



Investor Presentation Q2 2026 FINANCIAL RESULTS

August 19, 2026

Disclaimer

Forward-Looking Statements

The following information contains, or may be deemed to contain, forward-looking statements (as defined in the U.S. Private Securities Litigation Reform Act of 1995). In some cases, you can identify these statements by forward-looking words such as “may,” “might,” “will,” “should,” “expect,” “plan,” “anticipate,” “believe,” “estimate,” “predict,” “potential” or “continue,” the negative of these terms and other comparable terminology. These forward-looking statements, which are subject to risks, uncertainties, assumptions, and other important factors, may include statements regarding macroeconomic and geopolitical conditions, chartering agreements, anticipated capacity, and the timing thereof, statements relating to the timing and closing of the pending transaction with Hapag-Lloyd, the Company’s anticipated growth strategies and anticipated trends in its business. These statements are only predictions based on the Company’s current expectations and projections about future events or results. There are important factors that could cause the Company’s actual results, level of activity, performance or achievements to differ materially from the results, level of activity, performance or achievements expressed or implied by the forward-looking statements. Factors that could cause such differences include, but are not limited to: our expectations regarding general market conditions as a result of the current geopolitical instability, developments and further escalation of events, including, but not limited to, risks and uncertainties relating to outcome of the pending transaction with Hapag-Lloyd, the current military conflict between Israel and the U.S. against Iran and some of its proxies, the Houthi attacks against vessels in the Red Sea, the war between Israel and Hamas, Iran and Iranian-backed proxies (including its impact on the Strait of Hormuz), the political and military instability in the Middle East and the war between Russia and Ukraine; our expectations regarding general market conditions as a result of global economic trends, including potential rising inflation and interest rates as a result of geopolitical and other events; our expectations regarding trends related to the global container shipping industry, including with respect to fluctuations in vessel and container supply, industry consolidation, demand for containerized shipping services, bunker and alternative fuel prices and supply, charter and freight rates, container values and other factors affecting supply and demand; our plans regarding our business strategy, areas of possible expansion and expected capital spending or operating expenses; our ability to adequately respond to political, economic and military instability in Israel and the Middle East (particularly as a result of the Israel-Hamas war and the Israel-Hezbollah and Israel-Iran armed conflicts), and our ability to maintain business continuity as an Israeli-incorporated company in times of emergency; our ability to effectively handle cyber-security threats and recover from cyber-security incidents, including in connection with the war between Israel and Iran and Iranian-backed proxies; our anticipated ability to obtain additional financing in the future to fund expenditures; our expectation of modifications with respect to our and other shipping companies’ operating fleet and lines, including the utilization of larger vessels within certain trade zones and modifications made in light of environmental regulations; the expected benefits of our cooperation

agreements and strategic partnerships; formation of new alliances among global carriers, changes in and disintegration of existing alliances and collaborations, including alliances and collaborations to which we are not a party to; our anticipated insurance costs; our expectations regarding the availability of crew; our expectations regarding our environmental and regulatory conditions, including extreme weather events (such as the drought conditions in the Panama Canal), changes in laws and regulations or actions taken by regulatory authorities, and the expected effect of such regulations; our expectations regarding potential liability from current or future litigation; our plans regarding hedging activities; our ability to pay dividends in accordance with our dividend policy; our expectations regarding our competition and ability to compete effectively, and other risks and uncertainties detailed from time to time in the Company’s filings with the U.S. Securities and Exchange Commission (SEC), including under the caption “Risk Factors” in its 2025 Annual Report filed with the SEC on March 9, 2026 and its Notice and Proxy Statement attached as Exhibit 99.1 to its Current Report filed with the SEC on March 19, 2026 in connection with the pending transaction with Hapag-Lloyd.

Although the Company believes the expectations reflected in the forward-looking statements contained herein are reasonable, it cannot guarantee future results, level of activity, performance or achievements. The Company assumes no duty to update any of these forward-looking statements after the date hereof to conform its prior statements to actual results or revised expectations, except as otherwise required by law.

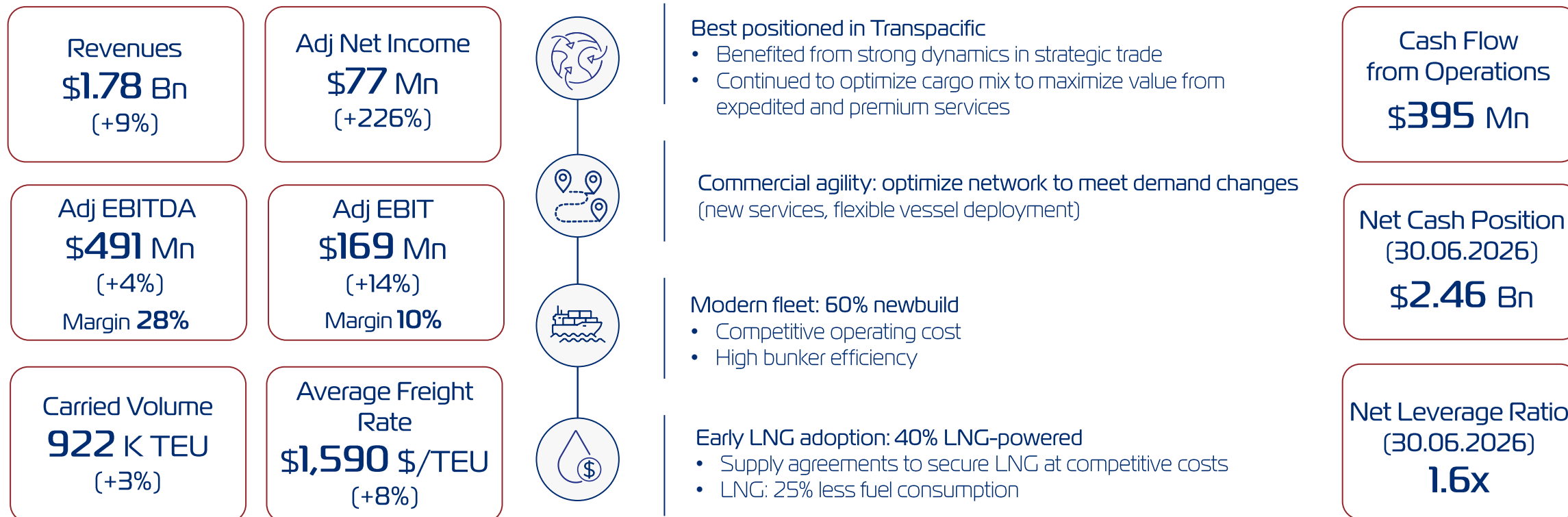
The Company prepares its financial statements in accordance with IFRS Accounting Standards (IFRSs), as issued by the International Accounting Standards Board (IASB).

See further disclosure regarding “Use of Non-IFRS Financial Measures” below.

Use of Non-IFRS Measures in the Company’s 2026 Guidance

A reconciliation of the Company’s non-IFRS financial measures included in its full-year 2026 guidance to corresponding IFRS measures is not available on a forward-looking basis. In particular, the Company has not reconciled Adjusted EBITDA and Adjusted EBIT because the various reconciling items between such non-IFRS financial measures and the corresponding IFRS measures cannot be determined without unreasonable effort due to the uncertainty regarding, and the potential variability of, the future costs and expenses for which the Company adjusts, the effect of which may be significant, and all of which are difficult to predict and are subject to frequent change.

Improved Market Conditions and Strategic Execution Drive Strong Q2 2026 Results



Note: Figures in parentheses reflect year-over-year comparison; Fleet percentages (40% LNG-powered, 60% newbuild) reflect share of operated capacity (TEU)

Full Year 2026 Guidance

2026

Adjusted EBITDA

\$2.0 Bn to \$2.4 Bn

Adjusted EBIT

\$700 Mn to \$1.1 Bn

**2H'26 Expected to Significantly
Exceed 1H'26 Results**

2026 Guidance Drivers



Freight rates: higher vs. 2025



Operated capacity: stable capacity YoY



Volume: slightly higher vs. 2025



Bunker costs: meaningfully higher vs. 2025

Dividend Policy and Expected Dividend



Policy: distribute between

30-50%

of annual net income

**Based on 2026 guidance,
expect to pay dividends for
this year**

Note: all future dividends are subject to the discretion of Company's Board of Directors and to the restrictions provided by Israeli law

Pending Transaction with Hapag-Lloyd



Closing remains subject to customary conditions and regulatory approvals;
the parties continue to engage with relevant authorities to obtain the required approvals

Modern, Cost Effective Fleet; Optionality to Adjust Fleet Size


128
Vessels



~40%
LNG powered



~60%
Newbuild



115
containerships



707K TEU

13

car carriers



**Optionality to
Adjust Fleet Size**



YTD 2026 4 chartered vessels
2026 9 additional vessels up for renewal (35K TEU)
2027 13 vessels up for renewal (28K TEU)

Note: fleet percentages (40% LNG-powered, 60% newbuild) reflect share of operated capacity (TEU)

Investing in Modern and Competitive Capacity

New charter agreements to secure 40 additional vessels, including 36 newbuilds

2

X 12,000 TEU
Vessels
(Scrubber Fitted)

10

X 11,500 TEU
LNG-fueled Vessels

4

X 8,000 TEU
Vessels
(Scrubber Fitted)

20

X 3,000-5,000 TEU
Vessels
(Some Scrubber Fitted)

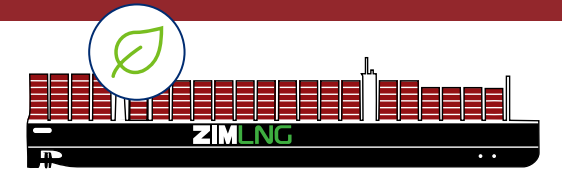
Expected
Delivery

2027

2027-2028

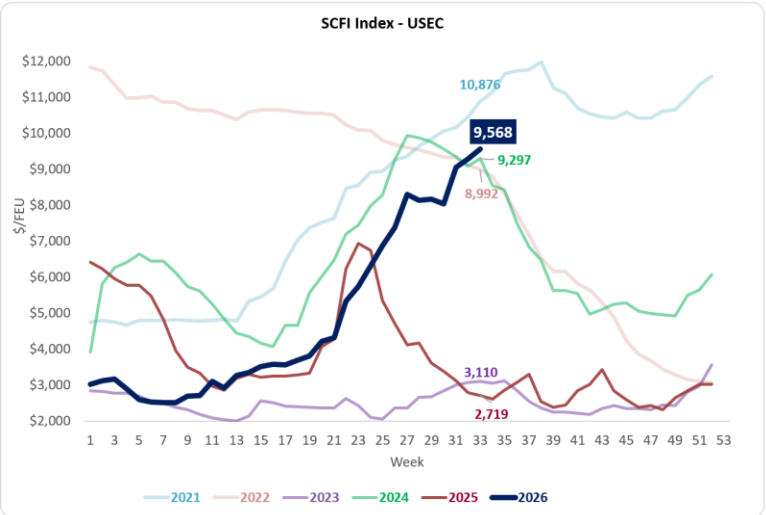
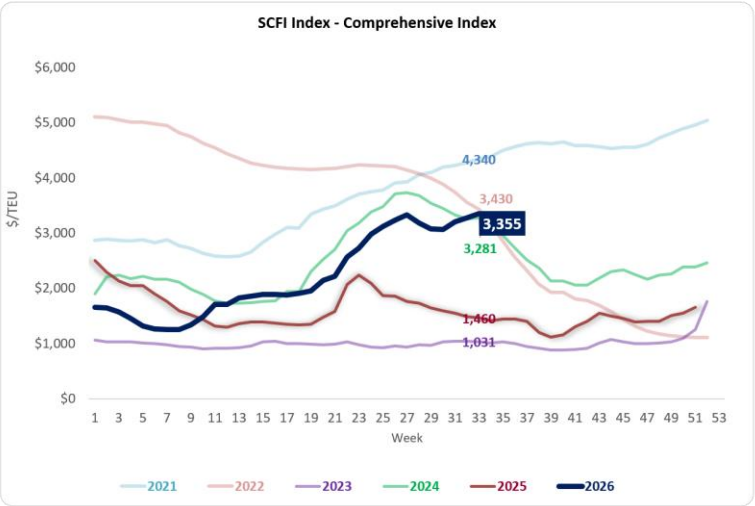
2H'26-1H'27

2027-2028



250K TEU incremental newbuild capacity

Strong Freight Rates Support Improved Earnings for 2026



**USEC SCFI: Q3 QTD average rate
~3x Q1 average**



Key freight rate drivers



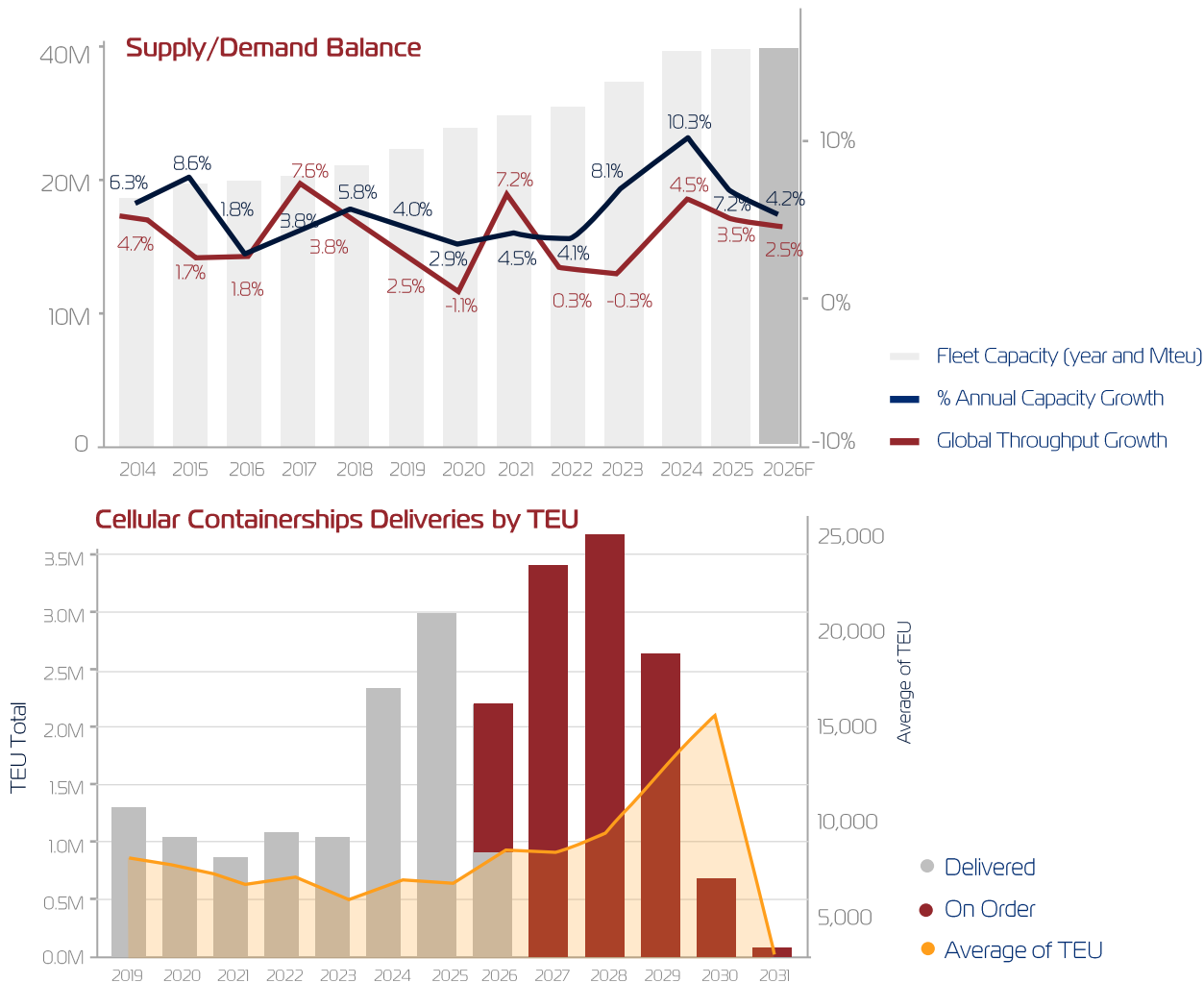
Resilient **consumer demand** (frontloading & restocking); supported by **technology and energy investments**



Supply constraints: Panama Canal and China port congestion, driven by exceptionally strong El Niño, energy flows shifting to US-Asia trade, and typhoon season worsening key China ports wait times; Red Sea diversion for containers and energy

Source: SCFI, as of 14/8/2026

Competing Dynamics: Demand vs. Supply Growth with Major Disruptions



Source: Alphaliner Monthly Monitor, July 2026

39%

Orderbook-to-Fleet Ratio

Demand Growth & Disruptions



Above-average growth on dominant leg drives capacity utilization: H1 2026 Asia exports +9% vs. expected global demand growth <5%



Weather- and geopolitics-driven constraints drive ports congestion and absorb nominal capacity (Panama, China, Red Sea)



Port & land infrastructure capacity serves as constraint



Negligible scrapping since 2021 & industry's decarbonization agenda

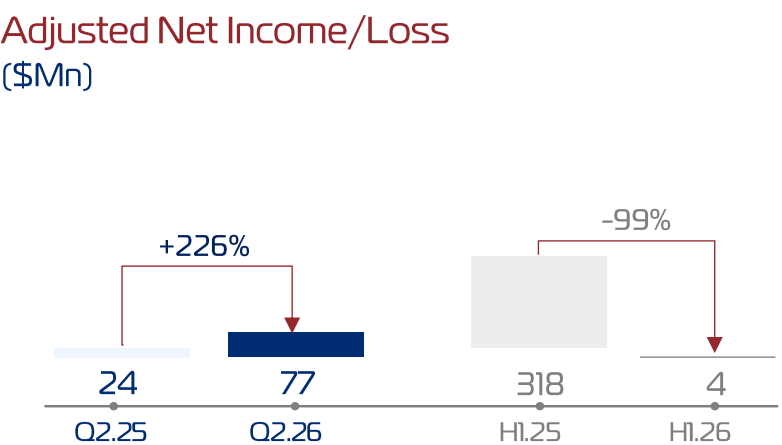
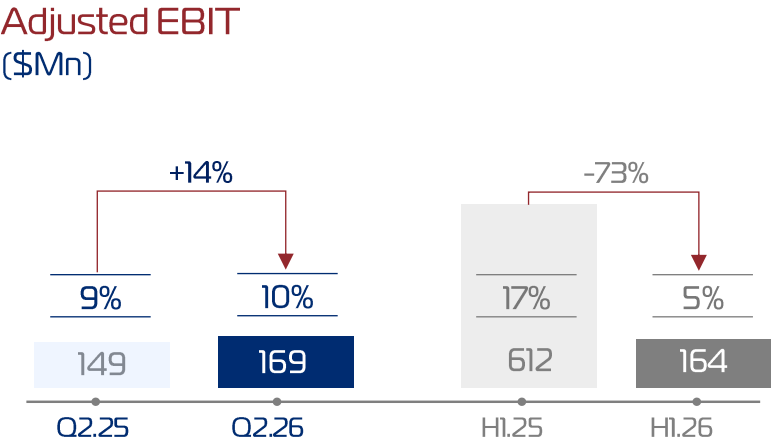
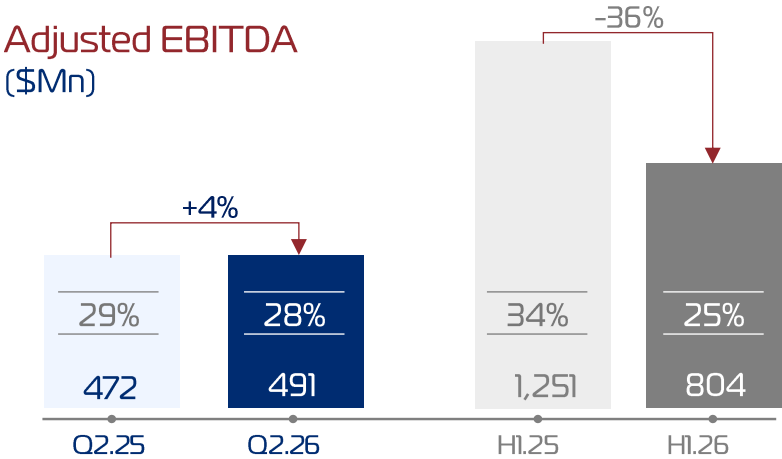
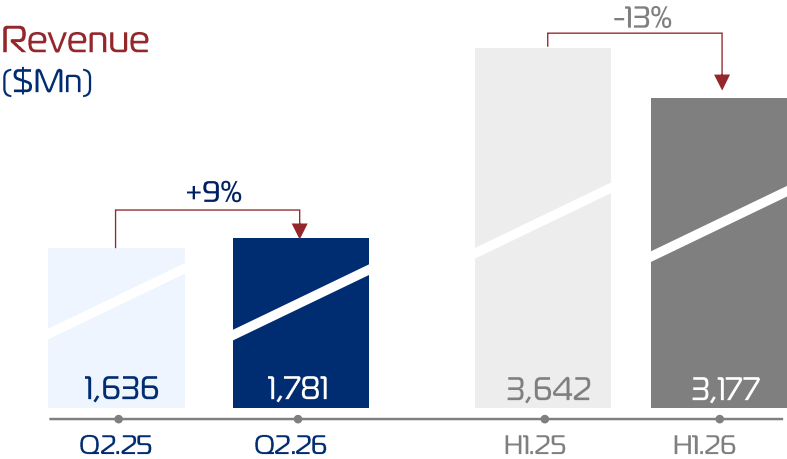
Key Operational and Financial Indicators

Operational	Q2-26	H1-26	Cash Flow	Q2-26	H1-26	Balance Sheet	30-6-2026
Carried volume (K TEU)	922 (+3%)	1,788 (-3%)	Free cash flow (\$ Mn)	386 (-40)	621 (-592)	Total debt (\$ Mn)	5,303 (-424)
Freight rate (\$/TEU)	1,590 (+8%)	1,455 (-11%)	Cash conversion rate	78% (-12%)	77% (-20%)	Net debt (\$ Mn)	2,773 (-152)
Revenue (\$ Mn)	1,781 (+9%)	3,177 (-13%)				Net leverage ratio	1.6x
						Net cash Position (\$ Mn)	2,459 (-264)

Note: Operational and cash flow metrics – figures in parentheses reflect year-over-year comparison
Balance sheet metrics – figure in parentheses reflect comparison to year-end 2025

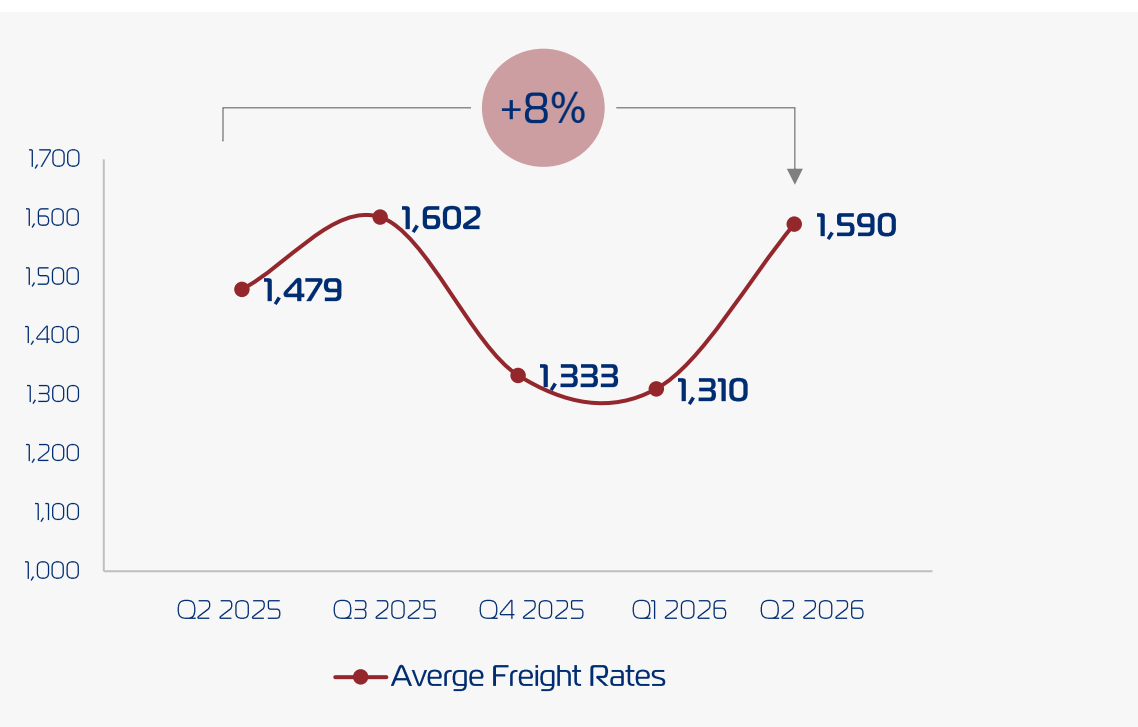
Q2 & H1 2026 Financial Highlights

XX% - margin

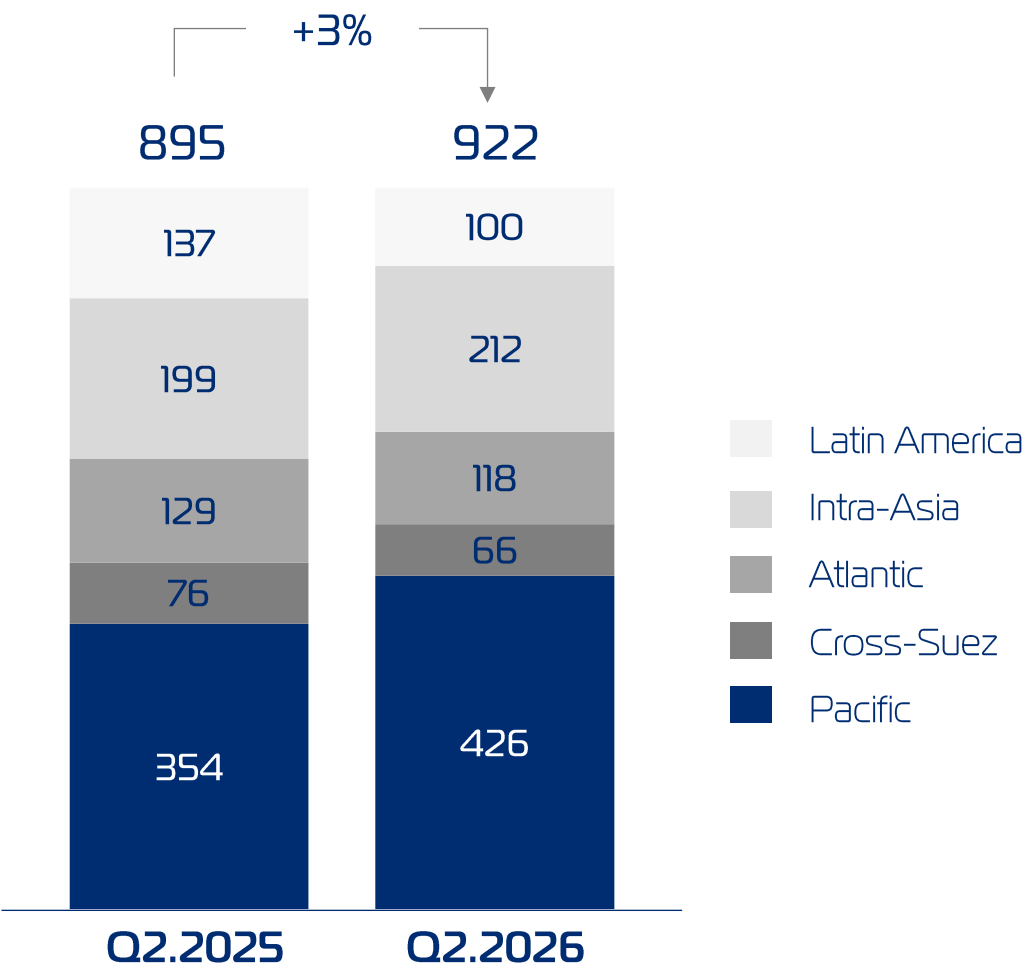


Average Freight Rate up by 8%, Driven by Strong Transpacific Trade

ZIM Average Freight Rate (\$/TEU)



Volume Breakdown
By Geographic Trade Zone (K TEU)



Key Takeaways



Strong operational and financial results in Q2 driven by improved market conditions, particularly on Transpacific trade, and disciplined strategic execution



Differentiated commercial and operational strategy underpins strong market position

Optimize premium cargo and agile network management

Actively manage a modern, effective and fuel-efficient fleet, and add newbuilds to stay competitive



Strong balance sheet and liquidity, enabling ZIM to navigate a highly volatile operating environment



2026 guidance supports 2026 dividend distribution



Pending transaction with Hapag-Lloyd in regulatory review

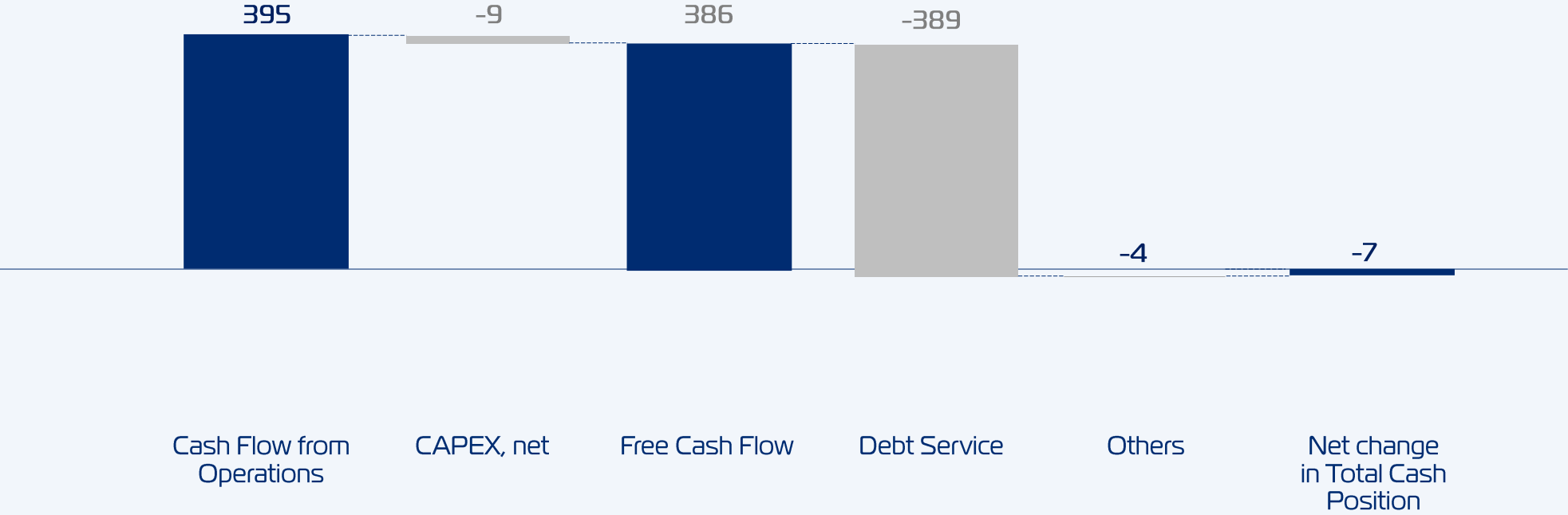


Resilient demand and strong freight rates improved 2026 earnings; outlook depends on supply/demand growth dynamics and magnitude of disruptions

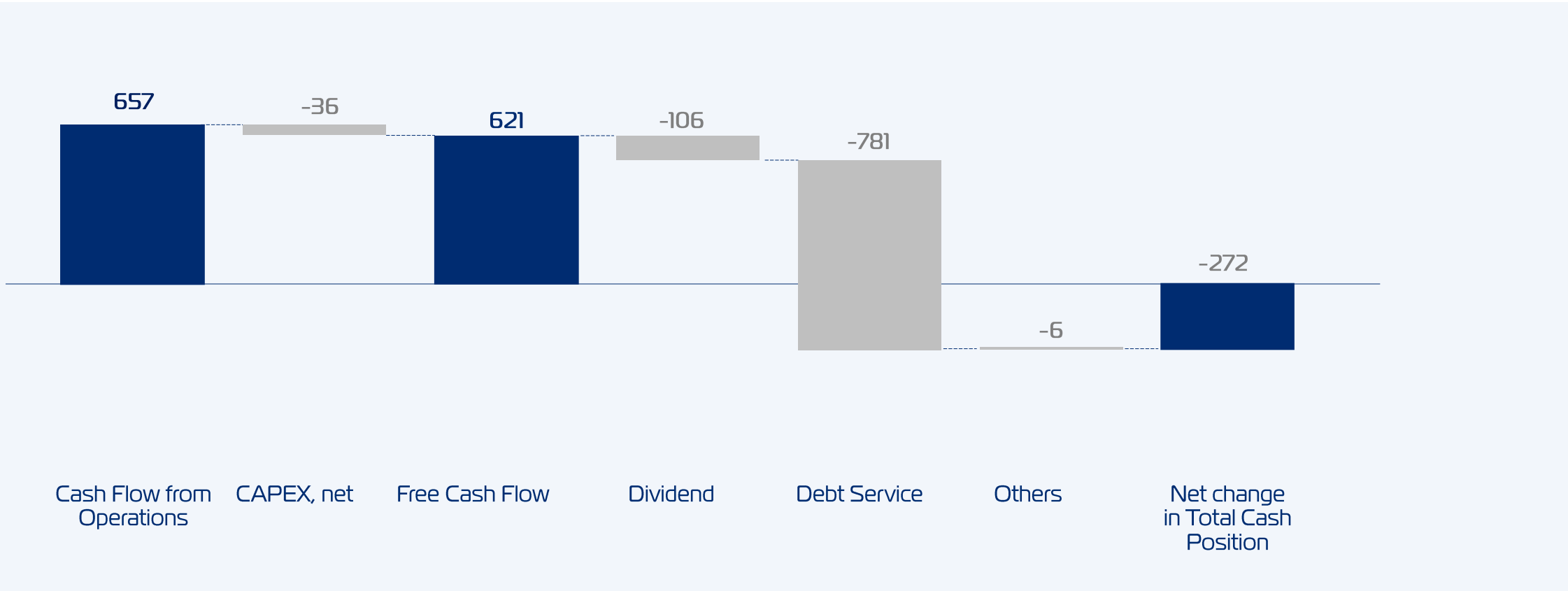


Appendix

Q2 2026 Cash Flow Bridge (\$Mn)



H1 2026 Cash Flow Bridge (\$Mn)



Disclaimer

Use of Non-IFRS Financial Measures

The Company presents non-IFRS measures as additional performance measures as the Company believes that it enables the comparison of operating performance between periods on a consistent basis. These measures should not be considered in isolation, or as a substitute for operating income, any other performance measures, or cash flow data, which were prepared in accordance with IFRS as measures of profitability or liquidity. Please note that Adjusted EBITDA does not take into account debt service requirements or other commitments, as well as capital expenditures, and therefore, does not necessarily indicate the amounts that may be available for the Company's use. In addition, the non-IFRS financial measures presented by the Company may not be comparable to similarly titled measures reported by other companies due to differences in the way these measures are calculated.

Adjusted EBITDA is a non-IFRS financial measure which we define as net income (loss) adjusted to exclude financial expenses (income), net, income taxes, depreciation and amortization in order to reach EBITDA, and further adjusted, as applicable, to exclude impairment of assets (or the reversal of which), capital gains (losses) beyond the ordinary course of business, expenses related to legal contingencies and acquisition related expenses (compensation costs and professional fees).

Adjusted EBIT is a non-IFRS financial measure which we define as net income (loss) adjusted to exclude financial expenses (income), net and income taxes, in order to reach our results from operating activities, or EBIT, and further adjusted, as applicable, to exclude impairment of assets (or the reversal of which), capital gains (losses) beyond the ordinary course of business, expenses related to legal contingencies and acquisition related expenses (compensation costs and professional fees).

Adjusted Net Income is a non-IFRS financial measure which we define as net income (loss) adjusted, as applicable, to exclude impairment of assets (or the reversal of which), capital gains (losses) beyond the ordinary course of business, expenses related to legal contingencies and acquisition related expenses (compensation costs and professional fees), all of which net of their respective income tax effect.

Free cash flow is a non-IFRS financial measure which we define as net cash generated from operating activities minus capital expenditures, net.

Net debt is a non-IFRS financial measure which we define as face value of short- and long-term debt, minus cash and cash equivalents, bank deposits and other investment instruments.

Net cash position is a non-IFRS financial measure which we define as the total cash position (which includes cash and cash equivalents, bank deposits and other investment instruments) minus financial debt (i.e., excluding lease liabilities).

Net leverage ratio is a non-IFRS financial measure which we define as net debt (see above) divided by Adjusted EBITDA for the last twelve-month period. When our net debt is less than zero, we report the net leverage ratio as zero.

See the reconciliation of net income to Adjusted EBIT, Adjusted EBITDA and Adjusted net income in the tables provided below.

Reconciliation of Net Income to Adjusted EBIT, Adjusted EBITDA & Adjusted Net Income

(\$ in Mn)

	Q2'26	Q2'25
RECONCILIATION OF NET INCOME (LOSS) TO ADJUSTED EBIT*		
Net income	64	24
Financial expenses, net	84	100
Income taxes	(3)	26
Operating income (EBIT)	144	149
Acquisition related costs	25	0
Adjusted EBIT	169	149

RECONCILIATION OF NET INCOME (LOSS) TO ADJUSTED EBITDA*		
Net income	64	24
Financial expenses, net	84	100
Income taxes	(3)	26
Depreciation and amortization	322	323
EBITDA	466	472
Acquisition related costs	25	0
Adjusted EBITDA	491	472

RECONCILIATION OF NET INCOME (LOSS) TO ADJUSTED NET INCOME*		
Net income (loss)	64	24
Acquisition related costs (net of tax)	13	0
Adjusted Net Income	77	24

* The tables may contain slight summation differences due to rounding

Thank you

