CAPITAL CLEAN ENERGY CARRIERS

CAPITAL
CLEAN ENERGY CARRIERS CORP.

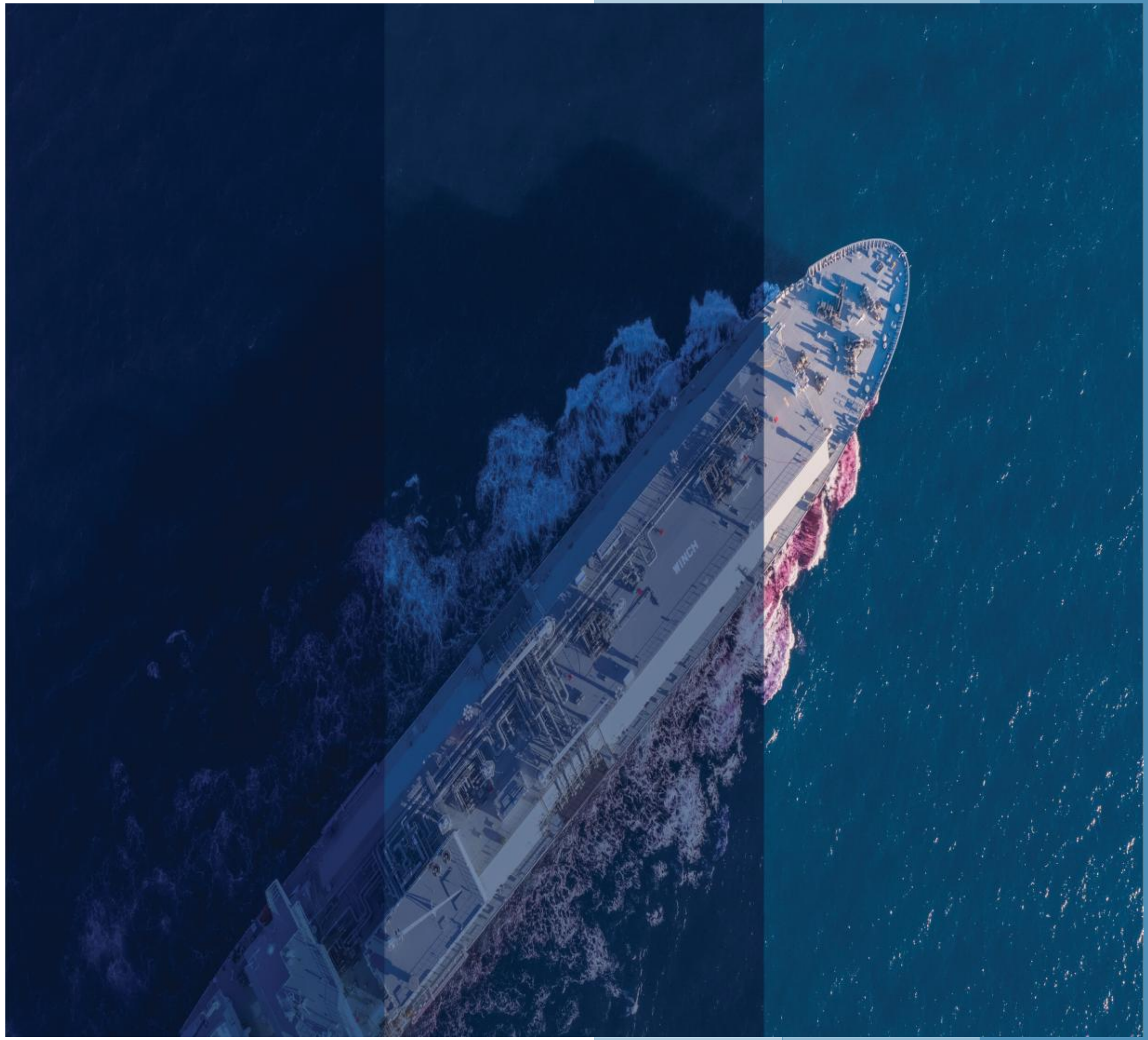
CCEC
NasdaqListed

Oslo
September 2025

capitalcleanenergycarriers.com

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 CCEC's business, the effect of our conversion from a limited partnership to a corporation, CCEC's expectations or objectives regarding future dividends, 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 CCEC's annual report on Form 20-F filed with the SEC on April 17, 2025. Any forward-looking statements made by or on behalf of CCEC speak only as of the date they are made. Unless required by law, CCEC 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. You are cautioned not to place undue reliance on forward-looking statements.



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01

Who we are

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CCEC – Ultra modern gas fleet to meet future challenges

	On the water						New Deliveries					
LNG carriers All dual fuel 174k cbm	2020	2021	2021	2021	2021	2021	2026	2026	2027	2027	2027	2027
	2023	2023	2024	2024	2024	2024						
Mid Sized Gas carriers Capable of transporting LPG, NH3							2026	2026	2027	2027	2027	2027
LCO2 carriers Multi gas carriers capable of transporting Liquid CO2, LPG , NH3							2026	2026	2026	2026		

Containers

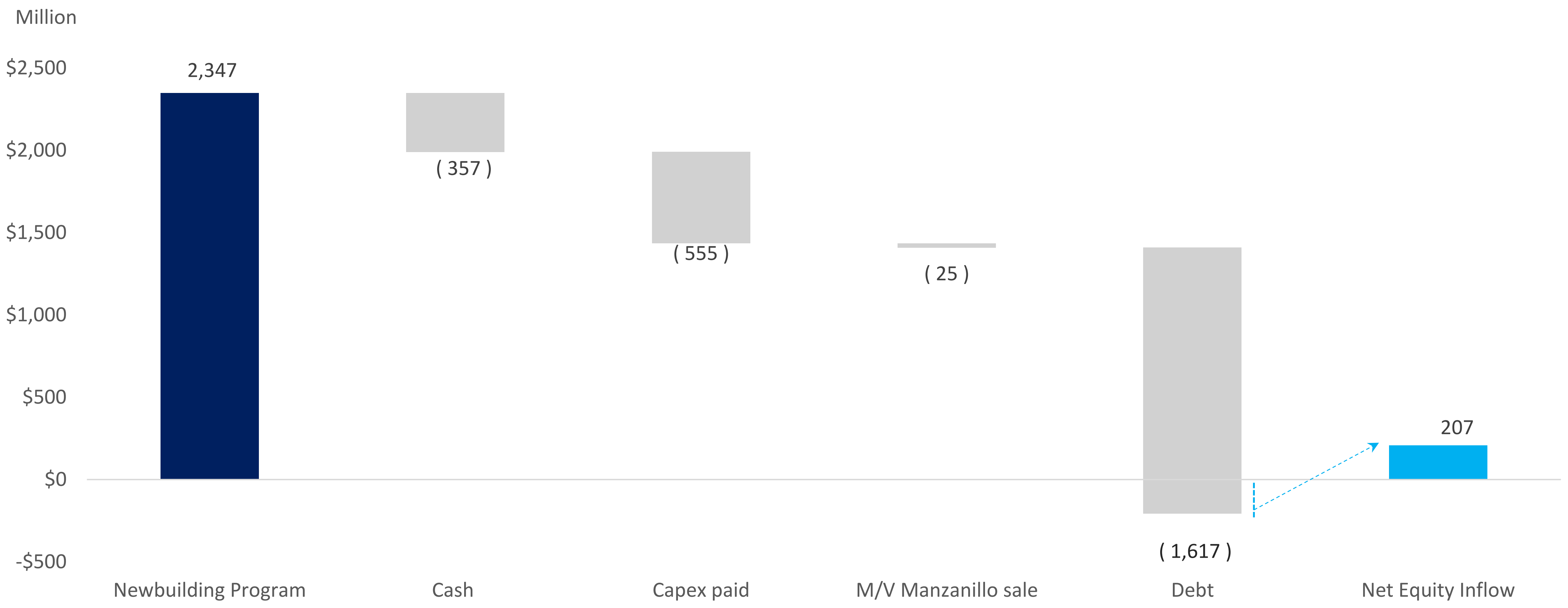
2022	2023	2023
Agreed to be sold	Looking at divestment opportunities	

13,300 TEU
On long-term charter

Min Expiration	Max Expiration
2032	2038
2033	2039
2033	2039

CCEC - Capital Expenditure Program

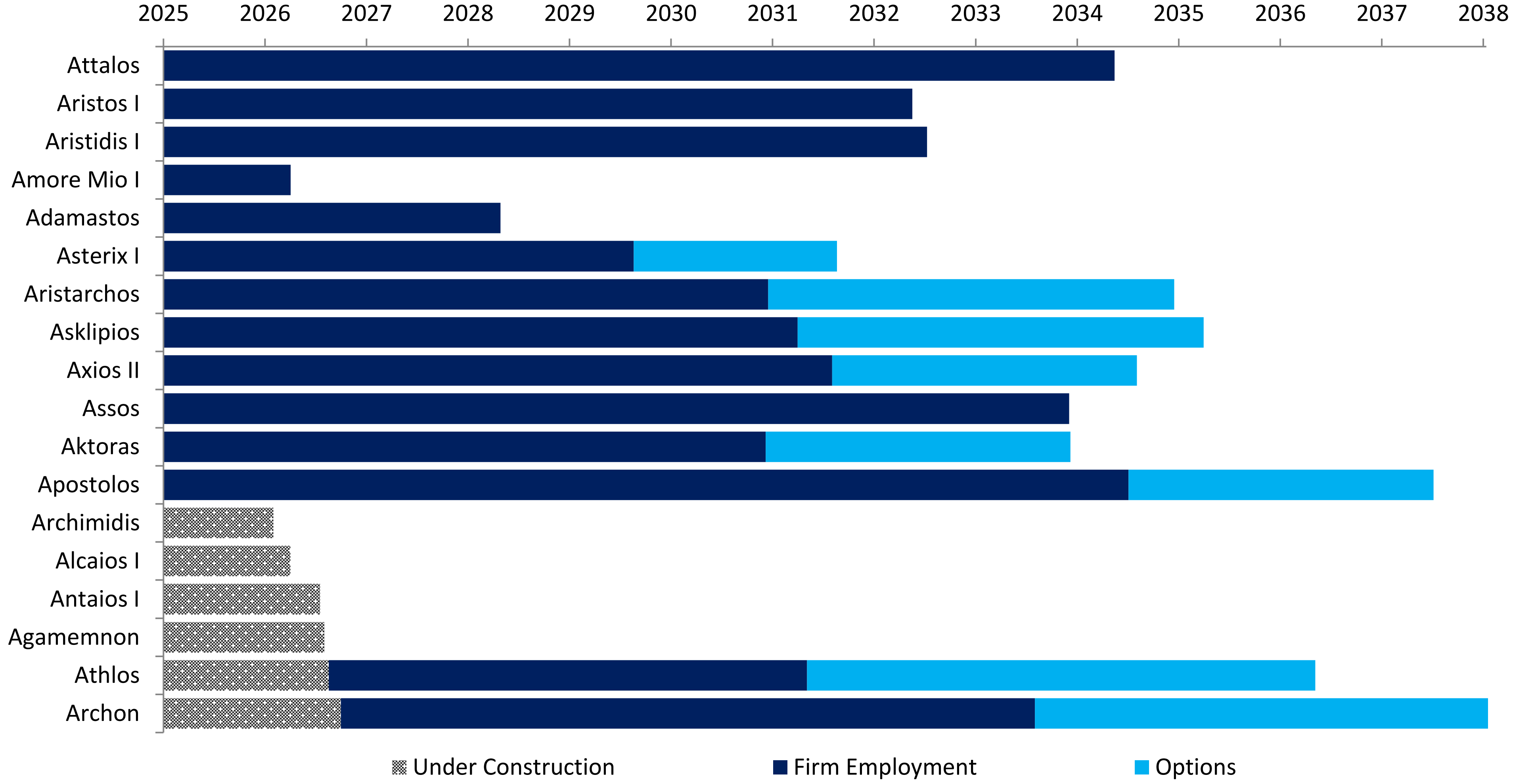
Newbuilding program financing well supported



Notes:
1. Newbuilding Program reflects the total acquisition price of the remaining vessels CCEC acquired and has agreed to acquire, and has not taken delivery of, as of August 31, 2025
2. Cash as of June 30, 2025
3. Capex paid includes all advances made in relation to our Newbuilding Program as of August 31, 2025
4. M/V Manzanillo sale reflects estimated net proceeds from the sale of M/V Manzanillo announced in August 2025, basis debt balance at the end of 3Q 2025
5. Debt basis agreed financing terms where applicable. Otherwise, we assume 70% debt financing of acquisition price for LNG/Cs and 60% of acquisition price for the remaining newbuilding vessels

CCEC - LNG Time Charter book

Contracted backlog of 88 years at an average TCE of $87,109[1], or ~$2.7bn of LNG/C charter revenue
Backlog could increase to 118 years with all options exercised

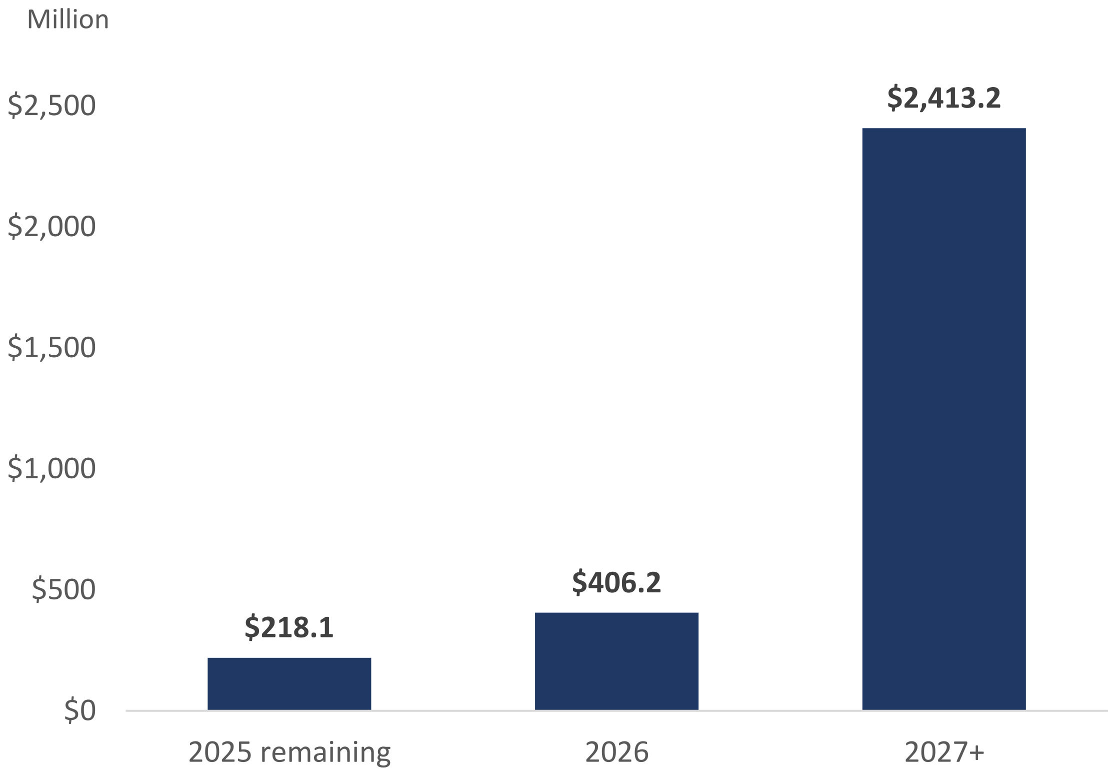


Firm	With Options
2034	-
2032	-
2033	-
2026	-
2028	-
2030	2032
2031	2035
2031	2035
2032	2035
2034	-
2031	2034
2034	2037
-	-
-	-
-	-
-	-
2032	2037
2034	2039

1. TCE: Time Charter Equivalent rate. We have added $15,000 per day on the bareboat charter rate of two of our vessels on bareboat charter to provide an average TCE estimate
2. The charter of both LNG/C Athlos and LNG/C Archon starts on an index-linked basis and converts to a firm rate basis from 2Q 2027 onwards

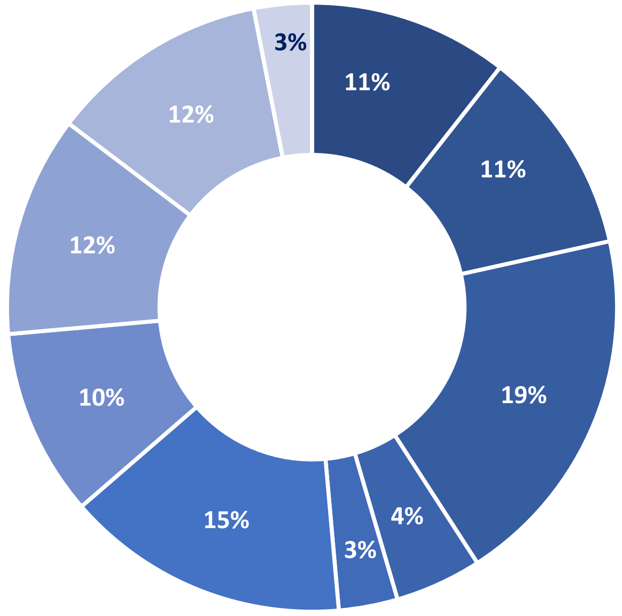
CCEC – Diversified & High-Quality Contracted Revenue

Contracted Revenue Backlog: $3.0 billion[1]



Diversified Contracted Revenue Base[1]

No single customer more than 19% of charter book



~7.1 years average remaining charter duration

~89% of contracted revenue, or $2.7 billion, from LNG assets

1. As of June 30, 2025 including the three legacy container vessels. Excludes revenue of LNG/C Athlos and Archon that is index-linked

02

LNG Fundamentals

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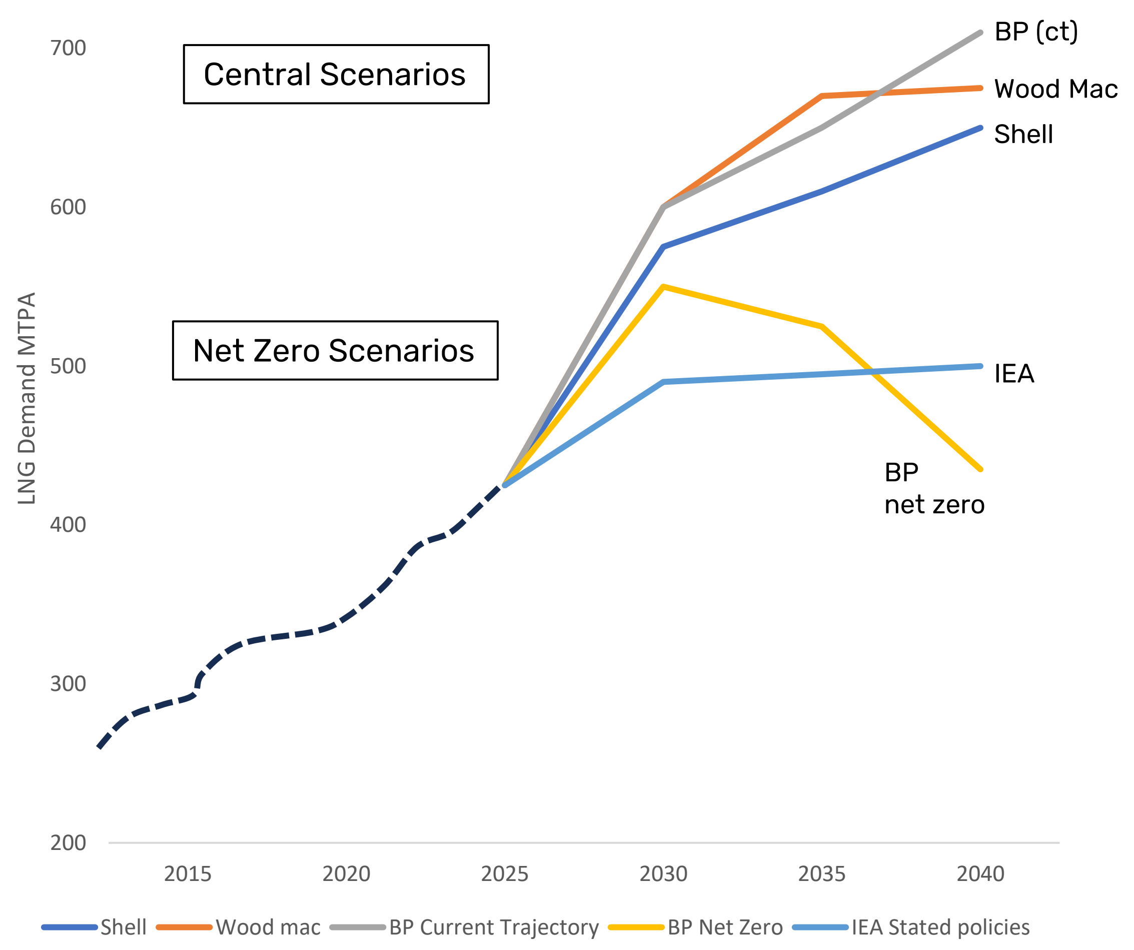
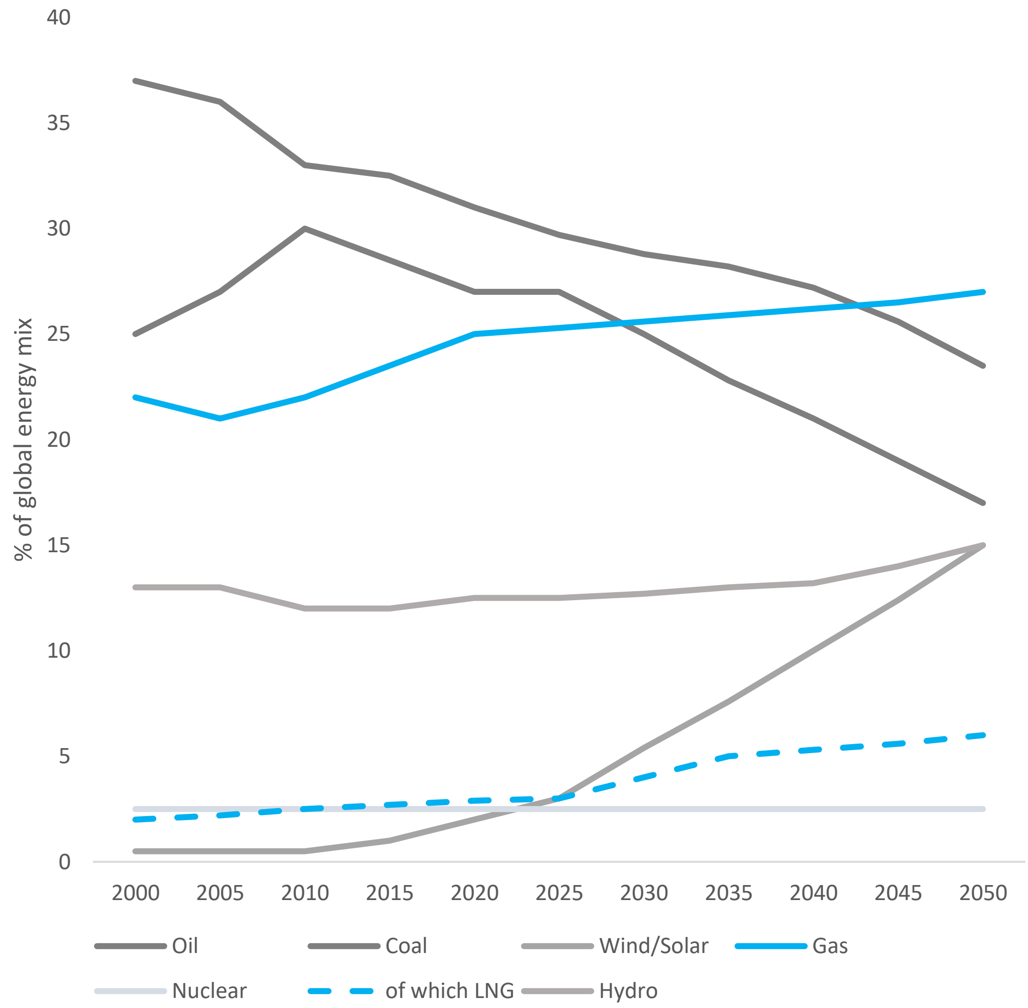
LNG Fundamentals: Gas & LNG growing in global energy mix

Consensus LNG demand ~ likely double 2025-2040



Source: GTT

Gas & LNG growing as part of future energy mix



LNG Fundamentals – the value chain & where CCEC sits

Upstream | **Midstream** | **Downstream**

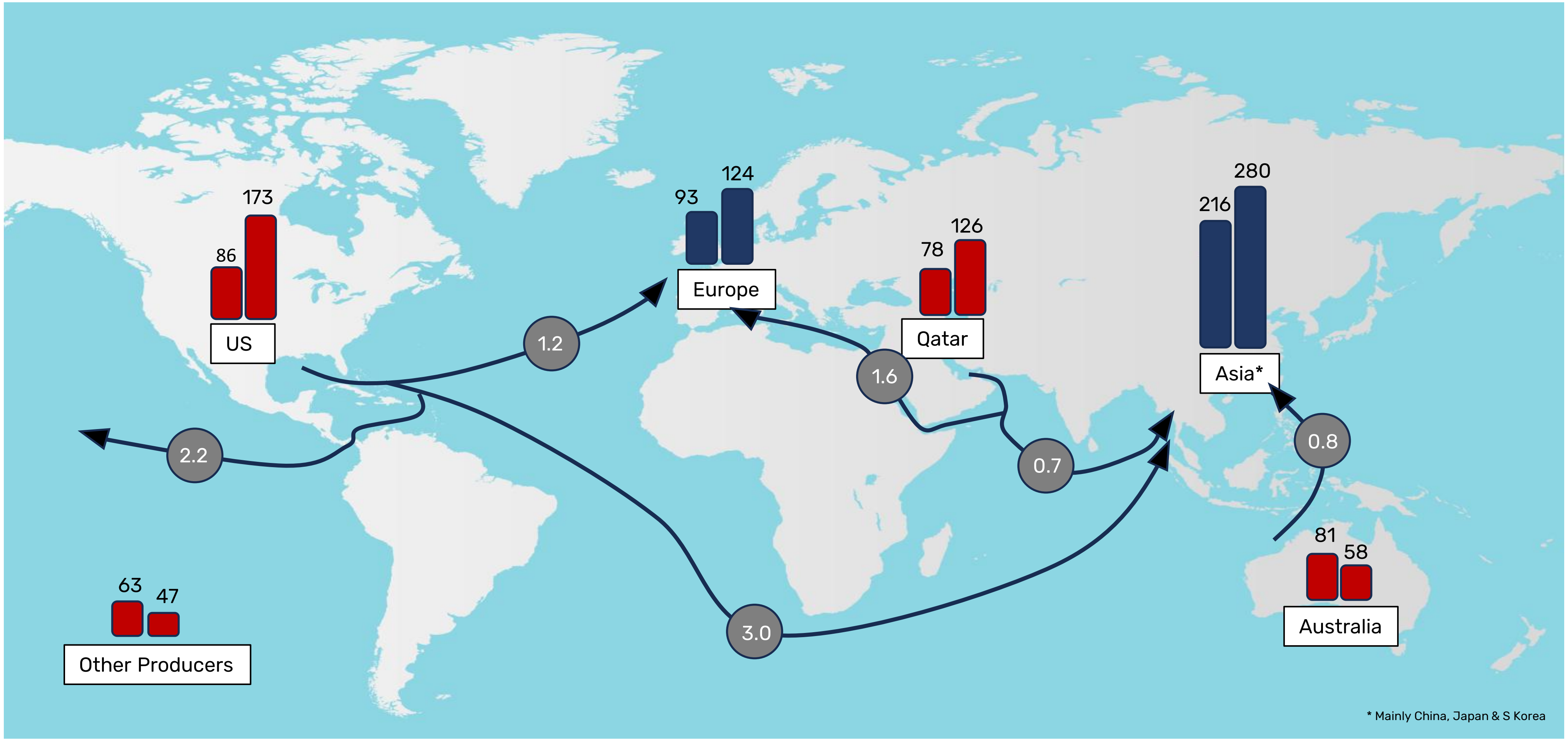
Gas Field Production & Pipeline → Liquefaction Plant & Storage → LNG Shipping -260 F → LNG Regasification, Storage, & Distribution → Distribution as Gas

Gas must be chilled to -260F in a liquefaction facility (called a "train"), put in a ship that keeps it liquefied & then unloaded to a regasification terminal. By chilling natural gas, its volume shrinks 600x allowing vast quantities to be transported via ship.

Gas Field Production & Pipeline → Liquefaction → LNG Shipping → LNG Regasification → Total

LNG/C shipping fundamentals – transportation multiplier

Need 1.5x LNG vessels to ship every 1MT of LNG each year



Main producers of LNG (MTPA 2024 & 2040)

Main consumers of LNG (MTPA 2024 & 2040)

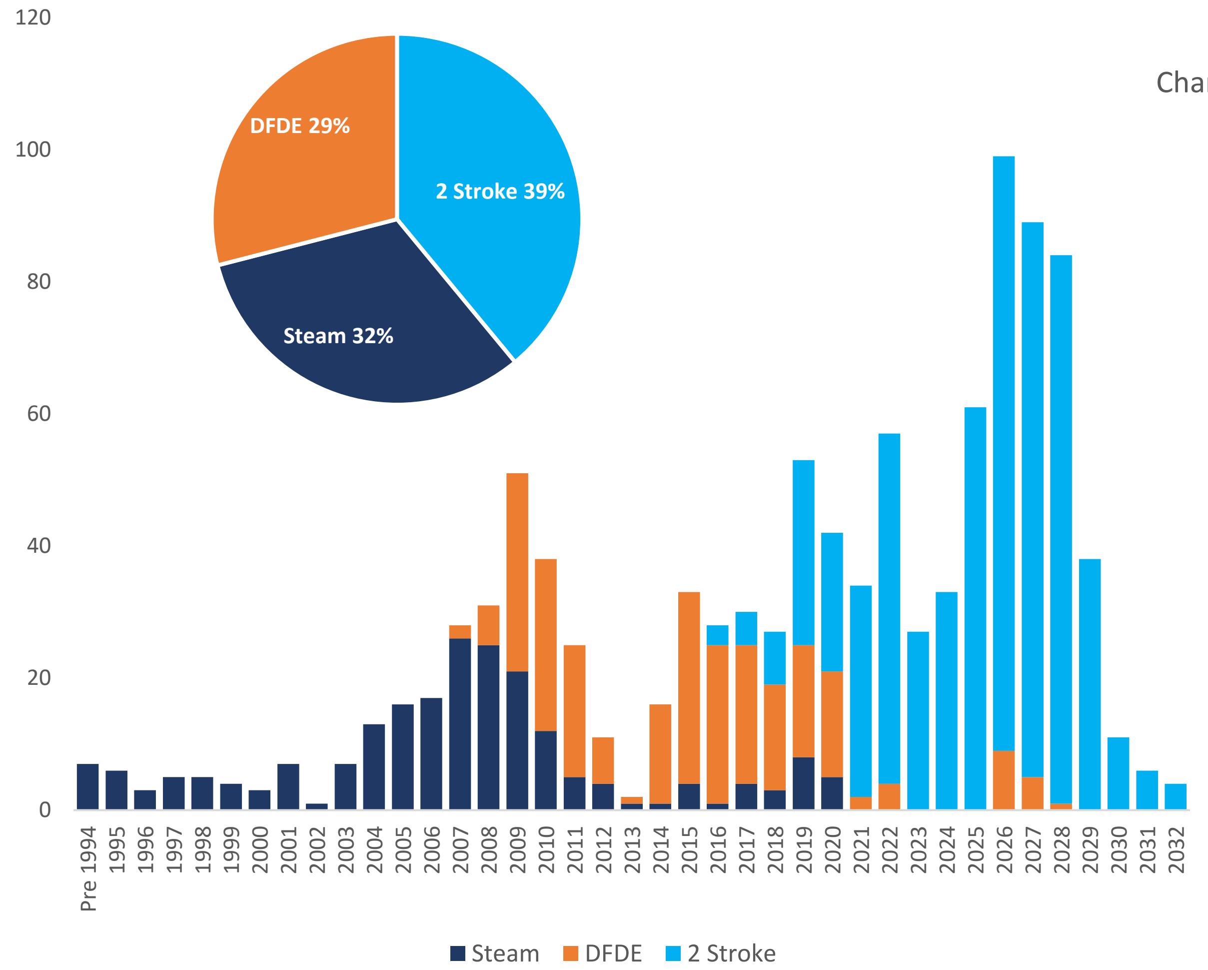
Shipping intensity – number of LNG/Cs needed to transport 1MTPA

Major LNG flows

Source: GTT, CCEC

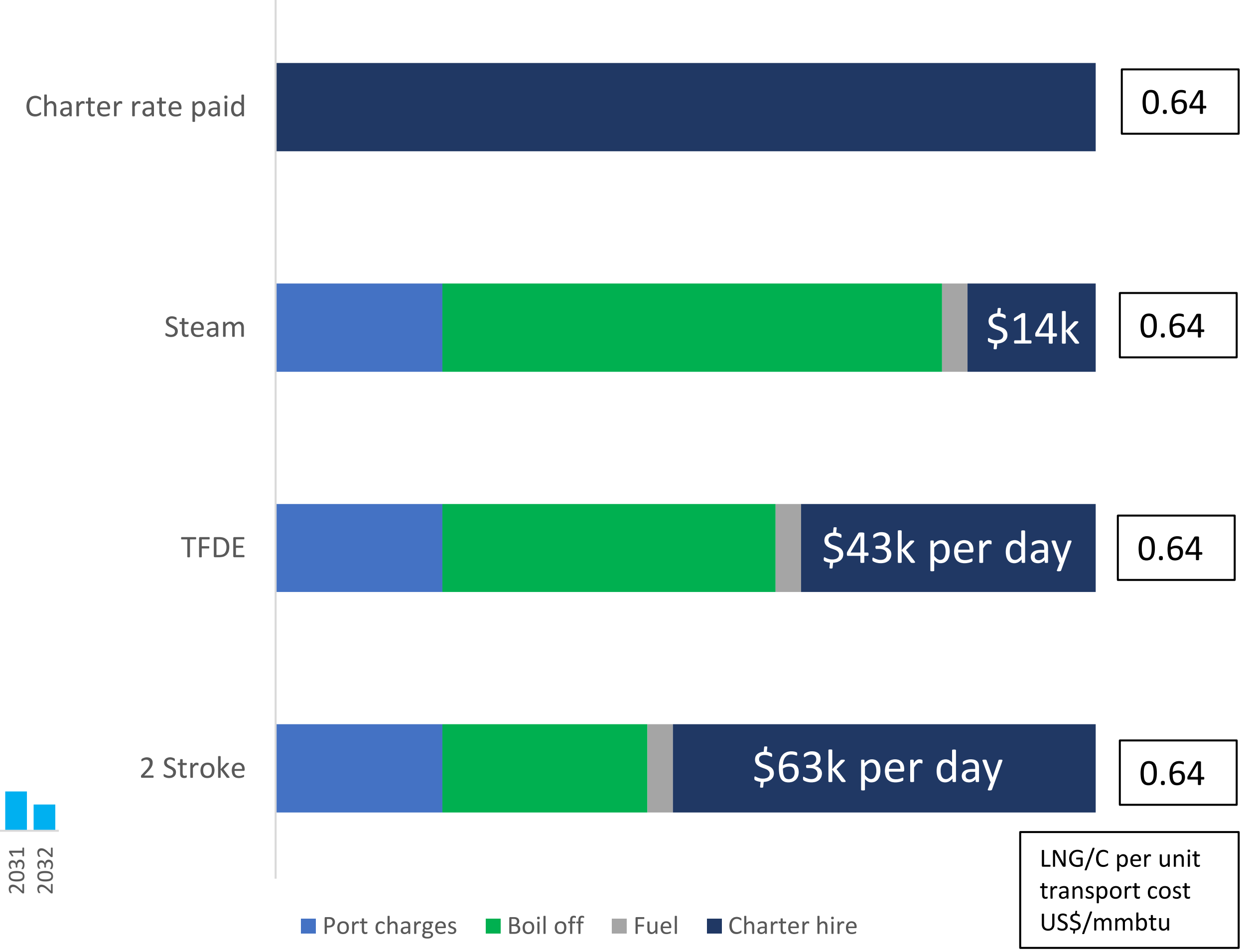
LNG/C Shipping Fundamentals: 3 very different technologies

LNG Global Fleet is different to other shipping sectors



Source: Poten

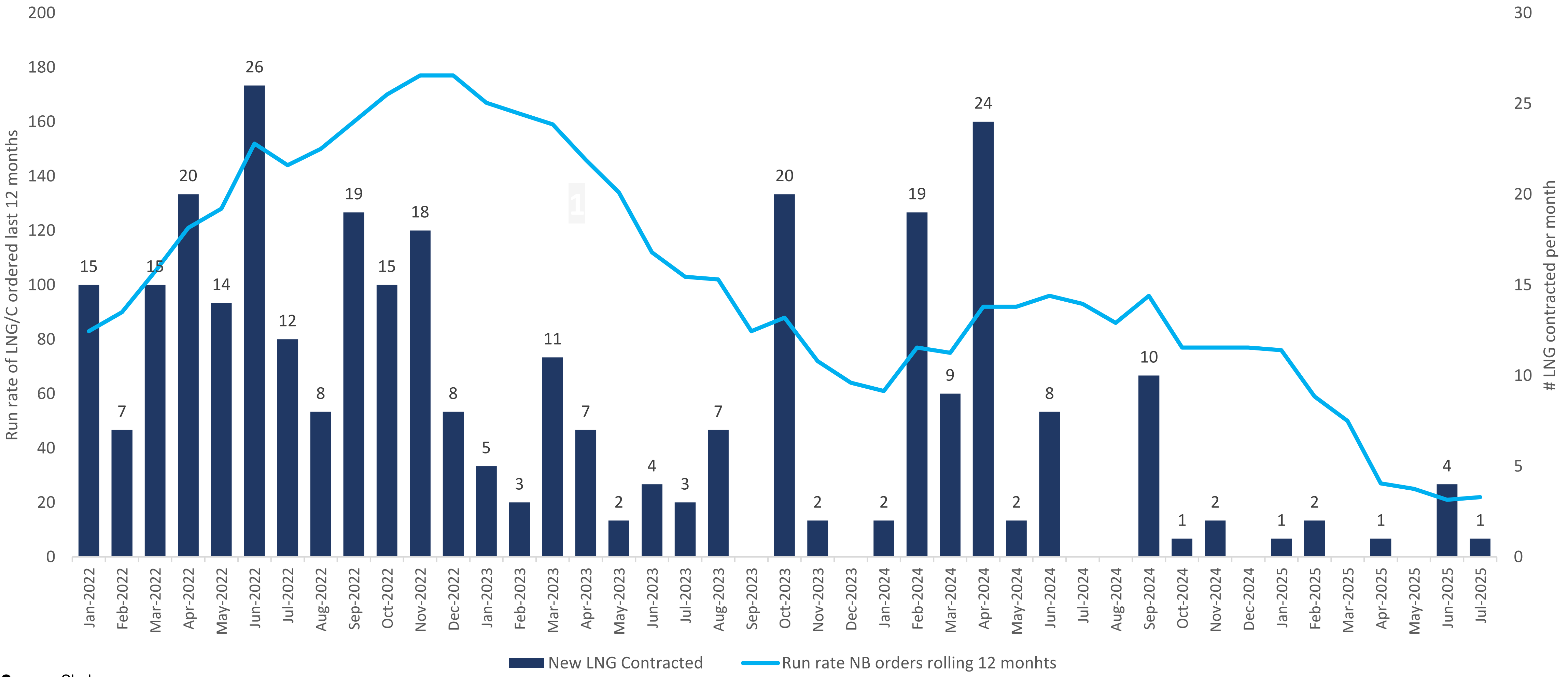
What the charterer sees and pays for LNG transport



Source: Poten

LNG/C Shipping: new vessel pipeline slowing past 12 months

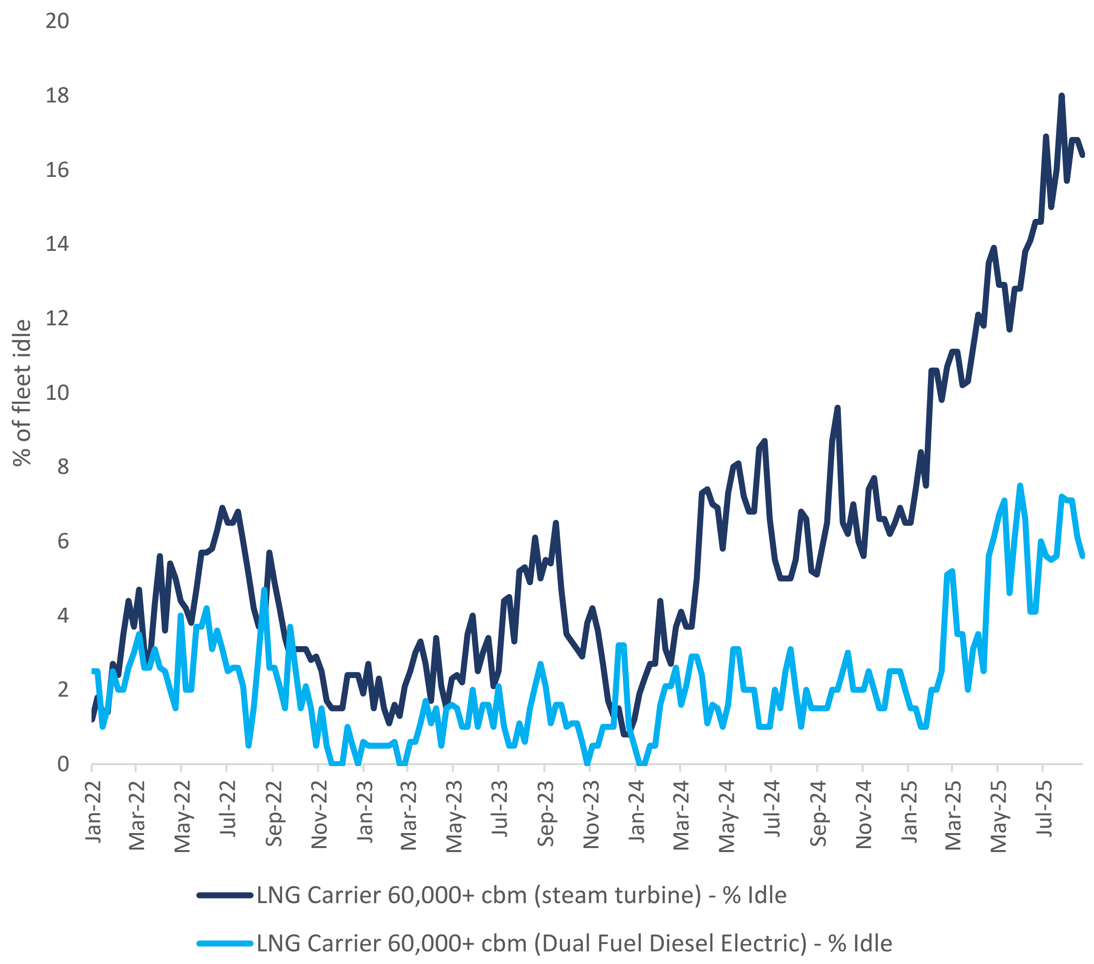
New contracting of vessels has dried up significantly….with 95% of vessels being built already contracted



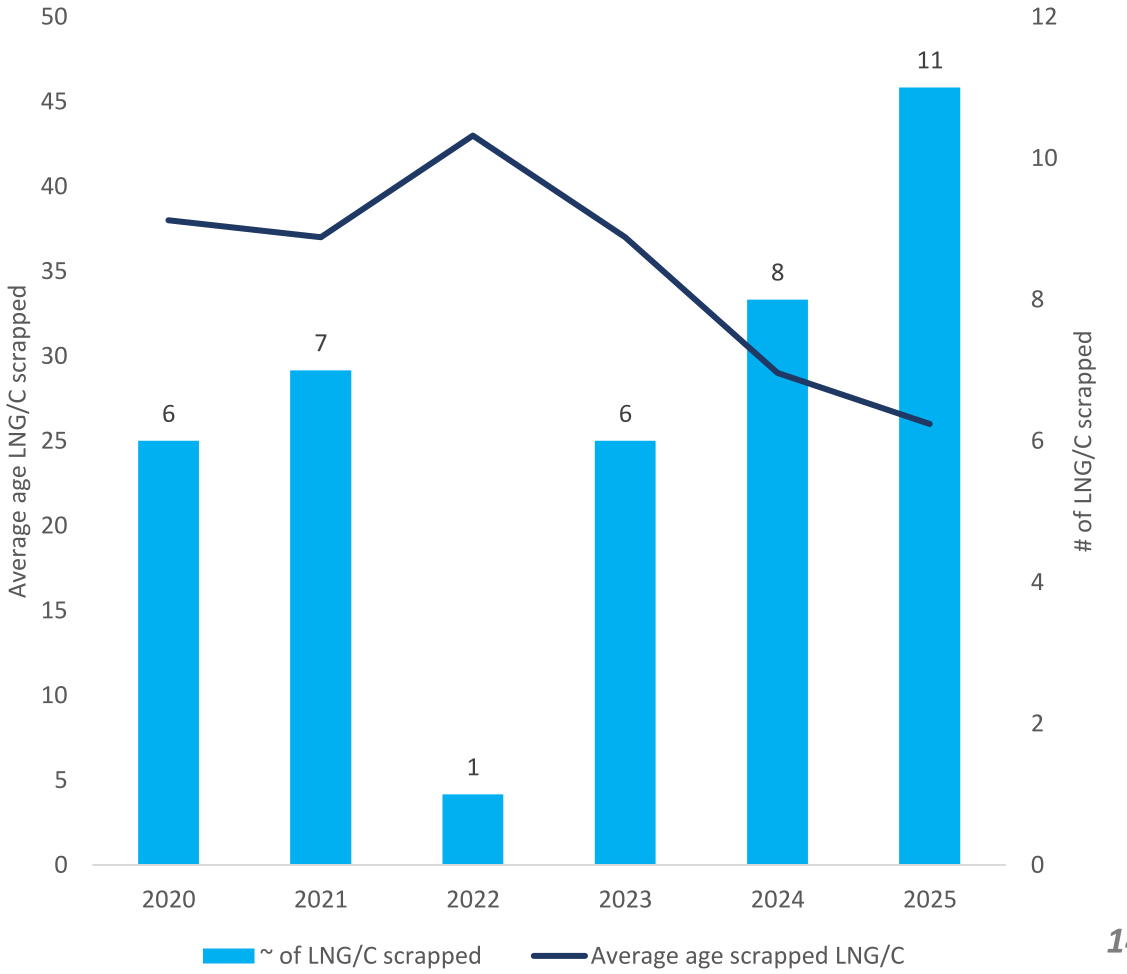
Source: Clarksons

LNG/C Shipping: Growing scrapping potential as market rebalances

Number of idle steam vessels is increasing...



...leading to higher levels of demolition

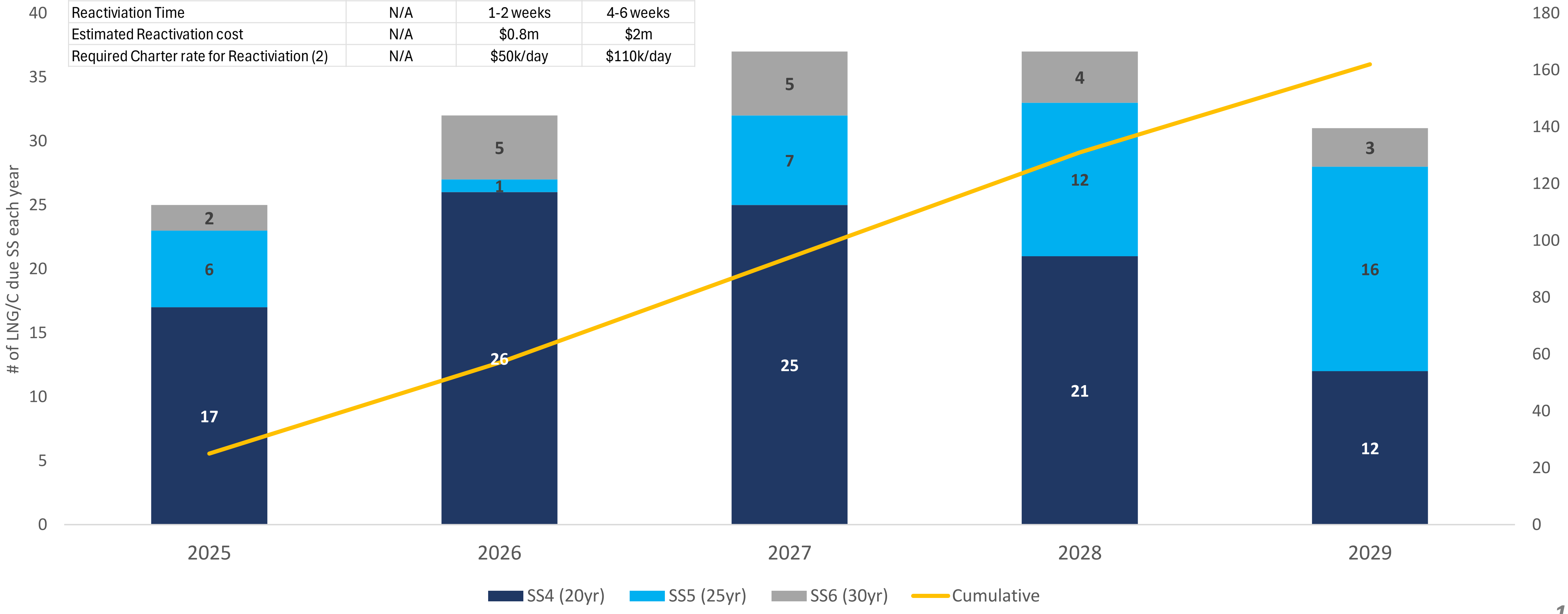


Source: SSY, Clarksons

Pipeline of Steam LNG suggests scrapping to remain elevated

Special Surveys are strong trigger for scrapping ~ $5m cash cost with >120 vessels due before 2029

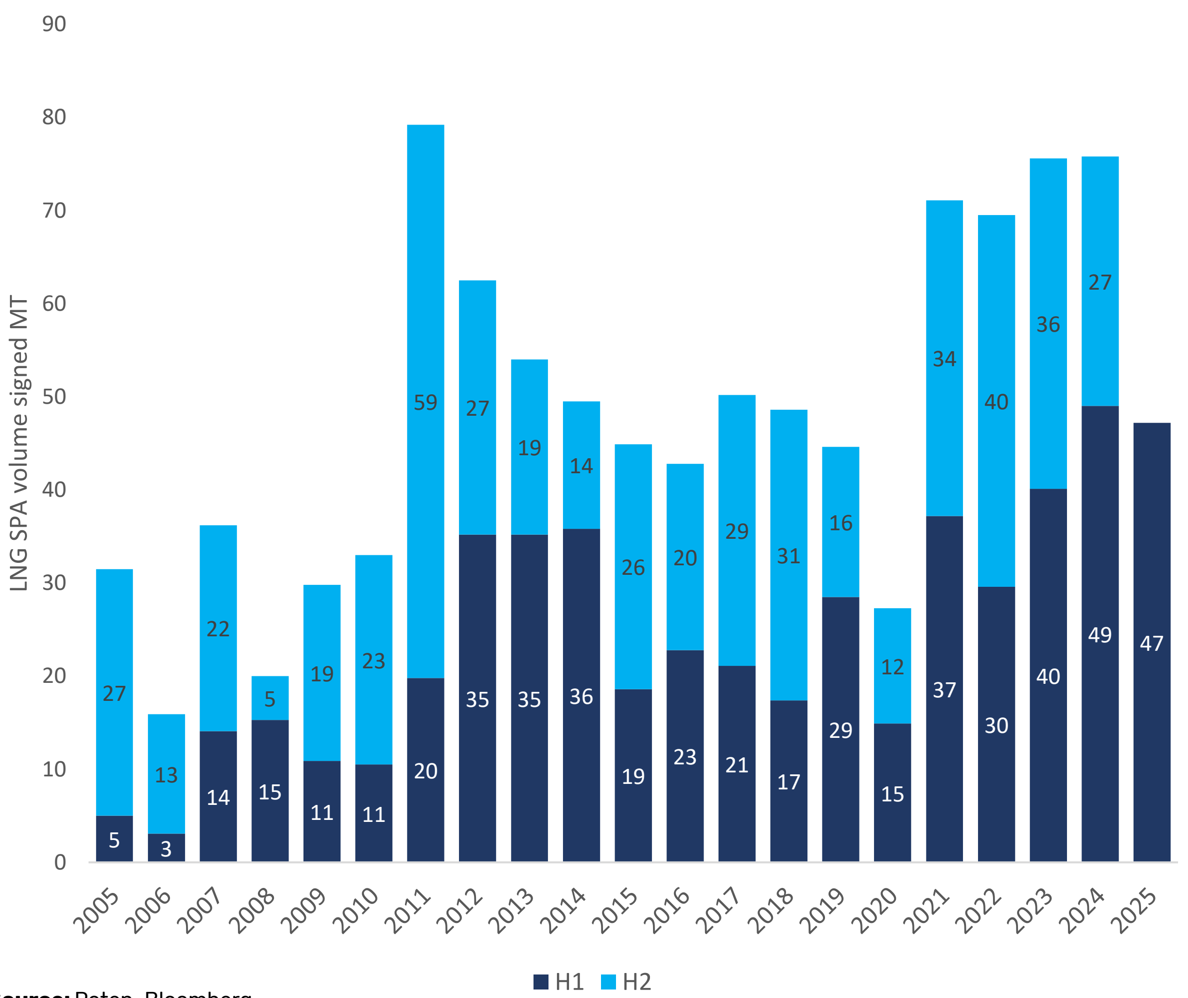
	Idle	Warm Lay up	Cold Lay up
Estimated Daily Cost (1)	$23k/day	$15k/day	$2k/day
Expected Duration	<6 months	~6 months	At least 1 year
Reactiviation Time	N/A	1-2 weeks	4-6 weeks
Estimated Reactivation cost	N/A	$0.8m	$2m
Required Charter rate for Reactiviation (2)	N/A	$50k/day	$110k/day



Source: Clarksons

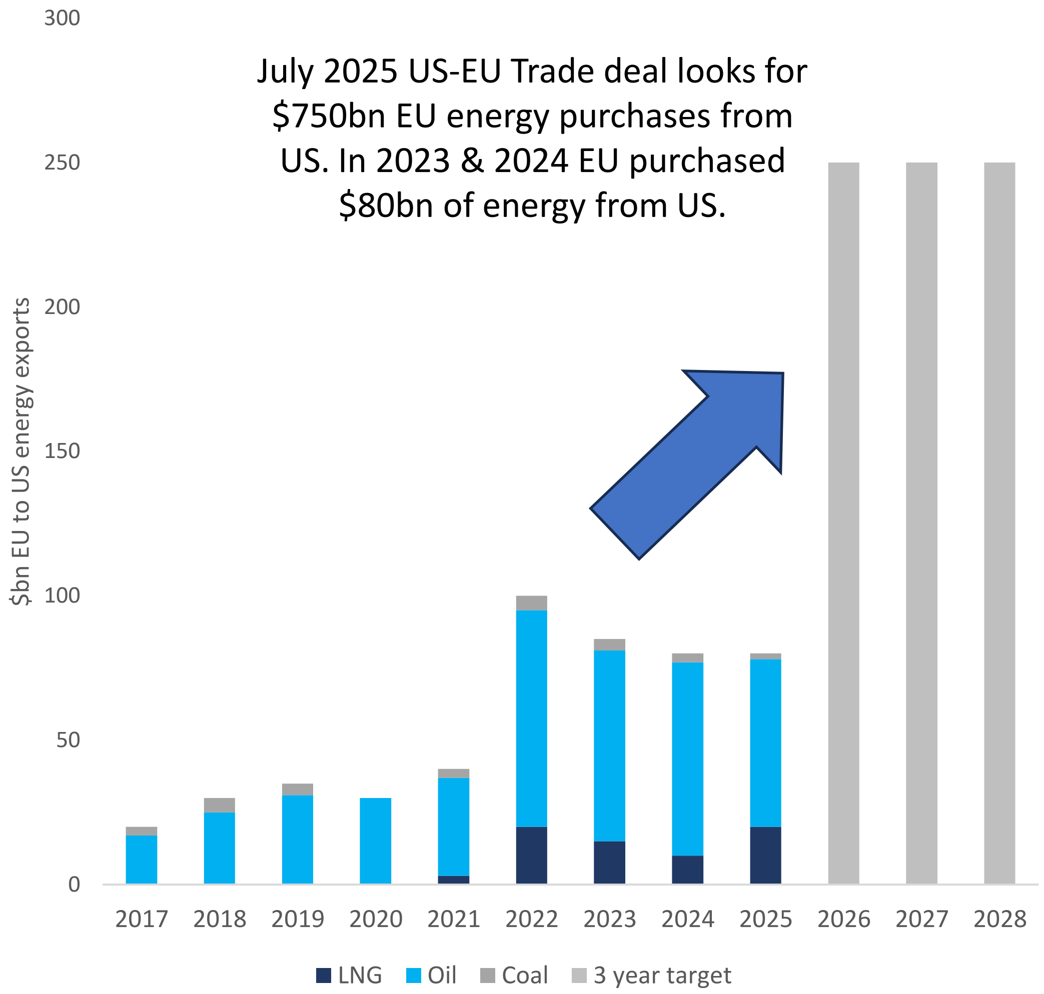
Trump 2.0 – Driven near record SPA Q2 + US-EU energy deal

1H 2025 close to record for SPA



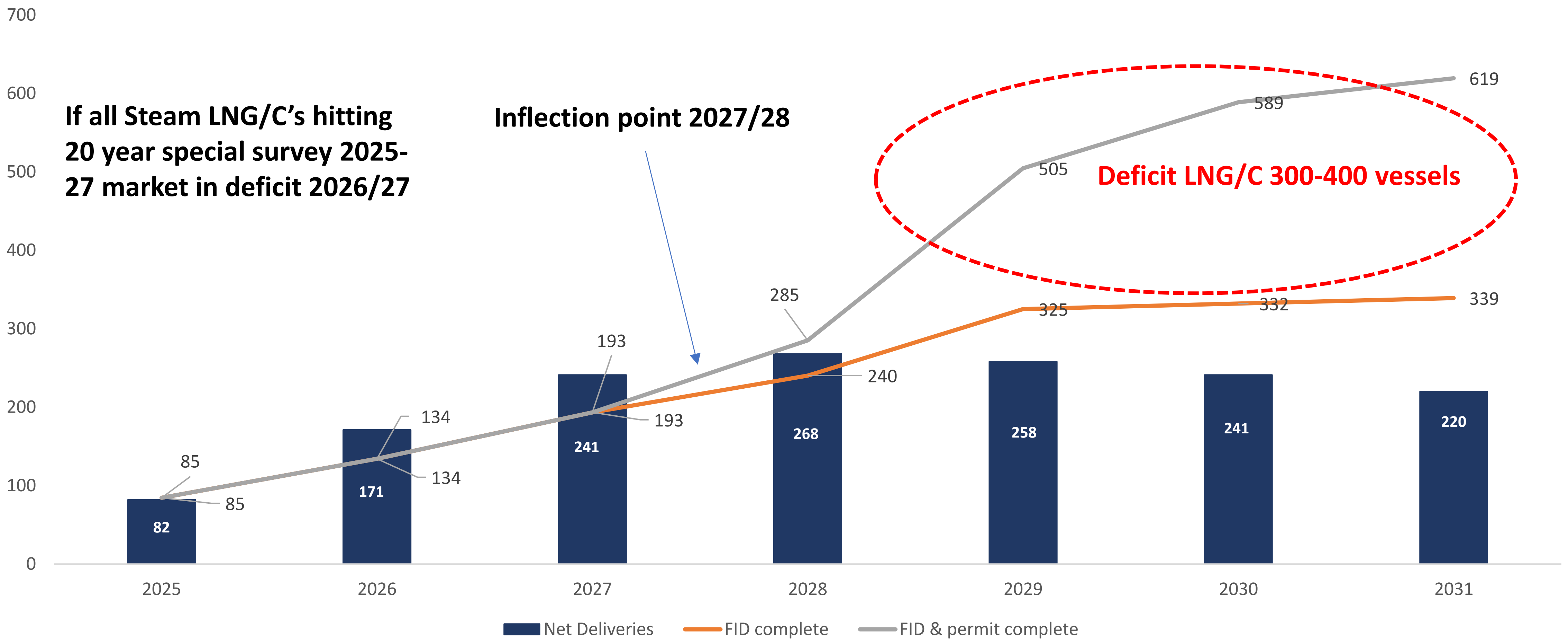
Source: Poten, Bloomberg

US-EU energy deal – fulfilment unlikely; but helpful



What does this mean for LNG/C Shipping?

Cyclical disconnect after LNG/C supply peaks in 2026-27 before structural growth gains traction



Source: Poten, Clarksons

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CCEC Dual Fuel LCO_2 & MGC Fleet

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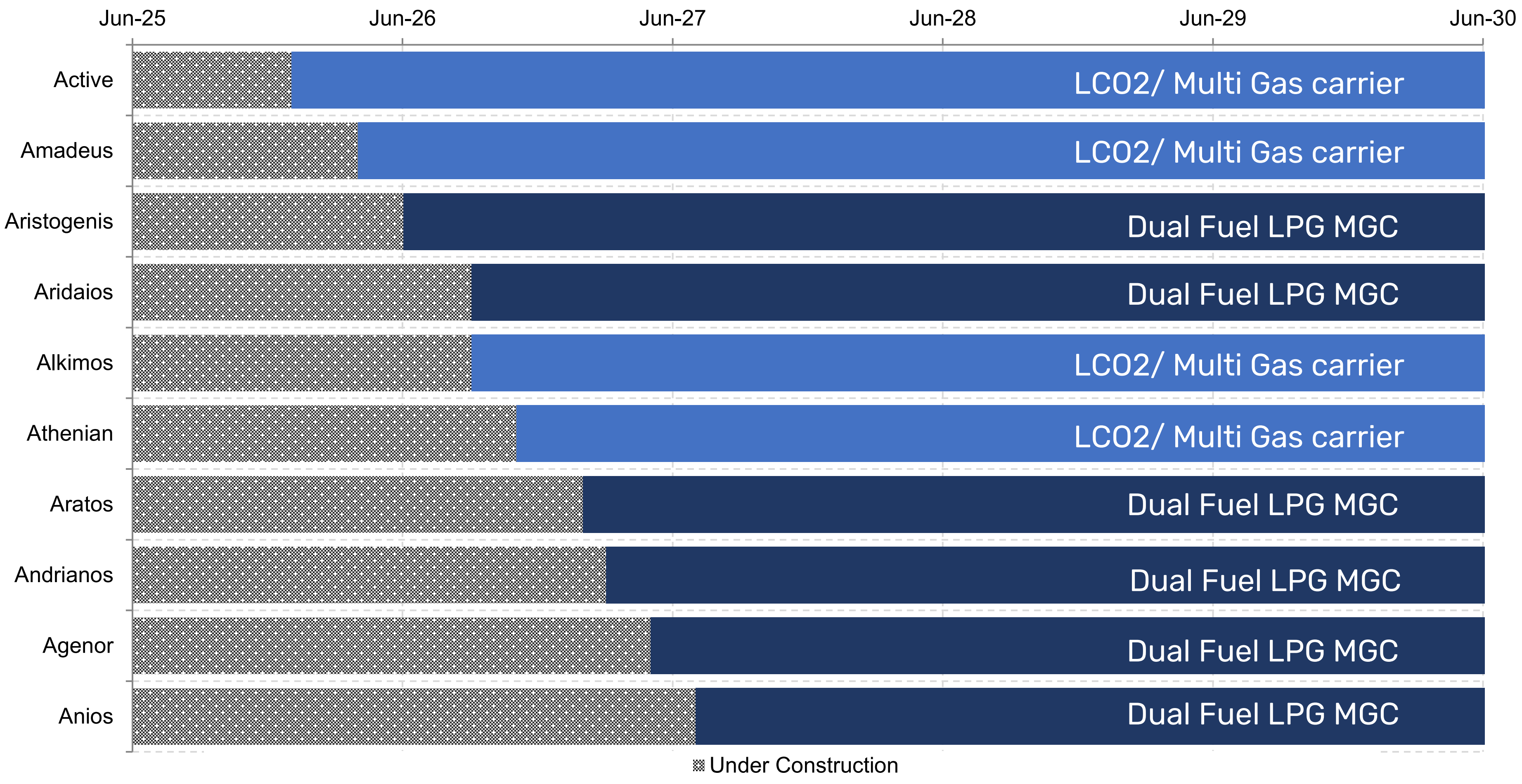
CCEC MGC/LPG & LCO2 Fleet

High specification, dual fuel LPG & LCO2 vessels, with increased capacity for reduced freight cost & LCO2 vessels capable of transporting Liquid CO2, LPG & NH3



Size CBM	Delivery
22,000	Jan-2026
22,000	Apr-2026
45,000	Jun-2026
45,000	Sep-2026
22,000	Sep-2026
22,000	Nov-2026
45,000	Feb-2027
40,000	Mar-2027
45,000	May-2027
40,000	Jul-2027

MGCs – market dynamics – under substantial change

Key mid size market drivers – New products, shipping capacity supported by economics & regulation

Current trades	Future Market expansion
Large market available today for LPG & Conventional NH3	Awaiting market expansion: forecast strong growth Green NH3 Blue NH3

- Vessel capability & efficiency to radically change the sector
- Regulations to drive lower emissions and cleaner fuels
- Vessel propulsion types to drive multi-tiered MGC ecosystem
- More efficient fleet to be regulation compliant & have trading flexibility

2025		2026		2027		2028		2029		2030
	LPG		LPG		Transition		Transition		NH3		NH3

Liquid CO_2 – Key Demand Drivers & Sector Framework

KEY DEMAND DRIVERS

- DECARBONISATION IN HARD TO ABATE SECTORS
- CARBON CREDIT MARKET
- PRODUCTION OF E-FUELS
- EXTENSION OF OIL & GAS FIELDS

REGULATORY FRAMEWORK & INCENTIVES

- Emission Reduction Targets
- Carbon Taxes
- Subsidies / Credit Schemes

GLOBAL MARKET

IEA: Total CCS Market 2030
- Planned: **400mtpa**
- Net Zero: **1,025mtpa**

IEA: Total CCS Market 2050
- Net Zero: **7,000mtpa**

MARITIME REQUIREMENTS

CCSA*

YEAR 2030
Europe
- Volumes: **40mtpa**
- No. Ships: **40**

Rystad

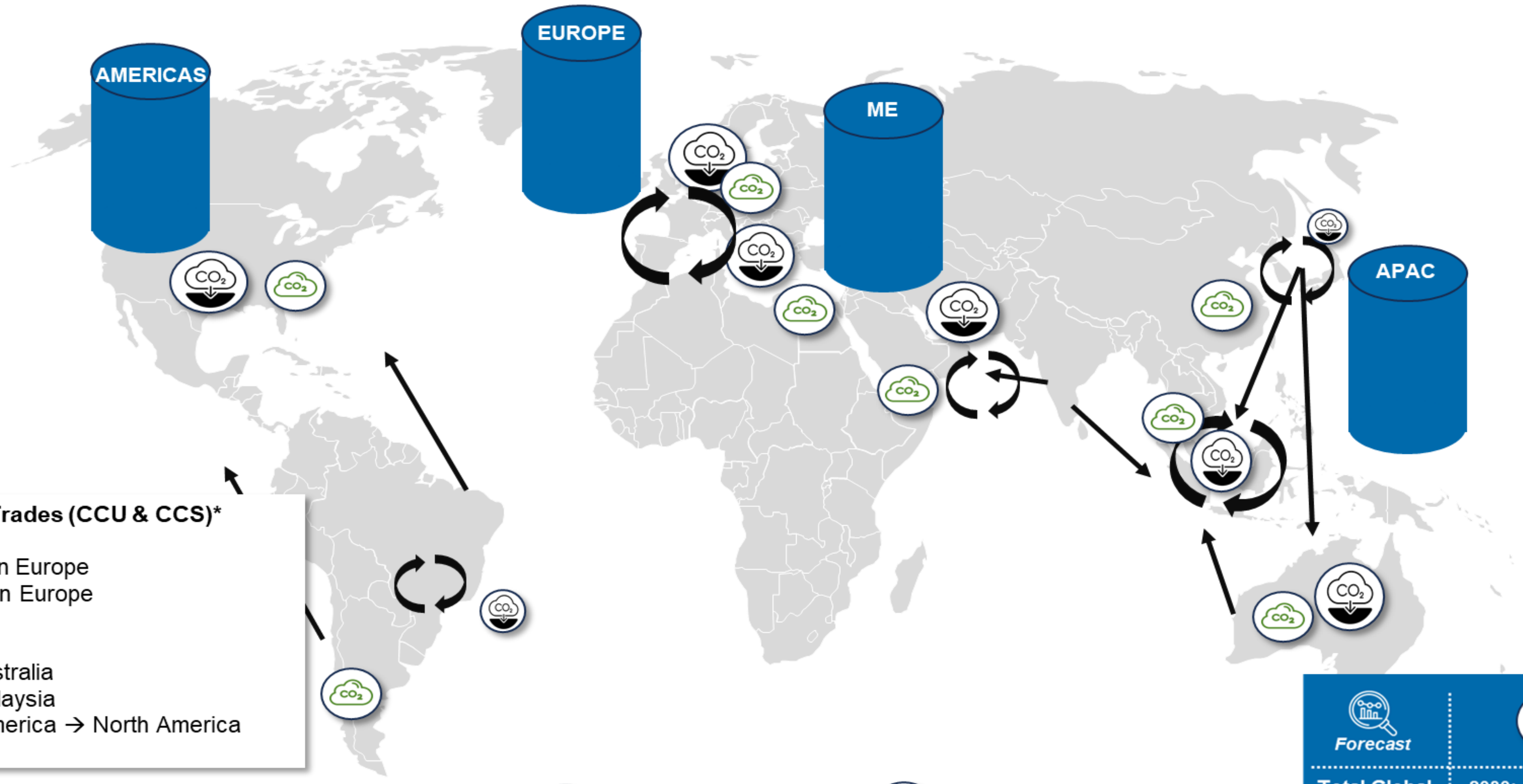
YEAR 2030
Globally
- Volumes: **90mtpa**
- No. Ships: **55** *All sizes*

IEA (10% of total CCS)

YEAR 2050
Globally
- Volumes: **700mtpa**
- No. Ships: **700**

Source: IEA, GCCSI, IRENA, Rystad, IOGP // * CCSA: Carbon Capture Storage Association, Aker solutions

Geographic markets starting to emerge for LCO2



Potential Trades (CCU & CCS)*

A. Intra Northern Europe
B. Intra Southern Europe
C. Intra SEA
D. Intra ME
E. Japan → Australia
F. Japan → Malaysia
G. EC South America → North America

Intra & Inter – Regional Trades

CO2 Storage Hub

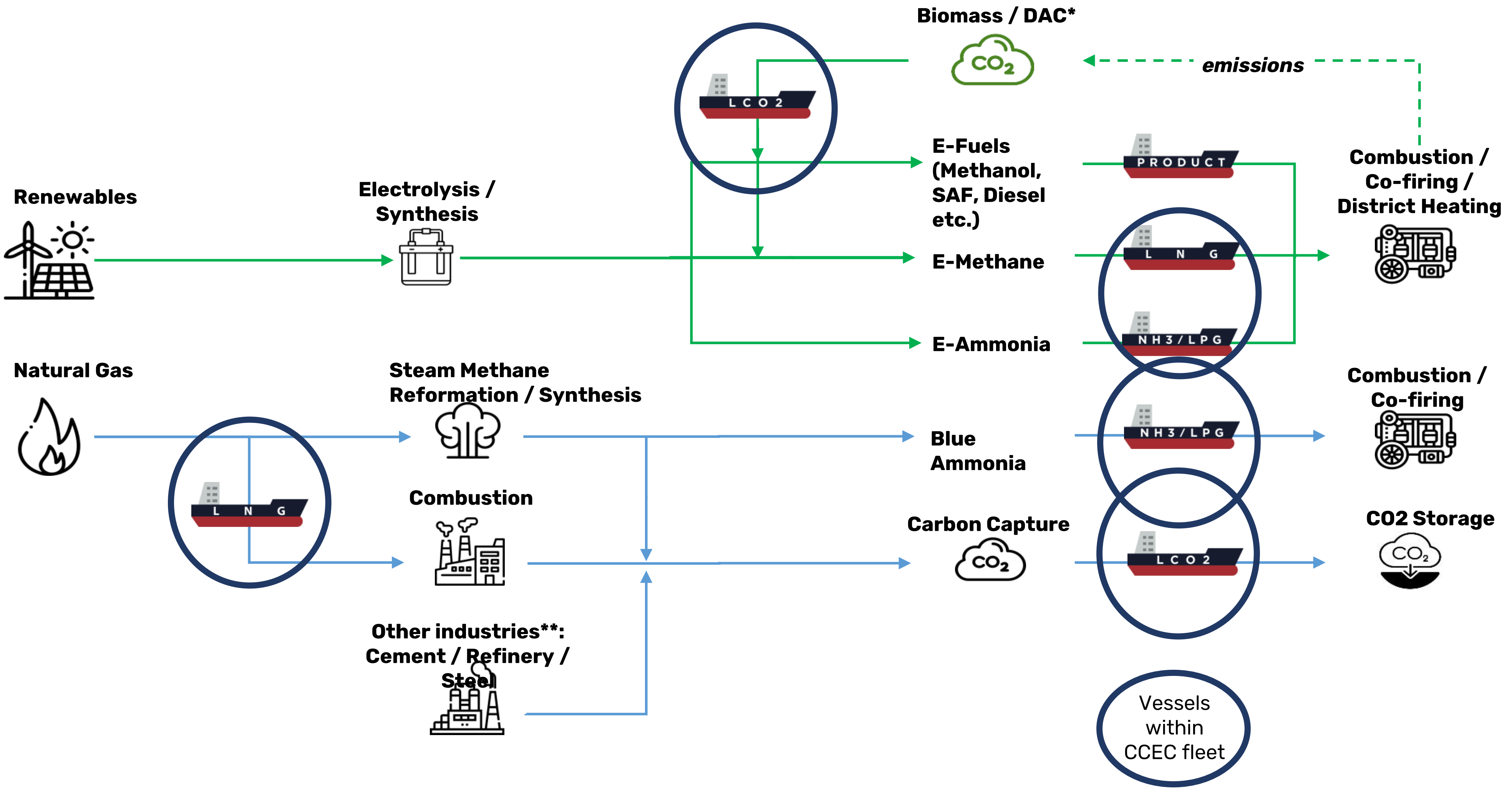
CO2 Usage

Volumes (Capture / Storage)

Forecast	
Total Global Volumes	**2030: 400mtpa** **2050: 4,000mtpa**
Maritime Volumes	**2030: 90mtpa** **2050: 600mtpa**

* Not mutually exclusive and collectively exhaustive
Source: IEA, DNV, Wood Mackenzie

Where CCEC sits within wider Energy Transportation & Transition spectrum



05

Conclusion

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CCEC – Largest Gas Carrier Fleet by 2027[1]

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✓ Expected to become largest & youngest fleet[1] of energy transition vessels	**1.7 Years** Avg. Fleet Age[2] — **31 Vessels** Fleet Size[2]
✓ Significant blue chip charter coverage = cashflow stability	Average charter duration 7.1 years with total contracted revenue backlog $3.0bn
✓ Considerable go-forward growth via unique, high specification newbuilding fleet	6x LNG Carriers 6x Medium Gas Carriers 4x Liquid CO_2 Carriers
✓ Growth largely financed via cash at hand, debt & legacy container vessels monetization	**$357.2 million** of cash at hand as of June 30, 2025 — **3 Vessels** Potential to monetize remaining containers, one agreed to be sold

1. Among U.S.-listed shipping companies
2. As of June 30, 2025, including six LNG/Cs and ten LPG carriers expected to be delivered between the first quarter of 2026 and the third quarter of 2027

Thank You

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