



CAPITAL

PRODUCT PARTNERS L.P.

Fourth Quarter 2022 Earnings Presentation

February 3, 2023

Capital Product Partners L.P.

www.capitalpplp.com

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Important Notice

○ This presentation contains forward-looking statements (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended). These statements can be identified by the fact that they do not relate only to historical or current facts. In particular, forward-looking statements include all statements that express forecasts, expectations, plans, outlook, objectives and projections with respect to future matters, including, among other things, the expected financial performance of CPLP's business following the acquisition, CPLP's expectations or objectives regarding future distributions, and market and charter rate expectations. These forward-looking statements involve risks and uncertainties that could cause the stated or forecasted results to be materially different from those anticipated. For a discussion of factors that could materially affect the outcome of forward-looking statements and other risks and uncertainties, see "Risk Factors" in CPLP's annual report on Form 20-F filed with the SEC on April 27, 2022. Any forward-looking statements made by or on behalf of CPLP speak only as of the date they are made. Unless required by law, CPLP expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in its views or expectations, to conform them to actual results or otherwise. CPLP does not assume any responsibility for the accuracy and completeness of the forward-looking statements. You are cautioned not to place undue reliance on forward-looking statements.

○ **Non-GAAP Measures**

This presentation contains non-GAAP measures, including Operating Surplus and Operating Surplus after Reserves. Operating Surplus and Operating Surplus after Reserves are quantitative measures used in the publicly traded partnership investment community to assist in evaluating a partnership's financial performance and ability to make quarterly cash distributions. It should not be considered a measure of profitability or liquidity. These measures are not required by accounting principles generally accepted in the United States and should not be considered a substitute for net income, cash flow from operating activities and other operations or cash flow statement data prepared in accordance with accounting principles generally accepted in the United States. Please refer to slide 4 for a reconciliation of this non-GAAP measure with net income.



Fourth Quarter 2022 Highlights

- **Took delivery of the M/V Manzanillo Express and the M/V Itajai Express, two 13,312 TEU container vessels on 10-year charters with Hapag Lloyd**
- **Firm charter period of the LNG/C Asterix I extended from 5 to 7 years**
- **Financial Performance & Operating Highlights:**
 - Net income for 4Q2022: \$21.1 million
 - Declared common unit distribution of \$0.15 for the quarter
 - Partnership's operating surplus: \$37.3 million or \$6.3 million after the quarterly allocation to the capital reserve
 - Repurchased 102,838 of the Partnership's common units at an average cost of \$14.34 per unit for the quarter
 - Average remaining charter duration 7.0 years* with 92% charter coverage* for 2023, 91% for 2024 and 73% for 2025

* Including vessels expected to be delivered. Assumes the exercise of the first two options (total 4 years per vessel) for the three vessels on charter to BP, as the structure of the time charter party makes the exercise of these options highly likely

Statements Of Comprehensive Income

	(\$ In Thousands)	
	For the Three-Month Period Ended December 31, 2022	For the Three-Month Period Ended December 31, 2021
Revenues	79,897	63,574
Expenses / (income), net:		
Voyage expenses	3,819	3,229
Vessel operating expenses	14,954	13,011
Vessel operating expenses – related parties	2,347	1,916
General and administrative expenses	4,016	2,747
Gain on sale of vessels	-	(21,428)
Vessel depreciation and amortization	16,994	14,834
Operating income, net	37,767	49,265
Other income / (expense), net:		
Interest expense and finance cost	(18,424)	(8,921)
Other income / (expense), net	1,783	(323)
Total other expense, net	(16,641)	(9,244)
Partnership's net income	21,126	40,021

Operating Surplus For Calculation Of Unit Distribution*

(\$ In Thousands)

	For the Three-Month Period Ended 31-Dec-22		For the Three-Month Period Ended 30-Sep-22	
Partnership's net income		21,126		58,728
Adjustments to net income				
Depreciation, amortization, unrealized Bonds cash and cash equivalents exchange differences and change in fair value of derivatives	17,285		22,673	
Amortization / accretion of above / below market acquired charters and straight-line revenue adjustments	(1,095)		3,426	
Gain on sale of vessels	-		(47,275)	
OPERATING SURPLUS PRIOR TO CAPITAL RESERVE		37,316		37,552
Capital reserve		(30,987)		(29,704)
OPERATING SURPLUS AFTER CAPITAL RESERVE		6,329		7,848
Increase in recommended reserves		(3,238)		(4,818)
AVAILABLE CASH		3,091		3,030

Common Unit Coverage: 2.0x

* Operating Surplus is a non-GAAP measure. See Important Notice at the front of this presentation

Balance Sheet

(\$ In Thousands)

	As Of December 31, 2022	As Of December 31, 2021
Assets		
Current Assets	166,323	37,684
Fixed Assets	1,781,897	1,781,858
Other Non-Current Assets	48,544	65,628
Total Assets	1,996,764	1,885,170
Liabilities and Partners' Capital		
Current Liabilities	118,580	130,801
Long-Term Liabilities	1,239,758	1,228,905
Total Partners' Capital	638,426	525,464
Total Liabilities and Partners' Capital	1,996,764	1,885,170

Delivery of M/V Itajai Express

Vessel	Type	Capacity	Delivered	Yard	Firm Period	Optional Periods	Charterer
Itajai Express	Container Carrier	13,312 TEU	10-Jan-23	HHI	10 Years	2 + 2 +2 Years	

- **The consideration to the seller was paid through a combination of:**

- Cash deposit of \$6.0 million advanced in 2022;
- Japanese operating lease with call option (“JOLCO”) arranged by BNP Paribas and
- \$8.5 million of cash at hand

- **JOLCO:**

- Loan amount: \$108.0 million; 70% debt; 30% equity
- Amortization: Escalating
- Term: 8.0 years
- Balloon: \$84.5 million
- Maturity: January 2031



Acquisitions Update

Vessel	Type	Capacity	Delivery	Yard	Firm Period	Optional Periods	Charterer
Manzanillo Express	Container Carrier	13,312 TEU	✓ 12-Oct-22	HHI	10 Years	2 + 2 +2 Years	
Itajai Express	Container Carrier	13,312 TEU	✓ 10-Jan-23	HHI	10 Years	2 + 2 +2 Years	
Buenaventura Express	Container Carrier	13,312 TEU	Jun-23	HHI	10 Years	2 + 2 +2 Years	
Asterix I	LNG Carrier	174,000 CBM	Feb-23	HHI	7 years	2 Years	

- M/V Manzanillo Express and M/V Itajai Express were successfully delivered to the Partnership
- Upon their deliveries, both vessels commenced their charters with Hapag Lloyd
- Hartree already exercised the option to extend the firm employment of LNG/C Asterix I by 2 years

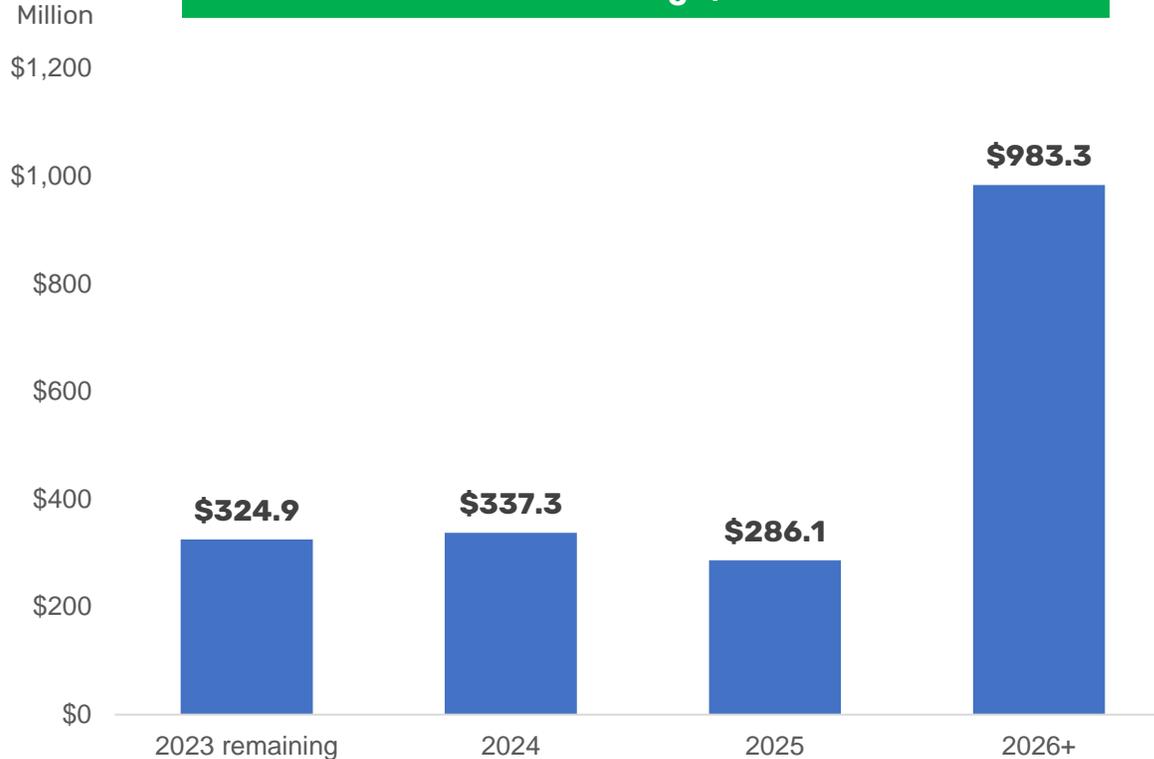


Executing on further diversification and increase of contracted cash flows

Diversified Contracted Revenue

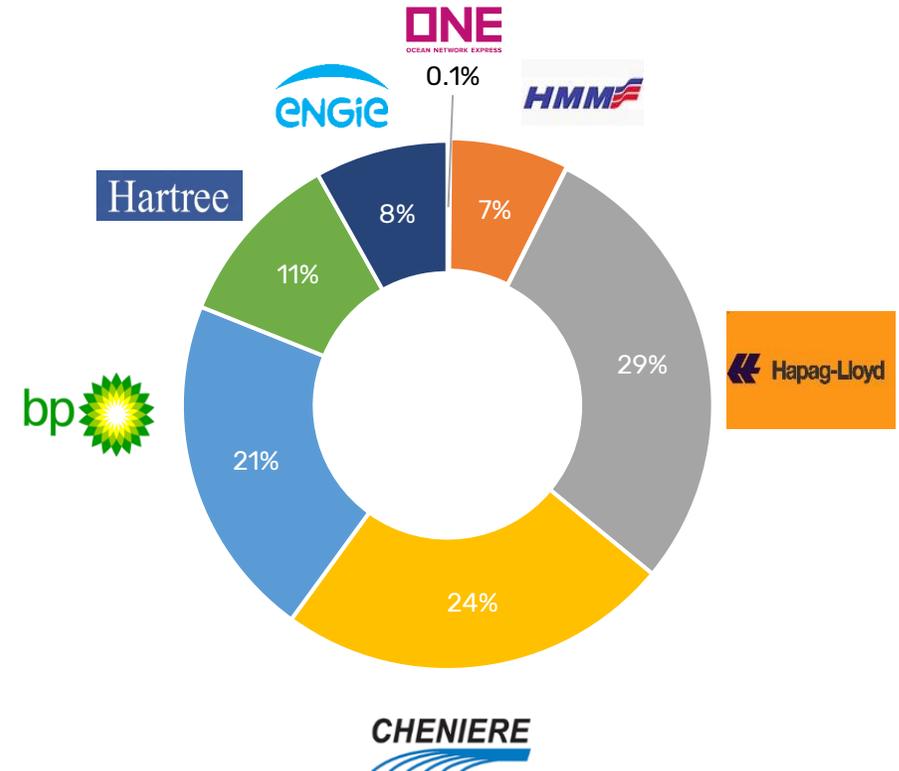
Contracted Revenue*

Contracted Revenue Backlog: \$1.93 billion



Contracted Revenue Contribution*

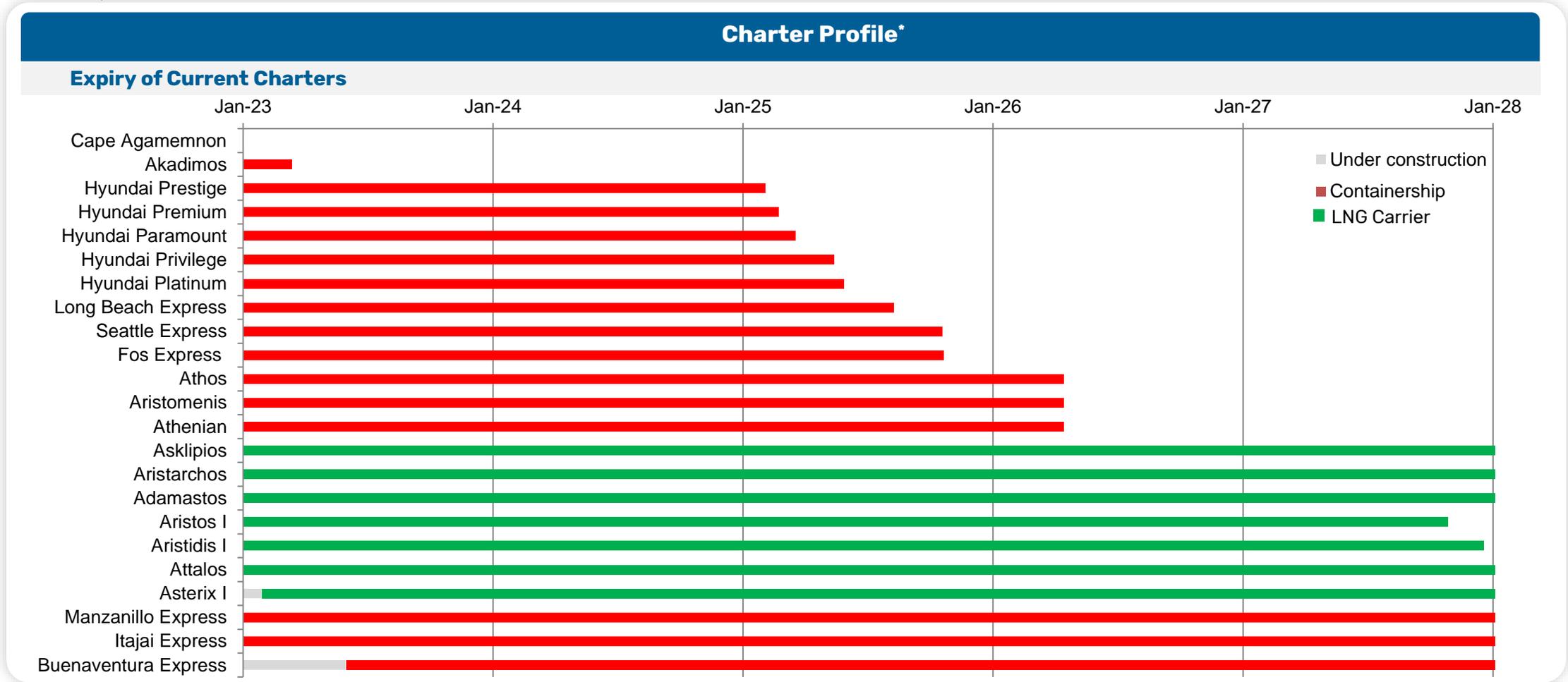
High Quality & Diversified Customer Base



Over 64% of our contracted revenue come from LNG assets

* Including vessels expected to be delivered. Assumes the exercise of the first two options (total 4 years per vessel) for the three vessels on charter to BP, as the structure of the time charter party makes the exercise of these options highly likely

Strong Charter Coverage & Duration

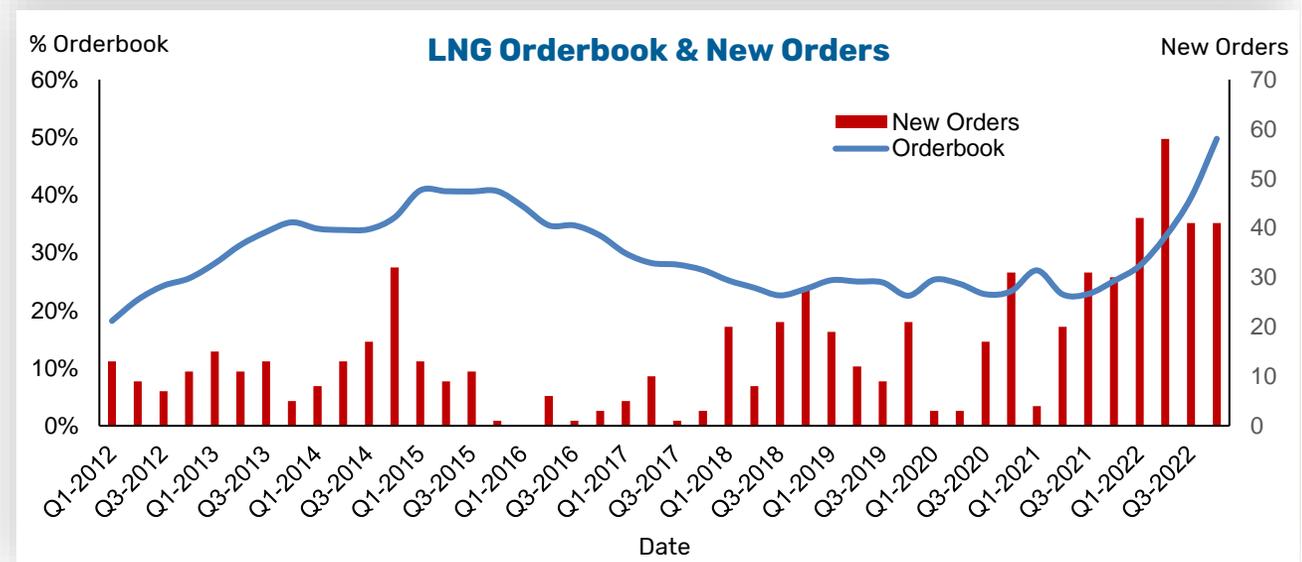
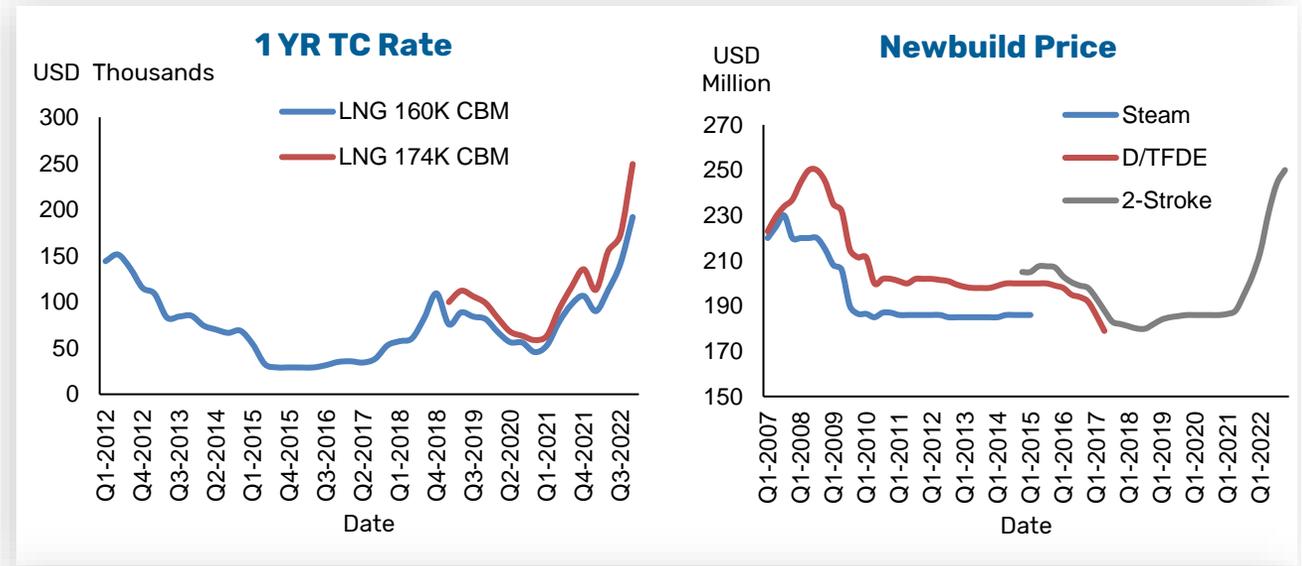


Charter Coverage				Remaining Charter Duration (Years)
2023	2024	2025	2026	
92%	91%	73%	47%	7.0

* Including vessels expected to be delivered. Assumes the exercise of the first two options (total 4 years per vessel) for the three vessels on charter to BP, as the structure of the time charter party makes the exercise of these options highly likely

LNGC Market Developments

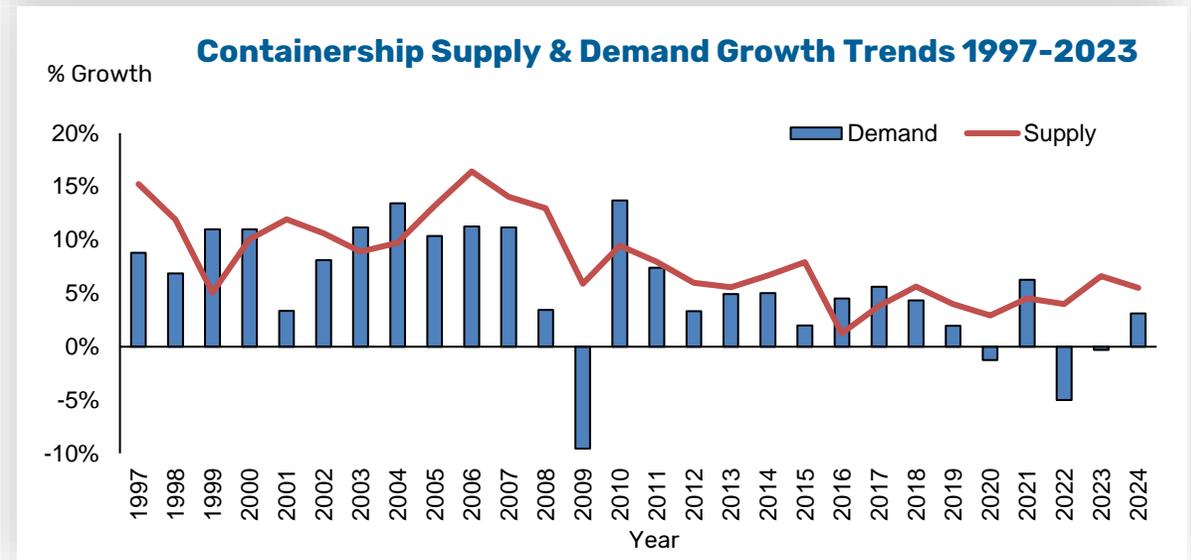
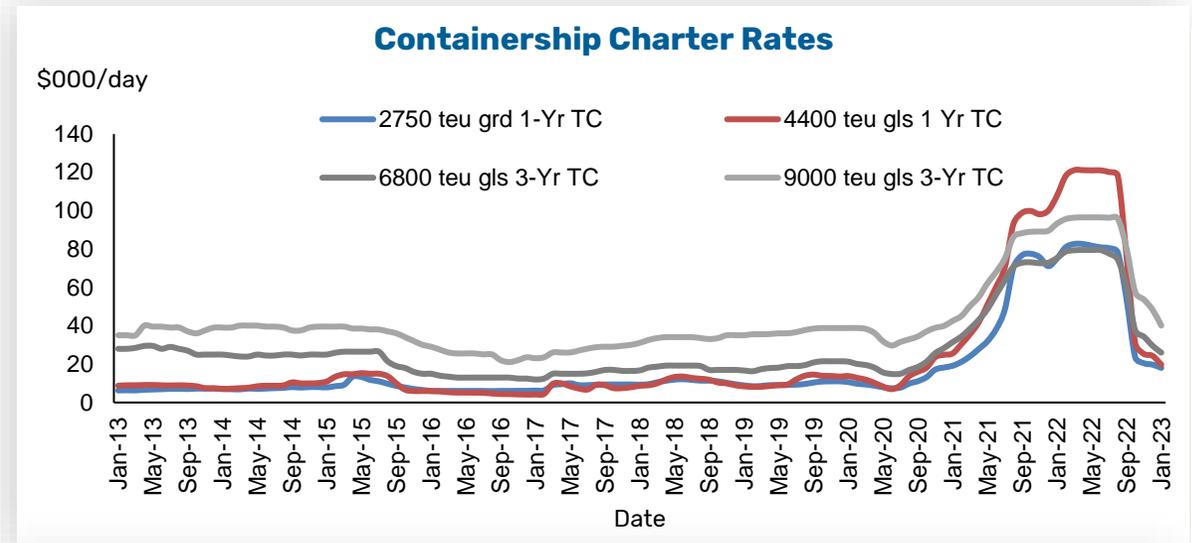
- Positive outlook for LNGC market, despite recent drop in the spot market from previous record highs.
- Term charter rates remain firm and are significantly higher than at the start of 2022. Current one year TC rate for a two-stroke vessel is aprx. \$230,000 per day
- The freight differentials between the modern two-stroke vessels and the older steam and tri-fuel vessels reached record highs in 2022, due to the combined benefits of lower boil-off rates, higher cargo volumes and better fuel efficiency in the recent high-price environment
- Just over 400 MT of LNG was traded in 2022, up from 380 MT in 2021, an increase despite several supply disruptions witnessed through the year
- The main change in trade flows in 2022 was the destination of US LNG. In 2021, 46% of US LNG went to the Far East, yet in 2022 this was down to 23% while Europe's share increased from 25% to 61%
- LNG carrier contracting activity was exceptionally firm in 2022, with a record 182 vessels ordered
- Orderbook currently stands at 49.7% of the total fleet, with 320 vessels currently on order
- Newbuilding prices continue to rise and are currently estimated in excess of \$250 million per vessel



Source: Clarksons

Container Market Developments

- Container shipping markets softened during the second half of the year and into Q4-22 from previous exceptional levels, with rates returning towards more normalized levels
- The pace of decline has been faster than expected, with both trade volumes faltering and port congestion easing, against a backdrop of eroding consumer and business confidence and increasing capacity availability
- Clarkson's charter rate index stood at 97 points by the second week of January, down by ca. 80% from 2022 peak but 1.7 times higher than the pre-covid 2019 average
- Container spot freight rate levels have softened on most trade lanes, with the SCFI spot box freight index standing at 1,031 points, down by 80% from the start 2022 peak, but 27% higher compared to the 'pre-Covid' 2019 average
- Contracting has slowed from 2021 record of 4.3m TEU, but has remained robust with 2.6m TEU ordered in 2022. The orderbook stands at 28% of the total fleet
- Eleven units of aprx 16k TEU were scrapped in 2022 and another eleven units of 14k TEU have been scrapped year to date.
- Fleet growth stood at 3.7% in 2022, with deliveries corresponding to 1.01m TEU



Source: Clarksons

LNG Dropdown Opportunities

Right of First Offer:

Vessel Name	Type	TEU / CBM	Delivery	Yard
Amore Mio I	LNG Carrier	174,000 CBM	Oct-23	HHI
Axios II	LNG Carrier	174,000 CBM	Dec-23	HHI

Additional Opportunities:

Vessel Name	Type	TEU / CBM	Delivery	Yard
Assos	LNG Carrier	174,000 CBM	May-24	HHI
Apostolos	LNG Carrier	174,000 CBM	Jun-24	HHI
Aktoras	LNG Carrier	174,000 CBM	Jul-24	HHI
Archimidis	LNG Carrier	174,000 CBM	Jan-26	HHI
Agamemnon	LNG Carrier	174,000 CBM	Mar-26	HHI
Hull No.8202	LNG Carrier	174,000 CBM	Sep-26	HHI
Hull No.8203	LNG Carrier	174,000 CBM	Nov-26	HHI

- **Significant LNG growth opportunities**
- **Ultra modern, energy efficient fleet with reduced carbon footprint**

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