



Investor Presentation

June 2024

CPLP
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CAPITAL
PRODUCT PARTNERS L.P.



capitalpplp.com



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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 transaction, the conversion of CPLP to a corporation, 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 23 2024. 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. You are cautioned not to place undue reliance on forward-looking statements.

Non-GAAP Measures

This presentation contains non-GAAP measures, including Operating Surplus EBITDA and Adjusted Free Cash Flow. Operating Surplus represents net income adjusted for depreciation and amortization expense, exchange differences on Bonds and cash and cash equivalents, change in fair value of derivatives, impairment, amortization / accretion of above / below market acquired charters and straight-line revenue adjustments. Operating Surplus is a quantitative measure used in the publicly traded partnership investment community to assist in evaluating a partnership's financial performance and ability to make quarterly cash distributions. Operating Surplus is not required by GAAP 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 GAAP or as a measure of profitability or liquidity. Our calculation of Operating Surplus may not be comparable to that reported by other companies. Please refer to slide 24 for definitions of EBITDA and Adjusted Free Cash Flow.





01

Section

Who are Capital
Product
Partners? What
do we do

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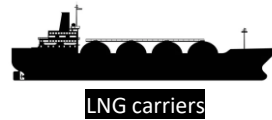
Introduction to Capital Product Partners

Market Cap
\$990.9m¹



- Listed since 2007
- Core supportive shareholder in Capital Maritime & Trading Corp
- Group pivoting to energy transition shipping focusing on LNG, LPG, ammonia and liquid CO₂ (LCO₂) transportation
- Gas asset base of \$5.5bn² on a fully delivered basis
- Opportunity from higher prices to recycle value from container assets into gas assets

Current Fleet – 8x containers & 11x LNG carriers



- 11x LNG carriers 174k cbm
- 1x 2020, 5x 2021, 2x 2023, 3x 2024 built
- All on time charter – 74 yrs backlog of \$2.4bn⁴



- 5x 2013 5,023 TEU vessels – all debt free
- 1x 2022 13,312 TEU vessels
- 2x 2023 13,312 TEU vessels } – all long term TCs

Growth fleet – to be delivered- 7x LNGC, 6x MGC & 4x LCO₂ carriers



- 7x LNG carriers 174k cbm on order
- Schedule 1x Q2 2024, 4x 2026 & 2x 2027
- On delivery 18 x LNG latest generation LNG carriers



- 6x MGC & 4x LCO₂/multi gas carriers
- Capable of transporting LPG, ammonia and LCO₂
- Delivery schedule 6x 2026 and 4x 2027

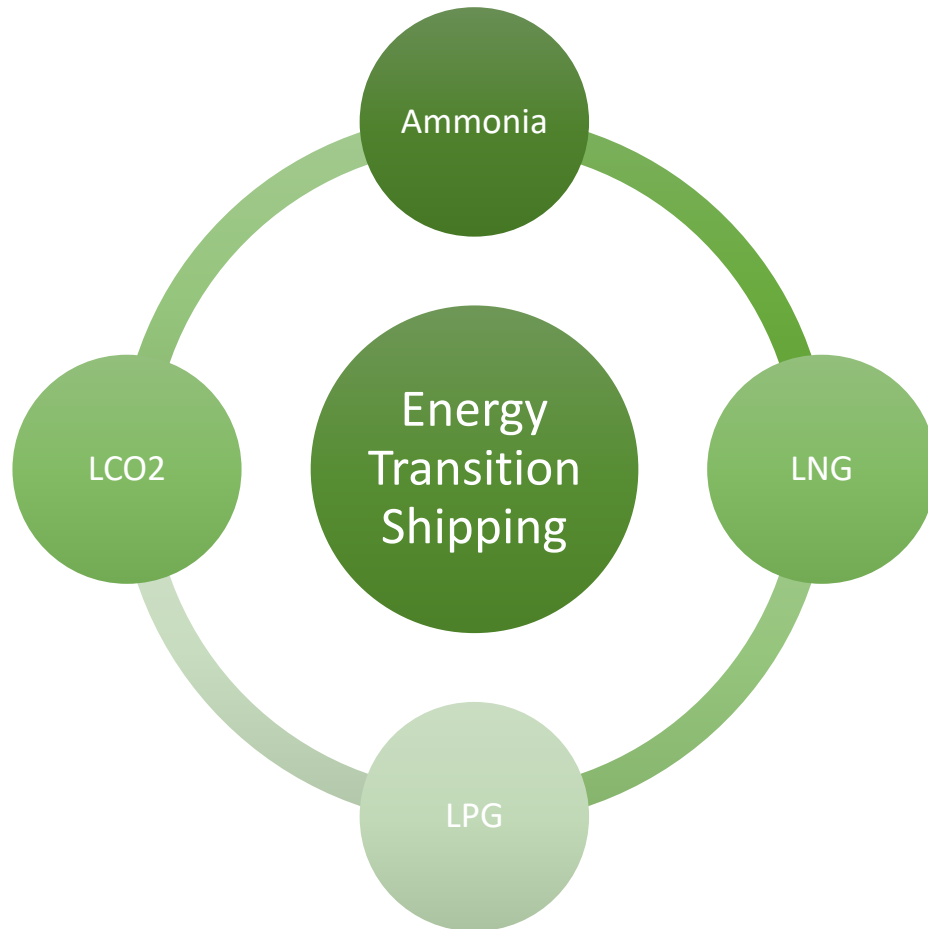
Container fleet to be sold opportunistically into rising prices and buoyant short term market

CPLP moving from MLP to full corporation status on Nasdaq
Change in name to reflect pivot to LNG & Energy Transition Gas Shipping

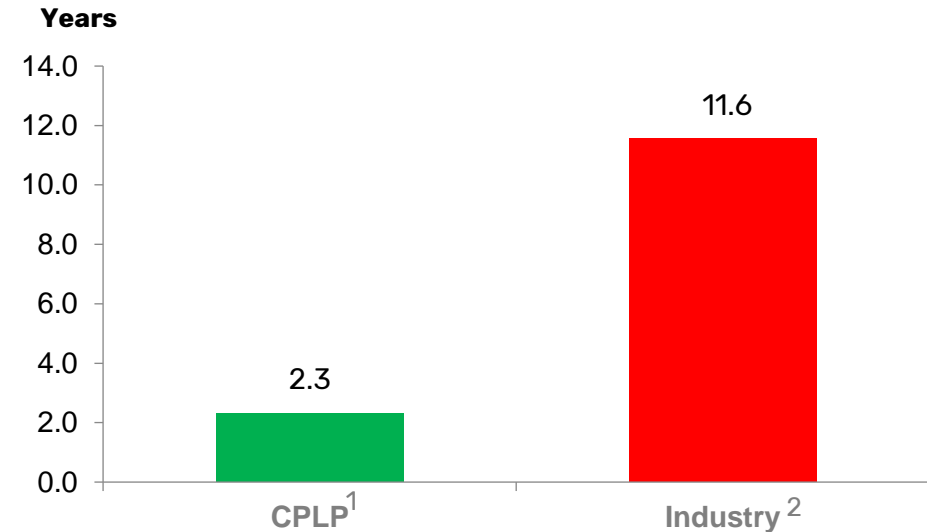
1. As of June 10, 2024
 2. Basis charter-attached valuations of all LNG/C and LPG assets, as of June 14, 2024
 3. 4 x 22,000cbm vessels are multi gas vessels that can carry LCO₂
 4. Estimates as of June 10, 2024. Including the LNG/C Apostolos expected to be delivered on June 28, 2024. Assumes the exercise 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. BP has already exercised their first option for the LNG/Cs Aristos I and Aristidis I

Modern & High-Specification Diversified Fleet

Pivot to energy transition shipping



Fleet Age



- State of the art, latest generation fleet with 19 vessels in the water and 17 on order
- All gas vessels have Dual Fuel (DF) propulsion or have been prepared for DF and boast numerous energy saving devices.
- Designed to deliver lower unit freight cost and lower carbon footprint to customers compared to older designs.

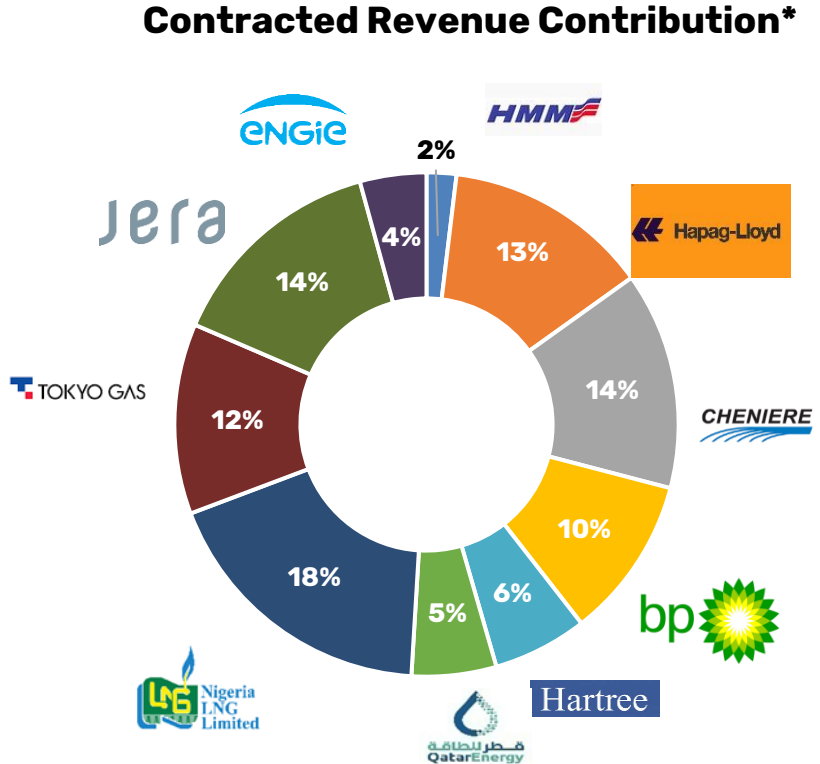
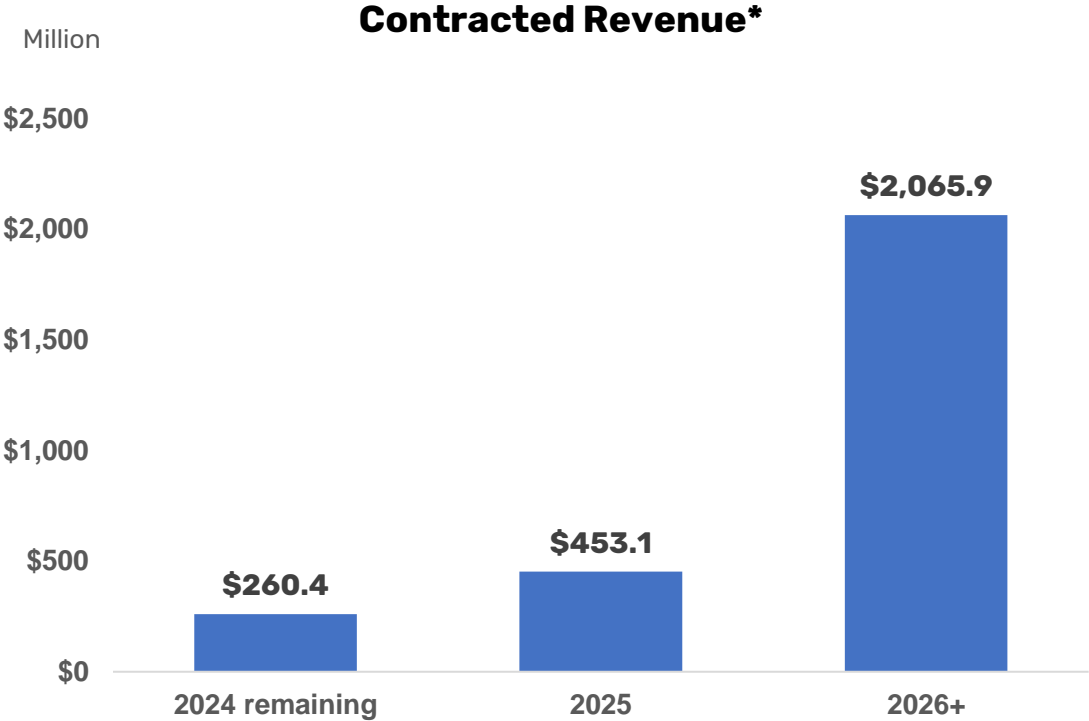
1. As of June 10, 2024, including seven LNG/Cs expected to be delivered between the second quarter of 2024 and the first quarter of 2027 and ten LPG carriers expected to be delivered between the first quarter of 2026 and the third quarter of 2027

2. Industry average age data from Clarksons as of March 2024 weighted by dwt for the composition of the CPLP fleet

Diversified Contracted Revenue

Contracted Revenue Backlog: \$2.8 billion

High Quality & Diversified Customer Base

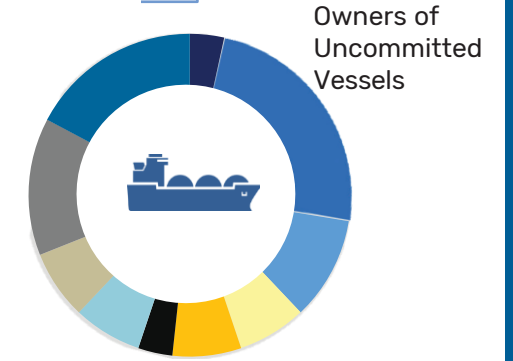
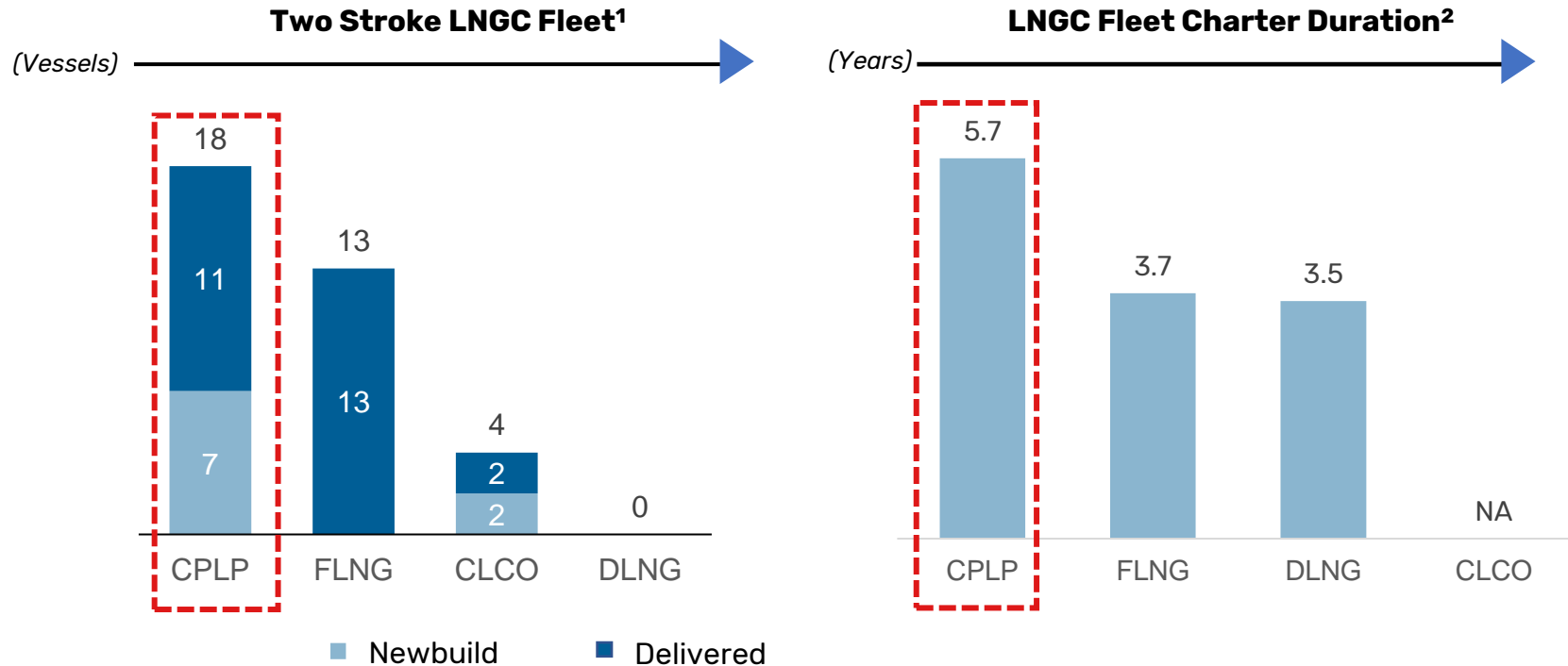


Ca. 85% of our contracted revenue, or \$2.4 billion, come from LNG assets

* As of June 10, 2024, including remaining seven newbuilding LNG/Cs. 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. BP has already exercised their first option for the LNG/Cs Aristos I and Aristidis I. Excludes revenue of Axios II based on index-linked, one-year TC

CPLP Will have the Largest Fleet of Latest Generation LNG Carriers

2-stroke vessels favored
Due to significant environmental and efficiency benefits



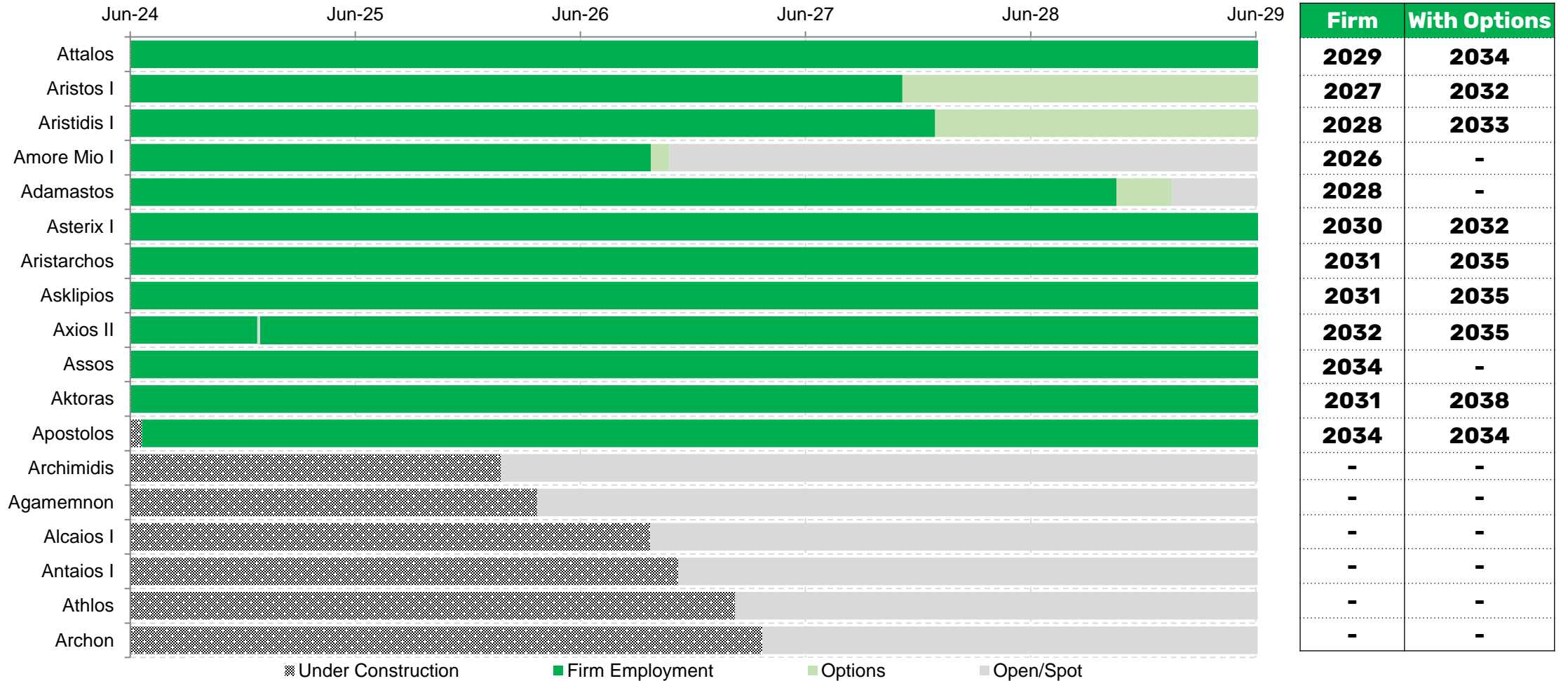
23% Capital
CPLP is well positioned to take advantage of the strong LNGC term market with one the largest positions in uncommitted vessels among shipowners

1. CPLP newbuilds figure represents the remaining vessels under construction, LNG/C Apostolos is expected to be delivered on June 28, 2024
 2. Peer charter duration figures represent a simple average of firm and optional charters as of June 10, 2024. CPLP figures represent a simple average of firm charters for the chartered LNG vessels (except for BP charters where the exercise of the first two options is assumed due to their structure)

Source: Companies' websites, public filings and presentations, analysts' reports

Charter Profile* - LNG Fleet

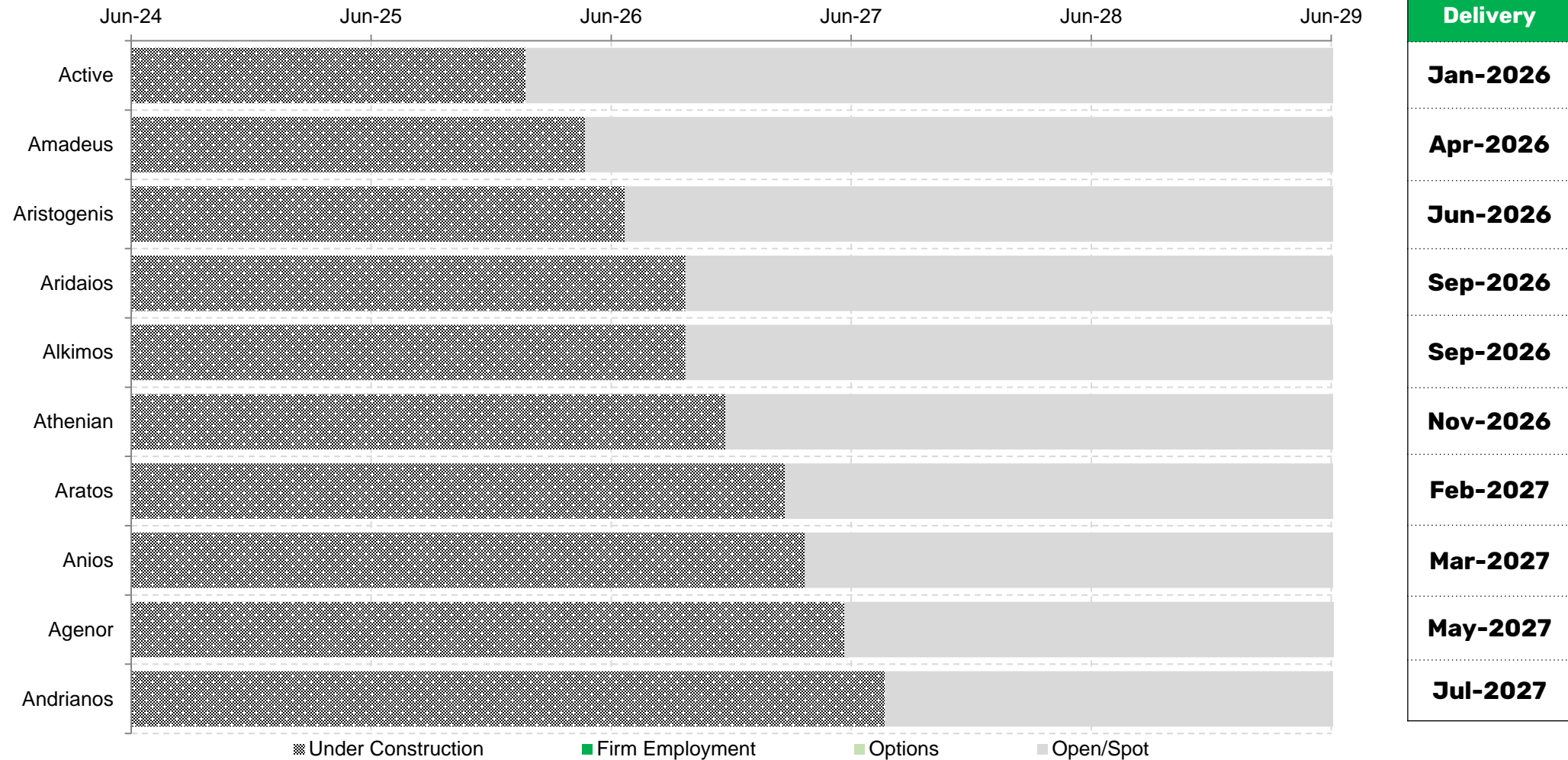
Contracted backlog of 74 years at an average daily rate of \$88,540, or ca. \$2.4bn of revenue
Backlog could increase to 109 years with all options exercised



*Estimates as of June 10, 2024 including seven LNG/Cs 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. BP has already exercised their first option for the LNG/Cs Aristos I and Aristidis I

Charter Profile* - LPG & LC02 Fleet

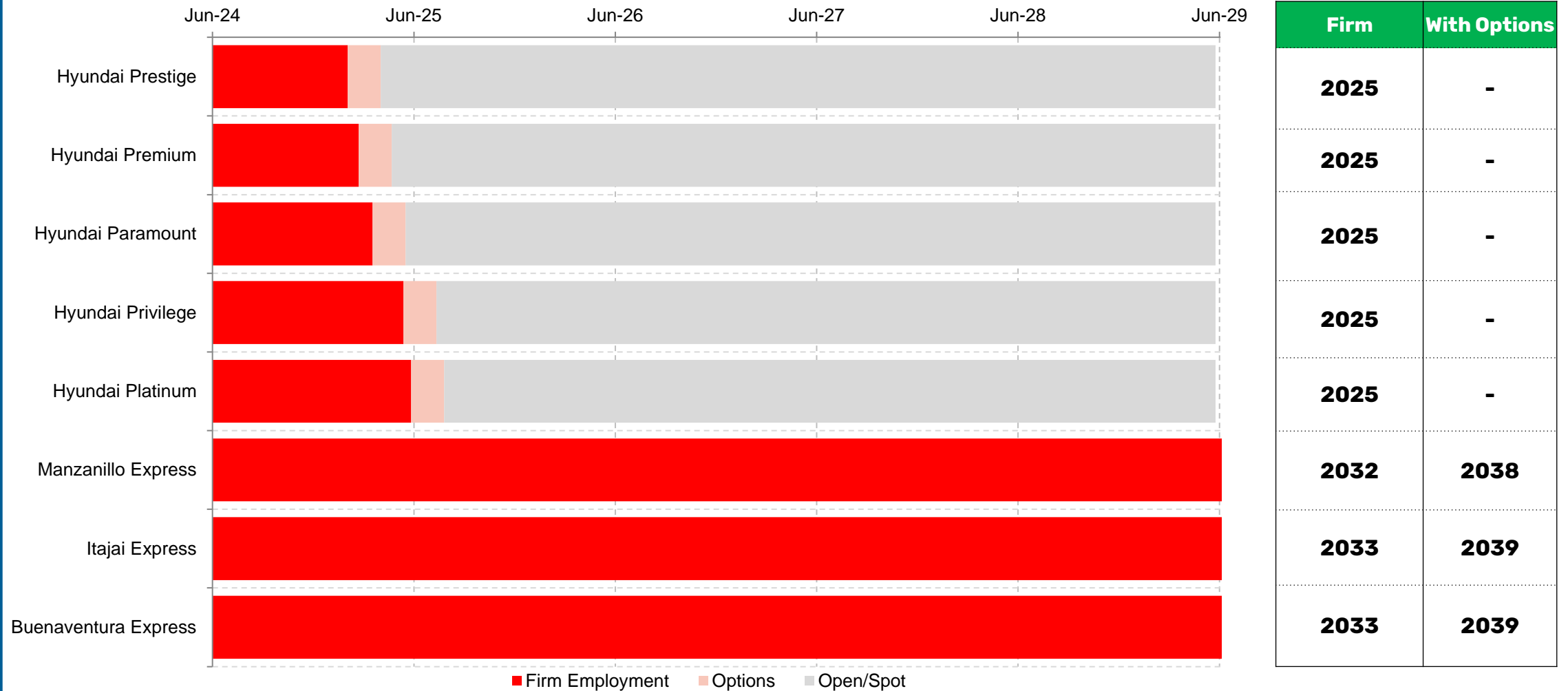
High specification, dual fuel LPG vessels, with increased capacity for reduced freight cost
LC02 vessels capable of transporting Liquid CO2, LPG and ammonia



*Estimates as of June 10, 2024

Charter Profile* - Container Fleet

Contracted backlog of 30 years at an average daily rate of \$38,327, or ca. \$419.9 million of revenue
Backlog could increase to 49 years with all options exercised



* Estimates as of June 10, 2024

Containerships – Recycle Capital to Growth

Containerships divestiture expected to unlock value to support deleveraging and growth

Vessel	Capacity	Built	Yard	Delivered to Buyers
Athos	10,000 TEU	2011	Samsung Heavy Industries Co., Ltd	✓ April 2024
Athenian				✓ April 2024
Aristomenis				✓ May 2024
Akadimos	9,300 TEU	2015	Daewoo-Mangalia Heavy Industries S.A	✓ March 2024
Long Beach Express	5,100 TEU	2008	Hanjin Heavy Industries & Construction Co., Ltd	✓ February 2024
Seattle Express				✓ April 2024
Fos Express				✓ May 2024

- ✓ Since our intention to divest from non-core container vessels, we have sold seven container vessels for total gross proceeds of \$272.5 million or \$182.5 million after debt repayment
- ✓ CPLP owns another 8 containerships with an estimated net asset value (“NAV”) in excess of \$300.0 million¹
- ✓ Debt outstanding is approximately \$303.0 million and subject to \$15.6 million annual repayment²
- ✓ Charter coverage is 100% in 2024 and five vessels will be open for rechartering during 2025
- ✓ Will continue to gradually divest containerships with selective and opportunistic sales
- ✓ Net proceeds to go towards repayment of debt and other corporate purposes

1. Based on charter-attached appraisals as of June 14, 2024 and debt balances as of March 31, 2024
 2. As of March 31, 2024



02

Section

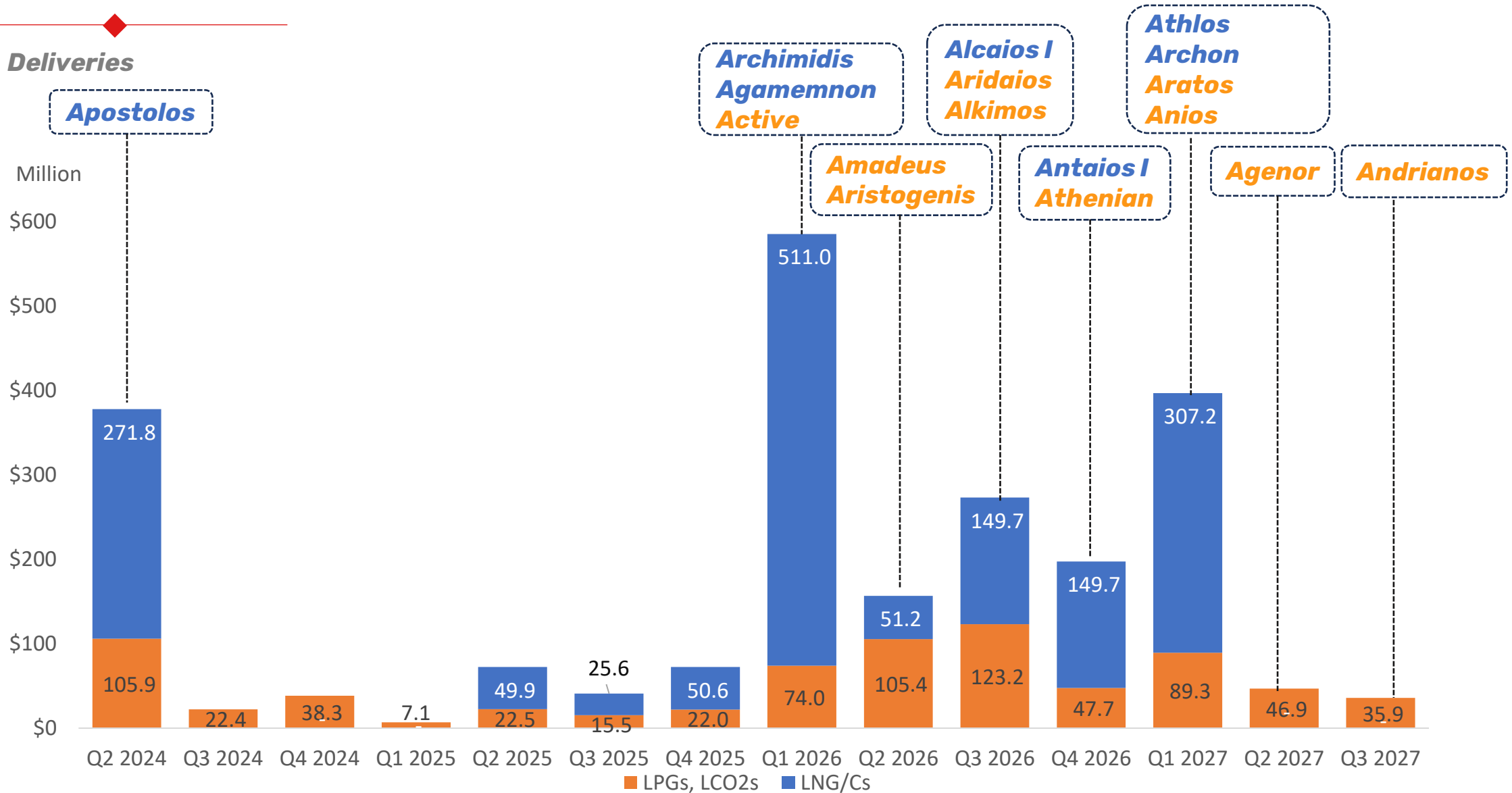
Company Financials

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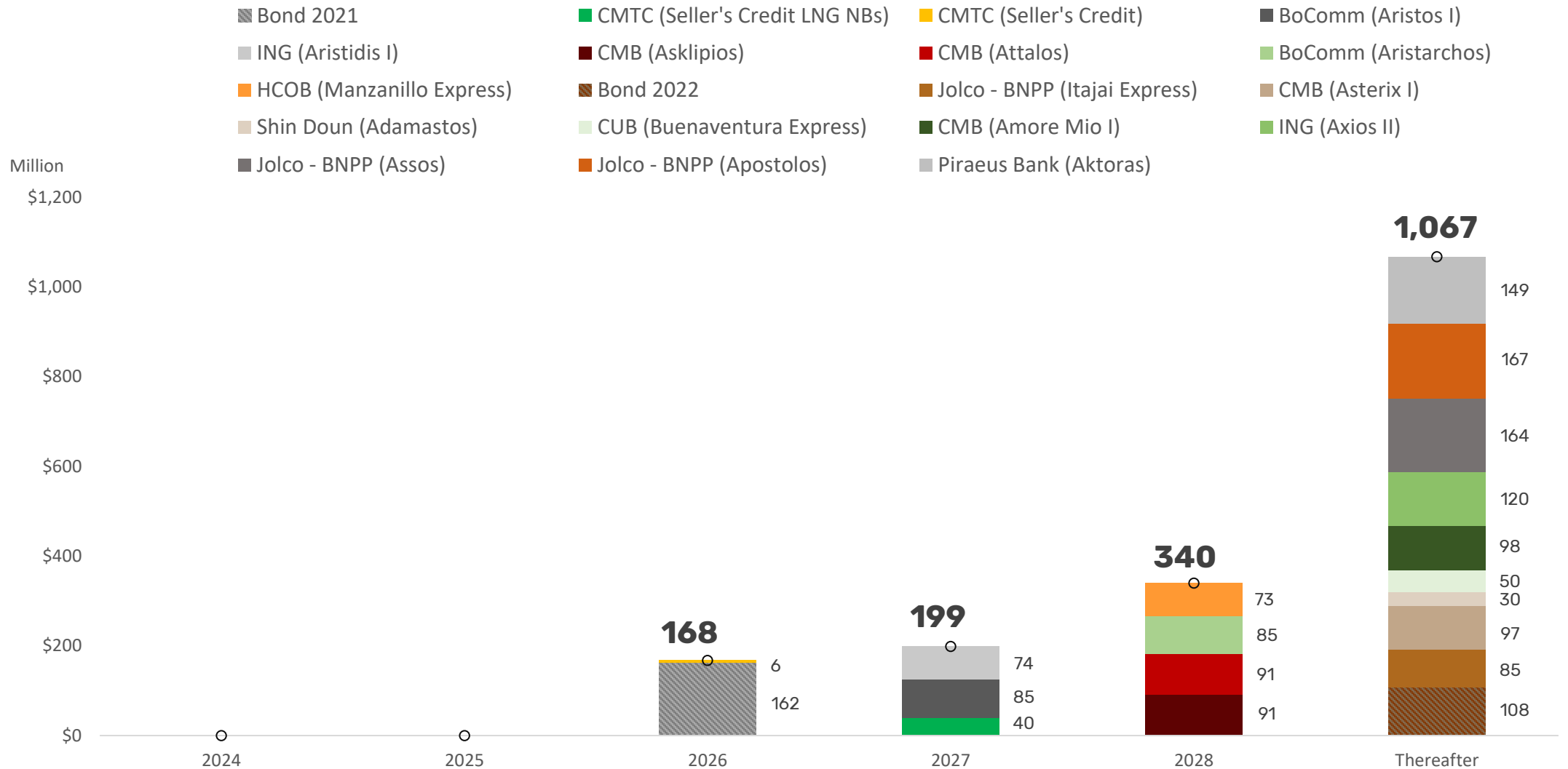


Newbuilding Commitments*



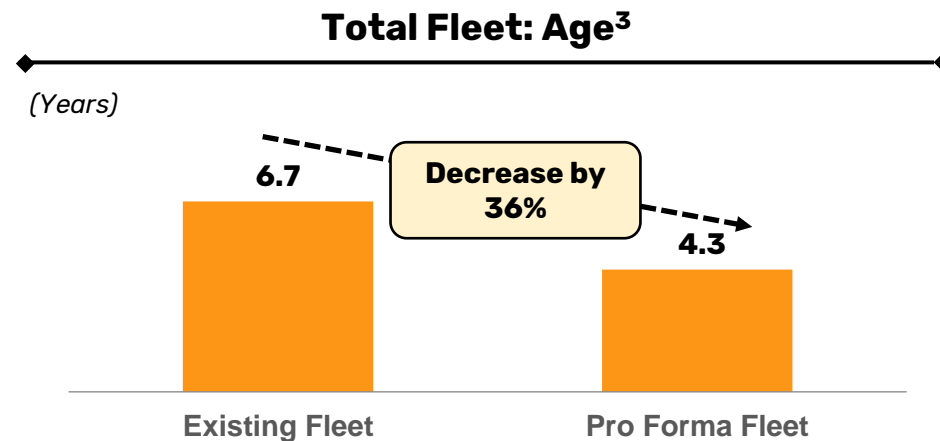
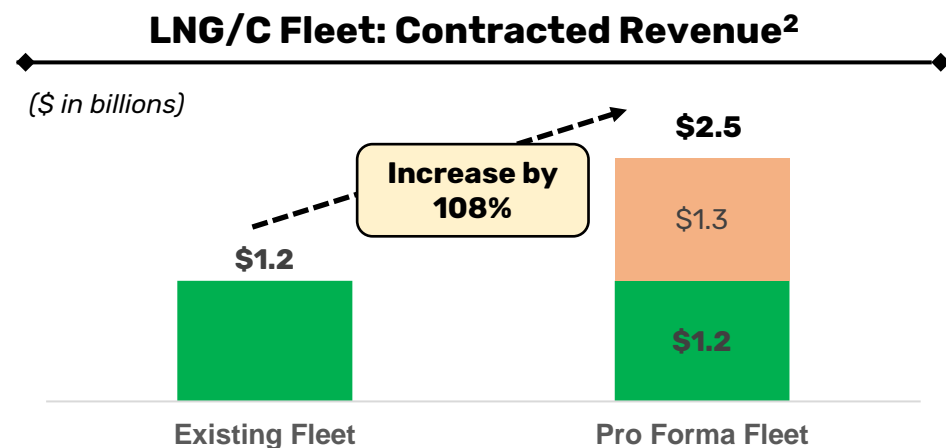
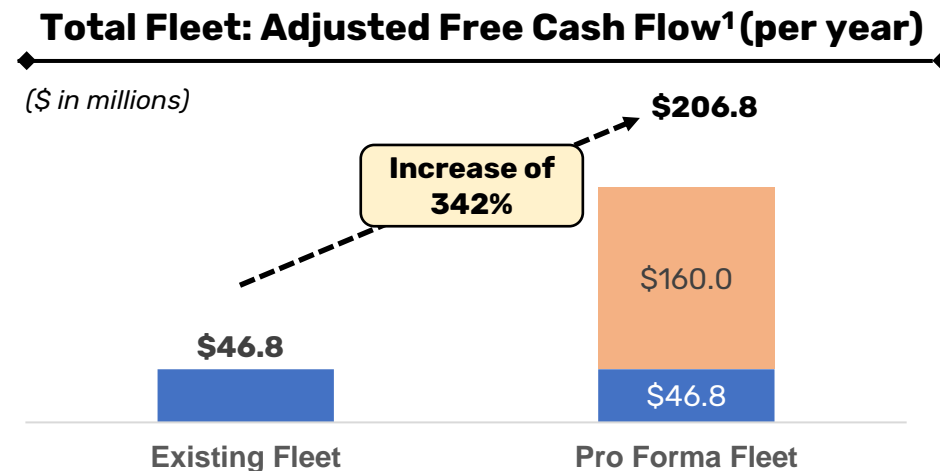
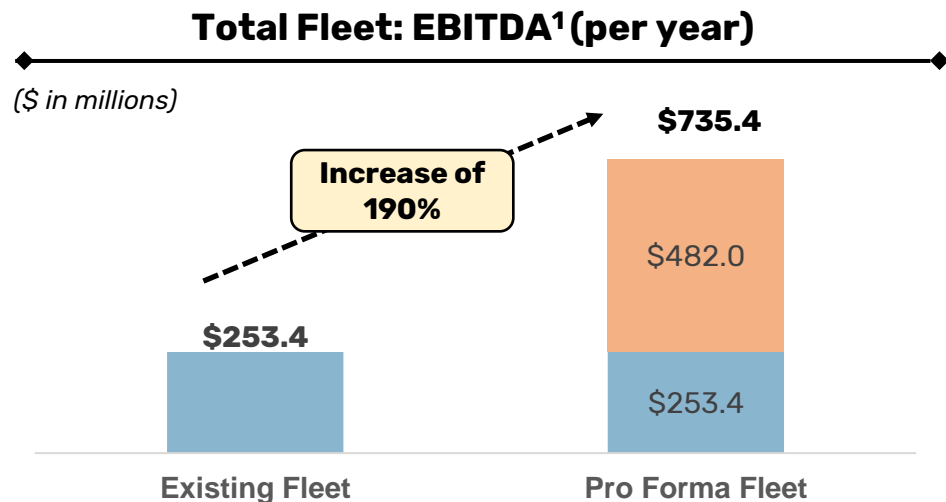
* As of June 10, 2024. Basis preliminary yard schedule for the LPG vessels

Debt Maturities Overview*



* As of March 31, 2024. Including the Assos facility, drawn May 31, 2024, the Aktoras facility and the Seller's Credit, drawn on June 5, 2024, and the Apostolos facility, expected to be drawn on June 28, 2024. The Itajai Express Jolco, the Assos Jolco and the Apostolos Jolco amount due on maturity include interest accrued on the equity portion

Significant Increase in Revenues and EBITDA on “Fully Delivered” Basis



1. Non-GAAP measures. For definitions, please refer to the Appendix, p.24. Existing Fleet includes CPLP fleet as of December 31, 2023. Pro Forma Fleet information includes expected EBITDA/Adjusted Free Cash Flow from one year of operation of all 11 LNG/Cs and 10 LPG/ LCO2s acquired, and assumes the same EBITDA and Adjusted Free Cash Flow as 12 months ended December 31, 2023 of existing fleet, including containers

2. As of December 31, 2023

3. As of December 31, 2023. Pro Forma Fleet includes the Existing Fleet and all 11 LNG/Cs and 10 LPG/ LCO2s acquired

Transaction Update - LNG/Cs Acquisition

Transformation into the Leading Publicly-Traded Owner of LNG/Cs & LPGs

Explore Transformation of Corporate Structure

Explore Divestiture of Containership Vessels

	Q4'23	Q1'24	Q2'24	Q3'24	Q4'24	Q1'25	Q2'25	Q3'25	Q4'25	Q1'26	Q2'26	Q3'26	Q4'26	Q1'27	Q2'27	Q3'27
(+) Rights Offering	◆	✓														
Amore Mio I	◆	✓														
Axios II	◆	✓	◆	✓												
Assos	◆	✓		◆												
Apostolos	◆	✓		◆												
Aktoras	◆	✓		◆												
Archimidis	◆	✓								◆						
Agamemnon	◆	✓								◆						
Alcaios I	◆	✓	◆	✓			◆		◆			◆				
Antaios I	◆	✓	◆	✓			◆			◆			◆			
Athlos	◆	✓		◆	✓			◆			◆				◆	
Archon	◆	✓		◆	✓				◆		◆				◆	

✓ Completed
◆ Delivery
◆ 10% Deposit
◆ Shipyard Progress Payments
◆ Reimbursement of Shipyard Payments To-Date

Transaction Update: LPG & LCO2s Acquisition

Transformation into the Leading Publicly-Traded Owner of LNG/Cs & LPGs

	Q4'23	Q1'24	Q2'24	Q3'24	Q4'24	Q1'25	Q2'25	Q3'25	Q4'25	Q1'26	Q2'26	Q3'26	Q4'26	Q1'27	Q2'27	Q3'27
Active			◆	◆		◆				◆						
Amadeus			◆		◆		◆				◆					
Aristogenis			◆		◆		◆		◆		◆					
Aridaios			◆		◆			◆		◆		◆				
Alkimos			◆	◆			◆		◆			◆				
Athenian			◆	◆				◆		◆			◆			
Aratos			◆		◆					◆		◆		◆		
Anios			◆						◆		◆	◆		◆		
Agenor			◆		◆						◆	◆			◆	
Andrianos			◆							◆		◆		◆		◆

✓ Completed
 ◆ Delivery
 ◆ 10% Deposit
 ◆ Shipyard Progress Payments
 ◆ Reimbursement of Shipyard Payments To-Date

* As of June 10, 2024. Basis preliminary yard schedule for the LPG vessels.



03

Section

Industry Overview



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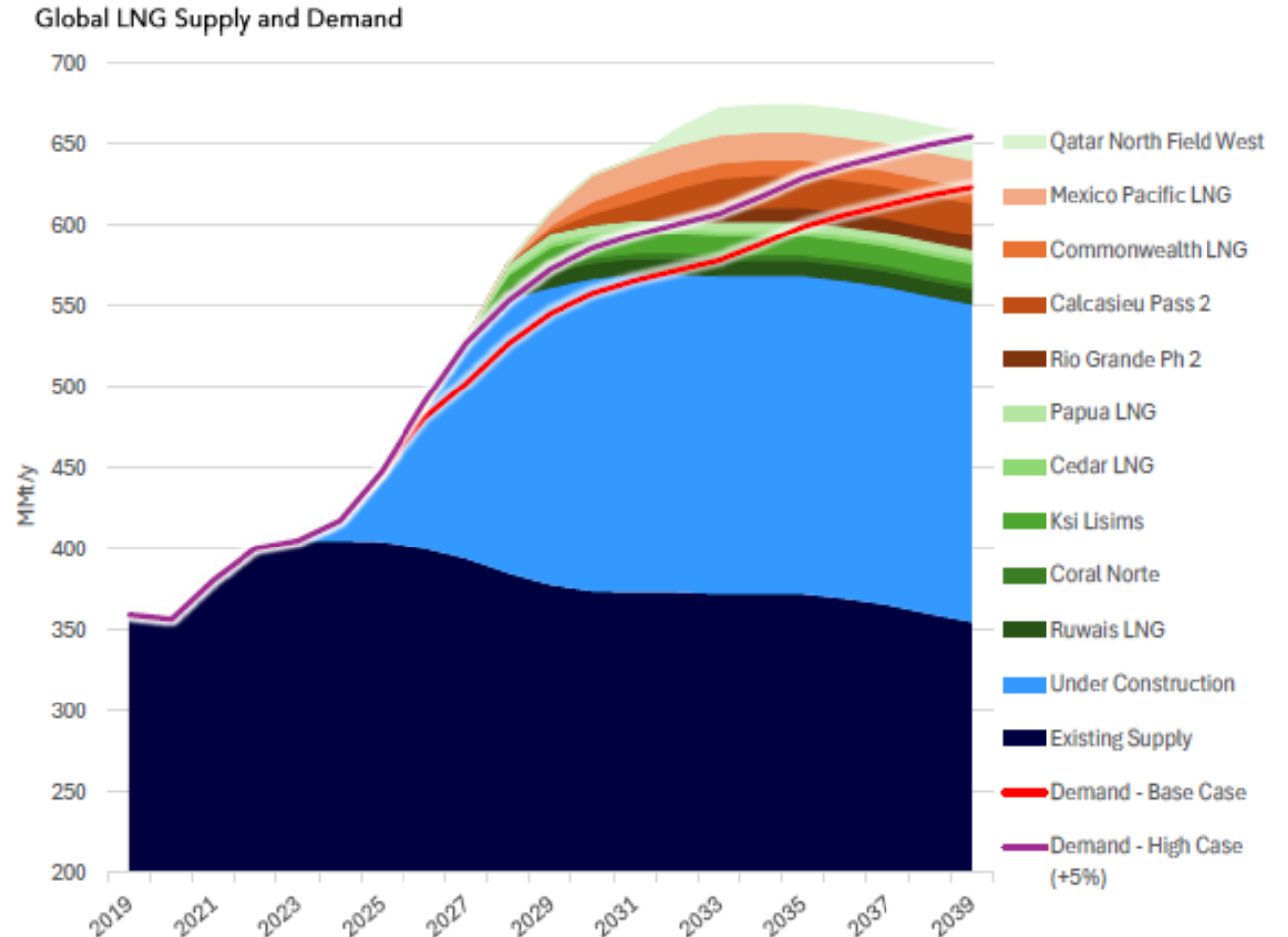
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Strong Fundamentals for the LNG market

70% Increase in Global Liquefaction Capacity expected by 2030 (Projects Under Construction only)

Significant amount of new liquefaction project capacity under construction or under development

- QatarEnergy newly announced trains due by 2030, bringing total Qatari liquefaction capacity to 140mtpa
- US award permit pause for new LNG export terminals not to impact any active terminals, or those with permit from the DoE. Other LNG producers in Middle East, Africa and Canada stepping up to take advantage of the US pause
- LNG contracts are now reverting to oil-linked pricing, driving demand growth in price sensitive regions – China, South East Asia
- The global LNG trade is quickly growing as domestic production for natural gas continues to fall in consuming markets, while technological advances and commercial maturity has developed a complex, but stable market for LNG
- European demand will continue to grow as ETS and environmental restrictions tighten up.
- NG & LNG are expected to supply 60% of the power demand growth from AI and data centers

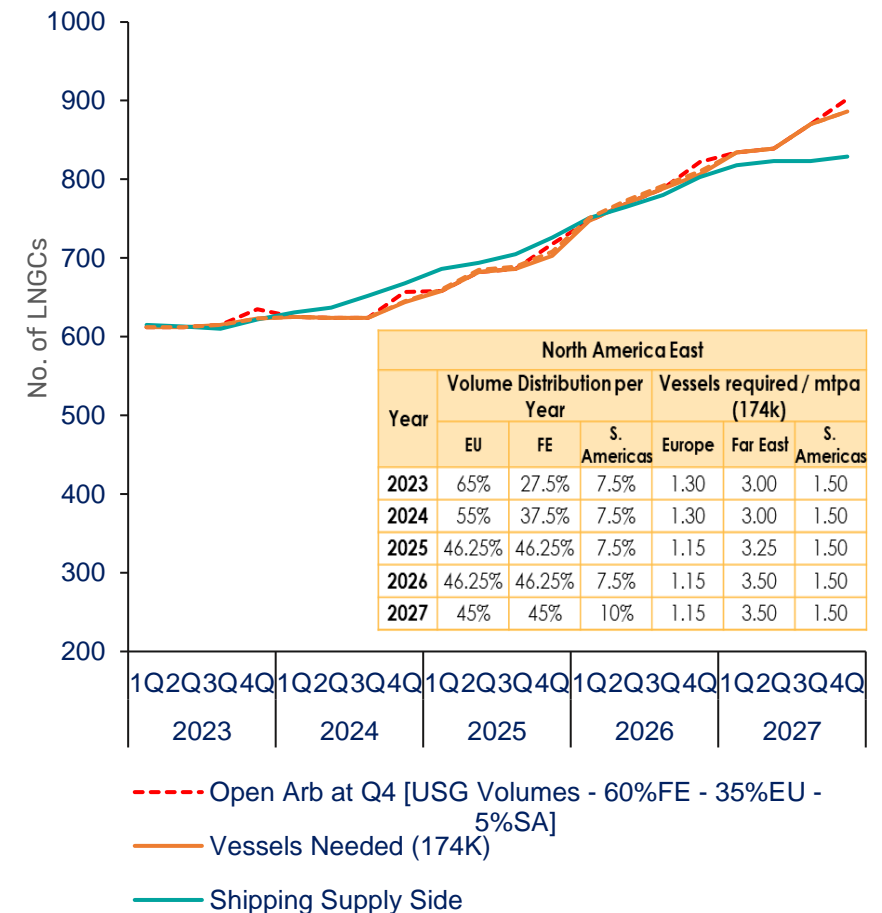


LNGCs Market Dynamic

Shipping demand driven by new liquefaction projects coming online and fleet replacement

- The LNG shipping market appears balanced in 2024/2025 with multiple newbuildings being delivered and minimal incremental new LNG volumes coming on stream
- 30 vessels currently are open between now and 2028, equivalent to 10% of the existing orderbook
- The LNG shipping supply-demand balance is expected to start tightening from 2026 as the next wave of LNG capacity comes onstream
- Factors which could cause the market to tighten even further
 - Older tonnage decommissioning- more than 130 will be older than 20 yrs
 - Lower commodity prices will see stimulation of LNG demand over time - more FSU and FSRU projects will surface in emerging market economies
 - Additional FIDs for projects delivering their first cargo in 2028-2029
- Upward pressure is expected on charter rates from 2026, as the anticipated oversupply in the near term starts to tighten with significant growth in longhaul volumes
- Demand will be strong for new generation vessels as the older fleet will be forced to be phased out
 - Larger size - 174k cbm vs 145k cbm or 160k cbm
 - More efficient propulsion - savings of up to 100tn of fuel per day
 - Lower boil off - 0.03% vs 0.15% daily evaporation of cargo
 - Lower long-term maintenance costs
 - Tightening of emissions regulations

LNG Shipping Supply / Demand Balance (+140k cbm excluding FSRUs)



Positioning in the LPG/Ammonia Market

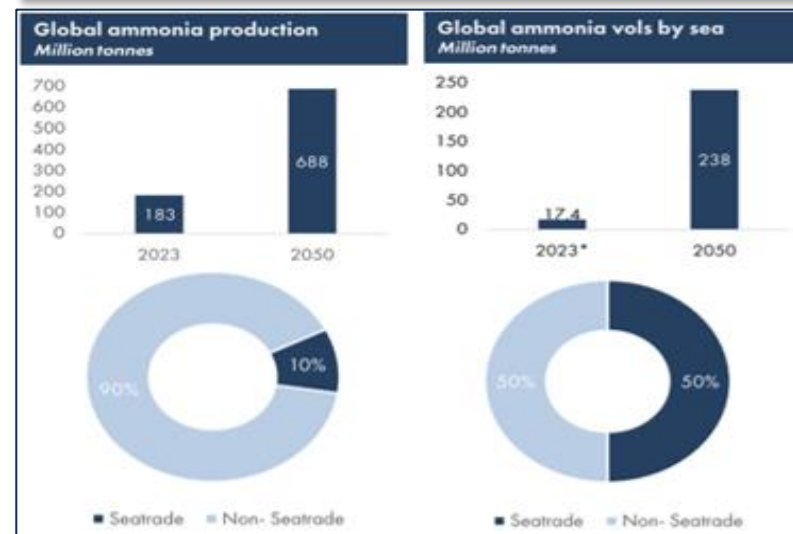
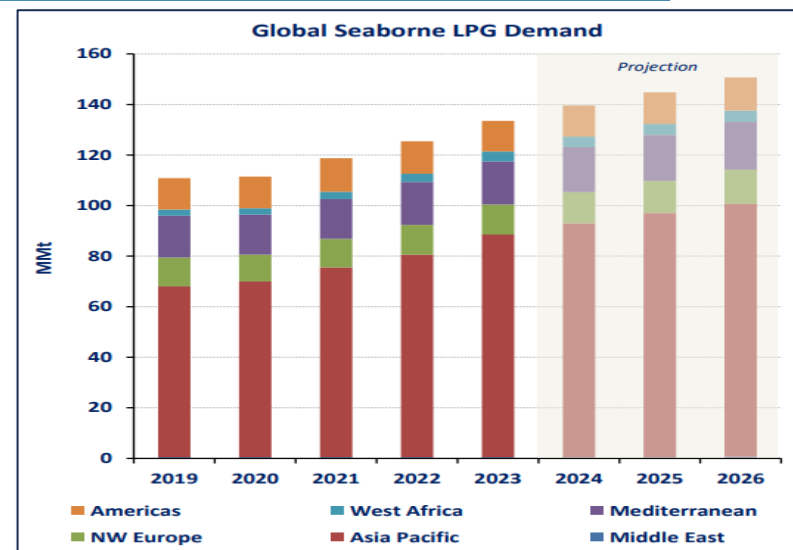
Strong Fundamentals for LPG/ Ammonia

LPG is a key energy source for developing economies

- LPG production from both oil refining and natural gas processing is set to increase
- Asia is playing a pivotal part in demand for incremental seaborne LPG supply
- Chinese imports increased 22% y-o-y mainly due to new propane dehydrogenation (PDH) capacity additions
- India accounts for 4% y-o-y import growth in 2023 on increasing residential consumption and lower refinery production
- Emerging consumption players: Vietnam, the Philippines and Bangladesh

Ammonia is key for hydrogen transportation and decarbonizing power generation

- Due to the expansion of usage of low carbon ammonia, such as co-firing and fuel are the main drivers for the significant growth of low carbon ammonia production
- Due to the demand and usage of low carbon, a substantial growth in the ammonia trade is expected which underpins the growing orderbook for ammonia carriers
- IRENA and IEA expect total production / seaborne trade of low carbon ammonia to be
 - 2030: Between 230mtpa and 280mtpa / Between 60mtpa and 80mtpa
 - 2050: Between 610mtpa and 290mtpa / Between 180mtpa and 240mtpa
- Potential low-carbon NH₃ fleet requirements within 2028. Based on approx. 5 million tons of export production might require between the equivalent of 8 to 16 VLACs or 12 and 24 MGCs
- Another approx. 6mtpa low carbon can become relevant by the end of this decade



Fleet Dynamics - MGC & Handy

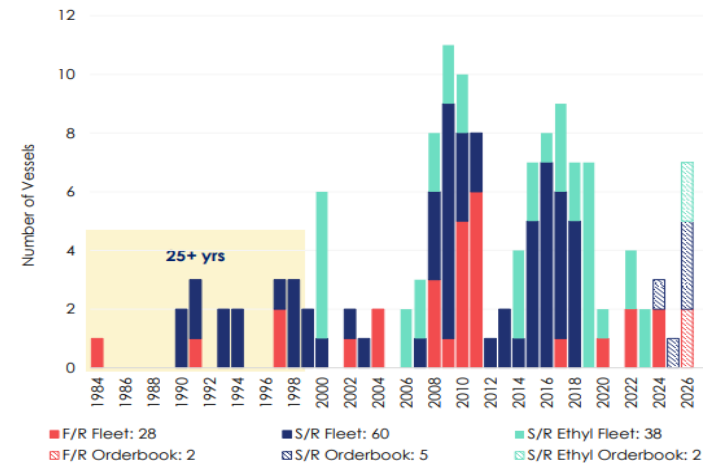
Medium Size Gas Carriers

- The fleet is subject to a substantial renewal, which includes both an increase in size (up from the current modern size of 38k cbm to 40-48k cbm) and the inclusion of DF LPG or ammonia propulsion
- Current orderbook is a significant 26% of the current fleet, deliveries spread across four years, smoothing out the influx of vessels. Net effective fleet growth will hence be 7% in 2024, 5% in 2025, and 11% in 2026
- One third of the fleet is currently trading in ammonia and two thirds in LPG
- The gap between vintage and modern vessels is widening. Modern vessels will enjoy both a rate premium and higher utilization than vintage vessels going forward

Handysize

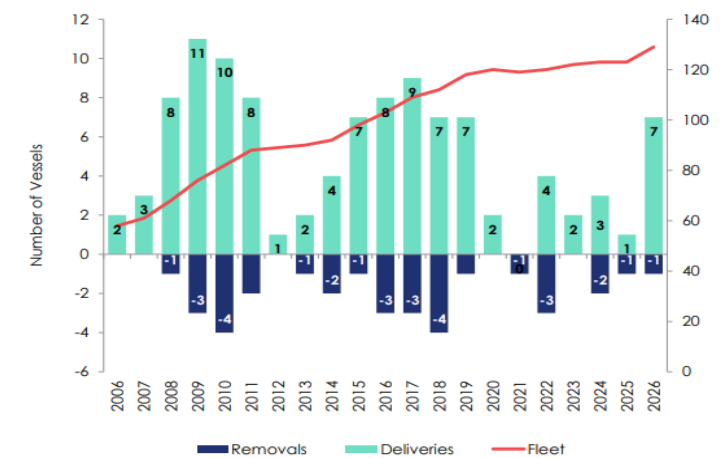
- Newbuild contracting has been weak for the handy size segment after the latest delivery wave of 2015-19
- A small handful of vessels are on the orderbook, implying low fleet growth
- Net fleet growth will remain low going forward. Latest recycling were one in 2022 and one in 2021, with the ships aged 33 and 26 years respectively

Fleet by Year of Build



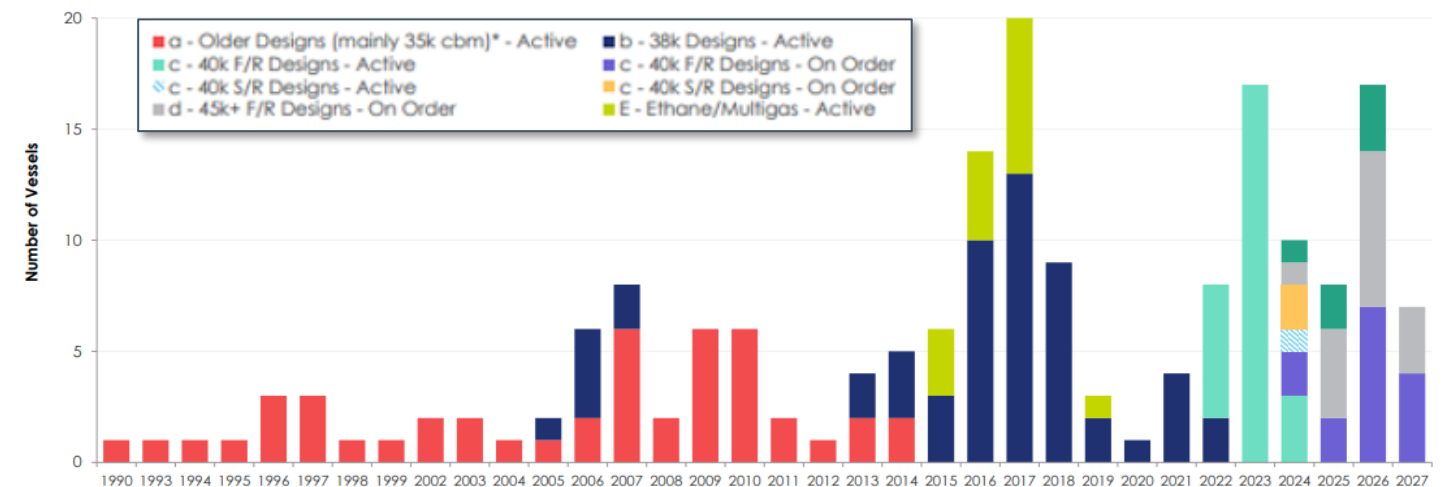
Data Source: Clarksons

Forward Fleet Development



Midsized Fleet Growth

A multi-tiered fleet in the making...



LCO2 carriers: Market Fundamentals



KEY DRIVERS

- The main driver for the current CCS market is the evolving carbon taxes, subsidies and credit schemes
- Although, a slowly increase demand for low carbon products is becoming more apparent



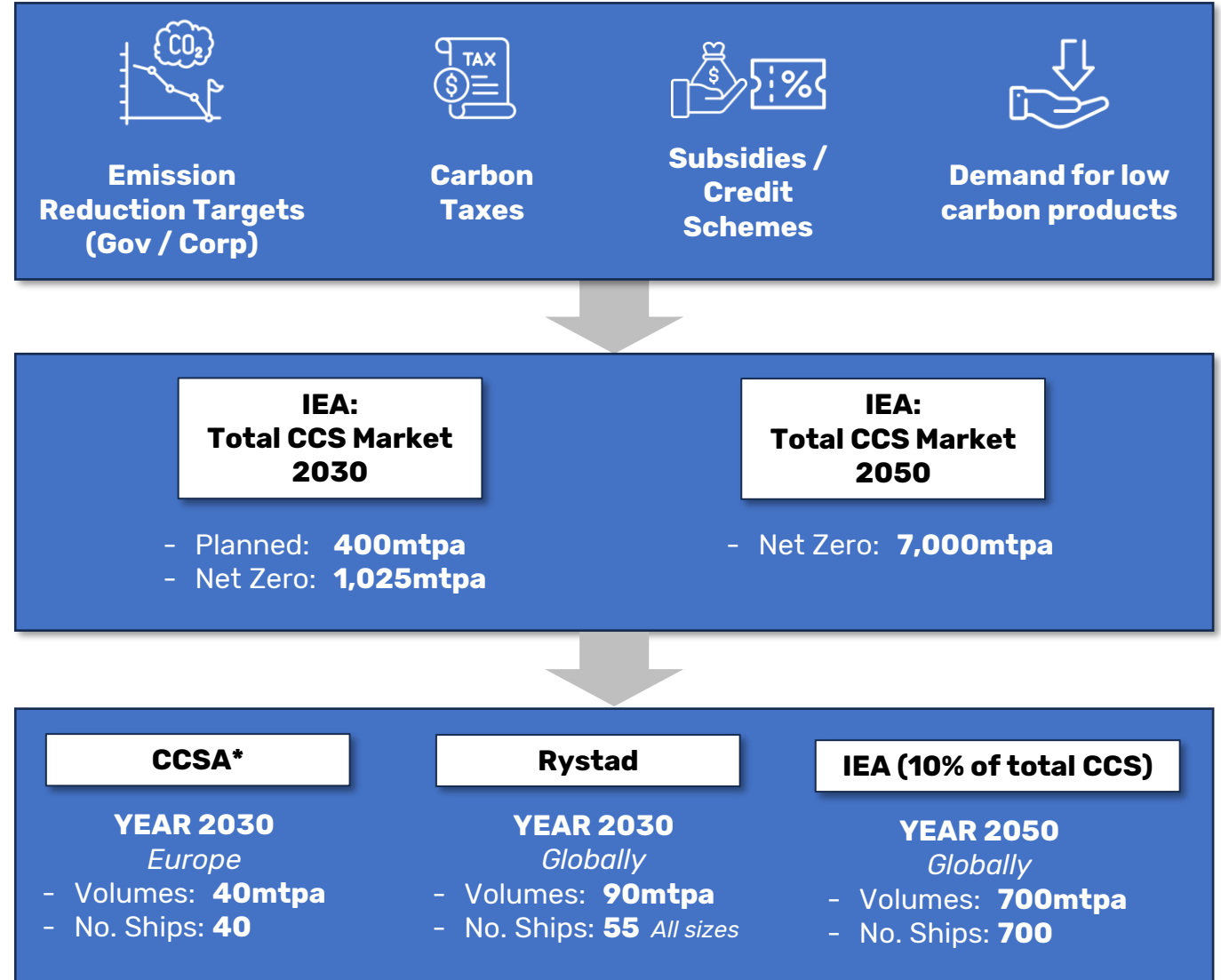
GLOBAL MARKET

- In order to live up to the climate targets set by UN, EU and other intergovernmental organizations, an urgent need for CCS is required
- Hard to abate sectors are forced to take advantage of the CCS concept



MARITIME REQUIREMENTS

- Long term outlook on seaborne movement of CO2 is set to grow significantly: 3-digit million tonne per year
- In comparison, as of 2022 the global LNG liquefaction capacity was 485mt





04

Appendix

Assumptions

- **Annual debt amortization:** \$155.1 million. Estimated amount of the average annual amortization for each vessel basis \$2.91 billion debt
- **Interest rate:** Average margin of 1.97% over the 5 year SOFR swap rate of 4.02%
- **Interest Expense:** Interest rate multiplied by the average of Vessel Debt and Vessel Debt minus Amortization
- **Ownership Days:** Aggregate number of days each vessel is expected to be part of the CPLP fleet per year
- **Contracted Revenue:** Time charter rate multiplied by the total number of available days during the time charter period. Available days per vessel for LNG/Cs Assos and Apostolos are adjusted for one special survey per vessel
- **Daily Rate Average per year:** sum of the contracted revenue for the subject year divided by the number of Ownership Days
- **EBITDA:** Earnings before interest, tax, depreciation, and amortization charges. Forward-looking EBITDA included in this presentation is not reconcilable to its most directly comparable GAAP measure without unreasonable efforts, because the amounts excluded from such GAAP measure to determine EBITDA cannot be predicted with reasonable certainty
- **Adjusted Free Cash Flow:** For existing fleet: Operating Surplus *prior to capital reserve* minus scheduled principal payments. Please refer to previous announcements for a reconciliation of Operating Surplus with net income for existing fleet. For 11 LNG/C fleet and 10 LPG/ LC02 fleet: EBITDA less Interest Cost less Annual Debt Amortization
- **Daily operating expenses:** for the LNG/Cs \$14,500 per day, for the LPG/LC02s: \$8,000 per day
- **Daily time charter rate for unfixed vessels:** for the LNG/Cs: \$100,000 per day; for the 45,000 cbm LPGs and the LC02s: \$40,000 per day, for the 40,000 cbm LPGs \$37,000 per day

CPLP Fleet*

VESSEL NAME	DWT	TEU / CBM	BUILT	DESCRIPTION	YARD BUILT	COUNTRY	CLASS
EXISTING FLEET							
ARISTOS I	81,978	174,000	2020	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	BV
ADAMASTOS	82,095	174,000	2021	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
ARISTARCHOS	81,956	174,000	2021	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
ARISTIDIS I	81,898	174,000	2021	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	BV
ASKLIPIOS	81,882	174,000	2021	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
ATTALOS	81,850	174,000	2021	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
ASTERIX I	81,932	174,000	2023	LNG X-DF CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
AMORE MIO I	82,076	174,000	2023	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
ASSOS	82,306	174,000	2024	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
AKTORAS	82,068	174,000	2024	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	ABS
AXIOS II	82,271	174,000	2024	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
HYUNDAI PARAMOUNT	63,010	5,023	2013	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
HYUNDAI PLATINUM	63,010	5,023	2013	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
HYUNDAI PREMIUM	63,010	5,023	2013	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
HYUNDAI PRESTIGE	63,010	5,023	2013	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
HYUNDAI PRIVILEGE	63,010	5,023	2013	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	LR
MANZANILLO EXPRESS	142,411	13,312	2022	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
ITAJAI EXPRESS	142,411	13,312	2023	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
BUENAVENTURA EXPRESS	142,411	13,696	2023	CONTAINER CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
NEWBUILDINGS FLEET							
APOSTOLOS	82,000	174,000	2024	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI HEAVY INDUSTRIES	S.KOREA	ABS
ARCHIMIDIS	82,000	174,000	2026	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
AGAMEMNON	82,000	174,000	2026	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
ALCAIOS I	82,000	174,000	2026	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
ANTAIOS I	82,000	174,000	2026	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
ATHLOS	82,000	174,000	2027	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
ARCHON	82,000	174,000	2027	LNG MEGA + SHAFT GEN CARRIER	HYUNDAI SAMHO HEAVY INDUSTRIES	S.KOREA	LR
ACTIVE	28,000	22,000	2026	LCO2 & LPG, AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	LR
AMADEUS	28,000	22,000	2026	LCO2 & LPG, AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	LR
ARISTOGENIS	32,606	45,000	2026	DUAL FUEL LPG / AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ARIDAIOS	32,606	45,000	2026	DUAL FUEL LPG / AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ALKIMOS	28,000	22,000	2026	LCO2 & LPG, AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ATHENIAN	28,000	22,000	2026	LCO2 & LPG, AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ARATOS	32,606	45,000	2027	DUAL FUEL LPG / AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ANIOS	29,970	40,000	2027	DUAL FUEL LPG / AMMONIA CARRIER	NANTONG CIMC SINOPACIFIC OFFSHORE & ENGINEERING SOE	CHINA	TBC
AGENOR	32,606	45,000	2027	DUAL FUEL LPG / AMMONIA CARRIER	HYUNDAI MIPO DOCKYARD	S.KOREA	TBC
ANDRIANOS	29,970	40,000	2027	DUAL FUEL LPG / AMMONIA CARRIER	NANTONG CIMC SINOPACIFIC OFFSHORE & ENGINEERING SOE	CHINA	TBC

* As of June 10, 2024