May 23, 2023

Q1 2023 EARNINGS CALL

Constantin Baack, CEO
Moritz Fuhrmann, CFO

MPC CONTAINER SHIPS

AGENDA

1. Q1 2023 in review
2. Market Update
3. Company Outlook

HIGHLIGHTS

1

POSITIVE Q1 2023 RESULTS

- Operating revenues of USD 180.1m incl. USD 25.2m gross proceeds from the early redelivery of AS Carlotta
- Profit for the period of USD 119.7m and USD 0.15/share recurring dividend
- Industry-low financial leverage of 15.2%
- Fleet optimization measures carried out in Q1 2023 accretive for long-term EPS and DPS

2

MARKET DEVELOPMENT

- Freight- and charter rates improved over last 3 months, and has consolidated above historical averages
- Improved medium-term outlook, particularly for intra-regional trades

3

WELL POSITIONED DESPITE MARKET UNCERTAINTIES

- USD 1.3bn revenue backlog with 89% of days contracted for 2023
- FY 2023 guidance confirmed: Revenues USD 610m-630m and EBITDA USD 420m-450m [1]

1 FY 2023 guidance subject to certain assumptions and includes expected gain sale from vessel sales and settlement from commercial agreement for early redelivery

SUSTAINED STRONG FINANCIAL AND OPERATIONAL PERFORMANCE

PROFIT OR LOSS

		Q1 23	Q4 22	Q1 22
Gross Revenue	USD m	**180.1**	162.1	142.9
EBITDA [1]	USD m	**141.4**	127.0	137.7
Net Profit [2]	USD m	**119.7**	103.6	116.8

FINANCIAL KPIs

		Q1 23	Q4 22	Q1 22
DPS [3]	USD	**0.15**	0.15	0.13
EPS	USD	**0.27**	0.23	0.26
Op. Cash Flow	USD m	**135.0**	125.4	87.3

BALANCE SHEET

		Q1 23	Q4 22	Q1 22
Total assets	USD m	**970.1**	956.3	915.5
Net Debt [1]	USD m	**28.3**	28.1	128.4
Leverage ratio [2]		**15.2%**	16.1%	22.9%

OPERATIONAL KPIs

		Q1 23	Q4 22	Q1 22
Average OPEX	USD/day	**6,397**	6,937 [4]	6,287
Average TCE	USD/day	**30,989**	31,279	24,845
Utilization		**97.1%**	97.8%	98.8%

1 Adj. EBITDA of USD 110.7m in Q1 2023
2 Adj. Net Profit of USD 88.9m in Q1 2023
3 Q1 2023 DPS excluding event-driven distribution of USD 0.07 paid on February 28, 2023. Q1 2022 DPS excluding event-driven distribution of NOK 3.00 paid on February 10, 2022
4 OPEX per day in Q4 2022 include one-off effects from Covid-related and insurance costs of USD 472/day

CONTINUATION OF ACTIVE PORTFOLIO MANAGEMENT & OPTIMIZATION IN Q1 2023

MPCC FIXTURES YEAR-TO-DATE

FIXTURE MONTH	VESSEL	TEU	CHARTERER	HIRE (USD/D)	PERIOD (MONTHS)
Feb 2023	AS Rafaela	1,400 gls	GFS	12,000	5 – 7
Feb 2023	AS Carlotta	2,800 grd	ONE	15,850	7 – 9
Feb 2023	AS Cypria	2,800 gls	ONE	17,000	7 – 10 [1]
Feb 2023	AS Flora	1,200 gls	SITC	11,500	2 – 5
Mar 2023	Stadt Dresden	2,800 gls	COSCO	16,900	2 – 3 [1]
Mar 2023	AS Camellia	2,800 grd	MSC	17,750	17 – 19
Mar 2023	AS California	2,800 gls	MSC	17,750	17 – 19
Apr 2023	AS Flora	1,200 grd	Sea Con	13,500	6 – 7
May 2023	AS Penelope	2,500 gls	HAPAG	17,200	11.5 – 14.5
May 2023	Stadt Dresden	2,800 gls	HAPAG	18,300	11.5 – 14.5
May 2023	AS Franziska	1,300 grd	Maersk [2]	14,150	10 – 12

» Seven fixtures since publication of Q4 2022 financial report

PORTFOLIO MANAGEMENT

Continuation of the selective fleet renewal strategy

- » Acquisition and take-over of two scrubber-fitted secondhand vessels, 3,400 TEU AS Nina (2010 built) and 2,800 TEU AS Claudia (2007 built) during Q1 2023
- » Both investments are EPS accretive and support mid-term DPS
- » Successful sale and handover of the Carinthia (2003 built) to new owners in Q1 2023 in advance of the upcoming class renewal

PORTFOLIO UPGRADES

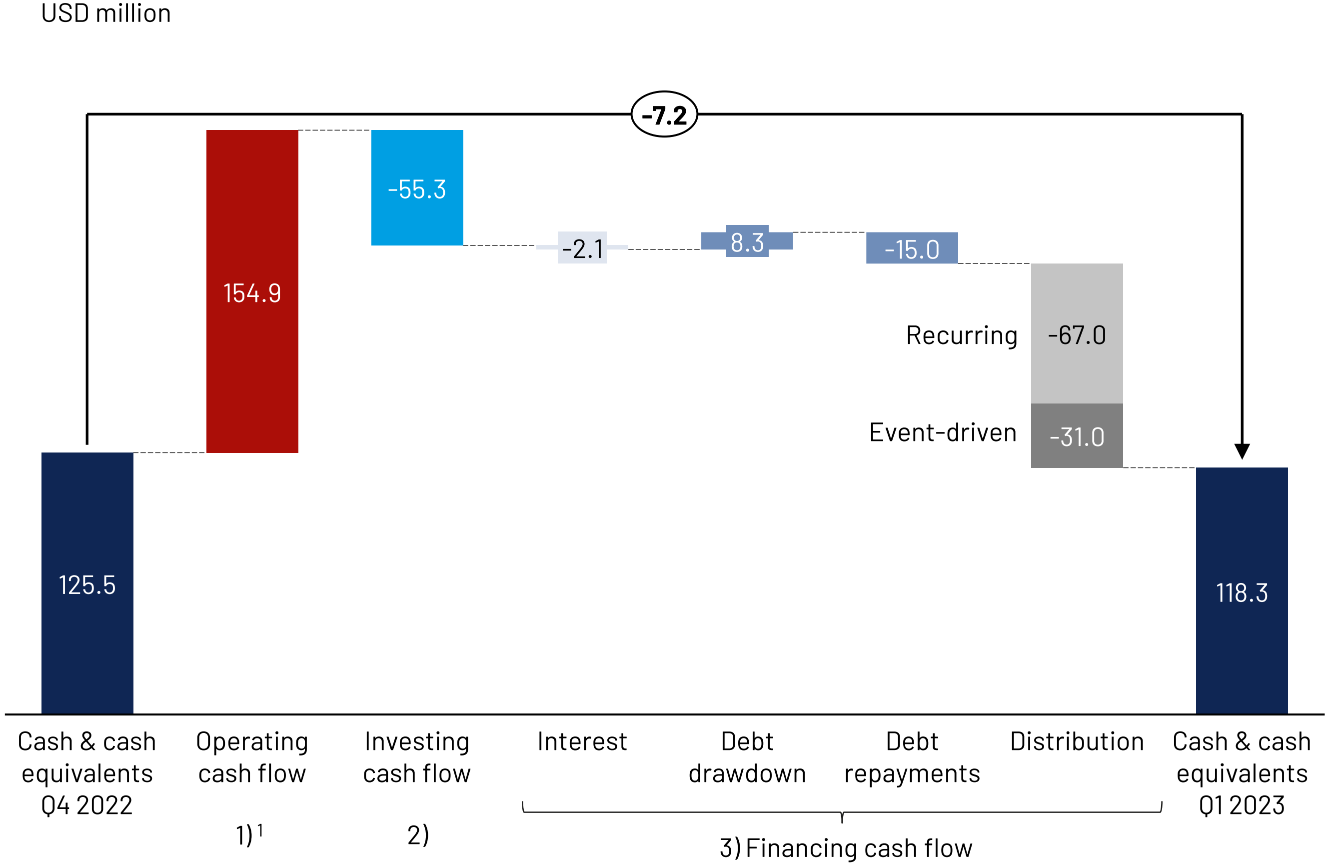
Focus on efficient operations, high utilization, asset quality and regulatory compliance

- » Complete MPCC fleet is prepared to be EEXI compliant
- » Execution of various retrofit measures and joint investments and continued close dialogue with customers on the implementation of further retrofit agreements
- » Ongoing investigation and on-board testing of Biofuels together with charter partners
- » Developed CII monitoring & forecasting software with software company zero44, distinct exchange with charterers with regards to CII
- » Signed the industry's first offtake agreement for synthetic marine diesel oil (MDO) with German e-fuel company INERATEC

1 Extended in direct continuation of the CP
2 Sealand Europe A/S

CASH FLOW BRIDGE Q1 2023

CASH DEVELOPMENT Q1 2023



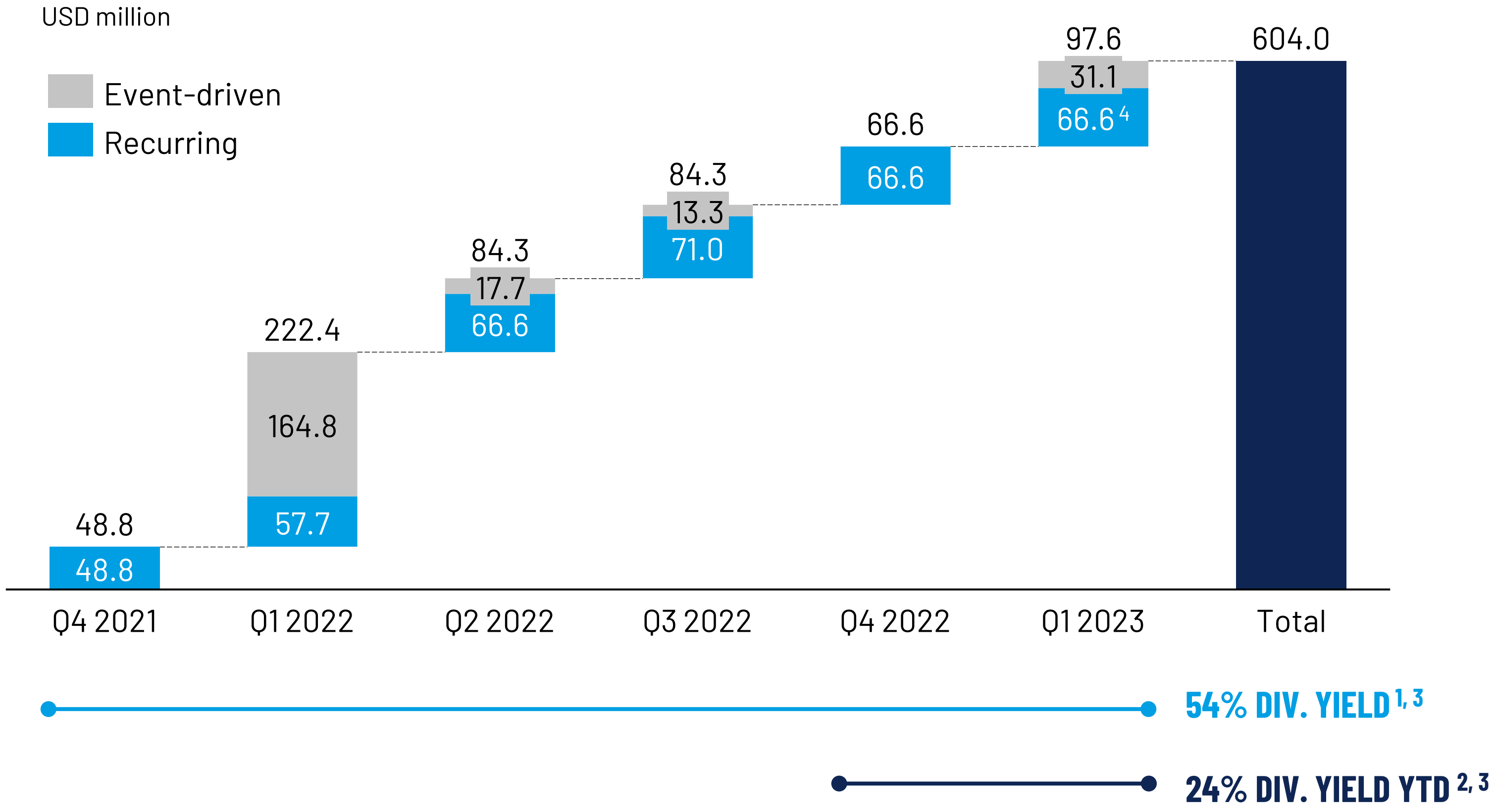
COMMENTS

1) Operating cash flow includes:
   - Dividend of USD +20m from Bluewater JV
2) CAPEX includes:
   - Class renewals, vessel upgrades and regulatory investments of USD 17m
   - Installments for Newbuildings USD 6m
   - Vessel acquisitions (AS Claudia and AS Nina) USD 32m
3) Financing cash flow includes:
   - Interest paid and interest received of net USD 2m
   - Drawdown of additional debt in connection with vessel acquisition USD 8m
   - Regular repayment of USD 15m under HCOB facility
   - Recurring distribution based on Q4 2022 paid in Q1 2023 of USD 67m and event-driven of USD 31m

1 JV related proceeds included in operating cash flow

PROVIDING SIGNIFICANT SHAREHOLDER RETURNS

DIVIDEND DISTRIBUTIONS



PERIOD	RECURRING DPS (NOK)	EVENT-DRIVEN DPS (NOK)	TOTAL
Q4 2021	0.95		**0.95**
Q1 2022	1.30	3.30	**4.60**
Q2 2022	1.57	0.42	**1.98**
Q3 2022	1.58	0.30	**1.87**
Q4 2022	1.58		**1.58**
Q1 2023[3]	*1.63*	0.72	**2.35**
Total	**8.59**	**4.74**	**13.33**

1 Dividend yield calculated as total dividends paid and declared since January 2022 divided by opening share price on Jan 3, 2022, of NOK 24.75/share
2 Dividend yield YTD calculated as dividends paid and declared since January 2023 divided by opening share price on Jan 2, 2023, of NOK 16.30/share
3 Q1 2023 recurring DPS of USD 0.15 to be paid in Jun 2023, estimated to NOK 1.63 per share based on FX rate 10.86. The event-driven DPS NOK 0.72 was paid on Feb 28, 2023.
4 Recurring dividend for Q1 2023 will be made as two payments with USD 0.12 distributed from previously paid-in share premium and USD 0.03 distributed from retained earnings

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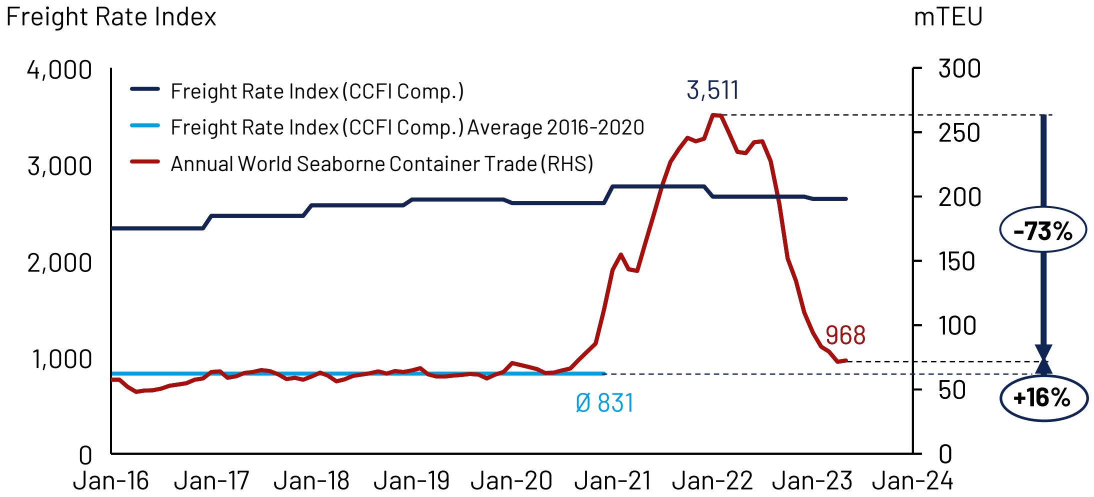
FREIGHT MARKETS SHOW SIGNS OF STABILIZATION AMID MACRO UNCERTAINTIES

CARGO VOLUMES AND FREIGHT RATES



GLOBAL ECONOMY

- Inflation & Interest Rates: Energy and food inflation declining, core inflation sticky with tight labor markets in several advanced economies. Central banks increasing interest rates albeit with hints of a reduced pace.
- GDP Growth: IMF slightly revised GDP growth forecasts downward to 2.8% in 2023 (-0.1 pp) and 3.0 in 2024 (-0.1 pp).
- Container Demand: Expected to grow by 2.4% and 6.3% in 2023/2024
- Regionalization: Relative loss of China's export share of global container trade. Result: Regionalization (China-plus-one strategy and RCEP[1]) with a wider range of individual export partners.
- Intra-regional trades: Relatively strong demand growth expected due to higher interconnectivity to the benefit of other ASEAN countries and India (supply chain diversification of export partners). Transhipment hubs (e.g., Singapore) could benefit.

GDP FORECAST SLIGHTLY DOWNGRADED

2.8%

2023 Global Full Year Growth

INFLATION PEAKED AND TRENDS DOWN

4.9%

US Inflation, Apr 2023

FREIGHT RATE DIFFERENCES

-73% (CCFI) vs. -39% (Intra Asia) (from all time high)

Apr 2023

LINER EARNINGS IN 2023

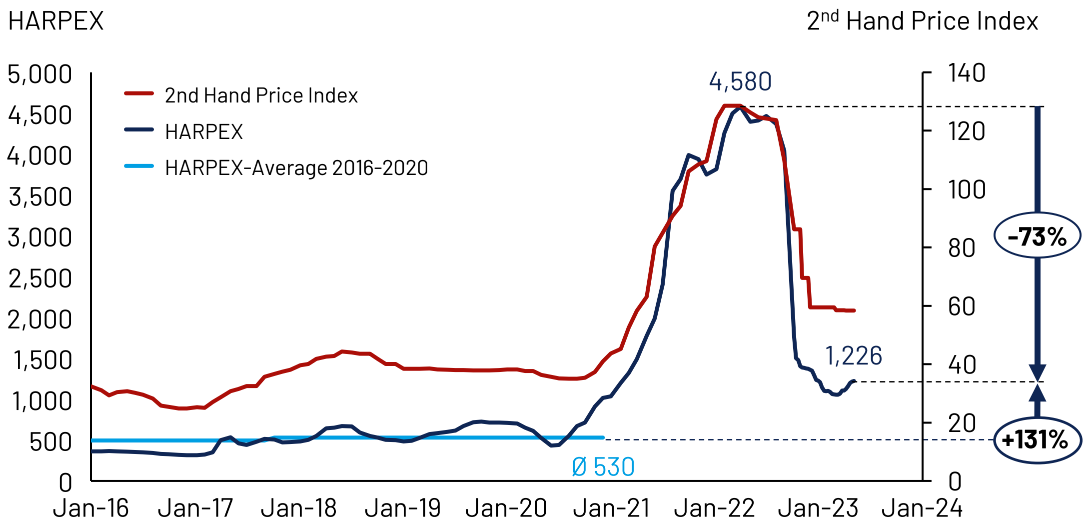
USD 43.2bn (80% drop from 2022)

Total industry forecast [2]

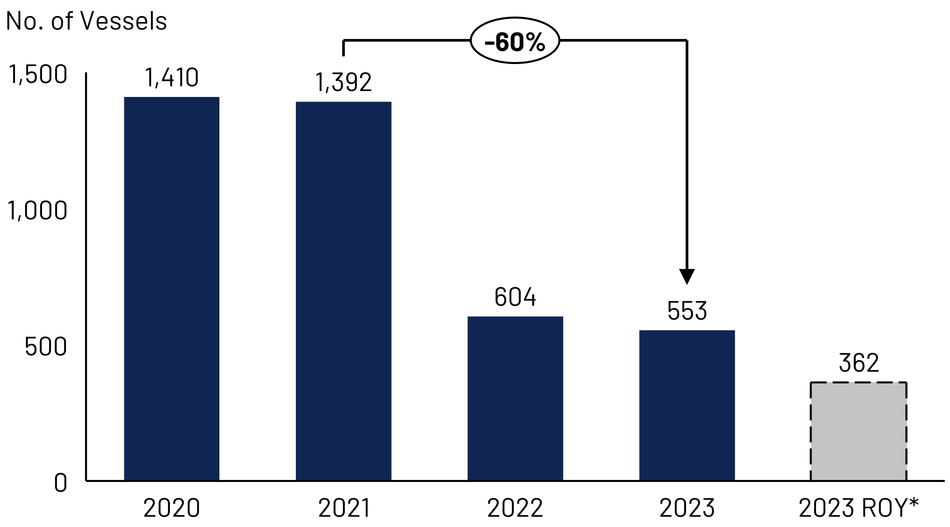
Data Sources: Clarksons Research, May 2023; IMF, April 2023; Drewry, May 2023; AP Moeller Maersk, May 2023; MSI, May 2023.
1 The Regional Comprehensive Economic Partnership is a free trade agreement among the Asia-Pacific nations
2 Source: Blue Alpha Capital

TIME-CHARTER RATES RISE AS VESSEL AVAILABILITY REMAINS TIGHT

CHARTER RATES AND SECOND HAND PRICES



START OF THE YEAR VESSEL AVAILABILITY

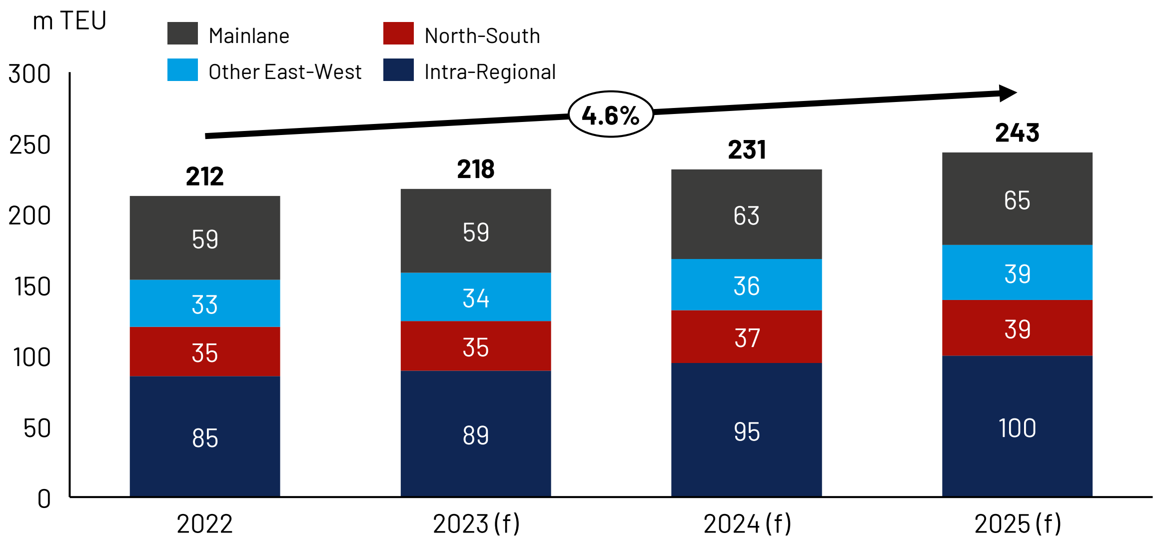


INCREASING CHARTER RATES	IDLE TEU DECREASING	EFFECTIVE SUPPLY REDUCTION	NUMBER OF NEW FEEDER SERVICES
1,226	1.4% (vs. 3.3% in Feb.)	6-7%	68 (+45%)
May 2023; HARPEX	Apr 23; Idle TEU % of total fleet	by 1 knot speed decrease	Oct 2022 - Feb 2023 (YOY%)

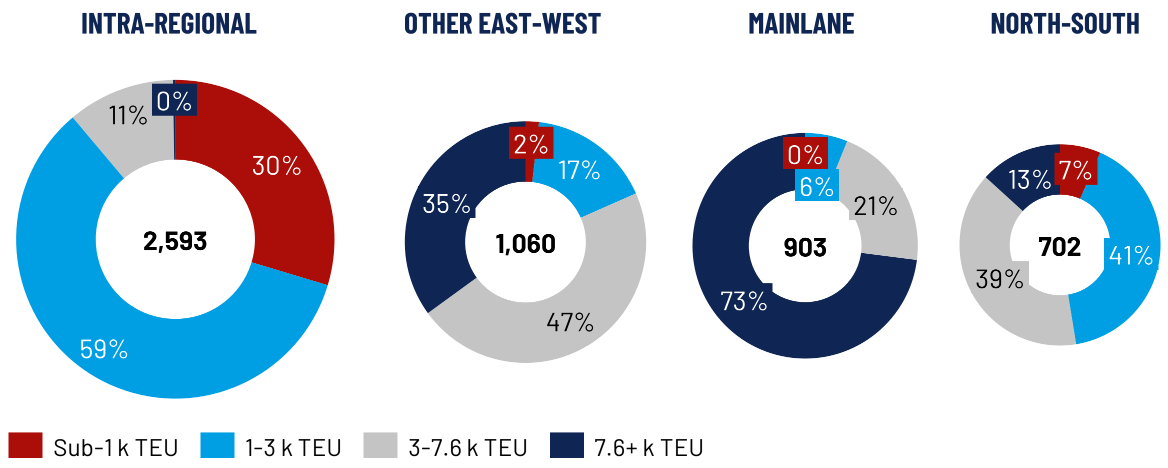
* Availability for the remainder of 2023 as of 09-May-23; Data Sources: Harper Petersen May 2023; Clarksons Research, May 2023; Alphaliner, May 2023; MSI 2023.

RELEVANCE OF INTRA-REGIONAL TRADES IS UNDERRATED

CONTAINER TRADE GROWTH (DEMAND)



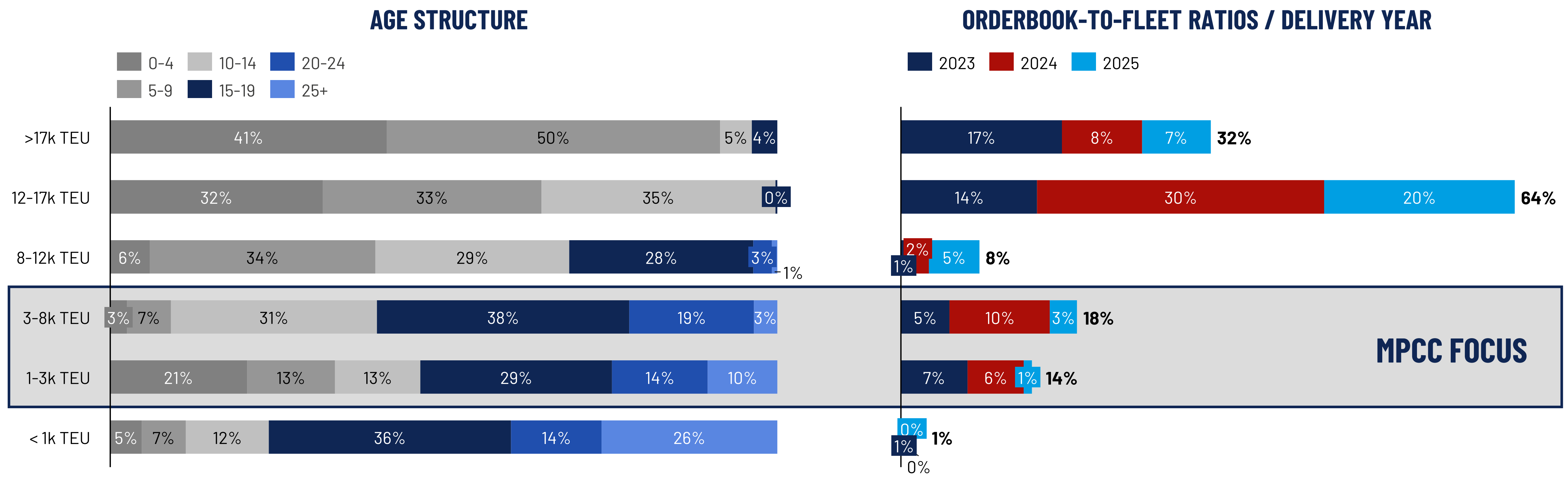
DEPLOYMENT BY TRADE (VESSEL COUNT)



STRONG INTRA-REGIONAL GROWTH	GROWTH OF OTHER TRADES	VESSELS ON INTRA-REGIONAL TRADES	SHARE OF VESSELS <5.2K TEU
5.3%	4.1%	49%	98%
CAGR 2022-2025	CAGR 2022-2025	Of Total Fleet Q1'23	On Intra-Regional Trades Q1'23

Data Source: MSI 2023.

POLARIZED ORDERBOOK/FLEET RATIOS – MASSIVELY TILTED TOWARDS >12K TEU



» Limited scrapping potential for larger vessels as most units > 12,000 TEU have only been build from 2010 and onwards.

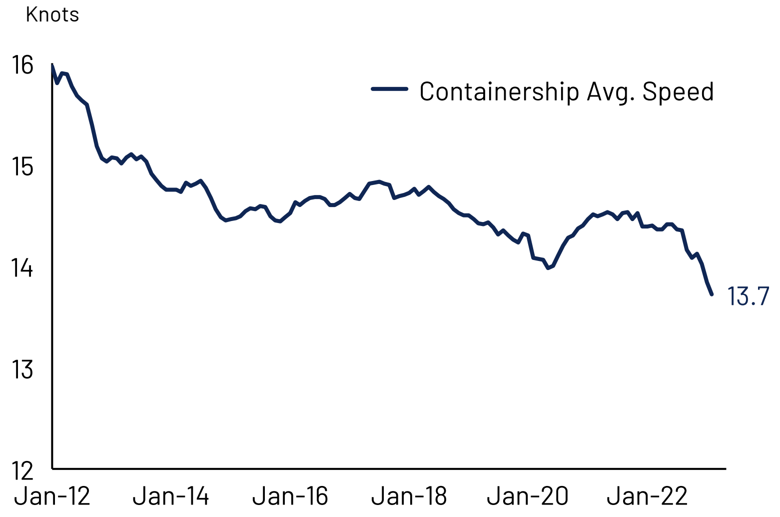
» In the smaller size segments, the orderbook is not sufficient to replace aging tonnage.

» Units > 12,000 TEU will partially be absorbed by existing services in a capacity neutral manner due to slow steaming

Data Source: Clarksons, May 2023.

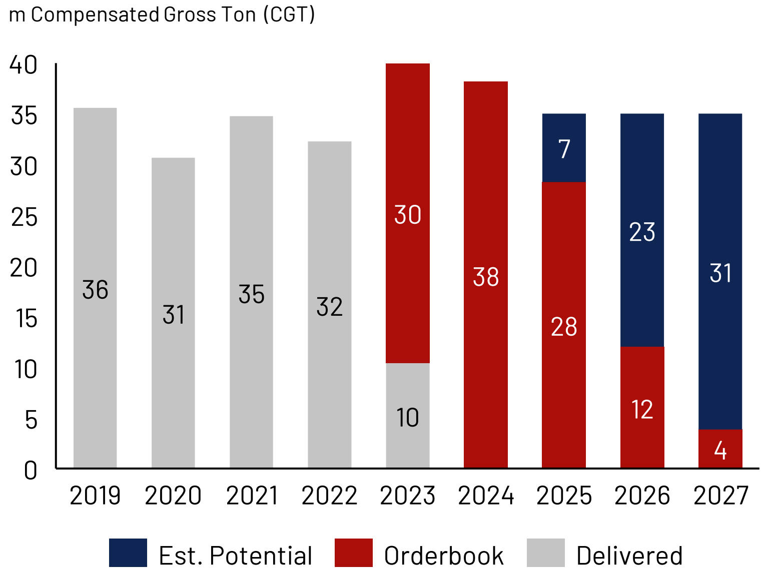
ADDITIONAL FACTORS INFLUENCING THE SUPPLY SIDE

ENVIRONMENTAL REGULATION & SLOW STEAMING



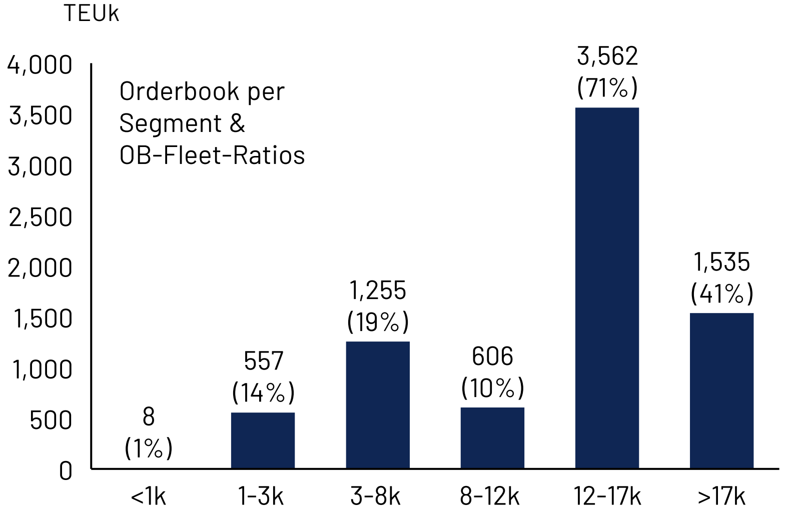
- » Regulation is set to decrease vessels speeds further
- » Slow steaming to potentially limit the effective vessel supply

SHIPYARD CAPACITIES FULLY UTILIZED



- » Yard capacity is effectively maxed out in 2023 and 2024

CASCADING LIMITATIONS

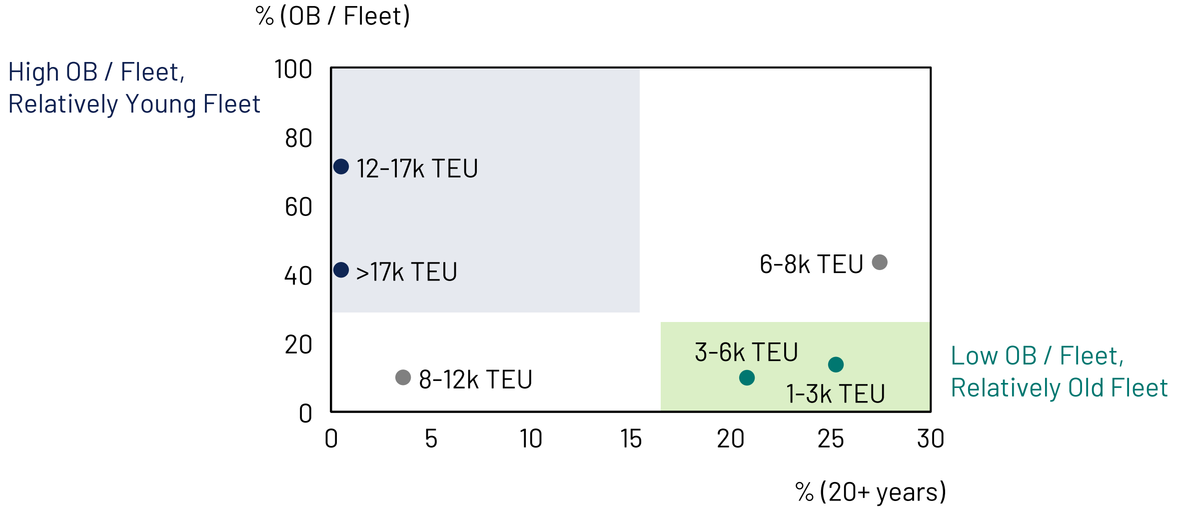


- » Relatively high OB/Fleet ratios in the larger size segments, confronted with a relatively young fleet
- » Low OB/Fleet ratio in the feeder segment, not sufficient to cover replacement needs (relatively old fleet)
- » Slow steaming results in additional capacity needs, absorbs OB capacity and limits cascading pressure
- » Further limitations to cascading result from physical and logistical constraints

Data Source: Clarksons, May 2023.

ROBUST MID-TERM OUTLOOK FOR REGIONAL TRADES [1]

ORDERBOOK TO FLEET RATIO AND VESSEL AGE ACROSS SIZE SEGMENTS



BENEFITS OF INTRA-REGIONAL TRADES

- 49% of all container vessels sail on intra-regional trades
- 98% of vessels smaller 5.2k TEU
- Favorable demand outlook (5.3% CAGR from 2022 – 2025)
- Excess demand expected for 2023/2024
- Favorable supply dynamics: high age, low orderbook, manageable new-build deliveries (0.2% CAGR 2022-2025)
- CII-impact most pronounced for smaller container vessels
- China-plus-one strategy and RCEP[1] to boost Intra-Asia TEU volumes

LARGE TOTAL SUPPLY GROWTH	LOW FEEDER OB-TO-FLEET-RATIO	LOW FEEDER FLEET GROWTH	VESSELS ABOVE 20Y OF AGE
7.2%	14%	0.2%	>1,000
CAGR 22-25; Total Fleet	1-3k TEU; May 2023	CAGR 22 – 25; <5.2k TEU	Sub 3k TEU

Data Sources: Clarksons Research, May 2023; Maritime Strategies International, May 2023; Own Analysis
1 The Regional Comprehensive Economic Partnership is a free trade agreement among the Asia-Pacific nations

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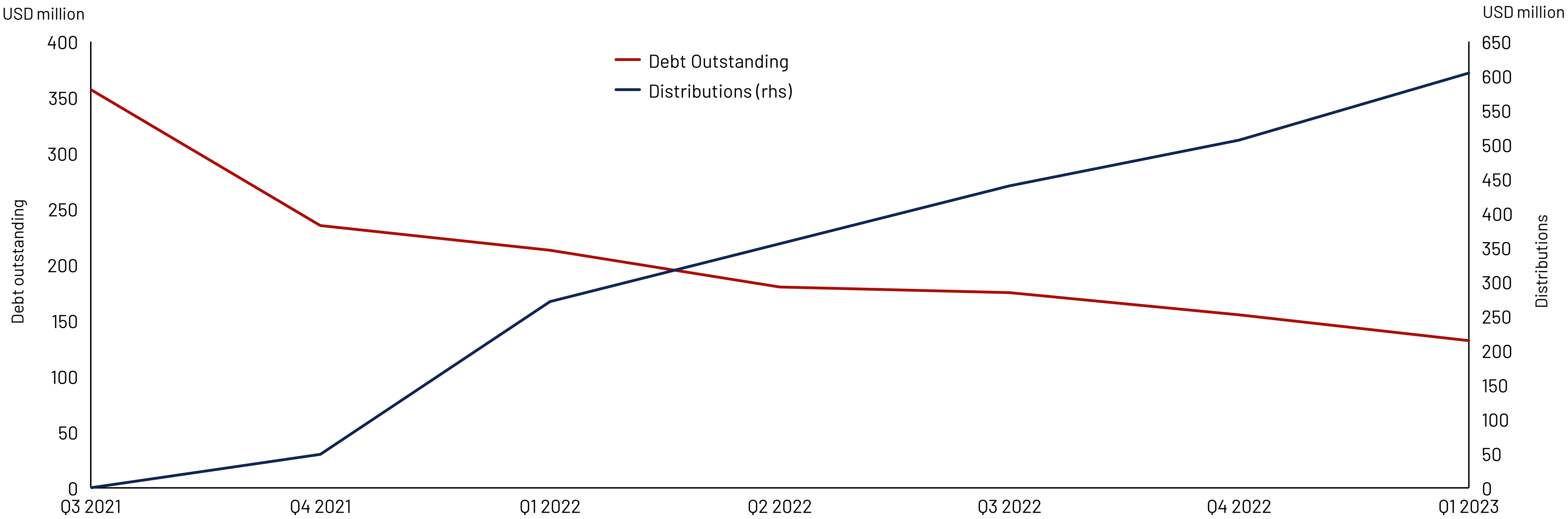
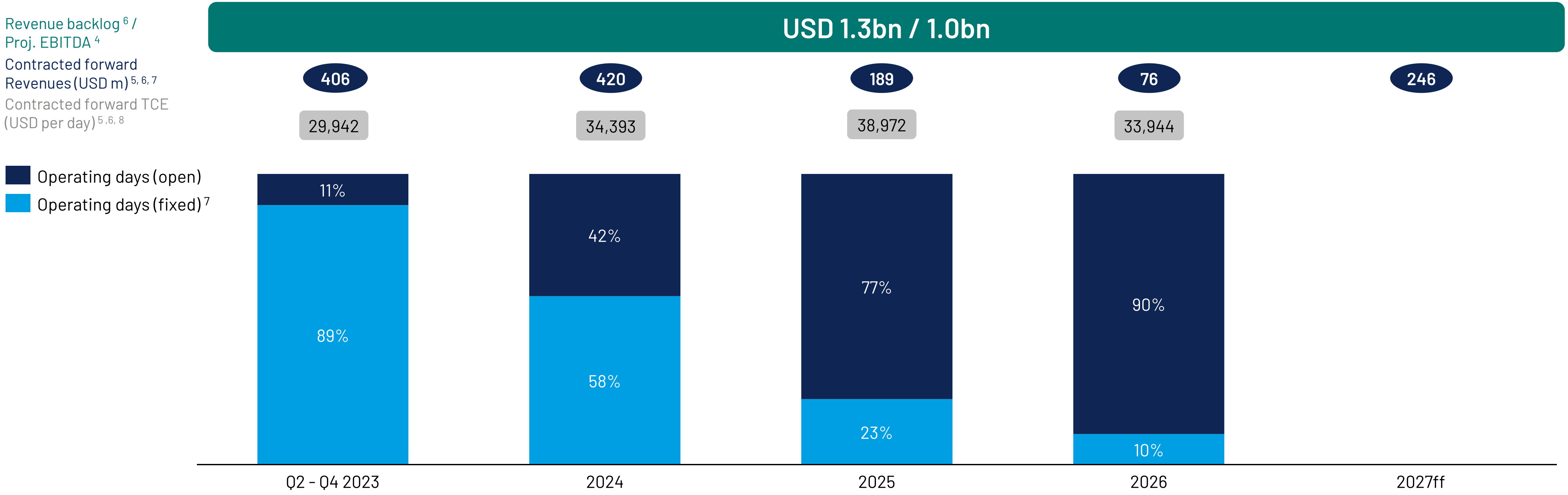
ADHERING TO PRUDENT CAPITAL ALLOCATION PRINCIPLES



Q3 2021		Q1 2023
66	**Total fleet size** (incl. Newbuildings)	**66**
3	**Thereof unencumbered vessels**	**32**
34.8%	**Leverage Ratio**	**15.2%**

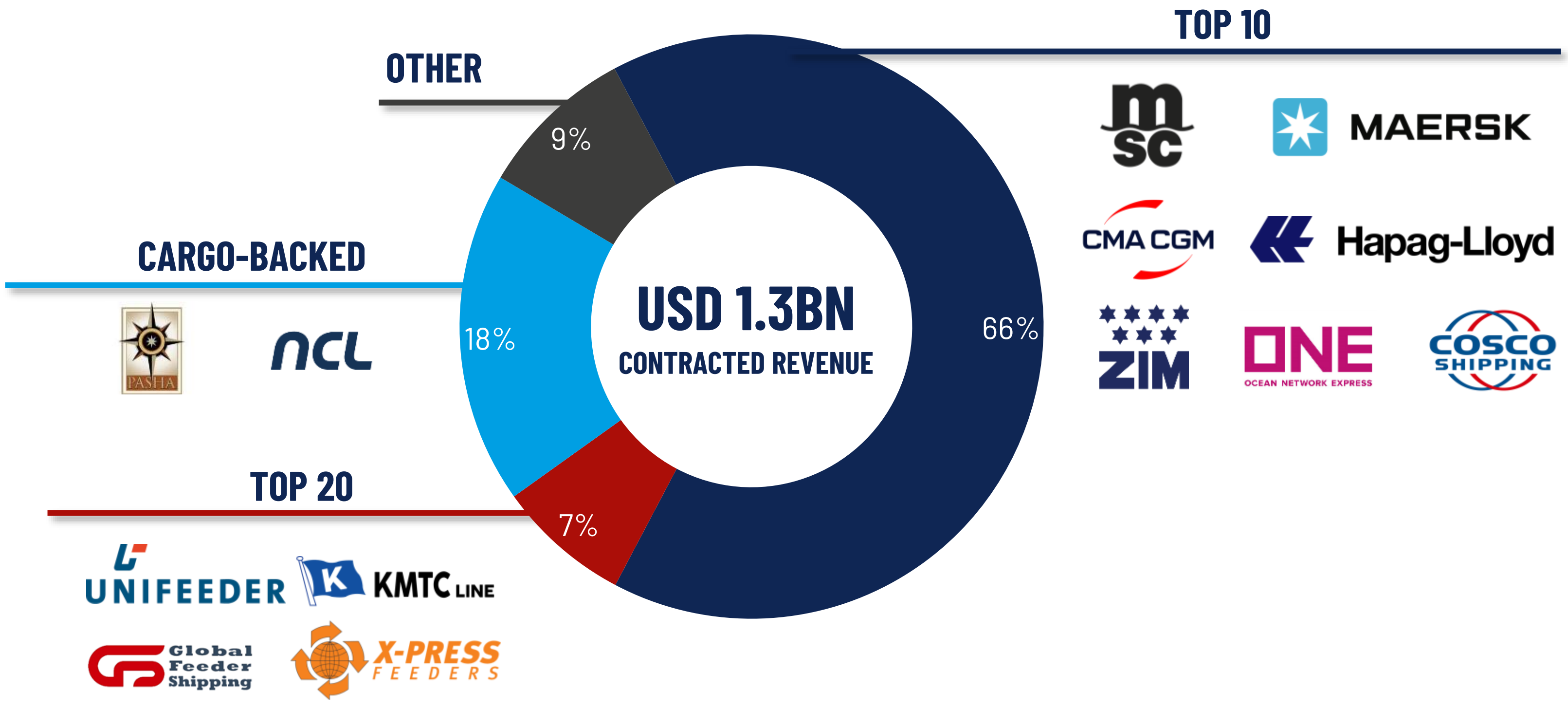
ROBUST BACKLOG PROVIDES FORWARD VISIBILITY

Fixed operating days and Revenue / EBITDA (consolidated vessels)[1, 2,3]



1 Underlying min/max periods for contracted charter based on management assessment. Contracted Revenue and EBITDA not including IFRS adjustments
2 Revenues / Periods / TCE's / costs in good faith, but indicative only and subject to changes. Fixed revenue and days as of March 31,t 2023. For details, please see also appendix
3 Total number of operating days based on assumed utilization of 95% (of available days)
4 Projected EBITDA based on contracted revenue (consolidated fleet) reduced by operating costs of USD 7,633per day and vessel (incl. voyage expenditures / OPEX / G&As / Shipman), incl. 50% projected net profit from Bluewater JV vessels (Bluewater net profit based on contracted revenue reduced by full costs of USD 9,653 per day and vessel)
5 Based on expected expiry of charter without Bluewater JV (expected charter expiry based on management assessment and subject to change due to market development). 2024 ff. incl. newbuildings
6 Revenue and TCE not including IFRS amortization of time charter carry
7 Based on consolidated MPCC fleet and subject to redelivery of vessels (agreed min. / max. periods of charter contract)
8 Contracted forward TCE based on FY revenue divided by fixed operating days consolidated MPCC fleet

CHARTER BACKLOG AND COUNTERPARTIES [1, 2]



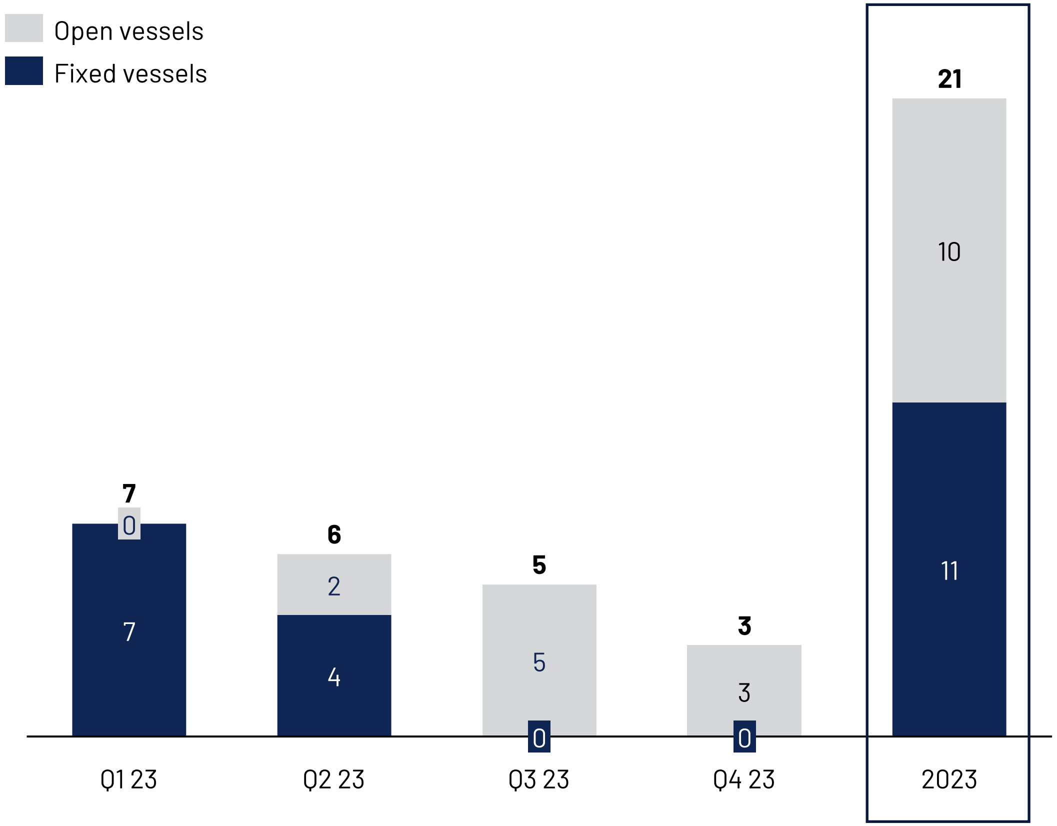
91% of revenue backlog with top 20 liners and cargo-backed [2]

2.1 years average remaining contract duration

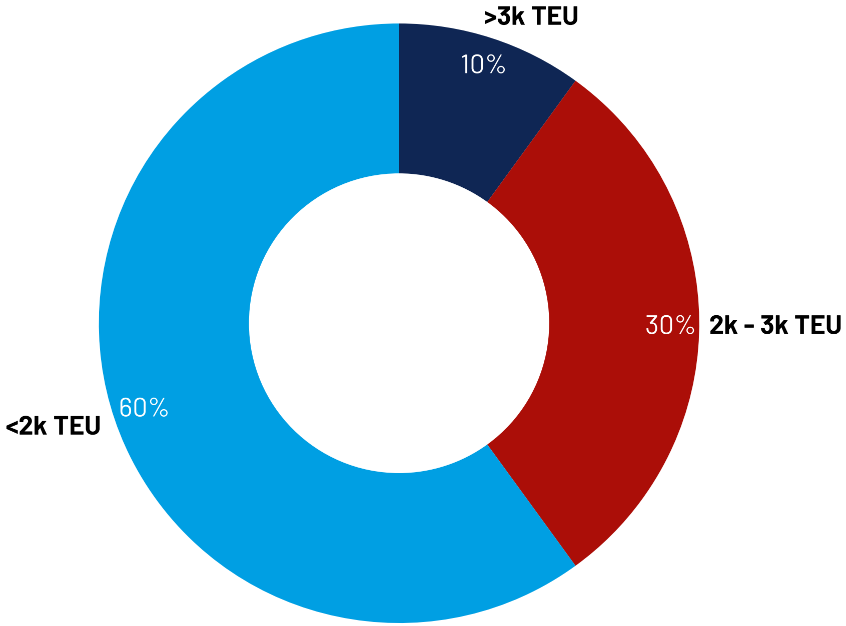
1 Please refer to the appendix for further details
2 Ranking based on list of 100 largest container/liner operators by Alphaliner

INDICATIVE UPCOMING POSITIONS IN 2023

NUMBER OF FIXED AND UPCOMING CHARTERS [1]



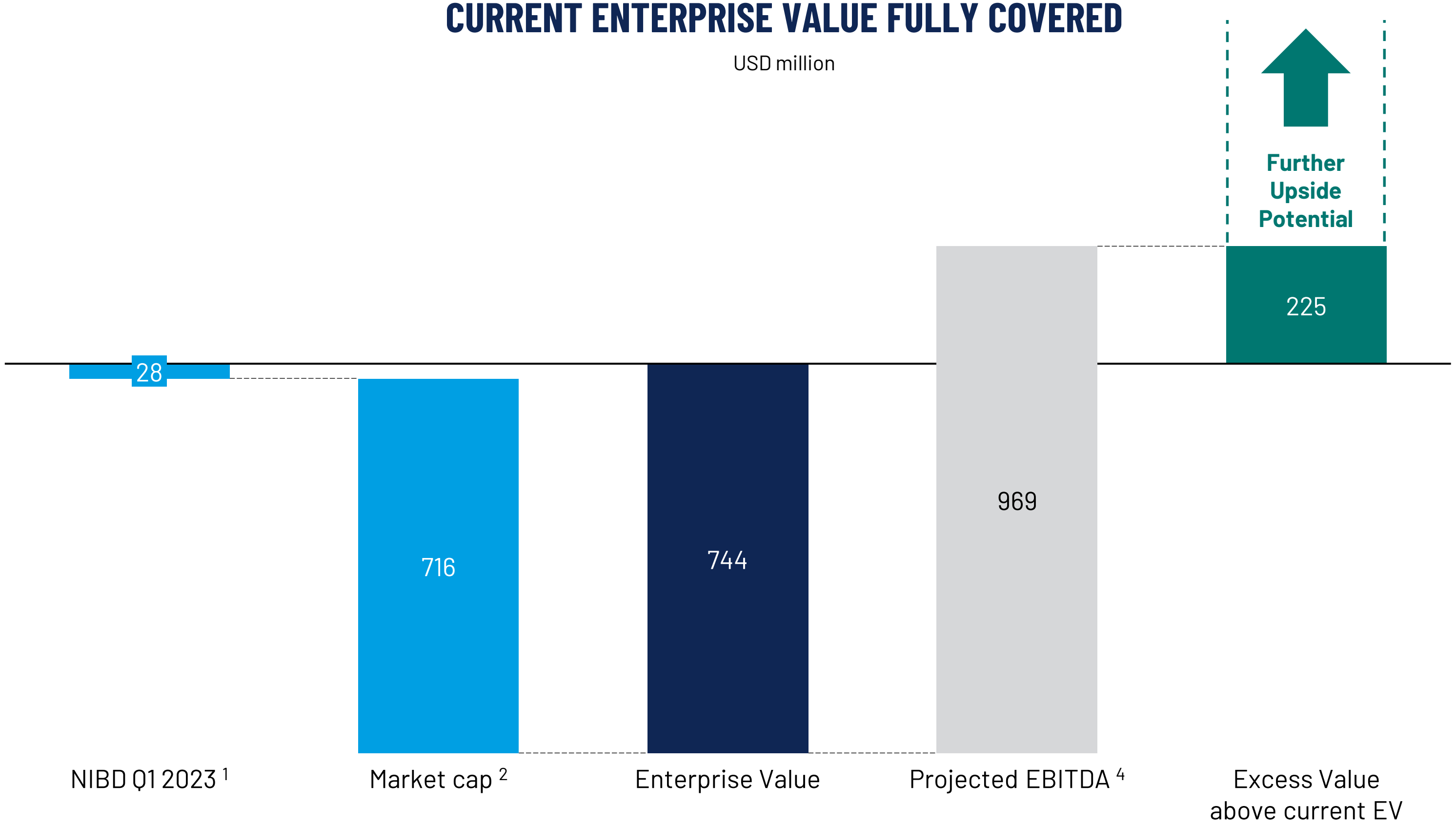
SIZE DISTRIBUTION OF OPEN VESSELS IN 2023



1 Vessels that will come open in 2023 but includes no assessment on periods. Upcoming open vessels fixed for short periods could come open again during the year.

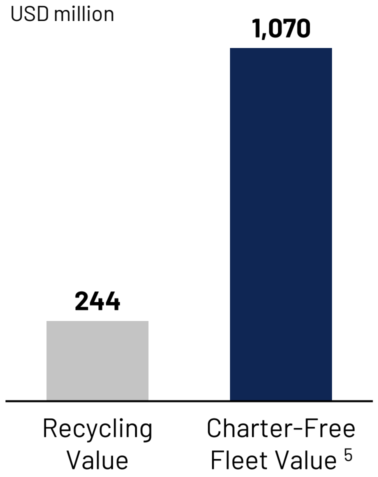
STRONG VALUE PROPOSITION: LOW RISK & SIGNIFICANT UPSIDE POTENTIAL

CURRENT ENTERPRISE VALUE FULLY COVERED



COMMENTS

- **Significant Upside Potential** from 66 [4] vessel fleet
- **Current Enterprise Value fully covered** by the projected EBITDA backlog which alone creates an excess value of USD ~225m compared to the EV

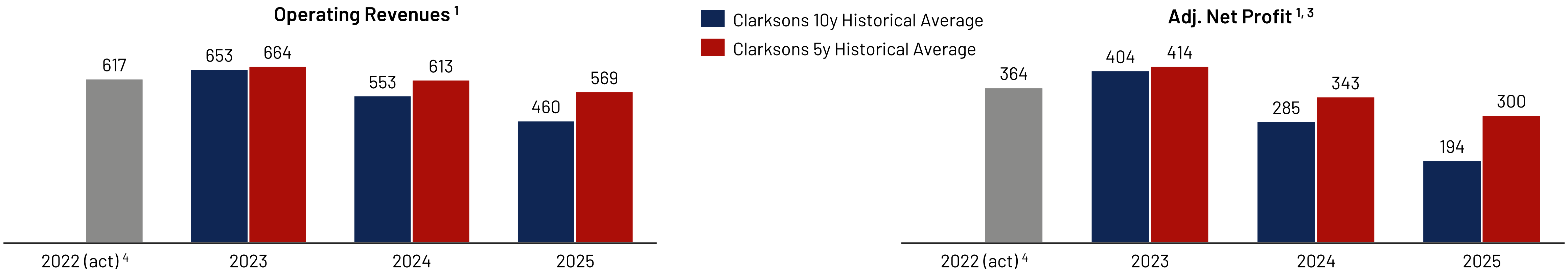


1 NIBD = net interest-bearing debt (gross debt – cash & cash equivalent) as of March 31, 2023
2 Based on MPCC share price per May 22, 2023, with NOK 17.52 and USD/NOK 10.86 as per May 19, 2023
3 Scrap Value of MPCC fleet per March 31. 2023, calculated with USD 400/LWT, including 50% share of Bluewater JV vessels
4 Including four newbuildings with delivery in 2024
5 Fleet Value based on charter-free values from VesselsValue.com dated May 22, 2023. Including newbuildings and 50% share of Bluewater JV vessels

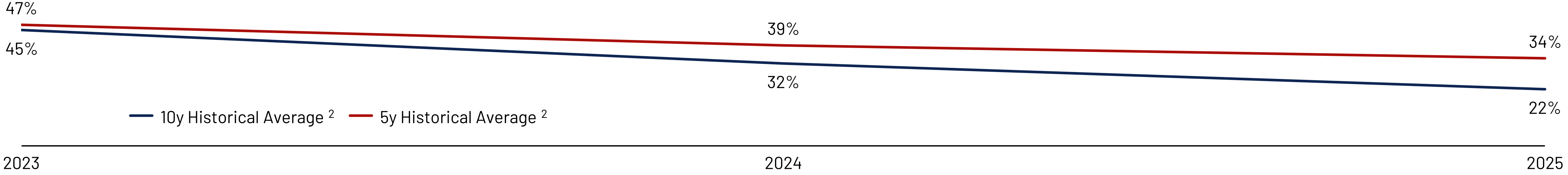
SENSITIVITY ANALYSIS DEMONSTRATES ROBUST DISTRIBUTION POTENTIAL

OPEN RATE SENSITIVITY

USD million



IMPLIED DIVIDEND YIELD [3]



1 Illustrative earnings scenarios, no forecasts, assuming upcoming fixtures at above shown rates. Based on 95% utilization and actual Q1 2023 operating CBE of USD 7,633 per day and vessel. Cost base for JV vessels also factoring in depreciation and finance cost, in total USD 9,653 /day/vessel. Adjusted EBITDA only factors in the EBITDA from the above-mentioned assumptions, any gains from vessels sales or any other effects are excluded. Calculations include the four newbuildings from 2024 onwards

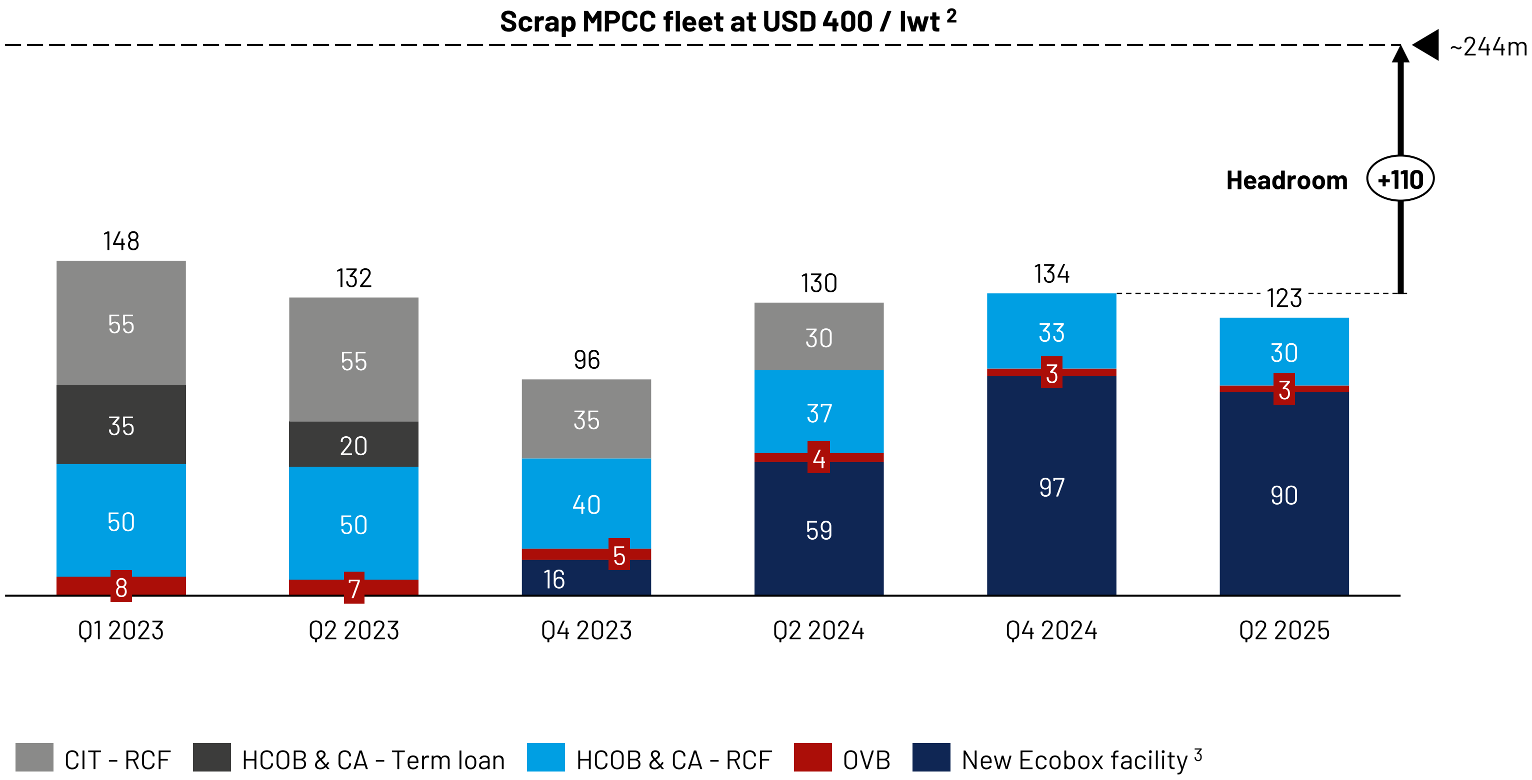
2 10-Y Historical average rates based on Clarksons rates per April 2023 with USD 15,924/day. Historical 5-year average: TCE of USD 22,167/day. Historical rates based on historical monthly average 6-12 months TC rates from Clarksons Research. Rates are weighted averages based on size and number of vessels (including JV vessels)

3 Adjusted Net profit to be considered as illustrative earning scenarios and not forecast. Estimated using annualized USD 85 million in depreciation and net finance costs for 2023 and USD 90 million for period 2024 - 2025. Adjusted EBITDA and Net Profit exclude any gains from vessel sales or any other effects

4 Based on Annual Report 2022 published on March 24, 2023

SIGNIFICANT DEBT REDUCTION OVER THE NEXT YEARS

DEBT REPAYMENT STRUCTURE [1]



COMMENTS

- Debt end of Q1 2023 at USD 148m
- Good visibility on future cash flows due to high charter backlog
- Significant de-levering until end of 2023
- Entire debt covered by scrap value
- Additional debt capacity on unencumbered fleet and flexibility from revolving credit facilities provide optionality
- Including new debt facility for Ecobox vessels with delivery in 2024

1 Based on contractually agreed repayment schedule
2 Including 50% scrap value from Bluewater JV
3 Indicative, based on current yard schedule, plus ECA cover element

WELL-POSITIONED FOR CONTINUED VALUE CREATION

SUMMARY

- Continued strong financial and operational performance
- Low leverage with more than 50% of fleet unencumbered
- Executing on fleet optimization strategy
- Charter rates consolidated above historical averages over recent months
- Improved medium-term outlook, particularly for intra-regional trades

OUTLOOK

- Robust revenue backlog of USD 1.3bn provides high earnings visibility
- Well-positioned to capture attractive market opportunities
- Emphasis on returning capital to shareholders

QUESTIONS & ANSWERS

MPC CONTAINER SHIPS

APPENDIX

SIGNIFICANT DEBT REDUCTION DURING THE NEXT YEARS

	MPCC Group	Unencumbered Vessels [3]
No of vessels (cons.) [1]	60	32
Book value Mar 2023	813m	300m
Scrap at USD 400 / lwt [2]	244m	117m

OVERVIEW OF DEBT OUTSTANDING

Facility	Type	Outstanding 31/03/23	Total capacity	Interest rate	#	Repayment profile	Maturity
CIT	RCF	USD 55m	USD 70m	325bps + 1M SOFR	8	Commitment will be reduced in semi-annually steps from Jan 2022 to Jul 2024	Jul. 2024
HCOB/CA-CIB	Term loan	USD 35m	USD 130m	335bps + 3M LIBOR / SOFR	17	2 installments with USD 22.5m 1 installment with USD 20m 4 installments with USD 15m 1 installment with USD 5m	Nov. 2023
	RCF	USD 50m	USD 50m	335bps + 1M LIBOR/ SOFR		Commitment will be reduced starting in Nov 2023 – Nov 2026	Nov. 2026
CA-CIB	Pre- & Post-delivery finance	USD -	USD ~100m	150 – 250bps + SOFR		48x USD 1.1m + 8x USD 2.4m, 4x USD 1.4m, followed by subsequent instalments (to be agreed by borrower and lender)	Q2 2031
Ostfriesische Volksbank (OVB)	Term Loan	USD 8.3m	USD 8.3m	450bps (year 1) & 350bps (after) + SOFR	1	May 31, 2023 & Aug 31, 2023: quarterly installments of USD 1.4m Nov 30, 2023: quarterly installments of USD 0.69m Feb 29, 2024ff.: quarterly installments of USD 0.37m	Feb. 2027

1 Showing fully consolidated fleet, without Bluewater vessels
2 Including 50% scrap value from Bluewater JV
3 To support the recent vessel acquisitions funding wise, a $15m repayment with CIT was postponed by 6 months against adding two vessels as additional collateral (these will be released again in Jul-23)

CALCULATION OF RECURRING DISTRIBUTION FOR Q1 2023

USD million	Q1 2023
Operating revenue	180.1
EBITDA	141.4
Profit for the period	119.7
Adjustments	-30.8
Adjusted profit for the period	**88.9**
No of shares	443.7
Adjusted earnings per share (in USD)	**0.20**
75% declared as recurring dividend (USD / share)	**0.15**
Recurring dividend in USD m	**66.6**

COMMENTS

- Recurring dividend based on (unaudited) results for Q1 2023 [1]
- Profit for the period adjusted for USD 30.8m recognizing the revenue from the exercised option for redelivery of AS Carlotta and gains from vessel sales under Bluewater JV for AS Cleopatra & AS Carinthia [2]
- Adj. profit for the period amounted to USD 88.9m or USD 0.20 per share, resulting in a recurring distribution of USD 0.15m or USD 66.6m

1 Unaudited results for Q1 2023. Subject to potential changes and adjustments
2 As announced on January 31, 2023, gains from portfolio optimization measures were distributed as event-driven dividend of USD 0.07 per share on February 28, 2023

Q1 2023 FINANCIALS

BALANCE SHEET AS OF MARCH 31, 2023

USD m	March 31, 2023	December 31, 2022
Assets	**970.1**	**956.3**
Non-current assets	820.4	799.8
Current assets	149.7	156,5
thereof cash & cash equivalents	118.8	125.5
Equity and liabilities	**970.1**	**956.3**
Equity	742.8	721.4
Non-current liabilities	73.7	76.9
Current liabilities	153.6	158.0
Equity ratio	76.6%	75.4%
Leverage ratio[1]	**15.2%**	**16.1%**

CASH FLOW STATEMENT Q1 2023

USD m	Q1 2023	Q4 2022
Cash at beginning of period	**125.5**	**124.7**
Operating cash flow	135.0	125.4
Financing cash flow	-107.4	-107.6
Investing cash flow	-34.3	-17.1
Cash at end of period	**118.8**	**125.5**

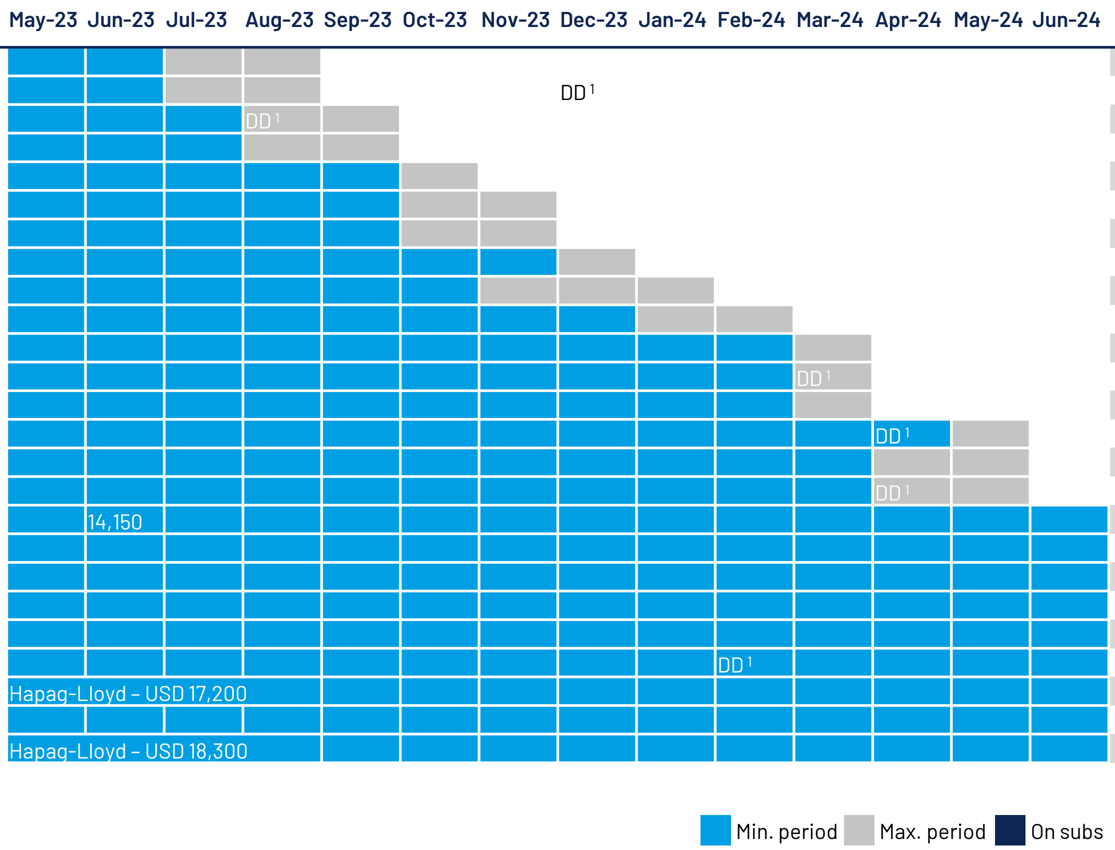
PROFIT OR LOSS Q1 2023

USD m		Q1 2023	Q4 2022
Operating revenues		180.1	162.1
Gross profit		144.4	132.4
EBITDA		141.4	127.0
Profit for the period		119.7	103.6
Avg. number of vessels[2]		61	63
Ownership days		5,243	5,336
Trading days		4,928	5,079
Utilization[3]		97.1%	97.8%
TCE	USD per trading day	36,103	31,279
EBITDA (unadjusted)	USD per ownership day	26,788	23,800
OPEX	USD per ownership day	6,397	6,937
EPS (diluted)	USD	0.27	0.23

1 Long-term and short-term interest-bearing debt divided by total assets
2 Average number of vessels based on ownership days within the quarter including Bluewater JV
3 Percentage utilization represents total trading days including off-hire days related to dry-docks divided by the total number of ownership days during the period.

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	MPCC Current Fixture (USD/day)	Min / Max
1	AS ROSALIA	1,500 gls	Diamond Line (COSCO)	17,000	Jun-23 / Aug-23
2	AS ROMINA	1,500 gls	APL / CMA CGM	22,000	Jun-23 / Aug-23
3	AS FATIMA	1,300 gls	Diamond Line (COSCO)	18,900	Jul-23 / Sep-23
4	AS RAFAELA	1,400 gls	Global Feeder Services	12,000	Jul-23 / Sep-23
5	AS CLAUDIA	2,800 gls	BTL	26,000	Sep-23 / Oct-23
6	AS ROBERTA	1,400 gls	BTL	24,000	Sep-23 / Nov-23
7	AS CARLOTTA	2,800 grd	ONE	15,850	Sep-23 / Nov-23
8	AS FLORA	1,200 gls	Sea Consortium	13,500	Nov-23 / Dec-23
9	AS CYPRIA	2,800 gls	ONE	17,000	Oct-23 / Jan-24
10	AS EMMA	4,200 gls	MSC	20,000	Dec-23 / Feb-24
11	AS NINA	3,500 gls	Maersk Line	14,150[2]	Feb-24 / Mar-24
12	AS PETRA	2,500 HR grd	Seaboard	28.800[3]	Feb-24 / Mar-24
13	AS PAULINE	2,500 gls	Seaboard	25,500	Feb-24 / Mar-24
14	AS SAVANNA	1,700 grd	Seaboard	22,400[3]	Apr-24 / May-24
15	AS ALEXANDRIA	2,000 gls	Global Feeder Services	42,000	Mar-24 / May-24
16	AS PAULINA	2,500 HR grd	MSC	26,750	Mar-24 / May-24
17	AS FRANZISKA	1,300 grd	Sealand Europe A/S (Maersk)	18,000	Apr-24 / Jun-24
18	AS SABRINA	1,700 grd	Seaboard	22,400[3]	Jun-24 / Jul-24
19	AS ANITA	2,000 gls	Diamond Line (COSCO)	29,350	Jul-24 / Jul-24
20	AS ALVA	2,000 grd	UNIFEEDER FZCO	29,000	May-24 / Jul-24
21	AS FILIPPA	1,300 grd	CMA CGM	18,250	Jun-24 / Jul-24
22	AS CLARITA	2,800 gls	Oman Shipping Lines	26,975	Jun-24 / Aug-24
23	AS PENELOPE	2,500 gls	New Golden Sea Shipping (COSCO)	26,500	May-24 / Aug-24
24	AS RAGNA	1,500 gls	ZISS	30,000	Jun-24 / Aug-24
25	STADT DRESDEN	2,800 gls	Diamond Line (COSCO)	16,900	May-24 / Aug-24



1 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
2 Contracted base rate, index-linked with a floor of USD 10,000 and a ceiling of USD 14,150, besides base rate scheme the charter also includes a Scrubber savings sharing mechanism in favor of MPCC
3 Contracted base rate; besides base rate the charter also includes a Scrubber savings sharing mechanism in favour of MPCC

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	MPCC Current Fixture (USD/day)	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Min / Max
26	AS SICILIA	1,700 grd	UNIFEEDER FZCO	30,000															Jul-24 / Sep-24
27	AS SAMANTA	1,700 grd	Seaboard	22,400[1]															Aug-24 / Sep-24
28	AS SERENA	1,700 grd	Shanghai Jin Jiang	15,000															Jul-24 / Sep-24
29	AS CHRISTIANA	2,800 grd	CMA CGM	32,400															Jul-24 / Sep-24
30	AS FIORELLA	1,300 grd	COSCO	25,950															Oct-24 / Oct-24
31	AS PAOLA	2,500 grd	CMA CGM	28,900															Aug-24 / Oct-24
32	AS CONSTANTINA	2,800 gls	Diamond Line (COSCO)	39,900															Sep-24 / Oct-24
33	AS FABRIZIA	1,300 grd	King Ocean	26,000															Sep-24 / Oct-24
34	AS CAMELLIA	2,800 gls	MSC	17,750															Sep-24 / Nov-24
35	AS CARELIA	2,800 gls	Hapag-Lloyd	33,000															Aug-24 / Nov-24
36	AS CALIFORNIA	2,800 gls	MSC	17,750															Sep-24 / Nov-24
37	AS SVENJA	1,700 grd	CMA CGM	29,995															Oct-24 / Dec-24
38	AS COLUMBIA	2,800 gls	Sea Consortium	15,500								DD [2]							Oct-24 / Dec-24
39	AS CLEMENTINA	2,800 gls	UNIFEEDER FZCO	35,500															Oct-24 / Dec-24
40	AS PAMELA	2,500 grd	New Golden Sea Shipping (COSCO)	37,500															Nov-24 / Jan-25
41	AS SELINA	1,700 grd	Maersk Line	29,500															Nov-24 / Jan-25
42	AS FENJA	1,200 gls	New Golden Sea Shipping (COSCO)	27,000															Nov-24 / Jan-25
43	AS FLORETTA	1,300 grd	Crowley	26,500															Nov-24 / Feb-25
44	AS SARA	1,700 grd	Maersk Line	35,000															Feb-25 / Apr-25
45	AS FLORIANA	1,300 gls	CFS	27,750															Feb-25 / Apr-25
46	AS FREYA	1,300 grd	Maersk Line	28,000										DD [2]					Feb-25 / Apr-25
47	AS SUSANNA	1,700 grd	ONE	39,990															Mar-25 / May-25
48	AS NORA	3,500 grd	CMA CGM	40,000															Apr-25 / Jun-25
49	AS FABIANA	1,300 grd	Maersk Line	29,500															May-25 / Jul-25
50	SEVILLIA	1,700 grd	Samudera	65,000[3]	40,000														May-25 / Jul-25

Min. period   Max. period   On subs

1 Contracted base rate; besides base rate the charter also includes a savings sharing mechanism in favour of MPCC
2 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments3
3 First year at USD 65,000, thereafter one year at USD 40,000 and then USD 15,000 for the remaining period

FLEET EMPLOYMENT OVERVIEW

No	Vessel	Cluster	Charterer	MPCC Current Fixture (USD/day)	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Min / Max
51	AS NADIA	3,500 gls	The Pasha Group	**61,000**															Jul-25 / Aug-25
52	AS ANGELINA	2,000 grd	Maersk Line	**36,500**															Aug-25 / Oct-25
53	CARDONIA[1]	2,800 gls	ZISS	**35,050**	DD[2]														Jul-25 / Oct-25
54	AS PIA	2,500 grd	Maersk Line	**45,750**										DD[2]					Aug-25 / Oct-25
55	AS SOPHIA	1,700 grd	Sealand Asia Pte. Ltd. (Maersk)	**38,000**															Sep-25 / Nov-25
56	AS PALINA	2,500 HR grd	Maersk Line	**45,750**									DD(2)						Oct-25 / Dec-25
57	CIMBRIA[1]	2,800 gls	ZISS	**35,175**															Oct-25 / Jan-26
58	AS PETRONIA	2,500 HR grd	Maersk Line	**45,750**													DD[2]		Nov-25 / Jan-26
59	AS FELICIA	1,300 grd	ZISS	**24,000**															Mar-26 / May-26
60	AS PATRIA	2,500 grd	KMTC	**70,000[3]**				55,000											Mar-26 / Jul-26
61	AS CAROLINA	2,800 gls	ZISS	**41,000**							DD[2]								Nov-26 / Jan-27
62	AS CASPRIA	2,800 gls	ZISS	**40,700**															Mar-27 / May-27
63	ZIM MACKENZIE	5,500 grd	ZISS		ZISS – avg. Rate of USD 39,000 (first two years USD 70,000, the third year USD 45,000 and for the remaining four years USD 21,565)[5]														Jan-31 / Mar-31
64	ZIM COLORADO	5,500 grd	ZISS																Feb-31 / Apr-31
65	NCL VESTLAND	1,300 grd	NCL		NCL - base charter rate of EUR 16,300 per day increasing by 1.1% each year on January 1														May-39 / Sep-39
66	NCL NORDLAND	1,300 grd	NCL																Aug-39 / Dec-39

Min. period Max. period On subs

1 Vessel of Bluewater joint venture
2 Scheduled commencement of dry-docking. Actual timing depends, inter alia, on yard capacity and charter commitments
4 First year at USD 70,000, next year at USD 55,000, thereafter one year at USD 25,000 and then USD 15,500 for the remaining period
5 Fixed, subject to delivery ex shipyard

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