



**First Quarter 2020 Financial Results  
Conference Call  
April 29, 2020**



This presentation contains certain “forward-looking statements” (as such term is defined in Section 21E of the Securities Exchange Act of 1934, as amended). All statements, other than statements of historical facts, that address activities, events or developments that the Company expects, projects, believes or anticipates will or may occur in the future, including, without limitation, future operating or financial results and future revenues and expenses, future, pending or recent acquisitions, general market conditions and shipping industry trends, the financial condition and liquidity of the Company, cash available for dividend payments, future capital expenditures and dry-docking costs and newbuild vessels and expected delivery dates, are forward-looking statements. Although the Company believes that its expectations stated in this presentation are based on reasonable assumptions, actual results may differ from those projected in the forward-looking statements. Important factors that, in our view, could cause actual results to differ materially from the future results discussed in the forward-looking statements include, without limitation, global supply and demand for containerships, the financial stability of the Company’s counterparties and charterers, global economic weakness, disruptions in the world financial markets, the loss of one or more customers, a decrease in the level of Chinese exports, the availability of debt financing, our ability to expand through newbuildings and secondhand acquisitions, risks associated with the operation of the Framework Agreement with our joint venture partner, delay in the delivery of newbuildings, rising crew and fuel costs, increases in capital expenditure requirements or operating costs, a decrease in containership values, increased competition in the industry, re-chartering risk, fluctuations in interest rates, actions taken by governmental and regulatory authorities, potential liability for future litigation and environmental liabilities, the availability of adequate insurance coverage, potential disruption of shipping routes due to accidents or political conditions and the other factors discussed in the Company’s most recent Annual Report on Form 20-F (File No. 001-34934) under the caption “Risk Factors” and the Company’s Results for the First Quarter ended March 31, 2020 on Form 6-K under the caption “Risk Factor Update”. All forward-looking statements reflect management’s current views with respect to certain future events, and the Company expressly disclaims any obligation to update or revise any of these forward-looking statements, whether because of future events, new information, a change in the Company’s views or expectations, or otherwise.

## Financial Performance

### ➤ Q1 2020

- Net Income of \$32.8m (\$34.5m increase vs Q1 2019).
- Earnings per Share of \$0.21 (\$0.29 increase per share vs Q1 2019).
- Adjusted Net Income<sup>(1)</sup> of \$32.6m (140% increase vs Q1 2019).
- Adjusted Earnings per Share<sup>(1)</sup> of \$0.27 (125% increase vs Q1 2019).

### ➤ **Strong Balance Sheet**

- Liquidity of \$268.4m<sup>(2)</sup>.
- Estimated Leverage<sup>(3)</sup> of 40% (as of March 31, 2020), as per compliance certificates furnished to our lenders.
- No meaningful balloon payments<sup>(4)</sup> over the next 12 months.
- Never restructured any debt obligations or requested covenant waivers / debt deferral payments.

#### Notes

1. Adjusted Net Income and Adjusted Earnings per Share are non-GAAP measures. See Appendix I for definitions and reconciliations to the nearest GAAP measures.
2. \$237.4m on Costamare Balance Sheet **plus** \$31.0m our share of cash held in subsidiaries co-owned with York Capital.
3. (Total Liabilities *minus* Cash and Cash Equivalents) / (Total Market Value Adjusted Assets *minus* Cash and Cash Equivalents).
4. Balloon payment of \$12.0m payable in December 2020 for two 7,403 TEU containerships with a total lightweight of about 69,000 tons.

## Uninterrupted Access to Commercial Bank Debt / New Financing Arrangements

Since Q4 2019 we entered into new loan facilities of \$165.0m. More specifically:

- \$65.0m loan facility with a European financial institution for the refinancing of one 11,010 TEU containership and for general corporate purposes.
- \$30.0m loan facility with a European financial institution for the partial financing of the acquisition cost of four 4,258 TEU capacity containerships.
- \$70.0m loan facility with a European financial institution for the refinancing of two existing loan facilities originally maturing in 2021. Refinancing is expected to be completed in May 2020.

## Operational Performance

- Fleet utilization of 99.7%<sup>(1)</sup>.
- Ownership Days 5,475.
- Q1 2020 Operating Expenses \$27.9m.
- Q1 2020 Average Operating Expenses p.d.<sup>(2)</sup> **\$5,090.**

### Notes

1. Revenue Days (adjusted for scheduled off-hire days) / Ownership Days.
2. Q1 Operating Expenses / Q1 Ownership Days



## New Charter Fixtures

- 12 new / extended charters since Q4 2019 in a volatile market environment.

## Containership Market

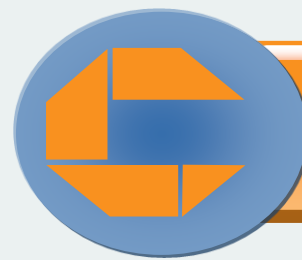
- Negative market impact from the Covid-19 pandemic.
- Current orderbook at a low level of 10.2%<sup>(1)</sup> and expected to remain low.
- Total idle fleet represents 10.2% of existing fleet<sup>(2)</sup>.
- Idle fleet (adjusted for inactive vessels due to scrubber retrofits) represents 5.1% of existing fleet<sup>(2)</sup>.
- Idle fleet (adjusted for scrubber retrofits and blank sailings) owned by tonnage providers represents 1.2% of existing fleet<sup>(2)</sup>.

## Dividends / Strong Sponsor Support

- 38 consecutive quarterly common dividend payments since IPO.
- Q1 2020 common shares dividend of \$0.10 declared and scheduled to be paid on May 7, 2020.
- Initiation of a preferred shares buyback program for an amount of up to \$15.0m.
- Sponsor family has participated in the Dividend Reinvestment Plan since its inception (July 2016), with \$87m reinvested to date.

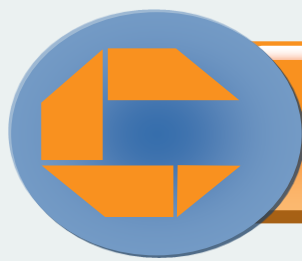
### Notes

1. Source: Clarksons Data as of April 24, 2020.
2. Source: Alphaliner Report as of April 13, 2020.



## Q1 2020 RESULTS

	Q1 2019	Q1 2020	% Change
Ownership Days	5,575	5,475	(1.8%)
Average Number of Vessels	61.9	60.2	(2.7%)
Voyage Revenues	112,974	121,404	7.5%
Net Interest and Finance Costs (*)	22,098	17,820	(19.4%)
Adjusted Net Income Available to Common Stockholders(**)	13,580	32,560	139.8%
Weighted Average Number of Shares	113,035,525	119,535,940	



## Q1 2020 RESULTS – Non Cash and Other Adjustments

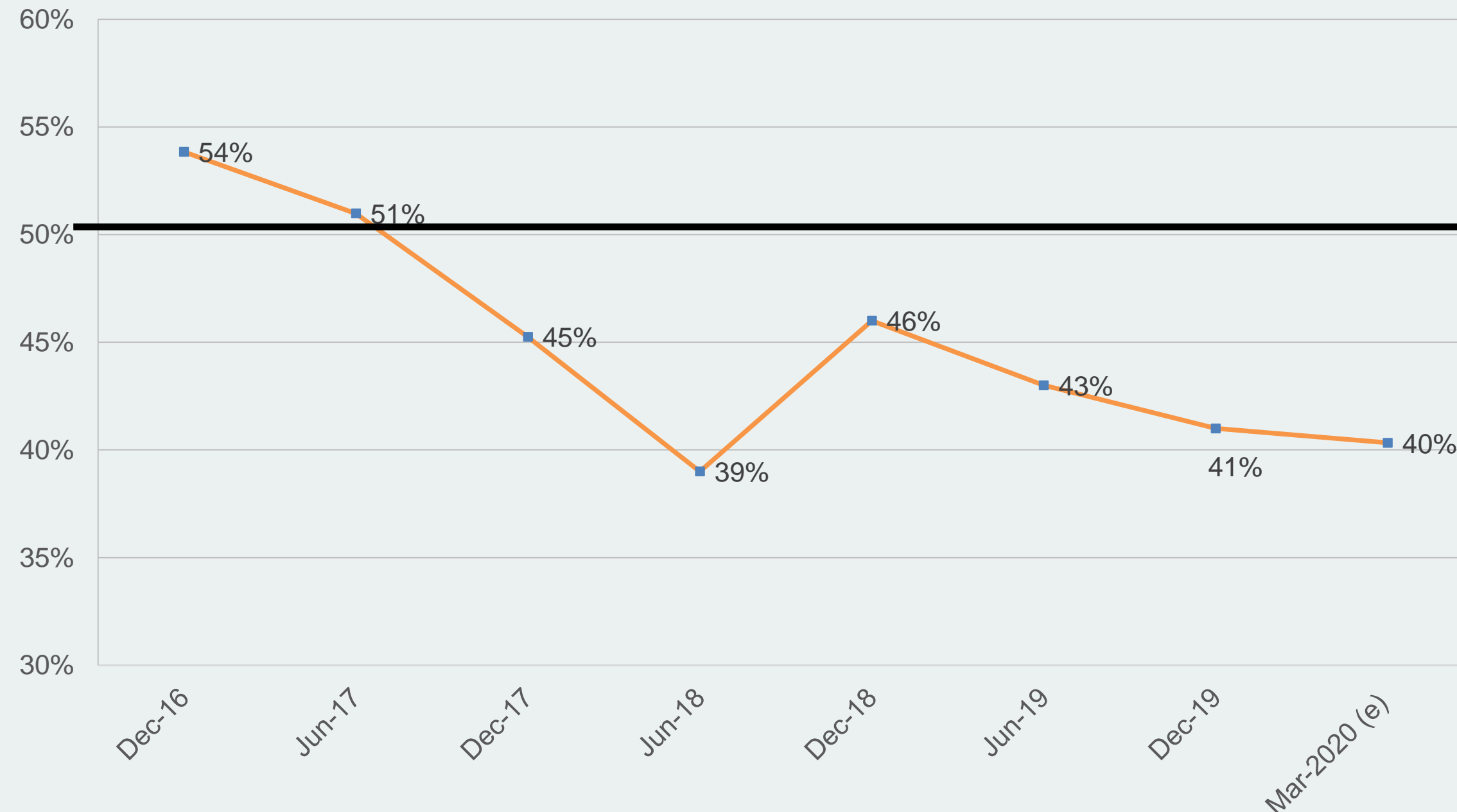
	Q1 2019	Q1 2020
Net Income (Loss) Available to Common Stockholders	\$ (9,297)	\$ 25,624
Accrued charter revenue	(1,849)	696
Amortization of time charter assumed	47	48
(Gain) Loss on sale of vessels	18,420	(10)
Impairment loss	3,042	3,071
Loss on asset held for sale	-	232
(Gain) Loss on derivative instruments	334	2,247
Amortization of prepaid lease rentals	2,009	-
Non-cash G&A and other non-cash items	778	676
Realized (gain) loss on Euro/USD FX contracts	96	(24)
Adjusted Net Income Available to Common Stockholders(**)	13,580	32,560
<b>Adjusted EPS(**)</b>	<b>\$0.12</b>	<b>\$0.27</b>

All numbers in thousands of U.S. dollars, except ownership days, number of vessels, share and per share data.

(\*) Interest and finance costs *minus* Interest Income

(\*\*) Non-GAAP items, see Appendix I for definitions and reconciliations to the nearest GAAP measure.

## LEVERAGE RATIO<sup>(1)</sup>



Note 1: (Total Liabilities *minus* Cash and Cash Equivalents) / (Total Market Value Adjusted Assets *minus* Cash and Cash Equivalents). Calculated in accordance with relevant provisions of bank financing agreements.

## NET DEBT / ADJUSTED EBITDA<sup>(2)(3)</sup>

( ' 000 US\$)	Q1 2020
<b>NET INCOME</b>	<b>32,776</b>
Net Interest and Finance Costs	17,820
Depreciation and Amortization	30,343
<b>EBITDA<sup>(3)</sup></b>	<b>80,939</b>
<b>ADJUSTED EBITDA<sup>(2) (3)</sup></b>	<b>87,875</b>
<b>12 month Trailing Adjusted EBITDA<sup>(2)</sup></b>	<b>358,851</b>
Total Debt and Finance Leases <sup>(4)</sup>	1,452,132
Cash and Cash Equivalents	237,377
<b>Adjusted EBITDA<sup>(2) (3)</sup> to Net Interest and Finance Costs</b>	<b>4.93x</b>
<b>Net Debt<sup>(5)</sup> to 12 month Trailing Adjusted EBITDA<sup>(2) (3)</sup></b>	<b>3.39x</b>

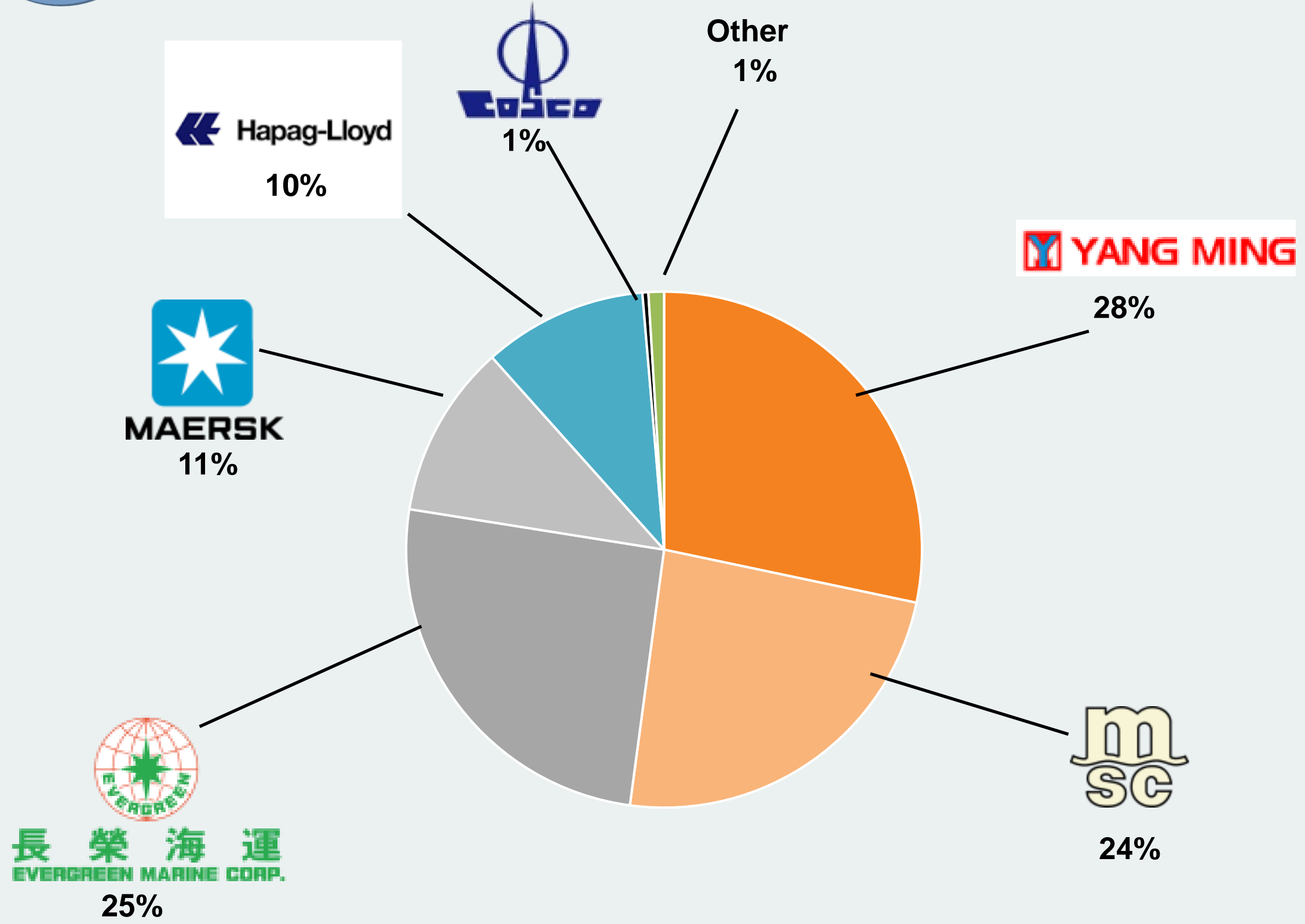
Note 2: Refer to Appendix II for reconciliation of EBITDA to Adjusted EBITDA

Note 3: EBITDA and Adjusted EBITDA are non-GAAP measures. See Appendix I and Appendix II for definitions and reconciliations to the nearest GAAP measure, respectively.

Note 4: As of March 31, 2020. Excludes pre-delivery financing obligations related to our 5 newbuildings, for which no EBITDA has been generated yet.

Note 5: Total Debt and Finance Leases<sup>(4)</sup> *minus* Cash and Cash Equivalents

## Revenue Contribution (All Vessels)<sup>(1)(2)</sup>



- As of April 29, 2020, contracted revenues of approximately \$2.1Bn<sup>(1)(2)</sup>
- TEU-weighted average remaining time charter duration for the fleet is about 3.4 years<sup>(1)(2)</sup>

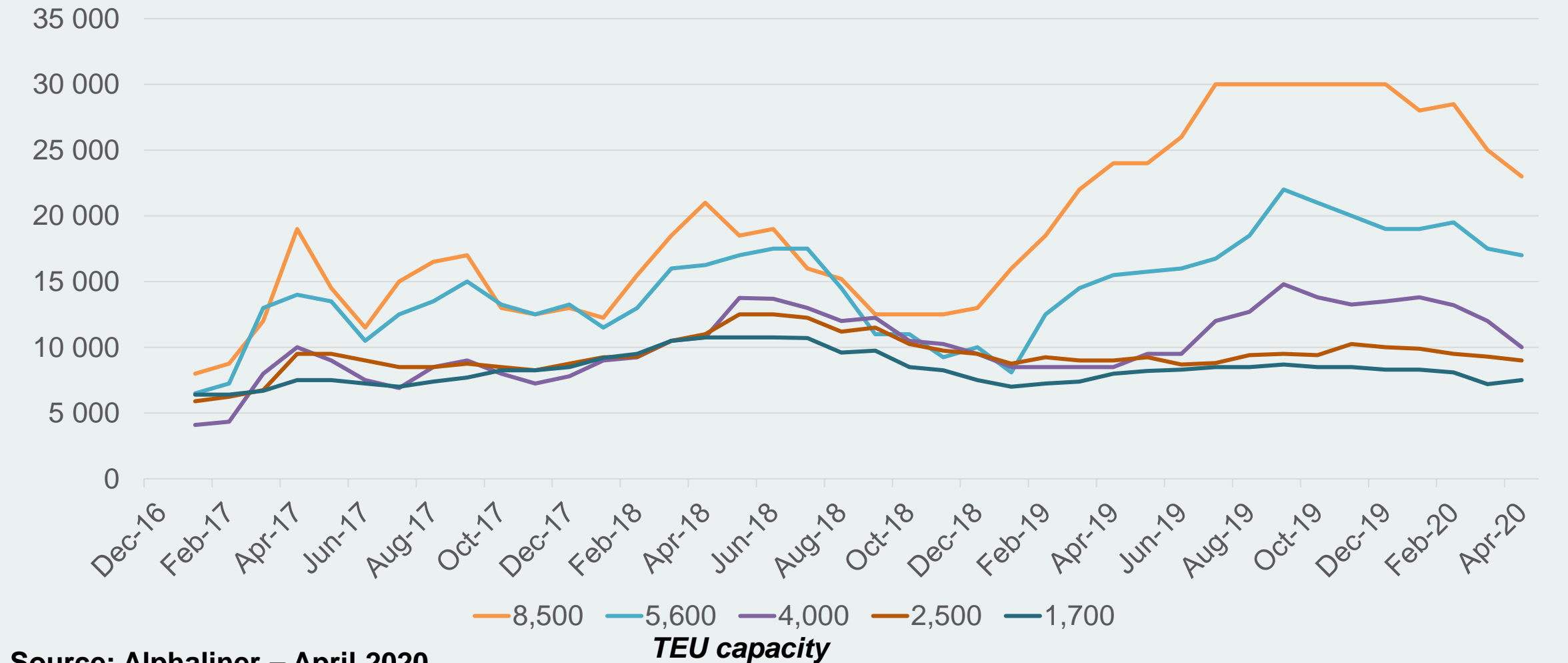
**Notes**  
 1. Based on contracted revenues as of April 29, 2020. Revenues include our ownership percentage of contracted revenues for ten vessels owned pursuant to the Framework Agreement with York. Revenues also include the 5 newbuilds under construction.  
 2. Assumes earliest re-delivery dates after giving effect to the exercise of any owners' extension options.



- COVID-19 has negatively impacted time charter rates in Q1 2020.
- Initial blanked sailings were followed by substantial reductions to major Far East to Europe services and other major trade routes.

## Charter Rates

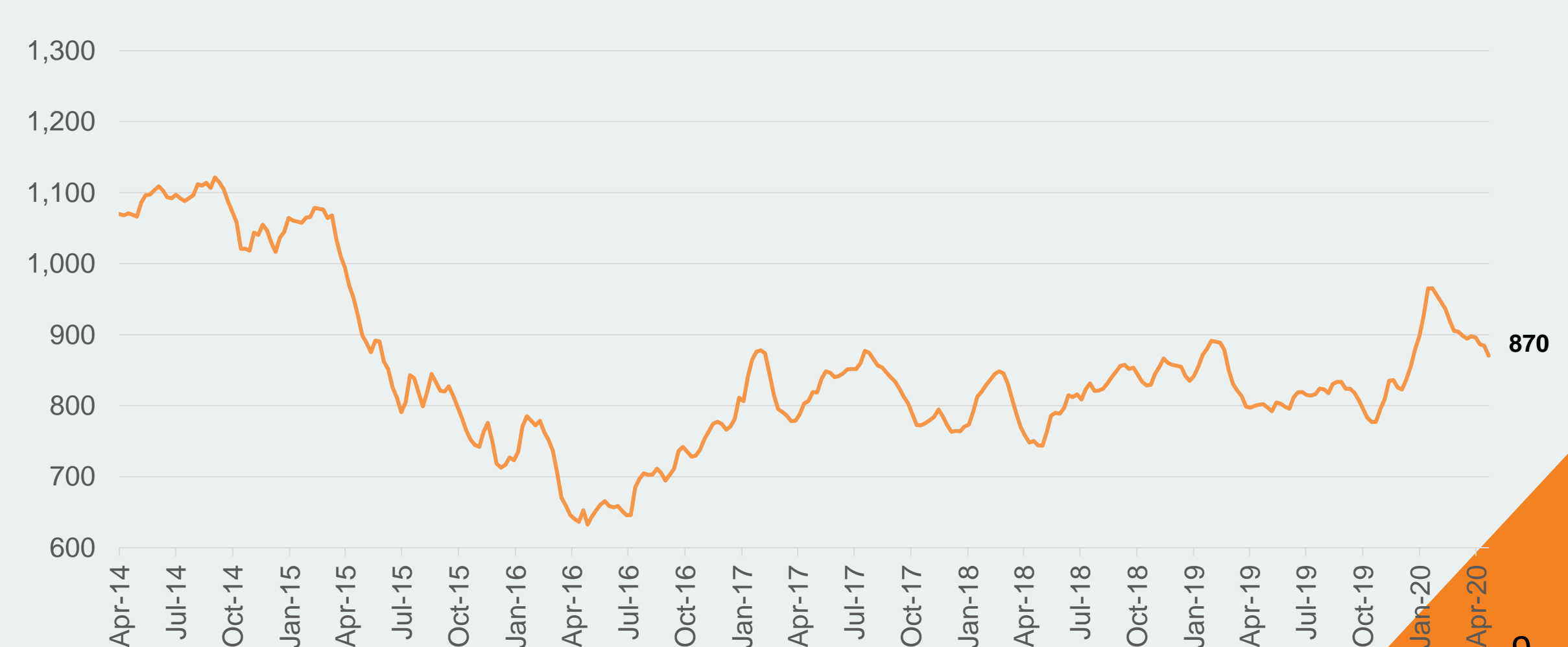
12m Timecharter Rates



- Box rates have been under pressure YTD but stand at levels close to or even higher compared to those a year ago.
- Benefit from significantly reduced bunker prices.

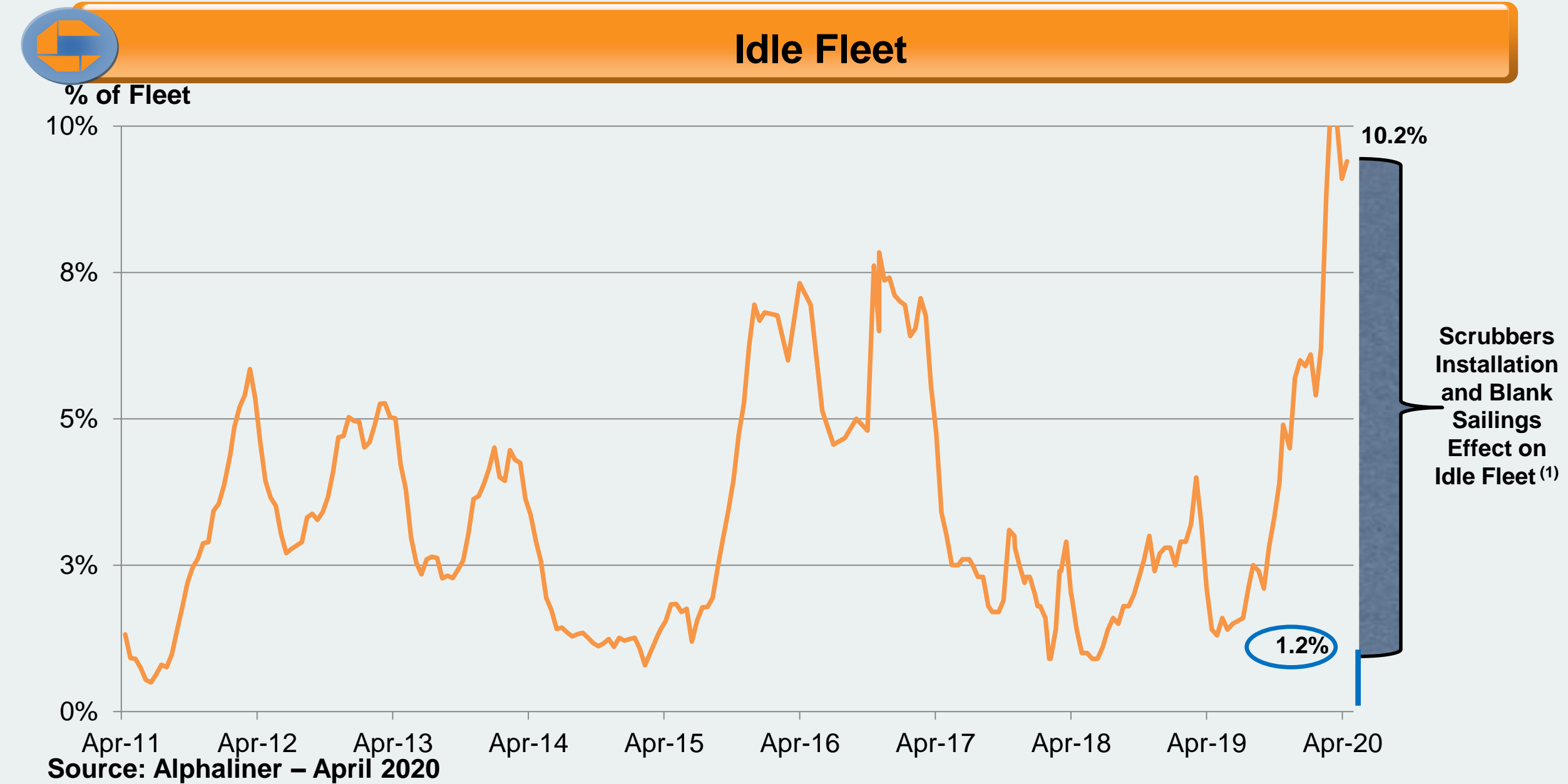
## Box Rates

CCFI Index





- The inactive container fleet has increased to 10.2%
- Ships available for charter owned by tonnage provider and excluding idle days due to scrubber retrofits represent 1.2% of the total fleet.
- Several carriers have begun to slow down ships on backhaul legs, allowing the vessels to skip a week upon their return to Asia.



- Orderbook at historically low levels and expected to remain low.
- Newbuilding activity for the remainder of the year is expected to be minimal at best.



Note: (1) Since Q1 2019 idle fleet data is “distorted” because vessels undergoing scrubber installations are shown as idle. Adjusting for scrubber installation cases and blank sailings, effective idle fleet data stood at 1.2%.



Q & A

The image features a background of a ship's propeller on the left side, partially obscured by a large, diagonal graphic element. This graphic consists of a wide orange band with a white stripe running through it. The right side of the image shows a sunset over the ocean, with the sun low on the horizon and its light reflecting on the water. The sky is a pale, hazy blue. In the foreground, the dark silhouette of a ship's railing is visible.




**Net Income to Adj. Net Income Available to Common Stockholders and Adj. EPS Reconciliations– EBITDA and Adjusted EBITDA Definitions**

(Expressed in thousands of U.S. dollars, except share and per share data)

	Three-month period ended March 31,	
	2019	2020
<b>Net Income / (Loss)</b>	\$ (1,654)	\$ 32,776
Earnings allocated to Preferred Stock	(7,643)	(7,693)
Gain on retirement of Preferred Stock	-	541
<b>Net Income / (Loss) available to common stockholders</b>	<u>(9,297)</u>	<u>25,624</u>
Accrued charter revenue	(1,849)	696
General and administrative expenses – non-cash component	778	676
Amortization of prepaid lease rentals, net	2,009	-
Amortization of Time charter assumed	47	48
Realized (Gain) / loss on Euro/USD forward contracts (1)	96	(24)
(Gain) / Loss on sale / disposal of vessels	18,420	(10)
Loss on vessel held for sale	-	232
Vessels' impairment loss	3,042	3,071
Loss on derivative instruments, excluding interest accrued and realized on non-hedging derivative instruments (1)	334	2,247
<b>Adjusted Net Income available to common stockholders</b>	<u>\$ 13,580</u>	<u>\$ 32,560</u>
<b>Adjusted Earnings per Share</b>	<u>\$ 0.12</u>	<u>\$ 0.27</u>
Weighted average number of shares	<u>113,035,525</u>	<u>119,535,940</u>

Note: Adjusted Net Income available to common stockholders and Adjusted Earnings per Share represent Net Income after earnings allocated to preferred stock and gain on retirement of preferred stock, but before non-cash “Accrued charter revenue” recorded under charters with escalating charter rates, realized (gain)/loss on Euro/USD forward contracts, vessels' impairment loss, (gain)/loss on sale / disposal of vessels, loss on vessel held for sale, non-cash general and administrative expenses and non-cash other items, amortization of prepaid lease rentals, net, amortization of Time charter assumed and non-cash changes in fair value of derivatives. “Accrued charter revenue” is attributed to the timing difference between the revenue recognition and the cash collection. However, Adjusted Net Income available to common stockholders and Adjusted Earnings per Share are not recognized measurements under U.S. GAAP. We believe that the presentation of Adjusted Net Income available to common stockholders and Adjusted Earnings per Share are useful to investors because they are frequently used by securities analysts, investors and other interested parties in the evaluation of companies in our industry. We also believe that Adjusted Net Income available to common stockholders and Adjusted Earnings per Share are useful in evaluating our ability to service additional debt and make capital expenditures. In addition, we believe that Adjusted Net Income available to common stockholders and Adjusted Earnings per Share are useful in evaluating our operating performance and liquidity position compared to that of other companies in our industry because the calculation of Adjusted Net Income available to common stockholders and Adjusted Earnings per Share generally eliminates the effects of the accounting effects of capital expenditures and acquisitions, certain hedging instruments and other accounting treatments, items which may vary for different companies for reasons unrelated to overall operating performance and liquidity. In evaluating Adjusted Net Income available to common stockholders and Adjusted Earnings per Share, you should be aware that in the future we may incur expenses that are the same as or similar to some of the adjustments in this presentation. Our presentation of Adjusted Net Income available to common stockholders and Adjusted Earnings per Share should not be construed as an inference that our future results will be unaffected by unusual or non-recurring items.

(1) Items to consider for comparability include gains and charges. Gains positively impacting Net Income available to common stockholders are reflected as deductions to Adjusted Net Income available to common stockholders. Charges negatively impacting Net Income available to common stockholders are reflected as increases to Adjusted Net Income available to common stockholders.



## EBITDA to Adjusted EBITDA Reconciliation for Q1 2020 and 12 Month Trailing EBITDA (Q2 2019 to Q1 2020)

(' 000 US\$)	Q1 2020
<b>NET INCOME</b>	<b>32,776</b>
Interest and Finance Costs	18,467
Interest Income	(647)
Depreciation	28,136
Amortization	2,207
<b>EBITDA</b>	<b>80,939</b>
(Gain) Loss on sale of vessels / Assets held for sale	222
Impairment Loss	3,071
G&A non-cash Expenses	676
IMO 2020 tank cleaning	-
Write-off of Deferred Financing Fees	-
Other non-cash Items	2,967
<b>ADJUSTED EBITDA</b>	<b>87,875</b>

(' 000 US\$)	12M Trailing EBITDA (Q2 2019 - Q1 2020)
<b>NET INCOME</b>	<b>133,429</b>
Interest and Finance Costs	84,541
Interest Income	(3,161)
Depreciation	109,710
Amortization	10,912
<b>EBITDA</b>	<b>335,431</b>
(Gain) Loss on sale of vessels / Assets held for sale	3,924
Impairment Loss	3,071
G&A non-cash Expenses	3,777
IMO 2020 tank cleaning	1,616
Write-off of Deferred Financing Fees	1,389
Other non-cash Items	9,643
<b>ADJUSTED EBITDA</b>	<b>358,851</b>





## Environmental

Internal governance	Regulatory framework	Activities
<p><b>Quality Safety Management System</b>  <b>Environmental Management System</b></p> <ul style="list-style-type: none"> <li>• <b>Environmental Policy</b> <ul style="list-style-type: none"> <li>• ISO 14001:2015</li> </ul> </li> <li>• <b>Energy Management Policy</b> <ul style="list-style-type: none"> <li>• ISO 50001:2018</li> </ul> </li> </ul>	<p>IMO</p> <ul style="list-style-type: none"> <li>• SOLAS</li> <li>• MARPOL</li>   <li>• IMO Ballast Water Management Convention</li> <li>• EEDI (MARPOL Annex VI, regulation 4)</li>   <li>• EEOI (MARPOL Annex VI, regulation 4)</li> <li>• IMO Data Collection System (DCS)</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Compliance with mandatory regulations &amp; standards</i></li> <li>• <i>Installation of Exhaust Gas Cleaning Systems (ECGS), fuel strategy including use of Low Sulphur SIP, shore power supply</i></li> <li>• <i>Installation of advanced ballast water treatment systems across fleet</i></li> <li>• <i>All newbuildings exceed EEDI standards, continuous effort to improve energy efficiency performance</i></li> <li>• <i>Monitoring Improvements yoy</i></li> <li>• <i>Developed advanced data acquisition and analysis software</i></li> </ul>
	EU Monitoring, Reporting & Verification Regulation (MRV)	<i>Compliance - Monitoring Plan of carbon dioxide emissions</i>
	EU Ship Recycling Regulation (EUSRR)	<i>Compliance - Inventory of Hazardous Materials (IHM) implementation in progress</i>
	UNCLOS	<i>Compliance - Incorporated in QSEMS</i>
	US VGP Regulation	<i>Compliance - Incorporated in QSEMS</i>





*Social*

Internal governance	Regulatory framework	Activities
<p><b>Quality Safety Management System</b></p> <ul style="list-style-type: none"> <li>• Risk Management</li> </ul>	The ISM Code	Compliance
	ILO Core Conventions	Compliance
	Maritime Labor Convention	<i>Compliance</i>
	EU GDPR	<i>Compliance</i>
	Cybersecurity	<i>Awareness, monitoring, protection, threat management</i>
<ul style="list-style-type: none"> <li>• Code of Business Conduct and Ethics</li> <li>• Anti-Bribery (FCPA) Policy</li> <li>• Corporate governance guidelines</li> </ul>	The U.S. Foreign Corrupt Practices Act	<i>Compliance</i>
	NYSE corporate governance guidelines	<i>Compliance with all mandatory rules</i>



*Governance*