



First Quarter 2019 Earnings Presentation

May 13, 2019

Capital Product Partners L.P.

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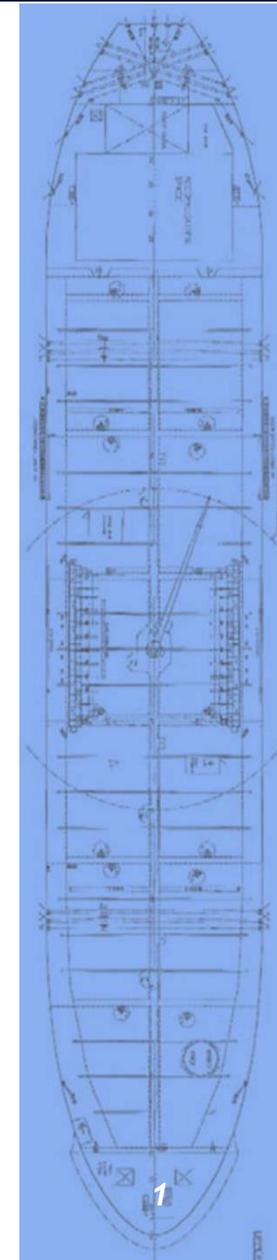
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IMPORTANT NOTICE

The statements in this press release that are not historical facts, including, among other things, the anticipated benefits of the DSS Transaction, the expected financial performance of CPLP's remaining business, CPLP's ability to pursue growth opportunities, CPLP's expectations or objectives regarding future distributions, and market and charter rate expectations are forward-looking statements (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended). These forward-looking statements involve risks and uncertainties that could cause the stated or forecasted results to be materially different from those anticipated. For a discussion of factors that could materially affect the outcome of forward-looking statements and other risks and uncertainties, see "Risk Factors" in CPLP's annual report filed with the SEC on Form 20-F. Unless required by law, CPLP expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in its views or expectations, to conform them to actual results or otherwise. CPLP does not assume any responsibility for the accuracy and completeness of the forward-looking statements. You are cautioned not to place undue reliance on forward-looking statements.

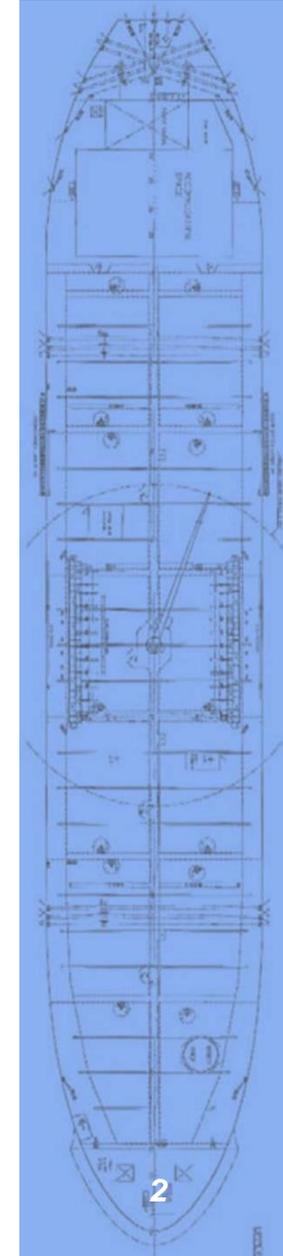
Non-GAAP Measures

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



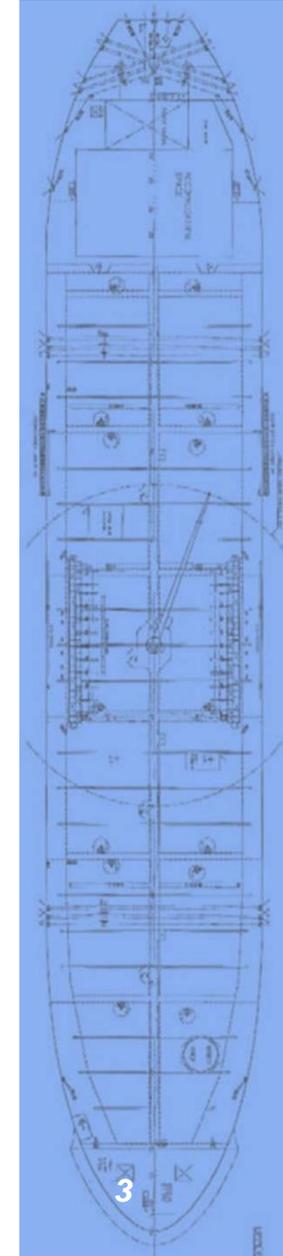
First Quarter 2019 Highlights

- Completed spin-off of CPLP crude and product tanker fleet and merger with DSS Holdings L.P. business, forming one of the largest publicly traded tanker companies (“Diamond S Shipping Inc.” or “DSSI”).
- Effected a 1 for 7 reverse split of CPLP common and general partner units.
- Net income from continuing operations 1Q2019 of \$7.2 million.
- Cash distribution of \$0.315 per common unit.
- 1.4x common unit distribution coverage on continuing operations basis.
- Average remaining charter duration 5.1 years with 94% and 76% charter coverage for 2019 and 2020.



Transaction Rationale

- 1** CPLP's modern containership assets and multi-year time charters are highly suitable for the MLP model.
- 2** CPLP retains the ability to grow with a broad set of strategic opportunities based on a visible pipeline of dropdowns.
- 3** CPLP unitholders received an implied premium on a NAV-for-NAV basis of \$23 million increasing their equity ownership interest in DSSI.
 - ▶ Implies an approximate 11.2% premium to NAV contributed as part of the transaction.
- 4** CPLP unitholders maintain upside in improving tanker charter market and asset values with the DSSI shares through a larger, dedicated tanker vehicle.
- 5** CPLP's tanker assets fit better as part of a high quality tanker company, versus as part of an MLP.



Unlocking Value Through This Transformative Transaction

**32% Owned by CPLP
Unitholders**



32% of approx. \$700 million PF NAV*
(i.e. approx. \$224 million of NAV to Current CPLP
Unitholders)

- 68 tanker vessels (average age less than 10 years)
 - ▶ 52 product tankers
 - ▶ 16 crude tankers
- Market exposure through spot voyages

**NAV and Cash Flow
Valuation**

**100% Owned by CPLP
Unitholders**

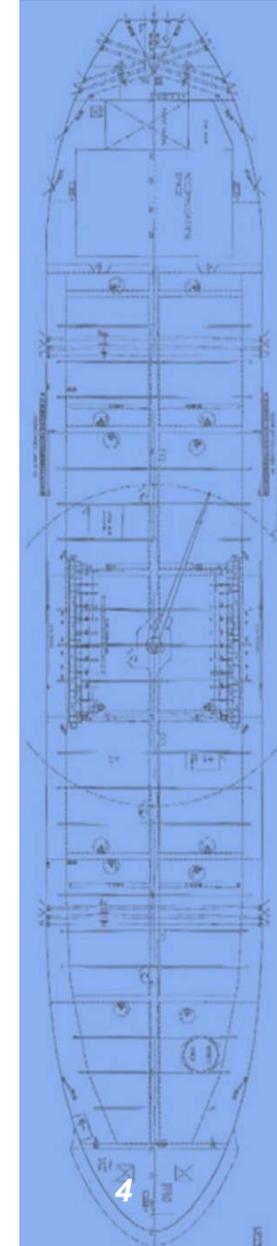


PRODUCT PARTNERS L.P.

\$0.315 per unit quarterly or \$23 million expected PF
NTM Distribution

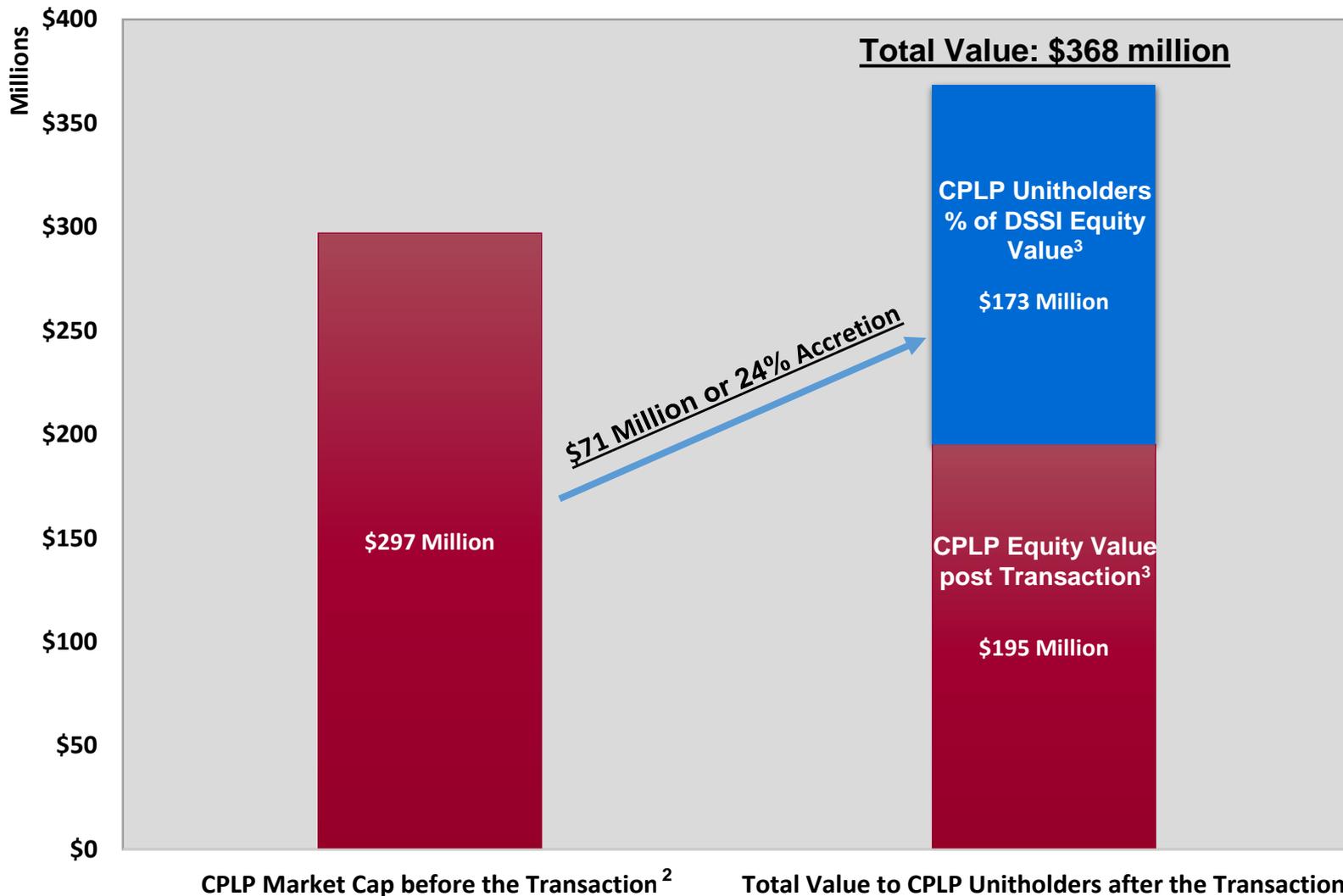
- 11 total vessels (average age 7.0 years)
 - ▶ 10 containerships
 - ▶ 1 drybulk vessel
- Medium to long term charters

**Yield and Cash Flow
Valuation**



Transaction Accretion To CPLP Unitholders

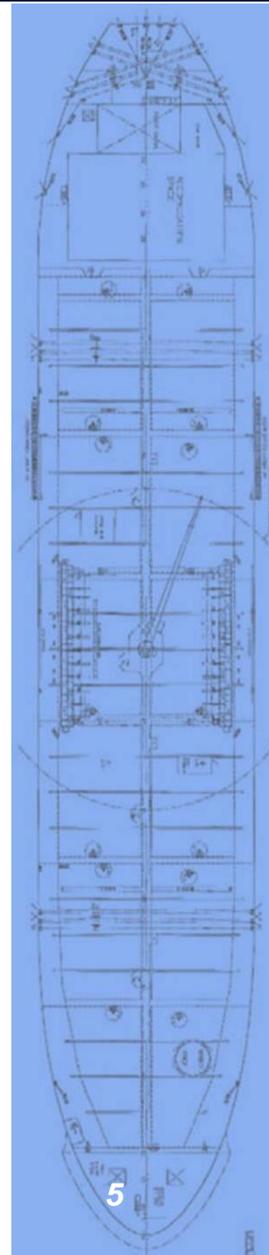
Transaction Accretion To CPLP Unitholders¹



¹ Includes common and GP units (18,526,670 units)

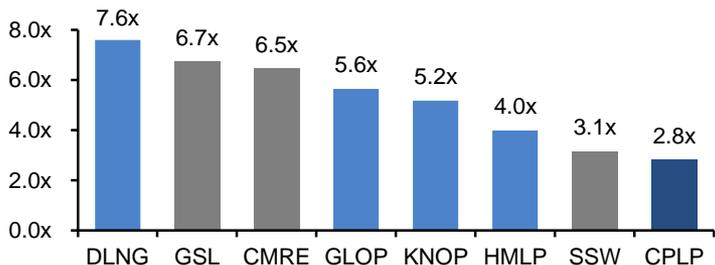
² CPLP closing price as of March 27, 2019

³ Basis closing price as of May 9, 2019

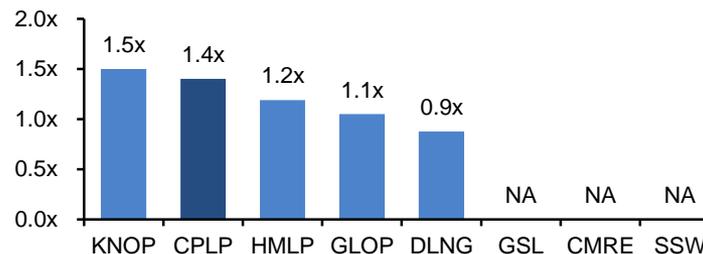


Operational and Financial Peer Benchmarking

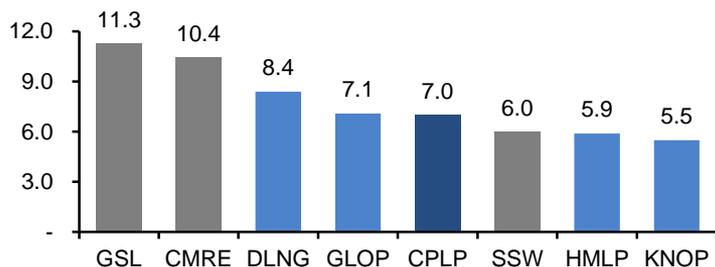
Lowest Leverage Among Peers



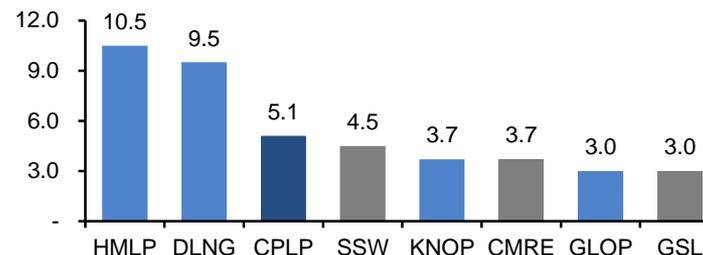
Best in Class LTM Distribution Coverage



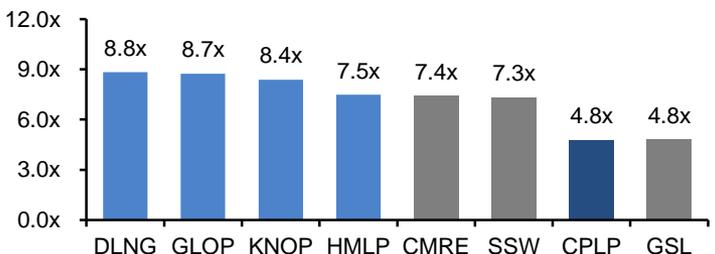
Modern Fleet (Years)



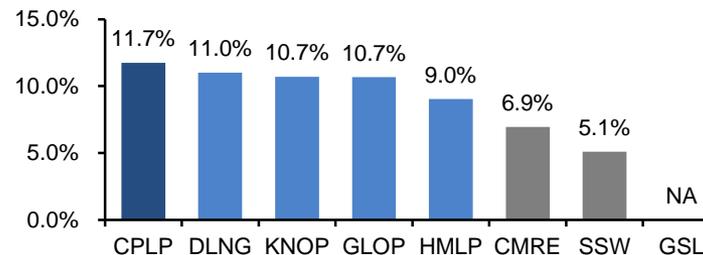
Strong Remaining Charter Duration (Years)



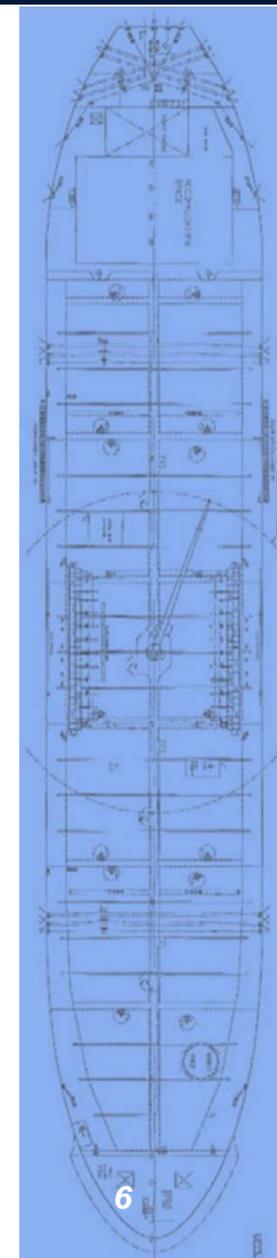
Attractive Valuation Relative to Peers (EV / 2019E EBITDA)



Highest Distribution Yield Relative to Peers Despite Strong Financial and Operational Metrics

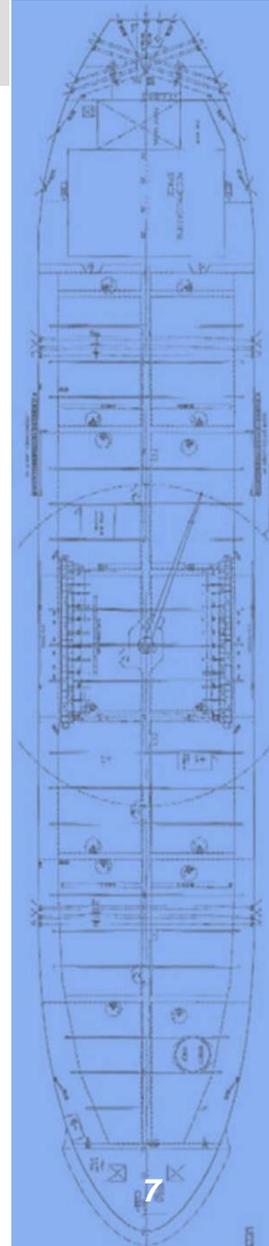


■ Marine MLP ■ Yield Cos



Statements Of Comprehensive Income

(\$ In Thousands)



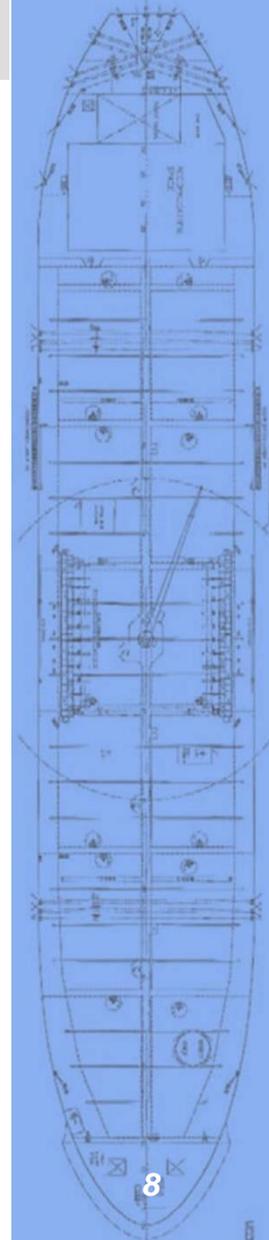
	For the Three-Month Period Ended <u>March 31, 2019</u>	For the Three-Month Period Ended <u>March 31, 2018</u>
Revenues	26,817	28,715
Revenues – related party	-	701
Total Revenues	26,817	29,416
Expenses:		
Voyage expenses	534	3,209
Vessel operating expenses	5,658	7,269
Vessel operating expenses – related party	957	1,103
General and administrative expenses	1,007	1,722
Vessel depreciation and amortization	7,236	8,615
Operating income	11,425	7,498
Other income / (expense), net:		
Interest expense and finance cost	(4,614)	(4,556)
Interest and other income	419	53
Total other expense, net	(4,195)	(4,503)
Net income from continuing operations	7,230	2,995
Net (loss)/income from Discontinued operations	(146,535)	2,265
Net (loss)/income	(139,305)	5,260

Operating Surplus For Calculation Of Unit Distribution¹

(\$ In Thousands)

	For the Three-Month Period Ended March 31, 2019		For the Three-Month Period Ended December 31, 2018	
Net income from continuing operations		7,230		6,947
Adjustments to net income from continuing operations				
Depreciation and amortization	7,493		7,564	
Amortization of above market acquired charters and straight line revenue adjustments	1,414		1,407	
OPERATING SURPLUS FROM CONTINUING OPERATIONS		16,137		15,918
OPERATING SURPLUS FROM DISCONTINUED OPERATIONS		14,394		17,461
TOTAL OPERATING SURPLUS PRIOR TO CAPITAL RESERVE AND CLASS B PREFERRED UNITS DISTRIBUTION		\$30,531		\$33,379
Capital reserve		(7,703)		(13,597)
Class B preferred units distribution		(2,652)		(2,775)
OPERATING SURPLUS AFTER CAPITAL RESERVE AND CLASS B PREFERRED UNITS DISTRIBUTION		20,176		17,007
Increase in recommended reserves		(14,340)		(11,171)
AVAILABLE CASH		\$5,836		\$5,836

Common Unit Coverage: 3.5x



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

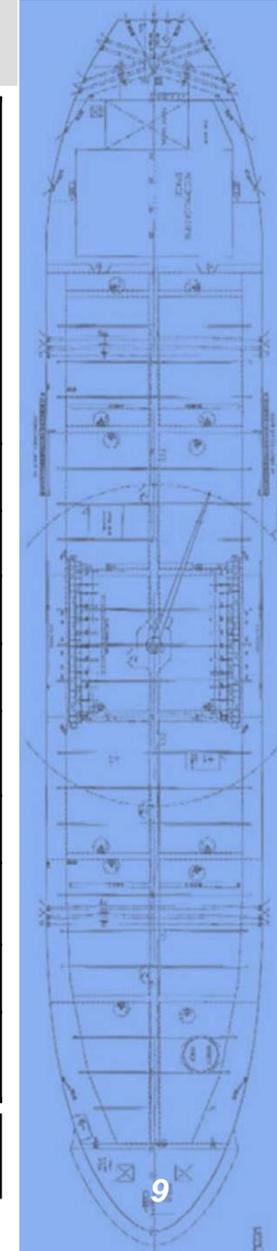
Strong Balance Sheet

(\$ In Thousands)

	<u>As Of</u> <u>March 31, 2019</u>	<u>As Of</u> <u>December 31, 2018</u>
Assets		
Total Current Assets	85,935	64,560
Total Fixed Assets	579,028	586,100
Other Non-Current Assets	65,028	734,585
Total Assets	\$729,991	\$1,385,245
Liabilities and Partners' Capital		
Total Current Liabilities	\$71,687	\$115,159
Total Long-Term Liabilities	251,612	388,772
Total Partners' Capital	406,692	881,314
Total Liabilities and Partners' Capital	\$729,991	\$1,385,245

Low Leverage: Net Debt⁽¹⁾/Capitalization: 29.8%

¹ Gross of deferred loan issuance costs



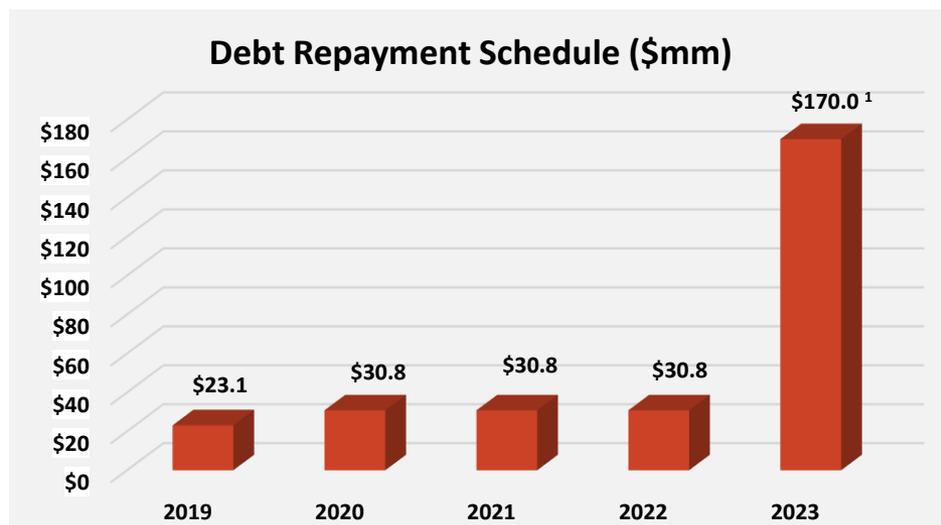
Solid Balance Sheet With Long Term Financing

March 31, 2019

(US \$ Million)

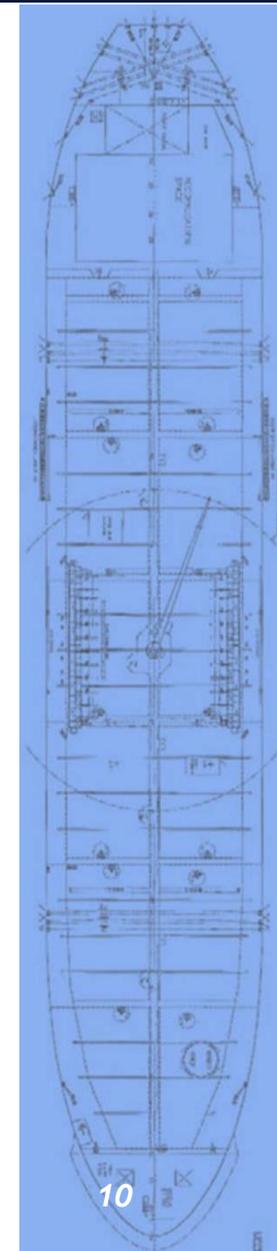
Cash Balance	\$79.0
Debt	\$285.5
Partners Capital	\$406.7
Capitalization	\$692.2
Net Debt / Capitalization	29.8%
Total Assets	\$730.0
Partners Capital / Total Assets	55.7%

HSH Credit Facility (\$mm)	
Amount	\$285.5
Maturity	Oct-23
Interest Rate	L + 3.25%
Annual Amortization	\$30.8



- No debt maturities until the 4Q2023.
- By maturity the Partnership's fleet average age will be 11.5 years with estimated scrap value of \$110 million², compared to a balloon payment of \$139.1 million.

¹ Includes balloon payment of \$139.1 million. ² Based on total lightweight of 275,000 tonnes and assumed price of \$400/ltd.



Strong Charter Coverage

- **Strong charter coverage on CPLP assets.**
 - ▶ 10 containerships and 1 drybulk vessel with 5.1 years remaining on charter on average.
- **94% and 76% charter coverage for 2019 and 2020, respectively.**

Charter Profile

Expiry of Current Charters

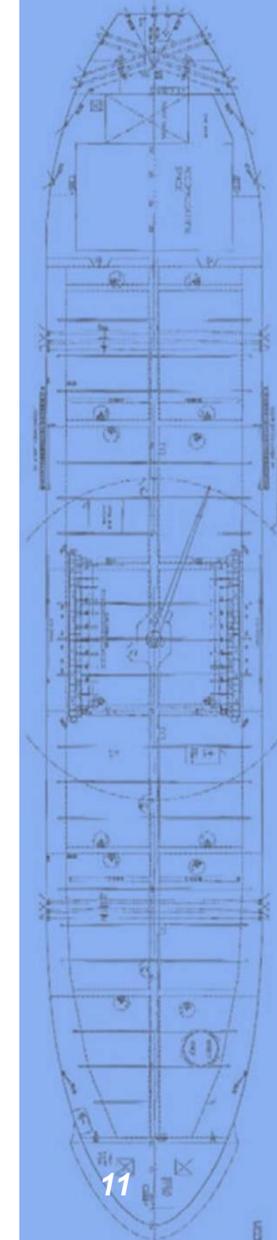
Rates

Vessel Type		Apr-19	Apr-20	Apr-21	Apr-22	Apr-23	Apr-24	Apr-25	Gross Rate Per Day
Containership	Agamemnon	■							\$20,000
Containership	Archimidis	■	■						\$18,000
Eco Containership	CMA CGM Amazon	■	■						\$39,250
Drybulk	Cape Agamemnon	■	■						\$42,200
Eco Containership	CMA CGM Uruguay	■	■	■					\$39,250
Eco Containership	CMA CGM Magdalena	■	■	■	■				\$39,250
Containership	Hyundai Prestige	■	■	■	■	■	■		\$29,350 / \$34,250 ¹
Containership	Hyundai Premium	■	■	■	■	■	■		\$29,350 / \$34,250 ¹
Containership	Hyundai Paramount	■	■	■	■	■	■		\$29,350 / \$34,250 ¹
Containership	Hyundai Privilege	■	■	■	■	■	■		\$29,350 / \$34,250 ¹
Containership	Hyundai Platinum	■	■	■	■	■	■		\$29,350 / \$34,250 ¹

High Quality Customer Base



¹ \$23,480pd between July 18, 2016 to December 31, 2019. Further upward adjustment by \$4,900pd from January 2020 or fitting of scrubber, whichever is later, until charter expiry.

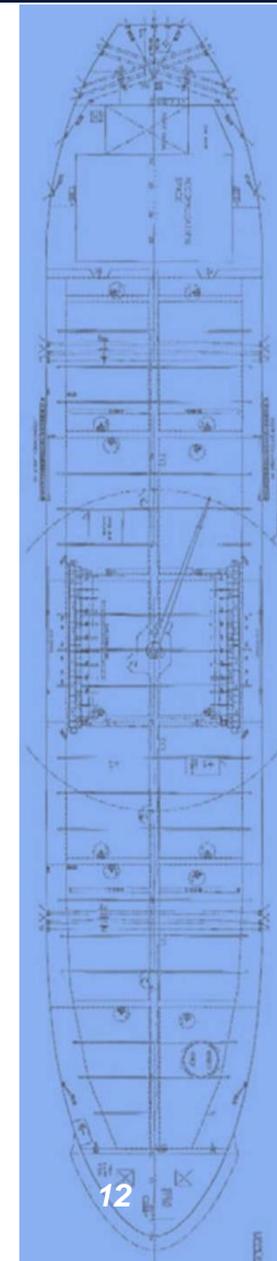


Scrubbers Installation Expected Time Schedule* & Cost

Vessel Name	Retrofitting Expected Timing	Simultaneous Passing of Special Survey	Estimated Off-hire Days
Agamemnon	3Q2019	Yes	30-40 days
Hyundai Prestige	4Q2019	Yes	12 days**
Hyundai Premium	4Q2019	Yes	12 days**
Hyundai Paramount	4Q2019	Yes	12 days**
Archimidis	4Q2019	Yes	30-40 days
Hyundai Privilege	1Q2020	Yes	12 days**
Hyundai Platinum	1Q2020	Yes	12 days**
CMA CGM Amazon	2Q2020	Yes	30-40 days
Cape Agamemnon	3Q2020	Yes	30-40 days
CMA CGM Uruguay	3Q2020	Yes	30-40 days
CMA CGM Magdalena	1Q2021	Yes	30-40 days

- Total remaining estimated CAPEX including installation: \$17.0 million for 2019, \$14.0 million for 2020 and \$2.6 million for 2021.

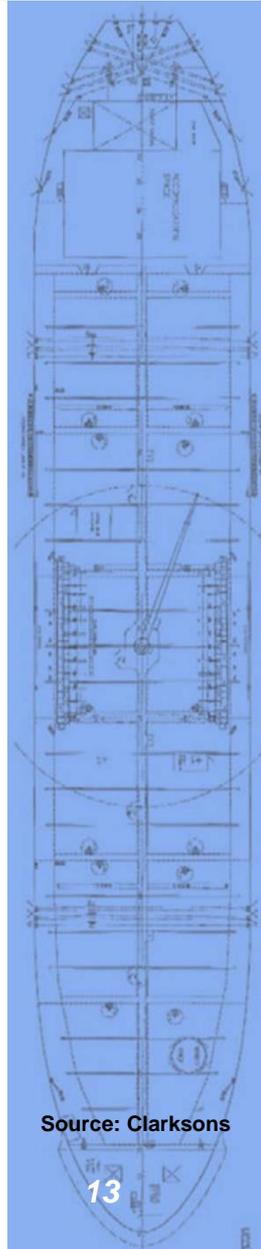
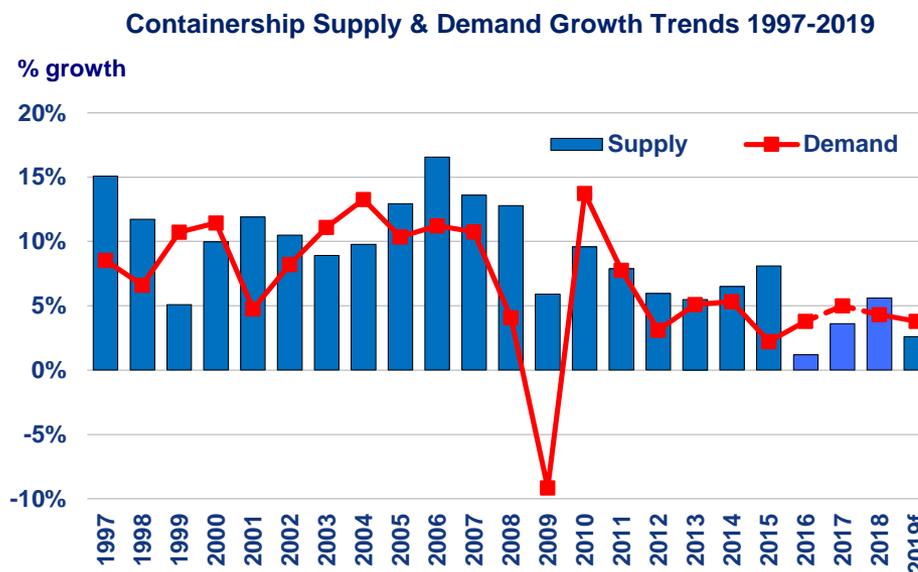
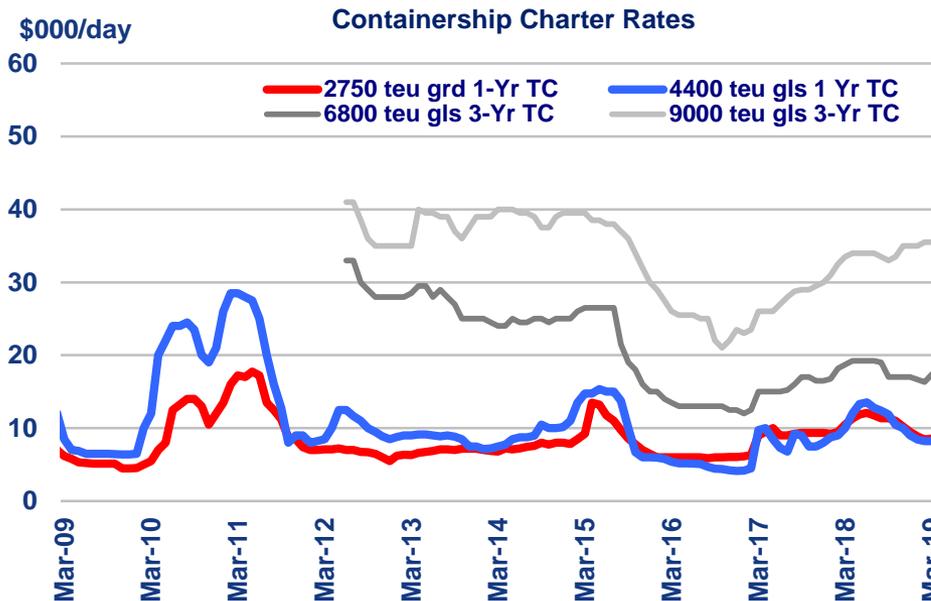
* Schedule subject to change depending among others on arrangements with charterers, drydock availability and actual equipment delivery.
 ** Under the agreement with Hyundai Merchant Marine, CPLP will be paid the daily time charter rate after the first 12 days of entering drydock.



Container Charter Market Review

- Strong Neo-panamax market: rates for 8,000 TEU have doubled since end 2018.
- Supply of 8,000TEU+ vessels remains limited into 2Q2019.
- Operators seeking longer term coverage for larger (strategic) vessels and have started to commit vessels for 2020 delivery.
- Demolition: YTD scrapping stands at 93,710 TEU¹ which compares to 111,705 TEU for FY2018.
- Container orderbook stands at 2.80 million TEU or 12.6%, down from 13.0% in the previous quarter.
- Overall container vessel demand is forecast to grow by 3.8% in 2019, above supply growth of 2.6%. Vessels out for extended drydock due to installation of scrubber are not considered in the forecast.
- Analysts expect 'average speed' to decrease due to IMO 2020 regulation.

¹ As of May 1, 2019

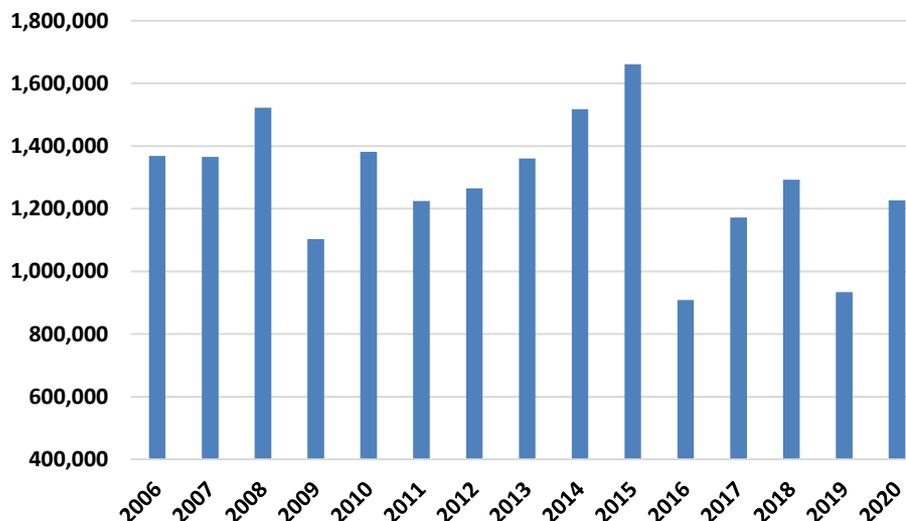


Source: Clarksons

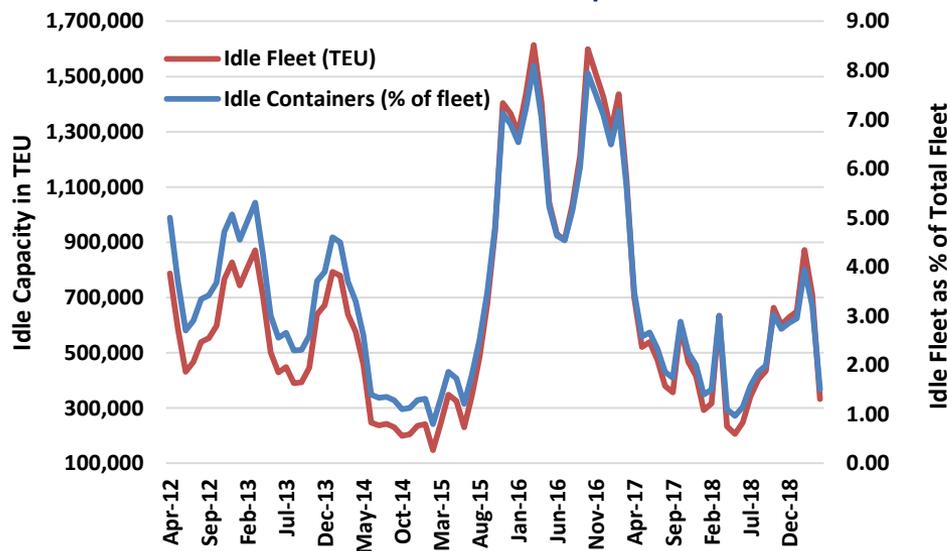
Positive Fundamentals Benefiting The Container Market

- A combination of various factors can explain the increase in charter rates for Neo-panamax vessels:
- The positive trend is mainly driven by the supply side.
- Orderbook/deliveries: close to historical lows.
- Slippage: 41% (1Q2019).
- Scrapping: About 80% of 2018 total YTD.
- 287 vessels pending scrubber retrofit. Retrofitting has already commenced.
- 13.7% of fleet TEU capacity expected to be retrofitted.
- As a result idle fleet reduced to presently 1.5% of the total fleet.
- Modern, wide-beam container designs are expected to outperform both in terms of charter rates and period duration.

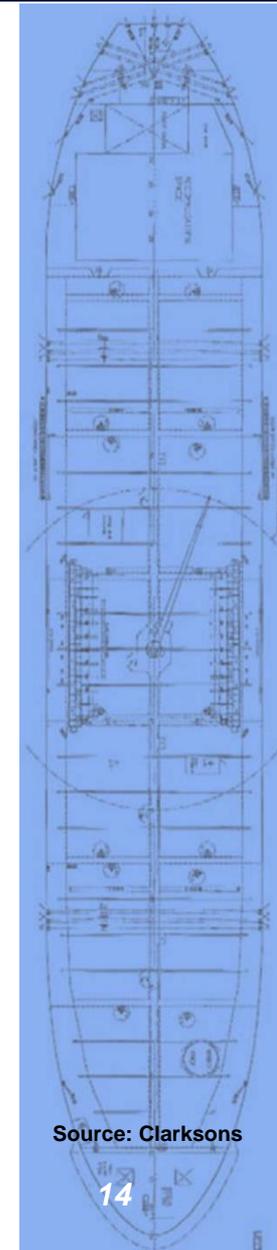
Containership Deliveries (TEU)



Idle Containership Fleet

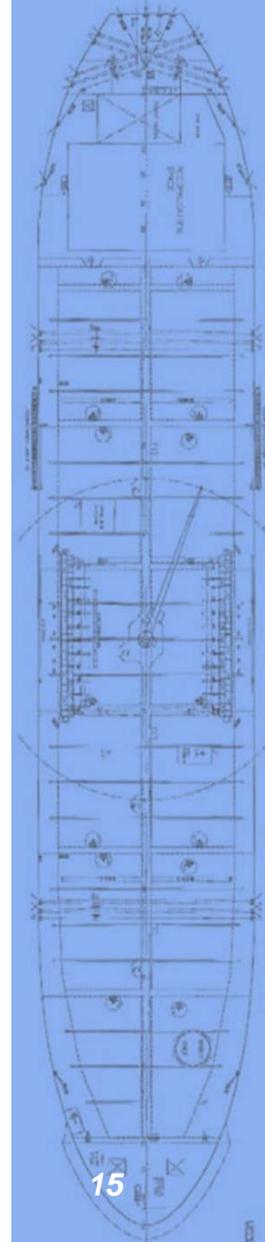


Source: Clarksons



Dropdown Opportunities From Sponsor

Sponsor has variety of vessels with long term employment that could be suitable to be dropped down to CPLP

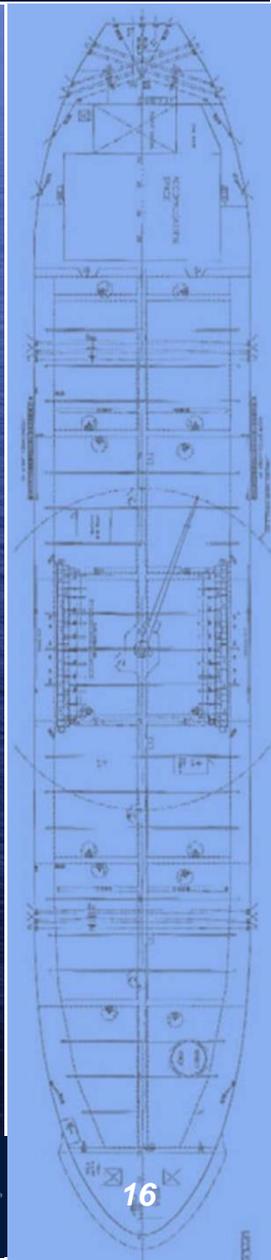


Vessel Name	Type	DWT / TEU	Built	Yard	Employment	Expiry of Charter	Note
Anbar	Eco Crude	320,000	2019	Samsung	B/C (\$28,750)	Apr-26	Three 1-yr options at \$32,500
Hillah	Eco Crude	320,000	2019	Samsung	B/C (\$28,750)	May-26*	
Atlantas	Crude	321,300	2010	Daewoo, Korea	B/C (\$22,250)	Aug-22	2-yr option at \$22,250
Apollonas	Eco Crude	300,000	2016	Daewoo, Korea	B/C (\$23,500)	May-23	Two 1-yr options at \$28,500 / \$29,500
Atromitos	Eco Crude	300,000	2016	Daewoo, Korea	B/C (\$23,500)	Jun-23	
Alexander The Great	Crude	297,950	2010	Universal	B/C (\$21,800)	Jun-23	Two 1-yr options at \$25,500 / \$26,500
Aristoklis	Eco Ice class 1C Crude Tanker	113,838	2017	Daehan	T/C (\$26,400)	Jan-22	-
Athos	Container	10,000	2011	Samsung HI	T/C (\$27,000)**	Jul-22	Two 1-yr options at \$32,500 / \$33,500
Aristomenis	Container	10,000	2011	Samsung HI	T/C (\$27,000)**	Oct-21	

Other sponsor controlled assets include among others 6 x LNG X-DF carriers due for delivery in 2020/2021, 4 x VLCC crude tankers, 4 x MR product tankers, 3 x Capesize dry bulk vessels and 5 x Feeder containers

B/C: Bareboat Charter T/C: Time Charter. * Charter expected to commence upon delivery from the yard in May 2019. ** Charter rate increases to \$28,000pd for the third year of the charter.

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