

Investor Presentation

Capital Product Partners L.P.



September 2020

www.capitalpplp.com

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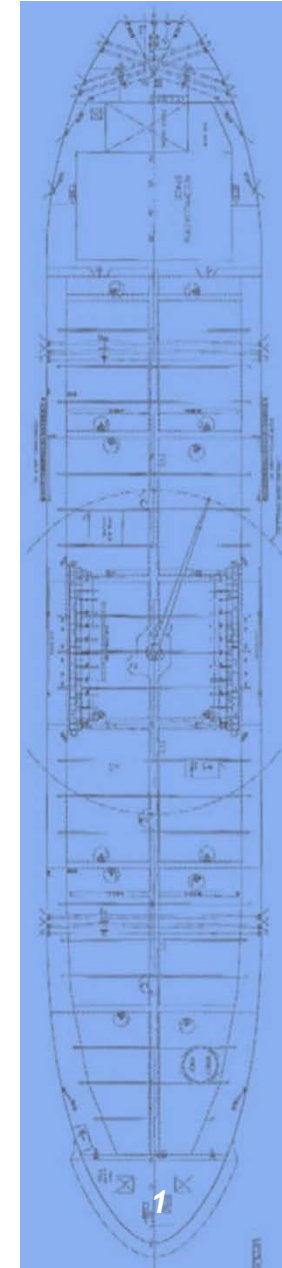


IMPORTANT NOTICE

The statements in this presentation that are not historical facts, including, among other things the expected financial performance of CPLP's business and CPLP's ability to pursue growth opportunities. CPLP's expectations or objectives regarding the impact of the novel coronavirus on the global economy and CPLP's underlying markets, the ability to pay distributions and market and charter rate expectations are forward-looking statements (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended). 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 filed with the SEC on Form 20-F. 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. 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 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 or as a measure of profitability or liquidity.



Investment Highlights

Maritime MLP with high specification fleet of 14 vessels: 13 Neo-panamax containers and 1 dry bulk capesize.

- **Long charter duration:** We employ our vessels under period contracts with remaining charter duration of 4.5 years and with 94% charter coverage for 2020 and 86% for 2021.
- **Strong balance sheet** with net debt to capitalization of 42.6% as of June 30, 2020 and no debt maturities until 4Q2023.
- **Common unit quarterly distribution guidance** of \$0.10: implied 6.3% annual distribution yield*.
- **Strong Common Unit Coverage** after capital reserves: 8.5x for 2Q2020.
- **Total cash balance** of \$54 million as of June 30, 2020 coupled with strong free cash flow generation.
- **Dropdown opportunities** from Sponsor and second hand market.
- **Committed Sponsor:** Capital Maritime & Trading Corp. supports the Partnership with dropdown opportunities, charter coverage and by having participated in most equity offerings.

* As of closing unit price of \$6.30 on 9/22/2020.



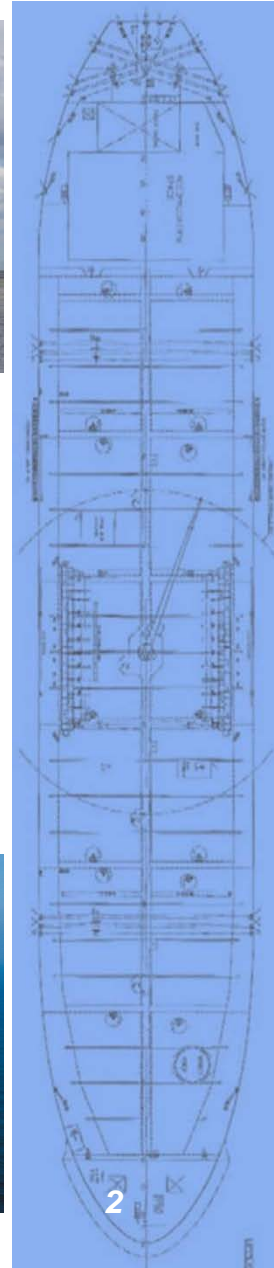
M/V 'Adonis' (Container Vessel)



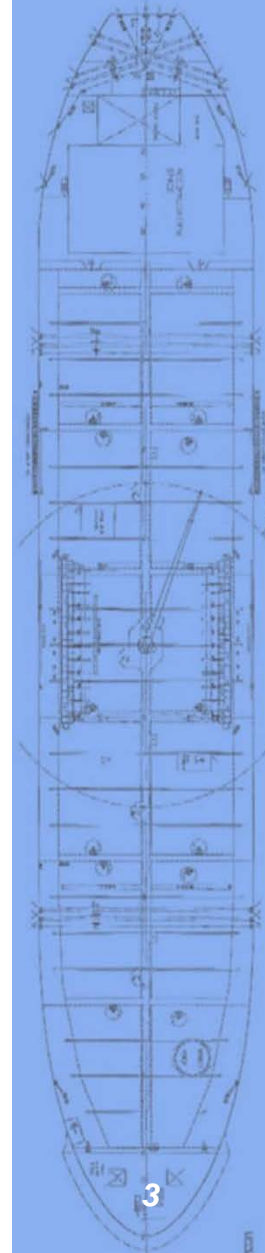
M/V 'Akadimos' (Container Vessel)




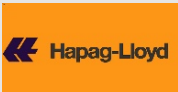



M/V 'Archimidis' (Container Vessel)



Fleet Employment Update



Name	TEU / DWT	Built	Gross Rate (Per Day)	Charterer	Earliest Charter Expiry
M/V Akadimos	9,288	2015	\$29,800 ¹		June 2022
M/V Adonis	9,288	2015	\$31,900 ⁴		September 2021
M/V Aristomenis	9,954	2011	\$26,950 ²		April 2026
M/V Athos	9,954	2011	\$26,950 ³		April 2026
M/V Athenian	9,954	2011	\$26,950 ³		April 2026

- Secured employment for the M/V 'Akadimos' for 20 to 24 months at an average rate of \$29,800 per day plus 6 months option at \$35,000.
- Fixed the M/V 'Adonis' to ZIM for 12 to 14 months at \$31,900⁴ per day.
- Extended the time charters for the M/V 'Athos', M/V 'Aristomenis' and M/V 'Athenian' by two years against \$1,050 per day charter rate reduction.

¹ Blended average of escalating rate basis minimum charter period. ² \$25,950pd until Oct/2020. ³ \$25,950pd until Jul/2021. ⁴ Blended average rate basis minimum charter period.

Strong Charter Coverage

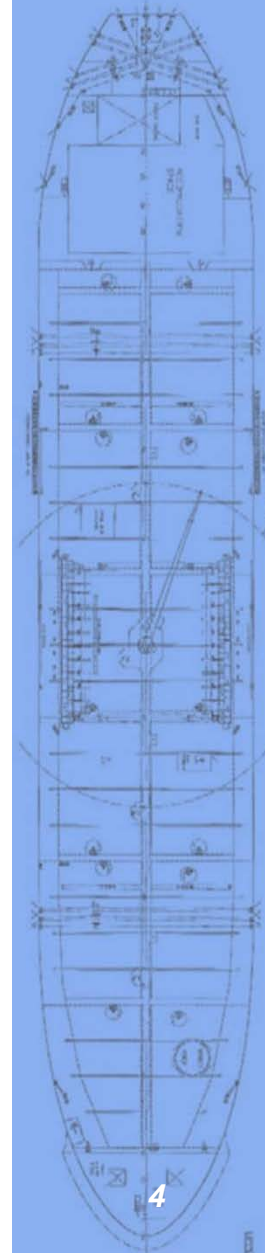
- **Strong charter coverage on CPLP assets.**
 - ▶ 13 containerships and 1 drybulk vessel with 4.5 years remaining on charter on average.
- **94% and 86% charter coverage for 2020 and 2021, respectively.**

Charter Profile

Expiry of Current Charters

Vessel Type		Sep-20	Sep-21	Sep-22	Sep-23	Sep-24	Sep-25	Rates
								Gross Rate Per Day
Dry Bulk	Cape Agamemnon							-
Containership	CMA CGM Magdalena	■						\$39,250
Containership	Adonis		■					\$31,900 ⁵
Containership	Akadimos			■				\$29,800 ⁴
Containership	Agamemnon				■			-.1
Containership	Archimidis				■			-.1
Containership	Hyundai Prestige					■		\$34,250
Containership	Hyundai Premium					■		\$34,250
Containership	Hyundai Paramount					■		\$34,250
Containership	Hyundai Privilege					■		\$34,250
Containership	Hyundai Platinum					■		\$34,250
Containership	Athos						■	\$26,950 ³
Containership	Aristomenis						■	\$26,950 ²
Containership	Athenian						■	\$26,950 ³

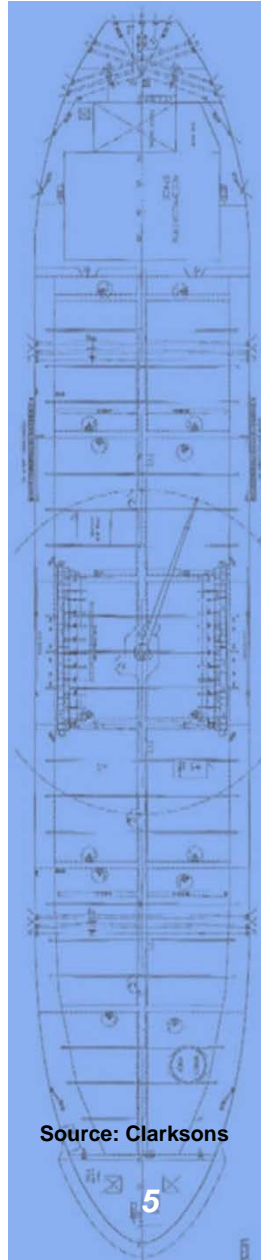
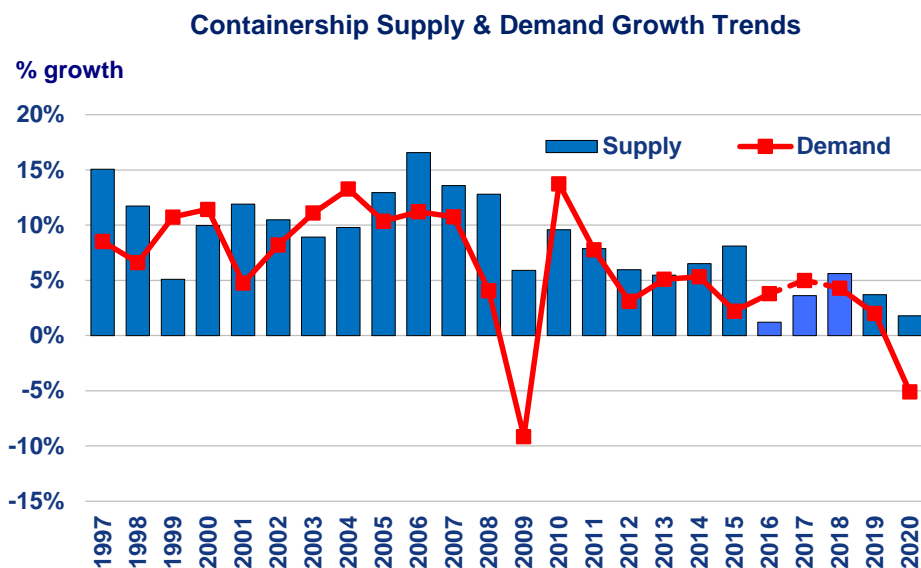
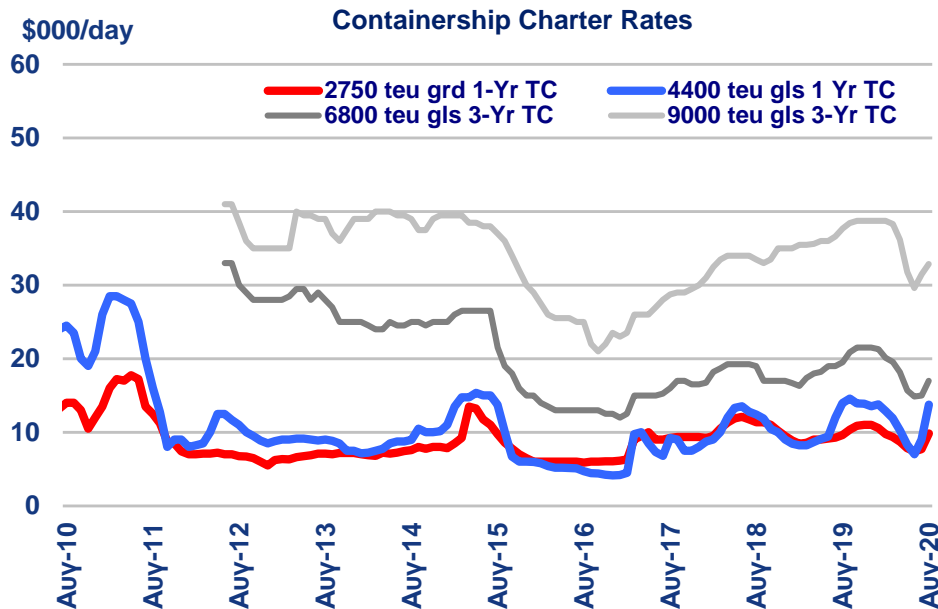
High Quality Customer Base



¹ Expected to generate collectively an EBITDA of approximately \$44.5 million. ² \$25,950pd until Oct/2020. ³ \$25,950pd until Jul/2021 ⁴ Blended average of escalating rate basis minimum charter period. ⁵ Blended average rate basis minimum charter period.

Container Charter Market Review

- Strong recovery of boxship rates across all sizes.
- Cost for moving container goods from China to USWC: +189% above same period last year.
- 2020 container demand forecast has been revised to -5.1% from -10.7% in May.
- 2021 projection also revised downwards from 9.3% to 6.1% compared to previous quarter.
- No available ships next 4 weeks in Neo-panamax segment (7,500-11,000 TEU).
- Charters rates in many segments back to pre-Covid-19 levels.
- Last done for 8,500 TEU is at \$22,500/d for 24 months.

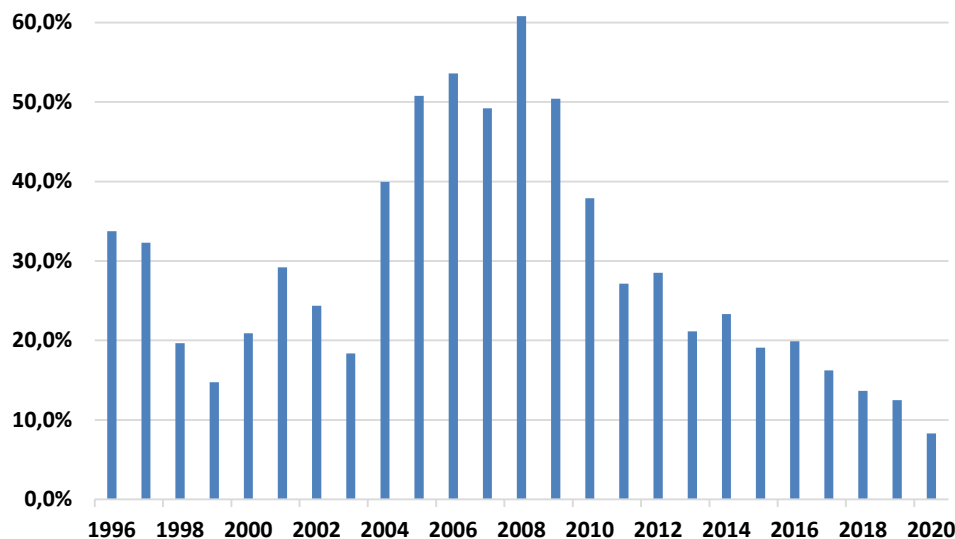


Source: Clarksons

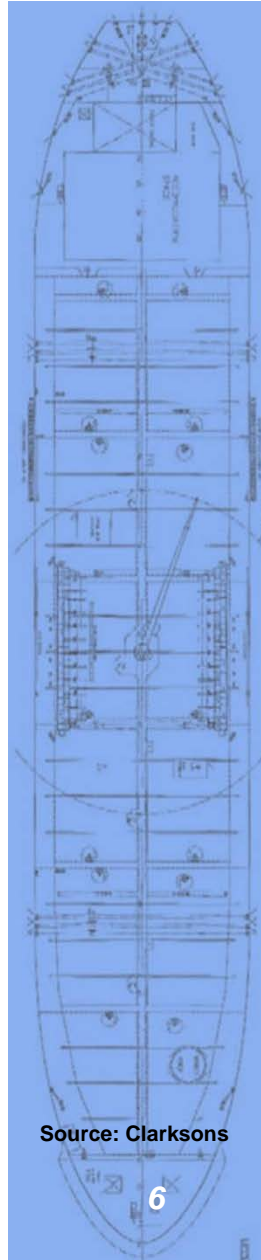
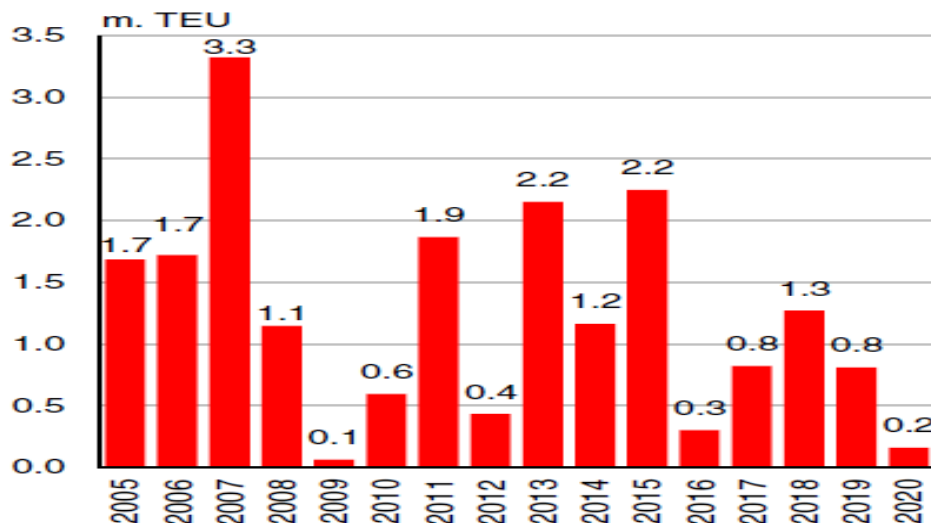
Container Charter Market Review

- Supply growth forecast for full year 2020: 1.8%. 2021 forecast stands at 3.0%.
- Container orderbook: all time low at 313 units of ca. 1.95 million TEU, equivalent to 8.3% of total fleet.
- Slippage (in TEU): 33% including cancellations.
- Demolition: FY2019 stood at 182,600 TEU compared to the FY2018 total of 119,094 TEU.
- Scrapping YTD at ca. 170,768 TEU. Scrapyards still affected by quarantine restrictions.
- Idle fleet presently stands at 3.2% of total fleet including vessels in dock for scrubber installation (0.7%).
- Average operating speed: YTD average 14.1 knots vs 2019 average of 14.4 knots.

Containership Orderbook



Containership Contracting



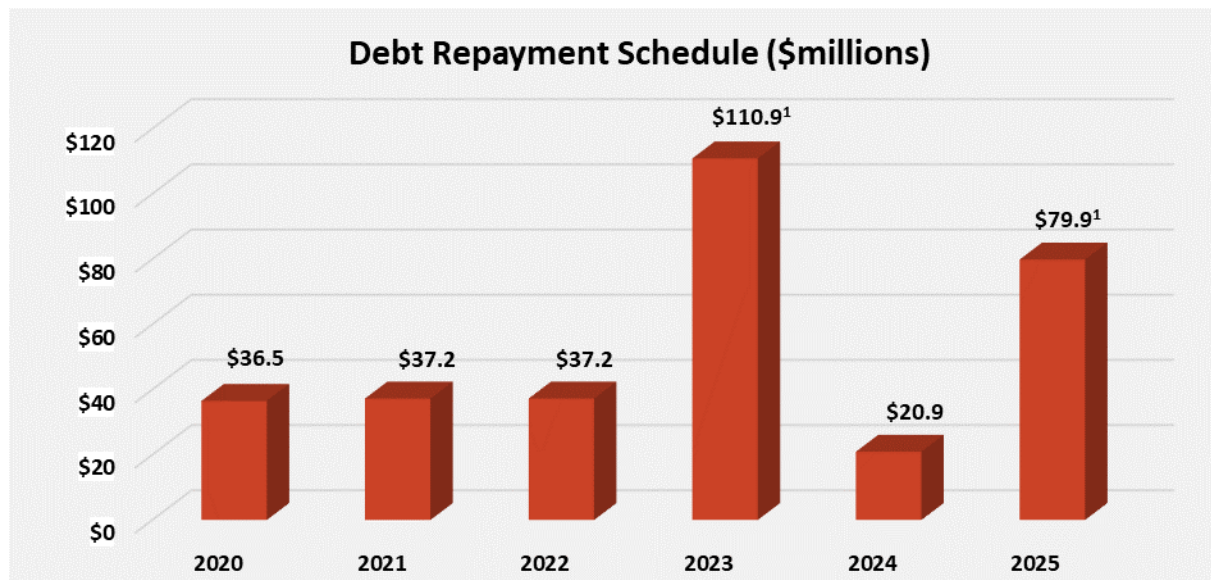
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Solid Balance Sheet With Long Term Financing

June 30, 2020

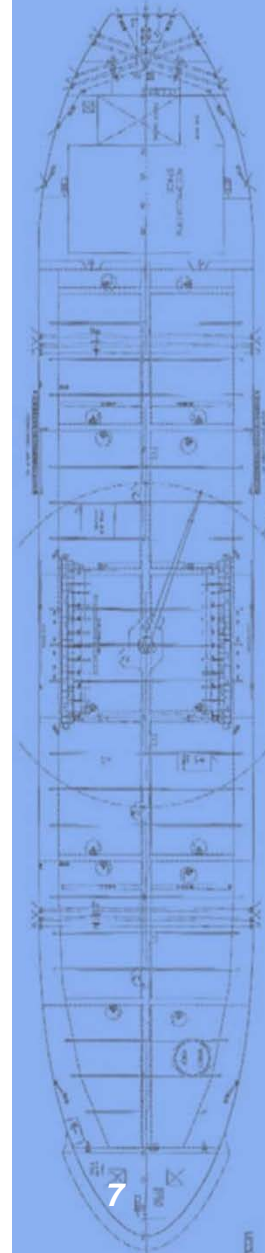
Balance Sheet Metrics (US \$ Million)

Cash Balance	\$54.1
Debt	\$398.3
Partners Capital	\$409.8
Capitalization	\$808.1
Net Debt / Capitalization	42.6%
Total Assets	\$843.6
Partners Capital / Total Assets	48.6%



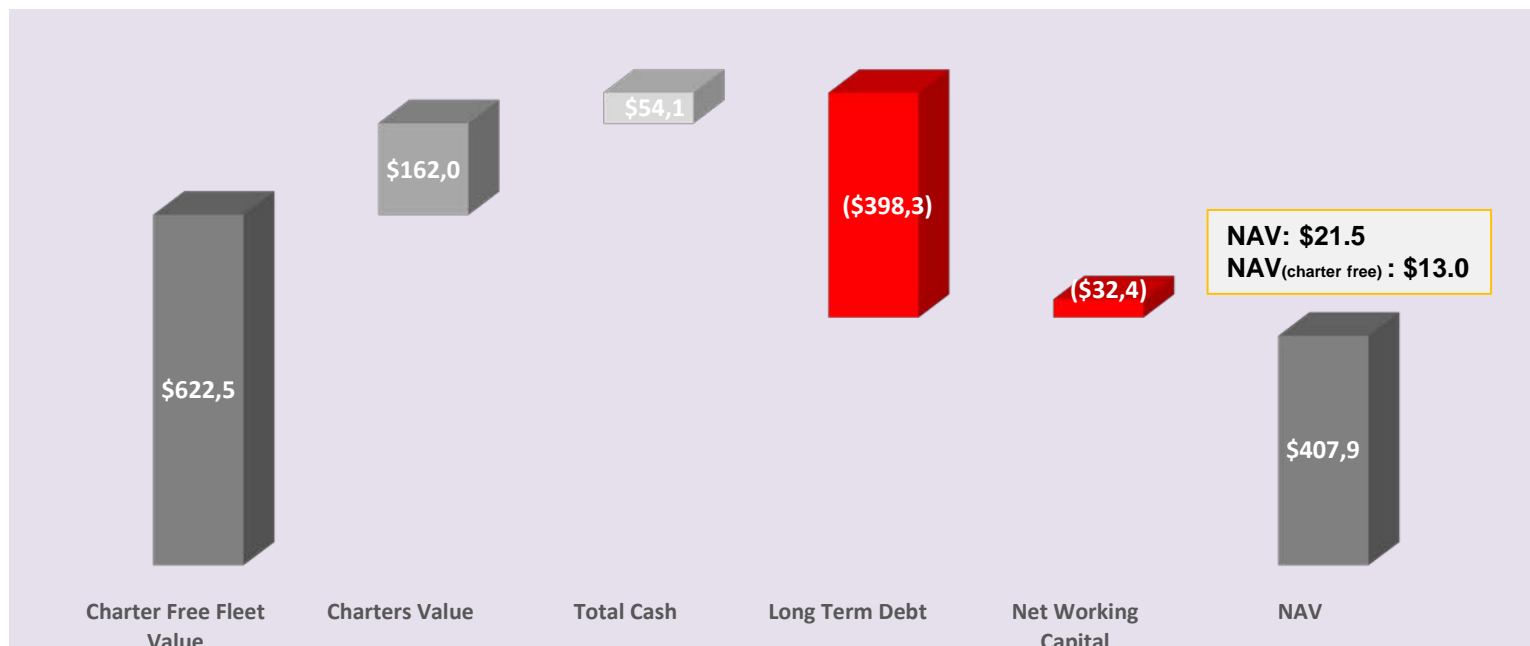
No debt maturities until 4Q2023

¹ Including balloon payment.



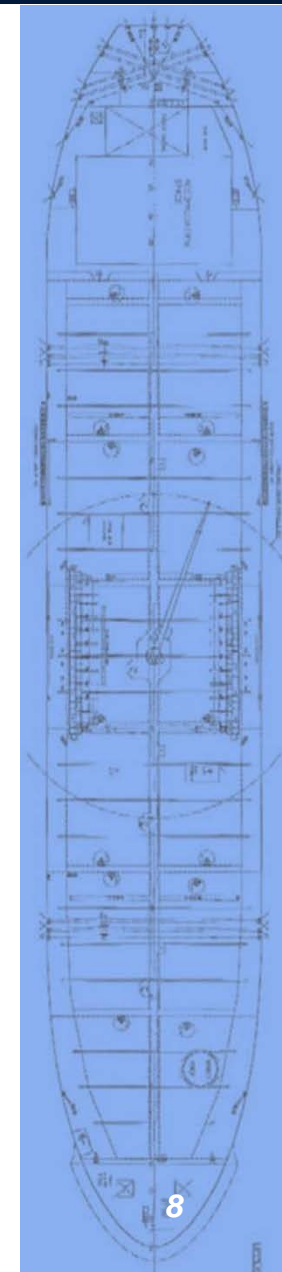
Net Asset Value & Yield Valuation

Charter Adjusted Net Asset Value (in US\$ millions)



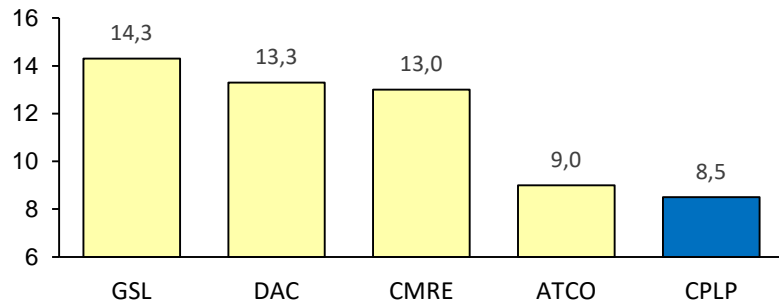
June 30, 2020	Charter Free NAV	Charter Adjusted NAV
Unit Price**/NAV	62.3%	37.6%
Operating Surplus after capital reserve (annualized) Per Unit		\$3.42
Operating Surplus after capital reserve (annualized) Yield**		42.3%

- Indicative charter free and charter attached valuation provided by third party appraiser.
- ** Operating Surplus after capital reserve per unit divided by common unit closing price of \$8.08 on 30/6/2020.
- For the calculation of Net Asset Value please refer to Appendix: Net Asset Value

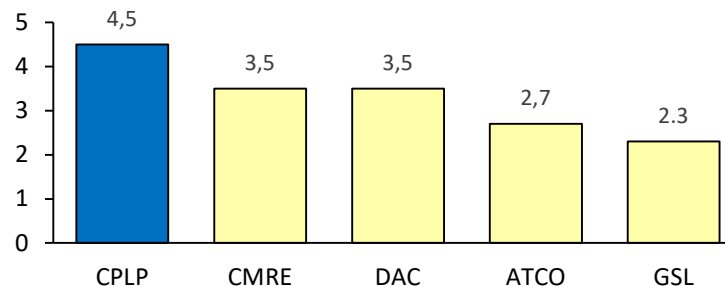


Relative Value To Peers

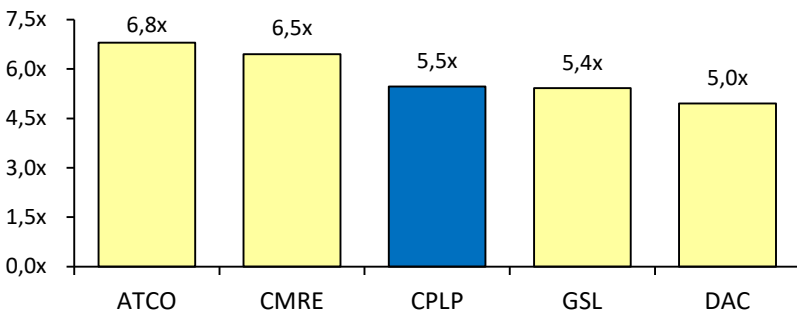
Fleet Average Age



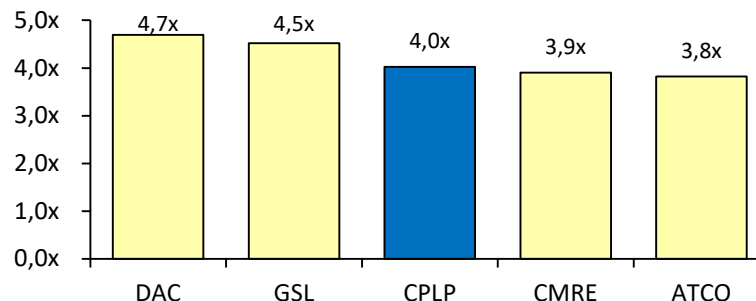
Remaining Charter Duration (Years)



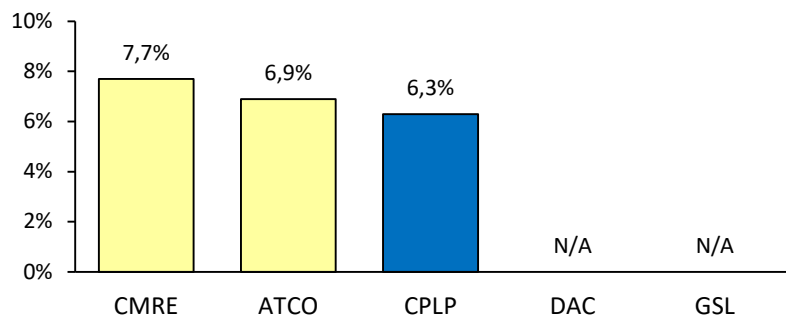
EV / 2020E EBITDA



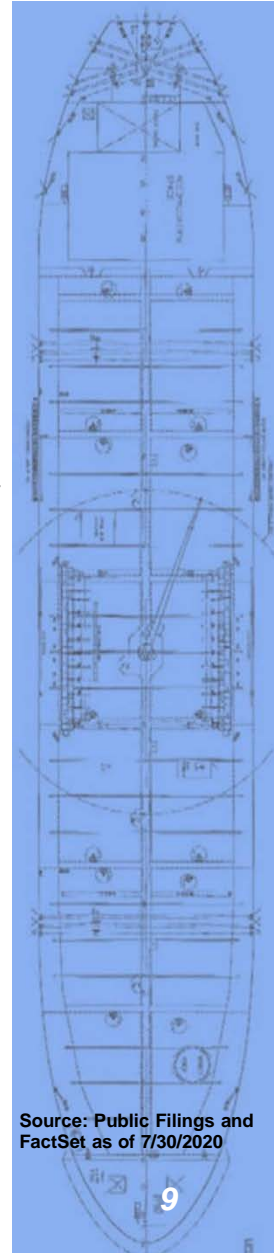
Net Debt¹ / 2020E EBITDA



Distribution Yield



 Containership Peers



Source: Public Filings and FactSet as of 7/30/2020

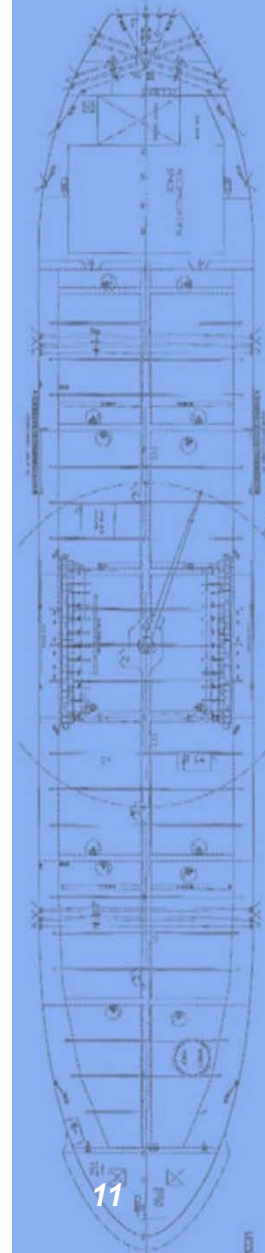
Note: CPLP = Capital Product Partners, ATCO = Seaspan (Atlas), CMRE = Costamare, DAC = Danaos and GSL = Global Ship Lease Inc. 1. Does not treat preferred equity as debt




Appendix

Acquisition of Three Neo-Panamax Containers

- Completed in January the acquisition of three 10,000 TEU sister container vessels: M/V 'Athos', M/V 'Aristomenis' and M/V 'Athenian'.
- Total consideration: \$162.6 million.
- The acquisition of the M/V 'Athenian' was funded with \$38.5 million drawn under a term loan entered into with Hamburg Commercial Bank and \$15.7 million of cash at hand*.
- The acquisition of M/V 'Aristomenis' and M/V 'Athos' was funded through a sale and lease back transaction entered into with CMB Financial Leasing Co., Ltd, for an amount of \$77.0 million and \$31.4 million cash at hand*.



Vessels Employment

Vessel	Built	Yard	Charter Expiry	Charterer	Rate	Note	Options
Aristomenis	2011	Samsung H.I. (S. Korea)	Apr-26		\$26,950	\$25,950 until Oct/20	Two 1-yr options at \$32,500 and \$33,500
Athos	2011		Apr-26		\$26,950	\$25,950 until Jul/21	
Athenian	2011		Apr-26		\$26,950		

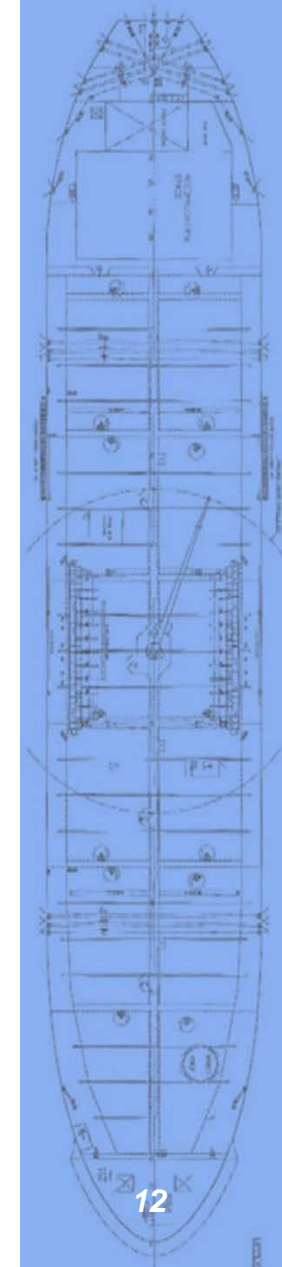
* Before transaction and financing fees.

Refinancing Of 3 x 9,000 TEU Containers

- Concluded in May the refinancing with ICBC Financial Leasing Co. (“ICBCFL”) for the sale and lease back of three containers for a total amount of \$155.4 million.
- Repaid \$116.5 million under the 2017 credit facility.
- The refinancing generated an additional \$38.8 million of liquidity (before debt issuance costs).
- Total debt amortization after the refinancing under the ICBCFL lease and the 2017 credit facility will amount to \$27.4 million per year compared to \$30.8 million previously paid under the 2017 credit facility.
- The lease has a duration of 7 years and includes a mandatory purchase obligation on expiration at \$77.7 million for the three vessels.
- The Partnership has various purchase options commencing from the first year of the lease.

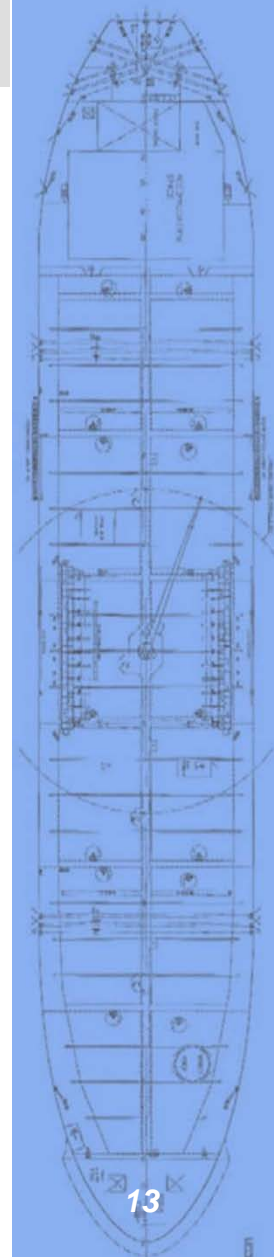
Vessels on Financial Lease to ICBCFL

Vessel Name	DWT / TEU	Built	Description	Yard Built	Country	Class
CMA CGM Magdalena	115,639 DWT / 9,288 TEU	2016	Container Carrier	Daewoo	S.Korea	LR
Akadimos	115,534 DWT / 9,288 TEU	2015	Container Carrier	Daewoo	S.Korea	LR
Adomis	115,639 DWT / 9,288 TEU	2015	Container Carrier	Daewoo	S.Korea	LR



Statements Of Comprehensive Income

(\$ In Thousands)



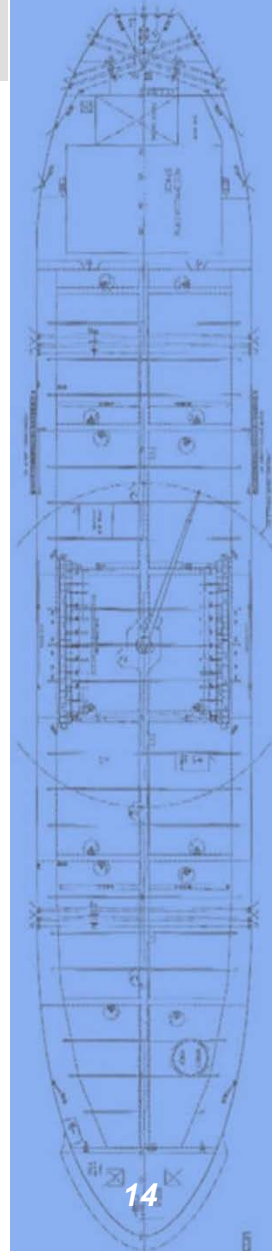
	For the Three-Month Period Ended <u>June 30, 2020</u>	For the Three-Month Period Ended <u>June 30, 2019</u>
Revenues	36,570	27,417
Total Revenues	36,570	27,417
Expenses:		
Voyage expenses	1,317	592
Vessel operating expenses	7,794	5,481
Vessel operating expenses – related party	1,253	971
General and administrative expenses	1,818	980
Vessel depreciation and amortization	10,471	7,239
Operating income	13,917	12,154
Other income / (expense), net:		
Interest expense and finance cost	(5,175)	(4,420)
Interest and other (expense) / income, net	(86)	301
Total other expense, net	(5,261)	(4,119)
Net income from continuing operations	8,656	8,035
Net loss from Discontinued operations	-	(203)
Net income	8,656	7,832

Operating Surplus For Calculation Of Unit Distribution¹

(\$ In Thousands)

	For the Three-Month Period Ended June 30, 2020		For the Three-Month Period Ended March 31, 2020	
Net income from continuing operations		8,656		6,674
Adjustments to net income from continuing operations				
Depreciation and amortization	12,930		10,671	
Amortization of above market acquired charters and straight line revenue adjustments	3,919		3,732	
TOTAL OPERATING SURPLUS PRIOR TO CAPITAL RESERVE		\$25,505		\$21,077
Capital reserve		(9,302)		(10,163)
OPERATING SURPLUS AFTER CAPITAL RESERVE		16,203		10,914
Increase in recommended reserves		(14,306)		(4,274)
AVAILABLE CASH		\$1,897		\$6,640

Common Unit Coverage: 8.5x



¹ Operating Surplus is a non-GAAP measure. See Important Notice at the front of this presentation.

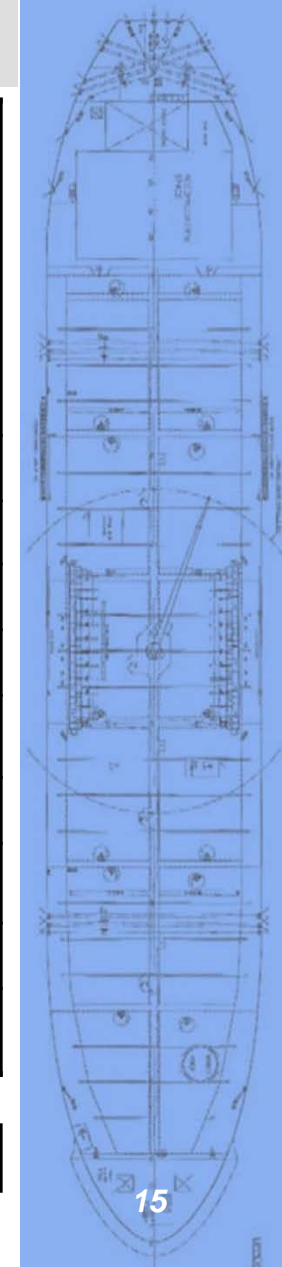
Strong Balance Sheet

(\$ In Thousands)

	As Of <u>June 30, 2020</u>	As Of <u>December 31, 2019</u>
Assets		
Current Assets	\$56,200	\$65,946
Fixed Assets	730,466	576,891
Other Non-Current Assets	56,934	60,625
Total Assets	\$843,600	\$703,462
Liabilities and Partners' Capital		
Current Liabilities	\$77,328	\$64,736
Long-Term Liabilities	356,467	231,989
Partners' Capital	409,805	406,737
Total Liabilities and Partners' Capital	\$843,600	\$703,462

Net Debt⁽¹⁾/Capitalization: 42.6%

¹ Gross of deferred loan issuance costs



Appendix : Net Asset Value

(in US\$ 000's)

Charter Free Fleet Value		622,500
Charters Value		162,000
Total Cash		
Cash & Cash equivalents	39,156	
Restricted cash	14,900	54,056

Long Term Debt :

Long term debt-current portion	35,774	
Long term debt	356,467	
Add: deferred loan issuance costs	6,026	(398,267)

Net Working Capital & Other :

Trade accounts receivable, net	3,102	
Prepayments and other assets	2,966	
Inventories	2,368	
Claims	708	
Trade accounts payable	(21,865)	
Due to related parties	(3,763)	
Accrued liabilities	(12,611)	
Deferred revenue	(3,315)	(32,410)

Charter Adjusted Net Asset Value **407,879**

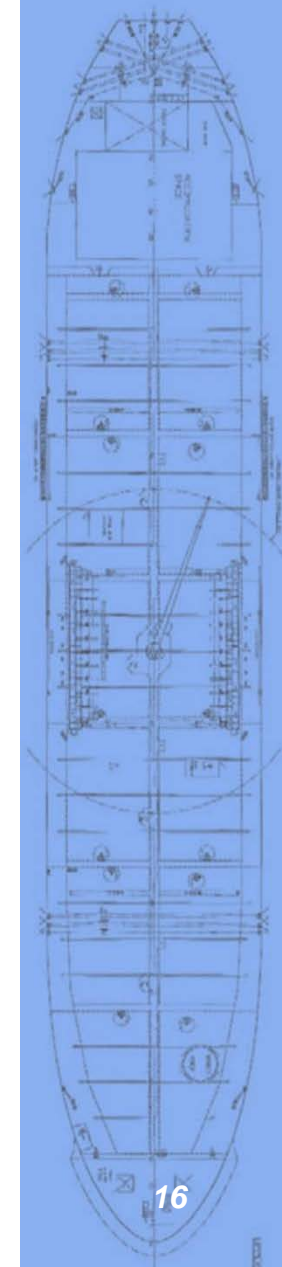
Charters Value (162,000)

Charter Free Net Asset Value **245,879**

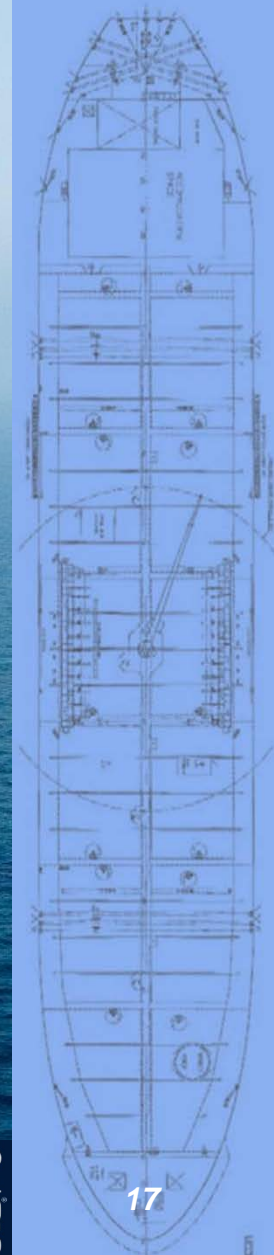
Number of Units outstanding :

Common units	18,623,100
General Partner units	348,570
	<u>18,971,670</u>

- 1) Net Asset Value (NAV) is used by investors as a reference point in assessing the valuation of companies.
- 2) Charter free fleet value and Charters Value provided by third party appraiser.
- 3) For Total Cash, Long Term Debt and Net Working Capital & Other please refer to the Partnership's **Unaudited Condensed Consolidated Balance Sheets**



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