



2026-Q2 Investor Conference

Yang Ming Marine Transport Corp.

2026 / 06 / 18

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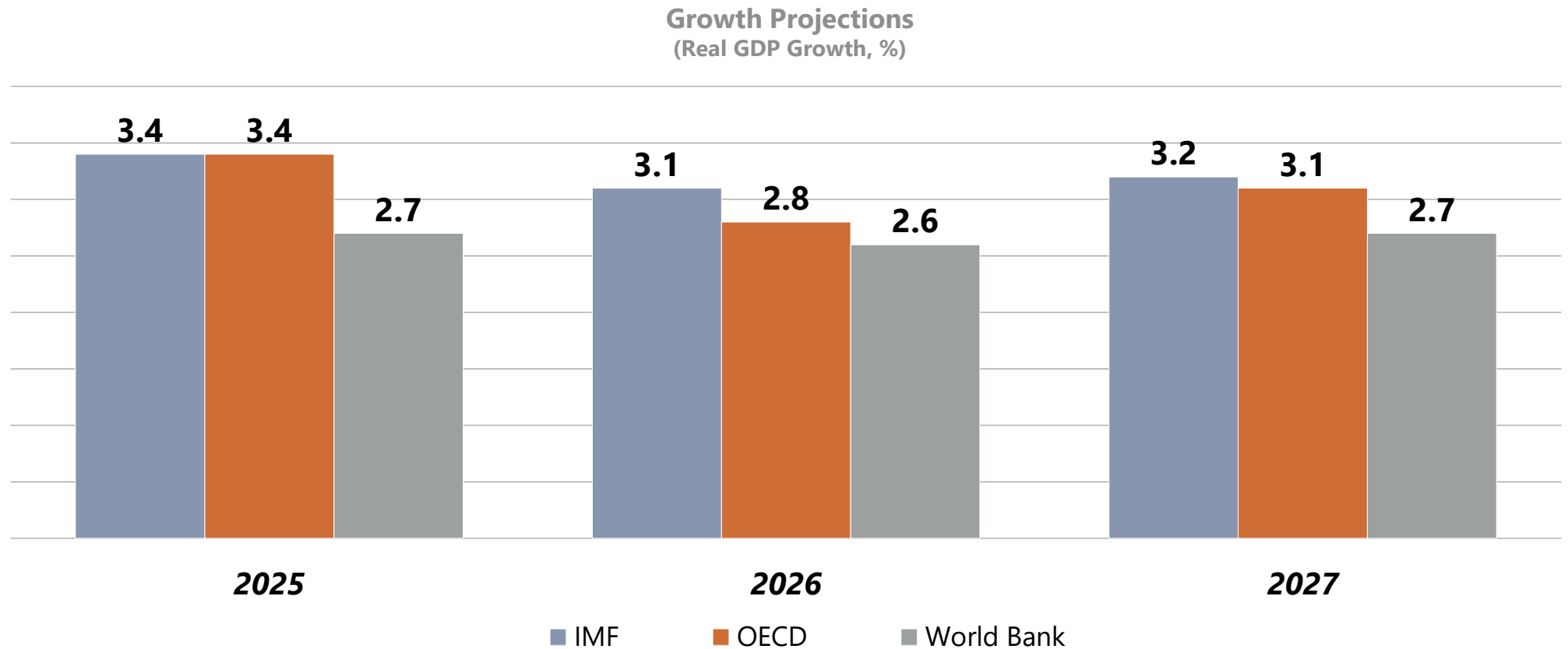


01

Container Shipping Overview

Turmoil in the Middle East Dampens Global Economic Growth Momentum

According to the OECD's latest outlook, the global economy is forecast to grow by 2.8% in 2026 and 3.1% in 2027.



Source: IMF, World Economic Outlook, Apr 2026; OECD, Economic Outlook, Jun 2026; World Bank, Global Economic Prospects, Jan 2026

Major Economies Growth Projection

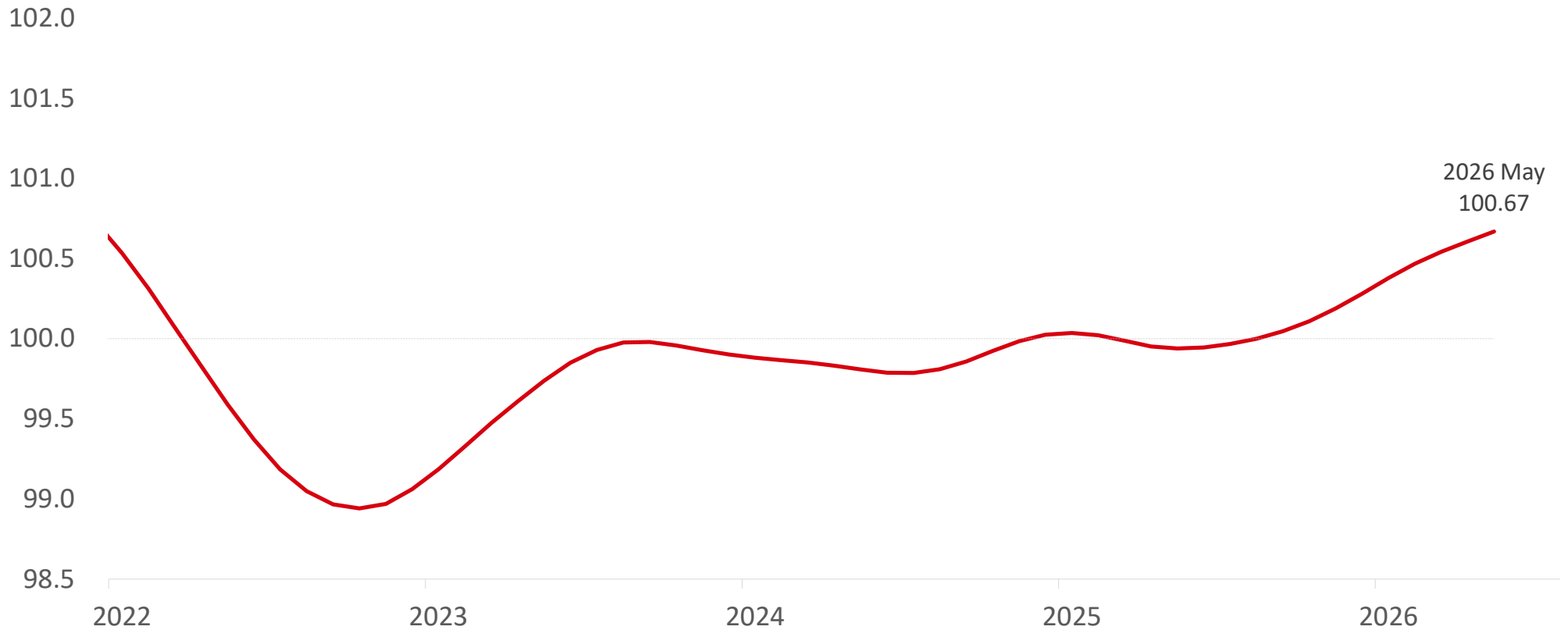
- China's economic growth rate is projected to slow from 5.0% in 2025 to 4.5% in 2026, and decelerate further to 4.3% in 2027.
- The U.S.-Israel-Iran conflict has caused sharp swings in energy prices, intensifying pressure on global supply chains and inflation. Despite a memorandum of understanding expected to be signed on 19th June to tackle detailed discussion in the following 60 days , the operational mechanism, relevant contents of MOU along with following detailed agreement are remained unclear, leaving the global economic outlook highly uncertain.

(Real GDP Growth, %)

國家	2025		2026		2027
	Current	Previous	Current	Previous	Current
World	3.4	3.3	2.8	2.9	3.1
United States	2.1	2.1	2.0	2.0	1.8
Euro Area	1.4	1.4	0.8	0.8	1.2
China	5.0	5.0	4.5	4.4	4.3

Composite Leading Indicator

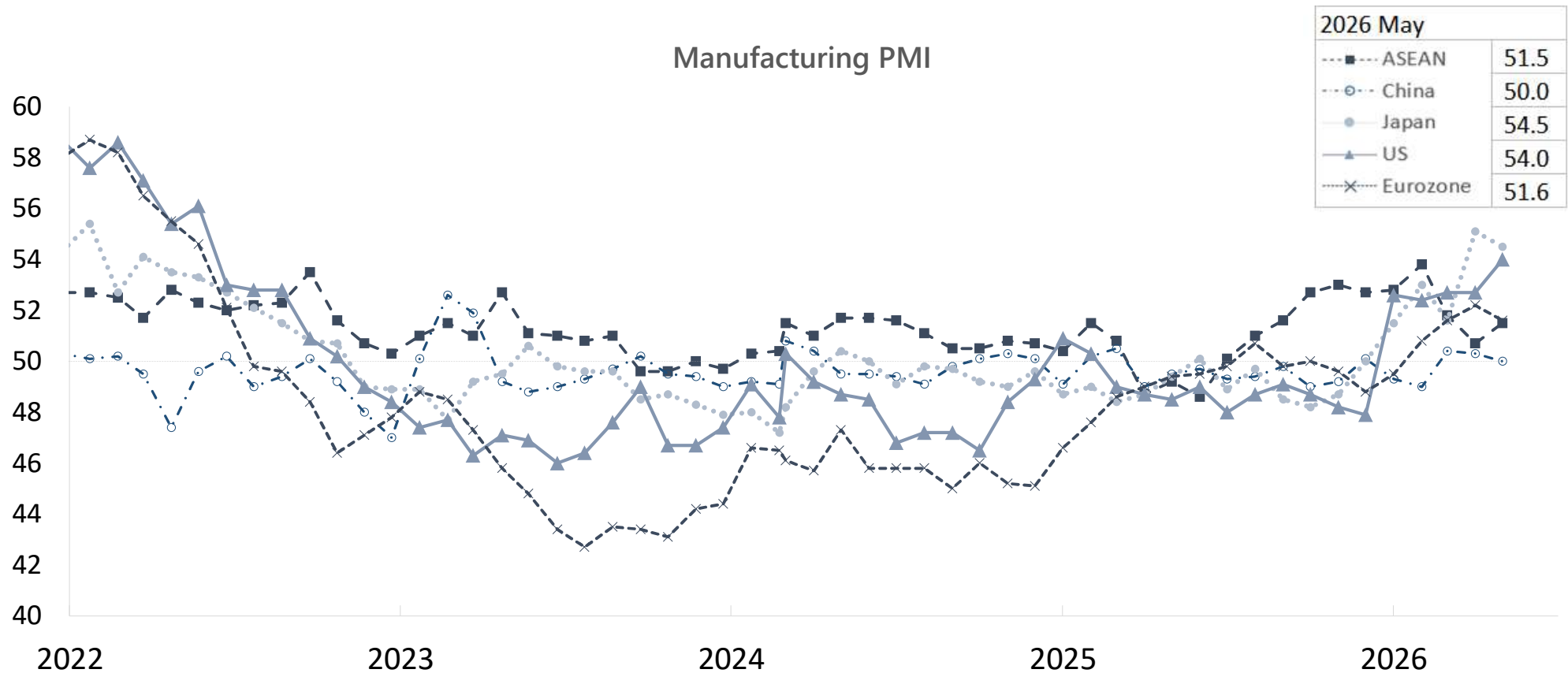
The G20 CLI has been above 100 for the past 10 months, signaling economic growth.



Source: OECD, Composite Leading Indicator, May 2026

Manufacturing PMI

- According to the latest May PMI data, manufacturing activity in major economies remained in expansion territory. Growth accelerated in the United States and Southeast Asia, while expansion moderated in Japan, Eurozone, and China.

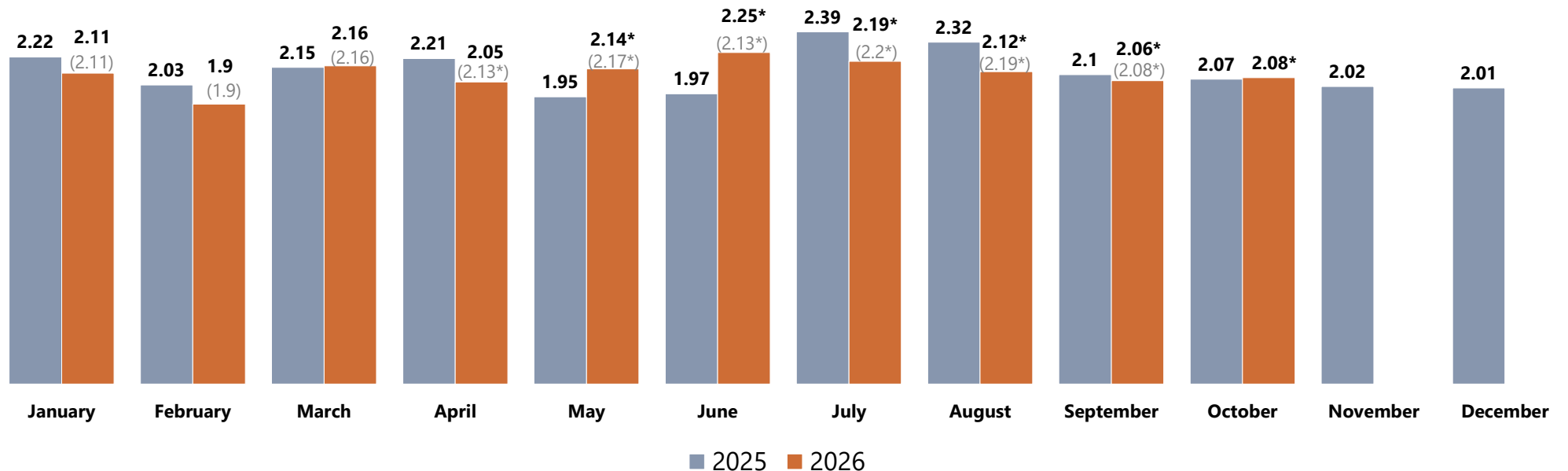


Source: Institute for Supply Management (ISM); S&P Global; National Bureau of Statistics of China

The import volume trend at major U.S. container ports

- According to the latest Global Port Tracker report, retailers front-loaded imports in anticipation of higher tariffs and fuel costs, while import volumes are projected to slow from autumn onward.

Monthly imports 2025-2026
(TEU-Millions) *Forecast



(Note) U.S. ports: Los Angeles/Long Beach, Oakland, Seattle and Tacoma on the West Coast; New York/New Jersey, Port of Virginia, Charleston, Savannah, Port Everglades, Miami and Jacksonville on the East Coast, and Houston on the Gulf Coast.

Current data (8th Jun) is marked in black. Previous estimate data (8th May) is marked in dark grey.

Source: NRF/Hackett Associates Global Port Tracker · [Import Cargo Volume to See Year-Over-Year Gain Again in June, Then Remain Below 2025 Levels Into Fall](#)

Supply and Demand

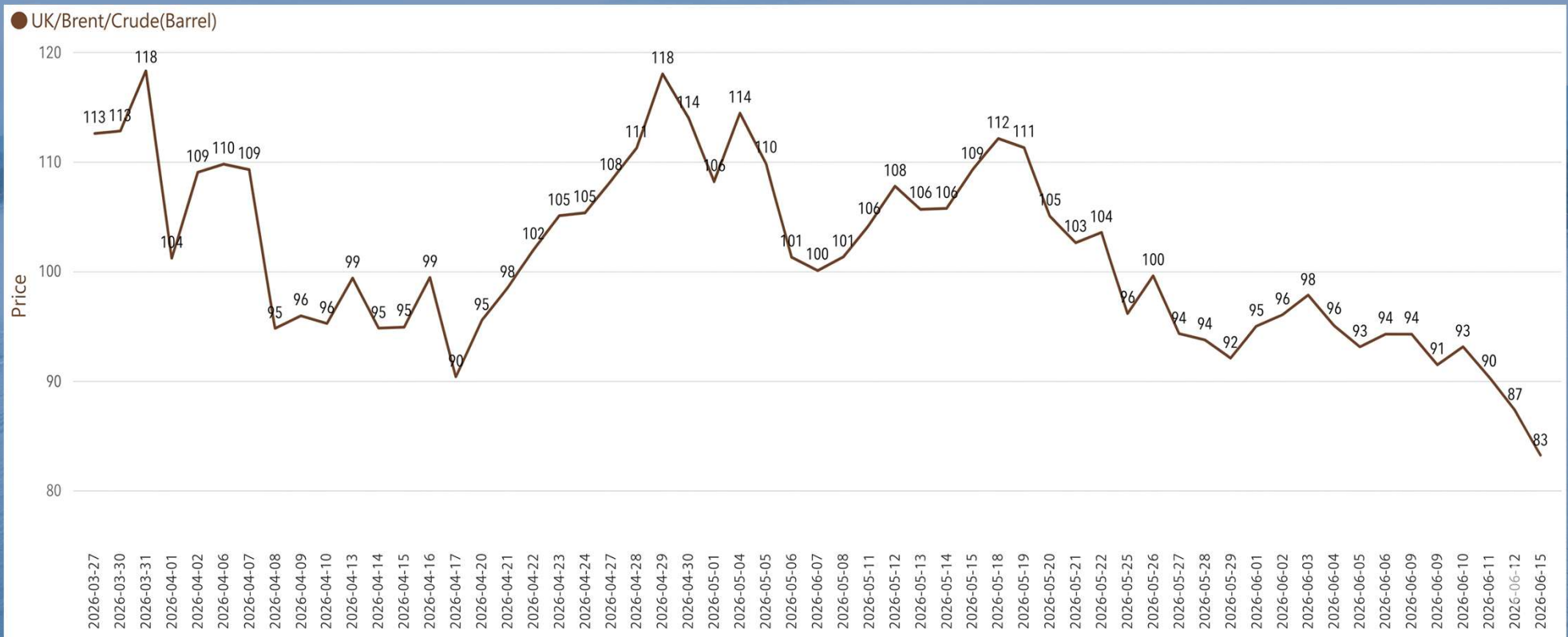
- Driven by the continuous delivery of new vessels and an obscure global trade outlook, the container shipping market in 2026 remains under pressure from oversupply.
- Factors such as changes in U.S. tariff policies, the situation in the Middle East , progress toward the resumption of Red Sea transits, as well as port congestion and environmental regulations, continue to cloud the market's outlook.

		2025	Current		Previous		Update
			2026(F)	2027(F)	2026(F)	2027(F)	
Drewry	Supply	7.0%	4.5%	7.7%	4.4%	7.5%	2026/05 Monthly
	Demand	6.2%	2.1%	3.0%	1.7%	3.1%	
Alphaliner	Supply	7.2%	3.9%	-	3.8%	-	2026/05 Monthly
	Demand	3.5%	2.5%	-	2.5%	-	
Clarksons	Supply	7.1%	4.6%	7.9%	4.7%	7.6%	2026/05 Monthly
	Demand	4.6%	2.9%	3.0%	2.6%	3.0%	

Source: Drewry, Container Forecaster Monthly, May 2026; Alphaliner, Monthly Monitor, May 2026; Clarksons, Container Intelligence Monthly, May 2026

Oil Price Trend

Crude oil prices have remained high over the past three months, trading mainly between US\$83~US\$118 per barrel amid the Israel–Iran conflict. Price fluctuations have largely been influenced by changing expectations regarding a ceasefire. As the conflict nears an end and the Strait of Hormuz is expected to reopen, oil prices may face a more significant downward correction



Source: Platts Brent Crude Oil Price

Oil Price Outlook

According to the Brent Crude forecast by Financial Institutions and EIA, price is projected to range between US\$76 and US\$104 per barrel. The driving factors include the tensions in the middle East, U.S. trade policy and the demand/stock level in China and the U.S.

Institution	2026Q3	2026Q4	2027Q1	2027Q2	Update Date
Standard Chartered Bank	\$85	\$80	\$78	\$79	2026/6/16
Morgan Stanley	\$90	\$80	\$80	\$80	2026/6/15
Goldman Sachs Group	\$84	\$80	\$78	\$76	2026/6/15
JPMorgan Chase & Co	\$104	\$98	\$85	\$79	2026/6/12
EIA	\$101	\$89	\$84	\$81	2026/6/4

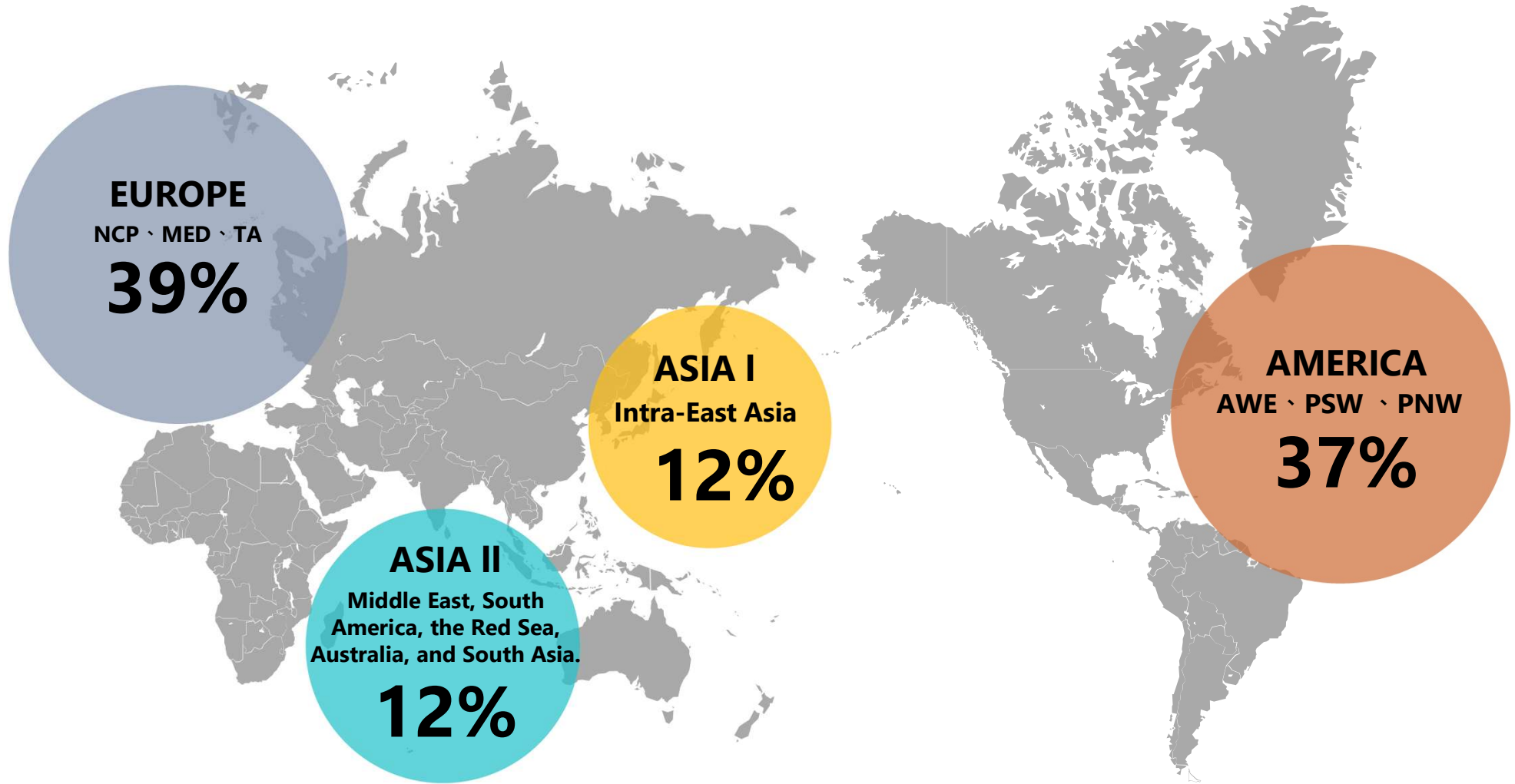
Source: Bloomberg · U.S. Energy Information Administration (EIA)



02

Business Information

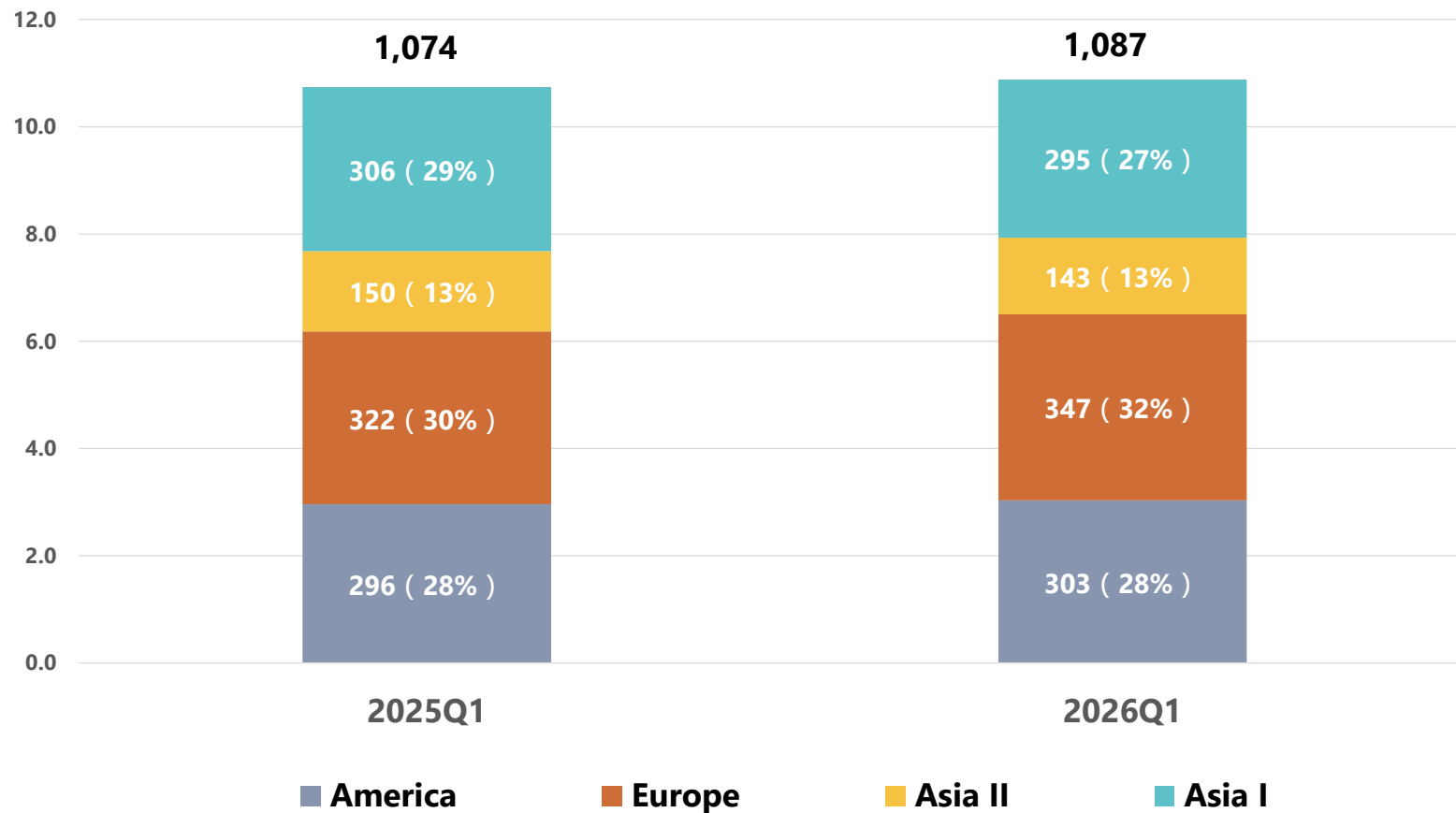
The Proportion of Consolidated Operating



Data interval:202601~202603

Lifting Volume Analysis

2025Q1 & 2026Q1 TEU Comparison of operational volume
(Thousand TEU)



Capacity Ranking

As of June 2026, Yang Ming is the world's ninth-largest carrier

Rank	Operator	Teu	Share	Existing fleet	Orderbook
1	Mediterranean Shg Co	7,328,800	21.6%		
2	Maersk	4,696,043	13.8%		
3	CMA CGM Group	4,329,172	12.7%		
4	COSCO Group	3,611,183	10.6%		
5	Hapag-Lloyd	2,393,239	7.0%		
6	ONE (Ocean Network Express)	2,140,494	6.3%		
7	Evergreen Line	1,989,787	5.9%		
8	HMM Co Ltd	1,038,321	3.1%		
9	Yang Ming Marine Transport Corp.	741,970	2.2%		
10	Zim	698,354	2.1%		
11	Wan Hai Lines	598,224	1.8%		

Source: Alphaliner TOP 100 / 02 June 2026

YM fleet Status

1 Yang Ming's fleet in Q2 2026 totals 97 vessels and 741,970 TEU, an increase of 28,276 TEU from Y2025, mainly due to the delivery and deployment of two 15K LNG dual-fuel owned vessels.

2 Continuously monitor international environmental and carbon emission policies, as well as regional regulations of each country, and timely develop shipbuilding plan to replace the aging vessels.

Year	Y2025		Y2026/Q2		DIFF.	
	Vessels	%	Vessels	%	Vessels	%
Own Vessels	61	63%	63	65%	+2	+3.2%
Chartered-in Vessels	36	37%	34	35%	-2	-5.9%
TTL Vessels	97		97		-	-
Own Capacity(TEU)	348,980	49%	380,180	51%	+31,200	+8.2%
Chartered-in Capacity(TEU)	364,714	51%	361,790	49%	-2,924	-0.8%
TTL Capacity(TEU)	713,694		741,970		+28,276	+3.8%

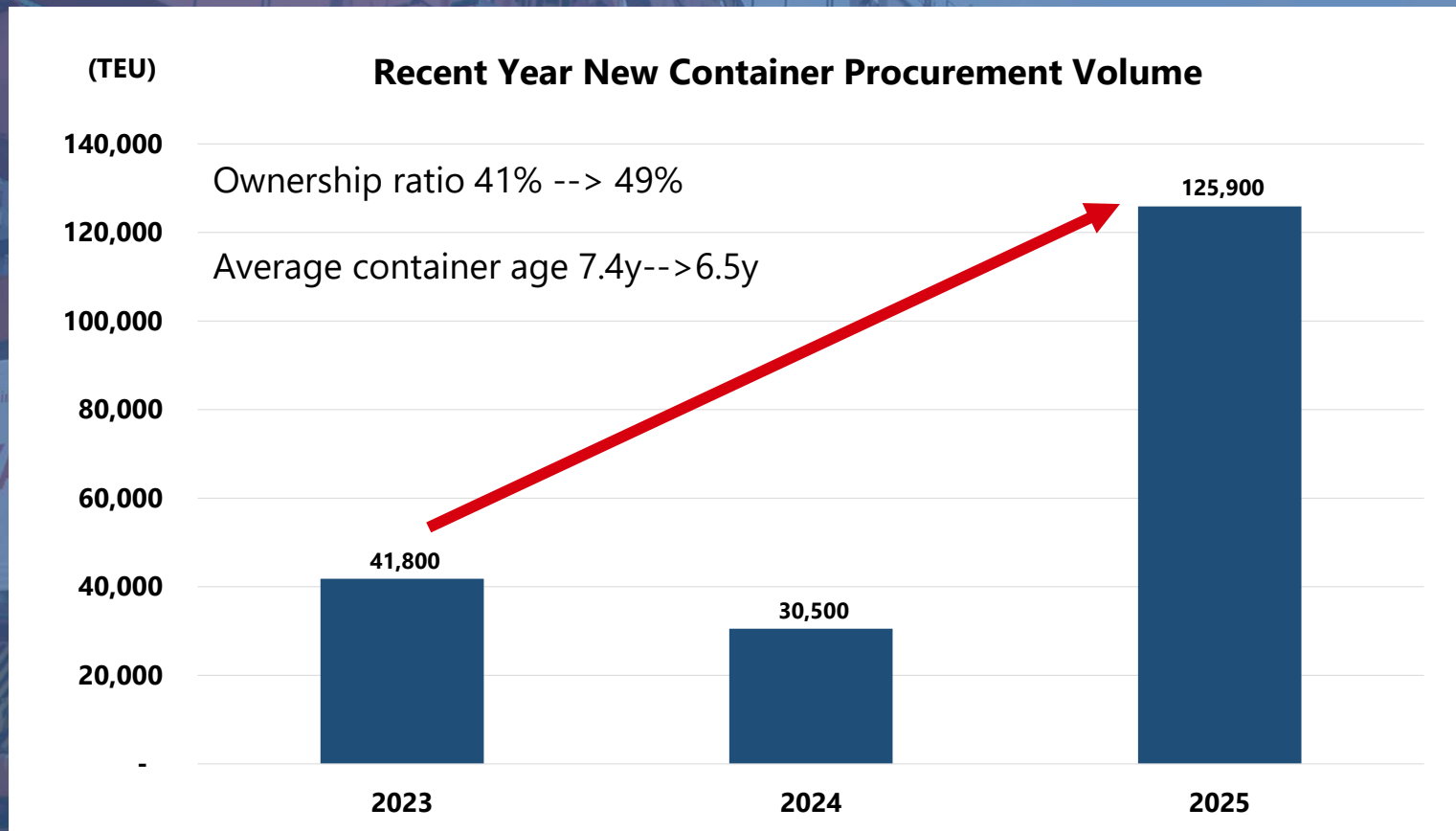
2025 figures are based on end of the year, while 2026 figures are counted as of June 2, 2026.

Newbuilding Program

Board Year	Vessels	Capacity (TEU/Vessel)	Fuel Spec	Expected Delivery
2022	5	15,600	LNG dual-fuel	2026Q1 - 2027Q1
2025	7	16,000	LNG dual-fuel	2028Q3 - 2029Q2
	6	8,000	Methanol dual-fuel ready	2028Q4 - 2030Q1
2026	6	13,000	LNG dual-fuel	In Progress

Source: Based on Board resolutions from 2022 to May 2026

YM Container Status



03

Financial Results



The Proportion of Consolidated Operating Revenue of Yang Ming Group

YANG MING delivers GOOD for life

27
Global operational locations

4.4%

**Logistics
YES Logistics**



Providing international freight forwarding, warehousing, transshipment hubs, and cross-border e-commerce logistics services.

97
operational container ships



93.8%

Container Shipping



2026Q1 Revenue
NTD 38.66 Billion

233
Global Agents

9th
in global shipping capacity rankings

Total Capacity
741,970

1.6%

**Bulk Shipping
Kuang Ming Shipping**

10
Bulk Carriers



101
Weekly Service Routes

6,338
Global Employees

0.2%

Stevedoring



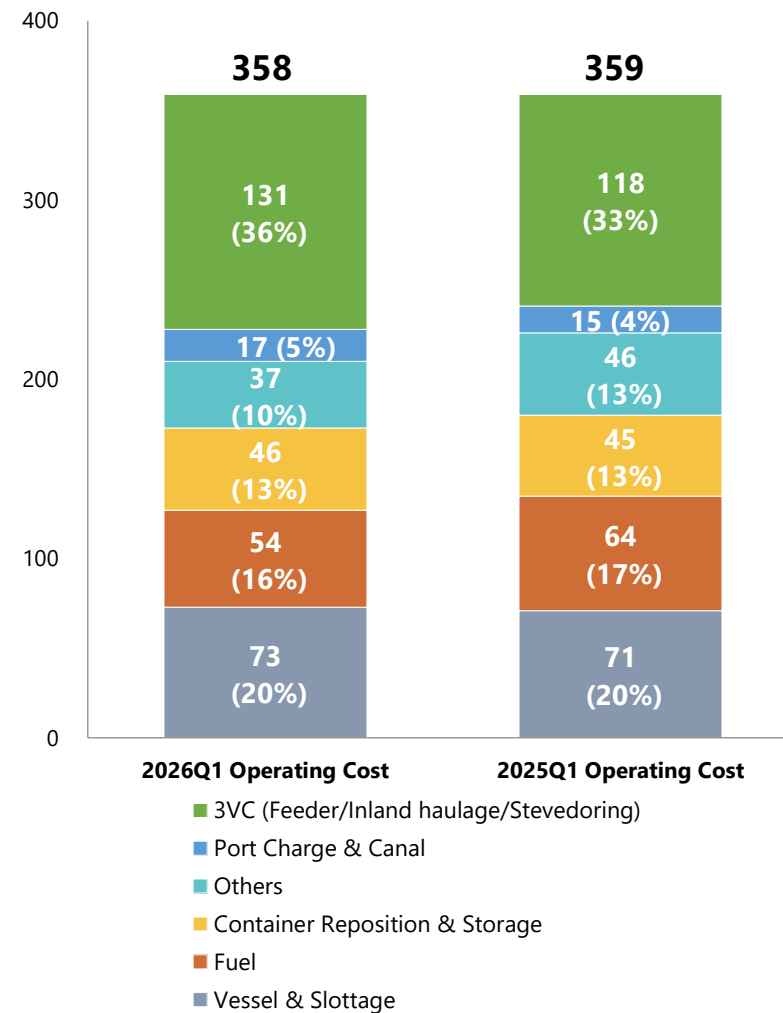
Consolidated Income Statement

Unit : NT\$100 Million

Items	FY2026 Q1	FY2025 Q1	Diff
Operating Revenue	387	455	(68)
Gross Profit	28	96	(68)
Operating Income(Loss)	7	72	(65)
Net Income(Loss)	15	79	(64)
Profit(Loss),attribute to owners of the parent	14	78	(64)
EPS(NT dollars)	0.41	2.23	(1.82)

2026Q1 & 2025Q1 Operating Cost Comparison

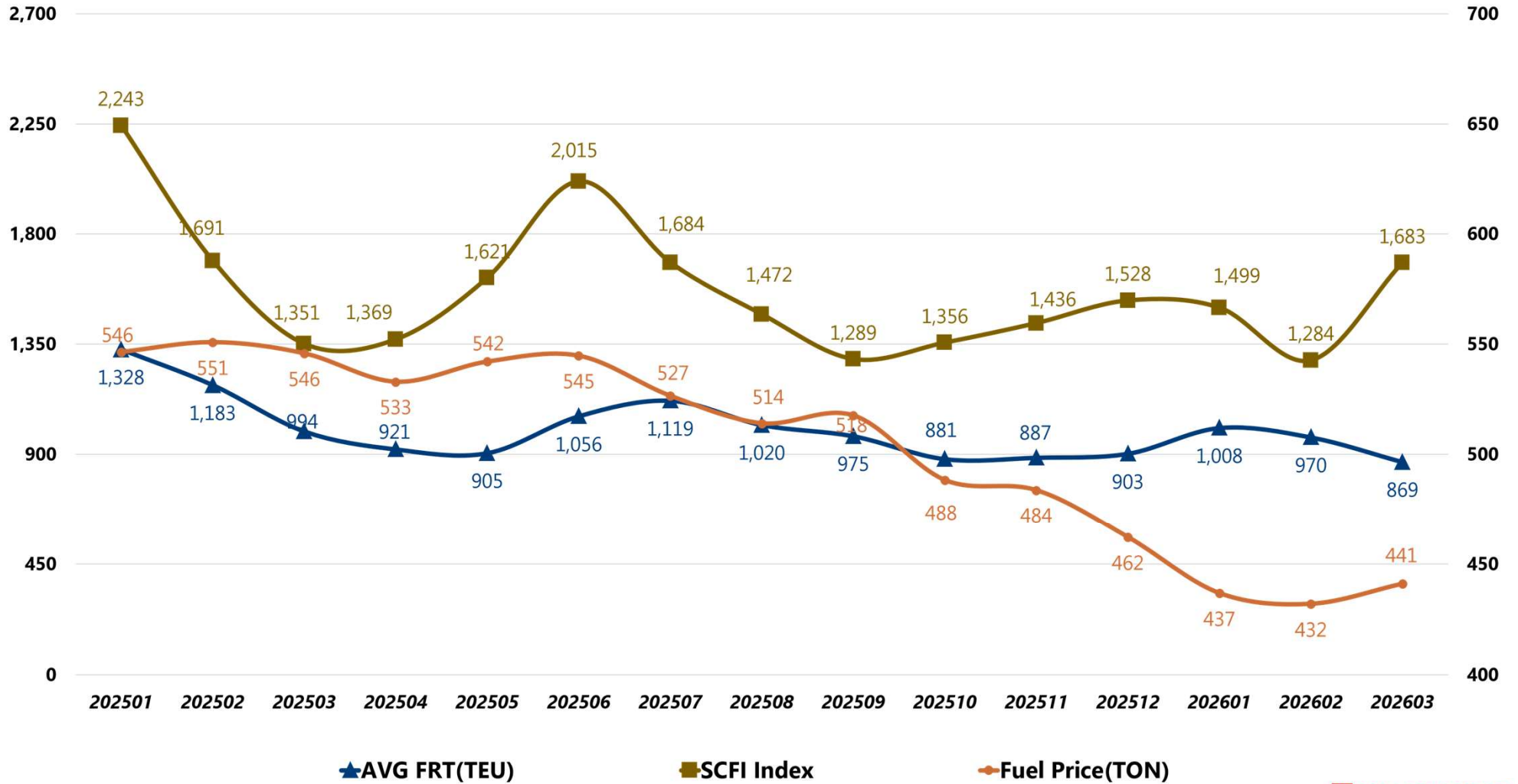
Unit : NT\$100 Million



Fuel price and Average FRT

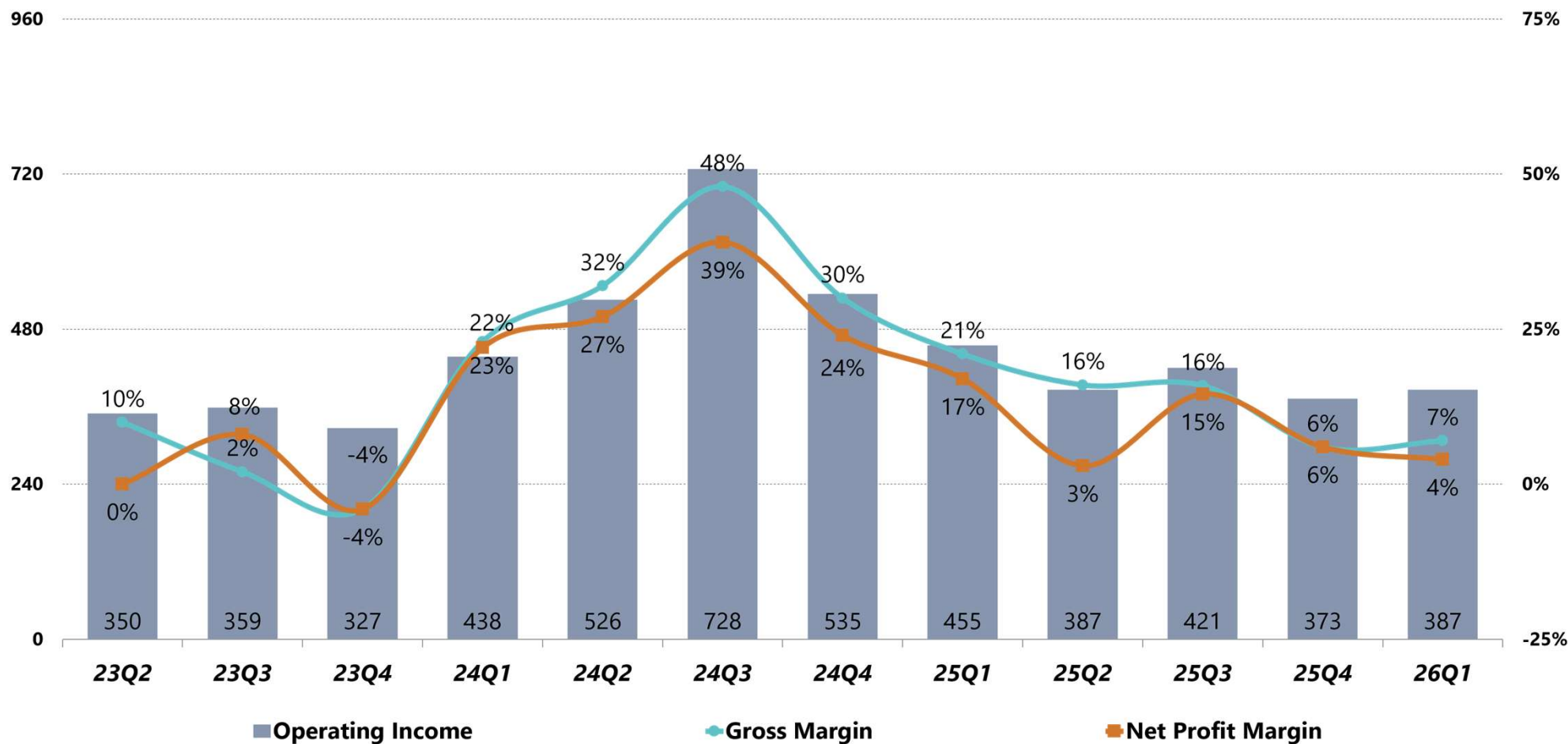
Unit : USD/TEU

Unit : USD/Ton



Consolidated Operating Income, Gross Margin and Net Profit Margin

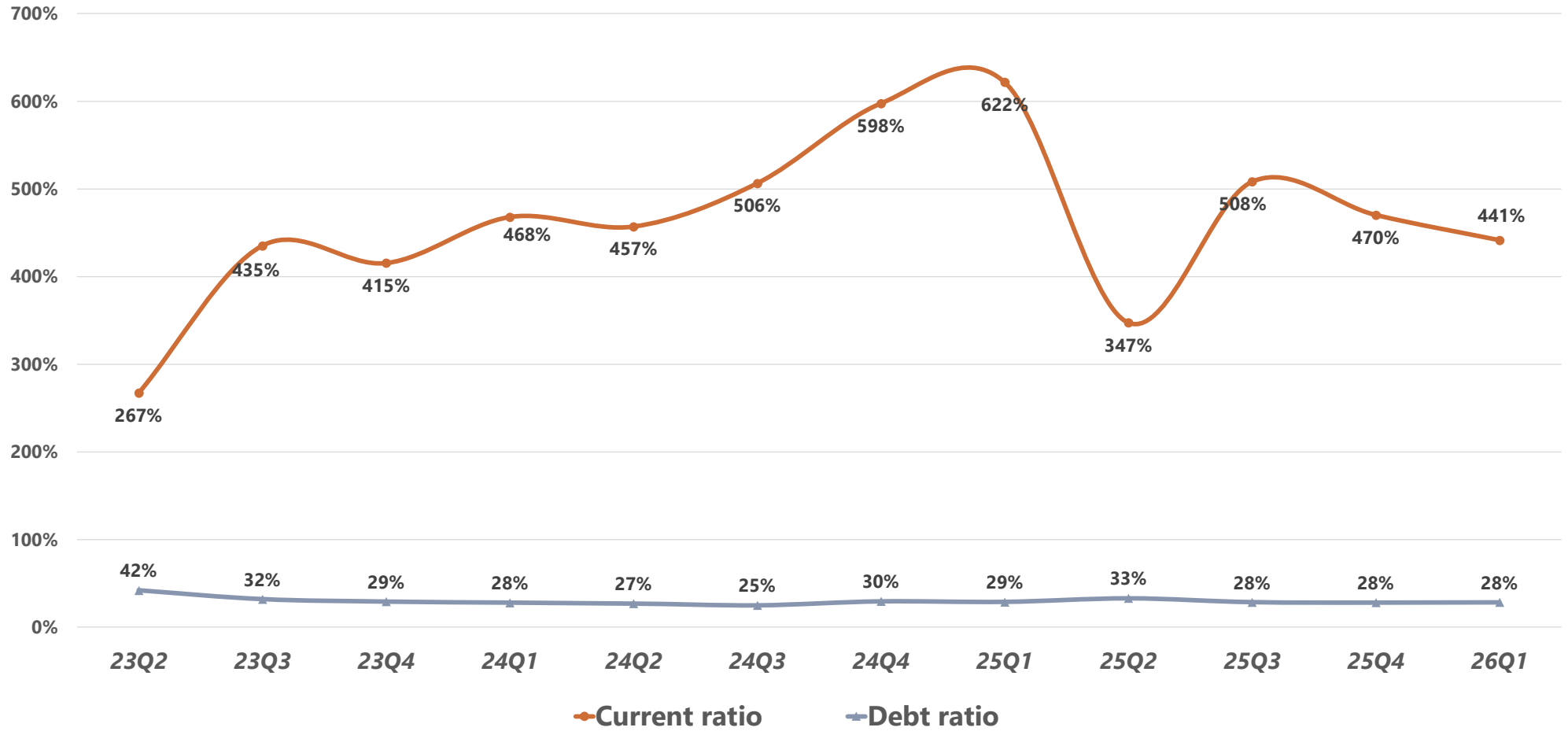
Unit : NT\$ 100 Million



Data interval: 2024Q2~2026Q1

Financial Ratios

Data interval :2023Q2~2026Q1



04

Operational Future Prospects



Operational Future Prospects

2026 Q3 Future Prospects

In the third quarter, demand is expected to carry over from the strength seen at the end of the second quarter. Supported by tightening capacity, overall performance is expected to outperform the second quarter.

However, China-U.S. trade and tariff policies, geopolitical developments, and the pace of new capacity deployment remain key factors to watch in the third quarter.

THANK YOU

Q&A

