

CAPITAL PRODUCT PARTNERS LP (CPLP)

CPLP: Evolving Leader In LNG Shipping & Emerging Energy Trades

Initiating Coverage Of CPLP/CCEC At OP, \$25 PT

CPLP: Strategic Pivot To Energy Transition Shipping. We are initiating coverage of Capital Product Partners LP (**CPLP**, becoming **CCEC** on ~8/26) with an **Outperform** rating and \$25 price target (52% upside) based on 0.9x our estimated NAV/share of \$27.60 (Figure 3). Note: we'll be using **CPLP's** new ticker **CCEC** throughout this report.

CCEC specializes in the transportation of liquified natural gas (LNG), CO₂, and other industrialized gases, with a legacy footprint in containerships (which it's exiting) – and following its recently announced corporate conversion (from MLP to C-Corp, adjusted governance, and rebrand), **CCEC** appears to have efficiently (and relatively cost-effectively) shifted its market position from "legacy Marine MLP" to a public leader in LNG Shipping & early mover in CO₂. Post-conversion, **CCEC** will have one of the largest public LNG Carrier (LNGC) fleets in the world (12 modern carriers), along with eight Containerships and 16 additional vessels on order, including six LNGCs, six Medium Gas Carriers (MGCs), and four Liquid CO₂ (LCO₂) & Multi-Gas Carriers – the latter of which further differentiates it from its peer group in terms of leverage to emerging trades.

CPLP Becomes CCEC – Turning A Corner With Corporate Conversion. **CCEC's** strategic evolution has pivoted it away from tankers, dry bulk, and containerships, and toward *energy transition shipping* (LNG, LPG, ammonia, and liquid CO₂), complete with a name change to **Capital Clean Energy Carriers Corp. (CCEC)**, a conversion from MLP to C-Corp, and adjustments to its corporate structure (effective 8/26). It's worth noting the C-Corp conversion, including the conversion of the controlling GP units held by the company's private sponsor (Capital Maritime) and residual IDRs, were effectively settled for a ~\$52MM (Page 2) *non-cash* control premium (via new units in **CCEC**, or ~6% dilution). While these deals rarely appear *cheap*, compared to prior IDR take outs (some of which didn't include control), **CPLP/CCEC** lands toward the better end (less expensive) of the recent comp range, roughly in line with CLMT's conversation (~6%), and inside of TK/TGP's IDR take out (~12%) and GLOG/GLOP (~10%).

Transition To CCEC Should Drive Value Recognition Relative To NAV. **CCEC** is trading at a ~0.6x discount to our NAVe of ~\$27.60/share, with a significant portion of that discount reflective of its prior sector (tankers/containerships), construction, and other factors – initially positioning **CCEC** (post conversion) toward the lower end of its comps universe (**FLEX** 0.8x, **CLCO** 0.6x). We believe **CCEC's** spread to both its NAV and peer group should gradually narrow as **CCEC** reengages the market post-transition, creating a compelling value proposition for the stock.

Initiating Coverage Of CCEC At Outperform (OP). We are initiating coverage of **CPLP/CCEC** with an OP rating, and a Price Target of \$25, based on 0.9x our DCF-Based, charter-adjusted NAVe of \$27.60/share.

Please see important disclosures at the end of this report.

Stock Rating	Outperform
Price Target	\$25.00
Current Price	\$16.37
Upside/Downside	52%

52 Week Range \$12.70-\$18.85



Source: FactSet

Market Cap (\$MM)	\$911.6
Enterprise Value (\$MM)	\$3,398.4
Dividend Yield	3.7%
CF Yield	N/A
P/E (NTM)	9.0x
EV/EBITDA (NTM)	9.9x
Debt to Cap	60%

Webber ESG Quartile	3 rd (Poor)
Carbon Disclosure	Yes

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Details Of C-Corp Conversion: On 8/2, **CPLP** confirmed its Q423 plans to change its name to Capital Clean Energy Carriers Corp. (**CCEC**) and convert the firm from a limited partnership to a corporation on 8/26, in step with its strategic refocus on LNG and the energy transition. Under the conversion, each common unit of **CPLP** issued and outstanding will be converted into one common share of **CCEC**. Its ~349k General Partner units and incentive distribution rights will be converted into an aggregate of 3.5MM common shares, which as of the 8/9 close, would translate to ~6% dilution, roughly in line with Calumet Specialty Product Partners L.P.'s (CLMT) conversion (~6%, fully diluted at the time) in November 2023, and inside of TK/TGP's IDR take out (~12%) and GLOG/GLOP (~10%). Following the conversion on 8/26, Capital Maritime and its affiliates will hold ~59% of outstanding common shares of **CCEC** – so while technical GP control is gone, effective control remains – albeit with a methodology for gradual release (below).

With the conversion, the General Partner will surrender its rights to appoint three directors to the board, and veto rights over significant corporate transactions and governance matters. Capital Maritime and its affiliates will have the right to nominate up to three directors to the Board according to ownership (>25%: 3 Directors, 15%-25%: 2 Directors, 5%-15%: 1 Director, <5%: 0 Directors) with the remaining directors nominated by **CCEC's** nominating committee under a majority vote (or plurality vote in a contested election).

Executive Summary & Key Investment Points:

Unique Position Across Energy Transition & Emerging Gas Transport: **CCEC** is positioning itself as the early leader within the transportation of emerging alternative fuels and energy transition byproducts, as well as the largest public owner of LNG Carriers – an approach we believe should drive value recognition from its previous trading levels. While its LNG fleet provides the company's backbone, **CCEC's** assertive move into LCO₂, ammonia, and other industrial gases should position it for thematic relevance and leadership within the marine midstream space, and potentially drive its equity currency above NAV (over time) – a dynamic we've seen with others in previous cycles.

Market-Agnostic Optionality & Flexibility: While we believe in **CCEC's** competitive positioning and *first-mover* mentality regarding LCO₂ transportation, it's worth noting that the four LCO₂ carriers on order are also capable of trading ammonia and LPG, providing a significant degree of operating flexibility. While the nascency of the LCO₂ transportation market carries an inherent degree of risk for early movers, based on what we've seen in the other areas of our research practice (renewables and alternative fuels), we believe the risk/reward for **CCEC** is significantly skewed to the positive, with it poised as the early market leader in a growing and highly relevant industrial gas sector. To that point – **CCEC's** LCO₂ orders make up ~2/3 of the global orderbook, a relative figure we expect to come down over time, as a number of other owners are currently evaluating the space. (see page 28 for more on the LCO₂ market opportunity). Ultimately, we believe **CCEC's** significant pivot into energy transition shipping should eventually drive either parity or a premium to its NAV, making us constructive on the stock.

Market Leverage: Roughly ~75% of **CCEC's** current fleet is already under long-term charter (~5-year average duration), with the remaining 25% and its uncommitted orderbook (6 LNGCs and 10 LPG carriers delivering in 2026/2027) giving **CCEC** exposure to what we believe may be a tightening freight market. Assuming **CCEC** charters its six LNGCs at ~\$100k-\$110k/day (roughly in line with current reference rate), each would add an additional ~\$25MM-\$26MM of annual EBITDA. Combined with similarly attractive charters (~\$37k-\$45k/day) for its ten MCG/LCO2 carriers delivering in the same period would imply ~\$4-\$6/share in incremental equity value using ~10.0x EV/EBITDA (roughly one turn inside of broader LNG comps), or ~\$8-\$10/share using our selected energy transition comp set EV/EBITDA (NTM) multiple of 11.1x (see Figure 8) – however, it's worth pointing out shipping names typically trade as a function of NAV (hence our methodology) which is primarily levered to asset values.

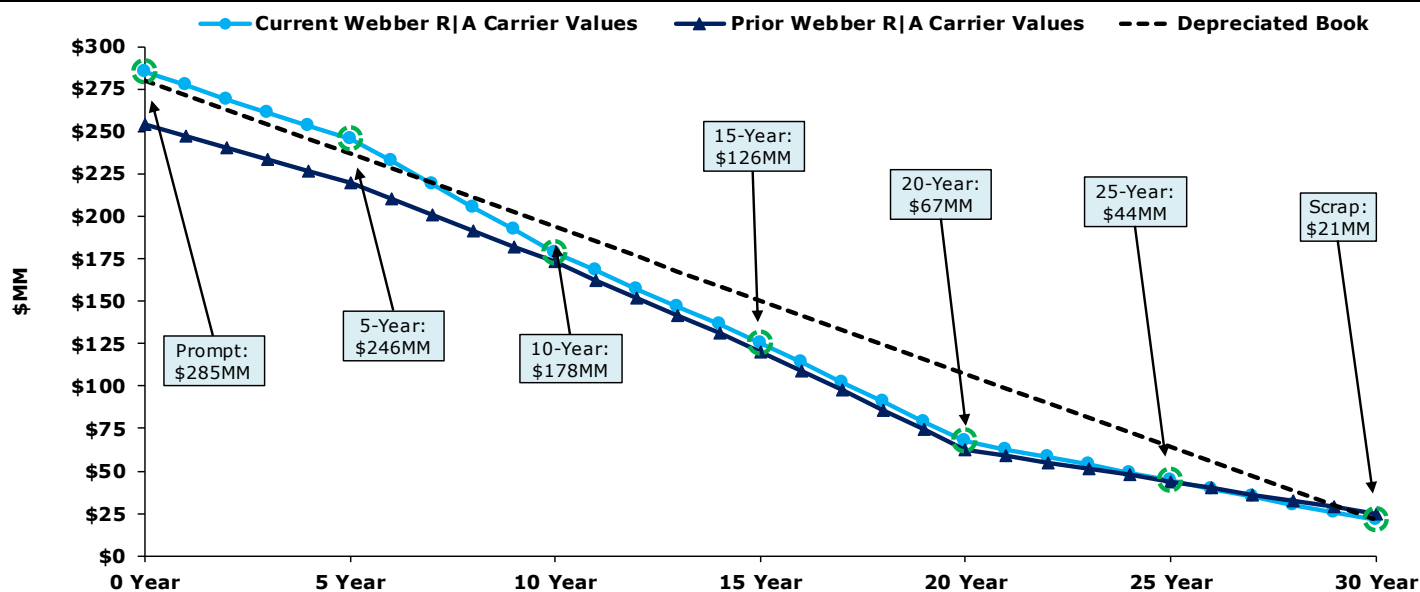
Fleet Quality: While we believe **CCEC's** most valuable and differentiated qualities are long-term in nature, it *currently* has the youngest and arguably most efficient LNGC fleet on the water – entirely two-stroke and outfitted with the latest performance enhancing technology (MKIII FLEX containment, ALS, rudder & propeller upgrades, etc.) providing higher operational flexibility compared to older generation vessels. From a technical perspective, we think **CCEC's** fleet significantly outranks those of its closest peers both in terms of quality and age.

Value Prop: However, despite the relative premium of **CCEC's** fleet, its valuation multiples have been relatively muted vs. its comp set, specifically **FLNG** (summary below and full overview on page 38). While that's somewhat understandable at this point, given that **CCEC's** strategic transition announcement (*more below*) will remain a "show me" story, we think there are realistic paths towards both EBITDA/Cash growth via its orderbook, as well as multiple expansion as it continues to execute on its pivot to energy transition transportation.

Valuation Summary

Price Target & NAV: Our \$25/share price target is based on 0.9x our estimated charter-inclusive NAV of \$27.60/share, which is ultimately derived from our implied LNGC valuation curve and LNGC DCF (Figure 1 – full summary on page 37).

Figure 1. DCF-Based LNG Carrier Valuations



Source: Webber Research & Advisory, LLC estimates

Figure 2. Webber CCEC Steel & Charter Value Details

CCEC Fleet Data (\$MM)					
Vessel	Age	Ownership	Type	CCEC Value (\$MM)	
				Vessel	Charter
Aristos I	4.0 yrs	100%	LNG	\$254	(\$34)
Aristarchos	3.0 yrs	100%	LNG	\$261	(\$39)
Aristidis I	4.0 yrs	100%	LNG	\$254	(\$34)
Attalos	3.0 yrs	100%	LNG	\$261	(\$42)
Adamastos	3.0 yrs	100%	LNG	\$261	(\$27)
Asklipios	3.0 yrs	100%	LNG	\$261	(\$43)
Asterix I	1.0 yrs	100%	LNG	\$277	(\$27)
Amore Mio I	1.0 yrs	100%	LNG	\$277	\$89
Axios II	1.0 yrs	100%	LNG	\$277	(\$0)
Assos	0.0 yrs	100%	LNG	\$285	(\$14)
Aktoras	0.0 yrs	100%	LNG	\$285	\$0
Apostolos	0.0 yrs	100%	LNG	\$285	\$7
Archimidis	0.0 yrs	100%	LNG		
Agamemnon	0.0 yrs	100%	LNG		
Alcaios I	0.0 yrs	100%	LNG		
Antaios I	0.0 yrs	100%	LNG		
Athlos	0.0 yrs	100%	LNG		
Archon	0.0 yrs	100%	LNG		
Active	0.0 yrs	100%	CO2		
Amadeus	0.0 yrs	100%	CO2		
Aristogenis	0.0 yrs	100%	MGC		
Aridaios	0.0 yrs	100%	MGC		
Alkimos	0.0 yrs	100%	CO2		
Athenian	0.0 yrs	100%	CO2		
Aratos	0.0 yrs	100%	MGC		
Anios	0.0 yrs	100%	MGC		
Agenor	0.0 yrs	100%	MGC		
Andrianos	0.0 yrs	100%	MGC		
Manzanillo Express	2.0 yrs	100%	Container	\$120	
Itajai Express	2.0 yrs	100%	Container	\$120	
Buenaventura Express	1.0 yrs	100%	Container	\$120	
Hyundai Prestige	11.0 yrs	100%	Container	\$57	
Hyundai Premium	11.0 yrs	100%	Container	\$57	
Hyundai Paramount	11.0 yrs	100%	Container	\$57	
Hyundai Privilege	11.0 yrs	100%	Container	\$57	
Hyundai Platinum	11.0 yrs	100%	Container	\$57	
Total				\$3,881	(\$164)

Newbuild net yet delivered
 Source: Webber Research & Advisory, LLC estimates, Company filings

Figure 3. Webber CCEC NAVE

Est. CCEC Charter-Inclusive Net Asset Value (NAV)	
Steel Value	\$3,881
Est. Newbuild Deposits	\$433
Net Cash & WC	\$40
Total Debt	\$2,578
Net Asset Value	\$1,775
Shares Outstanding	58.4
Charter-Free NAV/Share	\$30.41
Discounted Charter Value	(\$164)
Discounted Charter Value/Share	(\$2.80)
Charter-Inclusive NAV/Share	\$27.60
Share Price	\$16.37
P/NAV	0.6x

Source: Webber Research & Advisory, LLC, Company filings

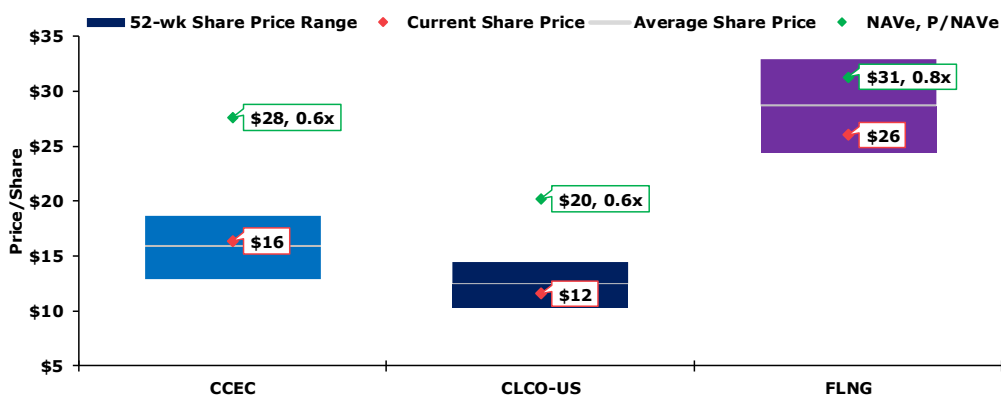
Relative & NAV Valuation: CCEC's relative and NAV-based valuation multiples have been somewhat medial vs. its comp set, and more specifically, to direct peers, **FLNG** and **CLCO** – which we think is mostly fair at this point given the freshness of **CCEC's** strategic transition announcement mixed with its superior fleet quality and efficiency. However, it's also worth noting an integral component of the value props for both **CCEC** and **CLCO** are related to their potential chartering ability and subsequent change in earnings power for newly and re-delivering ships in 2026+, which we expect will continue to alter the current valuation multiple and NAV dynamics.

Figure 4. CCEC NAV Relative to NAV Carrier Comps

CCEC Direct Peer NAV Comparisons				
	CCEC	CLCO	FLNG	
Steel Value	\$3,881	\$2,140	\$3,221	
Est. Newbuild Deposits	\$433	\$205	\$0	
Cash	\$40	\$110	\$383	
Total Debt	\$2,578	\$1,043	\$1,683	
Net Asset Value	\$1,775	\$1,412	\$1,922	
Shares Outstanding	58.4	53.7	52.8	
Charter-Free NAV/Share	\$30.41	\$26.30	\$36.42	
Discounted Charter Value	(\$164)	(\$329)	(\$270)	
Discounted Charter Value/Share	(\$2.80)	(\$6.12)	(\$5.11)	
Charter-Inclusive NAV/Share	\$27.60	\$20.18	\$31.31	
Share Price	\$16.37	\$11.57	\$26.01	
P/NAV	0.6x	0.6x	0.8x	
Average Fleet Age	1.9 yrs	8.7 yrs	4.5 yrs	

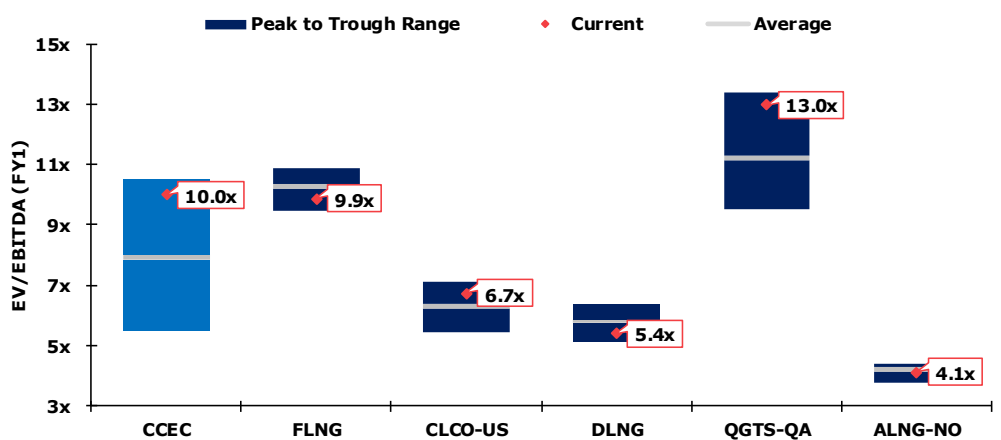
Source: Webber Research & Advisory, LLC, Company filings

Figure 5. CCEC Primary Comps – 52 Week Stock Price Range Vs. NAVE & P/NAVE



Source: Webber Research & Advisory, LLC, FactSet

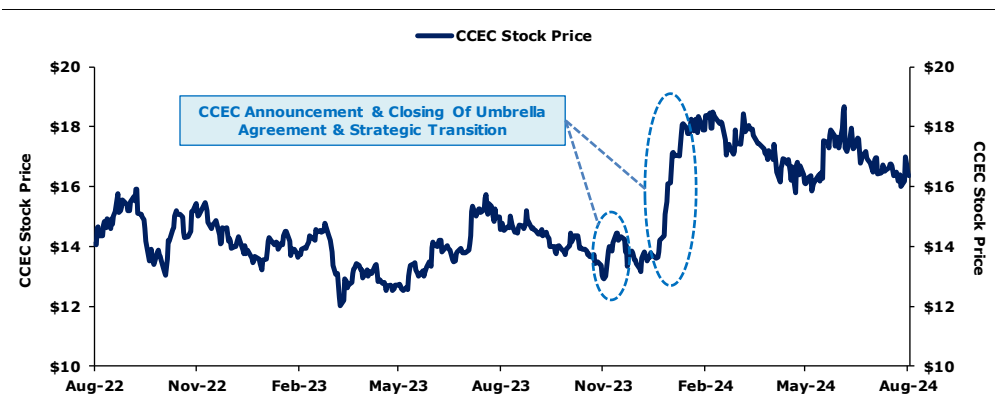
Figure 6. CCEC Primary Comps – EV/EBITDA (FY1) Multiples



Source: Webber Research & Advisory, LLC, FactSet

Impact Of Strategic Pivot: In that same time frame, and assuming a base level of execution, we’d expect **CCEC’s** investment and positioning in both LNG and non-LNG energy transition marine transportation to also positively impact its valuation. For instance, **CCEC** stock immediately rose 7% upon announcing its strategic pivot and +30% in the days following the transaction’s close (see Figure 7).

Figure 7. CCEC Stock Price Following Strategic Announcement/Closing

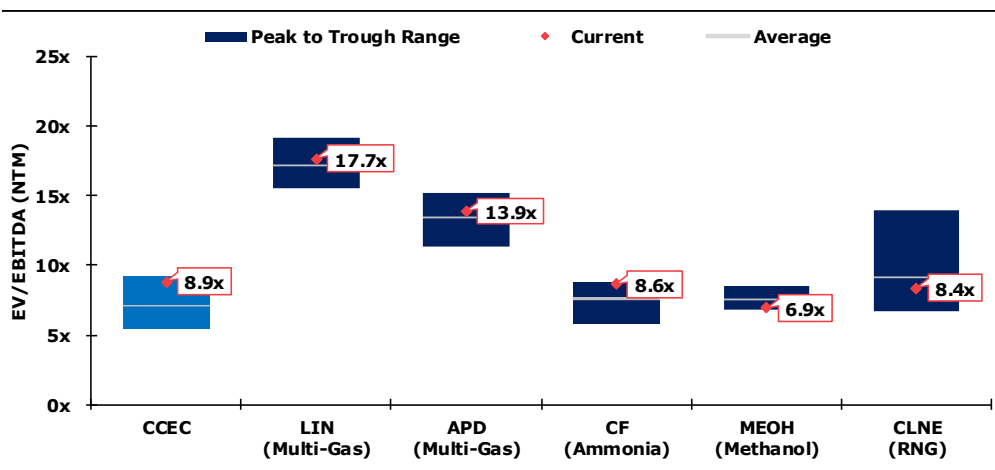


Source: FactSet

Valuation Evolution: It's still early but we also think **CCEC's** comp set could gradually evolve to reflect other energy transition-focused transportation companies, many of which tend to carry higher valuation multiples. In the same sense, we could also see a scenario where **CCEC** eventually **develops a "scarcity premium" for being one of, or potentially the only public energy transition marine transportation name in the market** – a dynamic we've seen across other verticals in energy transition (wind, hydrogen, carbon capture, etc.).

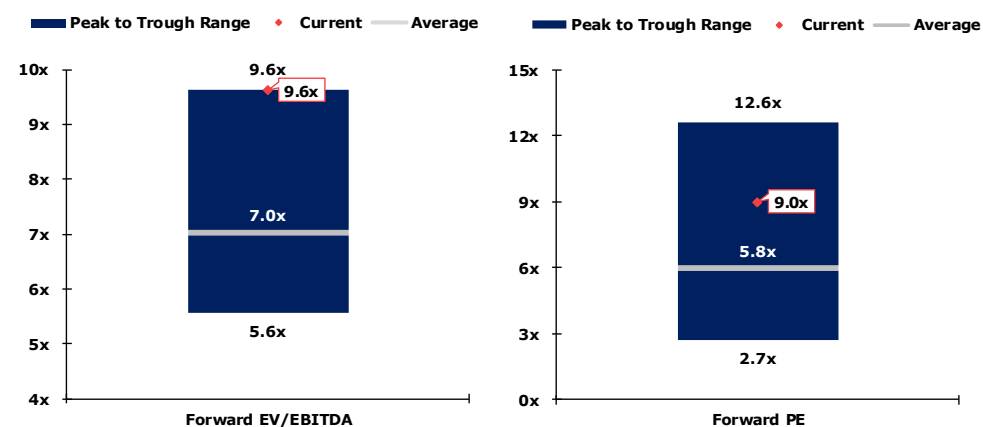
For example, our selected subset of energy transition transportation names trade at ~11.1x EV/EBITDA (NTM) vs. **CCEC** at ~8.9x (Figure 8). We acknowledge the wood needed to chop in order to get there (*hence why our price target doesn't currently consider this scenario*) but **we can see the path to narrow that gap**, and with continued execution (of which we think **CCEC's** management team is highly capable), **we think the market will start to incrementally recognize that value.**

Figure 8. CCEC Energy Transition Transport Comps – EV/EBITDA (NTM) Multiples



Source: Webber Research & Advisory, LLC, FactSet

Figure 9. CCEC 2-Year EV/EBITDA (NTM) & P/E (NTM) Valuation Multiple Range



Source: FactSet

Figure 10. CCEC Full Comp Table

Company	Ticker	Trading Currency	Last Price	Mkt Cap (USD MM)	EV (USD MM)	EV/EBITDA FY1	EV/EBITDA FY2	EV/EBITDA FY3	EV/EBITDA FY4	P/E FY1	P/E FY2	P/E FY3	P/E FY4
Capital Clean Energy Carriers Corp.	CCEC	USD	16.37	\$905.9	\$3,398.4	9.2x	8.6x	7.3x	5.6x	9.0x	9.1x	9.8x	6.8x
Primary LNGC Comps													
FLEX LNG Ltd	FLNG	USD	26.01	\$1,397.7	\$2,785.5	9.9x	9.8x	9.4x	9.9x	10.5x	10.4x	9.0x	8.8x
Cool Company Ltd	CLCO-US	USD	11.57	\$612.1	\$1,630.7	6.8x	6.1x	6.4x	#N/A	6.4x	6.2x	7.3x	#N/A
Dynagas LNG Partners LP	DLNG	USD	3.65	\$134.3	\$600.7	5.4x	5.5x	5.5x	#N/A	3.3x	3.2x	3.0x	#N/A
Qatar Gas Transport Co.	QGTS-QA	QAR	4.44	\$6,748.4	\$9,805.8	13.0x	12.9x	12.2x	10.1x	15.1x	14.1x	12.9x	10.1x
Awilco LNG ASA	ALNG-NO	NOK	7.90	\$96.9	\$245.8	4.1x	6.8x	10.8x	40.9x	3.7x	11.4x	#N/A	#N/A
Average						7.8x	8.2x	8.9x	20.3x	7.8x	9.0x	8.1x	9.5x
Upstream													
Sempra	SRE	USD	78.41	\$49,645.0	\$72,600.2	15.2x	13.9x	13.0x	11.8x	16.4x	15.2x	14.2x	13.4x
Cheniere Energy, Inc.	LNG	USD	183.17	\$41,446.5	\$66,399.1	11.8x	10.7x	10.0x	10.4x	21.2x	16.5x	14.4x	14.2x
Cheniere Energy Partners, L.P.	CQP	USD	47.51	\$22,996.9	\$36,520.2	9.8x	9.6x	9.7x	9.9x	11.5x	11.4x	11.2x	10.7x
New Fortress Energy Inc. Class A	NFE	USD	13.00	\$2,665.8	\$10,257.1	10.2x	7.5x	6.3x	#N/A	10.8x	5.3x	3.5x	#N/A
Golar LNG Limited	GLNG	USD	32.97	\$3,447.6	\$4,641.4	#N/A	#N/A	#N/A	#N/A	18.1x	15.7x	22.7x	#N/A
Excellerate Energy, Inc. Class A	EE	USD	18.57	\$466.2	\$1,906.8	7.1x	7.0x	6.1x	5.9x	16.2x	15.0x	9.7x	8.7x
Average						10.8x	9.7x	9.0x	9.5x	15.7x	13.2x	12.6x	11.8x
Energy Majors													
Exxon Mobil Corporation	XOM	USD	118.85	\$528,029.9	\$561,754.9	6.6x	6.2x	5.9x	5.5x	13.8x	12.9x	11.9x	10.6x
Chevron Corporation	CVX	USD	144.99	\$265,174.7	\$239,684.0	5.9x	5.2x	4.9x	4.6x	12.0x	10.4x	10.2x	9.4x
Shell Plc Sponsored ADR	SHEL	USD	71.88	\$222,539.0	\$212,506.4	4.1x	4.2x	4.3x	4.4x	8.5x	8.4x	8.1x	8.1x
BP p.l.c. Sponsored ADR	BP	USD	33.26	\$91,103.8	\$108,025.6	3.5x	3.3x	3.4x	3.6x	7.8x	6.6x	6.1x	5.8x
Energy Transfer LP	ET	USD	15.66	\$53,592.2	\$120,078.4	8.1x	7.8x	7.5x	7.4x	11.1x	10.0x	9.5x	#N/A
Sempra	SRE	USD	78.41	\$49,645.0	\$72,600.2	15.2x	13.9x	13.0x	11.8x	16.4x	15.2x	14.2x	13.4x
Average						7.2x	6.8x	6.5x	6.2x	11.6x	10.6x	10.0x	9.5x
Energy Transition Transportation													
Linde plc	LIN	USD	447.02	\$213,453.3	\$234,153.9	18.4x	17.2x	16.2x	15.2x	28.8x	26.2x	23.8x	21.5x
Air Products and Chemicals, Inc.	APD	USD	278.23	\$61,854.6	\$70,709.2	15.1x	13.7x	12.8x	11.1x	22.5x	20.8x	19.0x	15.8x
CF Industries Holdings, Inc.	CF	USD	79.79	\$14,395.1	\$18,237.5	8.5x	8.7x	9.0x	10.2x	14.1x	14.3x	14.5x	20.8x
Methanex Corporation	MEOH	USD	42.22	\$2,844.0	\$4,693.4	8.0x	6.4x	6.4x	#N/A	16.4x	9.9x	8.4x	#N/A
Clean Energy Fuels Corp.	CLNE	USD	2.90	\$647.9	\$421.3	11.8x	7.1x	5.5x	3.9x	#N/A	#N/A	#N/A	7.6x
Plug Power Inc.	PLUG	USD	1.97	\$1,732.9	\$1,925.9	#N/A	#N/A	#N/A	4.4x	#N/A	#N/A	#N/A	#N/A
Average						12.3x	10.6x	10.0x	9.0x	20.4x	17.8x	16.4x	16.4x

Source: Webber Research & Advisory, LLC, FactSet

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Company Overview

Company Description: Capital Product Partners L.P. (**CPLP**) is an international shipping company specializing in the transportation of natural gas, containerized goods, and dry cargo. It is headquartered in Piraeus, Greece and is majority-owned by Evangelos Marinakis's Capital Maritime & Trading Corp and related parties (~59% following conversion on 8/26). Its current fleet consists of 20 on-the-water vessels (12 LNG Carriers and eight Containerships) with 16 additional vessels on order (six LNG Carriers, six Medium Gas Carriers, and four LCO2 & multi-gas carriers). **CPLP** began a strategic pivot towards energy transition shipping in late 2023, acquiring new assets to refocus its core business on LNG, LPG, ammonia, and liquid CO2 (LCO2) transportation. **CPLP** rebranded the business with a new name, Capital Clean Energy Carriers (**CCEC**), and shifted its corporate structure from MLP to traditional C Corp (see full summary below). For the purposes of this report, we will be referring to it as "Capital Clean Energy Carriers" or "**CCEC**".

Company History: **CCEC** was founded in January 2007 by Capital Maritime & Trading Corp. with the goal of owning and operating a fleet of modern tankers through long-term charters. In April 2007, **CCEC** completed its IPO on NASDAQ with a fleet of eight medium range tankers (*Atlantas, Aktoras, Agisilaos, Assos, Arionas, Axios, Aiolos, and Avax*). In 2011, **CCEC** merged with Crude Carriers Corp, making it a wholly owned subsidiary of **CCEC**. It subsequently and gradually acquired various tankers, bulk carriers, and container vessels, growing its fleet to 37 vessels in 2018. In 2018, **CCEC** spun off its tanker business into a separately publicly listed company, Diamond S Shipping Inc. (**DSSI**), completing the transaction in March 2019. **CCEC** entered the LNG market in H221, acquiring six X-DF LNG carriers with long-term charters from Capital Gas for \$1.22B. In November 2023, **CCEC** entered into an umbrella agreement with Capital Maritime & Trading Corp. and Capital GP to acquire eleven newbuild LNG carriers for \$3.13B., taking delivery of the first vessel in December 2023 and four more thus far in 2024. The remaining six vessels will be delivered in 2026-2027, bringing **CCEC**'s fully delivered LNGC fleet to 18 vessels.

In June 2024, **CCEC** announced the acquisition of six newbuild dual fuel medium gas carriers and four newbuild liquid CO2 handy multi gas carriers with deliveries between Q126 and Q327. As part of its strategic expansion, **CCEC** plans to sell off its remaining container vessels and focus on the LNG and LPG carrier markets (*full summary below*). **CCEC** is registered in the Marshall Islands with its principal administrative office in Greece.

Ownership: Following the conversion on 8/26, Capital Maritime and its affiliates will hold ~59% of outstanding common shares of **CCEC**.

Fleet Summary: **CCEC**'s current fleet consists of 20 on-the-water vessels (12 LNG Carriers and eight Containerships) with 16 additional vessels on order (six LNG Carriers, six Medium Gas Carriers, and four LCO2 & multi-gas carriers). It also has plans to opportunistically sell its remaining eight containerships (we note **CCEC** has sold/delivered seven containerships since February 2024 for gross proceeds of ~\$273MM, ~\$183MM net).

Figure 11. CCEC Fleet Summary

#	Vessel name	Type	Capacity (CBM / TEU)	Built	Yard	Machinery	Charterer	Firm / Option
1	Aristos I	LNGC	174,000 CBM	2020	HHI	XDF	BP	Q427 / Q432
2	Aristarchos	LNGC	174,000 CBM	2021	HHI	XDF	Cheniere	Q231 / Q235
3	Aristidis I	LNGC	174,000 CBM	2021	HHI	XDF	BP	Q128 / Q133
4	Attalos	LNGC	174,000 CBM	2021	HHI	XDF	BP	Q429 / Q434
5	Adamastos	LNGC	174,000 CBM	2021	HHI	XDF	Engie	Q428
6	Asklipios	LNGC	174,000 CBM	2021	HHI	XDF	Cheniere	Q331 / Q335
7	Asterix I	LNGC	174,000 CBM	2023	HHI	XDF	Hartree	Q130 / Q132
8	Amore Mio I	LNGC	174,000 CBM	2023	HHI	MEGI	QatarEnergy	Q426
9	Axios II	LNGC	174,000 CBM	2024	HHI	MEGI	Glencore ⁽¹⁾ /BGT	Q132 / Q135
10	Assos	LNGC	174,000 CBM	2024	HHI	MEGI	Tokyo Gas	Q234
11	Apostolos	LNGC	174,000 CBM	2024	HHI	MEGI	Jera	Q434 / Q138
12	Aktoras	LNGC	174,000 CBM	2024	HSHI	MEGI	BGT	Q231 / Q334
13	Archimidis	LNGC	174,000 CBM	2026E	HSHI	MEGI	Unfixed	
14	Agamemnon	LNGC	174,000 CBM	2026E	HSHI	MEGI	Unfixed	
15	Alcaios I	LNGC	174,000 CBM	2026E	HSHI	MEGI	Unfixed	
16	Antaios I	LNGC	174,000 CBM	2026E	HSHI	MEGI	Unfixed	
17	Athlos	LNGC	174,000 CBM	2027E	HSHI	MEGI	Unfixed	
18	Archon	LNGC	174,000 CBM	2027E	HSHI	MEGI	Unfixed	
19	Active	LCO2 Carrier	22,000 CBM	2026E	Hyundai Mipo	Diesel	Unfixed	
20	Amadeus	LCO2 Carrier	22,000 CBM	2026E	Hyundai Mipo	Diesel	Unfixed	
21	Aristogenis	MCG	45,000 CBM	2026E	Hyundai Mipo	Dual Fuel	Unfixed	
22	Aridaios	MCG	45,000 CBM	2026E	Hyundai Mipo	Dual Fuel	Unfixed	
23	Alkimos	LCO2 Carrier	22,000 CBM	2026E	Hyundai Mipo	Diesel	Unfixed	
24	Athenian	LCO2 Carrier	22,000 CBM	2026E	Hyundai Mipo	Diesel	Unfixed	
25	Aratos	MCG	45,000 CBM	2027E	Hyundai Mipo	Dual Fuel	Unfixed	
26	Anios	MCG	40,000 CBM	2027E	CIMC SOE	Dual Fuel	Unfixed	
27	Agenor	MCG	45,000 CBM	2027E	Hyundai Mipo	Dual Fuel	Unfixed	
28	Andrianos	MCG	40,000 CBM	2027E	CIMC SOE	Dual Fuel	Unfixed	
29	Manzanillo Express	Container Ship	13,312 TEU	2022	HSHI	Dual Fuel Ready	Hapag-Lloyd	Q332 / Q438
30	Itajai Express	Container Ship	13,312 TEU	2023	HSHI	Dual Fuel Ready	Hapag-Lloyd	Q432 / Q139
31	Buenaventura Express	Container Ship	13,696 TEU	2023	HSHI	Dual Fuel Ready	Hapag-Lloyd	Q133 / Q239
32	Hyundai Prestige	Container Ship	5,023 TEU	2013	HHI	Dual Fuel Ready	HMM	Q125
33	Hyundai Premium	Container Ship	5,023 TEU	2013	HHI	Dual Fuel Ready	HMM	Q125
34	Hyundai Paramount	Container Ship	5,023 TEU	2013	HHI	Dual Fuel Ready	HMM	Q225
35	Hyundai Privilege	Container Ship	5,023 TEU	2013	HHI	Dual Fuel Ready	HMM	Q125
36	Hyundai Platinum	Container Ship	5,023 TEU	2013	HHI	Dual Fuel Ready	HMM	Q225

Newbuild yet to be delivered

(1) Axios II will commence Bareboat Charter with BGT upon conclusion of rate-indexed charter with Glencore in Q125

Source: Webber Research & Advisory, LLC, Company filings

Commercial Overview: Out of its 20 on-the-water vessels, 16 are on long-term charters with a 74-year contracted revenue backlog of ~\$2.8B (~85% from LNG assets) at an average daily rate of \$88.5k/day with reputable counterparties (backlog extends to 109 years with all options exercised).

- **Owned LNG Carriers (12)**

- *Aristos I, Aristidis I, Attalos:*

- In 2019, each of the vessel-owning companies of *Aristos I*, *Aristidis I*, and *Attalos*, entered into a time charter agreement with **BP** for a period of 3 years (+/- 30 days). The charterers have three two-year options (+/- 30 days) and one three-year option (+/- 30 days). The charters of *Aristos I* and *Aristidis I* commenced in November 2020 and January 2021, respectively while the charter of *Attalos* commenced in November 2022. In February and March 2023, respectively, the charterer exercised its option to extend the time charter of *Aristos I* and *Aristidis I* by two years (+/- 30 days).

- We estimate the initial charter rates for *Aristos I*, *Aristidis I*, and *Attalos*, to be in the ~\$70-\$82k/day range with the option period rates being lower, based on **CCEC**'s guidance.
- *Aristarchos, Asklipios*:
 - In 2021, the vessel-owning companies of the *Aristarchos* and the *Asklipios*, entered into a time charter agreement with Cheniere until March 15, 2025 (+/- 30 days) and February 5, 2025 (+/- 30 days). Each charter has two one-year options (+/- 30 days). The charters of the *Aristarchos* and the *Asklipios* commenced in June 2021 and September 2021, respectively. In August 2022 both vessels amended their time charter agreement with Cheniere and extended them until June 14, 2031 (+/- 30 days) and September 28, 2031 (+/- 30 days), respectively. Under the new agreement, the charter rates were increased by ~8.0%. After the amendment each charter has two two-year options (+/- 30 days).
 - We estimate the current charter rates for *Aristarchos* and *Asklipios* to be ~\$75k/day, based on **CCEC**'s reported backlog.
- *Adamastos*:
 - In 2021, **CCEC** entered into a time charter party with Engie for the employment of the *Adamastos* for a period of 1,890 days (+90/-45 days) or for a period of 2,620 days (+90/-45 days) if the charterer exercises its option on or prior to May 2023. The charter commenced in August 2021. In May 2022, Engie elected the second period of 2,620 days (+90/-45 days), with a 3.5% decrease in charter rate.
 - The current estimated rate for the *Adamastos* is ~\$75k/day (after Engie's election of the second charter period), based on **CCEC**'s reported backlog.
- *Asterix I*:
 - In January 2022, the vessel-owning company of the *Asterix I*, entered into a time charter agreement with Hartree for a period of 1,825 days (+/- 60 days) or for a period of 2,555 days (+/- 60 days) if the charterer exercises its option on or prior to January 2025. The charter has one two-year option (+/- 30 days). In January 2023, Hartree selected the period of 2,555 days (+/- 60 days). The charter of the *Asterix I* commenced in February 2023.
 - We estimate the charter rate of the *Asterix I* to be ~\$82k/day, based on **CCEC**'s backlog figures.

- *Amore Mio I*:
 - In October 2022, the vessel-owning company of the *Amore Mio I*, entered into a time charter agreement with Qatar Energy Trading until October 1, 2026 (+/- 30 days). The charter commenced on December 21, 2023.
 - We estimate the charter rate to be ~\$180k/day, based on **CCEC**'s reported backlog.
- *Axios II*
 - In November 2023, **CCEC** entered into a seven-year (+/- 30 days) Bareboat charter agreement with Bonney Gas Transport Limited (BGT) for the *Axios II*. The charter will commence in Q125 and BGT has a 36-month (+/- 30 days) extension option.
 - The estimated bareboat charter rate for the *Axios II* is ~\$99k/day, based on **CCEC**'s backlog figures.
 - In December 2023, **CCEC** entered into a one-year, index-linked time charter with BGT for the *Axios II*. The charter commenced on January 2, 2024 and, upon completion, the *Axios II* will begin its seven-year bareboat charter with BGT.
 - We approximate the one-year charter rate to be linked to BLNG2-174g.
- *Assos*:
 - In November 2022, the company owning the *Assos*, entered into a time charter party with Tokyo Gas for 10 years (+/- 30 days). The *Assos* commenced the charter in May 2024.
 - The estimated charter rate for the *Assos* is ~\$94k/day, based on reported backlog figures.
- *Aktoras*:
 - In August 2023, **CCEC** entered into a bareboat charter agreement for the *Aktoras* with BGT for seven-years (+/- 30 days). BGT has a 36-month extension option on the charter. The *Aktoras* commenced its charter in June 2024.
 - We estimate the bareboat charter rate to be ~\$94k/day – back calculated from **CCEC**'s reported backlog.
- *Apostolos*:
 - In May 2023, the company owning the *Apostolos*, entered into a time charter agreement with Jera for a period of up to December 31, 2034 (+/- 60 days). Jera has the option to extend the time for a period of three years (+/- 60 days). The *Apostolos* commenced the charter in June 2024.

- We estimate the charter rate to be ~\$104k/day based on reported backlog figures.
- **Under Construction LNG Carriers (6):**
 - *Archimidis, Agamemnon, Alcaios I, Antaios I, Athlos, Archon:*
 - **CCEC** currently has six vessels under construction at Hyundai Samho Heavy Industries (HSHI) in South Korea. These 174k, 2-stroke carriers feature the same efficiency enhancing technology (reliquefaction system, Air Lubrication System, rudder and propeller technology) as the existing fleet. *Archimidis* and *Agamemnon* are expected to be delivered in Q126. *Alcaios I* and *Antaios I* are anticipated to deliver in Q326 and Q426, respectively. *Athlos* and *Archon* are slated for delivery in Q127.
- **Under Construction MGC's (6) & Liquid CO2 Carriers (4):**
 - *Aristogenis, Aridaios, Aratos, Agenor, Anios, Andrianos:*
 - **CCEC** recently acquired six newbuild dual-fuel medium gas carriers under construction as part of the company's initiative to increase its footprint into the conventional gas sector. *Aristogenis, Aridaios, Aratos, and Agenor* have capacities of 45k cbm and are slated for delivery from Hyundai Mipo in South Korea between Q226 and Q227. *Anios* and *Andrianos* have capacities of 40k cbm and will deliver from CIMC in China in Q227.
 - *Active, Amadeus, Alkimos, Athenian:*
 - In June 2024, **CCEC** acquired four newbuild Liquid CO2 carriers to gain a strategic foothold in the energy transition gas space. These four 22k cbm vessels will deliver from Hyundai Mipo in South Korea between Q126 and Q426.
- **Owned Containerships (8):**
 - *Manzanillo Express, Itajai Express, Buenaventura Express:*
 - These three dual-fuel 13k TEU container vessels were delivered to **CCEC** from Hyundai Samho Heavy Industries between 2022 and 2023. In June 2021, the vessel-owning companies of the *Manzanillo Express*, the *Itajai Express* and the *Buenaventura Express*, entered into a time charter agreement with Hapag-Lloyd for a period of 120 months (+/- 90 days). The charterers have three two-year options (+/- 45 days). The charters of the *Manzanillo Express*, the *Itajai Express* and the *Buenaventura Express* commenced in October 2022, January 2023, and June 2023, respectively.
 - We estimate the charter rates for these vessels to be ~39k/day.
 - *Hyundai Prestige, Hyundai Premium, Hyundai Paramount, Hyundai Privilege, Hyundai Platinum:*

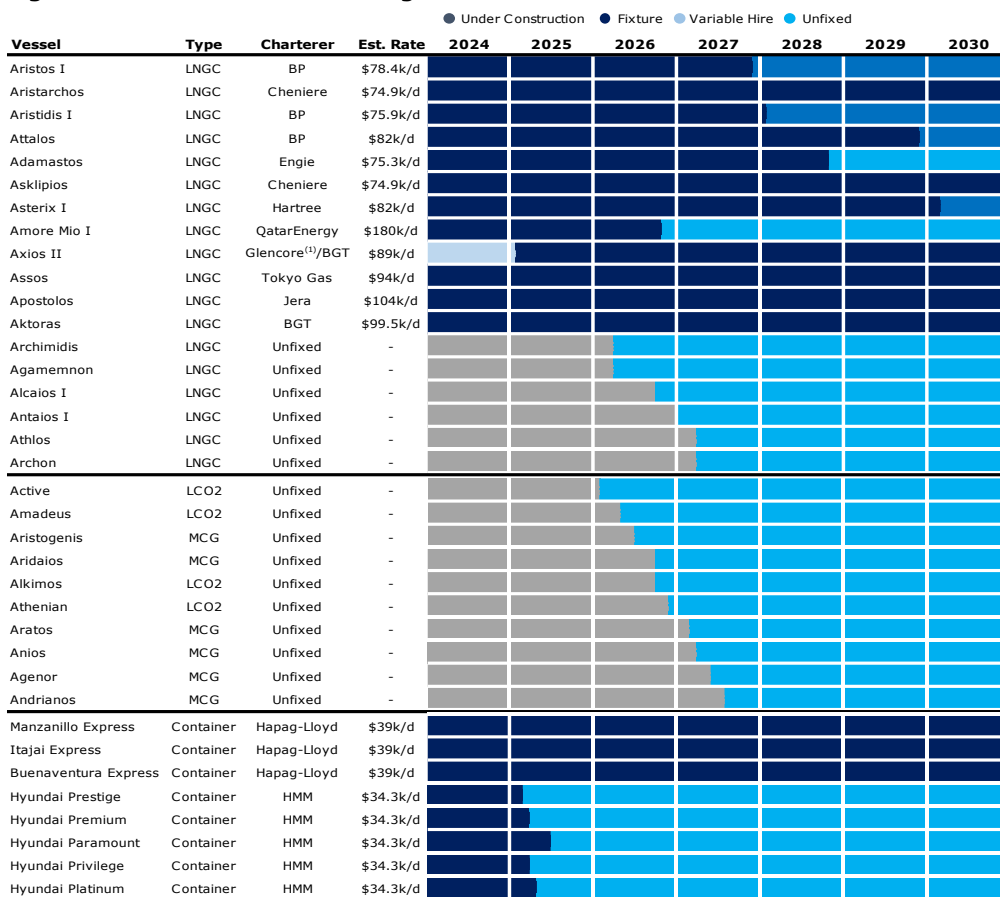
- These three 5,000 TEU eco wide beam container carriers were delivered to **CCEC** in 2013 and are currently employed under 12-year time charters with HMM, expiring in 2025.
- The estimated charter rate for these vessels is ~\$35k/day based on **CCEC's** reported backlog.
- **CCEC** has sold seven containerships since February 2024 for gross proceeds of ~\$273MM (~\$183MM net). According to **CCEC**, its eight remaining containerships carry an estimated NAV of +\$300MM based on charter-attached appraisals and Q124 debt balances. Charter coverage is 100% in 2024 with five vessels open for rechartering in 2025. **CCEC** intends to gradually divest all of its remaining containerships on an opportunistic basis.

Figure 12. CCEC's Sold Containership Summary

Vessel	Capacity	Built	Yard	Delivered To Buyers
Athos	13,312 TEU	2011	Samsung HeavyIndustries	April-2024
Athenian				April-2024
Aristomenis				May-2024
Akadimos	9,300 TEU	2015	Daewoo-Mangalia Heavy Industries S.A.	March-2024
Long Beach Express	5,023 TEU	2008	Hanjin Heavy Industries & Construction Co. Ltd.	February-2024
Seattle Express				April-2024
Fos Express				May-2024

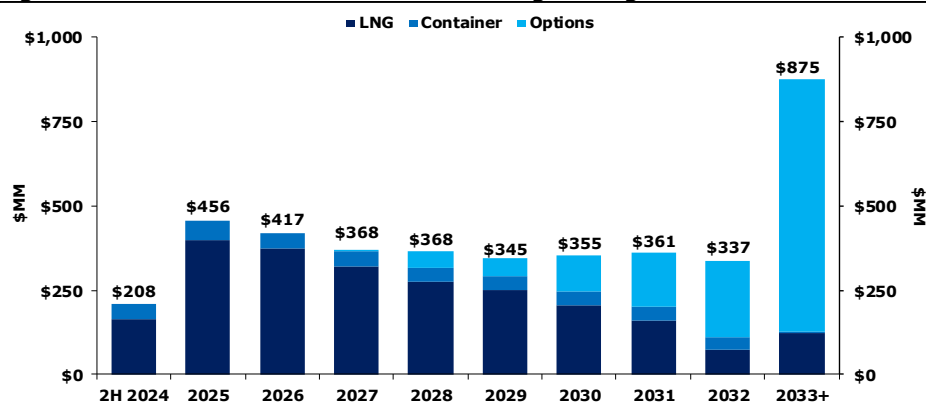
Source: Company Filings, Webber Research & Advisory, LLC

Figure 13. CCEC's Charter Backlog

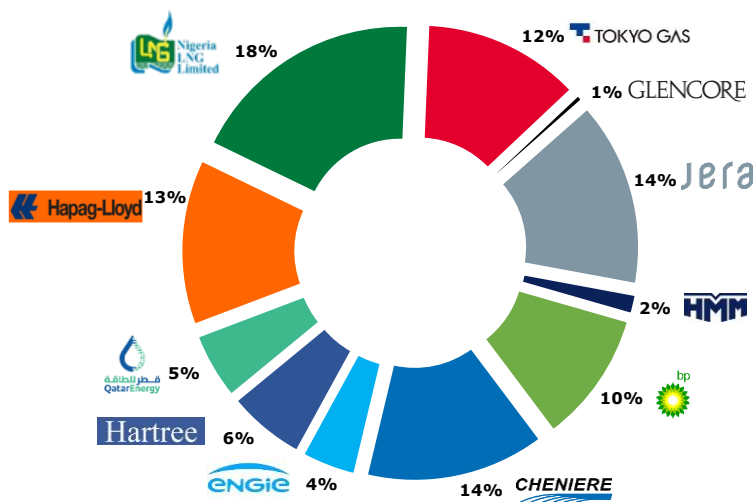


(1) Axios II will commence Bareboat Charter with BGT upon conclusion of rate-indexed charter with Glencore in Q125
 Source: Company filings, Webber Research & Advisory, LLC estimates

Figure 14. CCEC's Estimated Revenue Backlog Through 2033+



Source: Company Filings, Webber Research & Advisory, LLC Estimates

Figure 15. CCEC's Primary Customer Breakdown

Source: Company Filings, Webber Research & Advisory, LLC

Recent Events & Umbrella Transaction/Transition Strategy Overview

- **11/13/23 – Transaction Announcement**

- Entered into Umbrella Agreement with Capital Maritime & Trading Corp. for the acquisition of 11 newbuild LNG Carriers for total acquisition price of \$3.13B.
- 5 out of 11 vessels delivered and have long-term charters attached for total contracted revenue of ~\$1.4B. The remaining 6 vessels will deliver between 2026-2027.
 - *Amore Mio I* delivered in December 2023 and was financed via \$196.3MM sale/leaseback with CMB Financing Leasing Co.
- **CCEC** also has the right of first refusal on Capital Maritime LNG Carriers to be transferred to third parties, ordered, employment opportunities, etc. as well as similar rights on certain LCO2 carriers and ammonia carriers with various stipulations (see below).
- **Financing:**
 - Capital Maritime issued unsecured seller's credit to **CCEC** for up to \$220MM at 7.5% fixed, repayable 6/30/27.
 - **CCEC** conducted rights offering to finance \$500MM of purchase price (closed – see below) with backstop standby purchase agreement from Capital Maritime.

- **11/27/23 – Commencement of Rights Offering**

- Non-transferrable right to purchase 1.758657 common units at a price of \$14.25/unit (fractions eliminated) beginning on 11/27/23 and ending on 12/13/23.

- **12/14/23 – Results of Rights Offering**
 - Subscriptions for 445,988 common units at \$14.25/unit issued on 12/22/23.
 - Capital Maritime to purchase 34,641,731 common units for \$493,644,666.75 via the Standby Agreement.
- **12/21/23 – Closing of Umbrella Agreement**
 - **CCEC** paid Capital Maritime \$141.7MM for *Amore Mio I* and officially took delivery of the vessel.
 - **CCEC** paid \$174.4MM for the 10% aggregate acquisition price of the Initial Vessels.
 - The remaining \$1,569.6MM for the Initial Vessels will be paid upon delivery.
 - **CCEC** paid \$138.1MM for the Remaining Vessels and took over obligations to Hyundai, or \$909.9MM in pre-delivery and delivery installments.
 - Rights Offering closed, and Seller's Credit unchanged.
 - No changes to rights of first refusal or desire to change name and corporate structure.
- **6/3/24 - LCO2 & Multi-Gas Carriers**
 - **CCEC** announced investment in 10 new gas carriers for \$756MM with expected deliveries between Q126-Q327 to be funded with cash on hand and sales of container vessels, plus debt financing
 - 6 dual-fuel Medium Gas Carriers (MGC's).
 - 4 Liquid CO2 (LCO2) Handy Multi-Gas Carriers.
 - LNG remains core competency but will be capable of moving LPG, ammonia, butane, propylene, and liquid CO2.
- **8/2/24 – C-Corp. Conversion**
 - **CPLP** confirmed its Q423 plans to change its name to Capital Clean Energy Carriers Corp. (**CCEC**) and convert the firm from a limited partnership to a corporation on 8/26, in step with its strategic refocus on LNG and the energy transition. Under the conversion, each common unit of **CPLP** issued and outstanding will be converted into one common share of **CCEC**. Its ~349k General Partner units and incentive distribution rights will be converted into an aggregate of 3.5MM common shares, which as of the 8/9 close, would translate to a GP unit value of ~\$164/unit, or ~\$148/share control premium. Following the conversion on 8/26, Capital Maritime and its affiliates will hold ~59% of outstanding common shares of **CCEC**.
 - 25%+ Ownership: Capital Maritime can nominate three Directors.
 - 15-25% Ownership: Capital Maritime can nominate two Directors.
 - 5-15% Ownership: Capital Maritime can nominate one Directors.

- <5% Ownership: Capital Maritime can nominate zero Directors.
- **8/2/24 – Delivery of Remaining Vessels (Under Umbrella Agreement)**
 - In H124, **CCEC** took delivery of the four outstanding LNGCs (Remaining Vessels) under the Umbrella Agreement.
 - *Axios II* was delivered to **CCEC** in January 2024 and financed under a \$190MM senior loan facility.
 - In May 2023, **CCEC** took delivery of *Assos* and financed the vessel via \$240MM JOLCO facility.
 - *Aktoras* was delivered to **CCEC** in June 2024 and financed through a \$240MM senior loan facility.
 - **CCEC** took delivery of *Apostolos* in June 2024 and financed the vessel via \$240MM JOLCO facility.

Key Leadership

Executive Management:

- **Gerasimos Kalogiratos – CEO.** Gerasimos Kalogiratos has served as Chief Executive Officer since June 2015. Prior to his appointment to CEO, Mr. Kalogiratos served as Chief Financial Officer of **CCEC** until February 28, 2018, when he was succeeded by Mr. Nikolaos Kalapotharakos. He joined **CCEC**'s board of directors in December 2014. Mr. Kalogiratos joined Capital Maritime & Trading Corp. in 2005 and was part of the team that completed the IPO of Capital Product Partners L.P. in 2007. He has also served as Chief Financial Officer and director of NYSE-listed Crude Carriers Corp. before its merger with **CCEC** in September 2011. From March 2019 to July 2021, Mr. Kalogiratos served on the board of directors of NYSE listed DSSI. Mr. Kalogiratos has over 17 years of experience in the shipping and finance industries, specializing in vessel acquisition and projects and shipping finance. Prior to joining Capital Maritime, Mr. Kalogiratos worked in equity sales in Greece. Mr. Kalogiratos completed his MA in European Economics and Politics at the Humboldt University in Berlin and holds a B.A. degree in Politics, Philosophy and Economics from the University of Oxford in the United Kingdom and an Executive Finance degree from the London Business School.
- **Nikolaos Kalapotharakos – CFO.** Nikolaos Kalapotharakos was appointed as Chief Financial Officer on February 28, 2018. Mr. Kalapotharakos joined Capital Maritime in January 2016 as deputy Chief Financial Officer. He started his professional career in 2001 at PricewaterhouseCoopers (PwC) where he served as an external auditor specializing in shipping companies until 2007 before joining Globus Maritime Limited (**GLBS**), a Nasdaq listed owner of drybulk vessels, where he served as its financial controller until the end of 2015. Mr. Kalapotharakos holds a BSc in Economics and Social studies in Economics from the University of Wales, Aberystwyth U.K. and an MSc in Financial and Business Economics from the University of Essex U.K.

- **Spyridon Leousis – CCO.** Spyridon Leousis was appointed as Chief Commercial Officer on January 24, 2022. Mr. Leousis brings 18 years of global experience in the LNG shipping and finance industries. He currently serves as Business Development Director of Capital Gas and has previously worked as Head of Planning and Analysis for Nakilat, the largest LNG shipowner in the world and as Senior Consultant for the Treasury of National Bank of Greece. Mr. Leousis holds an MEng in Naval Architecture and Marine Engineering from National Technical University of Athens and an MBA from Athens University of Economics and Business.

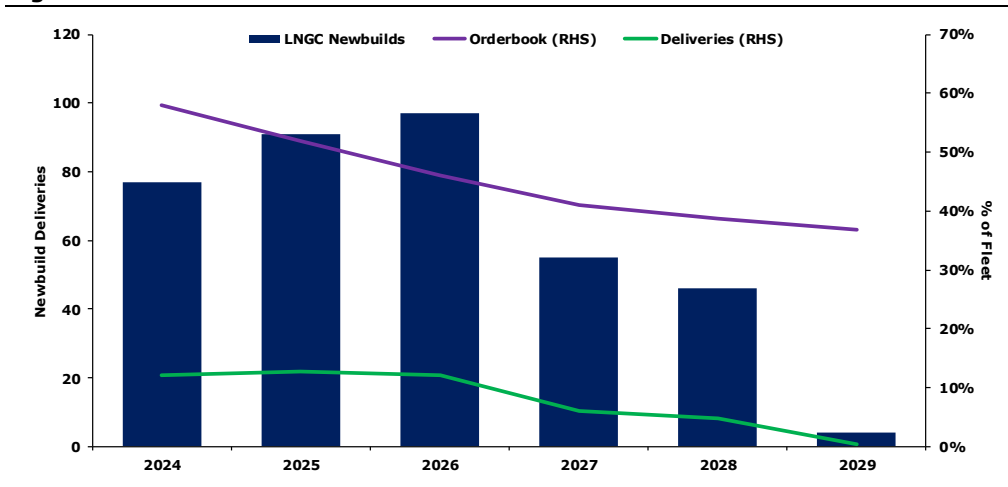
Board of Directors:

- **8 Members:** 5 independent and 3 non-independent, 7 males and 1 female
- **Average Age:** ~63 years
- **Average Tenure:** ~7 years
- **Committees & Meetings**
 - **Audit Committee**
 - 5 independent, 0 non-independent
 - **Conflicts Committee**
 - 5 independent, 0 non-independent
 - **Compensation Committee**
 - 5 independent, 0 non-independent

Industry Overview

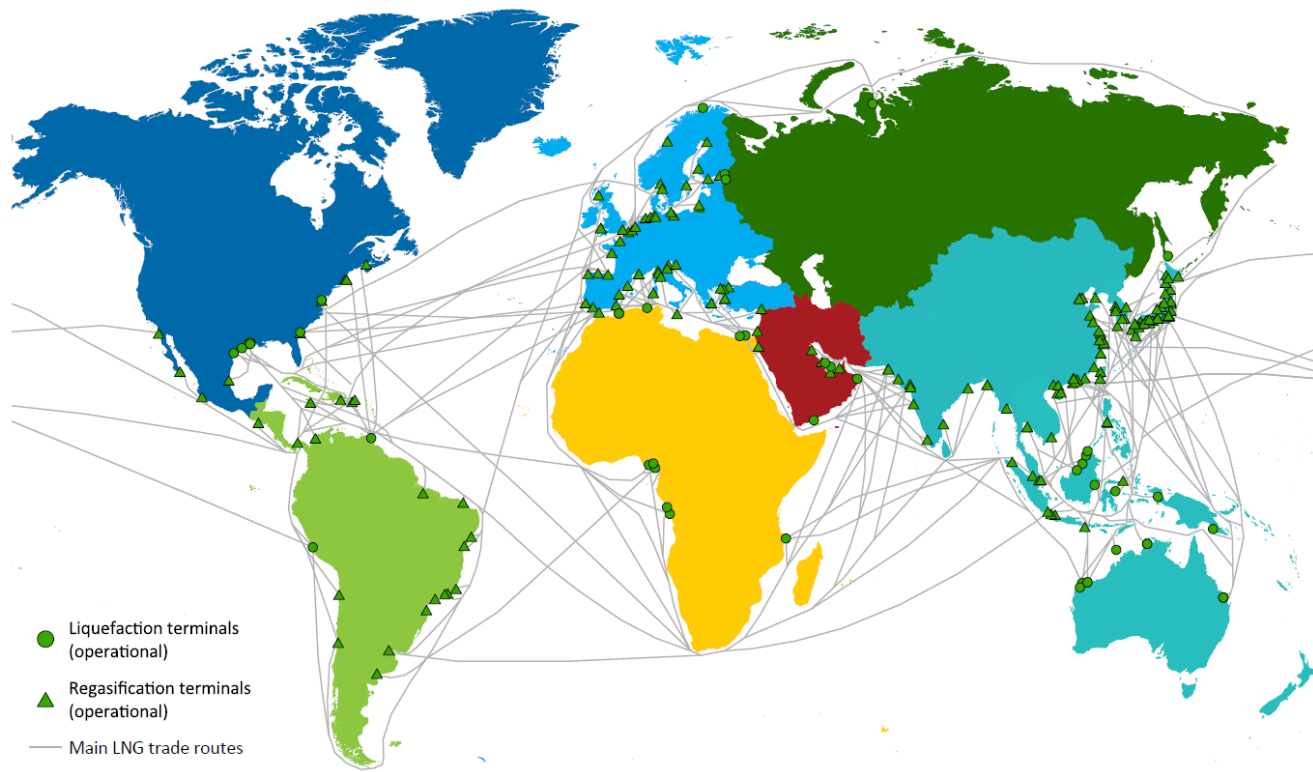
LNG Carriers Global Fleet: The total LNGC fleet consisted of 628 carriers as of 7/1/24, excluding the 6 LNGCs laid-up, 51 FSRUs (one under conversion, three under construction), 11 FSUs, 79 LNGCs less than 100k-cbm (one newbuild) and 7 FLNGs. Total cargo capacity of the operational LNGC fleet is 104.4MM cubic meters. This amount is set to increase dramatically over the next five years as 356 newbuilds are scheduled to be delivered, totaling ~63.2MM cubic meters. However, most of this new supply is contracted to service several large-scale LNG export projects (LNG Canada, Port Arthur LNG, Golden Pass LNG, Qatar NFE, etc.) with only a handful of carriers remaining uncommitted. Additionally, with new environmental regulations that started January 2023, a significant portion of the fleet could potentially exit the market as they become increasingly obsolete (seven LNGCs were scrapped in 2023 and two carriers have been scrapped so far in 2024). We note, there are 86 LNGCs older than 20 years that could potentially be scrapped due to reduced economic feasibility, which could take ~11.6MM cubic meters out of the fleet.

Figure 16. LNGC Orderbook



Source: Webber Research & Advisory, LLC, IGU

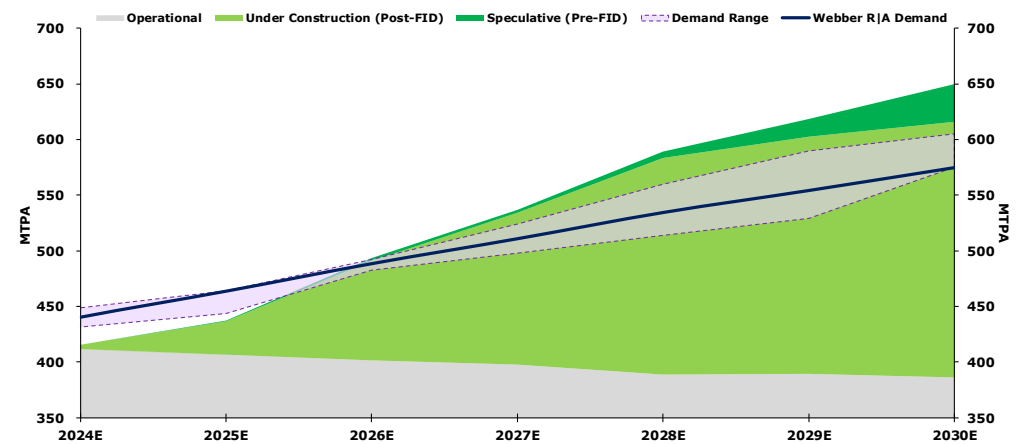
Three Primary Methods Of Transporting Natural Gas: Natural gas is primarily transported using steel pipelines due to the infrastructure's low cost per mmbtu, and minimal losses and leaks experienced during transport. However, pipelines typically become less practical for longer distances (over 1,250-mi. or ~2,000-km). In such cases, the only other transportation options are to either compress or liquify natural gas for transport. The former compresses natural gas to CNG (compressed natural gas) at ~3,000psi, reducing its volume and enabling cost-effective transportation in specialized containers. To liquify natural gas, the product is cooled down to -162°C, where it changes phase into a liquid or LNG (liquified natural gas) and can be loaded onto LNG carriers for transportation. A wide range of countries rely on LNG for power or industrial uses. Over the past decade, many developing countries have established LNG import terminals as a quick and efficient path to improving energy security, displacing dirtier traditional fuels, and bolstering domestic industrial production (ex. Fertilizer). Traditionally, developed nations have relied on pipeline gas supplemented with LNG for power, but with the continuation of the Russia-Ukraine conflict and concern over pipeline supplied gas, many of these countries have turned to LNG as a reliable, secure source of energy.

Figure 17. Major LNG Shipping Routes

Source: IGU

Largest Use For Natural Gas Is For Electricity Generation: According to the IEA, natural gas accounts for roughly a quarter of global electricity generation, second only to coal as a fuel source for power generation. Besides its role in electricity, natural gas is widely used for residential, commercial, and industrial heating and cooling applications. It serves as a crucial feedstock for various chemicals and materials such as fertilizers, plastics, and synthetics. The use of natural gas in transportation, particularly in heavy-duty buses and trucks, has notably increased, especially in countries like China and India. Its demand is driven by its environmental advantages, as natural gas emits lower levels of CO₂, SO₂, and NO_x compared to coal and oil. While pipelines are primarily used for transporting natural gas, liquefied natural gas (LNG) provides an alternative for regions without direct pipeline access or where long distances make it more economically viable (over 1,250 miles or 2,000 kilometers).

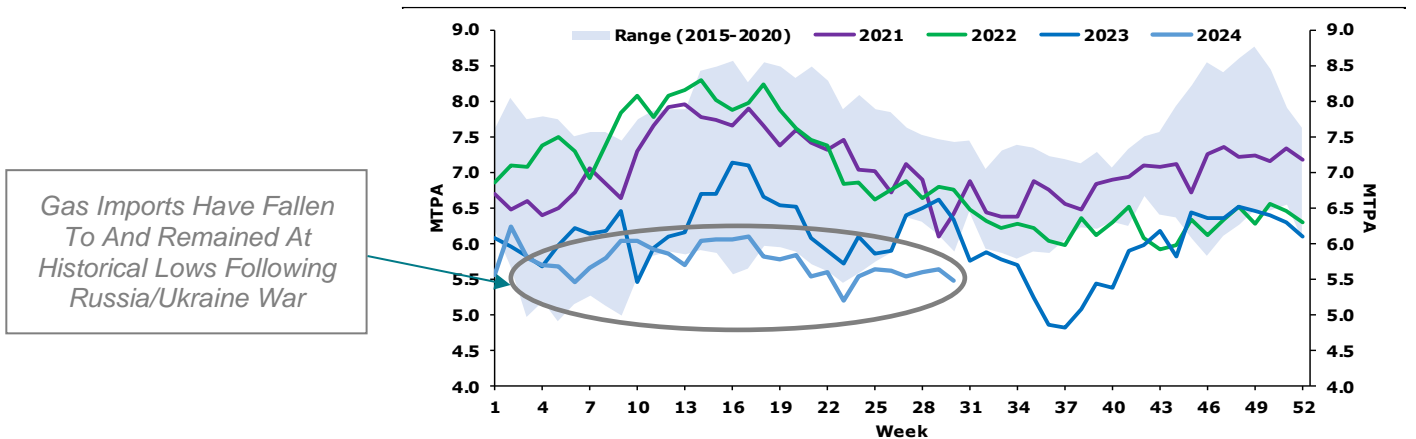
Figure 18. Global LNG Demand



Source: Webber Research & Advisory, LLC estimates, Wood Mac, Bloomberg, Shell

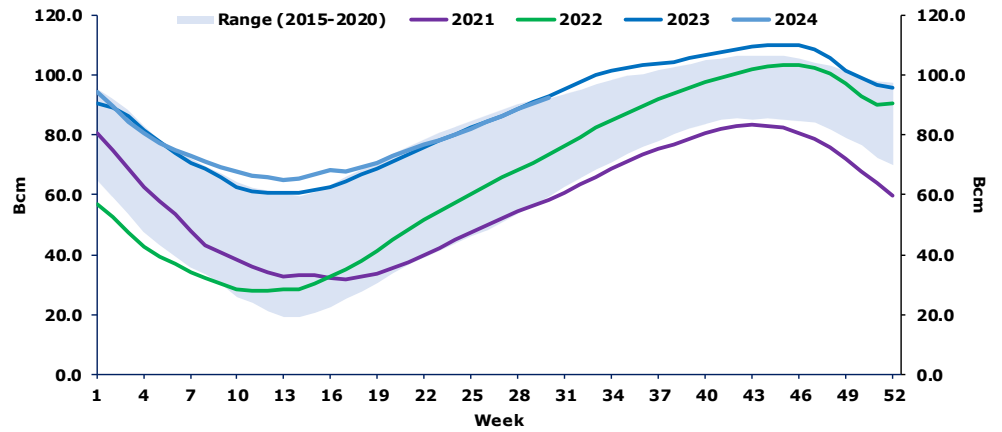
European Regasification Terminal Growth: Following Russia’s invasion of Ukraine, several European nations moved swiftly to secure their own natural gas supply through LNG imports. Due to the relatively fragmented infrastructure, each country devised its own strategy to reduce dependence on Russian pipeline gas. Countries without existing import infrastructure, such as Germany, constructed fast-to-market FSRU terminals. Those with existing terminals undertook expansion projects to boost capacity, with some also constructing new terminals to further increase import capability. As a result of the conflict, Europe’s total regas capacity grew from ~184MTPA in 2020 to ~235MTPA at the end of 2023. The momentum shows no signs of slowing with Germany planning to increase capacity to 31.2Bcm by 2024 with two FSRU projects, Greece tripling its capacity to 25.7Bcm by 2024, and Italy constructing two FSRU terminals and expanding its existing terminals. Assuming all planned projects are constructed, European regas capacity could potentially increase to 400Bcm by 2030 or ~19% compared to 2023.

Figure 19. European Natural Gas Imports



Source: Webber Research & Advisory, LLC, Bruegel

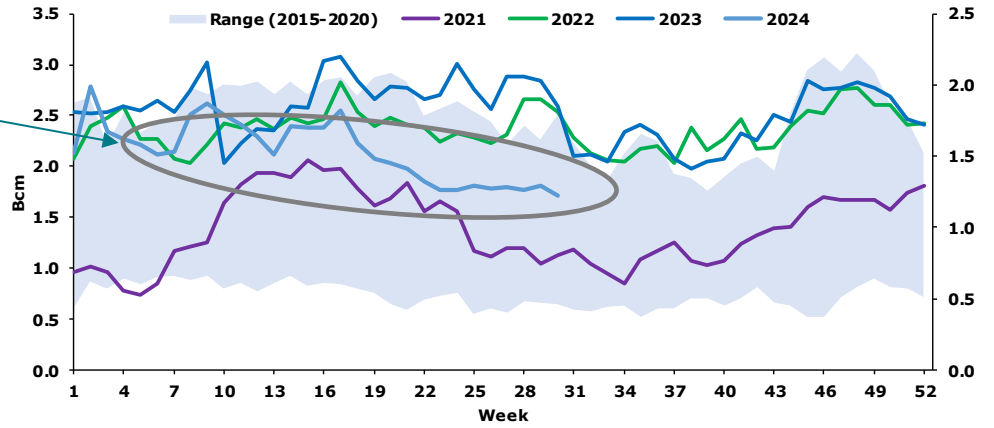
Figure 20. European Storage Levels



Source: Webber Research & Advisory, LLC, Bruegel

Figure 21. European LNG Imports

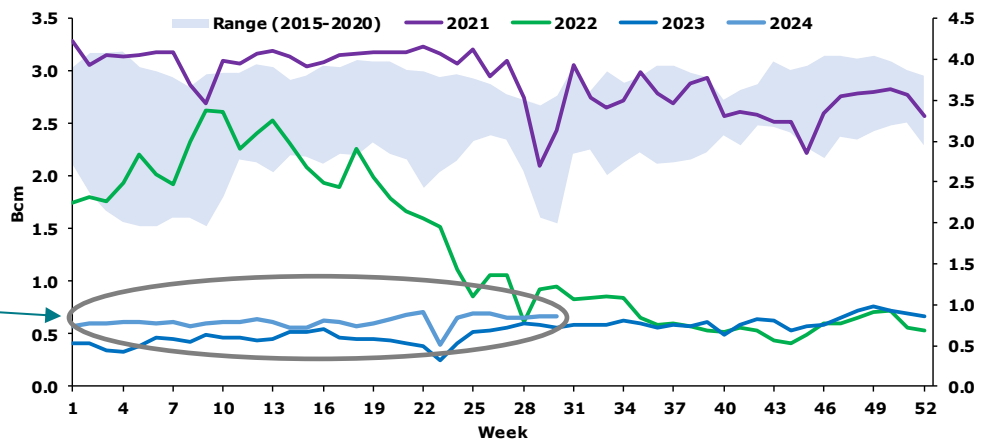
LNG Imports Remain Elevated To Replace Russian Pipeline Gas



Source: Webber Research & Advisory, LLC, Bruegel

Figure 22. Russian Gas Exports

~2-3Bcm Drop In Russian Gas Exports To Europe



Source: Webber Research & Advisory, LLC, Bruegel

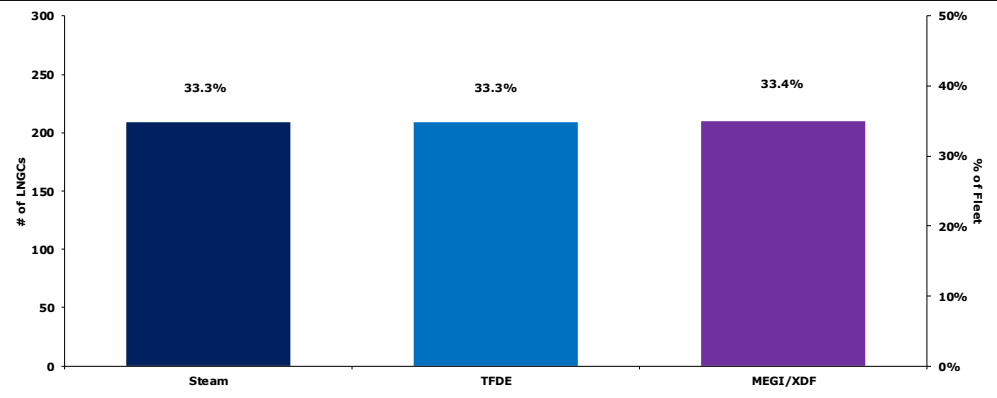
Environmental Regulations: In 2011, the International Maritime Organization (IMO) introduced the Energy Efficiency Design Index (EEDI) for new vessels built from 2013 onwards. The introduction of EEDI marked the first legally binding climate change agreement since the Kyoto Protocol and the mandatory adoption of MARPOL Annex VI. Looking ahead, the IMO has implemented more rigorous regulations effective from January 2023, including the Energy Efficiency Existing Ship Index (EEXI) and the Carbon Intensity Index (CII). These regulations aim to progressively reduce greenhouse gas (GHG) emissions in the maritime sector. If properly enforced, they are expected to phase out older, less efficient vessels, which could constrain the supply of LNG carriers (LNGCs).

- **EEXI & CII:** In November 2020, the Marine Environment Protection Committee (MEPC) proposed amendments to MARPOL Annex VI aimed at establishing a regulatory framework to reduce greenhouse gas (GHG) emissions from international shipping. This framework introduces key measures such as the Energy Efficiency Existing Ship Index (EEXI), the Carbon Intensity Indicator (CII), and an enhanced Ship Energy Efficiency Management Plan (SEEMP). The EEXI requires each vessel to achieve a specific energy efficiency level, compared to a baseline derived from the Energy Efficiency Design Index (EEDI). Vessels must annually calculate their CII, which is then compared against their required operational CII to determine their carbon intensity rating, ranging from A (best) to E (worst). This performance level is documented in the vessel's SEEMP. Vessels with an E rating or three consecutive years of a D rating must submit a corrective action plan outlining steps to achieve a C rating or higher.

Decarbonization Trends: LNG is widely considered as a leading alternative fuel option (in the short/medium term), primarily due to its lower emissions compared to traditional fuels (HFO, diesel, etc.), its widespread availability at global ports, and growing fleet of newbuild and converted dual-fuel (LNG + traditional fuels) vessels. One of the biggest impacts of the EEXI regulation is the potential slow steaming requirement for existing vessels (a potential reduction in speeds by up to 4 knots, from the average speed of 16-21 knots). This change will notably affect older steam-powered LNG carriers, which constitute approximately ~32% of the global fleet. Consequently, this could lead to higher utilization of the existing fleet and potentially increased demand for LNG carriers, while also possibly prompting the scrapping of a substantial portion of older vessels.

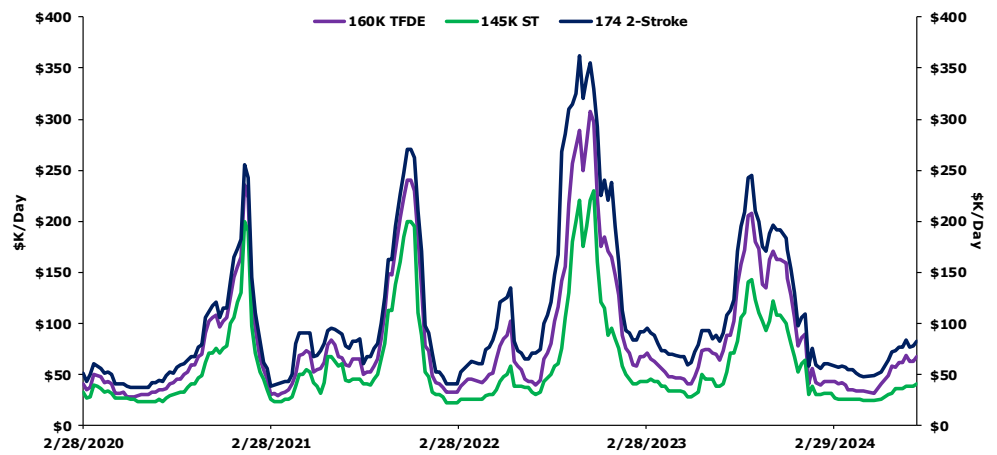
Main Types Of Propulsion Systems: LNGCs can be classified into three tiers, from oldest to newest: Steam, TFDE, and MEGI/XDF. Steam vessels burn fuel oil or boil-off gas in boilers generating steam to power turbines that propel the vessel and generate electricity for pumps and machinery. TFDE, or Tri-Fuel Diesel Electric vessels, use fuel oil or boil-off gas to power generators that feed electric propulsion systems. Vessels that have MEGI (M-Type Electronically Controlled Gas Injection) systems, utilize high pressure, dual-fuel systems that are electronically controlled to maximize efficiency. XDF (low-pressure 2-stroke engine) vessels are fitted with medium-speed two-stroke engines to propel the vessel and outfitted with power takeoff units to generate electricity for pumps and machinery. XDF engines have a lean-burn combustion, translating to higher engine efficiency and lower emissions. The on-water LNGC fleet consists of ~33% steam vessels, ~33% TFDEs and ~33% MEGI/XDF.

Figure 23. LNG Carrier Fleet By Propulsion Type



Source: Webber Research & Advisory, LLC, IGU

Figure 24. Historical Spot Rate

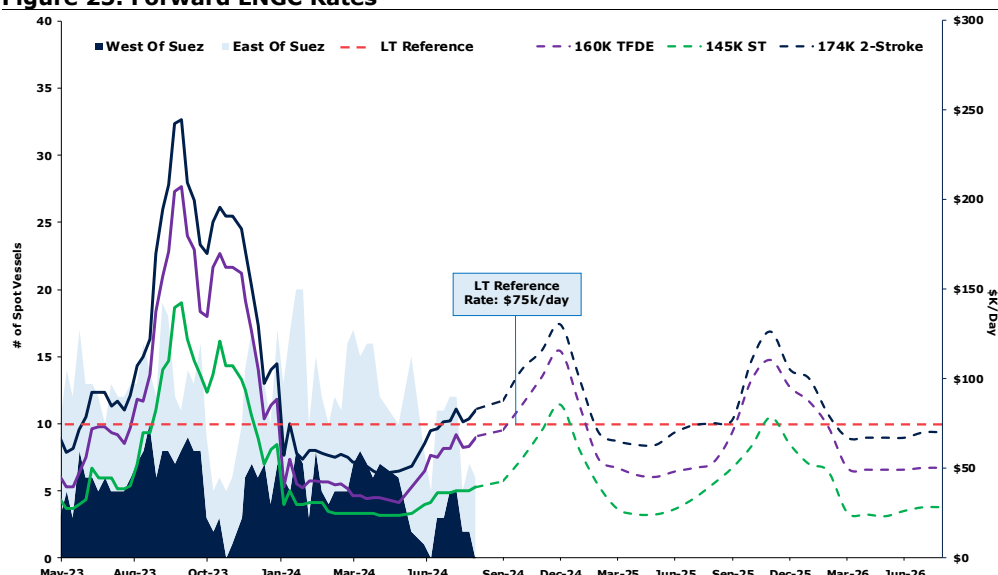


Note: Assumes a 0.15% boil-off for 145 cbm ST, 0.10% boil-off for 160 cbm TFDE, and a 0.085% boil-off for 2-Stroke

Sources: Webber Research & Advisory, LLC estimates, Affinity

Note: Assumes a 0.15% boil-off for 145 cbm ST, 0.10% for TFDE, and a 0.085% for 2-Stroke

Source: Webber Research & Advisory, LLC estimates, Affinity

Figure 25. Forward LNGC Rates

Note: Assumes a 0.15% boil-off for 145k cbm ST, 0.10% boil-off for 160k cbm TFDE, and a 0.085% boil-off for 2-Stroke

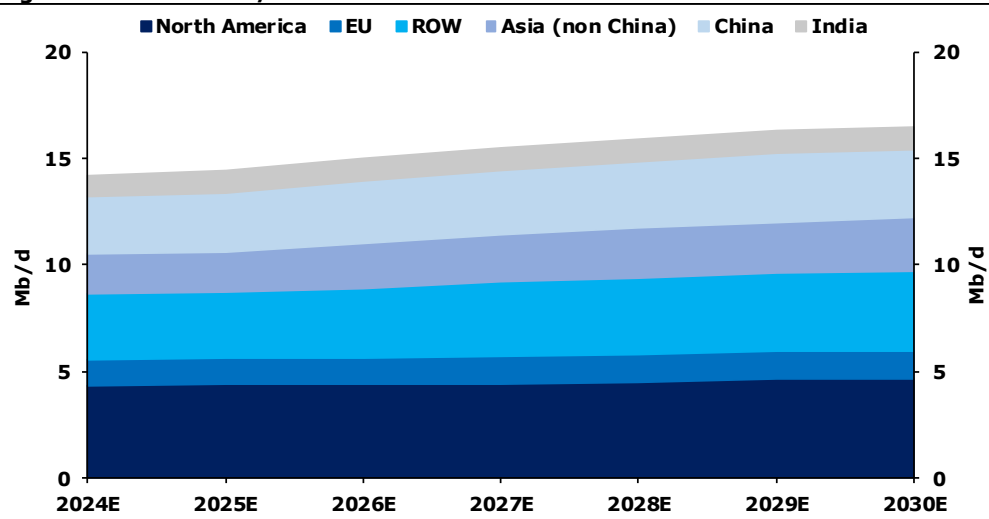
Sources: Webber Research & Advisory, LLC estimates, Affinity

Note: Assumes a 0.15% boil-off for 145 cbm ST, 0.10% for TFDE, and a 0.085% for 2-Stroke

Source: Webber Research & Advisory, LLC estimates, Affinity

LPG, Ammonia, & LCO2: Although **CCEC** won't take delivery of its LPG and multi-gas carriers until at least 2026, we think it's important to highlight its potential for entering these markets.

- **LPG:** The global LPG market, comprised of butane, propane, propylene, and other heavier hydrocarbon gases, is an integral part of global commerce with end uses ranging from domestic heating and cooking to industrial production. According to the World Liquid Gas Organization, 60% of global LPG use is attributed to residential and commercial heating and cooking applications spanning both developed and developing countries. With a high calorific value and low levels of impurities, LPG produces fewer emissions compared to coal and oil and has a significantly lower impact on air quality, making it an attractive, affordable, and environmentally friendly residential fuel in developing nations. The remaining 40% of global demand is sourced from Industrial uses, including chemical production, agriculture uses, fuel for light-duty vehicles, and power generation (particularly in remote areas).
 - **LPG Demand & Growth Drivers:** In 2023, Global LPG consumption reached ~11Mb/d (up 3.5% y/y), driven primarily by China (imports up 22% y/y) and India (imports up 4% y/y), and is expected to continue to grow by an additional 1.7Mb/d by 2030 (as shown in Figure 26). Global demand has been primarily driven by a mix of industrial consumers and retail customers across Asia. Appetite in the industrial sector has been stimulated by a new wave of chemical plants and propane dehydrogenation facilities (for propylene production) under development across Asia. The LPG retail market continues to grow within rural China and India as well as in Vietnam, the Philippines and Bangladesh.

Figure 26. Global LPG/Ethane Demand Forecast

Source: Webber Research & Advisory, LLC, IEA

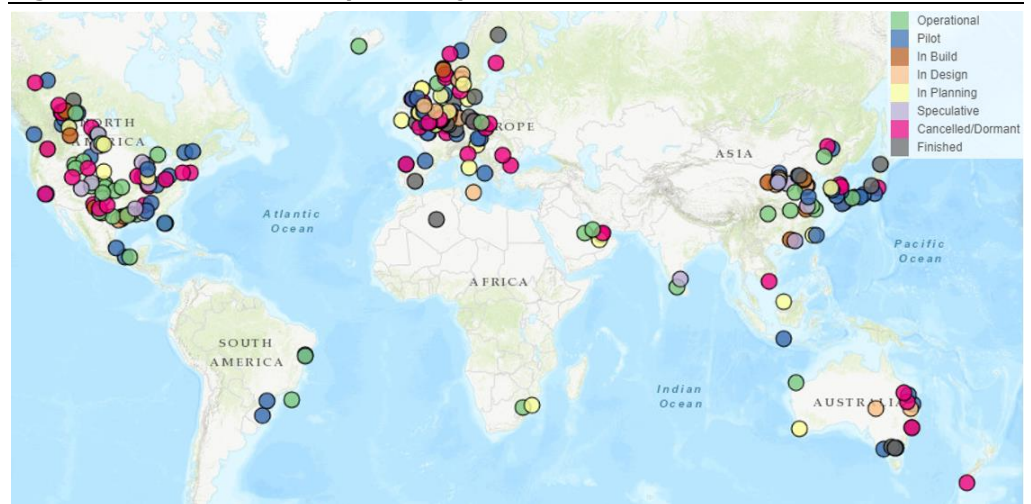
- Ammonia:** Ammonia is a critical part of the global agricultural system, as it is the primary precursor chemical for all mineral nitrogen fertilizers. According to the IEA, roughly 70% of the world's ammonia production is used for fertilizers with the remainder used in industrial applications to produce plastics and other synthetic compounds. In 2023, global ammonia consumption reached 240MT, and is anticipated to reach ~312MT by 2028 due to both an increase in agricultural demand as well as the potential emergence of ammonia for energy. Ammonia's combustion process produces no emissions (only nitrogen and water), making it an environmentally attractive alternative to traditional fuels. While the energy market for ammonia has yet to materialize, there is significant near-term demand for the product for fertilizer production in the short to medium term and should the right mix of market conditions and technological innovations emerge, the use of ammonia as fuel could further strengthen long-term demand and the need for supporting infrastructure.
- Liquid CO₂:** With emissions at the forefront of the world's industrial sectors, carbon capture, the practice of extracting and isolating CO₂ from gaseous emissions, has emerged as a potential solution to drastically reducing environmental impacts across industrial verticals such as concrete, ammonia, and steel production. While carbon capture technology itself is still in its infancy, if/when the technology matures and becomes widely deployed, it will create the need to both transport and store captured CO₂ (essentially forming a liquid CO₂ market), and naturally, tanker vessels could serve as a cost-effective method of transportation.
 - Why Not Existing Ships?** Unlike other liquified gases, such as LNG and LPG, Liquid CO₂ requires a combination of low temperature and pressure to keep CO₂ in its liquid state. As a result, the vast majority of LNG and LPG carriers are not capable of handling LCO₂ as the cargo containment systems on these vessels are designed to keep cargo at either ambient

pressure and low temperature *or* high pressure and ambient temperature, not both.

While it's possible to convert existing liquified gas carriers to handle LCO₂, the limited size of the current LCO₂ market (primarily consisting of smaller volumes for food and beverage industries) makes these conversions cost prohibitive.

The current LCO₂ fleet consists of two on-water vessels (delivered in early-2024) and six carriers scheduled for delivery in 2026/2027. Four of these assets (two on-water and two on order) are committed to the Northern Lights Project, a JV between Equinor, Shell and Total, where the vessels will transport carbon captured from a Norwegian waste-to-energy plan to a subsea storage site in the North Sea. The remaining four vessels on the order book (50% of future global fleet) are owned by **CCEC** and are currently uncommitted. We note several large-scale carbon capture projects without committed LCO₂ Carriers and, in the scenario where these projects come to fruition and drive international demand for LCO₂ transport, **CCEC** would potentially be the only player with uncommitted tonnage and poised to benefit from a relatively dominant market position and first-mover advantage.

Figure 27. Global Carbon Capture Project Status



Source: Webber Research & Advisory, LLC, SSCS

Investment Rationale / Key Points

Summary of C-Corp Conversion: On 8/2, **CPLP** confirmed its Q423 plans to change its name to Capital Clean Energy Carriers Corp. (**CCEC**) and convert the firm from a limited partnership to a corporation on 8/26, in step with its strategic refocus on LNG and the energy transition. Under the conversion, each common unit of **CPLP** issued and outstanding will be converted into one common share of **CCEC**. Its ~349k General Partner units and incentive distribution rights will be converted into an aggregate of 3.5MM common shares, which as of the 8/9 close, would translate to ~6% dilution, roughly inline with Calumet Specialty Product Partners L.P.'s (CLMT) conversation (~6%, fully diluted at the time) in November 2023, and inside of TK/TGP's IDR take out (~12%) and GLOG/GLOP (~10%). Following the conversion on 8/26, Capital Maritime and its affiliates will hold ~59% of outstanding common shares of **CCEC** – so while technical GP control is gone, effective control remains – albeit with a methodology for gradual release (below).

With the conversion, the General Partner will surrender its rights to appoint three directors to the board, veto rights over significant corporate transactions and governance matters. Capital Maritime and its affiliates will have the right to nominate up to three directors to the Board according to ownership (>25%: 3 Directors, 15%-25%: 2 Directors, 5%-15%: 1 Director, <5%: 0 Directors) with the remaining directors nominated by **CCEC's** nominating committee under a majority vote (or plurality vote in a contested election).

Unique Position Across Energy Transition & Emerging Gas Transport: **CCEC** is positioning itself as the early leader within the transportation of emerging alternative fuels and energy transition byproducts, as well as the largest public owner of LNG Carriers – an approach we believe should drive value recognition from its previous trading levels. While its LNG fleet provides the company's backbone, **CCEC's** assertive move into LCO₂, ammonia, and other industrial gases should position it for thematic relevance and leadership within the marine midstream space, and potentially drive its equity currency above NAV (over time) – a dynamic we've seen with others in previous cycles.

Market-Agnostic Optionality & Flexibility: While we believe in **CCEC's** competitive positioning and *first-mover* mentality regarding CO₂ transportation, it's worth noting that the four LCO₂ carriers on order are also capable of trading ammonia and LPG, providing a significant degree of operating flexibility. While the nascency of the LCO₂ transportation market carries an inherent degree of risk for early movers, based on what we've seen in the other areas of our research practice (renewables and alternative fuels), we believe the risk/reward for **CCEC** is significantly skewed to the positive, with it poised as the early market leader in a growing and highly relevant industrial gas sector. To that point – **CCEC's** LCO₂ orders make up ~2/3 of the global orderbook, a relative figure we expect to come down over time, as a number of other owners are currently evaluating the space. (see page 28 for more on the LCO₂ market opportunity). Ultimately, we believe **CCEC's** significant pivot into energy transition shipping should eventually drive either parity or a premium to its NAV, making us constructive on the stock.

Stable Contracted Cash Flows With EBITDA Upside Potential: **CCEC's** modern, efficient fleet of existing vessels are employed under long-term charters at attractive rates, yielding stable cashflows in the mid to long term. **CCEC's** fleet expansion program has the potential to

significantly drive EBITDA with six LNGCs poised to enter a potentially tight market with significant future chartering upside. These six carriers coupled with ten LPG carriers delivering between 2026 and 2027 could drive contracted revenues by up to ~143% (from \$253.4MM), translating to a roughly 186% increase in EBITDA (from \$1.2B) and a ~342% increase in adjusted free cash flow (from \$46.8MM).

Compliance Costs Straining Older Tonnage: We note that over 85 LNGCs (~14% of the existing on-water fleet) are over 20 years old. In light of the increasingly strict environmental regulations such as EEXI and CCI (see more on page 25), these older, less efficient vessels face limited chartering opportunities and may be considered for scrapping. Coupled with the limited number of uncommitted newbuilds delivering in the next few years, we believe potential scrapping of these vessels could further constrict an already tight LNGC market.

- **Less Efficient Vessels Could Be Forced Out:** Under the new CII/EEXI regulations, older, less efficient vessels could be forced out of the market leading to potential scrapping or conversion into floating storage units (FSUs) or floating storage and regasification units (FSRUs).

Modern Efficient Fleet: CCEC's modern fleet of 12 LNGCs are equipped with the latest technology to improve efficiency, reduce operating costs, and offer the lowest environmental footprint when transporting LNG. The notably young LNGC fleet (oldest vessel was built in 2020) utilizes GTT's Mark III FLEX containment system (see Figure 28) with below average boil-off rates (BOR), the amount of liquid that evaporates from cargo due to heat leakage.

Additionally, CCEC's fleet is outfitted with Hi-ALS (Air Lubrication System), Hi-Fin propellers and Hi-Rudder bulbs. These systems decrease vessel resistance and fuel consumption and are the latest in performance enhancing technology for LNG vessels. CCEC's fleet is slightly above the industry average for XDF vessels (CCEC MEGI/XDF active BOR of 0.04% compared to industry average of 0.05-0.10%). Boil-off gas (BOG) is unavoidable and must be removed from the tanks in order to maintain the tank pressure. To relieve the pressure in LNG tanks, BOG can be used as fuel or burned in a combustion unit, or re-liquefied [when evaporated LNG is cooled down to -260°F (-162°C) and pumped back into the cargo tanks].

As a general rule, steam vessels are less efficient than the more modern vessels (TFDE, MEGI/XDF) and assuming LNG price of \$10/MMBtu, the value of that additional BOG can be as high as \$32K/day (Steam vs TFDE) or \$46K/day (Steam vs 2-Stroke). This spread has a direct correlation with LNG prices, i.e., the higher LNG prices, the wider the spread.

Figure 28. BOR Impact

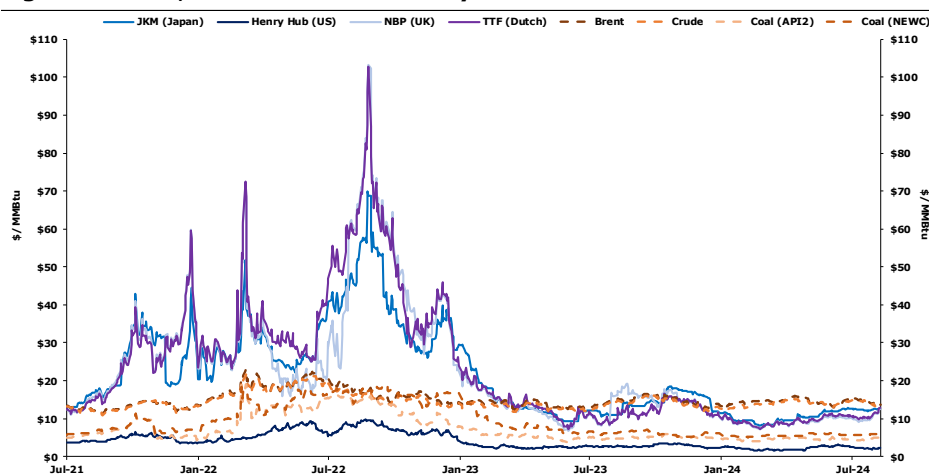
	BOR	LNG Price (\$/MMBtu)	Cargo (\$MM)	Boil-Off (\$/day)	Δ TFDE (mid-point)	Δ 2-Stroke (mid-point)
Steam	0.15%	\$10	\$40.4	\$60,604	(34,342)	(50,504)
	0.25%	\$10	\$40.4	\$101,007		
TFDE	0.08%	\$10	\$40.4	\$32,322		(16,161)
	0.15%	\$10	\$40.4	\$60,604		
MEGI/X DF	0.05%	\$10	\$40.4	\$20,201	16,161	
	0.10%	\$10	\$40.4	\$40,403		

Source: Webber Research & Advisory, LLC estimate

Constructive Ton-Mile Dynamics: Prior to the Russian invasion of Ukraine, Russian Gas was predominately exported via pipelines (~210Bcm as of 2021) or on LNGCs (~40Bcm as of 2021, but Russia had plans to increase LNG exports to 110-190Bcm by 2025). Due to the Nord Stream pipelines being offline (~55Bcm), and with China and India emerging as purchasers of Russian LNG, LNG carriers will now need to travel longer distances to deliver cargos (i.e., the distance from Yamal to Europe is ~2,600km, compared to 3x the distance to China via the Northern Sea Route). Additionally, low water levels in the Panama Canal have restricted LNGC transits (16 LNGC transits in H124, down 75% y/y) and conflict in the middle east (Iran backed Houthi rebels attacking merchant ships) has prevented vessel transits through the Suez Canal (dropping LNGC transits to zero in 2024), leading to LNGCs to transit the Cape of Good Hope to deliver Asia-bound cargos. These geopolitical events have led to a significant increase in voyage distances, drastically increasing ton-miles and further tightening the LNGC market.

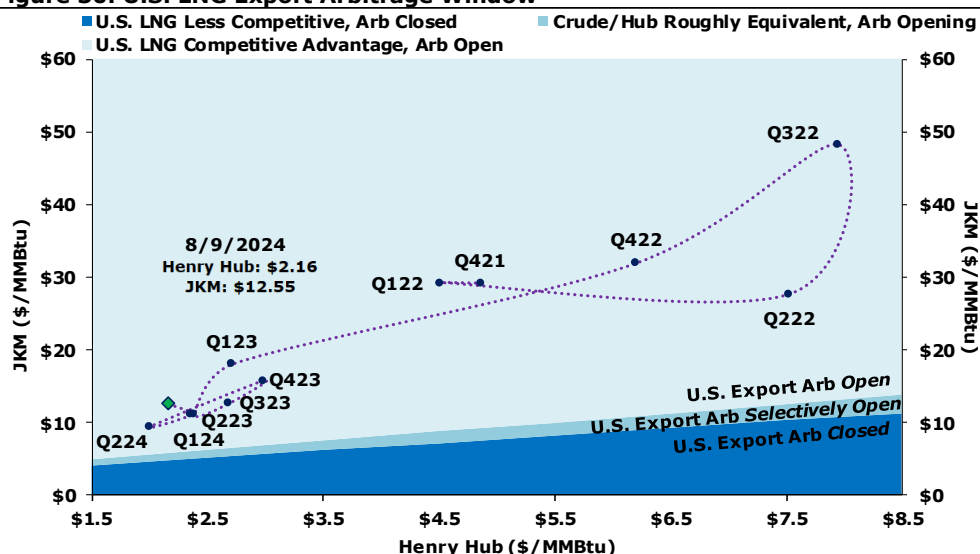
LNG Price Normalization Could Incentivize More Coal/Oil Switching: Historically, LNG prices have been generally higher than coal and oil (Figure 29), however LNG demand has remained relatively resilient. As of July 2024, LNG prices have stabilized, reaching parity with coal, and could further stimulate additional demand for LNGC carriers as end markets shift from coal and oil to LNG.

Figure 29. LNG, Oil & Coal Price History



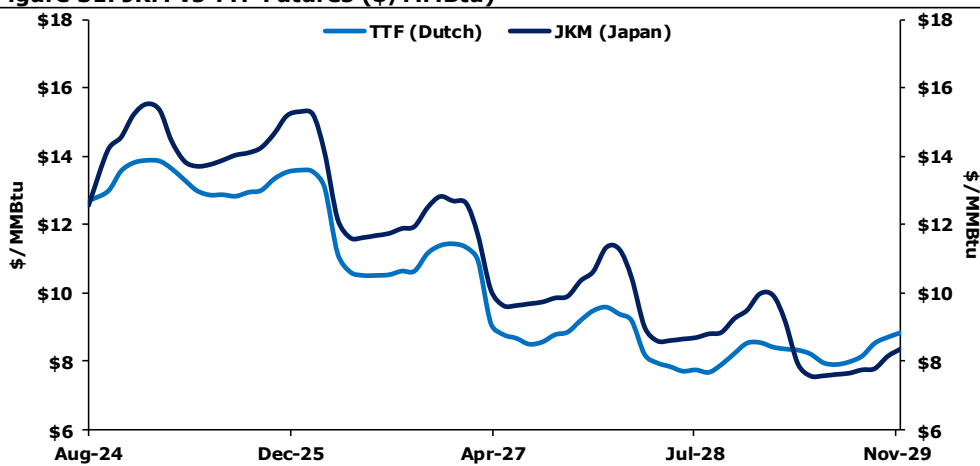
Source: Webber Research & Advisory, LLC, FactSet

Figure 30. U.S. LNG Export Arbitrage Window



Source: Webber Research & Advisory, LLC, FactSet

Figure 31. JKM vs TTF Futures (\$/MMBtu)



Source: Webber Research & Advisory, LLC, FactSet

Storage Potential: The use of on-the-water capacity for floating storage is common in other shipping verticals and is becoming increasingly common in the LNGC space, notably with newer LNGCs outfitted with reliqufaction plants (such as **CCEC**'s fleet) to reduce wasted boil-off gas and maximize cargo preservation during floating storage operations. The practice temporarily reduces fleet capacity and enhances fleet utilization, although not on a permanent basis. Global LNG floating storage reached a peak in Q322, with reports indicating over 30 vessels acting as floating storage (~5% of the fleet), up from nearly zero in 2020/2021. We anticipate this trend to persist due to increasing LNG demand, tightening market conditions and the increasing focus on energy security.

Energy Security: In response to Russia's invasion of Ukraine and the subsequent halt in gas supplies from Russia to Europe, European countries swiftly enhanced their regasification capacity. By the end of 2023, Europe had added ~40.1MTPA of regasification capacity through seven new terminals and two terminal expansion projects across the Netherlands, Poland, Finland, Italy, and Germany. An additional ~12MTPA is anticipated to come online by the end of 2024, bringing the total LNG import capacity to ~247.4MTPA. We believe this heightened

focus on energy security is expected to bolster LNG demand structurally, as countries seek to diversify and reduce the risk in their energy supply portfolios.

- If the conflict between Russia and Ukraine resolves, we anticipate that many countries will refocus on environmental concerns, with LNG's role as a bridge/transition fuel returning to the forefront as a near-term solution for decarbonization.

Seasonal Demand: LNG demand, and consequently LNG carrier (LNGC) demand, is heavily influenced by seasonal weather patterns. Traditionally, LNG consumption peaks during winter (for heating) and subsides during summer months. However, this pattern was disrupted by Russia's invasion of Ukraine, which led to the cessation of pipeline gas supplies to Europe, creating structural demand for LNG as European countries sought to restock gas storage inventories ahead of the winter months. FSRU terminals emerged as a solution to quickly develop LNG import infrastructure and fill the supply void. Despite typically weaker vessel markets in the spring and fall, depending on utilization during peak seasons, terminals already operating at full capacity could lead to LNG carriers being idled as queues form for cargo discharge (as seen with containerships in 2021/2022), which could tie up additional tonnage.

Key Risks

Balanced LNGC Market With Focus On Near Term Capacity Additions: The LNGC orderbook is significant, both in absolute terms (356 vessels) and relative to the existing fleet (~52%). While the majority of the orderbook (~90%+) is committed to term volumes from existing LNG export projects (LNG Canada, Port Arthur LNG, Golden Pass LNG, Qatar NFE, etc.) with a wide breadth of delivery dates, several projects are facing significant delays (see our [WIEPC LNG Project Database Update](#) & our [Global LNG Project Rankings](#) for additional color), potentially resulting in an air pocket of vessel overcapacity. While we expect relatively solid underlying demand dynamics and elongated ton miles to continue absorbing new deliveries, a significant gap in delivery timings (vessels vs projects) and/or speculative orders could weight rates, earnings, and equity values.

Limited Charterer Base: CCEC's current fleet employment is centered around a limited group of charterers – with four charterers [Cheniere (**LNG**), BP (**BP**), Hapag-Lloyd, and HMM] making up ~75% of CCEC's revenue. On the other hand, for what CCEC lacks in charterer diversity/quantity, it makes up for in counterparty quality as these four charterers have both significant experience in their respective sectors (along with significant balance sheets). Additionally, several of CCEC's vessels may be under time charters at rates that are at a substantial premium to the spot and period markers, and charterers' failure to perform under these time charters could result in a significant loss of expected future revenues and cash flows. While we expect CCEC's counterparty diversity to widen over time (inherently with new deliveries) it none-the-less creates a technical risk.

Commoditized Market: CCEC operates in an increasingly commoditized sector (LNG shipping) alongside numerous capable competitors [both private and public such as Cool Co (**CLCO**), Dynagas LNG (**DLNG**), Flex LNG (**FLNG**), Awilco (**ALNG-NO**), etc). Success in this sector hinges largely on global economic conditions largely beyond companies' control. Beyond providing efficient vessels, differentiation in the LNG shipping market can be challenging. However, we believe CCEC has positioned itself with a fleet entirely comprised of modern two-stroke vessels (~5.7% of the global two-stroke fleet) compared to competitors with mixed fleets of modern and older, less efficient tonnage. Additionally, CCEC is strategically positioned to capitalize on the LNGC demand with six uncommitted carriers delivering between 2026 and 2027.

Seasonal Demand Can Correlate with Rates & Stocks: Fossil fuels currently provide ~80% of the world's energy supply, with the top three being coal, oil, and gas. The demand for LNG and natural gas is closely correlated with weather conditions, making it highly sensitive to seasonal variations. Unusually warm winters or cold summers could put downward pressure on spot prices for LNG, which can correlate closely with equity prices.

Market Impacts Of Geopolitical Events & Regional Conflicts: The LNG shipping market is susceptible to pressures from geopolitical events surrounding countries participating in LNG market as well as regional conflicts around key transit routes. As exhibited by Russia's invasion of Ukraine and the Europe's substitution of Russian pipeline gas with LNG, conflicts involving countries importing/exporting LNG may disrupt the global LNG market, creating upward/downward pressure on LNG pricing and charter rates. Similarly, attacks on merchant ships around canals and key transit areas may force vessels to sail alternative routes,

impacting global fleet availability and charter rates. These events are highly unpredictable and the magnitude and duration of the resulting impacts on the LNG market are inherently stochastic.

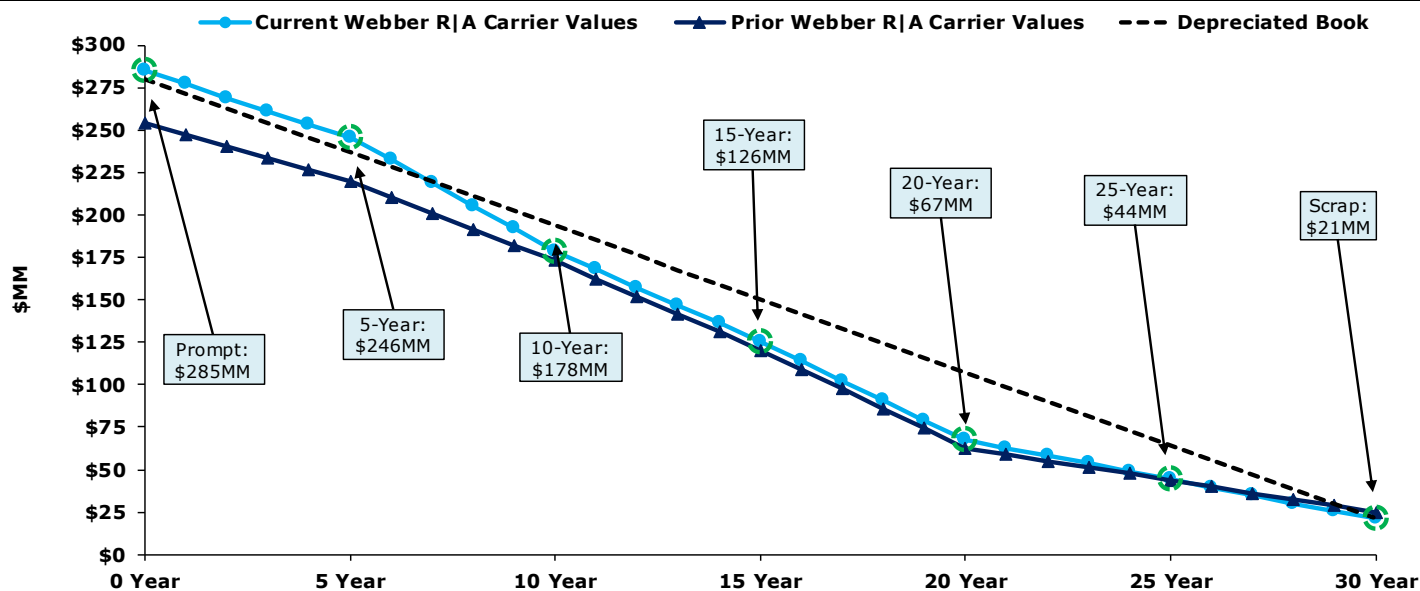
Uncertainty Around Environmental Impact: It's still too early to say whether CII or EEXI regulations would reduce the global LNG fleet, or cause vessels to "slow steam", which increases LNGC utilization (longer voyage = less available vessels), or any effects on scrapping.

Investment In LPG, Ammonia, & LCO2: While **CCEC's** existing container fleet and developing LPG/LCO2 fleet differentiate it amongst its direct peers, we also think it introduces a degree of technology risk and could potentially complicate mandates for pure play investors. **CCEC** is set to invest \$756MM across 10 LPG & LCO2 ships through 2027, of which it doesn't have publicly demonstratable experience operating. In addition, the LCO2 shipping industry is in its infancy and may take significantly longer to materialize than **CCEC's** internal expectations, if at all, or could be significantly more costly to operate. Additionally, the remaining presence of Containerships in **CCEC's** existing fleet could preclude certain LNG and/or Energy Transition mandated investors from participating in the stock.

Valuation

NAV & LNGC DCF: We derive our **CCEC NAV** from our LNG Carrier DCF in which we discount the estimated LNG charter rates for the life of a vessel to form our implied asset valuation curve (Figure 32). We then adjust based on the difference between the contracted charter values and spot rates for similarly aged vessels.

Figure 32. DCF-Based LNG Carrier Valuations



Source: Webber Research & Advisory, LLC estimates

CCEC NAV: For **CCEC**, we estimate its modern on-the-water fleet is worth ~\$3.9B (made of ~\$3.3B in LNG Carriers and ~\$0.6B in Containerships). We then adjust for existing time charters that are below current charter rates, or ~-\$164MM for a charter-inclusive estimated NAV of \$1.6B, or \$27.60/share (Figure 34).

Figure 33. Webber CCEC Steel & Charter Value Details

CCEC Fleet Data (\$MM)					
Vessel	Age	Ownership	Type	CCEC Value (\$MM)	
				Vessel	Charter
Aristos I	4.0 yrs	100%	LNG	\$254	(\$34)
Aristarchos	3.0 yrs	100%	LNG	\$261	(\$39)
Aristidis I	4.0 yrs	100%	LNG	\$254	(\$34)
Attalos	3.0 yrs	100%	LNG	\$261	(\$42)
Adamastos	3.0 yrs	100%	LNG	\$261	(\$27)
Asklipios	3.0 yrs	100%	LNG	\$261	(\$43)
Asterix I	1.0 yrs	100%	LNG	\$277	(\$27)
Amore Mio I	1.0 yrs	100%	LNG	\$277	\$89
Axios II	1.0 yrs	100%	LNG	\$277	(\$0)
Assos	0.0 yrs	100%	LNG	\$285	(\$14)
Aktoras	0.0 yrs	100%	LNG	\$285	\$0
Apostolos	0.0 yrs	100%	LNG	\$285	\$7
Archimidis	0.0 yrs	100%	LNG		
Agamemnon	0.0 yrs	100%	LNG		
Alcaios I	0.0 yrs	100%	LNG		
Antaios I	0.0 yrs	100%	LNG		
Athlos	0.0 yrs	100%	LNG		
Archon	0.0 yrs	100%	LNG		
Active	0.0 yrs	100%	CO2		
Amadeus	0.0 yrs	100%	CO2		
Aristogenis	0.0 yrs	100%	MGC		
Aridaios	0.0 yrs	100%	MGC		
Alkimos	0.0 yrs	100%	CO2		
Athenian	0.0 yrs	100%	CO2		
Aratos	0.0 yrs	100%	MGC		
Anios	0.0 yrs	100%	MGC		
Agenor	0.0 yrs	100%	MGC		
Andrianos	0.0 yrs	100%	MGC		
Manzanillo Express	2.0 yrs	100%	Container	\$120	
Itajai Express	2.0 yrs	100%	Container	\$120	
Buenaventura Express	1.0 yrs	100%	Container	\$120	
Hyundai Prestige	11.0 yrs	100%	Container	\$57	
Hyundai Premium	11.0 yrs	100%	Container	\$57	
Hyundai Paramount	11.0 yrs	100%	Container	\$57	
Hyundai Privilege	11.0 yrs	100%	Container	\$57	
Hyundai Platinum	11.0 yrs	100%	Container	\$57	
Total				\$3,881	(\$164)

Newbuild net yet delivered

Source: Webber Research & Advisory, LLC estimates, Company filings

Figure 34. Webber CCEC NAVe

Est. CCEC Charter-Inclusive Net Asset Value (NAV)	
Steel Value	\$3,881
Est. Newbuild Deposits	\$433
Net Cash & WC	\$40
Total Debt	\$2,578
Net Asset Value	\$1,775
Shares Outstanding	58.4
Charter-Free NAV/Share	\$30.41
Discounted Charter Value	(\$164)
Discounted Charter Value/Share	(\$2.80)
Charter-Inclusive NAV/Share	\$27.60
Share Price	\$16.37
P/NAV	0.6x

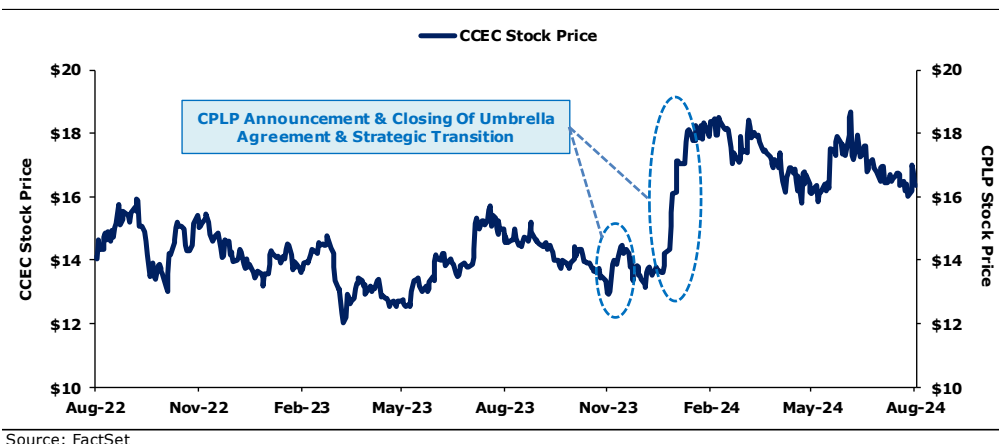
Source: Webber Research & Advisory, LLC, Company filings

The Middle Makes Sense For Now: CCEC's relative and NAV-based valuation multiples have been largely medial vs. its comp set, and more specifically, to direct peers, **FLNG** and **CLCO** – which we think is mostly fair at this point given the following below (*however, we note an integral component of the value props for both CCEC and CLCO are related to their potential chartering ability and subsequent change in earnings power for newly and re-delivering ships in 2026+, which we expect will continue to alter the current valuation and NAV dynamics*):

- 1) Strategic Pivot:** Figure 35 shows the 7% immediate stock price increase following CCEC's strategic pivot announcement in November 2023 +30% in the days following the transaction close. We'd expect as CCEC continues to execute on its strategic pivot to both

LNG and other energy transition fuels (and eventually away from containerships), its valuation multiples, earnings power, NAV, and share price will continue to evolve in conjunction (*more below*).

Figure 35. CCEC Stock Price Following Strategic Announcement/Closing



Source: FactSet

2) Fleet Quality: CCEC’s two-stroke fleet, outfitted with the latest performance enhancing technology (MKII FLEX containment, ALS, rudder & propeller upgrades) significantly outranks those of its closest peers in terms of both quality and age. **CCEC’s** newer vessels possess more efficient power plants, lower boil-off rates and higher operational flexibility compared to older generation vessels (and specifically within the **CLCO** and **FLNG** fleets). From an estimated NAV/share perspective, **CCEC** typically comes in above **CLCO** but below **FLNG**, which we think can be attributed to **FLNG’s** larger fleet and higher proportion of two-stroke vessels. It’s also worth noting that similar to **CCEC**, **CLCO** is adding newer, more efficient tonnage to its fleet, albeit on a smaller scale than **CCEC**.

Figure 36. CCEC LNG Carrier Fleet Comparison To Direct Comp Set

CCEC Direct Peer Technical Comparison				
		CCEC	CLCO	FLNG
Average Fleet Age	Current	1.9 yrs	8.7 yrs	4.5 yrs
	By 2027	3.5 yrs	10.1 yrs	7.5 yrs
Fleet Size	Current	12	11	12
	By 2027	18	13	
Fleet Composition (% 2-stroke)	Current	100%	81.8%	100%
	By 2027		69.2%	

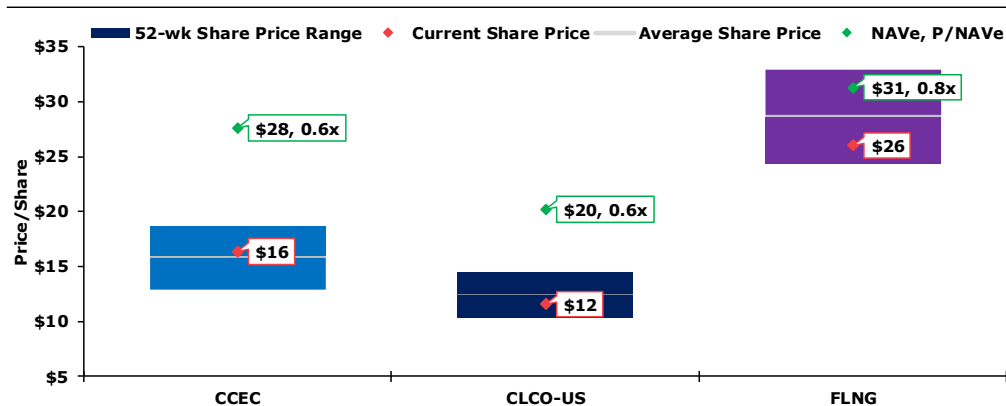
Source: Company filings, Webber Research & Advisory, LLC

Figure 37. CCEC NAV Comparison To Direct Comp Set

CCEC Direct Peer NAV Comparisons			
	CCEC	CLCO	FLNG
Steel Value	\$3,881	\$2,140	\$3,221
Est. Newbuild Deposits	\$433	\$205	\$0
Cash	\$40	\$110	\$383
Total Debt	\$2,578	\$1,043	\$1,683
Net Asset Value	\$1,775	\$1,412	\$1,922
Shares Outstanding	58.4	53.7	52.8
Charter-Free NAV/Share	\$30.41	\$26.30	\$36.42
Discounted Charter Value	(\$164)	(\$329)	(\$270)
Discounted Charter Value/Share	(\$2.80)	(\$6.12)	(\$5.11)
Charter-Inclusive NAV/Share	\$27.60	\$20.18	\$31.31
Share Price	\$16.37	\$11.57	\$26.01
P/NAV	0.6x	0.6x	0.8x
Average Fleet Age	1.9 yrs	8.7 yrs	4.5 yrs

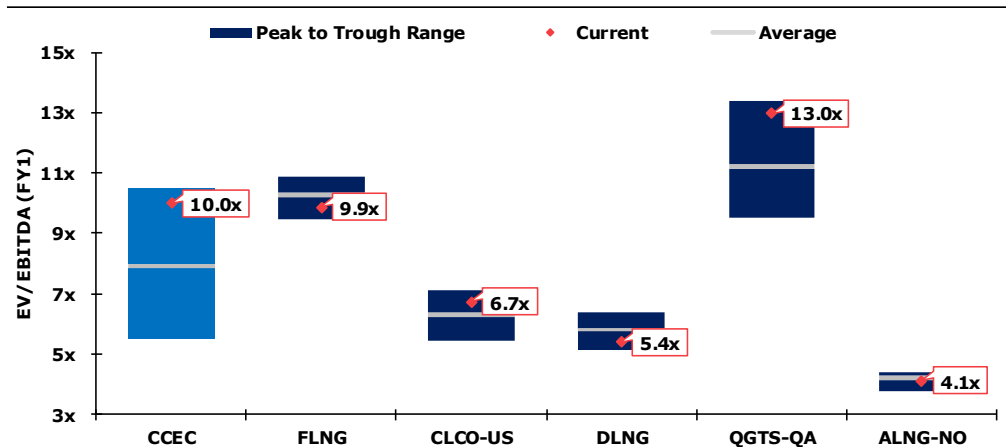
Source: Webber Research & Advisory, LLC, Company filings

Figure 38. CCEC Primary Comps – 52 Week Stock Price Range Vs. NAVe & P/NAVe



Source: Webber Research & Advisory, LLC, FactSet

Figure 39. CCEC Primary Comps – EV/EBITDA (FY1) Multiples

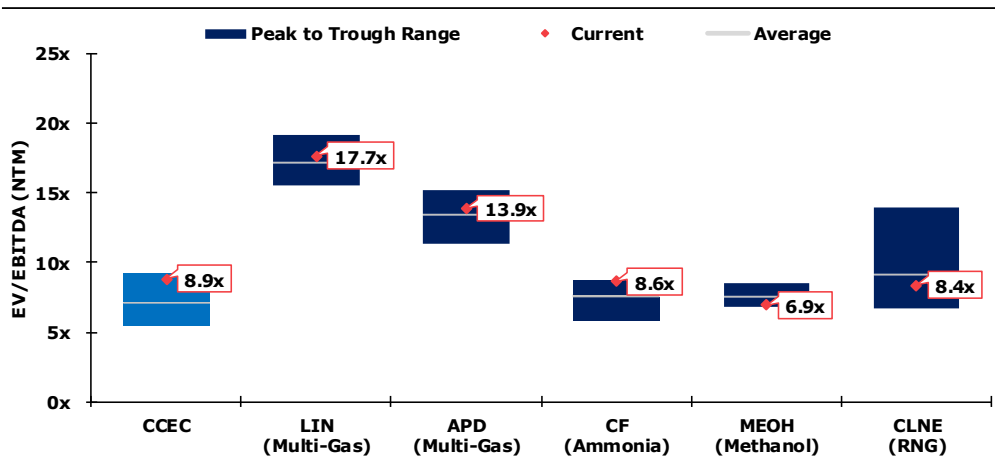


Source: Webber Research & Advisory, LLC, FactSet

Valuation Evolution: It's still early and the data is admittedly thin, but we could feasibly see a scenario in 2027+ where **CCEC's** comp set shifts towards other energy transition transportation companies, which tend to carry a higher multiple. In the same sense, we could also see **CCEC** eventually developing a "scarcity premium" for being one of, or potentially *the only* public energy transition *marine transportation* name in the market – a dynamic we're used to seeing in other energy transition verticals (wind, hydrogen, carbon capture, etc.).

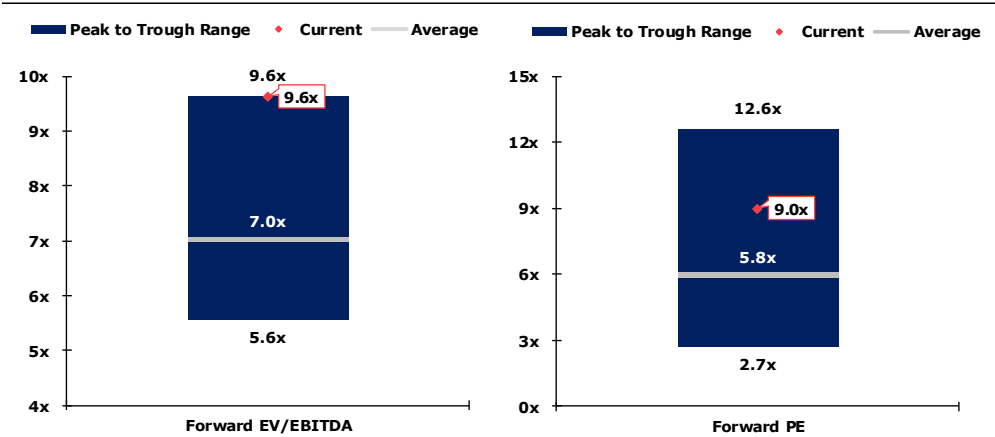
For example, our selected subset of energy transition transportation names trade at ~11.1x EV/EBITDA (NTM) vs. **CCEC** at ~8.9x (Figure 40). We acknowledge the wood needed to chop in order to get there (*hence why our price target doesn't currently consider this scenario*) but **we can see the path**, and with continued execution (of which we think **CCEC's** management team is highly capable), **we think the market will eventually see it too** (*and potentially sooner rather than later*).

Figure 40. CCEC Energy Transition Transport Comps – EV/EBITDA (NTM) Multiples



Source: Webber Research & Advisory, LLC, FactSet

Figure 41. CCEC 2-Year EV/EBITDA (NTM) & P/E (NTM) Valuation Multiple Range



Source: FactSet

Figure 42. CCEC Full Comp Table

Company	Ticker	Trading Currency	Last Price	Mkt Cap (USD MM)	EV (USD MM)	EV/EBITDA FY1	EV/EBITDA FY2	EV/EBITDA FY3	EV/EBITDA FY4	P/E FY1	P/E FY2	P/E FY3	P/E FY4
Capital Clean Energy Carriers Corp.	CCEC	USD	16.37	\$908.1	\$3,400.6	9.2x	8.6x	7.3x	5.6x	9.0x	9.1x	9.8x	6.8x
Primary LNGC Comps													
FLEX LNG Ltd	FLNG	USD	26.01	\$1,396.1	\$2,783.9	9.9x	9.8x	9.4x	9.9x	10.5x	10.4x	9.0x	8.8x
Cool Company Ltd	CLCO-US	USD	11.57	\$603.5	\$1,621.9	6.8x	6.1x	6.4x	#N/A	6.4x	6.2x	7.3x	#N/A
Dynagas LNG Partners LP	DLNG	USD	3.65	\$137.3	\$602.8	5.4x	5.5x	5.5x	#N/A	3.3x	3.2x	3.0x	#N/A
Qatar Gas Transport Co.	QGTS-QA	QAR	4.44	\$6,748.4	\$9,805.8	13.0x	12.9x	12.2x	10.1x	15.1x	14.1x	12.9x	10.1x
Awilco LNG ASA	ALNG-NO	NOK	7.90	\$95.7	\$244.6	4.1x	6.8x	10.8x	40.7x	3.6x	11.3x	#N/A	#N/A
<i>Average</i>						<i>7.8x</i>	<i>8.2x</i>	<i>8.9x</i>	<i>20.2x</i>	<i>7.8x</i>	<i>9.0x</i>	<i>8.1x</i>	<i>9.5x</i>
Upstream													
Sempra	SRE	USD	78.41	\$49,113.1	\$72,062.2	15.2x	13.9x	13.0x	11.8x	16.4x	15.2x	14.2x	13.4x
Cheniere Energy, Inc.	LNG	USD	183.17	\$41,272.9	\$66,219.6	11.8x	10.7x	10.0x	10.4x	21.2x	16.5x	14.4x	14.2x
Cheniere Energy Partners, L.P.	CQP	USD	47.51	\$23,446.9	\$36,979.4	9.8x	9.6x	9.7x	9.9x	11.5x	11.4x	11.2x	10.7x
New Fortress Energy Inc. Class A	NFE	USD	13.00	\$3,490.2	\$10,474.1	9.6x	7.0x	6.0x	#N/A	10.8x	5.0x	3.5x	#N/A
Golar LNG Limited	GLNG	USD	32.97	\$3,418.3	\$4,611.7	#N/A	#N/A	#N/A	#N/A	18.1x	15.7x	22.7x	#N/A
Excelerate Energy, Inc. Class A	EE	USD	18.57	\$477.0	\$1,966.0	7.1x	7.0x	6.1x	5.9x	16.2x	15.0x	9.7x	8.7x
<i>Average</i>						<i>10.7x</i>	<i>9.6x</i>	<i>9.0x</i>	<i>9.5x</i>	<i>15.7x</i>	<i>13.1x</i>	<i>12.6x</i>	<i>11.8x</i>
Energy Majors													
Exxon Mobil Corporation	XOM	USD	118.85	\$523,764.8	\$557,453.5	6.6x	6.2x	5.9x	5.5x	13.8x	12.9x	11.9x	10.6x
Chevron Corporation	CVX	USD	144.99	\$264,260.2	\$238,757.4	5.9x	5.2x	4.9x	4.6x	12.0x	10.4x	10.2x	9.4x
Shell Plc Sponsored ADR	SHEL	USD	71.88	\$221,678.8	\$211,639.8	4.1x	4.2x	4.3x	4.4x	8.5x	8.4x	8.1x	8.1x
BP p.l.c. Sponsored ADR	BP	USD	33.26	\$90,264.2	\$107,135.6	3.5x	3.3x	3.4x	3.6x	7.8x	6.6x	6.1x	5.8x
Energy Transfer LP	ET	USD	15.66	\$54,785.4	\$123,111.6	8.1x	7.8x	7.5x	7.4x	11.1x	10.0x	9.5x	#N/A
Sempra	SRE	USD	78.41	\$49,113.1	\$72,062.2	15.2x	13.9x	13.0x	11.8x	16.4x	15.2x	14.2x	13.4x
<i>Average</i>						<i>7.2x</i>	<i>6.8x</i>	<i>6.5x</i>	<i>6.2x</i>	<i>11.6x</i>	<i>10.6x</i>	<i>10.0x</i>	<i>9.5x</i>
Energy Transition Transportation													
Linde plc	LIN	USD	447.02	\$213,701.6	\$234,405.8	18.4x	17.2x	16.2x	15.2x	28.8x	26.2x	23.8x	21.5x
Air Products and Chemicals, Inc.	APD	USD	278.23	\$62,072.4	\$70,928.3	15.1x	13.7x	13.0x	11.4x	22.6x	20.8x	19.1x	16.5x
CF Industries Holdings, Inc.	CF	USD	79.79	\$14,536.7	\$18,378.8	8.5x	8.7x	9.0x	10.2x	14.3x	14.3x	14.6x	20.8x
Methanex Corporation	MEOH	USD	42.22	\$2,839.9	\$4,689.3	8.0x	6.4x	6.4x	#N/A	16.4x	9.9x	8.4x	#N/A
Clean Energy Fuels Corp.	CLNE	USD	2.90	\$663.6	\$437.1	11.8x	7.1x	5.5x	3.9x	#N/A	#N/A	#N/A	7.6x
Plug Power Inc.	PLUG	USD	1.97	\$1,708.3	\$1,902.0	#N/A	#N/A	#N/A	4.4x	#N/A	#N/A	#N/A	#N/A
<i>Average</i>						<i>12.3x</i>	<i>10.6x</i>	<i>10.0x</i>	<i>9.0x</i>	<i>20.5x</i>	<i>17.8x</i>	<i>16.5x</i>	<i>16.6x</i>

Source: Webber Research & Advisory, LLC, FactSet

New Charter Upside: In the nearer-term, **CCEC's** modern fleet has significant charter upside for uncommitted newbuild (LNGCs and LPG carriers) delivering in 2026/2027. With additional LNG production capacity set to come online in mid-to-late 2026, the LNGC market is widely expected to significantly tighten, likely spurring an uplift in charter rates. Assuming **CCEC** charters its six LNGCs at ~\$100k-\$110k/day (roughly inline with current reference rate), each would add an additional ~\$25MM-\$26MM of annual EBITDA. Combined with similarly attractive charters (~\$37k-\$45k/day) for its ten MCG/LCO2 carriers delivering in the same period would imply ~\$4-\$6/share in incremental equity value using ~11.0x EV/EBITDA (roughly one turn inside of broader LNG comps), or ~\$8-\$10/share using our selected energy transition comp set EV/EBITDA (NTM) multiple of 11.1x (see Figure 8) – however, it's worth pointing out shipping names typically trade as a function of NAV (hence our methodology) which is primarily levered to asset values.

Figure 43. CCEC Estimate Summary Table

(\$MM except per share data)	Adjusted EPU Current	Net Income Current	Adj. EBITDA Current	Revenue Current
Q3 2024E	\$0.46	\$27.1	\$101.3	\$123.4
%Y/Y Growth	-44.7%	66.0%	53.4%	29.2%
Q4 2024E	\$0.51	\$29.5	\$101.4	\$123.4
%Y/Y Growth	-18.2%	84.2%	53.3%	29.2%
2024E	\$1.63	\$92.4	\$350.4	\$449.0
%Y/Y Growth	-39.4%	62.0%	42.4%	24.5%
Q1 2025E	\$0.53	\$30.7	\$100.4	\$121.4
%Y/Y Growth	68.2%	79.2%	33.6%	16.2%
Q2 2025E	\$0.58	\$33.6	\$101.7	\$122.9
%Y/Y Growth	69.5%	80.4%	40.1%	25.8%
Q3 2025E	\$0.61	\$35.9	\$102.9	\$124.3
%Y/Y Growth	32.4%	32.4%	1.6%	0.7%
Q4 2025E	\$0.57	\$33.5	\$100.0	\$121.4
%Y/Y Growth	13.4%	13.4%	-1.4%	-1.7%
2025E	\$2.29	\$133.7	\$405.1	\$489.9
%Y/Y Growth	40.3%	44.7%	15.6%	9.1%

Source: Webber Research & Advisory, LLC estimates, Company filings

Figure 44. Webber Research CCEC Model**Webber Research & Advisory - Shipping & LNG Equity Research****Capital Product Partners LP (NASDAQ:CPLP) - Quarterly Income Statement**

(\$ in MM, except for per share data)

	Q1 2024	Q2 2024	Q3 2024E	Q4 2024E	Q1 2025E	Q2 2025E	Q3 2025E	Q4 2025E	2024E	2025E	2026E	2027E
Revenues	\$104.5	\$97.7	\$123.4	\$123.4	\$121.4	\$122.9	\$124.3	\$121.4	\$449.0	\$489.9	\$565.7	\$728.8
Operating expenses (income)												
Voyage expenses	\$3.9	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$0.0	\$0.0	\$0.0
Vessel operating expenses	\$19.6	\$17.4	\$20.2	\$20.2	\$18.5	\$18.6	\$18.8	\$18.8	\$77.2	\$74.8	\$94.0	\$129.5
Vessel operating expenses - related parties	\$3.1	\$2.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.0	\$0.0	\$0.0	\$0.0
General & administrative expenses	\$4.4	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3	\$3.4	\$14.4	\$13.4	\$13.5	\$13.6
Vessel depreciation & amortization	\$24.0	\$22.6	\$34.7	\$34.7	\$34.7	\$34.7	\$34.7	\$34.7	\$116.0	\$138.9	\$198.6	\$233.6
Gain on sale of vessels	(\$16.4)	(\$15.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$31.6)	\$0.0	\$0.0	\$0.0
Impairment of vessels	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total operating expenses	\$38.5	\$33.1	\$58.2	\$58.2	\$56.6	\$56.7	\$56.9	\$56.9	\$188.0	\$227.1	\$306.0	\$376.6
Operating income	\$66.0	\$64.6	\$65.2	\$65.2	\$64.8	\$66.2	\$67.4	\$64.5	\$261.0	\$262.9	\$259.7	\$352.2
Other income (expense)												
Interest expense & finance cost	(\$34.0)	(\$31.4)	(\$39.5)	(\$37.1)	(\$35.0)	(\$33.4)	(\$32.3)	(\$31.8)	(\$142.0)	(\$132.5)	(\$154.2)	\$29.2
Other income (expense)	\$2.0	\$1.0	\$1.4	\$1.4	\$0.8	\$0.8	\$0.8	\$0.8	\$5.8	\$3.2	\$3.7	\$29.2
Total other income (expense)	(\$32.1)	(\$30.4)	(\$38.0)	(\$35.7)	(\$34.2)	(\$32.6)	(\$31.5)	(\$31.0)	(\$136.2)	(\$129.2)	(\$150.4)	\$58.4
Partnership's net income	\$33.9	\$34.2	\$27.2	\$29.5	\$30.7	\$33.6	\$35.9	\$33.5	\$124.8	\$133.7	\$109.2	\$410.6
General partner's interest in Partnership's net income	\$0.2	\$0.2	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.0	\$0.0	\$0.0
Partnership's net income allocable to unvested units	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0
Common unitholders' interest in Partnership's net income	\$33.5	\$33.8	\$27.1	\$29.5	\$30.7	\$33.6	\$35.9	\$33.5	\$124.0	\$133.7	\$109.2	\$410.6
Net income per common unit	\$0.61	\$0.62	\$0.46	\$0.51	\$0.53	\$0.58	\$0.61	\$0.57	\$2.19	\$2.29	\$1.87	\$7.03
Weighted average units outstanding	54.8	54.9	58.4	58.4	58.4	58.4	58.4	58.4	56.6	58.4	58.4	58.4
Non-GAAP adjustments												
Net income	\$33.5	\$33.8	\$27.1	\$29.5	\$30.7	\$33.6	\$35.9	\$33.5	\$124.0	\$133.7	\$109.2	\$410.6
EBITDA	\$91.5	\$87.8	\$101.3	\$101.4	\$100.4	\$101.7	\$102.9	\$100.0	\$382.0	\$405.1	\$462.0	\$614.9
Adjustments:												
Impairment of vessels	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Gain on sale of vessels	(\$16.4)	(\$15.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$31.6)	\$0.0	\$0.0	\$0.0
Adjusted net income	\$17.1	\$18.6	\$27.1	\$29.5	\$30.7	\$33.6	\$35.9	\$33.5	\$92.4	\$133.7	\$109.2	\$410.6
Adjusted net income per common unit	\$0.31	\$0.34	\$0.46	\$0.51	\$0.53	\$0.58	\$0.61	\$0.57	\$1.63	\$2.29	\$1.87	\$7.03
Adjusted EBITDA	\$75.1	\$72.6	\$101.3	\$101.4	\$100.4	\$101.7	\$102.9	\$100.0	\$350.4	\$405.1	\$462.0	\$614.9

Source: Webber Research & Advisory, LLC estimates, Company filings

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