	66,890	103,745	145,282	225,547
Depreciation	(17,521)	(20,611)	(35,265)	(40,215)
Held for sale loss/impairment	-	(18,391)	-	(18,391)
EBITDA	**84,411**	**142,747**	**180,547**	**284,153**

Adjusted EBITDA

Adjusted EBITDA is a financial metric that includes the deduction of various of one-time, irregular and non-recurring items from EBITDA.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
EBITDA	**84,411**	**142,747**	**180,547**	**284,153**
Early redelivery of vessels, net of commission	-	32,228	-	56,483
Share of profit or loss from joint venture	-	-	-	6,494
Gain (loss) from sale of vessels/other fixed assets	6,412	-	6,201	-
Adjusted EBITDA	**77,999**	**110,519**	**174,346**	**221,176**

Adjusted Profit (Loss)

Adjusted profit (loss) is the profit (loss) for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Profit (loss) for the period	64,813	101,491	141,266	221,152
Early redelivery of vessels, net of commission	-	32,229	-	56,483
Share of profit or loss from joint venture	-	-	-	6,494
Gain (loss) from sale of vessels/other fixed assets	6,412	-	6,201	-
Impairment (including held for sale loss)	-	(18,391)	-	(18,391)
Adjusted profit (loss) for the period	**58,401**	**87,653**	**135,065**	**176,566**

Adjusted Earnings Per Share (EPS)

Adjusted EPS is derived from the adjusted profit (loss) divided by the number of shares outstanding at the end of the period.

Average Time Charter Equivalent (TCE)

Average TCE is a commonly used key performance indicator ("KPI") in the shipping industry. It represents time charter revenue and pool revenue divided by the number of trading days for the consolidated vessels during the reporting period. Trading days are ownership days minus days without revenue, including commercial, uninsured technical and dry-docking-related off-hire days.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Time charter revenues	127,452	190,226	270,888	368,142
Trading days	4,766	5,320	9,991	10,248
Average TCE	**26,742**	**35,757**	**27,113**	**35,923**

Adjusted Average Time Charter Equivalent (TCE)

Adjusted average TCE is the average TCE for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Time charter revenues	127,452	190,226	270,888	368,142
Early redelivery of vessels	-	(32,394)	-	(57,594)
Adjusted TCE for the period (in USD)	**127,452**	**157,832**	**270,888**	**310,548**
Trading days	4,766	5,320	9,991	10,248
Adjusted average TCE Per day	**26,742**	**29,668**	**27,113**	**30,303**

Adjusted Average Operating Expenses (OPEX) Per Day

Adjusted average OPEX per day is a commonly used KPI in the shipping industry. OPEX per day is calculated as operating expenses excluding tonnage taxes and operating expenses reimbursed by the charterers divided by the number of ownership days for consolidated vessels during the reporting period.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Vessel operation expenditures	(38,738)	(38,173)	(76,159)	(72,358)
Tonnage taxes	59	110	110	179
Reimbursements	599	945	1,446	1,600
Adjusted vessel operation expenditures	(38,080)	(37,118)	(74,603)	(70,578)
Ownership days	5,047	5,460	10,329	10,704
Adjusted average OPEX per day	**7,545**	**6,798**	**7,223**	**6,594**

Utilization

Utilization in percentage is a commonly used KPI in the shipping industry. It represents total trading days including off-hire days related to dry dockings divided by the total number of ownership days during the period.

Leverage Ratio

Interest-bearing long-term debt and interest-bearing short-term debt divided by total assets.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Non-current Interest-bearing debt	129,093	67,014	129,093	67,014
Current interest-bearing debt	38,028	63,826	38,028	63,826
Net interest-bearing debt	167,121	130,840	167,121	130,840
Total equity and liabilities	1,008,161	984,303	1,008,161	984,303
Leverage ratio	**16.6%**	**13.3%**	**16.6%**	**13.3%**

Equity Ratio

Total book equity divided by total assets.

IN USD THOUSANDS	Q2 2024 (UNAUDITED)	Q2 2023 (UNAUDITED)	H1 2024 (UNAUDITED)	H1 2023 (UNAUDITED)
Total equity	780,106	778,104	780,106	778,104
Total assets	1,008,161	984,303	1,008,161	984,303
Equity ratio	**77.4%**	**79.1%**	**77.4%**	**79.1%**

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MPC CONTAINER SHIPS

FINANCIAL REPORT

Q3 2024

Contents

HIGHLIGHTS

Third Quarter 2024

+ Robust financial and operational performance with high utilization and continuation of low leverage strategy
+ Successfully delivered one wholly-owned and one sale and leaseback vessels to new owners
+ Took delivery of the second 5,500 TEU eco-design newbuilding, Colorado
+ Took delivery of two 3,500 TEU vessels, AS Nara and AS Nuria
+ Entered into a USD 30.0 million term loan facility with First-Citizens Bank & Trust Company to facilitate the acquisition of AS Nara and AS Nuria
+ The Board of Directors has declared a recurring dividend of USD 0.10 per share for the third quarter of 2024, payable on or about December 19, 2024

KEY FIGURES

KEY FIGURES		Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Operating revenues	USD m	132.5	184.0	410.9	558.5
EBITDA [1]	USD m	84.8	140.4	265.4	424.8
Adjusted EBITDA [1]	USD m	78.7	105.7	252.8	327.1
Profit for the period	USD m	63.7	68.2	205.0	289.4
Adjusted profit (loss) for the period [1]	USD m	57.5	81.6	192.4	258.2
Operating cash flow	USD m	-	-	247.1	387.8
EPS	USD	0.14	0.15	0.27	0.65
Adjusted EPS [1]	USD	0.13	0.18	0.43	0.58
DPS [2]	USD	0.10	0.14	0.33	0.51
Total ownership days	days	5,167	5,857	10,449	16,561
Total trading days	days	4,810	5,778	14,798	16,027
Utilization [1]		97.3%	98.7%	97.9%	98.1%
Adjusted average TCE [1]	per day	26,334	27,531	26,866	29,302
Adjusted average OPEX [1]	per day	6,859	6,986	7,101	6,884
Leverage ratio [1]		19.0%	17.0%	19.0%	17.0%

[1] Key figures include Alternative Performance Measures (APM). Refer to the APM section for definitions, explanations, and reconciliations of the APM's.
[2] Dividends per share (DPS) comprises the recurring dividend per share and any event-driven dividends per share declared for the period. For the third quarter of 2024, a recurring dividend of USD 0.10 per share was resolved by the Board of Directors on November 25, 2024, and will be paid on December 19, 2024.

LETTER TO SHAREHOLDERS

Constantin Baack
CEO

Moritz Fuhrmann
Co-CEO and CFO

Dear shareholders, we are pleased to present MPC Container Ships' financial report for the third quarter of 2024. This quarter's performance demonstrates continued strong value creation, highlighting our ability to create, identify and capitalize on opportunities within both operational and financial markets.

Positive Market Despite Continued Macroeconomic Uncertainty

The container market continues to experience considerable influence from geopolitical disruptions, particularly in the Red Sea region. The quarter was marked by strong container demand as shippers frontloaded cargo to mitigate risks from economic pressures, port disruptions, and Red Sea security threats, resulting in a strong freight market.

Charter Market activity declined over the last quarter, mainly due to reduced availability of tonnage. Despite a substantial orderbook dominating the supply side, in addition to low recycling, we have seen an idle fleet of less than 1%. This prompted an increase in forward fixing of vessels in the Feeder segment of up to 9 months as prompt tonnage became scarcer. Time charter rates and durations are still at solid levels and have been stable over recent months. The market remains strong, providing a favorable environment for the container market and MPCC.

Robust Financial and Operational Performance

MPCC delivered robust financial and operational performance this quarter, characterized by high utilization and maximized revenue generation. We maintained a strong balance sheet, with a leverage ratio of 19.0% and a net debt position of USD 59.1 million at the end of the quarter, reflecting our commitment to maintaining financial strength and continuing our low leverage strategy.

A key highlight of our financial performance is our commitment to shareholder returns. The Board declared a dividend of USD 0.10 per share for the third quarter, amounting to approximately USD 44.4 million.

The continued strong market conditions and scarce capacity led to increased backlog with 2024 fully booked, and contract coverage of 85% and 57% of open days in 2025 and 2026, respectively.

Ongoing Fleet Renewal: Focus on Optimization and Sustainability

MPCC remains an agile tonnage provider in the market. We have throughout the quarter demonstrated our ability to take great advantage of the strong market, seizing opportunities and executing effectively.

We are committed to the ongoing fleet renewal with a focus on optimization and sustainability. Our strategic decisions have enabled us to utilize the capital markets efficiently and execute key transactions to enhance our fleet. Notably, at the end of Q3, we successfully completed a USD 125 million senior unsecured sustainability-linked bond, reaffirming our commitment to making the MPCC fleet more environmentally friendly. Additionally, in October 2024, we purchased four 3,800 TEU wide beam eco-design vessels. After the expiration of their current employment, we have already agreed a new charter for these vessels until the first quarter of 2028.

Our retrofit initiatives are progressing well, with retrofitted vessels surpassing expectations and yielding significant savings of 15–20%. These efforts underscore our dedication to both operational excellence and environmental sustainability.

Looking Ahead

As we look forward to 2025 and beyond, we are confident in our ability to continue driving growth and delivering value to our shareholders. We remain committed to enhancing our operational capabilities, expanding our market presence, and pursuing sustainable growth initiatives.

Thank you for your continued support and trust in MPCC.

Sincerely,

Constantin Baack
CEO
MPC Container Ships ASA

Moritz Fuhrmann
Co-CEO and CFO
MPC Container Ships ASA

MPCC delivered robust financial and operational performance this quarter, characterized by high utilization and maximized revenue generation.

FINANCIAL REVIEW

Financial Performance

The Group's vessels are chartered out on time charter contracts to global and regional liner shipping companies. Operating revenues for the third quarter of 2024 were USD 132.5 million (Q2 2024: USD 130.9 million), compared with USD 184.0 million for the same quarter in 2023. Gross profit from vessel operations was USD 83.4 million (Q2 2024: USD 82.0 million), compared with USD 144.7 million in the same quarter of 2023. The average TCE per trading day for the third quarter of 2024 was 26,334 (Q2 2024: USD 26,742) as compared to the adjusted average TCE per day of USD 27,531 in the corresponding quarter in 2023. See further in the APM section. In the third quarter of 2024, the Group completed the sale of one wholly-owned (Q2 2024: one) and one sale and leaseback vessels (Q2 2024: one) and recorded a gain on sale of vessels of USD 6.2 million (Q2 2024: USD 6.4 million), offset by disposal of other assets of USD 1.8 million. See Note 6 for further details.

The Group reported a profit for the period of USD 63.7 million (Q2 2024: USD 64.8 million) as compared to USD 68.2 million for the same quarter in 2023.

Financial Position

The Group's total assets amounted to USD 1.1 billion as at September 30, 2024 compared to USD 954.7 million as at December 31, 2023. Total non-current assets of USD 879.1 million as at September 30, 2024 (USD 773.3 million as at December 31, 2023) reflected mainly the carrying amounts of the vessels operated by the Group, and newbuildings as well as investments in associate and joint venture. In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. See Note 5 for further details. The increase in the carrying amounts of vessels for the nine-month period is primarily due to the delivery of the two 5,500 TEU eco-design vessels, Mackenzie and Colorado, from its newbuilding program, the acquisition of AS Nara and AS Nuria, and CAPEX additions of USD 35.5 million. This is offset by regular depreciation of USD 54.5 million and disposal of seven vessels. See further in Note 6. As at September 30, 2024 the Group recorded USD 42.7 million additions to its existing newbuilding program. See further in Note 7.

Cash and cash equivalents as at September 30, 2024 amounted to USD 143.1 million including restricted cash with USD 8.7 million compared with USD 122.6 million as at December 31,2023. Total equity was USD 798.7 million as at September 30, 2024, up from USD 753.5 million as at December 31, 2023, and included a

non-controlling interest of USD 3.6 million (USD 3.8 million as at December 31, 2023). The change in equity was mainly due to profit for the first nine months of 2024 of USD 205.0 million, offset by the dividend payments of USD 160.0 million.

As at September 30, 2024, the Group had total interest-bearing debt of USD 202.2 million (USD 126.5 million as at December 31, 2023). See further in Note 9.

The Fleet

As at September 30, 2024, the Group's fleet consisted of 56 vessels, with an aggregate capacity of approximately 128,044 TEU.

In July 2024, the Group took delivery of its second 5,500 TEU eco-design vessel, Colorado, from Korean-based shipyard HJ Shipbuilding & Construction. The vessel is chartered to ZIM Integrated Shipping Services (NYSE: ZIM) for a 7 year period from the date of delivery. As at September 30, 2024, the Group delivered all of its 5,500 TEU eco-design vessels from its newbuilding program.

In July 2024, the Group took delivery of two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. Consequent to the order of transaction, the transaction is classified as related party. See further in Note 6.

In July 2024, the Group completed the sale of its 2006-built wholly-owned vessel, AS Clarita, to an unrelated party for a total of USD 10.3 million and recorded a gain of USD 2.0 million on the sale of vessel.

In September 2024, the Group completed the sale of its sale and leaseback 2008-built vessel, AS Fatima, to an unrelated party for USD 11.8 million and recorded a gain of USD 4.2 million on the sale of vessel.

In August 2024, the Group entered into agreement to sell its wholly-owned AS Paola for USD 20.6 million to an unrelated party. The sale of the vessel is expected to be completed in late 2024.

In October 2024, the Group entered into MoAs to purchase four 3,800 TEU wide beam eco-design vessels at a total price of USD 180 million. All vessels were acquired with existing charter agreements until the second quarter of 2025. Concurrently, the vessels entered into a new pre-agreed 35-month time charter contracts, plus 12 months option, with a top-tier liner company. Three of the eco-design vessels were delivered to the Group in October 2024, while the acquisition of the last vessel was completed in November 2024.

Newbuilding Program

As at September 30, 2024, the Group's newbuilding program consisted of two 1,300 TEU container vessels, equipped with dual-fuel engines that are able to operate on green methanol. The two vessels are currently under construction at Taizhou Sanfu Ship Engineering in China. They are expected to be delivered in late 2024 and early 2025. See Note 7 for further details.

Total additions to Group's newbuilding program, excluding instalments made for Mackenzie and Colorado, was USD 42.7 million as at September 30, 2024. Remaining commitments amounted to USD 38.9 million which are USD 19.5 million due in 2024 and USD 19.5 million is due in the first quarter of 2025.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel. The vessel will be constructed by China Shipbuilding Trading Company ltd and CSSC HuangPu Wenchong Shipbuilding Company Ltd. The vessel is equipped with a dual-fuel engines that can operate on green methanol. The contract price is USD 39.0 million, and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding is scheduled for delivery in late 2026 and will be under a 7-year time-charter agreement with Unifeeder post-delivery. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution.

Corporate Update

Pursuant to the Company's stated distribution policy, the Board of Directors has declared a recurring dividend of USD 0.10 per share for the third quarter of 2024, corresponding to a total dividend payment of approximately USD 44.4 million, depending on prevailing FX rates. The dividend payment will be made in NOK.

The record date for the recurring dividend will be December 13, 2024. The ex-dividend date is expected to be December 12, 2024, and the dividend will be paid on or about December 19, 2024.

The Group had 443,700,279 ordinary shares outstanding as at September 30, 2024. The weighted average number of shares outstanding for the purpose of calculating basic and diluted earnings per share for the third quarter of 2024 was 443,700,279.

Financing Update

As at September 30, 2024, the Group's total interest-bearing debt outstanding amounted to USD 202.2 million.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB). The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at September 30, 2024, no draw-down was made on this facility.

In July 2024, consequent to the delivery of Colorado, the Group drew USD 50.7 million from its Crédit Agricole post-delivery loan with KSURE and repaid USD 8.0 million of the pre-delivery loan.

In April 2024, the Group entered into ECA covered term loan facility of USD 54.6 million with Deutsche Bank and SINOSURE for its two dual-fuel methanol newbuildings. The facility carries an interest rate of 3 months USD Term SOFR plus a margin of 230 basis points. As at September 30, 2024, USD 15.6 million was drawn and USD 39.0 million remained undrawn.

In September 2024, the Group sold one of its sale and leaseback vessels, AS Fatima. Consequent to the sale of AS Fatima, the Group exercised the purchase option under the sale and leaseback transaction and discharged the financing liability of AS Fatima by repaying the outstanding of USD 3.1 million and paid USD 0.2 million as part of the penalties for early termination.

In September 2024, the Group entered into a USD 30.0 million term loan facility with First-Citizens Bank & Trust Company relating to the financing of the acquisition of AS Nara and AS Nuria. As at September 30, 2024, no drawdown has been made. See further in Note 9 and Note 14.

In October 2024, the Group completed the issuance of USD 125.0 million, five-year senior unsecured sustainability linked bond with a coupon rate of a 7.375%. Net proceeds from the bond issue will be applied towards general corporate purposes, including refinancing of existing financial indebtedness and acquisition of maritime assets. See further Note 14.

CONTAINER MARKET UPDATE

The third quarter was marked by strong container demand as shippers frontloaded cargo to mitigate risks from economic pressures, port disruptions, and Red Sea security threats.

In 2024, global container shipping demand has seen significant growth, driven by macroeconomic conditions and evolving geopolitical dynamics. Container trade volumes grew by 6.3% in the first nine months of the year, with May and August surpassing 16 million TEUs for the first time,[1] as shippers accelerated cargo frontloading to avoid potential congestion later in the year. While inflation has largely receded in advanced economies, some regions, especially lower-income nations, continue to face economic pressures from conflicts and growth slowdowns.[2] World economic growth is expected to stabilize at 3.2% through 2025,[2] yet persistent challenges could disrupt global consumer confidence and trade flows.

The Houthis remain on the prowl for merchant vessels in the Red Sea and have vowed to keep attacking ships that they deem connected directly or indirectly to Israeli interests for as long as Gaza remains occupied and attacks on Lebanon continue.[3] It is thus unclear when these attacks will end. For the liner shipping industry, the attacks have resulted in increasing profits, as they have caused a spike in TEU-mile demand and a subsequent shortage of vessels.

Port strikes on the U.S. East and Gulf Coasts disrupted operations in early October briefly. However, a final labor agreement has yet to be reached, with January 15th set as the deadline for negotiations.[4] If unresolved, the contentious issue of port automation may lead to further strikes in early 2025, potentially impacting pre-Chinese New Year shipping volumes. Meanwhile, heavy storms in the US Gulf added to operational backlogs from the strikes. In Europe, the port of Valencia, a critical West Med hub amid the Red Sea crisis, also faced disruptions. To strengthen resilience, ports are investing in automation and infrastructure upgrades to boost capacity and reduce the impact of future disruptions.

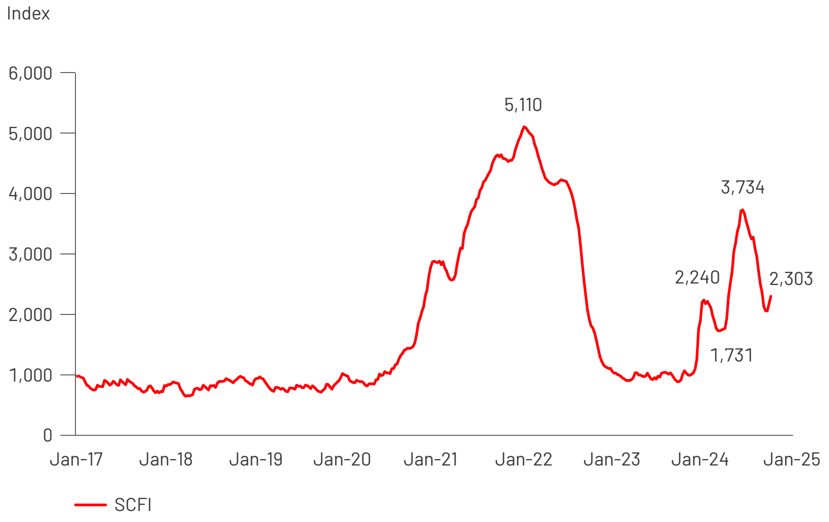
1 Container Trade Statistics, September 2024.
2 International Monetary Fund, October 2024.
3 https://www.reuters.com/world/middle-east/yemens-houthis-will-keep-blockade-israeli-vessels-after-asset-sale-reports-2024-11-03
4 https://www.seatrade-maritime.com/ports-logistics/ila-retains-right-to-strike-in-us-east-coast-contract-negotiations

Freight rates decline from summer peaks

Freight rates, which surged in mid-2024, have since been on a downward trend, with the SCFI Comprehensive Index falling 43% from the beginning of July to the end of September.[1] At the end of August, the SCFI was back below 3,000 points for the first time since May 2024 and almost fell below 2,000 points at the beginning of October 2024.[1]

Nonetheless, rates remain twice as high as the levels seen during the Red Sea crisis last year. Figure 1 illustrates this development as well as how it compares to rates seen during the pandemic boom.

FIG. 1: SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)



Declining freight rates are placing additional downward pressure on long-term markets. However, carriers are pushing back against this softening by introducing rate increases. The tender season for new long-term contracts is already underway for many European shippers.[2]

However, carriers are still generating sufficient revenue, leading them to raise their full-year financial guidance. If a potential freight rate decline is not too severe, the business environment for liner operators should remain very favorable in the coming months.

Looking at the container trade demand, Cape of Good Hope diversions remain a key driver on the demand side.[1] The underlying core trade demand growth is currently estimated by Maritime Strategies International (MSI) at 5.3% during 2024, a slight increase from their previous projections.[3]

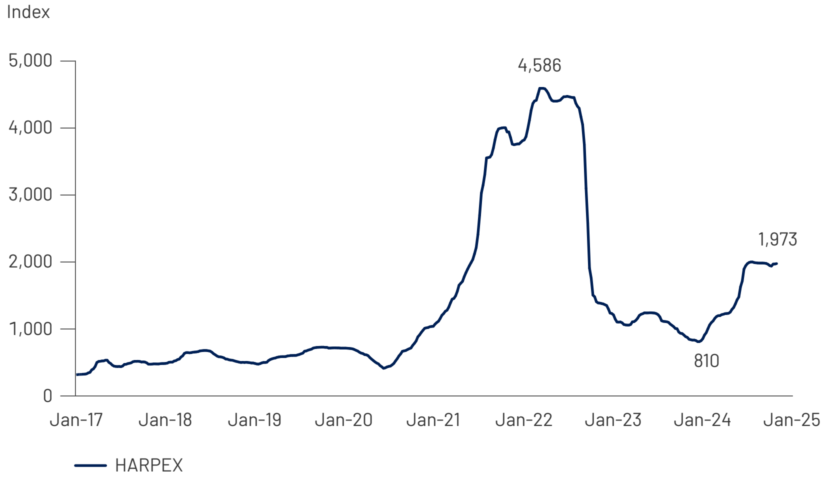
Charter market proves resilient in the face of declining freight rates

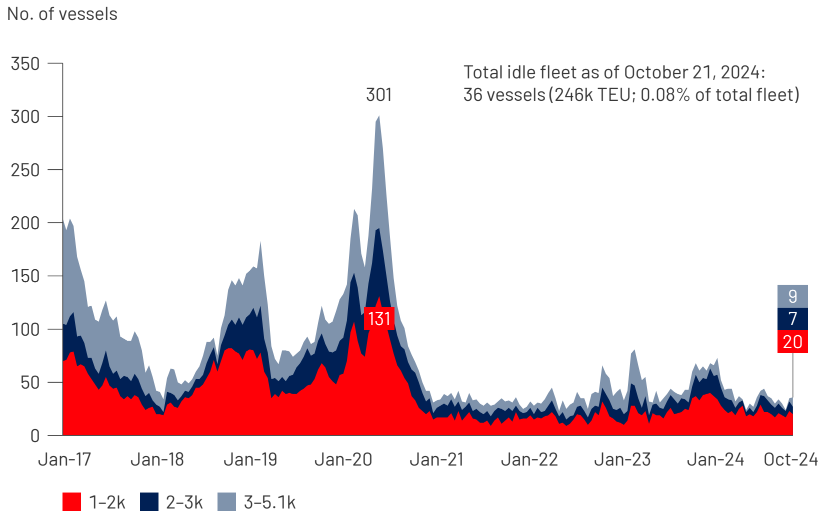
There was less activity in the charter market during Q3 2024 compared to the previous quarter. July was, as expected, slow due to summer holidays while the number of reported fixtures slightly increased in August. Rate levels mostly moved sideways even in September as well. What added to the overall low fixing was the supply of available tonnage. While demand remained strong, especially in the larger segments, there were simply not enough readily available ships to cover all the requirements. Persisting Red Sea diversions forced carriers to employ almost all available vessels to ensure schedule reliability. In contrast to the general increase in durations over Q2, fixture periods decreased during the summer season. While vessels above 3,000 TEU were still able to secure three-year employments, this was no longer the case for ships in the range of 2,000–3,000 TEU. However, these vessels were contracted for two-year charters at still very healthy rate levels. Below 2,000 TEU there was more tonnage readily available. As a result, period durations were reduced to one year, with only some modern eco types able to achieve longer business.

Looking at the availability of vessels, there has already been a drastic decline of prompt tonnage in 2024. As a result, increased forward fixing of vessels could be observed in Q3 2024. Vessels above 3,000 TEU were fixed from as far out as Q2 2025, as charterers were looking to ensure service network stability going forward. For these vessel sizes, only very few ships remain for 2024 and even for the coming year there is not much supply. This is why charterers are trying to secure vessels now so that they are not left without a ship come 2025. As a result, idle statistics also remained low. With demand outweighing the supply of vessels, there were hardly any units unemployed. Especially the non-operating owner (NOO) part of the fleet saw very few idle vessels. Recently, Alphaliner published figures showing that the first ten months of 2024 saw a lower idle fleet than the previous years with an average of 0.7% idle, even lower than the peak container market years of 2021 and 2022 (0.9% each).[4]

1 Clarksons Research, Shipping Intelligence Network, October 2024.
2 Xeneta, October 2024.
3 Maritime Strategies International (MSI), October 2024.
4 Alphaliner Weekly, Issue 45-2024, November 2024.

FIG. 2: HARPEX – TIME-CHARTER RATE DEVELOPMENT, 6-12 MONTHS (TOP) AND IDLE STATISTICS (BOTTOM)





The Harper Peterson Time-Charter Rate Index (HARPEX) remained stable for most of Q3 2024, increasing from 1,977 points at the start of July to just over 2,000 points at the end of the month. When activity did not return in stride and rate levels started sliding, so did the smaller segments of the index. The HARPEX finished the quarter at 1,966 points, close to the figure in early July. Nevertheless, rate levels are still very healthy with the HARPEX at levels last seen in September 2022.[1]

Looking at Q4, the charter market is not expected to move significantly in any direction. While fixture terms could decrease slightly in the smaller sizes, the last quarter is usually quieter in terms of activity. Coupled with the low vessel availability, no major developments are expected in the charter market. The only wild card could be the labor dispute at the ports on the US Gulf and East Coast. With a deadline on January 15th, 2025, carriers may try to get their cargo into the US ahead of time, i.e., in December or sooner, to avoid being caught up in any potential congestion.

Orderbook-to-fleet ratio increases to 25%, backed by high contracting activity

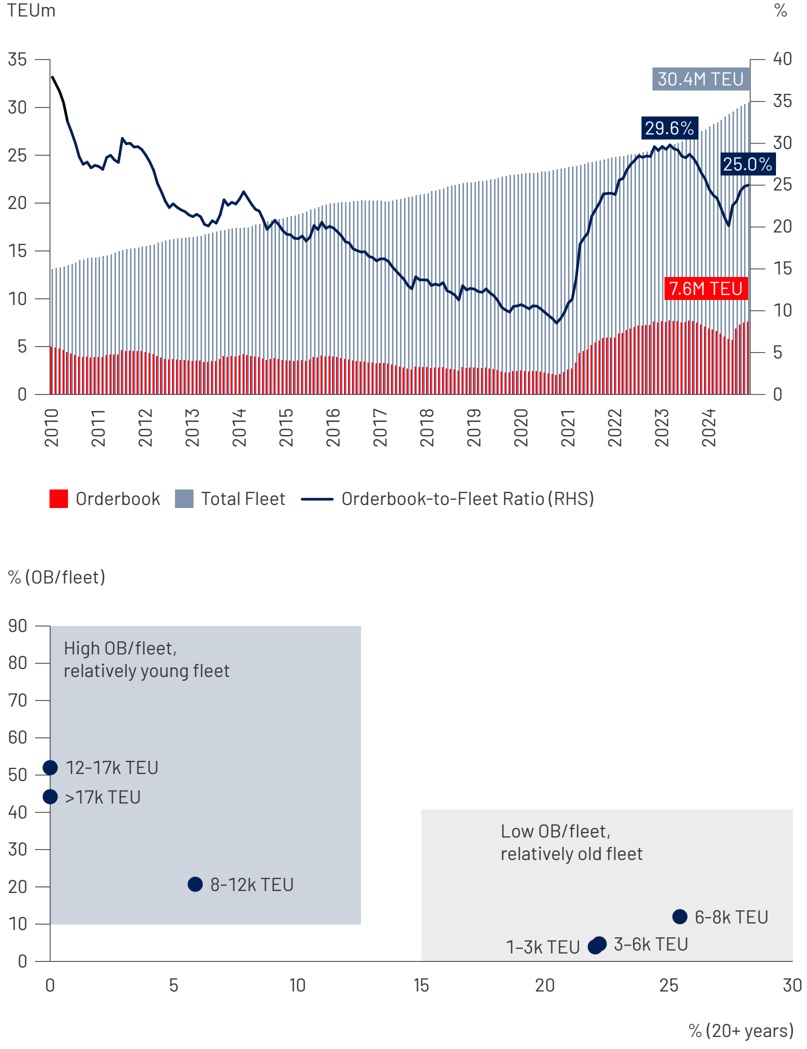
Contracting for newbuildings was substantial during Q3 2024. Over the three months alone, close to 190 vessels were ordered for a total of around 2.5m TEU. After the orderbook-to-fleet ratio declined to 20% in June 2024, this recent ordering spree brought it back up to 25%. Currently, the close to 2.5m TEU that was already delivered this year is being absorbed into the charter market only due to the Red Sea diversions. Especially the large vessels are needed by carriers for making the longer voyages around the Cape of Good Hope.

Meanwhile, newbuilding prices remain elevated. The latest figures show the highest newbuilding price index since November 2008.[2] It must be kept in mind though that a larger share of newbuildings contracted in 2024 are actual dual-fuel ships, most of them LNG. Their engines, tanks and systems are much more complex and thus expensive compared to the vessels ordered before 2020. Both carriers and non-operating owners ordered large clusters of vessels, mostly at Chinese shipyards. The focus is clearly on the larger vessels, with over 70% of the orderbook occupied by vessels above 8,000 TEU. The remaining 30% are distributed between intermediate (3k-6k TEU) and feeder (<3k TEU) vessels.

This substantial orderbook already stretches over the next five years, with some vessels only scheduled for delivery in 2029. The bulk of ships is, however, planned to hit the water over the coming years, with 1.9m TEU in 2025, 1.4m TEU in 2026 and another 2.2m TEU in 2027. Looking at these numbers it should not come as a surprise that many shipyards are already booked for 2026 and 2027, meaning that larger ships ordered today are unlikely to be constructed any earlier than 2028. Additionally, there is the issue of availability of engines. Consequently, even feeder vessels ordered today may not be available any earlier than 2027 due to both shipyard and engine availability.

[1] Harper Petersen, November 2024.
[2] Clarksons Research, Shipping Intelligence Network, October 2024.

FIG. 3: ORDERBOOK DEVELOPMENT (TOP) AND ORDERBOOK ACROSS SIZE SEGMENTS COMPARED TO FLEET AGE (BOTTOM)



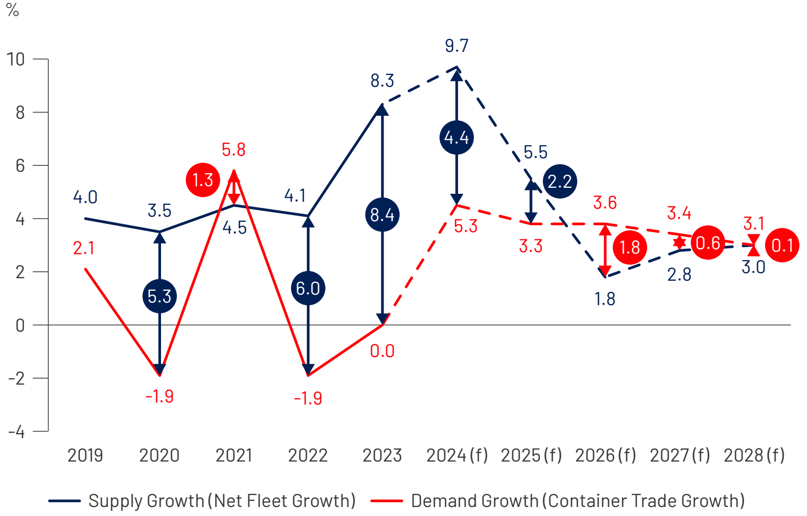
Continued attacks by the Houthis keep the market balanced for longer than expected

As shown in figure 4, net fleet growth (accounting for deliveries and demolitions) was already high (+8.3%) in 2023 and is expected to accelerate further in 2024 (+9.7%).[1] For 2025, MSI forecasts global containership net fleet growth to slow down to 5.5%.[1]

Container trade demand is expected to grow 5.3% in 2024 and 3.3% in 2025, respectively, after having flatlined (+0.0%) in 2023.[11] The 2024 figure has been continuously revised upwards throughout the year. At face value, the above developments since 2023 would seem to imply a deterioration in market conditions. However, the additional demand created by the Red Sea diversions must not be overlooked. In their latest Container Intelligence Monthly, Clarksons states that their base case scenario now involves ongoing rerouting throughout 2025 and 2026. According to their computations, the total TEU-mile demand growth will reach 18.0% in 2024, whereas the underlying trade volume growth will be just 5.4%.[2] For the future, Clarksons stresses that developments in the Red Sea remain central to the container market outlook. If the Red Sea situation continues unabated, Clarksons expect a gradual easing of market conditions in 2025 and 2026.

According to the Maritime Strategies International (MSI) forecast, the trade volume growth will surpass fleet expansion growth in 2026 (cf. MSI forecast in figure 4). This would – in contrast to Clarksons' forecast – signal a gradual easing of market conditions in 2025 and a stabilization as early as 2026. However, MSI assumes the Red Sea Crisis will be resolved during 2025 – which would imply more pressure on the container shipping market than a gradual easing.

FIG. 4: SUPPLY/DEMAND BALANCE – ACCOUNTING FOR CANCELLATIONS, SLIPPAGE, DELIVERIES AND DEMOLITIONS



The developments around the Red Sea remain key to liner shipping markets in the immediate future. Another element affecting the development of liner shipping is how the new US administration will approach the subject of import tariffs after the inauguration of Donald Trump early in 2025. The announced US import tariffs could prove to be a burden on global trade flows. But the publicly advertised tariffs might just be the starting point of bi- or multilateral negotiations.

[1] Maritime Strategies International, Horizon, November 2024.
[2] Clarksons, Container Intelligence Monthly, October issue 2024

CONSOLIDATED FINANCIAL STATEMENTS

Condensed Consolidated Statement of Profit or Loss

IN USD THOUSANDS	NOTES	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Operating revenues	4	132,467	183,962	410,909	558,452
Commissions		(3,477)	(5,084)	(11,231)	(15,635)
Vessel voyage expenditures		(6,189)	(2,299)	(13,469)	(8,595)
Vessel operation expenditures		(36,902)	(41,652)	(113,061)	(114,010)
Ship management fees		(2,496)	(2,581)	(7,274)	(7,364)
Share of profit or loss from joint venture	5	(30)	12,364	(408)	22,632
Gross profit		**83,373**	**144,710**	**265,466**	**435,480**
Administrative expenses		(4,608)	(4,561)	(13,294)	(11,051)
Other expenses		(514)	(455)	(1,678)	(1,744)
Other income		2,194	690	4,297	2,076
Gain (loss) from sale of vessels and other assets	6	4,392	-	10,593	-
Depreciation	6	(19,361)	(42,528)	(54,626)	(82,743)
Impairment		-	(26,060)	-	(44,451)
Operating profit		**65,476**	**71,796**	**210,758**	**297,567**
Finance income		2,398	1,466	6,605	4,475
Finance costs	9	(4,158)	(4,930)	(12,659)	(12,467)
Profit (loss) before income tax		**63,716**	**68,332**	**204,704**	**289,575**
Income tax expenses		(22)	(93)	255	(186)
Profit (loss) for the period		**63,694**	**68,239**	**204,959**	**289,389**
Attributable to:					
Equity holders of the Company		63,728	68,207	204,947	289,256
Non-controlling interest		(34)	32	12	133
Basic earnings per share – in USD	13	**0.14**	**0.15**	**0.46**	**0.65**
Diluted earnings per share – in USD	13	**0.14**	**0.15**	**0.46**	**0.65**

Consolidated Statement of Comprehensive Income

IN USD THOUSANDS	NOTES	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Profit (loss) for the period		63,694	68,239	204,959	289,389
Items which may subsequently be transferred to profit or loss		**(776)**	**1,294**	**202**	**720**
Change in hedging reserves, net of taxes	11	(776)	1,294	202	720
Total comprehensive profit (loss)		**62,918**	**69,533**	**205,161**	**290,109**
Attributable to:					
Equity holders of the Company		62,952	69,501	205,149	289,976
Non-controlling interest		(34)	32	12	133

Consolidated Statement of Financial Position

IN USD THOUSANDS	NOTES	SEPTEMBER 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Assets			
Non-current Assets			
Vessels	6	829,574	691,291
Newbuildings	7	42,677	78,980
Right-of-use asset		310	84
Investments in associate and joint venture	5	6,531	2,934
Total non-current assets		**879,092**	**773,289**
Current Assets			
Vessel held for sale	6	-	25,165
Inventories		6,512	8,088
Trade and other receivables		32,809	23,667
Financial instruments at fair value	11	842	1,951
Restricted cash	8	8,710	5,005
Cash and cash equivalents	8	134,357	117,579
Total current assets		**183,230**	**181,455**
Total assets		**1,062,322**	**954,744**

IN USD THOUSANDS	NOTES	SEPTEMBER 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Equity and Liabilities			
Equity			
Ordinary shares			
Share capital	12	48,589	48,589
Share premium		1,879	1,879
Retained earnings		745,236	700,021
Other reserves		(641)	(843)
Non-controlling interest		3,590	3,835
Total equity		**798,653**	**753,481**
Non-current liabilities			
Non-current Interest-bearing debt	9	147,898	92,951
Lease liabilities – long-term		134	-
Deferred tax liabilities		-	748
Total non-current liabilities		**148,032**	**93,699**
Current liabilities			
Current interest-bearing debt	9	54,266	33,564
Trade and other payables		12,179	20,397
Related party payables		357	1,062
Income tax payable		754	289
Deferred revenues		28,232	35,230
Other liabilities		19,849	17,022
Total current liabilities		**115,637**	**107,564**
Total equity and liabilities		**1,062,322**	**954,744**

Consolidated Statement of Changes in Equity

IN USD THOUSANDS	SHARE CAPITAL (UNAUDITED)	SHARE PREMIUM (UNAUDITED)	RETAINED EARNINGS (UNAUDITED)	OTHER RESERVES (UNAUDITED)	TOTAL EQUITY ATTRIBUTABLE TO THE EQUITY HOLDERS OF THE COMPANY (UNAUDITED)	NON-CONTROLLING INTEREST (UNAUDITED)	TOTAL EQUITY (UNAUDITED)
Equity as at January 1, 2023	48,589	152,737	517,044	525	718,895	2,551	721,447
Result of the period	-	-	289,256	-	289,256	133	289,390
Other comprehensive income	-	-	-	720	720	-	720
Total comprehensive income	**-**	**-**	**289,256**	**720**	**289,976**	**133**	**290,110**
Change in non-controlling interest	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Dividends provided for or paid	-	(150,858)	(79,866)	-	(230,724)	(292)	(231,016)
Addition from non-controlling interest	-	-	-	-	-	541	541
Equity as at September 30, 2023	**48,589**	**1,879**	**726,434**	**1,245**	**778,148**	**2,933**	**781,081**
Equity as at January 1, 2024	48,589	1,879	700,021	(843)	749,646	3,835	753,481
Result of the period	-	-	204,947	-	204,947	12	204,959
Other comprehensive income	-	-	-	202	202	-	202
Total comprehensive income	**-**	**-**	**204,947**	**202**	**205,149**	**12**	**205,161**
Contributions of equity, net of transaction costs	-	-	-	-	-	-	-
Dividends provided for or paid[1]	-	-	(159,732)	-	(159,732)	(257)	(159,989)
Equity as at September 30, 2024	**48,589**	**1,879**	**745,236**	**(641)**	**795,063**	**3,590**	**798,653**

[1] See further in Note 12 regarding dividends paid during the period.

Statement of Cashflow

IN USD THOUSANDS	NOTES	YTD Q3 2024 (UNAUDITED)	YTD Q3 2023 (UNAUDITED)
Profit (loss) before income tax		204,704	289,575
Income tax expenses paid		-	(503)
Net change inventory and trade and other receivables		(7,820)	(2,543)
Net change in trade and other payables and other liabilities		5,887	(9,321)
Net change in deferred revenues		(6,998)	68
Depreciation	6	54,626	82,897
Finance costs (net)		6,054	7,991
Share of profit (loss) from joint venture	5	408	(22,632)
Impairment	6	-	44,451
(Gain)/loss from disposals of vessels and fixed assets	6	(8,787)	-
Amortization of TC contracts		(1,012)	(2,148)
Cash flow from operating activities		**247,062**	**387,835**
Proceeds from disposal of vessels and fixed asset components	6	72,171	-
Scrubbers, dry dockings and other vessel upgrades	6	(35,539)	(35,693)
Newbuildings	7	(122,995)	(27,075)
Acquisition of vessels	6	(47,280)	(169,376)
Interest received		4,175	2,169
Dividend received from joint venture investment	5	-	41,000
Investment in associate	5	(4,005)	(404)
Cash flow from investing activities		**(133,473)**	**(189,378)**

IN USD THOUSANDS	NOTES	YTD Q3 2024 (UNAUDITED)	YTD Q3 2023 (UNAUDITED)
Dividends paid	12	(159,989)	(231,016)
Addition of non-controlling interest		-	541
Proceeds from debt financing	9	108,340	125,303
Repayment of long-term debt	9	(30,673)	(104,644)
Payment of principal of leases		(144)	(148)
Interest paid		(6,798)	(9,184)
Debt issuance costs	9	(3,648)	(2,005)
Other finance paid		(549)	-
Cash from /(to) financial derivatives		327	(1,017)
Cash flow from financing activities		**(93,134)**	**(222,169)**
Net change in cash and cash equivalents		20,455	(23,712)
Net foreign exchange difference		28	-
Restricted cash. cash and cash equivalents at the beginning of the period		122,584	125,517
Restricted cash, cash and cash equivalents at the end of the period		**143,067**	**101,805**

Notes

NOTE 1 General Information

MPC Container Ships ASA (the "Company") is a public limited liability company (Norwegian: allmennaksjeselskap) incorporated and domiciled in Norway, with its registered address at Ruseløkkveien 34, 0251 Oslo, Norway, and Norwegian registered enterprise number 918 494 316.The Company was incorporated on January 9, 2017 and commenced operations in April 2017 when the first vessels were acquired. These consolidated financial statements comprise the Company and its subsidiaries (together referred to as the "Group"). The principal activity of the Group is to invest in and to operate maritime assets in the container shipping segment.

The shares of the Company are listed on the Oslo Stock Exchange under the ticker "MPCC."

NOTE 2 Accounting Principles and Basis of Preparation

The Group's financial reporting is in accordance with IFRS ® Accounting Standards as adopted by the European Union (EU). The unaudited interim financial statements for the period ended September 30, 2024, have been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and as adopted by EU. The statements have not been subjected to audit. The statements do not include all the information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual financial statements as at December 31, 2023. The consolidated financial statements are presented in USD thousands unless otherwise stated.

The accounting policies adopted in preparing 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 December 31, 2023. No new standards were effective as at January 1, 2024 with a significant impact on the Group.

NOTE 3 Segment Information

All of the Group's vessels earn revenues from seaborne container transportation globally. The vessels exhibit similar economic, trading and financial characteristics. The Group is organized in one operating segment, i.e., the container shipping segment.

NOTE 4 Operating Revenues

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Time charter revenues	126,668	181,102	397,556	549,244
Amortization of time charter contracts	85	583	1,012	2,148
Other revenues	5,714	2,277	12,341	7,061
Total operating revenues	**132,467**	**183,962**	**410,909**	**558,452**

The Group's time charter contracts are divided into a lease element and a service element. The lease element of the vessel represents the use of the vessel without any associated performance obligations and is accounted for in accordance with the lease standard IFRS 16. Revenues from time charter services (service element) and other revenue (e.g., bunkers and other services) are accounted for in accordance with IFRS 15. The Group's performance obligation is to provide time charter services to its charterers. When a time charter contract is linked to an index, we recognize revenue for the applicable period based on the actual index for that period. In the nine-month period of 2024, one vessel was index-linked (YTD 2023: one) and four vessels were on a variable rate time charter.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Service element	35,336	41,573	111,051	113,640
Other revenues	4,457	2,277	8,275	7,061
Total revenues from customer contracts	**39,793**	**43,849**	**119,326**	**120,701**
Lease element	92,589	139,529	290,572	435,604
Amortization of time charter contracts	85	583	1,012	2,148
Total operating revenues	**132,467**	**183,962**	**410,910**	**558,452**

Other revenue relates to reimbursements of bunkers and other services, including amortization of the acquired value of time charter contracts. In the first nine-months of 2024, the amortization of acquired time charter contracts amounted to USD 1.0 million compared to USD 2.1 million in the nine-month period of 2023.

NOTE 5 Investments in Associate and Joint Venture

IN USD THOUSANDS	SEPTEMBER 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Investment in joint ventures	5,296	1,703
investment in associate	1,235	1,231
Total	**6,531**	**2,934**

Investment in Joint Ventures

The Group has a 50% interest in 2. Bluewater Holding Schifffahrtsgesellschaft GmbH Co. KG (Bluewater), Hamburg (Germany). The carrying amount of the investment as at September 30, 2024 was USD 1.3 million, compared to USD 1.7 million as at December 31, 2023.

In the first quarter of 2024, the group acquired a 50% interest in Palmaille 75 Einundachtzigste Beteiligungs-gesellschaft mbH & Co. KG (Palmaille 75 Hamburg (Germany) for USD 4.0 million. Palmaille 75 have ordered a 1,250 TEU dual-fuel methanol newbuilding, scheduled for delivery in late 2026. The vessel will be under a 7-year time-charter agreement with Unifeeder A/S post-delivery. The carrying amount of the investment as at September 30, 2024 was USD 4.0 million. The group have committed to funding Palmaille 75 with additional USD 1.0 million.

IN USD THOUSANDS	SEPTEMBER 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Non-current assets	7,804	-
Cash and cash equivalents	2,511	2,148
Other current assets	411	1,450
Current liabilities	134	192
Equity	**10,593**	**3,405**
Group's carrying amount of the investment	**5,296**	**1,703**

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Operating revenues	8	1,479	8	14,736
Operating costs	(58)	(3,264)	(829)	(8,394)
Other income	-	26,567	-	39,816
Depreciation	-	(106)	-	(958)
Net financial income (expense)	(17)	63	12	84
Income tax	7	(9)	(5)	(18)
Profit after tax for the period	**(60)**	**24,729**	**(815)**	**45,265**
Total comprehensive income for the period	**(60)**	**24,729**	**(815)**	**45,265**
Group's share of profit for the period	**(30)**	**12,364**	**(408)**	**22,632**
Dividends received	**-**	**20,050**	**-**	**41,000**

Investment in Associate

In 2022, the Group entered into an agreement with INERATEC for the supply of synthetic Marine Diesel Oil (MOO) made from biogenic CO_2 and renewable hydrogen, with delivery set to start in 2024. The Group owns 24.5% of Siemssen KG, which holds an investment in INERATEC. As at September 30, 2024, the Group's investment in Siemssen KG amounted to USD 1.2 million. The investment is accounted under the equity method.

NOTE 6 Vessels

IN USD THOUSANDS (UNAUDITED)	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
December 31, 2023	1,028,642	78,980	**1,107,622**	48,618	**1,156,240**
Acquisitions of vessels	47,280	-	**47,280**	-	**47,280**
Capitalized dry-docking, progress payments, expenditures	35,539	111,886	**147,425**	-	**147,425**
Disposal of vessels and other assets	(56,784)	-	**(56,784)**	(48,618)	**(105,402)**
Transfers of vessels	148,189	(148,189)	**-**	-	**-**
September 30, 2024	**1,202,866**	**42,677**	**1,245,543**	**-**	**1,245,543**
Accumulated depreciation and impairment					
December 31, 2023	(337,351)	-	**(337,351)**	(23,453)	**(360,804)**
Depreciation for the period	(54,480)	-	**(54,480)**	-	**(54,480)**
Impairments	-	-	**-**	-	**-**
Disposal of vessels and other assets	18,539	-	**18,539**	23,453	**41,992**
Transfers of vessels	-	-	**-**	-	**-**
September 30, 2024	**(373,292)**	**-**	**(373,292)**	**-**	**(373,292)**
Net book value					
September 30, 2024 (unaudited)	829,574	42,677	**872,251**	-	**872,251**

IN USD THOUSANDS (AUDITED)	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
January 1, 2023	976,170	32,770	**1,008,940**	-	**1,008,940**
Acquisitions of vessels	169,376	-	**169,376**	-	**169,376**
Capitalized dry-docking, progress payments, expenditures	48,254	46,210	**94,464**	-	**94,464**
Disposals of vessels and other assets	(116,540)	-	**(116,540)**	-	**(116,540)**
Transfer to vessel held for sale	(48,618)	-	**(48,618)**	48,618	**-**
December 31, 2023	**1,028,642**	**78,980**	**1,107,622**	**48,618**	**1,156,240**
Accumulated depreciation and impairment					
January 1, 2023	(230,297)	-	**(230,297)**	-	**(230,297)**
Depreciation for the period	(102,504)	-	**(102,504)**	-	**(102,504)**
Impairments	(79,378)	-	**(79,378)**	-	**(79,378)**
Disposals of vessels and other assets	51,375	-	**51,375**	-	**51,375**
Transfers to Vessels held for sale	23,453	-	**23,453**	(23,453)	**-**
December 31, 2023	**(337,351)**	**-**	**(337,351)**	**(23,453)**	**(360,804)**
Net book value					
December 31, 2023 (audited)	691,291	78,980	**770,271**	25,165	**795,436**

Acquisition/Additions of Vessels

In May 2024, the Group took delivery of the first 5,550 TEU eco-design vessel, Mackenzie, from its newbuilding programs. In July 2024, the Group took delivery of the second 5,550 TEU eco-design vessel, Colorado, from its newbuilding programs. As at September 30, 2024, all eco-design vessels were delivered from our newbuilding programs.

In July 2024, the Group took delivery of the two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. Consequent to the order of transaction, where the Group purchased the two shelf companies owned by our related party, MPC Münchmeyer Petersen Capital AG, which also entered the MoA with the seller of the vessels, the transaction was classified as related party transaction.

As at September 30, 2024, the group have committed to retrofit 15 vessels (Q2 2024: 13 vessels) for USD 19.6 million (Q2 2024: USD 7.5 million) which is due late 2024 or beginning 2025.

Disposal of Vessels

In the first quarter of 2024, the Group delivered and completed the sale of its three previously held for sale vessels, AS Petra, AS Paulina and AS Pauline to an unrelated party. The Group recognized a loss on the sale of vessels of USD 0.2 million in the first quarter of 2024.

In April 2024, the Group sold its wholly-owned 2007-built AS Nadia and 2009-built sale and leaseback vessel, AS Ragna collectively to an unrelated party for USD 25.5 million. The sale was completed in the second quarter of 2024 and the Group recorded a gain on the sale of USD 6.4 million.

In July 2024, the Group completed the sale of its wholly-owned 2006-built AS Clarita to an unrelated party for USD 10.3 million. As a result, the Group recorded a gain of USD 2.0 million on the sale of vessel.

In August 2024, the Group agreed to sell its sale and leaseback vessel, 2008-built AS Fatima to an unrelated party for USD 11.8 million. The sale of AS Fatima was completed in September 2024. As a result, the Group recorded a gain on the sale of USD 4.2 million.

Impairment of Vessels

At each reporting date, the Group evaluates whether there is an indication that an asset may be impaired. If such indicator exists, an impairment test is performed. Such indicators may include depressed spot rates and declined second-hand containerships values. As at September 30, 2024, management considered there are no indications of impairment.

NOTE 7 Newbuildings

As at September 30, 2024 the Group's newbuilding program consisted of two 1,300 TEU container vessels with a contract price of USD 39.0 million per vessel. The newbuildings are expected to be delivered in the fourth quarter of 2024 and the first quarter of 2025. As at September 30, 2024, total additions to Group's newbuilding program was USD 42.7 million, excluding the delivery of Mackenzie and Colorado. The remaining commitments of USD 38.9 million are due with USD 19.5 million in the fourth quarter of 2024 and USD 19.5 million in the first quarter of 2025.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel, with a dual fuel engine, for a contract price of USD 39.0 million. The equity in the joint venture will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026. As at September 30, 2024, the joint venture had paid installments of USD 7.8 million to the yard.

As at September 30, 2024, USD 1.7 million capitalized borrowing cost was paid in connection with the two 1,300 TEU container vessels with duel-fuel engines that are able to operate on green methanol.

NOTE 8 Cash and Cash Equivalents and Restricted Cash

As at September 30, 2024, the Group had cash and cash equivalents of USD 134.4 million (USD 117.6 million as at December 31, 2023) and restricted cash balances of USD 8.7 million (USD 5.0 million as at December 31, 2023). The Group's loan agreement contains financial covenants, which require the Group to maintain a certain level of free cash, and a value adjusted equity covenant. The Group is in compliance with such financial covenants as at September 30, 2024.

NOTE 9 Non-current and Current Interest-bearing Debt

IN USD THOUSANDS	CURRENCY	FACILITY AMOUNT	INTEREST	MATURITY	SEPTEMBER 30, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Senior secured credit facility	USD	8 300	SOFR + 3.50%	February 2027	3,700	4,810
Term loan and credit facility	USD	15,933-101,493	SOFR+1.5%-2.5%	February 2036	98,647	8,713
Term loan facility	USD	50 000	SOFR+ 2.8%-3.35% [1]	July/Aug 2028	46,520	49,130
Term loan facility	USD	54 460	SOFR+2.3%	September/ November 2035	15,560	-
Sale-leaseback financing	USD	75 000	SOFR+2.6%	September 2027	42,857	66,963
Other long-term debt incl accrued interest					1,423	256
Total outstanding					**208,707**	**129,872**
Debt issuance costs					(6,543)	(3,357)
Total interest-bearing debt outstanding					**202,164**	**126,515**
Classified as:						
Non-current					147,898	92,951
Current					54,266	33,564
Total					**202,164**	**126,515**

[1] Loan margin is determined by loan to vessel value ratio (LTV)

In March 2022, the Group obtained an USD 8.3 million OVB Loan for the acquisition of the AS Claudia and carries an interest equivalent to the SOFR plus a margin of 350 basis points. As at September 30, 2024 the Group repaid USD 1.1 million, and USD 3.7 million remained outstanding.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB). The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at September 30, 2024, no draw-down was made on this facility.

In January 2024, the Group drew USD 7.2 million from its Crédit Agricole pre-delivery term loan facility together with K-SURE. In May 2024, consequent to the delivery of Mackenzie, the Group drew USD 50.7 million from the post-delivery term loan facility in an amount of up to USD 101.5 million with Crédit Agricole together with K-SURE and repaid USD 8.0 million of the pre-delivery loan. In July 2024, the Group drew another USD 50.7 million of the post-delivery term loan facility and settled USD 7.9 million of the pre-delivery term loan facility due to the delivery of Colorado. As a result, the Group received net proceeds of the post-delivery financing facility of ISD 42.8 million. As at September 30, 2024, the facility was fully drawn down.

In April 2024, the Group entered into ECA covered term loan facility of USD 54.6 million with Deutsche Bank and SINOSURE for its two dual-fuel methanol newbuildings. The facility carries an interest rate of 3 months USD Term SOFR plus a margin of 230 basis points. The facility shall be repaid in full upon delivery of the vessels while each of the post-delivery loan facility matures in 12 years from the delivery date of the vessels. As at September 30, 2024, USD 15.6 million was drawn and USD 39.0 million remained undrawn.

In September 2024, the Group sold one of its sale and leaseback vessels, AS Fatima. Consequent to the sale of AS Fatima, the Group exercised the purchase option under the sale and leaseback discharged the financing liability of AS Fatima by repaying the outstanding of USD 3.1 million and paid USD 0.2 million as part of the penalties for early termination. As at September 30, USD 42.9 million remained outstanding on the sale and leaseback transaction with BoComm Leasing.

In September 2024, the Group entered a USD 30.0 million term loan facility with First-Citizens Bank & Trust Company relating to the financing of the acquisition of AS Nara and AS Nuria. The loan facility carries an interest equivalent to adjusted term SOFR plus a margin of 195 basis points and matures in October 2029. As at September 30, 2024, no drawdown has been made.

As at September 30, 2024, the Group is in compliance with all financial covenants.

NOTE 10 Related Parties

The following table shows the total amount of service transactions that have been entered into with related parties in the first nine-month period ended 2024.

IN USD THOUSANDS – Q3 2024	TYPE OF SERVICES	GROUP
Wilhelmsen Ahrenkiel Ship Man. GmbH & Co. KG / B.V.	Technical	6,762
Harper Petersen & Co. GmbH	Commercial	1,458
MPC Münchmeyer Petersen Capital AG	Corporate	518
ZEABORN Ship Management GmbH & Cie. KG	Technical	64
Total		**8,738**

Amounts due to or from related company represent net disbursements and collections made on behalf of the vessel-owning companies by the Group during the normal course of operations for which a right of offset exists. As at September 30, 2024, and December 31, 2023, the amount due to related companies was USD 0.4 million and USD 1.1 million respectively. All related party transactions are carried out at market terms. Please see the Group's 2023 Annual Report for additional details.

In July 2024, the Group took delivery of two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. Consequent to the order of transaction, where the Group purchased the two shelf companies owned by our related party, MPC Münchmeyer Petersen Capital AG, which also entered the MoA with the seller of the vessels, the transaction was classified as related party transaction. See Note 6 for further details.

NOTE 11 Financial Instruments

The following table represents the Group's financial assets and financial liabilities measured and recognized at fair value as at September 30, 2024 and December 31, 2023. The estimated fair value amount of the financial instruments has been determined using appropriate market information and valuation techniques.

	SEPTEMBER 30, 2024 (UNAUDITED)		DECEMBER 31, 2023 (AUDITED)	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial assets				
Trade and other receivables	32,809	32,809	23,667	23,667
Financial instruments at fair value	842	842	1,951	1,951
Restricted cash	8,710	8,710	5,005	5,005
Cash and cash equivalents	134,357	134,357	117,579	117,579
Total financial assets	**176,718**	**176,718**	**148,202**	**148,202**
Financial liabilities at amortized cost				
Non-current Interest-bearing debt	147,898	147,898	92,951	92,951
Current interest-bearing debt	54,266	54,266	33,564	33,564
Trade and other payables	12,179	12,179	20,397	20,397
Other liabilities [1]	19,825	19,825	16,011	16,011
Total financial liabilities	**234,168**	**234,168**	**162,923**	**162,923**

[1] Excludes non-financial items in the line item Other liabilities in the Statement of Financial Position

The carrying amount of cash and cash equivalents, trade and other receivables, trade and other payables, and other liabilities are a reasonable estimate of their fair value, due to their short maturity. The estimated value of the Group's long-term interest-bearing debt equals the carrying value as at September 30, 2024 and December 31, 2023, as it is variable-rated.

Cash Flow Hedges

As at September 30, 2024 the Group has three interest rate caps.

The table below shows the notional amounts of current and future anticipated interest-bearing debt under existing debt facilities hedged by interest-rate caps:

INSTRUMENT	NOTIONAL AMOUNT	EFFECTIVE PERIOD	INTEREST CAP / FIXED PAYER	MATURITY
Interest-rate cap	USD 45-27 million	2024–2026	4.00%	December 2026
Interest-rate caps	USD 15.9-2.2 million	2024–2031	4.00%	May/June 2031

In 2023, the Group entered into 2 options (swaptions) to enter into interest-rate swaps whereby the Group receives SOFR floating interest and pays a fixed interest of 3.5% on a declining notional amount starting at USD 43.7 million. If exercised, the interest-rate swaps have declining notional amounts over the period and contractual maturities in 2036. In September 2024, one of the two swaptions was expired where its premium of USD 530 thousands was paid in May 2023. The second swaptions with premium of USD 570 thousands paid in May 2023 was subsequently expired and terminated in October 2024. Since the hedged relationship for both swaptions was terminated as at September 2024, the amortization of the paid premium amount would no longer be applied, the Group recognized the remaining cost of hedging of USD 1.1 million as finance cost.

The fair value (level 2) of the Group's interest rate caps is the estimated amount that the Group would receive or pay to terminate the agreements as at the reporting date, considering, as applicable, the forward interest rate curves. The estimated amount is the present value of future cash flows. Fair value adjustment of the interest rate cap as at September 30, 2024 is recognized directly to Other reserves (other comprehensive income) in equity and are reclassed to profit or loss as a reclassification adjustment in the same period or periods during which the hedged expected future cash flows (future interest payments) affect profit or loss.

NOTE 12 Share Capital

The share capital of the Company consisted of 443,700,279 shares as at September 30, 2024. The nominal value per share is NOK 1.00. All issued shares shown in the table below carry equal rights and are fully paid up.

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)
December 31, 2023	**443,700,279**	**48,589**
September 30, 2024	**443,700,279**	**48,589**

During the first nine months of 2024, the Group distributed dividends for a total of USD 160.0 million, which also includes distributions to non-controlling interests of USD 0.3 million. The dividend was distributed from retained earnings.

ANNOUNCEMENT DATE	TYPE	CASH DISTRIBUTION PER SHARE	EX-DIVIDEND	RECORD	PAYMENT
27.02.2024	Recurring	USD 0.13 / NOK 1.3734	19.03.2024	20.03.2024	26.03.2024
28.05.2024	Recurring	USD 0.13 / NOK 1.3729	20.06.2024	21.06.2024	27.06.2024
28.08.2024	Recurring	USD 0.10 / NOK 1.0583	17.09.2024	18.09.2024	24.09.2024

NOTE 13 Earnings per Share

	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Profit (loss) for year attributable to ordinary equity holders – in USD thousands	63,728	68,207	204,947	289,256
Weighted average number of shares outstanding, basic	443,700,279	443,700,279	443,700,279	443,700,279
Weighted average number of shares outstanding, diluted	443,700,279	443,700,279	443,700,279	443,700,279
Basic earnings per share – in USD	**0.14**	**0.15**	**0.46**	**0.65**
Diluted earnings per share – in USD	**0.14**	**0.15**	**0.46**	**0.65**

NOTE 14 Subsequent Events

In August 2024, the Group entered into an agreement to sell its wholly-owned AS Paola for USD 20.6 million to an unrelated party. The sale of the vessel is expected to be completed in late 2024.

In October 2024, the Group completed and settled the bond placement of USD 125.0 million, five-year senior unsecured sustainability linked with a coupon rate of 7.375%. Net proceeds from the bond issue will be applied towards general corporate purposes, including refinancing of existing financial indebtedness and acquisition of maritime assets.

In October 2024, the Group entered into MoAs to purchase four 3,800 TEU wide beam eco-design vessels at a total price of USD 180 million. All vessels were acquired with existing charter agreements until the second quarter of 2025. Concurrently, the vessels entered into a new pre-agreed 35-month time charter contracts, plus 12 months option, with a top-tier liner company. Three of the eco-design vessels were delivered to the Group in October 2024, while the acquisition of the last vessel was completed in November 2024.

In October 2024, the Group fully drew down from its USD 30.0 million term loan facility with First-Citizens Bank & Trust Company.

ALTERNATIVE PERFORMANCE MEASURES

The Group's financial information is prepared in accordance with the International Financial Reporting Standards (IFRS). In addition, it is the management's intention to provide alternative performance measures that are regularly reviewed by management to enhance the understanding of the Group's performance but are not intended as a replacement of the financial statements prepared in accordance with the IFRS. The alternative performance measures presented may be determined or calculated differently by other companies. The alternative performance measures are intended to enhance comparability of the results and to give supplemental information to the users of the Group's external reporting.

EBITDA

Earnings before interest, tax, depreciations and amortization (EBITDA) is a key financial parameter for the Group and is derived directly from the condensed consolidated statement of profit or loss adding back depreciation and impairment of vessels to the operating profit ("EBIT").

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Operating profit (EBIT)	65,476	71,796	210,758	297,567
Depreciation	(19,361)	(42,528)	(54,626)	(82,743)
Impairment	-	(26,060)	-	(44,451)
EBITDA	**84,837**	**140,384**	**265,384**	**424,761**

Adjusted EBITDA

Adjusted EBITDA is a financial metric that includes the deduction of various of one-time, irregular and non-recurring items from EBITDA.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
EBITDA	**84,837**	**140,384**	**265,384**	**424,761**
Early redelivery of vessels, net of commission	-	21,488	-	77,971
Share of profit or loss from joint venture	-	13,229	-	19,723
Gain (loss) from sale of vessels and other fixed assets	6,164	-	12,576	-
Adjusted EBITDA	**78,673**	**105,667**	**252,808**	**327,067**

Adjusted Profit (Loss)

Adjusted profit (loss) is the profit (loss) for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Profit (loss) for the period	63,694	68,239	204,959	289,389
Early redelivery of vessels, net of commission	-	21,488	-	77,971
Depreciation of TC contract related to AS Anne	-	(22,035)	-	(22,035)
Share of profit or loss from joint venture	-	13,229	-	19,723
Gain (loss) from sale of vessels and other fixed assets	6,164	-	12,576	-
Impairment	-	(26,060)	-	(44,451)
Adjusted profit (loss) for the period	**57,530**	**81,617**	**192,383**	**258,180**

Adjusted Earnings Per Share (EPS)

Adjusted EPS is derived from the adjusted profit (loss) divided by the number of shares outstanding at the end of the period.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Adjusted profit (loss) for the period	**57,530**	**81,617**	**192,383**	**258,180**
Number of shares	443,700,279	443,700,279	443,700,279	443,700,279
Adjusted EPS (in USD)	**0.13**	**0.18**	**0.43**	**0.58**

Average Time Charter Equivalent (TCE)

Average TCE is a commonly used key performance indicator ("KPI") in the shipping industry. It represents time charter revenue and pool revenue divided by the number of trading days for the consolidated vessels during the reporting period. Trading days are ownership days minus days without revenue, including commercial, uninsured technical and dry-docking-related off-hire days.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Time charter revenues	126,668	181,102	397,556	549,244
Trading days	4,810	5,778	14,798	16,027
Average TCE (in USD)	**26,334**	**31,343**	**26,866**	**34,270**

Adjusted Average Time Charter Equivalent (TCE)

Adjusted average TCE is the average TCE for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Time charter revenues	126,668	181,102	397,556	549,244
Early redelivery of vessels	-	(22,035)	-	(79,629)
Adjusted TCE for the period	**126,668**	**159,067**	**397,556**	**469,615**
Trading days	4,810	5,778	14,798	16,027
Adjusted average TCE per day (in USD)	**26,334**	**27,531**	**26,866**	**29,302**

Adjusted Average Operating Expenses (OPEX) Per Day

Adjusted average OPEX per day is a commonly used KPI in the shipping industry. OPEX per day is calculated as operating expenses excluding tonnage taxes and operating expenses reimbursed by the charterers divided by the number of ownership days for consolidated vessels during the reporting period.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Vessel operation expenditures	(36,902)	(41,652)	(113,061)	(114,010)
Tonnage taxes	49	75	159	-
Reimbursements	1,413	661	2,859	-
Adjusted vessel operation expenditures	**(35,440)**	**(40,916)**	**(110,043)**	**(114,010)**
Ownership days	5,167	5,857	10,449	16,561
Adjusted average OPEX per day (in USD)	**6,859**	**6,986**	**7,101**	**6,884**

Leverage Ratio

Interest-bearing long-term debt and interest-bearing short-term debt divided by total assets.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Non-current Interest-bearing debt	147,898	92,708	147,898	92,708
Current interest-bearing debt	54,266	81,091	54,266	81,091
Net interest-bearing debt	**202,164**	**173,799**	**202,164**	**173,799**
Total equity and liabilities	1,062,322	1,024,365	1,062,322	1,024,365
Leverage ratio	**19.0%**	**17.0%**	**19.0%**	**17.0%**

Equity Ratio

Management uses the equity ratio to monitor its capital and financial covenants. The equity ratio also provides an indication of how much of the Group's assets are funded by equity. Equity ratio is calculated by dividing total book equity by total assets.

IN USD THOUSANDS	Q3 2024 (UNAUDITED)	Q3 2023 (UNAUDITED)	YTD 2024 (UNAUDITED)	YTD 2023 (UNAUDITED)
Total equity	798,653	781,081	798,653	781,081
Total assets	1,062,322	1,024,365	1,062,322	1,024,365
Equity ratio	**75.2%**	**76.3%**	**75.2%**	**76.3%**

MPC CONTAINER SHIPS

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MPC CONTAINER SHIPS

FINANCIAL REPORT

Q4 2024

Contents

WEAR PROTECTIVE CLOTHES IN THIS AREA
PERSONS ENTERING THIS AREA MUST COMPLY WITH SAFETY REGULATIONS
MCC

HIGHLIGHTS

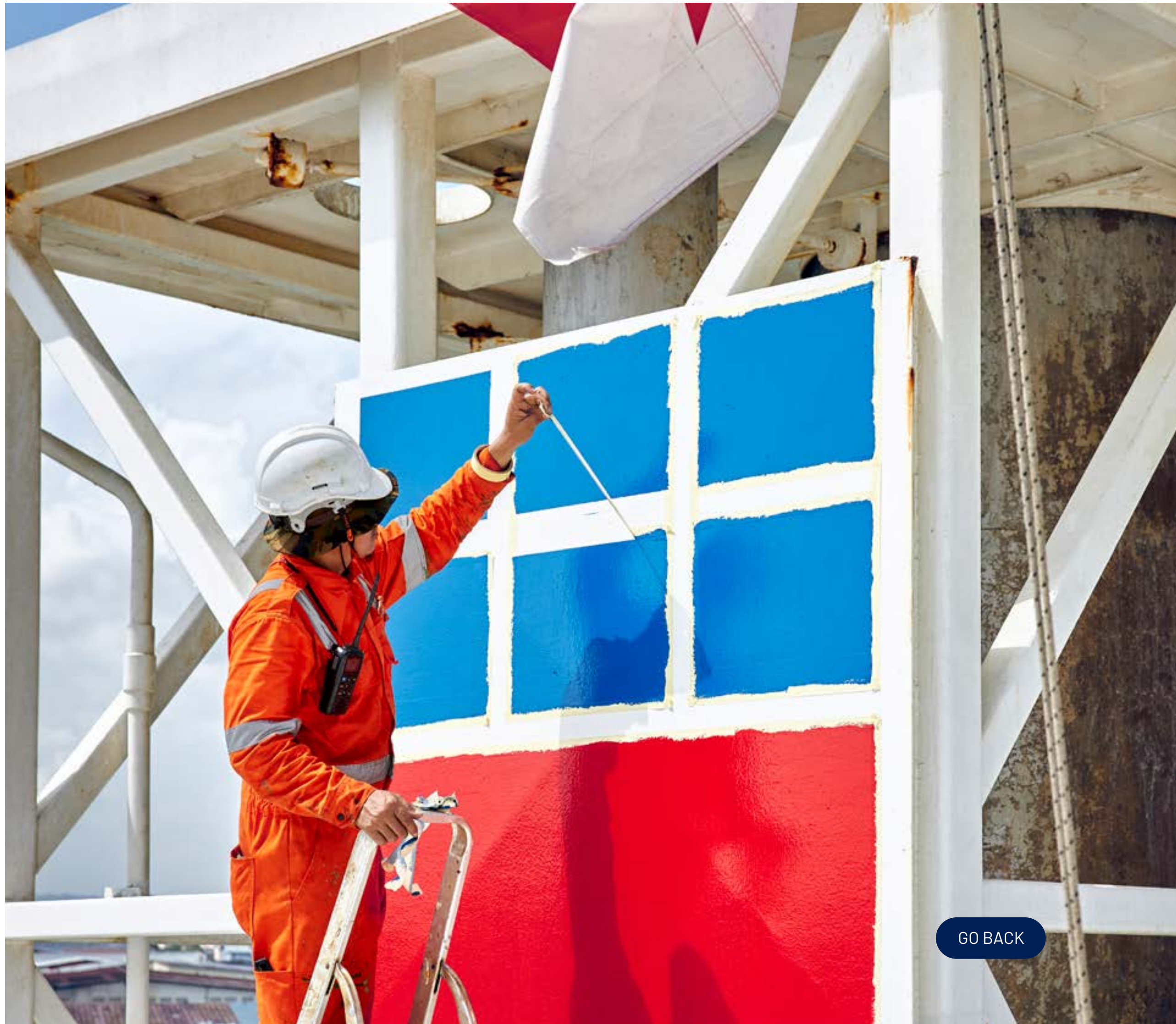
Fourth Quarter 2024

+ Strong financial and operational performance
+ Successfully delivered one wholly-owned vessel to its new owner
+ Took delivery of four 3,800 TEU vessels in October and November 2024
+ Completed the issuance of a USD 125.0 million senior unsecured sustainability-linked bond
+ The Board of Directors has declared a recurring dividend of USD 0.09 per share for the fourth quarter of 2024, payable on or about March 27, 2025

KEY FIGURES

KEY FIGURES		Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Operating revenues	USD m	130.0	152.8	540.9	711.3
EBITDA	USD m	83.3	93.6	348.7	518.4
Adjusted EBITDA[1]	USD m	72.3	101.5	325.1	428.5
Profit for the period	USD m	61.7	35.7	266.7	325.1
Adjusted profit for the period[1]	USD m	50.7	78.5	243.1	336.7
Operating cash flow	USD m	-	-	323.9	484.6
EPS	USD	0.14	0.08	0.60	0.73
Adjusted EPS[1]	USD	0.11	0.18	0.55	0.76
DPS[2]	USD	0.09	0.13	0.42	0.64
Total ownership days	days	5,390	5,675	20,886	22,236
Total trading days	days	4,957	5,527	19,758	21,553
Utilization		97.4%	98.2%	97.8%	98.1%
Adjusted average TCE[1]	per day	25,190	27,405	26,441	28,816
Adjusted average OPEX[1]	per day	7,666	6,941	7,247	6,887
Leverage ratio[1]		27.9%	13.3%	27.9%	13.3%

[1] Key figures include Alternative Performance Measures (APM). Refer to the APM section for definitions, explanations, and reconciliations of the APM's.
[2] Dividends per share (DPS) comprises the recurring dividend per share and any event-driven dividends per share declared for the period. For the fourth quarter of 2024, a recurring dividend of USD 0.09 per share was resolved by the Board of Directors on February 24, 2025, and will be paid on March 27, 2025.



LETTER TO SHAREHOLDERS

Constantin Baack
CEO

Moritz Fuhrmann
Co-CEO and CFO

Dear shareholders. As we entered 2024, we faced a dynamic market affected by continued geopolitical change, and an environment offering significant opportunities and challenges. Throughout the year we continued to report strong operational performance, demonstrated our ability to create, identify and capitalize on arising opportunities while maintaining our financial strength and flexibility. Our ability to optimize the fleet, transition towards low-emission vessels and capitalize on the increasing demand in the market, led us to delivering results above our initial guidance.

Continued value creation through strategic utilization of favorable market conditions

Throughout the year, the Red Sea crisis became a major disruption in the shipping industry. The market for container shipping experienced increased freight rates driven by the rerouting of vessels around Cape of Good Hope, higher-than-expected demand, and persistent vulnerabilities in global supply chains. Our ability to actively manage our fleet while capitalizing on the favourable market conditions and limited tonnage capacity, have led to a solid backlog throughout the year. Consequently, we have created significant value and a high earnings visibility, allowing us to enter the new year with a solid fundament for continued value creation.

We are pleased to have been able to deliver a year of both high investment activity as well as high shareholder returns. We exit the year with a robust capital base, enhanced balance sheet flexibility, and low leverage. We are proud to have demonstrated our strong ability to raise capital in different forms during the year.

A key highlight in our financial performance, is our commitment to shareholder returns. For FY 2024, we will distribute approximately USD 186 million in dividends. Our backlog of USD 1.1 billion remains solid, and with contract coverage of 92% and 64% of open days in 2025 and 2026, respectively, we enter 2025 with good confidence.

Advancing operational sustainability and efficiency

During the year, we have continued to execute on our fleet renewal strategy and have increased our total commitment to USD 600m. We welcomed 6 eco-designed vessels into our fleet, as well as the first of the three dual-fuel methanol vessels in the newbuilding program that was delivered in January 2025. These vessels represent an integral part of our fleet renewal and emissions reduction strategy. In addition, we have continued to invest and progress in our retrofit program to continuously enhance our fleet and align with our commitment to sustainable shipping solutions.

The shipping industry is increasingly focusing on sustainability to reduce environmental impact, comply with stricter regulations, meet customer demand for greener practices, and enhance long-term operational efficiency. Expectations in the industry are pointing to a multi-fuel future, and by incorporating environmentally sustainable technologies, we are strategically positioning MPCC to invest in and capitalize on the transition towards greener shipping practices and further enhancing long-term shareholder value.

We are pleased to have been able to deliver a year of both high investment activity as well as high shareholder returns. We exit the year with a robust capital base and enhanced balance sheet flexibility.

Leveraging green financing solutions

In 2024 we successfully completed a USD 125 million senior unsecured sustainability-linked bond, in addition to an ECA-Covered green loan. Our commitment to ESG and sustainability is rooted in our vision for sustainable container shipping that connects global ports to meet people's needs. To contribute to driving sustainable change in the maritime industry, we have developed comprehensive Sustainability-linked and Green Financing Frameworks. These frameworks align with our core values of environmental responsibility and long-term resilience, aiming to reduce the carbon footprint of international shipping. By leveraging sustainable financing solutions, we support eco-friendly innovations, enhance operational efficiency, and advance fleet decarbonization, ultimately contributing to a more sustainable maritime sector.

Looking Ahead

Looking ahead, we are confident in our ability to further drive growth and deliver value to our shareholders. We remain commited to continuously improve our operational capabilities, pursuing sustainable growth initiatives and expanding our market presence. As a cyclical industry, shipping presents challenges and opportunities; however, we have shown our ability to generate value across market cycles. By leveraging our over 90% coverage, we are well-positioned for resilience against potential market fluctuations in 2025. Additionally, we remain alert to interesting opportunities, while adhering to our ESG and sustainability principles to enhance long-term value creation.

We would like to express our gratitude to our colleagues, shareholders, customers, and partners for your continued support and confidence in MPC Container Ships. And last but not least, a sincere appreciation for the continuously dedicated efforts from all the seafarers onboard our vessels that make our operations possible.

Sincerely,

Constantin Baack (sign)
CEO
MPC Container Ships ASA

Moritz Fuhrmann (sign)
Co-CEO and CFO
MPC Container Ships ASA

FINANCIAL REVIEW

Financial Performance

The Group's vessels are chartered out on time charter contracts to global and regional liner shipping companies. Operating revenues for the fourth quarter of 2024 was USD 130.0 million (Q3 2024: USD 132.5 million), compared with USD 152.8 million for the same quarter in 2023. Gross profit from vessel operations was USD 75.7 million (Q3 2024: USD 83.4 million), compared with USD 105.2 million in the same quarter of 2023. The average TCE per trading day for the fourth quarter of 2024 was USD 25,190 (Q3 2024: USD 26,334) as compared to the average TCE per day of USD 27,405 in the corresponding quarter in 2023. See further in the APM section. In the fourth quarter of 2024, the Group completed the sale of one wholly-owned vessel, AS Paola, (Q3 2024: two) and recorded a gain on sale of vessels of USD 11.0 million. This is offset by disposal of other assets of USD 0.5 million. See Note 6 for further details.

The Group reported a profit for the period of USD 61.7 million (Q3 2024: USD 63.7 million) as compared to USD 35.7 million for the same quarter in 2023.

Financial Position

The Group's total assets amounted to USD 1.2 billion as at December 31, 2024 compared to USD 954.7 million as at December 31, 2023. Total non-current assets of USD 1,053.3 million as at December 31, 2024 (USD 773.3 million as at December 31, 2023) reflected mainly the carrying amounts of the vessels operated by the Group, and newbuildings as well as investments in associate and joint venture. In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel at Chinese-based shipyard Wenchong shipbuilding. See Note 5 for further details. The increase in the carrying amounts of vessels in 2024 is primarily due to the delivery of the two 5,500 TEU eco-design vessels, Mackenzie and Colorado, from its newbuilding program, the acquisition of six vessels and CAPEX additions of USD 56.2 million. This is offset by regular depreciation of USD 70.9 million and disposal of eight vessels. See further in Note 6. In 2024, the Group recorded USD 24.3 million additions to its existing newbuilding program, excluding the delivery of Mackenzie and Colorado. See further in Note 7. Cash and cash equivalents as at December 31, 2024 amounted to USD 132.1 million including restricted cash with USD 6.3 million compared with USD 122.6 million as at December 31, 2023.

Total equity was USD 817.6 million as at December 31, 2024, up from USD 753.5 million as at December 31, 2023, and included a non-controlling interest of USD 4.5 million (USD 3.8 million as at December 31, 2023). The change in equity was mainly due to profit for 2024 of USD 266.7 million, offset by the dividend payments of USD 204.4 million.

As at December 31, 2024, the Group had total interest-bearing debt

of USD 343.3 million (USD 126.5 million as at December 31, 2023). See further in Note 9.

The Fleet

As at December 31, 2024, the Group's fleet consisted of 59 vessels, with an aggregate capacity of approximately 140,894 TEU.

In October 2024, the Group entered into MoAs to purchase four 3,800 TEU wide beam eco-design vessels at a total price of USD 180.0 million. All vessels were acquired with existing charter agreements until the second quarter of 2025. Three of the eco-design vessels were delivered to the Group in October 2024, while the acquisition of the last vessel was completed in November 2024. Concurrently the vessels entered into a new time charter contract for 35-months, plus 12 months option with a top-tier liner company, starting after the expiration of the existing time charter.

In December 2024, the Group completed the sale of 2005-built vessel, AS Paola, to an unrelated party for USD 20.6 million. The Group recorded a gain of USD 11.0 million on the sale of vessel.

In December 2024, the Group entered into agreement to sell its wholly-owned 2005-built vessel, AS Fenja for USD 8.6 million to an unrelated party. The sale of the vessel was completed in January 2025. See further in Note 6 and Note 14.

Newbuilding Program

The Group's newbuilding program consisted of two 1,300 TEU container vessels, equipped with dual-fuel engines that are able to operate on green methanol. As at December 31, 2024, total additions to Group's newbuilding program was USD 44.3 million. The remaining commitments are USD 38.9 million, of which USD 19.5 million are due in the first quarter of 2025 and USD 19.5 million in the second quarter of 2025. See Note 7 for further details.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel. The vessel will be constructed by China Shipbuilding Trading Company ltd and CSSC HuangPu Wenchong Shipbuilding Company Ltd. The vessel is equipped with a dual-fuel engines that can operate on green methanol. The contract price is USD 39.0 million, and the equity will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding is scheduled for delivery in late 2026 and will be under a 7-year time-charter agreement with Unifeeder post-delivery. In the first quarter of 2024, the Group and Unifeeder each paid USD 4.0 million to the joint venture company as mandatory capital contribution.

In January 2025, the Group took delivery of the first 1,300 TEU container vessels from the yard. See further in Note 14.

Corporate Update

Pursuant to the Company's stated distribution policy, the Board of Directors has declared a recurring dividend of USD 0.09 per share for the fourth quarter of 2024, corresponding to a total dividend payment of approximately USD 39.9 million. The dividend payment will be made in NOK.

The record date for the recurring dividend will be March 21, 2025. The ex-dividend date is expected to be March 20, 2025, and the dividend will be paid on or about March 27, 2025.

The Group had 443,700,279 ordinary shares outstanding as at December 31, 2024. The weighted average number of shares outstanding for the purpose of calculating basic and diluted earnings per share for the fourth quarter of 2024 was 443,700,279.

Financing Update

As at December 31, 2024, the Group's total interest-bearing debt outstanding amounted to USD 343.3 million.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB). The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at December 31, 2024, no draw-down was made on this facility.

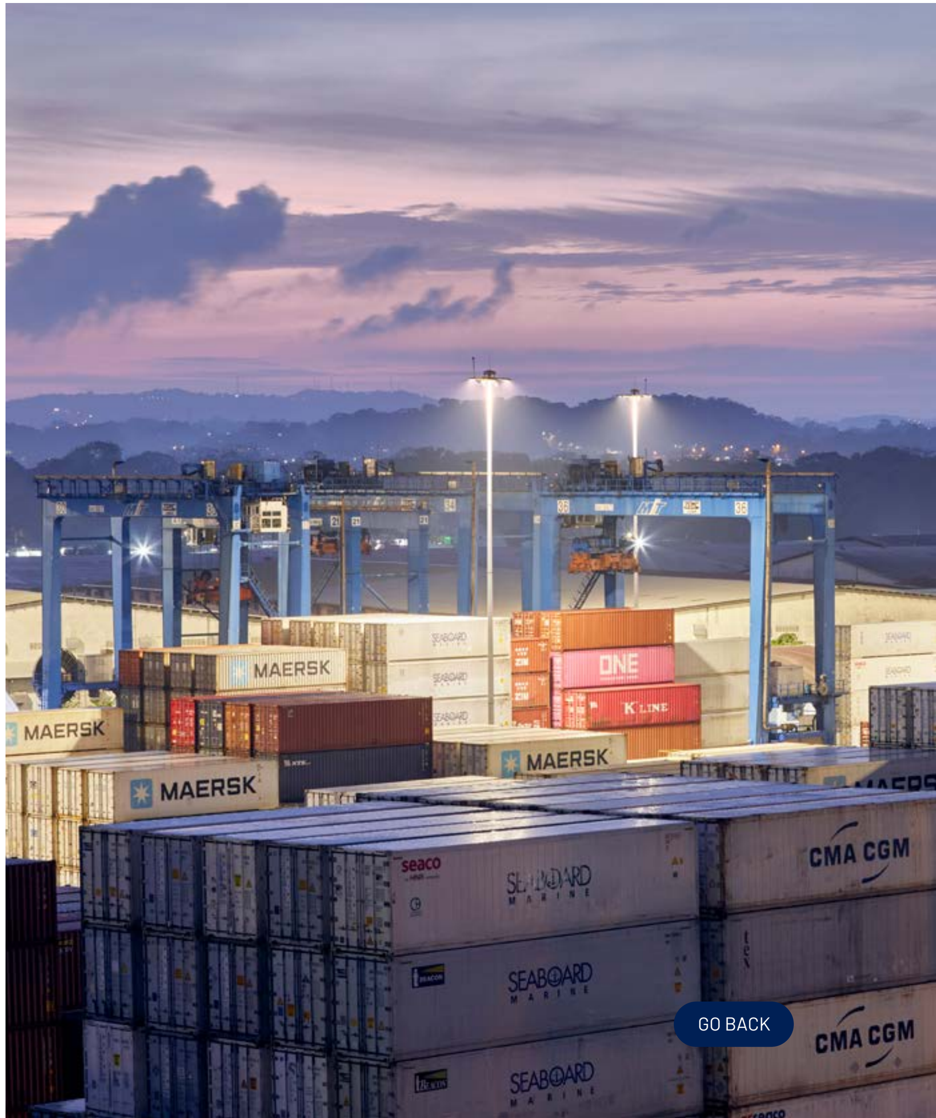
In September 2024, the Group entered into a USD 30.0 million term loan facility with First-Citizens Bank & Trust Company (First-Citizens) relating to the financing of the acquisition of AS Nara and AS Nuria. The loan facility carries an interest equivalent to adjusted term SOFR plus a margin of 195 basis points. In October 2024, the Group made a drawdown of USD 30.0 million.

In November 2024, the Group prepaid the outstanding amount of USD 3.7 million with OVB and terminated the loan subsequently.

In October 2024, the Group completed the issuance of USD 125.0 million, five-year senior unsecured sustainability-linked bond with a coupon rate of a 7.375%. Net proceeds from the bond issue will be applied towards general corporate purposes, including refinancing of existing financial indebtedness and acquisition of maritime assets. See further in Note 9.

CONTAINER MARKET UPDATE

In the fourth quarter, rates have been driven by tariff threats as well as the ongoing crisis in the Red Sea.



November 2024 marked one year of the Red Sea crisis. During the fourth quarter, the Houthis continued to attack international merchant ships and military vessels in the Red Sea. As of the time of writing, carriers are still rerouting around the Cape of Good Hope and alliances published two versions for their 2025 networks – one including the Suez Canal and one including the Cape of Good Hope detour.

The Red Sea crisis increased global TEU-mile demand by an estimated 10%-12% in 2024 due to the continuous rerouting of vessels around the Cape of Good Hope and underlying TEU demand grew by another ~5% in 2024. Hence, effective demand grew by a strong ~17% compared to 2023. The supply side grew by 10% in 2024 due to record newbuild deliveries. The resulting balance was in favor of the shipowners and exacerbated further by port congestion. Ultimately, container shipping markets remained elevated in light of these developments and a substantial amount of the earnings generated has been reinvested in newbuilds, with contracting in 2024 being the second strongest year ever.[1]

[1] Clarksons Research, Shipping Intelligence Network, January 2025.

A ceasefire agreement has been in place between Israel and Hamas in Gaza since January 19, 2025, raising the prospect of a return to the Red Sea for liner shipping companies. Nevertheless, the situation is still very unstable and can only be fully assessed once all phases of the negotiations between Israel and Hamas have been completed.

At the time of writing, there is no immediate, full or partial return to the Suez route foreseeable by liner operators as the security situation in the Red Sea remains uncertain. Statements from Houthis about halting attacks on non-Israeli ships do not constitute a guarantee for the safe passage of international merchant shipping.

The time between the decision of the presidential election at the beginning of November 2024 and the second inauguration of Donald Trump as the 47^{th} president of the United States in January 2025, was characterized by fears about additional tariffs and other trade interventions. A 10% tariff imposed on Chinese imports on the same day has held up until the time of writing (February 4, 2025) and led to retaliation in the form of Chinese tariffs imposed on U.S. exports. It would be accurate to describe the trade conflict situation as volatile. In previous reports we have already stated that it remains to be seen if the tariffs will actually be implemented or if President Trump simply aims for short-term negotiation wins from trading partners who stand to lose more than the U.S. or who simply cannot afford the losses resulting from an escalating conflict.

The unpredictability of the US president's actions makes it difficult for analysts to forecast the growth in trade. It remains unclear, if, when and to which extend tariffs will be applied and what the global impact could be. The current measures against China are expected to have less a direct impact than back in 2019 during the first trade war. For reference, the 2018–19 U.S.-China "trade war" was estimated to have reduced container TEU-mile demand by only a manageable ~0.5%.[1]

The cargo frontloading rush continued in the fourth quarter. U.S. containerized import volumes were at a solid 2.4m TEU in December, that was primarily driven by US importers fear of increased tariffs and potential port strikes.[2]

The global economy has shown resilience over the past years with stabilizing inflation rates and interest rate cuts in many economies. Nonetheless, the global economic outlook for 2025 and 2026 remains below the historical 2000–19 long-term average. The IMF and OECD both forecast global growth at 3.3% in 2025 and 2026 respectively.[3, 4]

Uncertainties about increasing protectionism are set to weigh on the global trade outlook. For this reason, the IMF revised its world trade growth estimates down slightly for 2025 and 2026. The OECD states that geopolitical tensions risk disrupting supply chains and energy markets.

Spot freight rates remained at levels twice as high as the end of 2023

Figure 1 illustrates that freight rates peaked in July with the Shanghai Containerized Freight Index (SCFI) recording 3,734 points.[5] Afterwards they declined by approximately 30% until the end of 2024. Nonetheless, freight rate levels are still almost twice as high as seen at the beginning of December 2023, right before the rerouting around the Cape of Good Hope started.

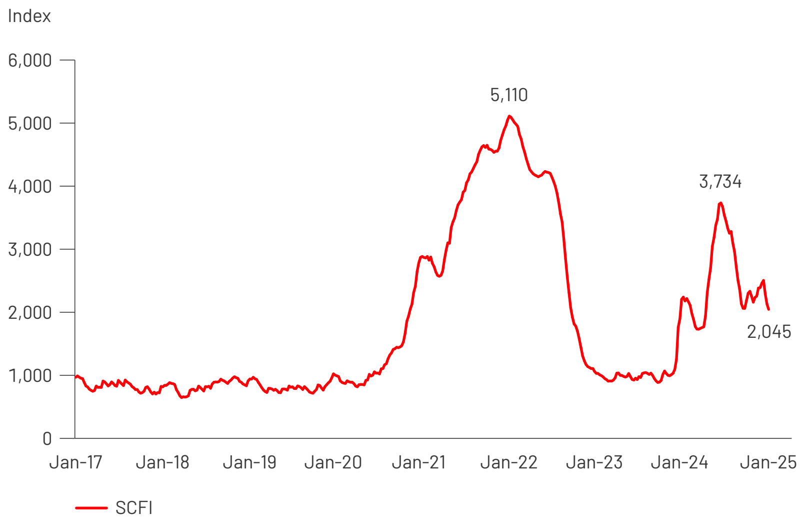
Freight rates showed diverging trends through October and into November on different trades. Whereas freight rates on the Transpacific weakened, freight rates on the Asia-Europe trade held firm owing to carriers' general rate increases (GRIs) based on strong pre-Lunar New Year volumes.

Over the course of December, Transpacific freight rates to both coasts caught up, primarily due to the ongoing ILA and USMX labor disputes as well as political tariff threats during this period, which prompted shippers to frontload cargos.

Since the beginning of 2025, freight rates have shown a seasonal downward trend shortly before Chinese New Year at the end of January.

[1] Clarksons Research, US Policy: Maritime Impact Assessment (Update No.4), February 2025.
[2] Descartes, January 2025.
[3] International Monetary Fund, World Economic Outlook, January 2025.
[4] OECD, Economic Outlook, Volume 2024 Issue 2, December 2024.
[5] Clarksons Research, Shipping Intelligence Network, January 2025.
[6] Harper Petersen, January 2025.

FIG. 1: SHANGHAI CONTAINERIZED FREIGHT INDEX (SCFI)



The charter market remains robust for now but uncertainties ahead

The time charter market plateaued in the fourth quarter of 2024. The combination of low vessel availability and positive sentiment supported strong charter rates and kept the idle fleet at a minimum. The Harper Petersen Charter Rates Index (HARPEX) moved up by 6%, as shown in figure 2.[6]

The last quarter of 2024 started off slowly with the Golden Week festivities in Asia. After that, momentum picked up again, as usual. November was rather uneventful and toward the end of the year, the Christmas holiday season kept a lid on activity. The main reason for the fewer fixtures observed was the continued lack of available tonnage, especially in the larger container vessel sizes.

FIG. 2: HARPEX – TIME-CHARTER RATE DEVELOPMENT, 6-12 MONTHS

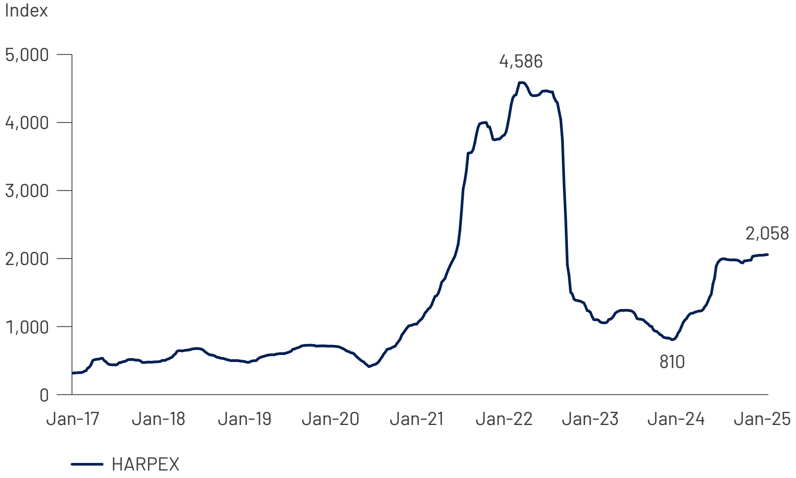
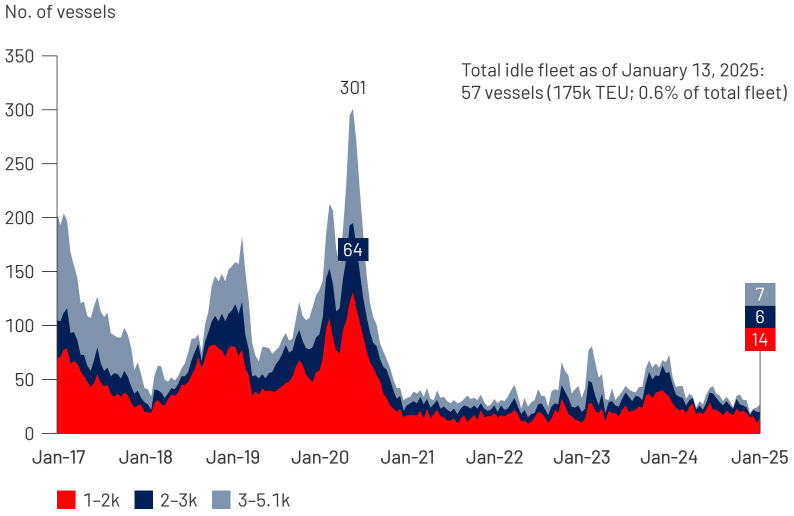


FIG. 3: IDLE STATISTICS



Above 3,000 TEU, tonnage lists remained short. In the fourth quarter of 2024, there were hardly any vessels coming open even in the first quarter of 2025. As a result, carriers had to secure ships in advance, sometimes chartering them out of mid-2025 positions already. Above 4,000 TEU, vessels were able to secure three-year employments, while 3,000 TEU designs achieved periods between two and three years. Between 2,000 TEU and 3,000 TEU, ships managed to fix for two years, and even smaller vessels than that were able to secure two-year periods. However, that was mostly the case for modern eco tonnage, which was able to fix at stronger terms compared to "standard" 1,700 TEU designs. Vessels able to trade into the Red Sea gained a strong premium, but most of the interests behind these ships are either from the Middle East or China.

The largest change was observed in the 4,250 TEU size, otherwise also called the Panamax segment. The limited supply of vessels and correspondingly low number of fixtures drove up rates the most in this size segment. Vessels were able to secure rates in the mid to high USD 30k range for three-year periods. Most of the other sizes only registered minor changes over the fourth quarter of 2024.

At the end of 2024, most liner operators were planning for a Red Sea circumnavigation for most, if not all, of 2025. Analysts and carriers alike had plans for both scenarios at hand but were expecting the Cape of Good Hope to be the base case going into 2025 Recent statements by President Donald Trump about a Gaza takeover make a return to the Red Sea even more difficult to predict.

[1] Alphaliner, Weekly Container Shipping Newsletters, January 2025.
[2] Clarksons Research, Shipping Intelligence Network, January 2025.
[3] Alphaliner, Monthly Monitor, January 2025.

As displayed in figure 3, the idle fleet has remained very low throughout the fourth quarter of 2024. The number of unemployed vessels continued to be below 1%, with most of the inactive vessels being carrier-owned ships. The small share of the idle NOO vessels was concentrated in the sizes below 3,000 TEU. In a backwards-looking perspective, the container fleet can be considered "fully employed" as there will always be some vessels that are not in service for various reasons.[1]

Currently, many vessels are still being secured at strong rates. However, recent forward fixing deals have shown that some of the main liner operators are becoming somewhat more hesitant when it comes to contracting vessels for multi-year deals. Prompt vessels, demanding for longer periods, are still able to fix them.

Newbuild contracting activity in 2024 almost as high as in the last record ordering year 2021

With 4.4m TEU ordered in 2024, newbuild contracting has almost reached the previous all-time high of 4.5m TEU achieved in 2021. Thus, as displayed in figure 4, the current orderbook stands at 8.3m TEU, bringing the orderbook-to-fleet ratio back to 27% at the end of the fourth quarter 2024. Newbuild deliveries in 2024 reached 2.9m TEU and demolitions only accounted for 83k TEU. Hence, the containership fleet grew by 10% year-on-year to reach 30.8m TEU at the end of 2024.[2]

Due to the increased TEU-mile demand in 2024, the newbuild deliveries were absorbed by the market. For example, on the Far East – Europe trade alone, the deployed capacity in 2024 increased by 28% compared to the previous year.[3] Without the additional deployment created by the Suez rerouting, supply side pressure would have prevailed in 2024.

FIG. 4: ORDERBOOK DEVELOPMENT

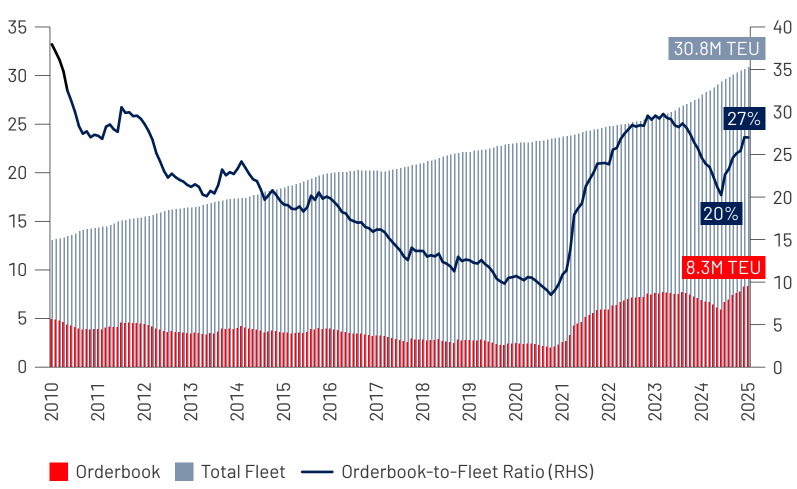
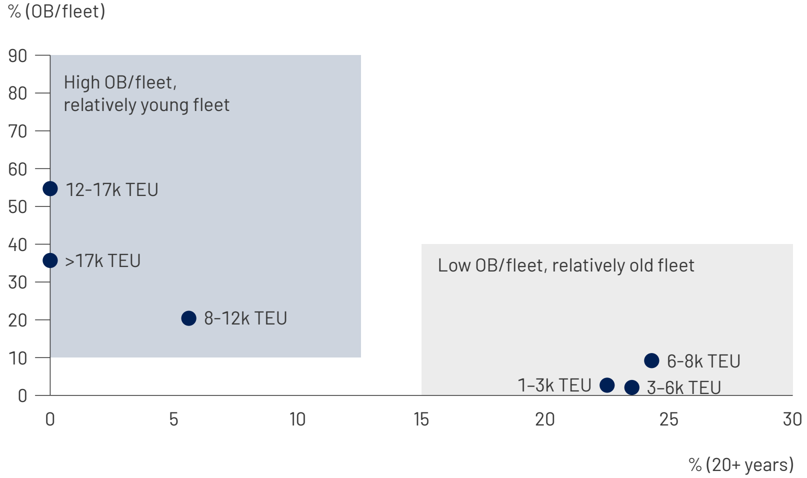


FIG. 5: ORDERBOOK ACROSS SIZE SEGMENTS COMPARED TO FLEET AGE



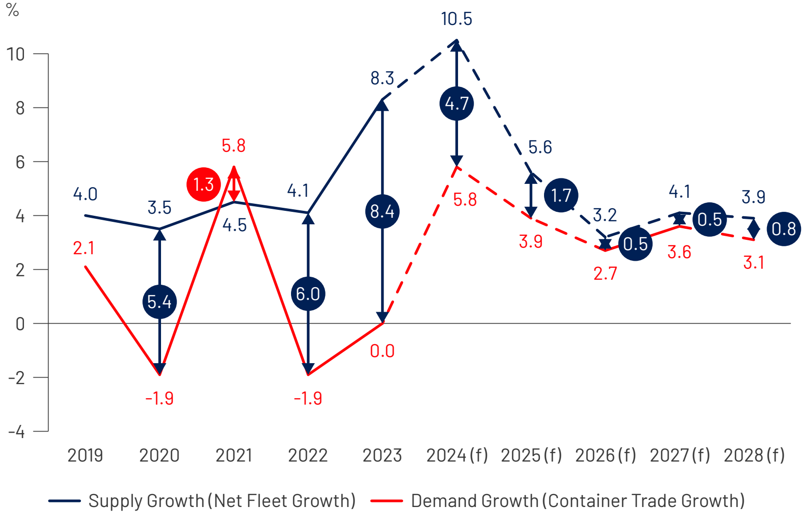
The newbuilding activity is also impacting the environmental profile, with 43% of all container vessels ordered set to be built with a DF-LNG engine. Another 24% will have methanol DF engines.[1]

As shown in figure 5, the orderbook is still focused on the larger size segments. In the fourth quarter of 2024, 101 vessels were ordered. 85 of those vessels featured capacities for more than 8,000 TEU. The smaller and relatively older segments below 8,000 TEU continue to show limited contracting.[2]

A return to the Suez route would drastically change the market balance

Figure 6 shows that TEU trade grew by 5–6% in 2024. In contrast, net fleet growth (accounting for deliveries and demolitions) amounted to 10.5%.[3] The increased transport distances lifted this trade demand by another 12%[1] and are vital to understand why the 2024 market balance was so favorable for shipowners despite the strong fleet growth.

FIG. 6: FUNDAMENTAL SUPPLY/DEMAND BALANCE – ACCOUNTING FOR CANCELLATIONS, SLIPPAGE, DELIVERIES, AND DEMOLITIONS



The container trade demand is forecast to grow at a rate of 3–4% in 2025, while containership supply is projected to grow at around 6%.[3]

The recent announcement of the Gaza ceasefire agreement led to a change in Clarksons' base case scenario. It now contains a gradual unwinding of the Red Sea rerouting throughout 2025.[4] Whereas container trade volumes would remain high throughout the year, the average transport distance would fall over the course of the year to a level similar to 2023. Such a scenario would drastically change the overall market balance and outlook.

The events surrounding the Red Sea thus remain the key aspect for the development of freight and charter markets in 2025, even outweighing the potential fallout resulting from escalating trade conflicts. A return to the Red Sea in 2025 would likely see a short-lived freight rate spike due to port congestion, but there remains a risk that freight rates will decline afterwards as it is likely that carriers would compete over market share while an oversupply of vessels would become evident. But even without a return of container vessels to the Red Sea, the 1.9m TEU of deliveries expected in 2025 could see the market balance continue to swing in favor of the shippers as far as freight rates are concerned.

[1] Clarksons Research, Shipping Intelligence Network, January 2025.
[2] Ibid.
[3] Maritime International Strategies, January 2025.
[4] Clarksons Research, Container Intelligence Monthly, January 2025.

FORWARD-LOOKING STATEMENTS

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

Oslo, February 24,2025

The Board of Directors and CEO
of MPC Container Ships ASA

Ulf Stephan Holländer (sign)
Chairman of the board

Ellen Merete Hanetho (sign)
Member of the board

Peter Frederiksen (sign)
Member of the board

Pia Meling (sign)
Member of the board

Petros Panagiotidis (sign)
Member of the board

Constantin Baack (sign)
CEO

CONSOLIDATED FINANCIAL STATEMENTS

Condensed Consolidated Statement of Profit or Loss

IN USD THOUSANDS	NOTES	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Operating revenues	4	129,951	152,830	540,860	711,282
Commissions		(3,202)	(4,364)	(14,433)	(20,000)
Vessel voyage expenditures		(5,726)	(1,303)	(19,195)	(9,898)
Vessel operation expenditures		(42,783)	(39,380)	(155,844)	(153,390)
Ship management fees		(2,591)	(2,635)	(9,865)	(9,999)
Share of profit or (loss) from joint venture	5	13	4	(395)	22,637
Gross profit		**75,662**	**105,152**	**341,128**	**540,632**
Administrative expenses		(4,438)	(3,753)	(17,732)	(14,805)
Other expenses		(2,183)	(7,595)	(3,861)	(9,338)
Other income		3,748	1,013	8,044	3,089
Gain (loss) from sale of vessels	6	10,552	(1,208)	21,145	(1,208)
Depreciation	6	(16,513)	(19,963)	(71,139)	(102,706)
Impairment		-	(34,926)	-	(79,378)
Operating profit		**66,828**	**38,720**	**277,585**	**336,286**
Finance income		2,816	3,365	9,422	7,841
Finance costs	9	(7,977)	(5,906)	(20,636)	(18,373)
Profit (loss) before income tax		**61,667**	**36,179**	**266,371**	**325,754**
Income tax expenses		67	(451)	323	(638)
Profit (loss) for the period		**61,734**	**35,728**	**266,694**	**325,116**
Attributable to:					
Equity holders of the Company		61,734	35,706	266,683	324,961
Non-controlling interest		0	22	11	155
Basic earnings per share – in USD	13	**0.14**	**0.08**	**0.60**	**0.73**
Diluted earnings per share – in USD	13	**0.14**	**0.08**	**0.60**	**0.73**

Consolidated Statement of Comprehensive Income

IN USD THOUSANDS	NOTES	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Profit (loss) for the period		61,734	35,728	266,694	325,116
Items which may subsequently be transferred to profit or loss		**382**	**(2,088)**	**583**	**(1,368)**
Change in hedging reserves, net of taxes	11	382	(2,088)	583	(1,368)
Total comprehensive profit (loss)		**62,116**	**33,640**	**267,277**	**323,748**
Attributable to:					
Equity holders of the Company		62,116	33,618	267,266	323,593
Non-controlling interest		0	22	11	155

Consolidated Statement of Financial Position

IN USD THOUSANDS	NOTES	DECEMBER 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Assets			
Non-current Assets			
Vessels	6	1,003,460	691,291
Newbuildings	7	44,344	78,980
Right-of-use asset		264	84
Investments in associate and joint venture	5	5,245	2,934
Total non-current assets		**1,053,313**	**773,289**
Current Assets			
Vessel held for sale		-	25,165
Inventories		7,206	8,088
Trade and other receivables		37,735	23,667
Financial instruments at fair value	11	1,060	1,951
Restricted cash	8	6,364	5,005
Cash and cash equivalents	8	125,696	117,579
Total current assets		**178,061**	**181,455**
Total assets		**1,231,374**	**954,744**

IN USD THOUSANDS	NOTES	DECEMBER 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Equity and Liabilities			
Equity			
Share capital		48,589	48,589
Share premium		1,879	1,879
Other paid-in capital		286	-
Retained earnings	12	762,602	700,021
Other reserves		(260)	(843)
Non-controlling interest		4,524	3,835
Total equity		**817,620**	**753,481**
Non-current liabilities			
Non-current Interest-bearing debt	9	299,237	92,951
Lease liabilities		79	-
Deferred tax liabilities		-	748
Total non-current liabilities		**299,316**	**93,699**
Current liabilities			
Current interest-bearing debt	9	44,037	33,564
Trade and other payables		12,632	20,397
Derivative financial instruments	11	101	-
Related party payables		72	1,062
Income tax payable		164	289
Deferred revenues		29,706	35,230
Other liabilities		27,726	17,022
Total current liabilities		**114,438**	**107,564**
Total equity and liabilities		**1,231,374**	**954,744**

Consolidated Statement of Changes in Equity

IN USD THOUSANDS	NOTES	SHARE CAPITAL (UNAUDITED)	SHARE PREMIUM (UNAUDITED)	OTHER PAID-IN CAPITAL (UNAUDITED)	RETAINED EARNINGS (UNAUDITED)	OTHER RESERVES (UNAUDITED)	TOTAL EQUITY ATTRIBUTABLE TO THE EQUITY HOLDERS OF THE COMPANY (UNAUDITED)	NON-CONTROLLING INTEREST (UNAUDITED)	TOTAL EQUITY (UNAUDITED)
Equity as at January 1, 2023		48,589	152,737	-	517,044	525	718,895	2,551	721,447
Result of the period		-	-	-	324,961	-	324,961	155	325,116
Other comprehensive income		-	-	-	-	(1,368)	(1,368)	-	(1,368)
Total comprehensive income		**-**	**-**	**-**	**324,961**	**(1,368)**	**323,593**	**155**	**323,748**
Change in non-controlling interest		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Contributions of equity, net of transaction costs		-	-	-	-	-	-	-	-
Dividends provided for or paid	12	-	(150,858)	-	(141,984)	-	(292,842)	(292)	(293,134)
Addition from non-controlling interest		-	-	-	-	-	-	1,421	1,421
Equity as at December 31, 2023		**48,589**	**1,879**	**-**	**700,021**	**(843)**	**749,646**	**3,835**	**753,481**
Equity as at January 1, 2024		48,589	1,879	-	700,021	(843)	749,646	3,835	753,481
Result of the period		-	-	-	266,683	-	266,683	11	266,694
Other comprehensive income		-	-	-	-	583	583	-	583
Total comprehensive income		**-**	**-**	**-**	**266,683**	**583**	**267,266**	**11**	**267,277**
Contributions of equity, net of transaction costs		-	-	-	-	-	-	-	-
Share-based payment	10, 12	-	-	286	-	-	286	-	286
Dividends provided for or paid	12	-	-	-	(204,102)	-	(204,102)	(257)	(204,359)
Addition from non-controlling interest		-	-	-	-	-	-	935	935
Equity as at December 31, 2024		**48,589**	**1,879**	**286**	**762,602**	**(260)**	**813,096**	**4,524**	**817,620**

Statement of Cashflow

IN USD THOUSANDS	NOTES	FY 2024 (UNAUDITED)	FY 2023 (UNAUDITED)
Profit (loss) before income tax		266,371	325,754
Income tax expenses paid		-	(783)
Net change inventory and trade and other receivables		(13,004)	(1,171)
Net change in trade and other payables and other liabilities		9,155	(9,710)
Net change Other non-current assets/Other non-current liabilities		4,238	-
Net change in deferred revenues		(5,524)	(4,903)
Depreciation	6	71,139	102,706
Share-based payment	10	286	-
Finance costs (net)		11,214	10,532
Share of profit (loss) from joint venture	5	395	(22,637)
Impairment	6	-	79,378
(Gain)/loss from disposals of vessels and fixed assets	6	(19,331)	8,185
Amortization of TC contracts		(1,012)	(2,717)
Cash flow from operating activities		**323.927**	**484,634**
Proceeds from disposal of vessels and fixed asset components	6	92,982	55,653
Scrubbers, dry dockings and other vessel upgrades	6	(56,226)	(48,254)
Newbuildings	7	(122,045)	(35,100)
Capitalised borrowing cost	7	(2,618)	-
Acquisition of vessels	6	(227,296)	(169,376)
Acquisition of subsidiary, net of cash	5	974	-
Interest received		5,258	3,938
Other financial income		-	484
Dividend received from joint venture investment	5	-	41,000
Investment in associate	5	(4,005)	(404)
Cash flow from investing activities		**(312,976)**	**(152,059)**

IN USD THOUSANDS	NOTES	FY 2024 (UNAUDITED)	FY 2023 (UNAUDITED)
Dividends paid	12	(204,359)	(293,134)
Addition of non-controlling interest		935	1,421
Proceeds from debt financing	9	263,340	142,013
Repayment of long-term debt	9	(43,975)	(167,397)
Payment of principal of leases		(185)	(186)
Interest paid		(10,090)	(13,661)
Debt issuance costs	9	(7,082)	(3,594)
Other finance paid		(397)	-
Cash from /(to) financial derivatives		527	(970)
Cash flow from financing activities		**(1,286)**	**(335,508)**
Net change in cash and cash equivalents		9,665	(2,933)
Net foreign exchange difference		(189)	-
Restricted cash. cash and cash equivalents at the beginning of the period		122,584	125,517
Restricted cash, cash and cash equivalents at the end of the period		**132,060**	**122,584**

Notes

NOTE 1 General Information

MPC Container Ships ASA (the "Company") is a public limited liability company (Norwegian: allmennaksjeselskap) incorporated and domiciled in Norway, with its registered address at Ruseløkkveien 34, 0251 Oslo, Norway, and Norwegian registered enterprise number 918 494 316.The Company was incorporated on January 9, 2017 and commenced operations in April 2017 when the first vessels were acquired. These consolidated financial statements comprise the Company and its subsidiaries (together referred to as the "Group"). The principal activity of the Group is to invest in and to operate maritime assets in the container shipping segment.

The shares of the Company are listed on the Oslo Stock Exchange under the ticker "MPCC."

NOTE 2 Accounting Principles and Basis of Preparation

The Group's financial reporting is in accordance with IFRS ® Accounting Standards as adopted by the European Union (EU). The unaudited interim financial statements for the period ended December 31, 2024, have been prepared in accordance with IAS 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and as adopted by EU. The statements have not been subjected to audit. The statements do not include all the information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual financial statements as at December 31, 2023. The consolidated financial statements are presented in USD thousands unless otherwise stated.

The accounting policies adopted in preparing 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 December 31, 2023. No new standards were effective as at January 1, 2024 with a significant impact on the Group.

NOTE 3 Segment Information

All of the Group's vessels earn revenues from seaborne container transportation globally. The vessels exhibit similar economic, trading and financial characteristics. The Group is organized in one operating segment, i.e., the container shipping segment.

NOTE 4 Operating Revenues

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Time charter revenues	126,811	151,466	528,434	700,710
Amortization of time charter contracts	0	568	1,012	2,716
Other revenues	3,139	795	11,414	7,855
Total operating revenues	**129,951**	**152,830**	**540,860**	**711,282**

The Group's time charter contracts are divided into a lease element and a service element. The lease element of the vessel represents the use of the vessel without any associated performance obligations and is accounted for in accordance with the lease standard IFRS 16. Revenues from time charter services (service element) and other revenue (e.g., bunkers and other services) are accounted for in accordance with IFRS 15. The Group's performance obligation is to provide time charter services to its charterers. When a time charter contract is linked to an index, we recognize revenue for the applicable period based on the actual index for that period. In 2024, seven vessel was index-linked (FY 2023: one) and four vessels were on a variable rate time charter.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Service element	40,498	39,504	151,665	152,897
Other revenues	3,139	795	11,414	7,855
Total revenues from customer contracts	**43,637**	**40,298**	**163,079**	**160,752**
Lease element	86,314	111,963	376,769	547,813
Amortization of time charter contracts	0	568	1,012	2,716
Total operating revenues	**129,951**	**152,830**	**540,860**	**711,282**

Other revenue relates to reimbursements of bunkers and other services, including amortization of the acquired value of time charter contracts. In 2024, the amortization of acquired time charter contracts amounted to USD 1.0 million compared to USD 2.7 million in 2023.

NOTE 5 Investments in Associate and Joint Venture

IN USD THOUSANDS	DECEMBER 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Investment in joint ventures	4,010	1,703
Investment in associate	1,235	1,231
Total	**5,245**	**2,934**

Investment in Joint Ventures

In October 2024, the Company acquired the remaining 50% interest in 2. Bluewater Holding Schifffahrtsgesellschaft GmbH Co. KG (Bluewater), Hamburg (Germany) for USD 1.3 million. Hence, the Company controls 100% of the shares in Bluewater and it was fully consolidated into the Group from the fourth quarter of 2024.

In the first quarter of 2024, the group acquired a 50% interest in Palmaille 75 Einundachtzigste Beteiligungs-gesellschaft mbH & Co. KG (Palmaille 75 Hamburg (Germany) for USD 4.0 million. Palmaille 75 have ordered a 1,300 TEU dual-fuel methanol newbuilding, scheduled for delivery in late 2026. The vessel will be under a 7-year time-charter agreement with Unifeeder A/S post-delivery. The carrying amount of the investment as at December 31, 2024 was USD 4.0 million. The group have committed to funding Palmaille 75 with additional USD 1.0 million.

IN USD THOUSANDS	DECEMBER 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Non-current assets	7,833	-
Cash and cash equivalents	185	2,148
Other current assets	3	1,450
Current liabilities	-	192
Equity	**8,021**	**3,405**
Group's carrying amount of the investment	**4,010**	**1,703**

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)*	FY 2023 (AUDITED)
Operating revenues	-	16	8	14,752
Operating costs	(23)	(92)	(850)	(8,416)
Other income	-	58	-	278
Gain(loss) from sale of vessels	-	24	-	39,535
Depreciation	-	(1)	-	(959)
Net financial income (expense)	64	18	73	112
Income tax	(15)	(14)	(21)	(28)
Profit after tax for the period	**25**	**8**	**(790)**	**45,275**
Total comprehensive income for the period	**25**	**8**	**(790)**	**45,275**
Group's share of profit for the period	**13**	**4**	**(395)**	**22,637**
Dividends received	**-**	**-**	**-**	**41,000**

*Includes Bluewater for the first nine months of 2024

Investment in Associate

In 2022, the Group entered into an agreement with INERATEC for the supply of synthetic Marine Diesel Oil (MOO) made from biogenic CO_2 and renewable hydrogen, with delivery set to start in 2024. The Group owns 24.5% of Siemssen KG, which holds an investment in INERATEC. As at December 31, 2024, the Group's investment in Siemssen KG amounted to USD 1.2 million. The investment is accounted under the equity method.

NOTE 6 Vessels

IN USD THOUSANDS (UNAUDITED)	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
December 31, 2023	1,028,642	78,980	**1,107,622**	48,618	**1,156,240**
Acquisitions of vessels	227,296	-	**227,296**	-	**227,296**
Capitalized dry-docking, progress payments, expenditures	56,227	113,553	**169,780**	-	**169,780**
Disposal of vessels and other assets	(68,943)	-	**(68,943)**	(48,618)	**(117,561)**
Transfers of vessels	148,189	(148,189)	**-**	-	**-**
December 31, 2024	**1,391,411**	**42,677**	**1,245,543**	**-**	**1,435,755**
Accumulated depreciation and impairment					
December 31, 2023	(337,351)	-	**(337,351)**	(23,453)	**(360,804)**
Depreciation for the period	(70,946)	-	**(70,946)**	-	**(70,946)**
Disposals of vessels and other assets	20,347	-	**20,347**	23,453	**43,800**
December 31, 2024	**(387,950)**	**-**	**(387,950)**	**-**	**(387,950)**
Net book value					
December 31, 2024 (unaudited)	1,003,460	44,344	**1,047,804**	-	**1,047,804**

IN USD THOUSANDS (AUDITED)	VESSELS	NEWBUILDINGS, ADDITIONS	TOTAL VESSELS AND NEWBUILDINGS	VESSEL HELD FOR SALE	TOTAL
Cost					
January 1, 2023	976,170	32,770	**1,008,940**	-	**1,008,940**
Acquisitions of vessels	169,376	-	**169,376**	-	**169,376**
Capitalized dry-docking, progress payments, expenditures	48,254	46,210	**94,464**	-	**94,464**
Disposals of vessels and other assets	(116,540)	-	**(116,540)**	-	**(116,540)**
Transfer to Vessel held for sale	(48,618)	-	**(48,618)**	48,618	**-**
December 31, 2023	**1,028,642**	**78,980**	**1,107,622**	**48,618**	**1,156,240**
Accumulated depreciation and impairment					
January 1, 2023	(230,297)	-	**(230,297)**	-	**(230,297)**
Depreciation for the period	(102,504)	-	**(102,504)**	-	**(102,504)**
Impairments	(79,378)	-	**(79,378)**	-	**(79,378)**
Disposals of vessels and other assets	51,375	-	**51,375**	-	**51,375**
Transfers to Vessel held for sale	23,453	-	**23,453**	(23,453)	**-**
December 31, 2023	**(337,351)**	**-**	**(337,351)**	**(23,453)**	**(360,804)**
Net book value:					
December 31, 2023 (audited)	691,291	78,980	**770,271**	25,165	**795,436**

Acquisition/Additions of Vessels

In May 2024, the Group took delivery of the first 5,550 TEU eco-design vessel, Mackenzie, from its newbuilding programs. In July 2024, the Group took delivery of the second 5,550 TEU eco-design vessel, Colorado, from its newbuilding programs.

In July 2024, the Group took delivery of the two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. Consequent to the order of transaction, where the Group purchased the two shelf companies owned by our related party, MPC Münchmeyer Petersen Capital AG, which also entered the MoA with the seller of the vessels, the transaction was classified as related party transaction.

In October 2024, the Group entered into MoAs to purchase four 3,800 TEU wide beam eco-design vessels at a total price of USD 180.0 million. All vessels were acquired with existing charter agreements until the second quarter of 2025. Three of the eco-design vessels were delivered to the Group in October 2024, while the acquisition of the last vessel was completed in November 2024.

Disposal of Vessels

In the first quarter of 2024, the Group delivered and completed the sale of its three previously held for sale vessels, AS Petra, AS Paulina and AS Pauline to an unrelated party. The Group recognized a loss on the sale of vessels of USD 0.2 million in the first quarter of 2024.

In April 2024, the Group sold its wholly-owned 2007-built AS Nadia and 2009-built sale and leaseback vessel, AS Ragna collectively to an unrelated party for USD 25.5 million. The Group recorded a gain on the sale of USD 6.4 million.

In July 2024, the Group completed the sale of its wholly-owned 2006-built AS Clarita to an unrelated party for USD 10.3 million. The Group recorded a gain of USD 2.0 million on the sale of vessel.

In August 2024, the Group agreed to sell its sale and leaseback vessel, 2008-built AS Fatima to an unrelated party for USD 11.8 million. The sale of AS Fatima was completed in September 2024. As a result, the Group recorded a gain on the sale of USD 4.2 million.

In December 2024, the Group completed the sale of 2005-built vessel, AS Paola to an unrelated party for USD 20.6 million. The Group recorded a gain of USD 11.0 million on the sale of vessel.

In December 2024, the Group entered into agreement to sell its wholly-owned 2005-built vessel, AS Fenja for USD 8.6 million to an unrelated party. The sale of the vessel was completed in January 2025.

As at December 31,2024, the group have committed to retrofit 8 vessels for USD 2.4 million which is due in 2025.

Impairment of Vessels

At each reporting date, the Group evaluates whether there is an indication that an asset may be impaired. If such indicator exists, an impairment test is performed. Such indicators may include depressed spot rates and declined second-hand containerships values. As at December 31, 2024, management considered there are no indications of impairment.

NOTE 7 Newbuildings

As at December 31, 2024 the Group's newbuilding program consisted of two 1,300 TEU container vessels with a contract price of USD 39.0 million per vessel. The first newbuilding was delivered in the first quarter of 2025 while the second newbuilding is expected to be delivered in the second quarter of 2025. As at December 31, 2024, total additions to Group's newbuilding program was USD 44.3 million, excluding the delivery of Mackenzie and Colorado. The remaining commitments is USD 38.9 million, of which USD 19.5 million is due in the first quarter of 2025 and USD 19.5 million in the second quarter of 2025.

In January 2024, the Group partnered with Unifeeder A/S (Unifeeder) in a joint investment for the construction of a 1,300 TEU container vessel, with a dual fuel engine, for a contract price of USD 39.0 million. The equity in the joint venture will be contributed 50% by the Group and the remaining half by Unifeeder. The newbuilding shall be scheduled for delivery in late 2026. As at December 31, 2024, the joint venture had paid installments of USD 7.8 million to the yard.

NOTE 8 Cash and Cash Equivalents and Restricted Cash

As at December 31, 2024, the Group had cash and cash equivalents of USD 125.7 million (USD 117.6 million as at December 31, 2023) and restricted cash balances of USD 6.4 million (USD 5.0 million as at December 31, 2023). The Group's loan agreement contains financial covenants, which require the Group to maintain a certain level of free cash, and a value adjusted equity covenant. The Group is in compliance with such financial covenants as at December 31, 2024.

NOTE 9 Non-current and Current Interest-bearing Debt

IN USD THOUSANDS	CURRENCY	FACILITY AMOUNT	INTEREST	MATURITY	DECEMBER 31, 2024 (UNAUDITED)	DECEMBER 31, 2023 (AUDITED)
Senior secured credit facility	USD	8,300	SOFR + 3.50%	February 2027	-	4,810
Sale-leaseback financing	USD	75,000	SOFR+2.6%	September 2027	39,818	66,963
Term loan and credit facility	USD	15,933	SOFR+1.5%-2.5%	February 2036	92,953	8,713
Term loan facility	USD	50,000	SOFR+ 2.8%-3.35%	July/Aug 2028	45,650	49,130
Term loan facility	USD	54,460	SOFR+2.3%	January/April 2036	15,560	-
Term loan facility	USD	30,000	SOFR+1.95%	October 2028	30,000	-
Senior unsecured sustainability linked bond	USD	200,000	7.375%	October 2029	125,000	-
Other long-term debt incl accrued interest					3,843	256
Total outstanding					**352,824**	**129,872**
Debt issuance costs					(9,550)	(3,357)
Total interest-bearing debt outstanding					**343,274**	**126,515**
Classified as:						
Non-current					299,237	92,951
Current					44,037	33,564
Total					**343,274**	**126,515**

In March 2022, the Group obtained an USD 8.3 million OVB Loan for the acquisition of the AS Claudia and carries an interest equivalent to the SOFR plus a margin of 350 basis points. In November 2024, the Group prepaid the outstanding amount of USD 3.7 million and terminated the loan subsequently.

In December 2023, the Group entered into a senior secured reducing revolving facility of up to USD 100.0 million with Hamburg Commercial Bank (HCOB). The facility has a tenor of five years and carries an interest rate of SOFR plus margin of 295 basis points. As at December 31, 2024, no draw-down was made on this facility.

In January 2024, the Group drew USD 7.2 million from its Crédit Agricole Corporate and Investment Bank (Crédit Agricole) pre-delivery term loan facility together with K-SURE. In May 2024, consequent to the delivery of Mackenzie, the Group drew USD 50.7 million from the post-delivery term loan facility in an amount of up to USD 101.5 million with Crédit Agricole together with K-SURE and repaid USD 8.0 million of the pre-delivery loan. In July 2024, the Group drew another USD 50.7 million of the post-delivery term loan facility and settled USD 7.9 million of the pre-delivery term loan facility due to the delivery of Colorado. As a result, the Group received net proceeds of the post-delivery financing facility of ISD 42.8 million. As at December 31, 2024, the Group repaid USD 5.7 million of the post-delivery term loan facilities and USD 93.0 million remained outstanding.

In September 2023, the Group entered into a sale and leaseback transactions with BoComm Leasing in an amount of USD 75.0 million for 12 of its vessels. The lease financing has a tenor of 48 months starting from September/October 2023 and carries an interest rate of SOFR plus a margin of 260 basis point, and includes purchase obligations for the 12 vessels at the end of the term. In 2024, the Group repaid USD 27.1 million, including the debt extinguishment of AS Ragna and AS Fatima due to the sale of vessels, As at December 31, 2024, USD 39.8 million remained outstanding.

In April 2024, the Group entered into ECA covered term loan facility of USD 54.6 million with Deutsche Bank (DB) and SINOSURE for its two dual-fuel methanol newbuildings. The facility carries an interest rate of 3 months USD Term SOFR plus a margin of 230 basis points. The facility shall be repaid in full upon delivery of the vessels while each of the post-delivery loan facility matures in 12 years from the delivery date of the vessels. As at December 31, 2024, USD 15.6 million was drawn and USD 39.0 million remained undrawn.

In September 2024, the Group entered a USD 30.0 million term loan facility with First-Citizens relating to the financing of the acquisition of AS Nara and AS Nura. The loan facility carries an interest equivalent to adjusted term SOFR plus a margin of 195 basis points and matures in October 2029. The loan was fully drawn in October 2024 and no repayment was made as at December 31,2024.

In October 2024, the Company completed the issuance of USD 125.0 million senior unsecured sustainability-linked bond maturing on October 9, 2029. The bonds will pay a coupon of 7.375% per premium.

As at December 31, 2024, the Group is in compliance with all financial covenants.

NOTE 10 Related Parties

The following table shows the total amount of service transactions that have been entered into with related parties in 2024.

IN USD THOUSANDS – Q3 2024	TYPE OF SERVICES	GROUP
Wilhelmsen Ahrenkiel Ship Man. GmbH & Co. KG / B.V.	Technical	7,796
Harper Petersen & Co. GmbH	Commercial	1,458
MPC Münchmeyer Petersen Capital AG	Corporate	520
ZEABORN Ship Management GmbH & Cie. KG	Technical	148
Total		**9,774**

Amounts due to or from related company represent net disbursements and collections made on behalf of the vessel-owning companies by the Group during the normal course of operations for which a right of offset exists. As at December 31, 2024, and December 31, 2023, the amount due to related companies was USD 0.0 million and USD 0.1 million respectively. All related party transactions are carried out at market terms. Please see the Group's 2023 Annual Report for additional details.

In July 2024, the Group took delivery of two 3,500 TEU, 2009-built vessels, AS Nara and AS Nuria for USD 24.9 million and USD 22.4 million respectively. Consequent to the order of transaction, where the Group purchased the two shelf companies owned by our related party, MPC Münchmeyer Petersen Capital AG, which also entered the MoA with the seller of the vessels, the transaction was classified as related party transaction. See note 6 Vessels for further details.

In 2024, the Group recognized USD 0.3 million stock option expense in respect of 1,310,000 options proposed by the Company to certain key employees and directors of the Company or its subsidiaries. The share option scheme is subjected to approval during the Annual General Meeting 2025.

NOTE 11 Financial Instruments

The following table represents the Group's financial assets and financial liabilities measured and recognized at fair value as at December 31, 2024 and December 31, 2023. The estimated fair value amount of the financial instruments has been determined using appropriate market information and valuation techniques.

	DECEMBER 31, 2024 (UNAUDITED)		DECEMBER 31, 2023 (AUDITED)	
IN USD THOUSANDS	CARRYING AMOUNT	FAIR VALUE	CARRYING AMOUNT	FAIR VALUE
Financial assets				
Trade and other receivables	37,735	37,735	23,667	23,667
Financial instruments at fair value	1,060	1,060	1,951	1,951
Restricted cash	5,740	5,740	5,005	5,005
Cash and cash equivalents	126,320	126,320	117,579	117,579
Total financial assets	**170,855**	**170,855**	**148,202**	**148,202**
Financial liabilities				
Interesting-bearing debt:				
Floating rate debt	218,865	218,865	126,515	126,515
Fixed rate debt	124,409	126,317	-	-
Derivative financial instruments	101	101	-	-
Trade and other payables	12,632	12,632	20,397	20,397
Other liabilities[1]	27,702	27,702	16,011	16,011
Total financial liabilities	**383,530**	**385,437**	**162,923**	**162,923**

[1] Excludes non-financial items in the line item Other liabilities in the Statement of Financial Position

The carrying amount of cash and cash equivalents, trade and other receivables, trade and other payables, and other liabilities are a reasonable estimate of their fair value, due to their short maturity.

Cash Flow Hedges

As at December 31, 2024 the Group has three interest rate caps.

The table below shows the notional amounts of current and future anticipated interest-bearing debt under existing debt facilities hedged by interest-rate caps:

INSTRUMENT	NOTIONAL AMOUNT	EFFECTIVE PERIOD	INTEREST CAP / FIXED PAYER	MATURITY
Interest-rate cap	USD 45–27 million	2024–2026	4.00%	December 2026
Interest-rate caps	USD 15.9–2.2 million	2024–2031	4.00%	May/June 2031

The fair value (level 2) of the Group's interest rate caps is the estimated amount that the Group would receive or pay to terminate the agreements as at the reporting date, considering, as applicable, the forward interest rate curves. The estimated amount is the present value of future cash flows. Fair value adjustment of the interest rate cap as at December 31, 2024 is recognized directly to Other reserves (other comprehensive income) in equity and are reclassed to profit or loss as a reclassification adjustment in the same period or periods during which the hedged expected future cash flows (future interest payments) affect profit or loss.

In October 2024, the Group entered into foreign currency forward contracts to hedge against in EUR. Hedge accounting has not been applied for these forward contracts as no hedge relationships were designated at inception. Currency derivatives that are not hedging instruments are valued at fair value , and any changes in value are entered in the condensed consolidated statement of profit or loss as finance income or finance costs. As at December 31,2024, the fair value of derivative financial instruments relating to the foreign currency forward contracts is a liability of USD 0.1 million.

NOTE 12 Share Capital

The share capital of the Company consisted of 443,700,279 shares as at December 31, 2024. The nominal value per share is NOK 1.00. All issued shares shown in the table below carry equal rights and are fully paid up.

	NUMBER OF SHARES	SHARE CAPITAL (USD THOUSANDS)
December 31, 2023	443,700,279	48,589
December 31, 2024	443,700,279	48,589

During 2024, the Group distributed dividends for a total of USD 204.4 million, which also includes distributions to non-controlling interests of USD 0.3 million. The dividend was distributed from retained earnings.

ANNOUNCEMENT DATE	TYPE	CASH DISTRIBUTION PER SHARE	EX-DIVIDEND	RECORD	PAYMENT
27.02.2024	Recurring	USD 0.13 / NOK 1.3734	19.03.2024	20.03.2024	26.03.2024
28.05.2024	Recurring	USD 0.13 / NOK 1.3729	20.06.2024	21.06.2024	27.06.2024
28.08.2024	Recurring	USD 0.10 / NOK 1.0583	17.09.2024	18.09.2024	24.09.2024
26.11.2024	Recurring	USD 0.10 / NOK 1.1147	12.12.2024	13.12.2024	19.12.2024

In 2024, the Group recognized USD 0.3 million stock option expense in respect of 1,310,000 options proposed by the Company to certain key employees and directors of the Company or its subsidiaries. The share option scheme is subjected to approval during the Annual General Meeting 2025.

NOTE 13 Earnings per Share

	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Profit (loss) for year attributable to ordinary equity holders – in USD thousands	61,734	35,706	266,683	324,961
Weighted average number of shares outstanding, basic	443,700,279	443,700,279	443,700,279	443,700,279
Weighted average number of shares outstanding, diluted	443,700,279	443,700,279	443,700,279	443,700,279
Basic earnings per share – in USD	**0.14**	**0.08**	**0.60**	**0.73**
Diluted earnings per share – in USD	**0.14**	**0.08**	**0.60**	**0.73**

NOTE 14 Subsequent Events

In December 2024, the Group entered into agreement to sell its wholly-owned 2005-built vessel, AS Fenja for USD 8.6 million to an unrelated party. The sale of the vessel was completed in January 2025.

In January 2025, the Group took delivery of the first 1,300 TEU container vessels from the yard. The vessel is contracted with a 15-year time charter with North Sea Container Line AS (NCL), backed by CoAs from various parties, including a 15-year CoA with Norwegian industrial group Elkem ASA.

ALTERNATIVE PERFORMANCE MEASURES

The Group's financial information is prepared in accordance with the International Financial Reporting Standards (IFRS). In addition, it is the management's intention to provide alternative performance measures that are regularly reviewed by management to enhance the understanding of the Group's performance but are not intended as a replacement of the financial statements prepared in accordance with the IFRS. The alternative performance measures presented may be determined or calculated differently by other companies. The alternative performance measures are intended to enhance comparability of the results and to give supplemental information to the users of the Group's external reporting. Refer to our website for the rationale of each APM.

EBITDA

Earnings before interest, tax, depreciation and amortization (EBITDA). Derived directly from the income statement by adding back depreciation to the operating result ("EBIT").

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Operating profit (EBIT)	66,828	38,720	277,585	336,286
Depreciation	(16,513)	(19,963)	(71,139)	(102,706)
Impairment (including held for sale loss)	-	(34,926)	-	(79,378)
EBITDA	**83,341**	**93,609**	**348,724**	**518,370**

Adjusted EBITDA

EBITDA excluding one-time, irregular, and non-recurring items, such as gain (loss) from vessel sales.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
EBITDA	**83,341**	**93,609**	**348,724**	**518,370**
Early redelivery of vessels, net of commission	-	-	-	77,971
Share of profit or loss from joint venture	-	-	-	19,723
Gain (loss) from sale of vessels/other fixed assets	11,005	(7,858)	23,581	(7,858)
Adjusted EBITDA	**72,336**	**101,467**	**325,143**	**428,534**

Adjusted Profit (Loss)

Profit (loss) for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from vessel sales.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Profit (loss) for the period	61,734	35,728	266,694	325,116
Early redelivery of vessels, net of commission	-	-	-	77,971
Depreciation of TC contract related to AS Anne	-	-	-	(22,035)
Share of profit or loss from joint venture	-	-	-	19,723
Gain(loss) from sale of vessels/other fixed assets	11,005	(7,858)	23,581	(7,858)
Held for sale loss/impairment	-	(34,926)	-	(79,378)
Adjusted profit (loss) for the period	**50,729**	**78,512**	**243,113**	**336,693**
Number of shares	443,700,279	443,700,279	443,700,279	443,700,279
Adjusted EPS	**0.11**	**0.18**	**0.55**	**0.76**

Adjusted Earnings Per Share (EPS)

Adjusted EPS is derived from the adjusted profit (loss) divided by the number of shares outstanding at the end of the period.

Average Time Charter Equivalent (TCE)

The time charter equivalent represents time charter revenue and pool revenue divided by the number of trading days for the consolidated vessels during the reporting period. Trading days are ownership days minus days without revenue, including commercial, uninsured technical and dry-dock related off-hire days.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Time charter revenues	124,868	151,466	522,424	700,710
Trading days	4,957	5,527	19,758	21,553
Average TCE per day (in USD)	**25,190**	**27,405**	**26,441**	**32,511**

Adjusted Average Time Charter Equivalent (TCE)

Adjusted average TCE is the average TCE for the period excluding one-time, irregular, and non-recurring items, such as gain (loss) from sale of vessels.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Time charter revenues	124,868	151,466	522,424	700,710
Early redelivery of vessels	-	-	-	(79,629)
Adjusted TCE for the period	**124,868**	**151,466**	**522,424**	**621,081**
Trading days	4,957	5,527	19,758	21,553
Adjusted average TCE per day (in USD)	**25,190**	**27,405**	**26,441**	**28,816**

Adjusted Average Operating Expenses (OPEX) Per Day

Adj. OPEX per day is calculated as operating expenses excluding tonnage taxes and operating expenses reimbursed by the charterers divided by the number of ownership days for consolidated vessels during the reporting period.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Vessel operation expenditures	(42,783)	(39,380)	(155,844)	(153,390)
Tonnage taxes	32	-	191	-
Reimbursements	1,431	(11)	4,290	-
Adjusted vessel operation expenditures	**(41,320)**	**(39,391)**	**(151,363)**	**(153,390)**
Ownership days	5,390	5,675	20,886	22,236
Adjusted average OPEX per day	**7,666**	**6,941**	**7,247**	**6,887**

Leverage Ratio

Interest-bearing long-term debt and interest-bearing short-term debt divided by total assets.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Non-current Interest-bearing debt	299,237	92,951	299,237	92,951
Current interest-bearing debt	44,037	33,564	44,037	33,564
Net interest-bearing debt	**343,274**	**126,515**	**343,274**	**126,515**
Total equity and liabilities	1,231,374	954,744	1,231,374	954,744
Leverage ratio	**27.9%**	**13.3%**	**27.9%**	**13.3%**

Equity Ratio

The equity ratio is calculated by dividing total equity by the total assets.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Total equity	817,620	753,481	817,620	753,481
Total assets	1,231,374	954,744	1,231,374	954,744
Equity ratio	**66.4%**	**78.9%**	**66.4%**	**78.9%**

Net Debt

Calculated as cash and cash equivalent less borrowings (current and non-current). The measure may exclude lease liabilities (current and non-current) or include them.

IN USD THOUSANDS	Q4 2024 (UNAUDITED)	Q4 2023 (UNAUDITED)	FY 2024 (UNAUDITED)	FY 2023 (AUDITED)
Restricted cash	6 364	5 005	6 364	5 005
Cash and cash equivalents	125 696	117 579	125 696	117 579
Total cash, cash equivalents and restricted cash	**132 060**	**122 584**	**132 060**	**122 584**
Non-current Interest-bearing debt	299 237	92 951	299 237	92 951
Current interest-bearing debt	44 037	33 564	44 037	33 564
Total interest-bearing debt	**343 274**	**126 515**	**343 274**	**126 515**
Net debt (net cash)	**211 214**	**3 931**	**211 214**	**3 931**

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