8. INDUSTRY OVERVIEW

LINER RESEARCH SERVICES
Liner Shipping Research and Consultancy

Date: 17 October 2025

The Board of Directors
MTT Shipping and Logistics Berhad
Lot 10, Jalan Perpustakawan U1/62
Temasya Glenmarie, Seksyen U1
40150 Shah Alam
Selangor

Dear Sirs / Madams,

Independent Market Research on the Container Shipping Industry for MTT Shipping and Logistics Berhad ("MTTSL" or the "Company")

We, Liner Research Services Pte Ltd ("**LRS**"), have prepared this Independent Report on the Overview of the Container Shipping Market ("**IMR Report**") for inclusion in MTTSL's prospectus in conjunction with its initial public offering and the listing of and quotation for ITS entire enlarged issued shares on the Main Market of Bursa Malaysia Securities Berhad ("**Prospectus**").

We are aware that this IMR Report will be included in the Prospectus and we further confirm that we are aware of our responsibilities under Section 215 of the Capital Markets and Services Act, 2007.

We acknowledge that if we are aware of any significant changes affecting the content of this IMR Report between the date hereof and the issue date of the Prospectus, we have an ongoing obligation to either cause this IMR Report to be updated for the changes and, where applicable, cause MTTSL to issue a supplementary prospectus, or withdraw our consent to the inclusion of this IMR Report in the Prospectus.

LRS has prepared this IMR Report in an independent and objective manner and has taken adequate care to ensure the accuracy and completeness of this IMR Report. We believe that this IMR Report presents a true and fair view of the industry based on primary and secondary market research as at the date of this report. Our research has been conducted with an "overall industry" perspective and may not necessarily reflect the performance of individual companies in the industry.

LRS shall not be held responsible for the decisions and/or actions of the readers of this IMR Report. This IMR Report should also not be considered as a recommendation to buy or not to buy the shares of any company or companies as mentioned in this IMR Report.

For and on behalf of Liner Research Services Pte Ltd:

Tan Hua Joo
Director

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Methodology
For the purpose of preparing this report Liner Research Services has relied on its database of the global containership fleet, including the ownership and commercial deployment information of the fleet. The data covers all containerships ordered and delivered since 1970. Relevant market information including container port volume data, container freight rates, charter rates and ship prices were collected from primary and secondary sources including port authorities, national statistics offices, shipping exchange publications, shipbrokers reports and interviews with port operators, vessel operators and shipowners.

Profile of Liner Research Services Pte Ltd
Liner Research Services is an independent market research firm established in 2009 in Singapore to provide market research, industry intelligence and consultancy services for the global container shipping industry.

Profile of the IMR signee, Tan Hua Joo
Tan Hua Joo is a director of Liner Research Services and has over 30 years of experience in the container shipping industry. He holds a BA Hons degree in Politics, Philosophy and Economics from the University of Oxford, UK and a Master of Business Administration from Stanford University, USA.

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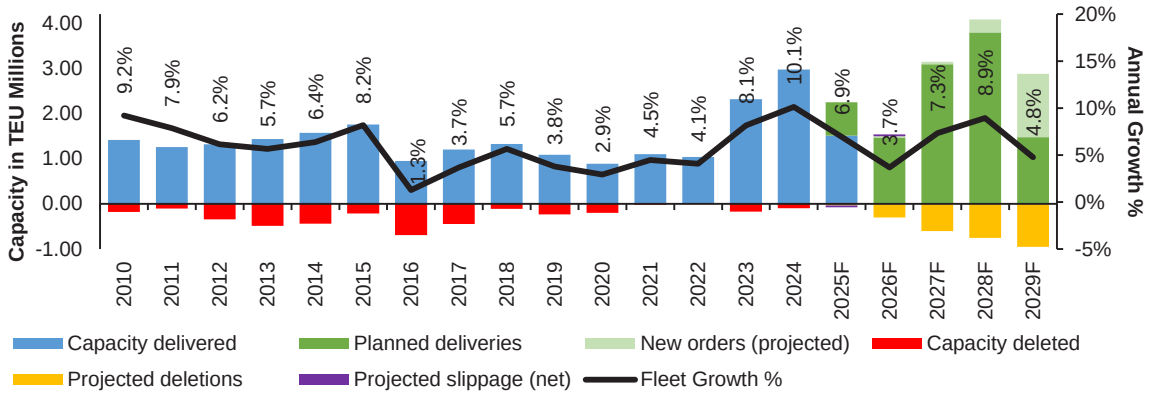
1. Container Shipping Market Overview

The global containership fleet stands at 7,013 ships for 32.8 million TEUs as at 1 September 2025, with an order book of 1,081 ships for 10.7 million TEUs that corresponds to 32.7% of the current fleet in terms of TEU capacity. Annual fleet capacity growth is expected to reach 6.9% in 2025 and 3.7% in 2026 before rising to 7.3% and 8.9% in 2027 and 2028 respectively, due to record numbers of new ship orders that have been contracted in 2024 and 2025.

Figure 1: Containership fleet growth (2010 – 2029F)



Source: Liner Research Services

The rate of fleet growth in the next five years will also be affected by the scrapping rate which has been very low since 2020 as the high container market earnings have raised the scrap age from the historical average of 24.7 years prior to 2020 to 28.2 years since 2020. The age profile of the global containership fleet is skewed towards smaller ships, with the average age of ships of below 10,000 TEUs at 15.2 years compared to ships of over 10,000 TEUs at 7.2 years due to the relatively higher fleet growth in the larger size segments in the last 10 years.

Table 1: Global containership fleet age profile with breakdown by size (1 September 2025)

	Current Fleet								Orderbook Fleet						
	Breakdown by Age							Average	Planned year of delivery						
Ship size	<5y	5-9y	10-14y	15-19y	20-24y	≥25y	Total	Age	2025	2026	2027	2028	2029	2030	Total
Over 10,000 TEU	376	303	317	32	0	0	1,028	7.2	30	56	132	182	74	5	479
4,001-10,000 TEU	202	21	369	731	335	85	1,743	15.8	18	63	84	77	25	7	274
2,000-4,000 TEU	315	167	154	446	283	196	1,561	15.2	20	12	43	29	0	0	104
Below 2,000 TEU	554	334	353	728	308	404	2,681	14.8	32	76	80	35	1	0	224
Total ships	**1,447**	**825**	**1,193**	**1,937**	**926**	**685**	**7,013**	**14.0**	**100**	**207**	**339**	**323**	**100**	**12**	**1,081**

Source: Liner Research Services

Vessel scrapping is expected to increase from less than 200,000 TEUs per annum in the past five years to 950,000 TEUs per annum by 2030 as over 1,400 ships or 3.5 million TEUs of the current fleet capacity will be 25 years or older by 2030. Starting from January 2023, new environmental regulations introduced by the International Maritime Organization (IMO) to reduce Greenhouse Gas emissions requires all ships to calculate their Energy Efficiency Existing Ships Index (EEXI) and assess their Carbon Intensity Indicator (CII) on an annual basis. Non-compliant ships will incur additional regulatory costs or would need to be scrapped, resulting in increased scrapping in the next five years. The adoption of engine power limitation solutions to comply with the EEXI/CII framework has also led to reduced vessel speeds since 2021, thereby reducing the effective supply of container transportation capacity.

The order book ratio for ships of 4,000 TEUs and below represent 8.9% by TEU capacity which is below the global average of 32.7% as new ship orders are heavily skewed in favour of the larger ships. The removal of the older ships could result in a shortage of ships of 4,000 TEUs and below as the current orderbook only represents 27.5% of the fleet by unit count that will be 25 years or older in 2030.

Table 2: Global containership fleet and order book breakdown by size (1 September 2025)

	Current Fleet		On order		Order book %	
Ship size	Units	TEU	Units	TEU	Units	TEU
Over 10,000 TEU	1,028	15,321,660	479	8,067,178	46.6%	52.7%
4,001-10,000 TEU	1,743	10,977,770	274	2,084,338	15.7%	19.0%
2,000-4,000 TEU	1,561	3,817,229	104	301,332	6.7%	7.9%
Below 2,000 TEU	2,681	2,683,517	224	274,678	8.4%	10.2%
All ships	**7,013**	**32,800,176**	**1,081**	**10,727,526**	**15.4%**	**32.7%**

Source: Liner Research Services

8. INDUSTRY OVERVIEW *(Cont'd)*

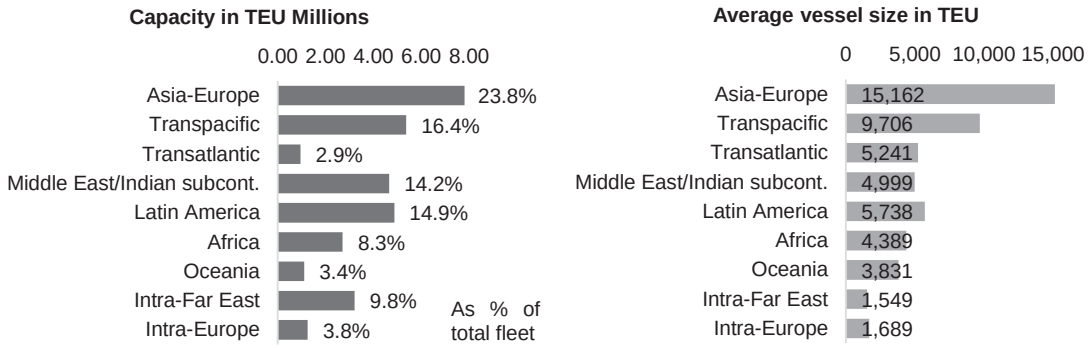
The global containership fleet is deployed across nine main trade lanes, with the Asia-Europe and Transpacific (Asia-North America) trade being the largest trades, accounting for 23.8% and 16.4% respectively of the total fleet capacity.

Table 3: Global containership fleet deployment by trade (1 September 2025)

	Asia-Europe	Trans-Pacific	Trans-Atlantic	MidEast / ISC	Latin America	Africa	Oceania	Intra-Far East	Intra-Europe	Others
Over 10,000 TEU	411	235	6	109	197	46	8	0	2	15
4,001-10,000 TEU	52	295	135	342	283	245	130	142	62	58
2,000-4,000 TEU	40	21	35	264	208	226	87	447	162	71
Below 2,000 TEU	13	3	5	218	162	103	64	1,485	519	109
All ships	**516**	**554**	**181**	**932**	**850**	**620**	**289**	**2,074**	**745**	**253**

Source: Liner Research Services

Figure 2: Deployment breakdown by capacity (left) and average vessel size by trade (right)



Source: Liner Research Services

The intra-Far East trade employs the largest number of ships, at 2,074 units accounting for 29.6% of the global fleet by unit count but only 9.8% of global capacity in TEU capacity as the ships used on the intra-Far East routes are smaller at an average size of 1,549 TEUs, compared to the global average of 4,677 TEUs. The intra-Far East trade is a diverse trade route comprising of multiple corridors with the North Asia-Southeast Asia route being the largest sector, accounting for 35.6% and 54.1% of the total intra-Far East number of ships and capacity deployed respectively.

Table 4: Intra-Far East Containership Fleet Deployment Breakdown by Route (1 September 2025)

Breakdown by Route	Units	TEU	Growth % YoY[(1)]	Average TEU	Average Age (years)
North Asia-Southeast Asia	738	1,739,690	10.7%	2,357	11.2
Intra-North Asia	311	364,242	7.1%	1,171	15.2
Intra-Southeast Asia	132	232,201	19.8%	1,759	17.5
Russia Far East	75	83,666	-13.8%	1,116	14.5
Domestic – Japan	51	12,647	4.6%	248	11.5
Domestic – China	418	580,602	0.5%	1,389	10.0
Domestic – Philippines	52	29,444	2.0%	566	22.8
Domestic – Vietnam	29	20,415	-15.5%	704	18.7
Domestic – Thailand	16	3,118	11.2%	195	14.1
Domestic – Malaysia	26	17,743	9.9%	682	17.0
Domestic – Indonesia	226	129,059	-1.6%	571	16.4
Total	**2,074**	**3,212,827**	**7.4%**	**1,549**	**13.1**

Source: Liner Research Services
Note: (1) Represents a year-on-year change from 1 September 2024 to 1 September 2025 and excluding container barges.

The intra-Southeast Asia market has recorded the highest growth year-on-year due to the increase in the feeder services centred around the port of Tanjung Pelepas following the launch of the Gemini Cooperation network by Maersk and Hapag-Lloyd in February 2025 ("**Gemini Cooperation**").

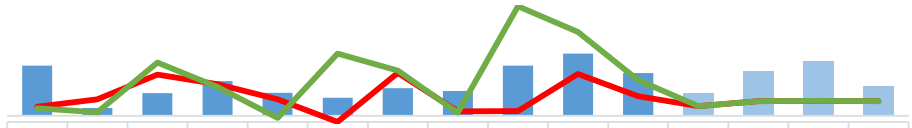
2. Global Container Volume Growth

Demand for container shipping, measured by global container throughput, has grown at a compounded annual growth rate (CAGR) of 3.9% for the period from 2010 to 2024. Global container volumes (including transhipment, laden and empty moves) reached 966.2 million TEUs in 2024, with Asian ports accounting for 65.6% of total global volumes. Container market demand increased by an estimated 5.5% in the first six months of 2025 due in part to the front loading of cargo to the US ahead of the August 2025 deadline for imposition of higher import tariffs.

8. INDUSTRY OVERVIEW *(Cont'd)*

Although global container volume growth is expected to slow in the second half of 2025, total container throughput growth have remained resilient outside of the US, with full year volume growth projected to increase by 3.2% in 2025.Container cargo throughput volumes are expected to slow to 1.6% due to the impact of the US tariffs, before rebounding to 2.4% per annum in 2027 to 2029 based on a GDP multiplier of 0.75 that is calculated based on the comparative rate of growth of global container volumes against global GDP growth over 2020-2024.

Figure 3: Fleet growth vs throughput growth and vessel TEU-mile growth (2015 – 2029F)



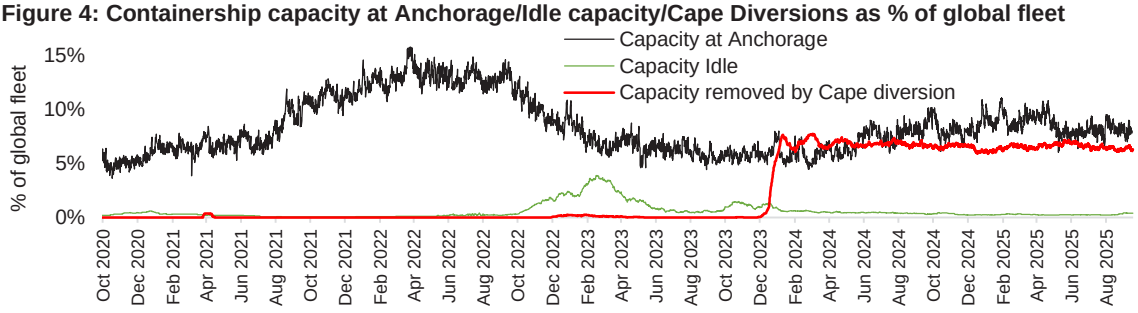
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025F	2026F	2027F	2028F	2029F
Fleet Growth %	8.2%	1.3%	3.7%	5.7%	3.8%	2.9%	4.5%	4.1%	8.1%	10.1%	6.9%	3.7%	7.3%	8.9%	4.8%
Throughput Growth %	1.5%	2.7%	6.7%	5.2%	2.7%	-1.0%	7.0%	0.7%	0.8%	6.8%	3.2%	1.6%	2.4%	2.4%	2.4%
TEU-mile Growth %	1.2%	0.6%	8.7%	4.7%	-0.3%	10.1%	7.4%	0.5%	17.8%	13.7%	5.8%	1.6%	2.4%	2.4%	2.4%

Source: Liner Research Services
Note: TEU-mile measures total vessel demand weighted by voyage distance as at end of each year, TEU-mile is projected to grow at the same rate as throughput growth in 2026-2028 but the growth rate may differ especially if current vessel diversions from the Red Sea ends.

Although the fleet growth exceeded demand growth in the last three years (2022 to 2024), the excess supply has been fully absorbed by the diversion of containerships from the Suez to the Cape of Good Hope due to Houth attacks on ships in the Red Sea since December 2023 that has raised the TEU-mile demand for the global containership fleet. As at 1 September 2025, there is no indication that containerships will return to the Suez route.

TEU-mile demand was also elevated during the COVID-19 pandemic in 2020-2022 due to increased port congestion especially in the United States. Global port congestion remains high in 2025 especially in Asia and Europe with 8.0-10.0% of the global fleet currently waiting at port anchorages due to a deterioration in sailing schedule reliability and port labour shortages. The high TEU-mile demand relative to the fleet growth has kept the idle containership fleet at less than 0.5% of the total fleet since December 2023, reflecting the global shortage of containerships that has driven up freight rates and charter rates.

Figure 4: Containership capacity at Anchorage/Idle capacity/Cape Diversions as % of global fleet



Source: Liner Research Services

3. Container Freight Rate Developments

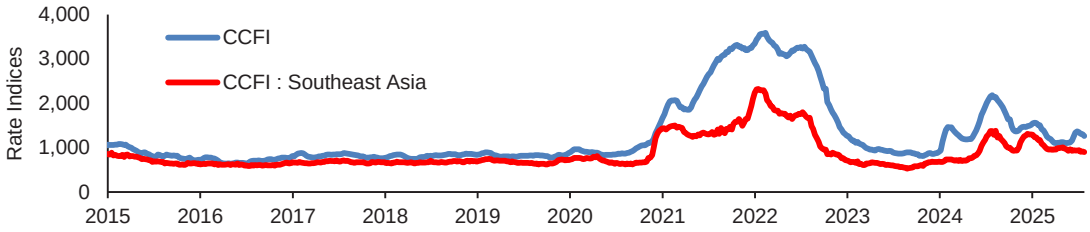
The global container shipping market is highly cyclical and has exhibited significant freight rate volatility due to inelastic demand and supply conditions. According to the China Containerized Freight Index (CCFI), container freight rates surged from 2020 to 2022 to record high levels due to elevated demand for containerized cargo that coincided with increased port congestion due to labor shortages, lockdown restrictions and infrastructure bottlenecks during the COVID-19 pandemic. The CCFI rose to a record high of 3,588 points in February 2022 before correcting by the end of 2022 after pandemic restrictions were lifted with the CCFI dropping to 811 points in October 2023. The index rebounded from December 2023 following the diversion of containerships from the Suez to the Cape of Good Hope.

The CCFI reached a recent peak of 2,180 points in July 2024 and continues to see heightened volatility since 2 April 2025 after the announcement of US import tariffs.

Intra-Far East freight rates have recorded a similar level of volatility during the last five years, based on the CCFI Southeast Asia component index that peaked at 2,323 points in January 2022 and currently

stands at 803 points as at 5 September 2025. Demand on intra-Far East routes is expected to remain firm, due in part to the US tariffs as Southeast Asia and India are expected to benefit from the Sino-US trade war as sourcing for the US market shifts away from China. In the first nine months of 2025, US container imports from China declined by 5.5% while imports from ASEAN origins increased by 25.1%.

Figure 5: Container freight rate indices (2015 – 2025)

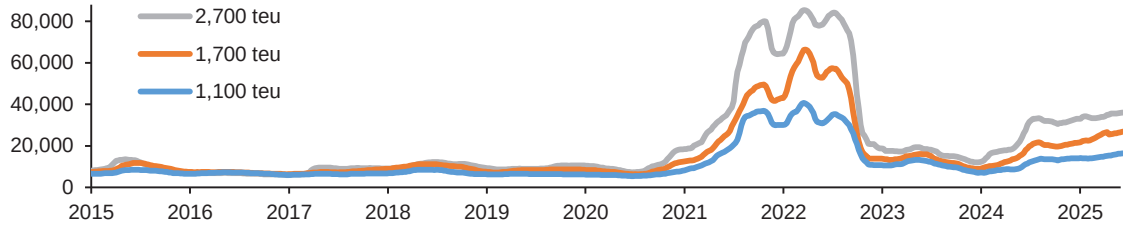


Source: Liner Research Services

4. Containership Charter Rate and Resale Price Developments

Containership charter rates have also recorded significant volatility with a high correlation to container freight rates as rising freight rates will drive demand for chartered ships, as seen during the 2020 to 2022 period. However, charter rates may diverge from freight rates due to differences in supply-demand conditions. Between January 2025 and September 2025, the CCFI has dropped by 27.3% while average charter rates have increased by 2.1%.

Figure 6: Containership charter rate based on 12 month fixtures (US$/day)



Source: Liner Research Services

The current divergence between the freight market and charter market is due to a shortage of ships that are available on the charter market, while demand from charterers have increased following the formation of new shipping alliances in February 2025. The new Gemini Cooperation have increased their chartered fleet by 59 ships in the period from January 2024 to September 2025.

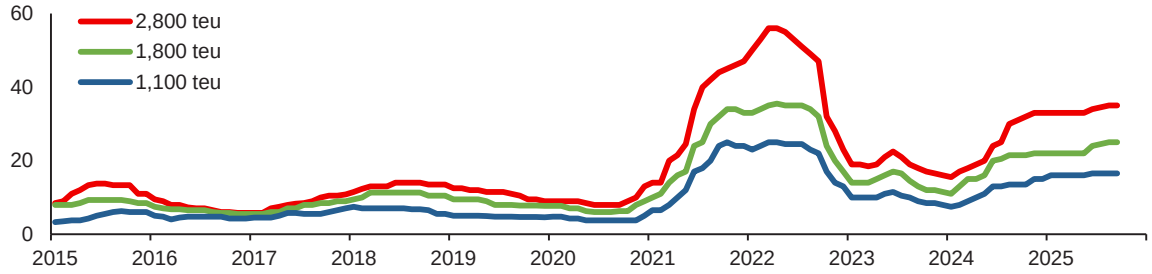
The large number of charter market ships acquired by global operators for their own operations has also reduced the supply of ships available in the charter market by 35% between January 2020 and September 2025, with more than 1,060 ships for 4.0 million TEUs removed from the charter market. Current market leader, MSC, who operates the largest containership fleet globally of more than 940 ships as at 1 September 2025, has acquired more than 460 ships on the resale market since 2020.

The withdrawal of main shipping companies from the Russian market, after sanctions were imposed against Russia since the start of the Ukraine war in February 2022, has resulted in an increase in demand from new operators in the Russian trade especially for ships of below 4,000 TEUs. Following the containership diversions from the Suez Canal to the Cape of Good Hope since December 2023, demand has also increased for ships that are able to trade in the Red Sea region to serve ports such as Aden, Hodeidah, Djibouti, Port Sudan, Berbera, Jeddah, Sokhna and Aqaba.

As at 1 September 2025, there are over 330 containerships operating in the Russia and Red Sea related routes, and the demand for incremental ships have also contributed to the present shortage of ships available for charter. 115 units or 34.1% of the ships on the Russia and Red Sea related trades are over 20 years old and are expected to be scrapped at the end of their deployment. In addition, 68 units or 20.2% of these ships are built for Chinese coastal trades (low speed designs) and they are expected to return to Chinese domestic trading at the end of their deployment without impacting the international charter market rates.

Second-hand containership prices have remained elevated due to the strong charter market and continued high demand from carriers. Resale vessel prices have held steady since the second half of 2024 and have continued to rise in 2025. Average prices for 10-year-old 1,100 TEUs to 2,800 TEUs ships are currently over 200% above their 2015-2019 average levels.

Figure 7: Secondhand 10-year old containership prices (USD million)

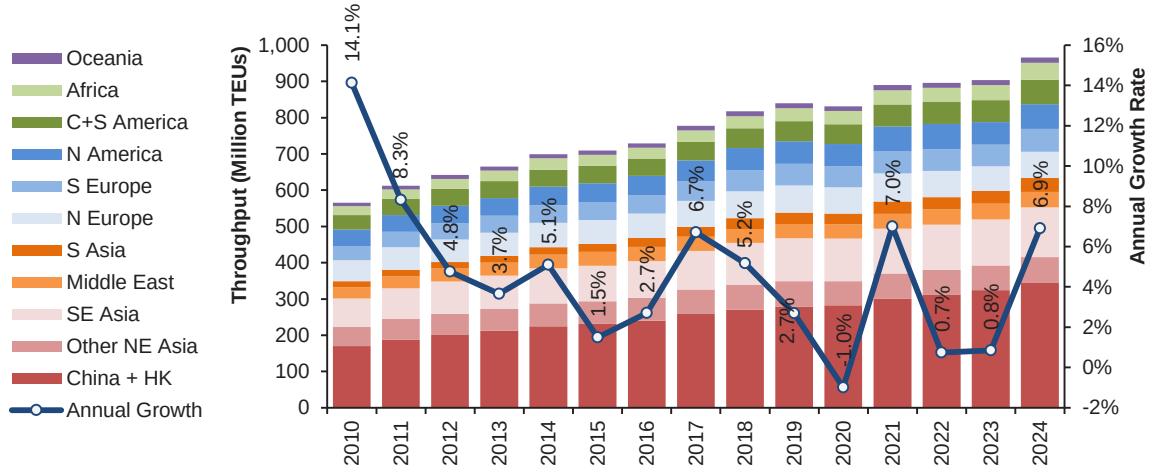


Source: Liner Research Services

5. Development of container shipping in Southeast Asia

Southeast Asia is the second largest container shipping market by total throughput, accounting for 14.2% of global container handling volumes reaching 137 million TEUs in 2024, behind China's 346 million TEUs with a 35.8% global share.

Figure 8: Global container throughput breakdown by region



Source: Liner Research Services

Malaysian ports handled 30.7 million TEUs in 2024, making it the second largest market in Southeast Asia behind Singapore that handled 41.1 million TEUs in the same year. International transhipment volumes account for around 90% of Singapore's total container throughput and 64% of total Malaysian ports' throughput.

The container cargo supply chain in Malaysia is well developed with a per-capita container throughput for gateway cargo of 0.34 TEU in 2024 which is the second highest in the Southeast Asia region behind Singapore at 0.68 TEU. Future growth potential in Southeast Asia container volumes is high, with continued growth in TEU per capita in the developing countries in the region.

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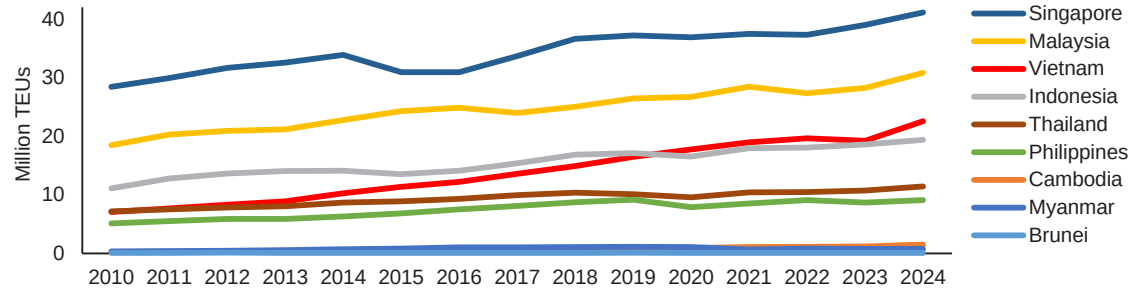
Figure 9: Annual container throughput at Southeast Asia ports (2010 – 2024)



Source: Liner Research Services

Table 6: Container throughput in Southeast Asia and TEU per capita comparison

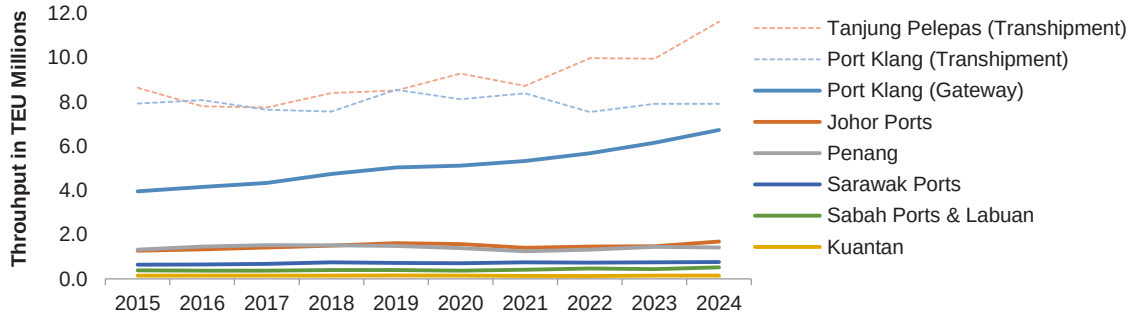
	2024 Total TEUs ('000)	International Transhipment TEUs ('000)	Gateway TEUs ('000)	Gateway TEU per capita	Population ('000)	Gateway TEU CAGR 2010-2024
Singapore	41,124	37,012	4,112	0.68	6,037	2.7%
Malaysia	30,817	19,540	11,277	0.34	33,460	3.7%
Vietnam	22,566	-	22,566	0.22	101,300	8.6%
Indonesia	19,384	-	19,384	0.07	281,604	4.1%
Thailand	11,433	-	11,433	0.16	70,266	3.4%
Philippines	9,094	-	9,094	0.08	113,170	4.2%
Cambodia	1,512	-	1,512	0.09	17,182	12.7%
Myanmar	783	-	783	0.01	54,926	6.2%
Brunei	104	-	104	0.23	454	0.8%

Source: Liner Research Services

6. Development of container shipping in Malaysia

Malaysia's container volumes have grown at a CAGR of 2.7% since 2015, with international transshipment volumes at Port Klang and port of Tanjung Pelepas growing at 1.8% annually while gateway volumes grew by 4.3% annually from 2015 to 2024. Gateway volumes at Port Klang recorded the largest gains over this period with import/export volumes growing by 6.1% to reach over 6 million TEUs in 2023 and 2024 due in part to its designation as the National Load Centre that was introduced in 1990 by the Ministry of Transport Malaysia.

Figure 10: Malaysia container ports throughput (2015 – 2024)



Source: Liner Research Services

Container cargo volumes at East Malaysia ports have grown by less than the national average, with ports in Sarawak growing at a CAGR of 1.9% annually while ports in Sabah and Labuan grew by 3.5% annually during the period from 2015 to 2024. The slower rate of growth of container traffic in East Malaysia is correlated to the lower GDP growth rate in East Malaysia which grew by 4.8% annually on a nominal basis from 2015 to 2024 compared to 5.8% in Peninsular Malaysia. The less developed container logistics infrastructure in East Malaysia has also contributed to the lower growth in Sabah and Sarawak, with a less developed landside transportation network and the lack of modern freight handling facilities.

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Malaysian ports continue to show strong container growth in the first half of 2025 despite the shifting global trade policies and uncertainties surrounding tariff developments. Although total gateway volumes grew by only 0.6%, transshipment volume growth increased by 16.3% at the port of Tanjung Pelepas in the first 6 months of the year due to increased transshipment volumes following the launch of the Gemini Cooperation.

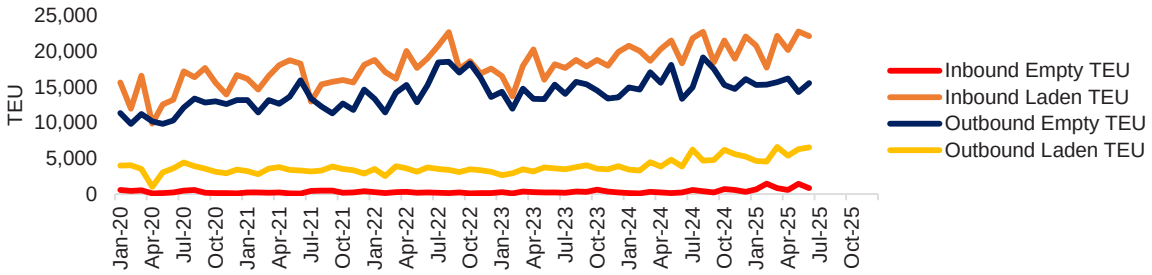
Table 7: Malaysian ports container volume growth and comparison with nominal GDP growth (2015 – 2029)

	Projected CAGR (2025-2029)	CAGR 2015-2024	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Container volumes in TEU												
Port Klang (Gateway)	-	6.1%	6,728,893	6,155,369	5,682,480	5,331,729	5,121,222	5,034,320	4,748,680	4,335,808	4,160,007	3,956,016
Johor Ports (Gateway)	-	3.2%	1,687,624	1,477,442	1,456,575	1,410,017	1,575,157	1,611,259	1,500,045	1,415,373	1,341,250	1,274,146
Penang	-	0.8%	1,416,450	1,443,506	1,319,113	1,248,008	1,387,987	1,492,645	1,510,376	1,523,827	1,463,304	1,317,352
Kuantan	-	0.5%	147,460	141,218	128,087	139,481	149,878	154,150	149,912	147,041	144,802	140,959
Tanjung Bruas	-	4.4%	14,402	5,194	17,779	7,724	14,142	11,633				
Peninsular Malaysia	4.9%	4.6%	9,994,829	9,222,729	8,604,034	8,136,959	8,248,386	8,304,007	7,909,013	7,422,049	7,109,363	6,688,473
East Malaysia	3.3%	2.5%	1,282,106	1,187,940	1,201,642	1,162,362	1,080,252	1,115,392	1,150,178	1,051,864	1,026,681	1,022,236
Sarawak Ports	-	1.9%	760,674	742,751	737,532	748,865	704,157	717,608	745,392	680,709	651,295	641,051
Sabah Ports & Labuan	-	3.5%	521,432	445,189	464,110	413,497	376,095	397,784	404,786	371,155	375,386	381,185
Total Malaysia	4.7%	4.3%	11,276,935	10,410,669	9,805,676	9,299,321	9,328,638	9,419,399	9,059,191	8,473,913	8,136,044	7,710,709
GDP by Region/State at current prices (RM'million)												
Peninsular Malaysia	-	5.8%	1,624,093	1,522,495	1,463,123	1,276,386	1,189,351	1,255,700	1,193,461	1,131,602	1,038,585	975,581
East Malaysia	-	4.8%	308,198	301,524	331,770	272,315	229,140	257,038	254,299	240,708	211,113	201,360
Sarawak	-	4.8%	184,894	180,876	200,925	162,111	137,177	150,265	146,246	138,804	124,189	121,585
Sabah & Labuan	-	5.0%	123,304	120,648	130,845	110,204	91,963	106,773	108,053	101,904	86,924	79,775
Total Malaysia	6.1%	5.7%	1,932,291	1,824,019	1,794,893	1,548,701	1,418,491	1,512,738	1,447,760	1,372,310	1,249,698	1,176,941

Sources: Liner Research Services, Historical GDP data from Department of Statistics Malaysia, 2025-2030 GDP Growth Projections based on IMF World Economic Outlook database April 2025

Volume growth at East Malaysia ports was mixed in the first half of 2025, with Sarawak ports slipping by -3.2% while Sabah ports grew by 8.2%. The strong growth in Sabah was driven by the strong growth of laden exports which increased by 43.1%, especially at Kota Kinabalu. The improvement in the trade balance at Sabah ports has also reduced the number of empty container moves with outbound empty container moves declining by 1.4% in the period.

Figure 11: Sabah Ports Monthly Handling Volumes January 2020 to June 2025

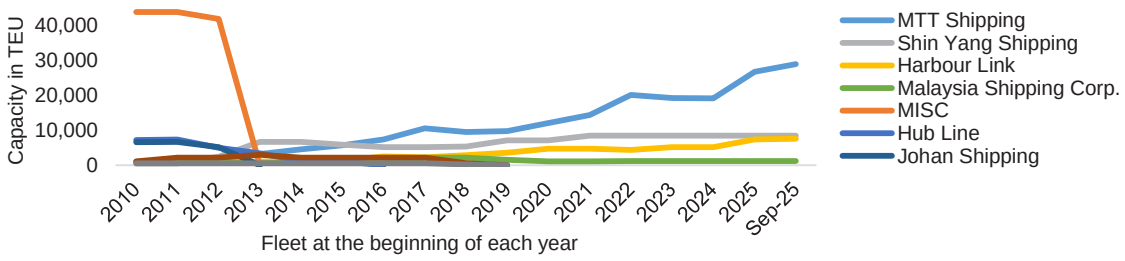


Source: Liner Research Services derived from data from Sabah Ports/DP World

7. Development of cabotage shipping in Malaysia

Malaysia introduced its cabotage policy in 1980 to promote the growth of the Malaysian shipping industry and protect domestic operators. However, the Malaysian-flagged containership fleet peaked in 2011 when it reached 67 ships and have declined since then due to the withdrawal of MISC from the container shipping business in 2011 and followed by the exit of other Malaysian shipping companies including Swee Joo (Johan Shipping) in 2012, Hub Line in 2015, Perkapalan Dai Zhun (PDZ Lines) in 2017 and Geniki Shipping in 2017. Despite the relaxation in the cabotage policy in 2017, the Malaysian-flagged containership fleet has grown from 34 ships in January 2018 to 52 ships in September 2025 with MTT Shipping registering the largest increase in fleet size in this period.

Figure 12: Malaysian-flagged containership fleet by owner at beginning of each year (2010 – 2025)



Source: Liner Research Services

8. INDUSTRY OVERVIEW *(Cont'd)*

There are presently four companies operating Malaysian flagged containerships as of September 2025, with MTT Shipping operating the largest fleet of 26 ships (including one ship that is under Panama flag), with four more ships on order that are scheduled for delivery in 2026 and 2027. As at 1 September 2025, MTT Shipping's fleet accounts for 50.0% of the Malaysian-flagged containership fleet by unit count and 62.7% by TEU capacity, with the youngest fleet amongst the Malaysian operators at 6.7 years compared to the average age of the three other owners at 22 years. MTT Shipping also owns four ships that are fitted with Exhaust Gas Cleaning System (EGCS) scrubbers that allow them to use less expensive high sulphur fuel oil. These ships are the only Malaysian flagged container ships that have been fitted with EGCS scrubbers and are able to command a premium in the charter market.

Table 8: Malaysian-flagged containership fleet operators

	MTT Shipping	Shin Yang Shipping	Harbour Link	Malaysia Shipping Corp.
Year founded	2010	2004	2002	1974
Public listing	Planned	2010	2004	Private
FY2024 Group Revenue (MYR m)	1,198.6	959.8	941.6	189.6
FY2024 Operating Income (MYR m)	285.3	128.5	127.8	11.9
FY2024 PBT (MYR m)	260.2	126.5	125.7	11.9
FY2024 Net Profit to Owners (MYR m)	250.4	110.6	86.2	10.8
FY2024 Net Profit Margin	21.2%	11.5%	9.2%	5.7%
Containership Fleet as at 1 September 2025 (including container deck ships excluding barges and dry bulk cargo ships)				
No. of ships	26	15	10	1
TEU Capacity	28,963	8,465	7,585	1,170
Average age (years)	6.7	20.8	22.6	24.0
Self-Operated	15	13	10	1
Chartered out	11	2	0	0
No. of ships on order	4	0	0	0
TEU Capacity on order	5,724	0	0	0

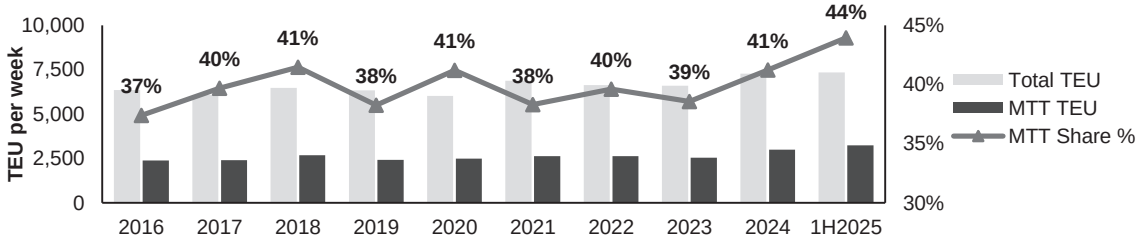
Sources: Liner Research Services, Companies Commission of Malaysia

The cabotage policy was liberalized on 1 June 2017 to allow foreign flagged carriers to transport cargo from Peninsular Malaysia to Sarawak, Sabah and Labuan in East Malaysia. Between 2017 and 2025, there were limited foreign flagged carriers serving the Malaysia domestic routes, with Maersk and RCL being the only foreign carriers to provide regular services between Peninsular Malaysia and Sabah & Sarawak but their market share remains at less than 5% during the period. The cabotage policy was reinstated in Sarawak from October 2024 while the cabotage exemption for foreign carriers continues in Sabah and Labuan. As of September 2025, Maersk and Warisan Shipping are the only foreign flagged carriers that operates on the cabotage route between Peninsular Malaysia and Sabah.

There are high barriers to entry for both new domestic carriers and foreign flagged carriers to enter the Peninsular Malaysia-East Malaysia market due to the high cost of vessel acquisitions and reflagging requirements to qualify for the cabotage market in Malaysia. No new domestic entrants have entered the market since 2011 and foreign flagged carriers have failed to raise their share of the market despite the relaxation in cabotage rules in 2017. The total cabotage trade volumes from Peninsular Malaysia to East Malaysia and Brunei have grown from an average weekly volume of between 6,023 TEUs in 2020 to 7,349 TEUs in the first half of 2025.

MTT has strengthened its position as the largest domestic container carrier in Malaysia with its share of the cabotage volumes increasing from 37% in 2016 to 41% in 2020 and 44% in the first half of 2025.

Figure 13: Cabotage volumes from Peninsular Malaysia to East Malaysia & Brunei (2016 to June 2025)



Source: Liner Research Services with liftings provided by MTT Shipping

8. Overview of the container supply-chain in Malaysia

The 15 container ports in Malaysia handled a total of 11.3 million TEUs of total gateway cargo in 2024, with the container supply chain that is supported by a network of end-to-end multi-modal container transportation services comprising of inland haulage, container depot, warehousing, freight forwarding and ocean shipping service providers.

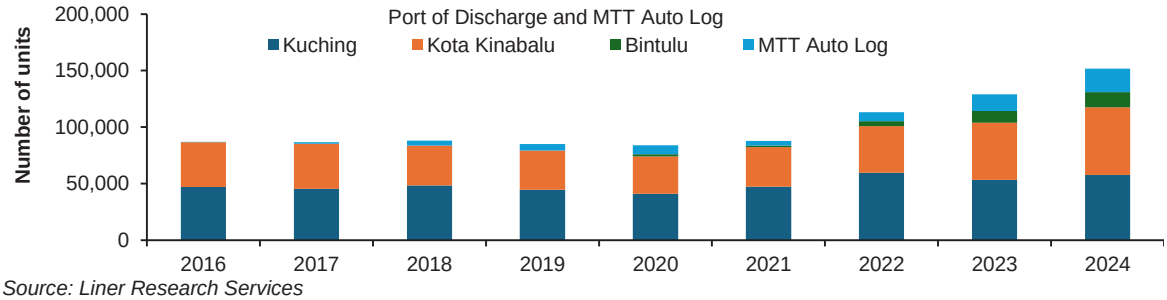
The Logistics & Trade Facilitation Masterplan published by the Economic Planning Unit (EPU) in 2015 identified various issues and challenges in the Malaysian logistics landscape, including the limited capabilities of local logistics service providers that only offer basic services such as inbound and outbound transportation, warehouse storage and freight forwarding. These local companies were not able to provide additional integrated services such as cross-docking, packing, labelling and on-site services, as well as specialized logistics services to niche markets such as oil and gas, healthcare and high-end electrical and electronics industries.

Logistics facilities in East Malaysia remains under-developed and lacks modernized facilities including dock high elevated warehousing, digitalized cargo management systems as well as ISO and ESG certification. Based on a LRS survey of 20 warehouse facilities in Kota Kinabalu in 2025, only two (10.0%) were configured for dock-high loading bays, four (20.0%) were equipped with warehouse management systems, one (5.0%) was ISO certified and that none had embarked on ESG reporting.

The EPU highlighted the "small number of domestic logistics service providers have regional expansion plans that include geographic expansion, business affiliations with overseas partners, and investments in foreign logistics facilities. The low number of providers with such plans raises concerns about the readiness of Malaysian operators to compete locally and regionally." The report also highlighted the hinterland connectivity bottlenecks and poor integration with other transport modes that have resulted in higher inland transportation and handling costs.

According to the National Transport Policy (NTP) 2019-2030 published by the Malaysian Ministry of Transportation, the trend towards increased containerisation will result in "90% of the general cargo segment such as steel, forest products as well as breakbulk cargo such as malt and fertilizers will be put in containers" by 2029. For example, the use of containers has also penetrated the shipment of automobiles between Peninsular Malaysia with Sabah and Sarawak, with 13.7% of the automotive logistics on this route currently transported in containers. MTT's automotive logistics volumes have grown at a CAGR of 29.4% since 2019, compared to the total market growth of 12.3% over the same period with its market share rising from 6.8% to 13.7%.

Figure 14: Automotive logistics volumes: Peninsular Malaysia to East Malaysia



Source: Liner Research Services

9. Prospect and Outlook for the Group

Since the establishment of the Group's container shipping business in 2010, the Group has grown to become the largest Malaysian-flagged containership owner and operator in Malaysia with a current fleet of 26 ships as of 1 September 2025, with four additional newbuildings due in 2026 and 2027.

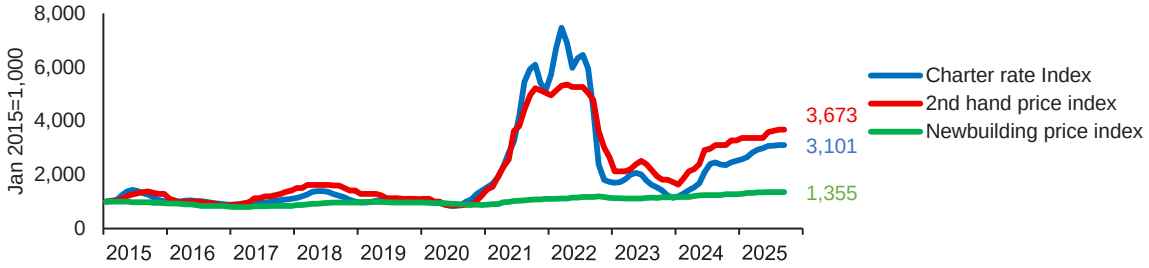
The Group has capitalized on the rise in the containership charter rates since 2019 by chartering out 11 of the 26 ships as at 1 September 2025. Charter market rates remain very attractive with current charter rates for 1,100 TEUs and 1,700 TEUs ships more than 200% higher compared to January 2020.

The Group's investments in both second-hand vessel acquisitions and newbuildings since 2011 have allowed the Group to develop into the leading carrier on the Peninsular Malaysia to East Malaysia market. MTT's vessel fleet includes 21 modern units that were built between 2019 and 2025 that are custom designed to serve on domestic and regional routes at competitive unit costs due to increased

container loadability and improved fuel consumption. The ships were acquired at attractive prices, with current second hand market values above their book value.

Domestic rivals in the Malaysian market have failed to renew their fleet during the same period and has not been able to match the Group's fleet growth. Domestic rivals are disadvantaged due to their older and less efficient vessel fleet, while the cost of renewing their fleet has risen. Average newbuild prices for feeder vessels of 1,100 TEUs and 1,700 TEUs has increased by approximately 41% since January 2020, while second-hand prices have increased by approximately 232% over the same period.

Figure 15: Feeder Containerships (1,100 and 1,700 TEUs) Price Indices 2015-2025 (September)



Source: Liner Research Services

MTT's continued investment in new ships will allow it to further grow both its shipping and chartering business segment with modern tonnage that are designed for optimal deployment in their targeted vessel size segments. Demand in the charter market remains very high due to the limited availability of ships across all containership size segments.

MTT is also well placed to capitalise on the growth in Southeast Asia transshipment volumes at Port Klang and Port of Tanjung Pelepas as the largest Malaysian domestic feeder operator and have expanded its network regionally in fast growing markets in Southeast Asia and the Indian subcontinent where market growth prospects are expected to remain positive in the next five years, with capacity deployment on the Intra-Southeast Asia and Far East-Indian Subcontinent routes expected to grow by 2.0% and 3.5% CAGR respectively, with capacity deployed driven by trade volume growth.

Further investments in related supply chain logistics facilities including five existing empty container depot facilities and three upcoming depot facilities as well as new integrated freight facilities across Malaysia will further strengthen its position as the leading integrated logistics provider in the market.