Q2 2026 EARNINGS PRESENTATION

July 29, 2026

CAPITAL
CLEAN ENERGY CARRIERS CORP.

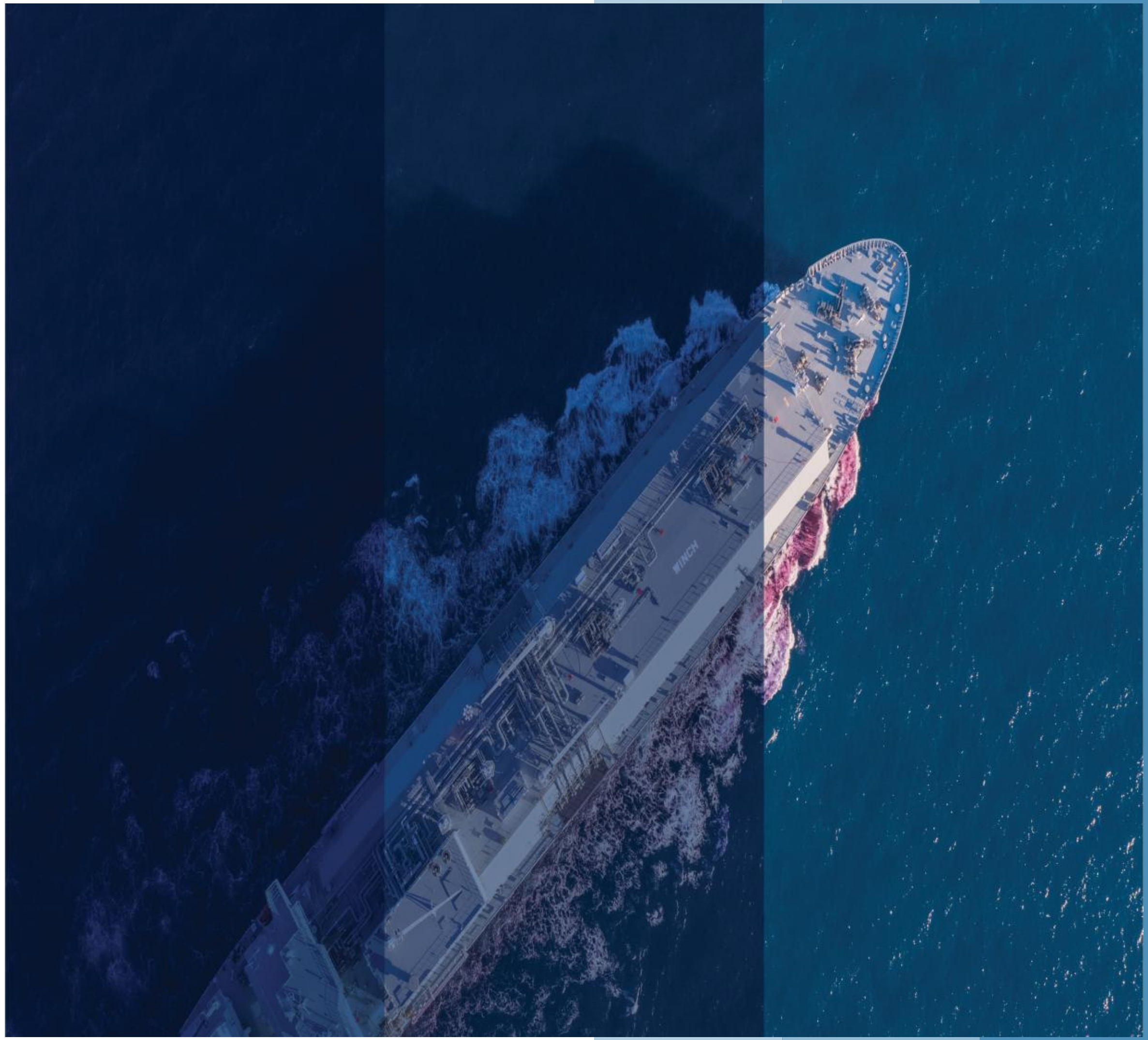
CCEC
NasdaqListed

CDP Discloser 2025

capitalcleanenergycarriers.com

Important Notice

This presentation contains forward-looking statements (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended). These statements can be identified by the fact that they do not relate only to historical or current facts. In particular, forward-looking statements include all statements that express forecasts, expectations, plans, outlook, objectives and projections with respect to future matters, including, among other things, the expected financial performance of CCEC's business, the effect of our conversion from a limited partnership to a corporation, CCEC's expectations or objectives regarding future dividends, share repurchase and market and charter rate expectations. These forward-looking statements involve risks and uncertainties that could cause the stated or forecasted results to be materially different from those anticipated. For a discussion of factors that could materially affect the outcome of forward-looking statements and other risks and uncertainties, see "Risk Factors" in CCEC's annual report on Form 20-F filed with the SEC on April 27, 2026. Any forward-looking statements made by or on behalf of CCEC speak only as of the date they are made. Unless required by law, CCEC expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in its views or expectations, to conform them to actual results or otherwise. You are cautioned not to place undue reliance on forward-looking statements.



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Q2 2026 Highlights

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Second Quarter 2026 Highlights

- **Delivery of two LNG/Cs along with one Handy Liquefied CO2 Multi-Gas Carrier and two dual-fuel Medium Gas Carriers[1]**
- **Agreed to divest 49% stake in the LNG/C Amore Mio I - formed a joint venture and secured a 10-year time charter**
- **Joint Venture announced for LNG bunkering vessel with CMA CGM**
- **LNG/C Alcaios I, expected to be delivered on July 31st to be deployed on 18-month index linked time charter**
- **Q2 2026 dividend of $0.15 cents per share represents 77th consecutive quarterly cash dividend paid since 2007 IPO**
- **Share buyback program initiated during Q2**

- **Financial Performance & Operating Highlights:**
  - Net Income for Q2 2026 from continuing operations: **$29.0 million**
  - CCEC is now largest US-listed shipping company by tonnage[2] with diversified customer base and **$2.9 billion** in firm contracted revenues and up to **$4.3 billion**, if all charter options are exercised[3].

1. Two dual-fuel MGC/s delivered one during Q2 the other in July 2026
2. Source: Clarksons SIN 27 July 2026
3. As of June 30 2026

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Financials

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Statement of Income – Highlights

	For the Three-Month Period Ended June 30 2026	For the Three-Month Period Ended June 30 2025
Revenues	**104,896**	**96,716**
Expenses:		
Voyage expenses	2,242	1,949
Veseel operating expenses	17,953	13,450
Vessel operating expenses – related parties	2,838	2,257
General and administrative expenses	4,216	3,915
Vessel depreciation and amortization	24,536	21,766
Operating income, net	**53,111**	**53,379**
Other (expense) / income, net:		
Interest expense and finance cost	(25,345)	(25,952)
Other income, net	1,270	2,263
Total other expense, net	**(24,075)**	**(23,689)**
Net income from continuing operations	**29,036**	**29,690**
Net (loss)/income from discontinued operations	**(205)**	**74**
Net income from operations	**28,831**	**29,764**

Key commentary

1. Dividend per share $0.15 maintained
2. Vessel OPEX higher due to Special Survey costs
3. Lower interest expense driven by lower weighted average interest rate

Special Survey update

No Special Surveys after Q3 26 on LNG fleet until 2028

LNG carriers
All dual fuel
174k cbm

Built	LNG/C	Special Survey Status
2020	Aristos I	***August 2025*** *-off-hire 21.3 days, Total cost $4.5m ($3.3m expensed & $1.2m Deferred)*
2021	Aristidis I	***September 2025*** *–off-hire 16.8 days, Total cost $4.5m ($3.3m expensed & $1.2m Deferred)*
2021	Adamastos	***March 2026-*** *off-hire 18.5 days, Total cost $4.8m ($3.2m expensed & $1.6m Deferred)*
2021	Aristarchos	***March - April 2026-*** *off-hire 15.6 days, (7.8 days in 1Q2026 and 7.8 days in 2Q2026) Total cost $4.8m ($3.3m expensed- $1.4m in 1Q2026/$1.9m in 2Q2026- & $1.5m Deferred)*
2021	Attalos	*To commence in August 2026*
2021	Asklipios	*To commence in August 2026*

Guidance on Dry Dockings remains unchanged
20-25 days off-hire & approx. $4.5m - $5.0m cost per vessel

Balance Sheet – Highlights

	As at end June 30, 2026	As at end December 31, 2025
Assets		
Current Assets	282,807	426,005
Fixed Assets	4,284,719	3,570,778
Other Non-Current Assets	87,572	98,331
Total Assets	**4,655,098**	**4,095,114**
Liabilities and Shareholders' Equity		
Current Liabilities	245,077	309,524
Long-Term Liabilities	2,862,780	2,286,223
Total Shareholders' Equity	1,547,241	1,499,367
Total Liabilities and Shareholders' Equity	**4,655,098**	**4,095,114**

Key commentary

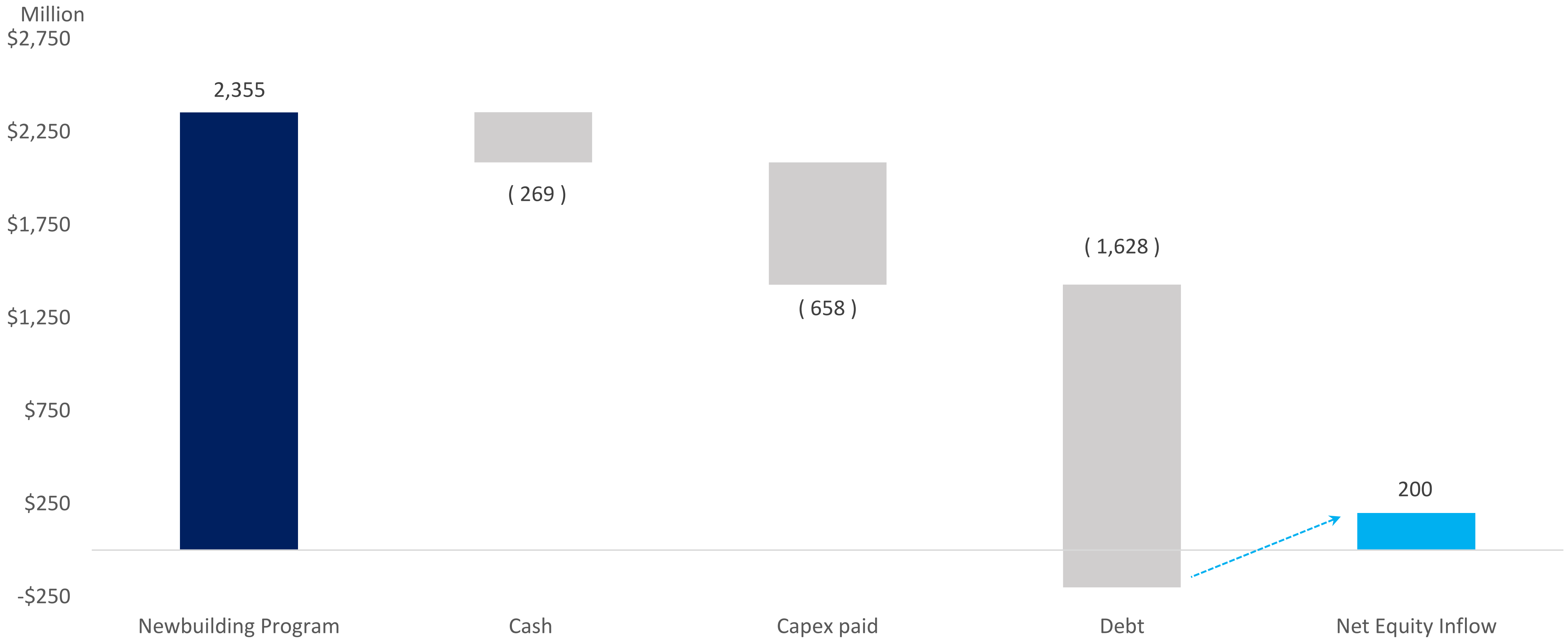
1. Solid cash position of $268.9 million *(including restricted cash)* *Net Leverage Ratio*[1] *of 54.1%*

2. 2021 CCEC Bond of 150 million Euro fully repaid in April from proceeds of new CCEC 250 million Euro 3.75% Bond issued during Q1 2026

1. As defined in our financing agreements adjusted for the fair market value of our vessels; market value of vessels being the average of values indicated by two independent appraisers

CCEC Capital Expenditure Program

Newbuilding program financing well supported & brought forward LNG/Cs fully financed



Notes:

1. Newbuilding Program reflects the total acquisition price of the remaining vessels CCEC acquired and has agreed to acquire, and has not taken delivery of, as of June 30, 2026
2. Cash as of June 30, 2026
3. Capex paid includes all advances made in relation to our Newbuilding Program as of June 30, 2026
4. Debt basis agreed financing terms. We assume 70% debt financing of acquisition price for the remaining LNG/Cs

Interest rate risk management

Protecting Balance Sheet & CAPEX program in an uncertain environment

Background

Given the elevated interest rate environment and continued monetary policy uncertainty, we executed two Zero Cost Collar transactions during May/July 2026 to protect against sustained higher SOFR while preserving participation in potential future rate declines.

Objective

Reduce earnings volatility and protect cashflows while avoiding upfront hedging costs

Transactions

Instrument	Reference Rate	Notional	Tenor	Status	Floor	Cap
Zero Cost Collar	Compounded SOFR	$600 million	3 yrs	Executed	3.69%	4.35%
Zero Cost Collar	Compounded SOFR	$200 million	3 yrs	Executed	3.65%	4.20%

Key Outcomes

✓ Total protected notional: $800 million
✓ Protection against sustained higher SOFR
✓ Executed with staggered timing
✓ Participation maintained if rates decline
✓ Improved predictability of future financing costs and cash flows.
✓ Zero upfront premium, preserving the Company's liquidity
✓ Strengthened resilience of the debt portfolio against uncertain monetary policy and market volatility

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LNG Market Update

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CCEC – LNG Time Charter Book

Strong charter positioning with optionality for future market developments

VESSEL	STATUS	FIRM EXPIRY
ATTALOS	FIRM	NOV 2034
ARISTOS I	FIRM	NOV 2032
ARISTIDIS I	FIRM	JAN 2033
AMORE MIO I	FIRM	JAN 2037
ADAMASTOS	FIRM	OCT 2028
ASTERIX I	FIRM	FEB 2030
ARISTARCHOS	FIRM	JUN 2031
ASKLIPIOS	FIRM	SEP 2031
AXIOS II	FIRM	JAN 2032
ASSOS	FIRM	MAY 2034
AKTORAS	FIRM	JUN 2031
APOSTOLOS	FIRM	DEC 2034
ARCHIMIDIS	FIRM	JAN 2032
AGAMEMNON	FIRM	JAN 2034
ALCAIOS I	FIRM	JAN 2028
ANTAIOS I	OPEN	—
ATHLOS	FIRM	DEC 2034
ARCHON	OPEN	—
AMFIALOS	OPEN	—
AMFILOCHOS	OPEN	—
AMISSOS	OPEN	—

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LNG CARRIERS IN FLEET

$2.8bn
CONTRACTED BACKLOG

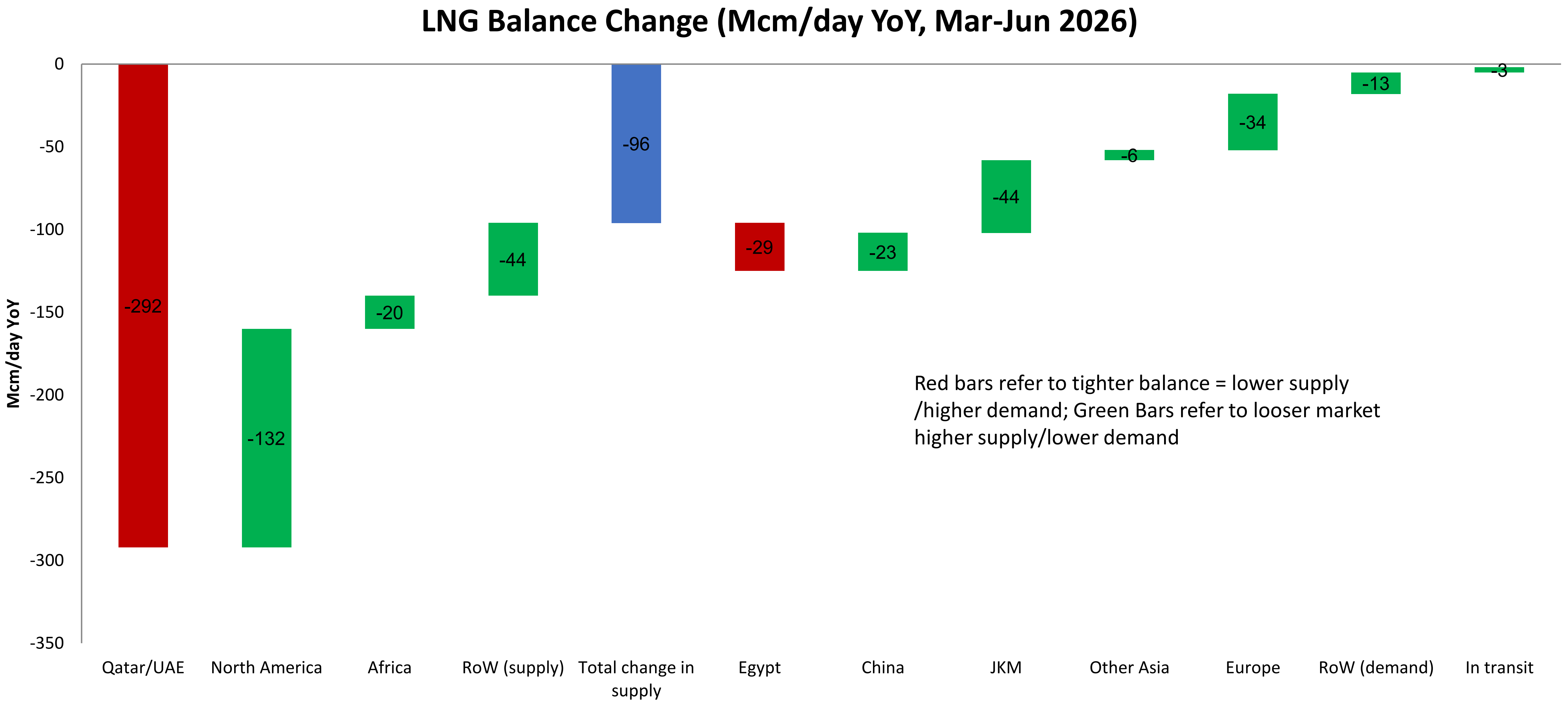
6.5 yrs
AVG FIRM DURATION

$4.1bn
BACKLOG INCL. OPTIONS

9.4 yrs
DURATION INCL. OPTIONS

LNG markets rebalancing after outbreak of war

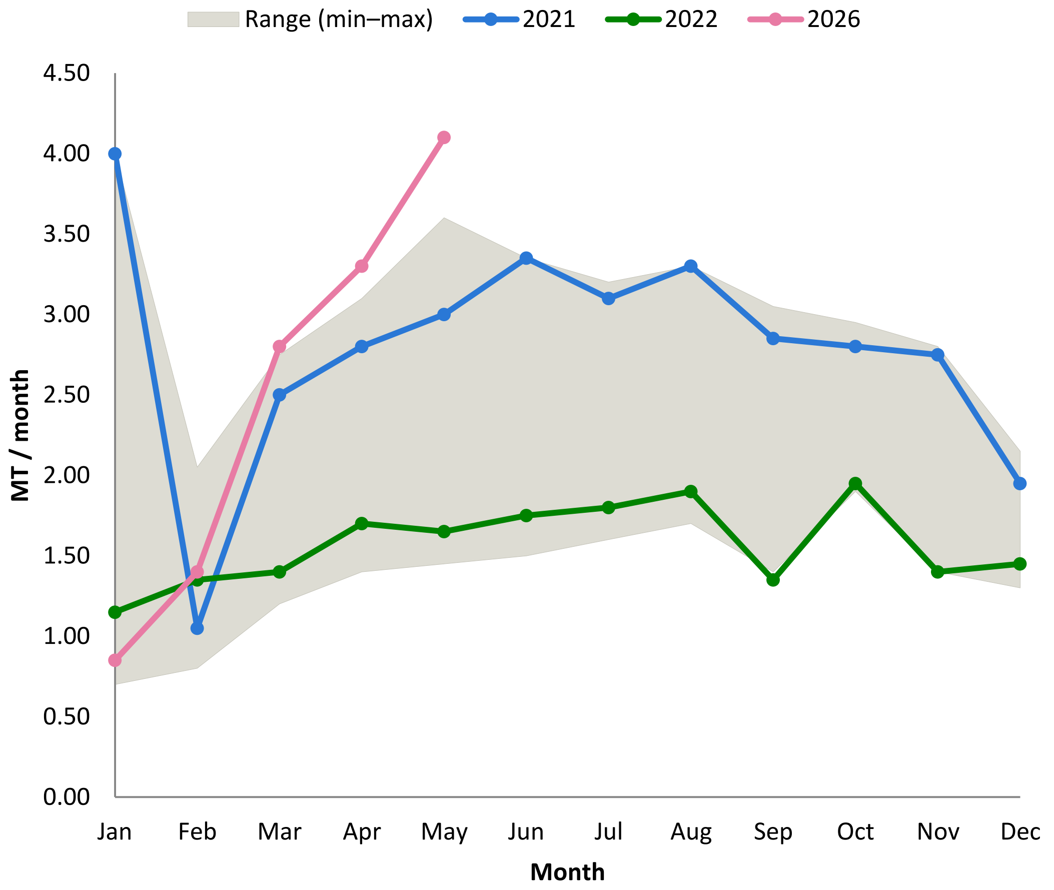
Market surprise at speed and scale of adjustment by LNG markets



Source: Bloomberg Finance, J.P. Morgan

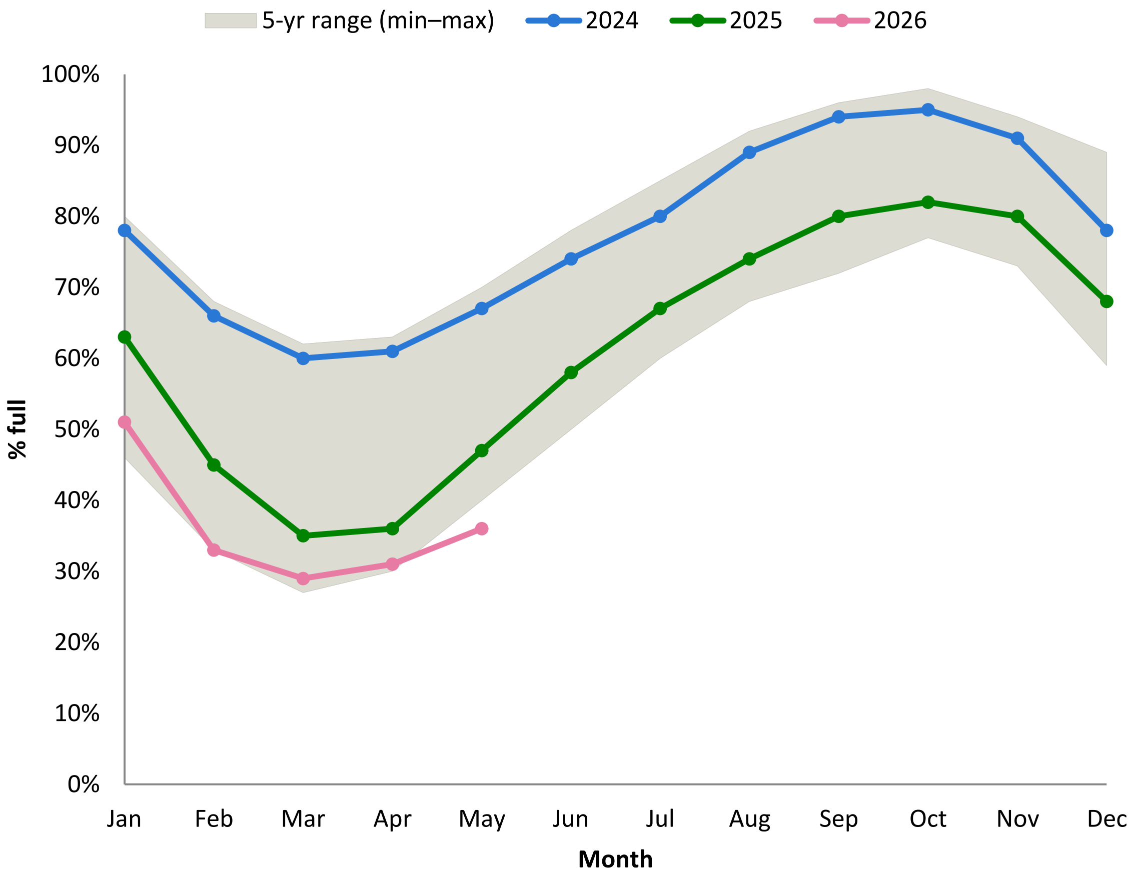
More LNG cargoes are going to Asia while EU storage levels well below the five-year seasonal average

US LNG Exports to Asia (MT /month)



Source: Shell LNG Outlook

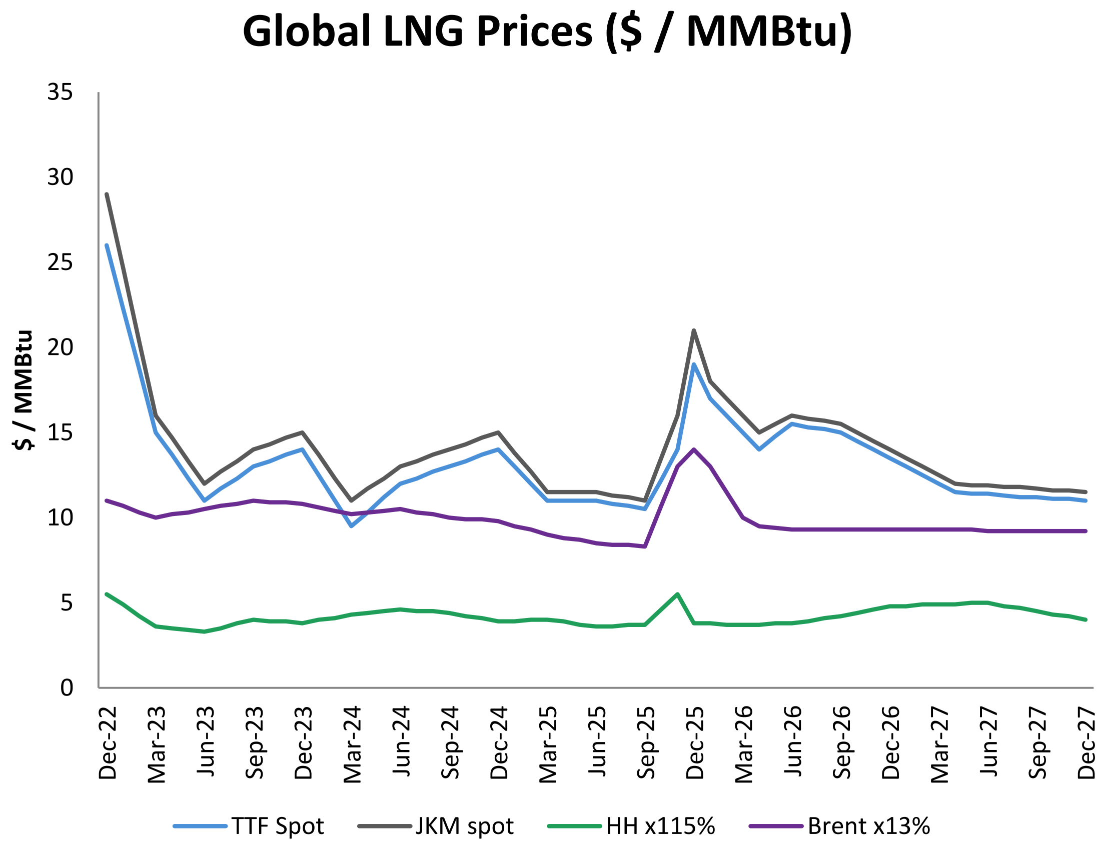
EU Gas Inventories (% full)



Source: Shell LNG Outlook

Europe & Asia will compete to attract LNG – thus driving prices & freight rates higher

Sharp Global LNG Price Rise; Forward Curves remain elevated



Implications

Price Impacts
- Persistent JKM premium over TTF
- JKM/TTF spread peaked at $4/MMBtu and averaged around $2
- Henry Hub stable

Europe
- Europe still needs more spot LNG which will require higher prices and TTF/JKM spread
- EU storage levels are lower than the 5y average

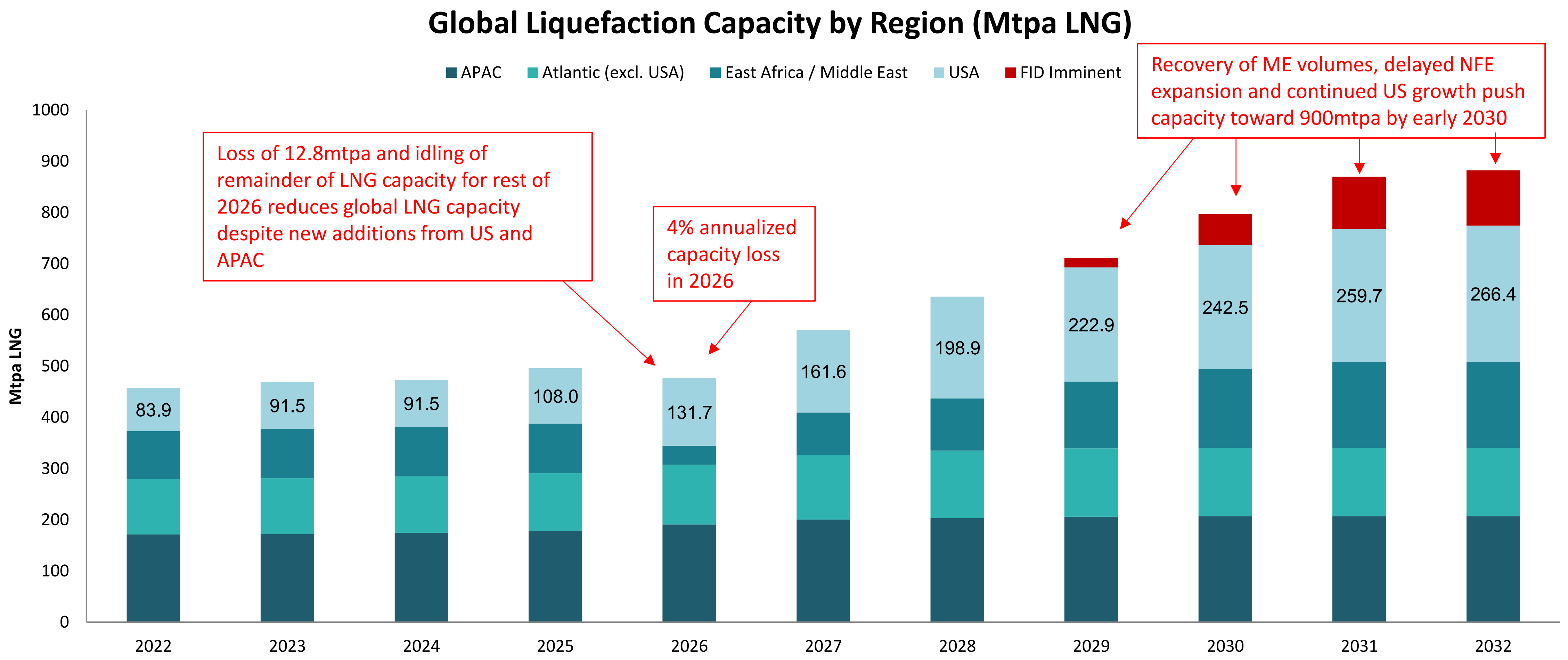
Asia
- May levels in US to Asia flows are the highest seen since summer 2024
- Emerging nations are price sensitive
- Security of supply key consideration

LNG Freight Rates
- Stronger freight rates as supply disruption & uncertainty pushes transportation costs higher

Source: Bloomberg, J.P. Morgan

Supply growth trend extends into early 2030

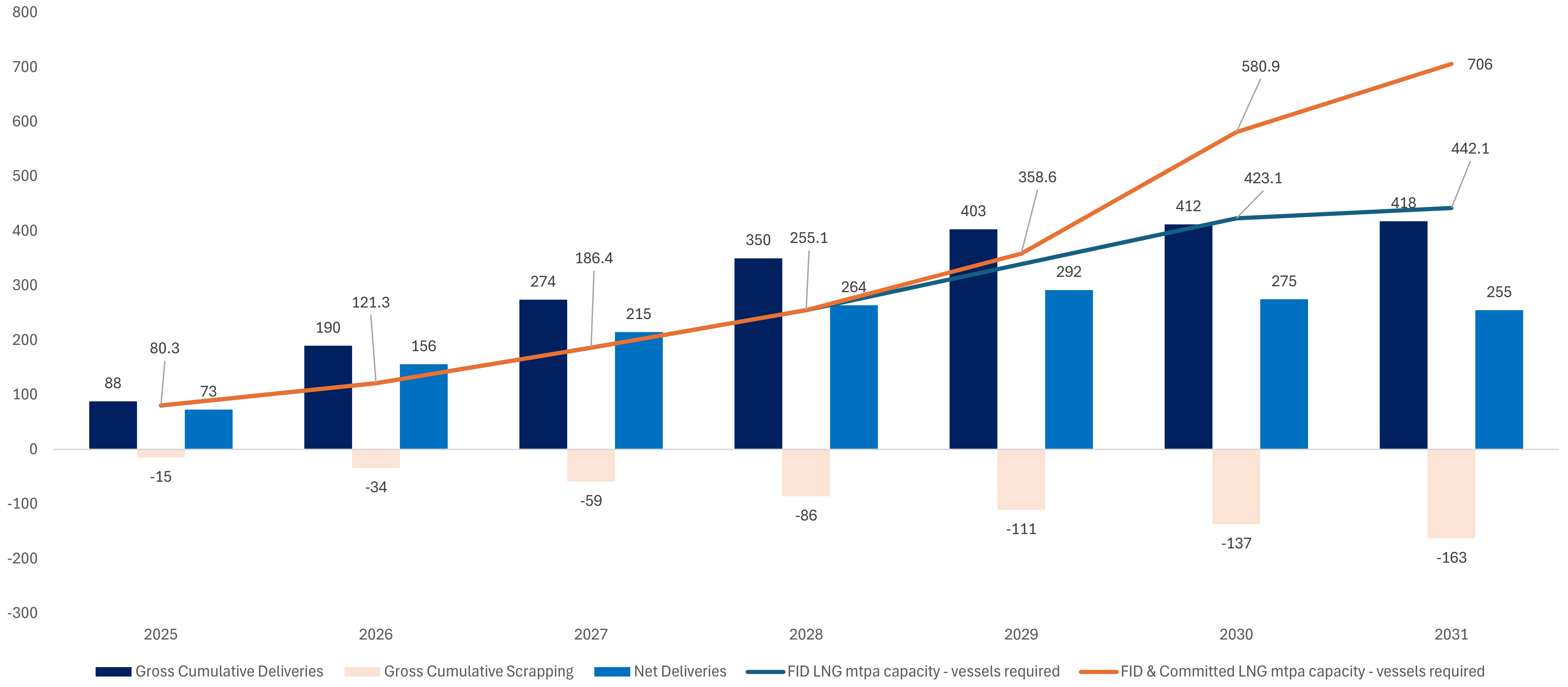
US now expected to have more than 255 MMt/y of liquefaction capacity by end 2031



Source: Affinity

LNG Shipping Supply / Demand outlook

LNG Shipping Supply & Demand ~ inflection point early 2028 assuming no action on fleet or Liquefaction growth



Source: Poten

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MGC Market Update & Strategy

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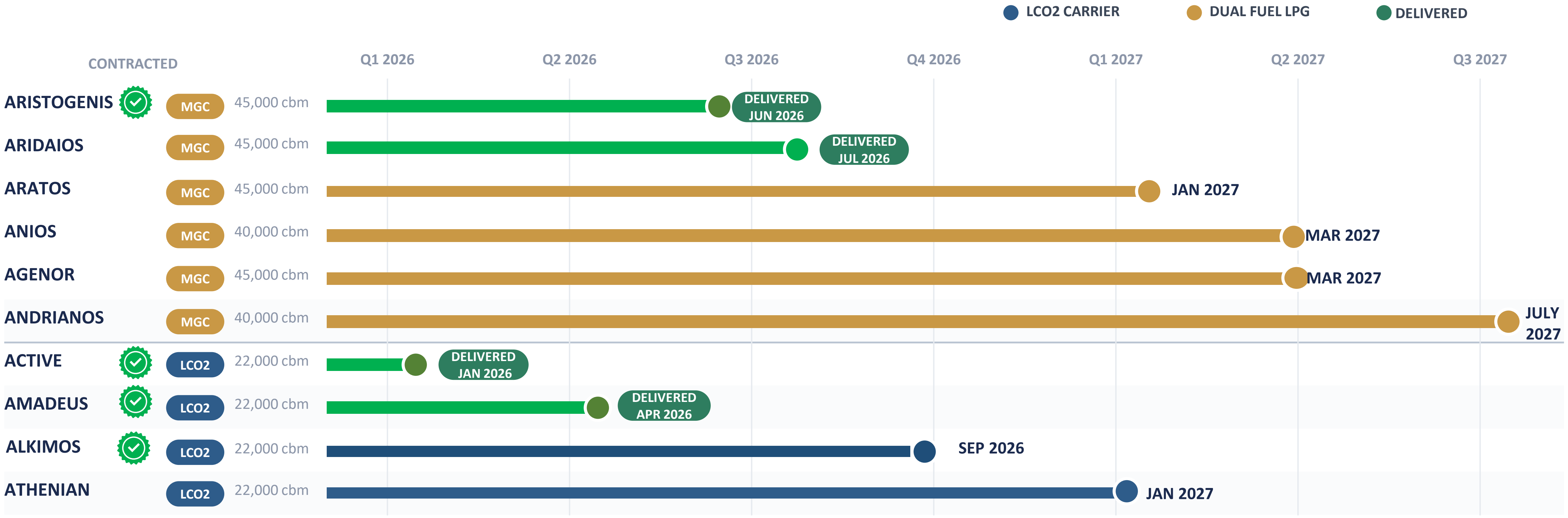
CCEC - Gas Charter book

A focused investment program with two market pillars, MGC and LCO2 - one investment case



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VESSELS IN PROGRAM

348,000
CBM TOTAL CAPACITY

4x
DELIVERED TO DATE

4x
VESSELS ALREADY CONTRACTED

JULY 2027
PROGRAM COMPLETE

Gas Fleet: Trading today, Transitioning tomorrow

A focused investment program with two market pillars, MGC and LCO2 - one investment case

LCO2 CARRIER

ACTIVE	LCO2	22,000 cbm	DELIVERED · JAN 2026
AMADEUS	LCO2	22,000 cbm	DELIVERED · APR 2026
ALKIMOS	LCO2	22,000 cbm	TO BE DELIVERED · SEP 2026
ATHENIAN	LCO2	22,000 cbm	TO BE DELIVERED · JAN 2027

DUAL FUEL MGC

ARISTOGENIS	MGC	45,000 cbm	DELIVERED · JUN 2026
ARIDAIOS	MGC	45,000 cbm	DELIVERED · JUL 2026
ARATOS	MGC	45,000 cbm	TO BE DELIVERED · JAN 2027
ANIOS	MGC	40,000 cbm	TO BE DELIVERED · MAR 2027
AGENOR	MGC	45,000 cbm	TO BE DELIVERED · MAR 2027
ANDRIANOS	MGC	40,000 cbm	TO BE DELIVERED · JUL 2027

Cash flows from LPG today

10x Gas Carrier fleet enters a LPG market with record US export volumes, structurally tight Asia-bound tonne-mile demand, and an aging legacy fleet ripe for replacement.

LPG is a seaborne business pulled by record US exports and firm VLGC rates. As the MGC fleet renews, the orderbook is concentrating in dual-fuel, ammonia-ready newbuilds — matching CCEC's profile in the intra-regional MGC mid-segment.

6x MGCs & 4x LCO2 | 2026-27 delivery

First-mover in CO_2 shipping

Four 22,000 cbm LCO_2 carriers — the world's largest. CCS pipeline of 90+ Mtpa needs 55 vessels by 2030, scaling to 800+ vessels by 2050 (DNV)

Largest LCO_2 class | Active + Amadeus delivered

Optionality from ammonia

Ammonia-ready newbuilds give CCEC an advantage on the low-carbon ammonia trade as it scales — with the same hulls earning today.

Ammonia-ready | IMO-CII compliant | multi-cargo

FLEET DEPLOYMENT TIMELINE

2026 — LPG — 2030 — LCO2, NH3, OTHER GASES — 2050

LPG demand – Key Drivers

Global LPG demand is being pulled by three structural forces: household energy access, petrochemical feedstock growth and the shift away from higher-emission fuels

LPG Demand Drivers	Residential & Commercial	Petrochemical Feedstock	Cleaner-Fuel Switching
	~58% of global LPG demand. Cooking, water heating and space heating in 280M+ households. Strong rural-to-urban switching from biomass/coal in emerging economies (India, Africa, SE Asia).	~30% of demand. Propane/butane cracked for ethylene & propylene. 22+ new PDH plants commissioning, with China leading propane import growth as petchem capacity expands.	Lower CO2 and particulate intensity vs coal, wood and diesel. Tighter emissions rules, household clean-cooking programs and autogas adoption all support displacement demand.

LPG Key Market Dynamics			
	$149.6 B Global LPG market size (2025)	**~3-4.5%** Forecast CAGR through 2034	**280 M+** Households worldwide using LPG

Sources: S&P Global Commodity Insights; IMARC; Polaris Market Research; industry estimates.

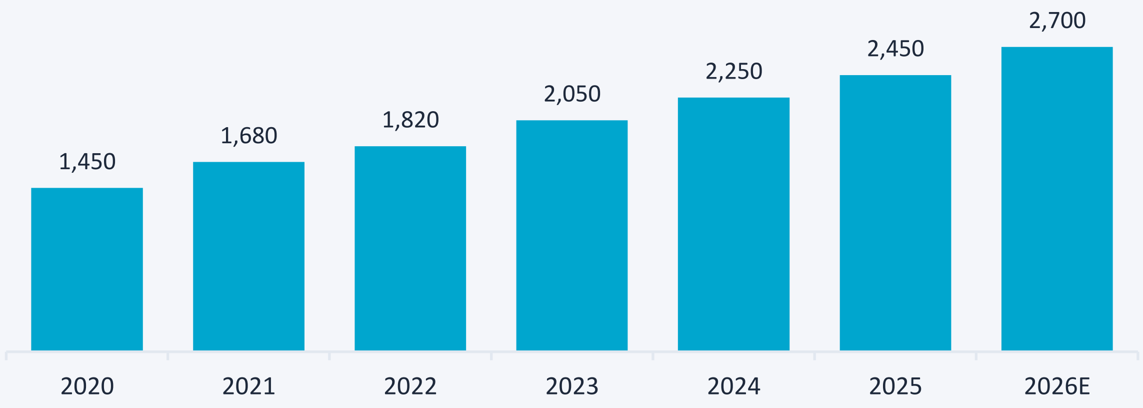
LPG shipping dynamics – rising demand; longer voyages to Asia

LPG is a seaborne business segmented by vessel size, refrigeration regime and trade lane. The fleet ranges from coasters serving local distribution to VLGCs handling long-haul intercontinental flows

LPG Shipping Demand Drivers

US LPG seaborne exports

kb/d · 2020 – 2026E (1,450 → 2,700, an 86% increase



Vessel Segmentation

Class	Capacity	Typical Trade
VLGC	70,000+ cbm	Long-haul: US Gulf & MEG → Asia
LGC	50,000-70,000 cbm	Medium-haul, ammonia/LPG cross-trade
MGC	25,000-49,999 cbm	Intra-regional (Americas, Asia, Europe)
HGC	17,500-24,999 cbm	Handy, regional distribution
SGC / Coaster	< 15,000 cbm	Short-sea, terminal feeders

Re-drawing the map

- **US supply unlock**
  Enterprise's +300 kb/d Houston Ship Channel expansion comes online in 2026; Neches River Terminal Phase 2 follows
- **Asia pull**
  India is targeting 10% of its LPG from the US, with NOCs already locked into 2.2 MMT of term 2026 volumes.
- **Tonne-mile lift**
  Every US Gulf cargo to Asia is a ~70-day round voyage — absorbing capacity and tightening effective tonnage compared to AG-India taking 25 days
- **LPG is a price clearing product**
  The freight rate is the price that clears the US–Asia LPG arbitrage driving volatility via the underlying arb

Adding competitive advantages to fuel and emission regulations globally

Medium Gas Carrier Key Facts

6 × Dual-Fuel Medium Gas Carriers

LPG / Ammonia | DF propulsion | 2026-27 delivery

Capacity	4 × 45,000 cbm + 2 × 40,000 cbm
Yards	Hyundai Mipo Dockyard | Nantong CIMC
Propulsion	Dual-fuel — LPG-burning
Cargoes	LPG, ammonia, petrochemical gases

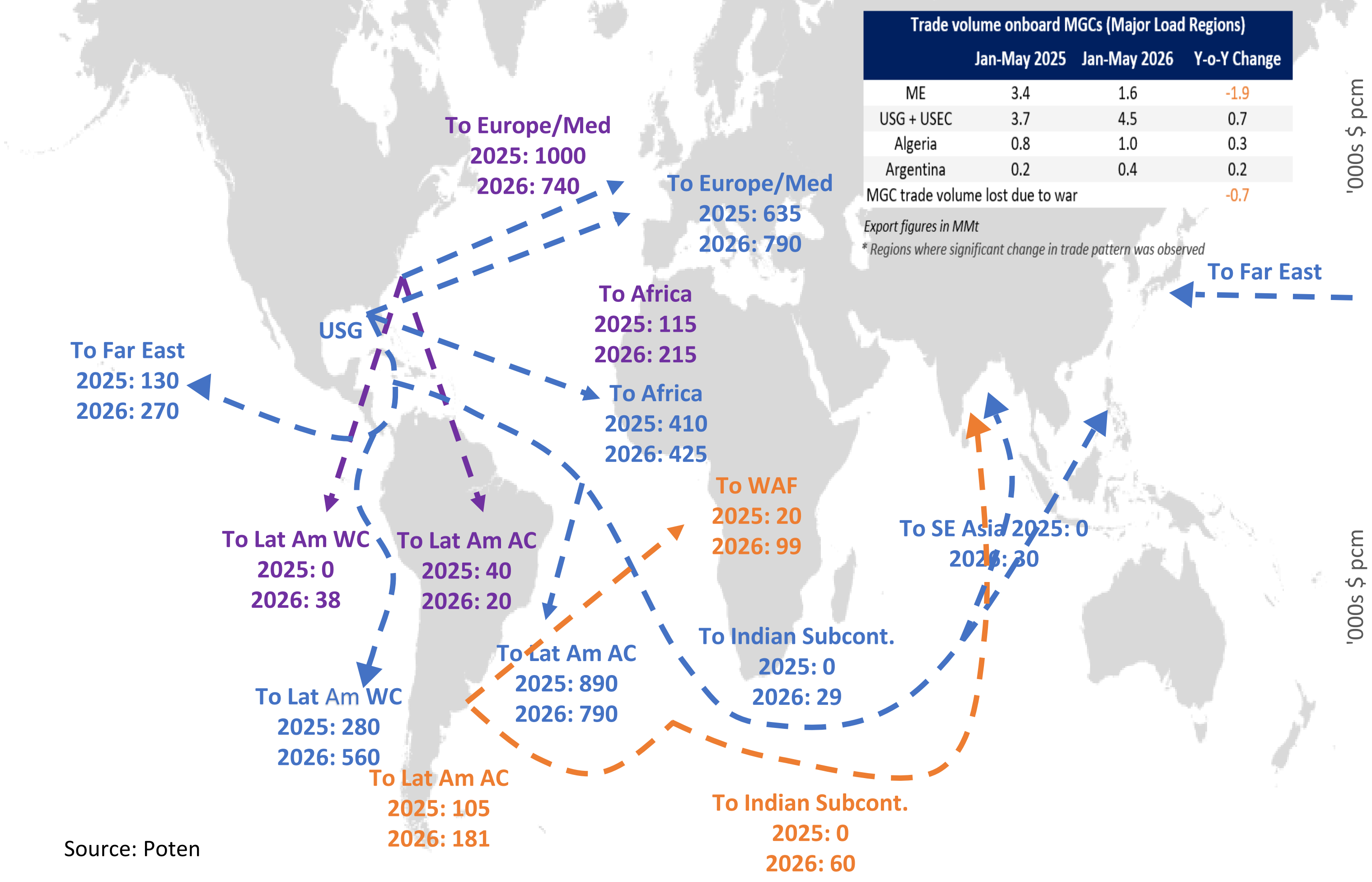
MGC Fleet – advantages in current market

Structurally tight MGC Supply	Longer routes performed on DF vessels; Charterers increasingly prefer more efficient vessels for term business
Latest-spec asset advantage	Dual-Fuel LPG burning lowers fuel cost by 10-20% vs HFO; meets IMO CII without retrofit through late 2020s
Ammonia optionality, not promise	Turning regulatory compliance on fuel and emissions into market differentiation
Charter market leverage	Multi-gas flexibility (LPG, Ammonia, Petchem) means CCEC can rotate vessels into the strongest sub-market each cycle

Current trading dynamics in LPG

Recent dynamics in LPG since US-Iran War

Lower MGC volumes offset by higher miles year to date



Trade volume onboard MGCs (Major Load Regions)	Jan-May 2025	Jan-May 2026	Y-o-Y Change
ME	3.4	1.6	-1.9
USG + USEC	3.7	4.5	0.7
Algeria	0.8	1.0	0.3
Argentina	0.2	0.4	0.2
MGC trade volume lost due to war			-0.7

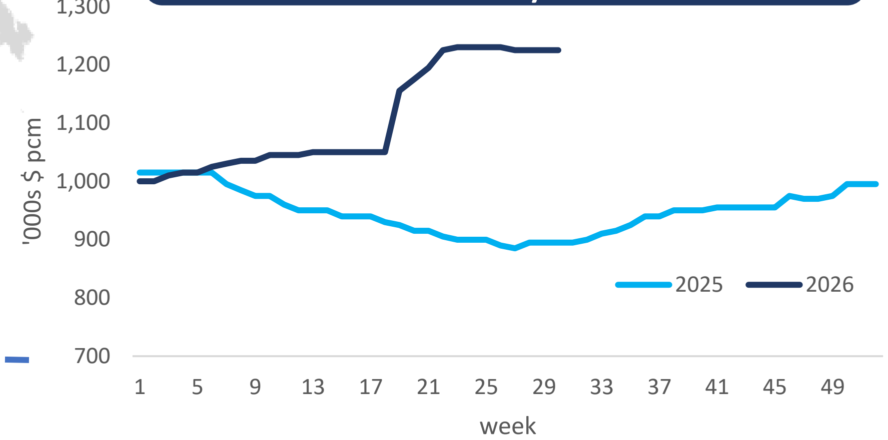
Export figures in MMt

** Regions where significant change in trade pattern was observed*

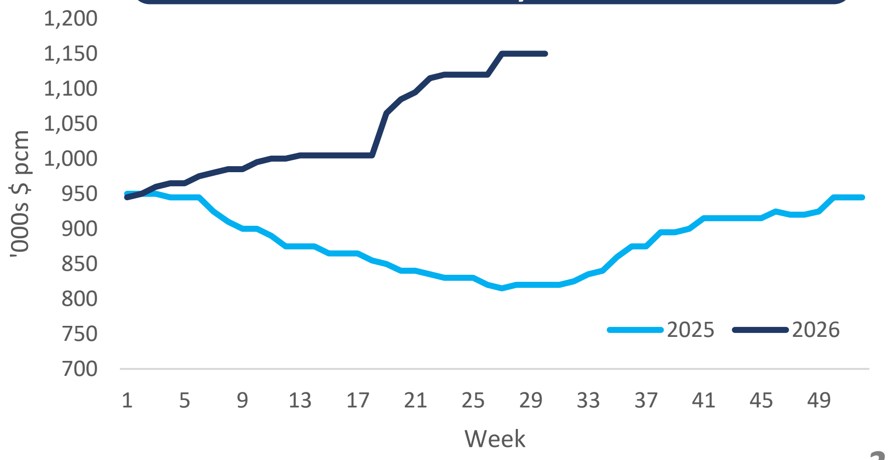
Source: Poten

Freight rates supportive

40k cbm 1 year TC



38k cbm 1 year TC



Source: Clarksons

05

Conclusion

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CCEC – Ultra-modern gas fleet to meet future challenges

On the water | New Deliveries

LNG carriers
All dual fuel
174k cbm

On the water: 2020, 2021, 2021, 2021, 2021, 2021, 2026, 2023, 2023, 2024, 2024, 2024, 2024, 2026

New Deliveries: 2026, 2027, 2027, 2027, 2028, 2029, 2029

Mid Sized Gas carriers
LPG, NH3 capability

On the water: 2026, 2026

New Deliveries: 2027, 2027, 2027, 2027

LCO2 carriers
Multi gas carriers capable transporting liquid CO2, LPG, NH3

On the water: 2026, 2026

New Deliveries: 2026, 2027

Vessel under term charter

LNG Bunkering

New Deliveries: 2028

Container

2023

Looking at divestment opportunities

13,300 TEU
On long-term charter

Min Expiration	Max Expiration
2033	2039

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Ticker - CCEC US Equity
Domicile – Marshall Islands
HQ – Athens, Greece
Shares in Issue – 60.3 million
Current Market Cap - $1.4bn,
July 2026


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