

COSTAMARE INC.

First Quarter 2023

Financial Results Conference Call

May 15, 2023

# Forward-Looking Statements

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 Costamare Inc. (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 and dry bulk vessels, 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 or dry bulk vessel 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). 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.

# Highlights (1/6)

## Q1 2023 – Financial Results

- ▶ Q1 2023 Net Income available to common stockholders of **\$141.6 million (\$1.16 per share)** vs \$115.4 million (\$0.93 per share) in Q1 2022.
- ▶ Q1 2023 Adjusted Net Income available to common stockholders <sup>(1)</sup> of **\$46.5 million (\$0.38 per share)** vs \$104.5 million (\$0.84 per share) in Q1 2022.
- ▶ Q1 2023 liquidity of **\$1,076 million** <sup>(2)</sup> vs \$644 million <sup>(3)</sup> in Q1 2022.

### Notes

1. Adjusted Net Income available to common stockholders and respective per share figures are non-GAAP measures and should not be used in isolation or as substitutes for Costamare's financial results presented in accordance with U.S. generally accepted accounting principles ("GAAP"). For the definition and reconciliation of these measures to the most directly comparable financial measure calculated and presented in accordance with GAAP, please refer to Appendix I.
2. Including our share of cash amounting to \$4.0 million held by vessel owning-companies set-up pursuant to the Framework Deed dated May 15, 2013, as amended and restated from time to time (the "Framework Deed"), between the Company and York Capital Management Global Advisors LLC and an affiliated fund (collectively, "York"), short term investments in U.S. Treasury Bills amounting to \$76.7 million, margin deposits relating to our FFAs of \$12.6 million and \$37.1 million of available undrawn funds from one hunting license facility as of March 31, 2023.
3. Including our share of cash amounting to \$3.2 million held by vessel owning-companies set-up pursuant to the Framework Deed with York and \$152.5 million of available undrawn funds from two hunting license facilities as of the date of the Q1 2022 earnings release.

# Highlights (2/6)

## Dry Bulk Operating Platform

- ▶ First full operational quarter of our newly set-up dry bulk operating company, Costamare Bulkers Inc. ("CBI").
- ▶ CBI's activities focus on the charter-in/out of dry bulk vessels along with the entering into contracts of affreightment.
- ▶ Active trading of forward freight agreements ("FFAs") and bunker swaps for, among other, hedging purposes.
- ▶ \$150 million invested to date with an investment commitment of up to \$200 million.
- ▶ Global footprint through offices in Athens and Monaco and through agencies in Copenhagen, Hamburg and Singapore.
- ▶ Fixed 51<sup>(1)</sup> period vessels of a total capacity of c. 7.7 million dwt:
  - ❖ 31 Newcastlemax/Capesize
  - ❖ 19 Kamsarmax/Panamax
  - ❖ 1 Ultramax
- ▶ 39 chartered-in period vessels have been delivered and running.<sup>(1)</sup>
- ▶ Majority of the fixed fleet is on index-linked charter-in agreements.

### Notes

1. As of May 15, 2023 and excluding 4 chartered-in vessels on time-charter trips and 2 on voyages.

# Highlights (3/6)

## Lease Financing Platform

- ▶ Expansion to lease financing business by becoming the leading investor in Neptune Maritime Leasing Limited (“NML”).
- ▶ Established in 2021 by highly experienced professionals.
- ▶ Providing flexible financing solutions and aiming to further enhance strong relationships built over the last decades with shipowners and commercial lenders.
- ▶ \$21.3 million invested up to date with a total investment of up to \$200 million.
- ▶ Financing of 6 vessels through sale and lease-back transactions.

## New Debt Financings and Capital Structure

- ▶ Two<sup>(1)</sup> bilateral loan facilities totaling approximately \$95 million for the refinancing of existing indebtedness of 7 containerships; no material increase in leverage, improvement of funding cost and extension of maturity for all the vessels.
- ▶ No significant loan / lease maturities until 2026.
- ▶ Corporate Leverage on a Market Values basis remains below **35%**.<sup>(2)</sup>

### Notes

1. One of the loan facilities is on a commitment status basis and subject to final documentation.
2.  $(\text{Total Liabilities minus Cash and Cash Equivalents}) / (\text{Total Market Value Adjusted Assets minus Cash and Cash Equivalents})$  as of March 31, 2023 and in accordance with relevant provisions of bank financing agreements.

# Highlights (4/6)

## Strong chartering performance

- ▶ Entered into more than 60 chartering agreements for the owned dry bulk fleet since Q4 2022 earnings release.
- ▶ **98%** and **86%** of our containership fleet<sup>(1)</sup> fixed for 2023 and 2024, respectively.
- ▶ Contracted revenues for the containership fleet of approximately **\$3.1 billion** with a TEU-weighted duration of **4.1 years**<sup>(2)</sup>.

### Notes

1. Calculated on a TEU basis, including vessels owned by vessel owning-companies set-up pursuant to the Framework Deed.
2. As of May 15, 2023. Total contracted revenues and TEU-weighted remaining time charter duration include our ownership percentage for four vessels owned pursuant to the Framework Deed.

# Highlights (5/6)

## Sale and Purchase Activity

- ▶ Estimated combined net capital gain of **\$84.7 million** in **Q1 2023**, from the sale or agreement to sell certain of our vessels.
- ▶ Vessels which have been sold or are expected to be sold include:
  - ❖ **Owned Containerships:**
    - *c/v Maersk Kalamata*, 2003-built, 6,644 TEU capacity containership sold in January 2023.
    - *c/v Sealand Washington*, 2000-built, 6,648 TEU capacity containership sold in February 2023.
  - ❖ **Owned Dry Bulk Vessels:**
    - *m/v Miner*, 2010-built, 32,300 DWT capacity dry bulk vessel sold in March 2023.
    - *m/v Taibo*, 2011-built, 35,112 DWT capacity dry bulk vessel sold in April 2023.
    - *m/v Comity*, 2010-built, 37,302 DWT capacity dry bulk vessel, expected to be sold in Q2 2023.
  - ❖ **Joint Venture Containerships:**
    - Concurrent S&P transactions in Q2 2023:
      - Sale to York Capital of our equity interest of 49% on the 2018-built, 3,800 TEU capacity containership, *Polar Argentina*.
      - Acquisition of York Capital's equity interest of 51% on the 2018-built, 3,800 TEU capacity containership, *Polar Brasil*.
    - Upon conclusion, 100% ownership on *c/v Polar Brasil* vs initial 49% ownership on each of *c/v Polar Argentina* and *c/v Polar Brasil*.

# Highlights (6/6)

## Containership Market

- ▶ Charter rates are on a rising trend with high demand across the board, while fixture periods are increasing in duration.
- ▶ Idle fleet remains at low levels at 1.4%<sup>(1)</sup>.

## Dry Bulk Market

- ▶ Charter rates remain volatile, while for the remainder of 2023, the Forward Freight Agreements<sup>(2)</sup> market indicates strengthening on the segments where we own vessels.
- ▶ Newbuilding orderbook is at 6.9%<sup>(2)</sup> of the total fleet and new ordering continues to remain subdued.

## Dividends and Strong Sponsor Support

- ▶ Regular Q1 2023 dividend of \$0.115 per share paid on May 5, 2023 to shareholders of record as of April 19, 2023.
- ▶ 50 consecutive quarterly common dividends since IPO.
- ▶ \$145 million reinvested by the sponsor family through the Dividend Reinvestment Plan to date.

### Notes

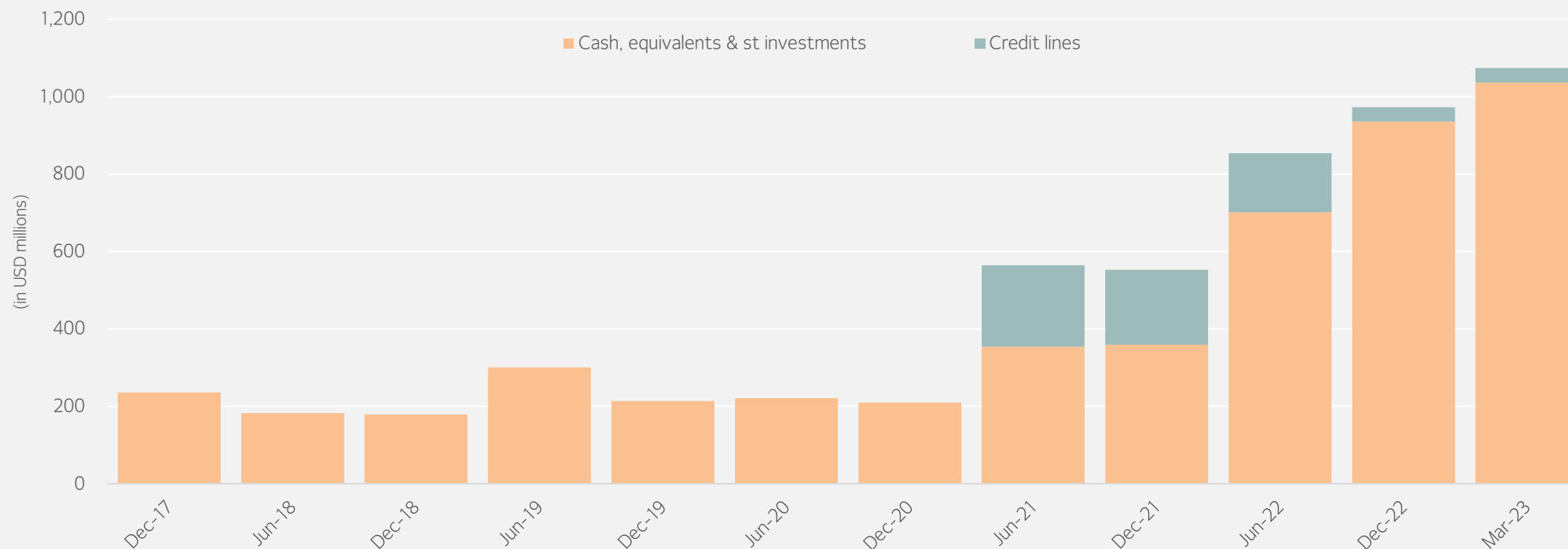
1. Alphaliner – May 2023
2. Clarksons – May 2023



# Strong Liquidity Position

- ▶ Ample liquidity of **\$1,076 million<sup>(1)</sup>** for future growth

## LIQUIDITY<sup>(1)</sup>



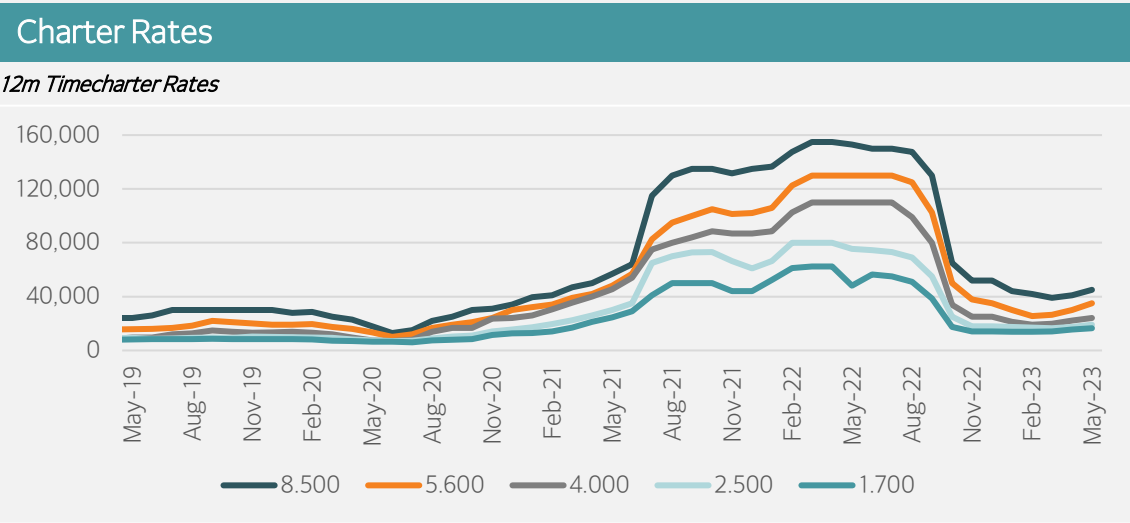
### Notes

1. Including our share of cash amounting to \$4.0 million held by vessel owning-companies set-up pursuant to the Framework Deed with York, short term investments in U.S. Treasury Bills amounting to \$76.7 million, margin deposits relating to our FFAs of \$12.6 million and \$37.1 million of available undrawn funds from one hunting license facility as of March 31, 2023.

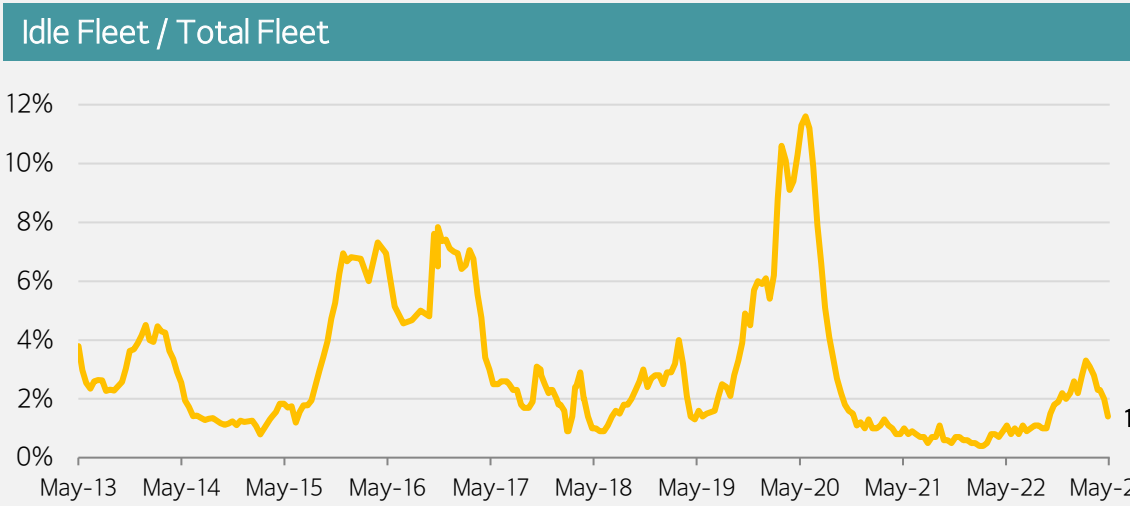
# Container Market Environment

- ▶ Upward trend in charter rates across all the segments.
- ▶ Latest fixtures have been for longer periods.
- ▶ The principal threat of the market remains the high orderbook.

- ▶ Idle fleet remains at relatively low levels at 1.4%.



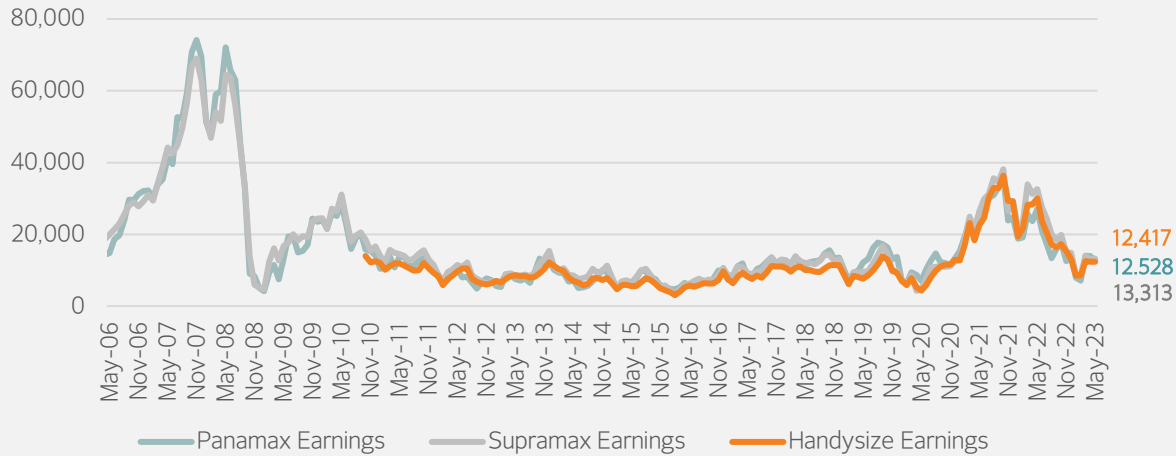
Source: Alphaliner - May 2023



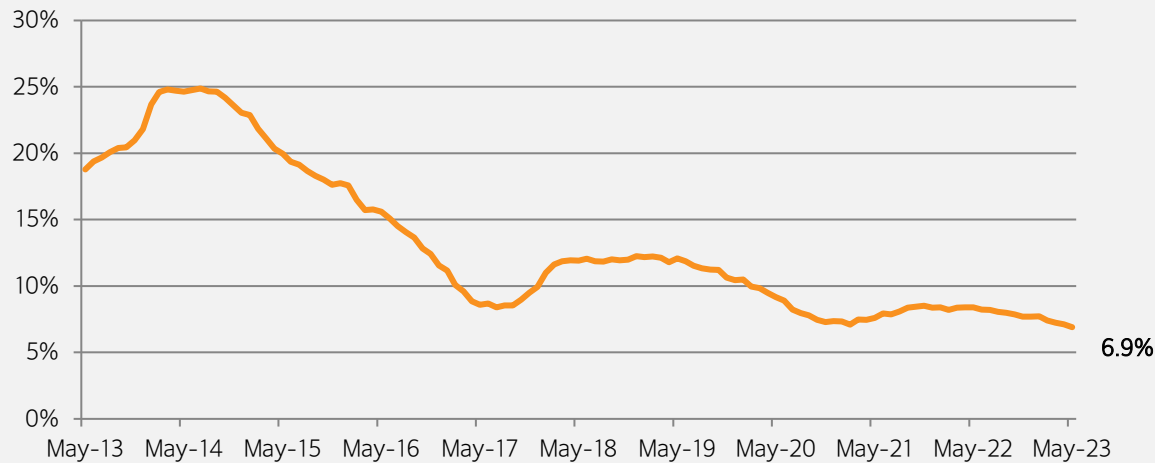
Source: Alphaliner - May 2023

# Dry Bulk Market Environment

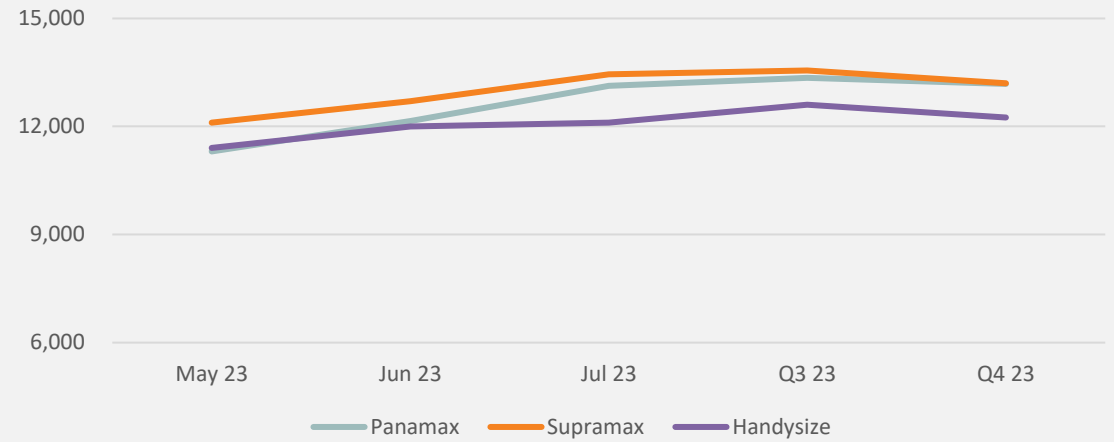
Average Spot Earnings (USD/p.d.) <sup>(1)</sup>



Orderbook for Dry Bulk vessels <sup>(1)</sup>



Forward Freight Agreements Curve <sup>(2)</sup>



- ▶ Charter rates for dry bulk vessels have been volatile in the last months.
- ▶ The Forward Freight Agreements market indicates strengthening on the segments where we own vessels.
- ▶ New vessel ordering has remained subdued with an orderbook of 6.9%.

Notes

1. Clarksons – May 2023
2. Clarksons – May 12, 2023

# Thank You Q&A



# Appendix I – Net Income to Adj. Net Income Reconciliation

<i>Expressed in thousands of U.S. dollars, except share and per share data</i>	Three-month period ended March 31	
	2022	2023
<b>Net Income</b>	<b>123,037</b>	<b>148,864</b>
Earnings allocated to Preferred Stock	(7,595)	(7,595)
Non-Controlling Interest	-	291
<b>Net Income Available to common stockholders</b>	<b>115,442</b>	<b>141,560</b>
Accrued charter revenue	3,357	(2,265)
Non-cash G&A expenses	2,552	1,408
Amortization of time charter assumed	49	49
Realized loss on Euro/USD FX contracts	331	48
Gain on sale of vessels, net	(17,798)	(89,068)
Loss on vessel held for sale	-	2,350
Loss on asset held for sale by a jointly owned company with York included in equity loss on investments	-	2,029
Non-recurring, non-cash write-off of loan deferred financing costs	634	974
Gain on derivative instruments, excluding interest accrued (1)	(73)	(10,552)
<b>Adjusted Net Income Available to Common Stockholders</b>	<b>104,494</b>	<b>46,533</b>
Weighted average number of shares	124,150,337	122,531,273
<b>Adjusted Earnings per Share</b>	<b>0.84</b>	<b>0.38</b>

Adjusted Net Income available to common stockholders and Adjusted Earnings per Share represent Net Income after earnings allocated to preferred stock and Non-Controlling Interest, but before non-cash “Accrued charter revenue” recorded under charters with escalating or descending charter rates, amortization of time-charter assumed, realized loss on Euro/USD forward contracts, gain on sale of vessels, net, loss on vessel held for sale, loss on asset held for sale by a jointly owned company with York included in equity loss on investments, non-recurring, non-cash write-off of loan deferred financing costs, general and administrative expenses - non-cash component 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.

# Appendix II – Dry Bulk Fleet

#	Vessel	Built	Size (DWT)
<b>Panamax/Kamsarmax</b>			
1	AEOLIAN	2012	83,478
2	GRENETA	2010	82,166
3	HYDRUS	2011	81,601
4	PHOENIX	2012	81,569
5	BUILDER	2012	81,541
6	FARMER	2012	81,541
7	SAUVAN	2010	79,700
8	ROSE	2008	76,619
<b>Handysize</b>			
1	COMITY*	2010	37,302
2	VERITY	2012	37,163
3	PARITY	2012	37,152
4	ACUITY	2011	37,149
5	EQUITY	2013	37,071
6	DISCOVERY	2012	37,019
7	BERNIS	2011	34,627
8	MANZANILLO	2010	34,426
9	ADVENTURE	2011	33,755
10	ALLIANCE	2012	33,751
11	CETUS	2010	32,527
12	PROGRESS	2011	32,400
13	KONSTANTINOS	2012	32,178
14	RESOURCE	2010	31,776

#	Vessel	Built	Size (DWT)
<b>Supramax/Ultramax</b>			
1	MERCHIA	2015	63,800
2	SEABIRD	2016	63,553
3	DAWN	2018	63,530
4	ORION	2015	63,473
5	DAMON	2012	63,227
6	TITAN I	2009	58,090
7	ERACLE	2012	58,018
8	PYTHIAS	2010	58,018
9	NORMA	2010	58,018
10	ORACLE	2009	57,970
11	CURACAO	2011	57,937
12	URUGUAY	2011	57,937
13	ATHENA	2012	57,809
14	SERENA	2010	57,266
15	LIBRA	2010	56,729
16	PEGASUS	2011	56,726
17	MERIDA	2012	56,670
18	CLARA	2008	56,557
19	PEACE	2006	55,709
20	PRIDE	2006	55,705
21	BERMONDI	2009	55,469

As of May 15, 2023.

\*Vessel agreed to be sold.

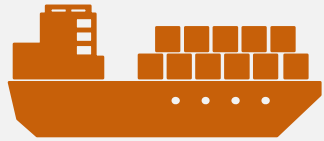
# Appendix III – Chartered-In Period Vessels – Costamare Bulkers Inc.

No.	Vessel	Built	Dwt
<b>Newcastlemax/Capesize</b>			
1	BERGE GROSSGLOCKNER	2017	211.182
2	GOLDEN SCAPE	2016	211.122
3	SHANDONG PROSPERITY	2021	211.103
4	GOLDEN SAINT	2020	211.037
5	SHANDONG HAPPINESS	2021	210.938
6	BERGE BOBOTOV	2021	210.914
7	SHANDONG RENAISSANCE	2022	210.911
8	SHANDONG MIGHTINESS	2021	210.896
9	GOLDEN SPIRIT	2020	210.866
10	SHANDONG MISSION	2021	210.800
11	BULK SANTOS	2020	208.445
12	BULK SAO PAULO	2020	208.445
13	GOLDEN SPRAY	2021	207.994
14	SHANDONG INNOVATION	2021	207.989
15	KATIE K.	2018	206.839
16	MINERAL CHARLIE	2012	205.236
17	MINERAL MAUREEN	2012	205.203
18	MINERAL CLOUDBREAK	2012	205.097
19	GOLDEN KAKI	2014	181.214
20	NAVIOS LUMEN	2009	180.661
21	CAPE PROTEUS	2011	180.585
22	MARAN HARMONY	2010	180.391
23	MILLIE	2009	180.310
24	MILLICENT	2011	180.223
25	CAPE VENTURE	2010	180.022
26	ATHENS	2012	180.012
27	TOMINI K2	2014	179.816
28	MARIJEANNIE	2009	179.759
29	ANANGEL VOYAGER	2010	179.718
30	NIGHTLIFE	2015	179.455
31	NAVIOS ALTAMIRA	2011	179.165

No.	Vessel	Built	Dwt
<b>Kamsarmax/Panamax</b>			
1	XING LE HAI	2022	85.038
2	GIA INSPIRATION	2022	85.000
3	YASA H.MEHMET	2011	83.482
4	W-SMASH	2013	82.742
5	ONE OCEAN	2009	82.654
6	LILI	2007	82.282
7	MONT FORT	2012	82.250
8	AOM GEORGINA	2014	82.146
9	OCEAN TIDE	2019	82.012
10	MINIMATA	2023	82.000
11	ISTRIA	2013	81.699
12	BLC SECOND	2019	81.176
13	ARGONAUT	2016	81.116
14	ONE ENERGY	2011	81.076
15	PREVAIL STAR	2014	81.055
16	CAPE KOURION	2010	79.463
17	CAPE GRECO	2011	79.452
18	HAMPTON BRIDGE	2013	76.672
19	AGRI BRIGHT	2013	76.432
<b>Ultramax</b>			
1	ORION	2015	63.472

Fixed as of May 15, 2023 and excluding 4 chartered-in vessels on time-charter trips and 2 on voyages.

# Appendix IV – Containership Operating Fleet Charter Status (1/5)



12,000 – 15,000 TEUs

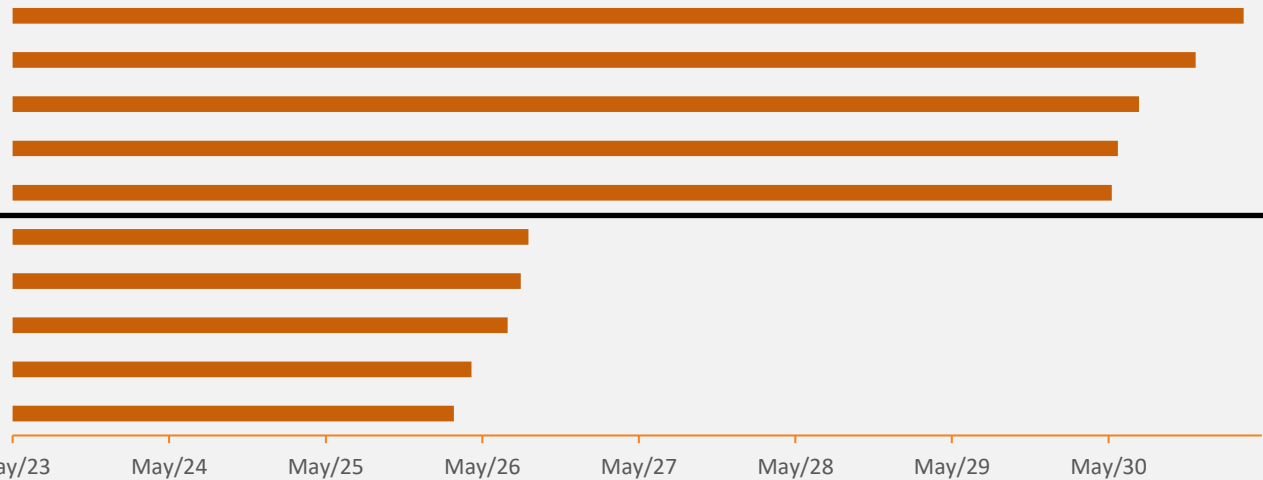
10x Vessels

Charterer

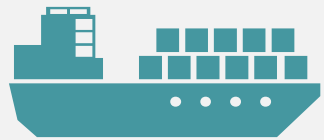
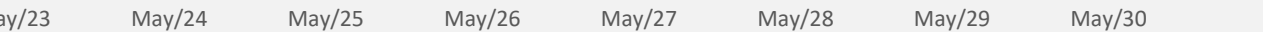


Age Vessels

2 YM TIPTOP  
2 YM TARGET  
3 YM TOTALITY  
3 YM TRUTH  
3 YM TRIUMPH



7 THESEUS  
7 TAURUS  
7 TALOS  
7 TITAN  
7 TRITON

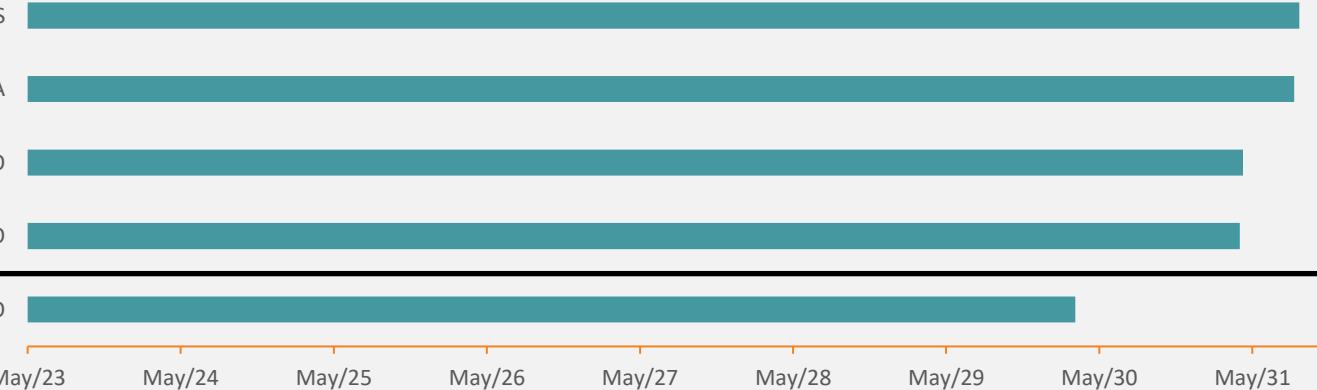


10,000 – 12,000 TEUs

5x Vessels



7 CAPE AKRITAS  
6 CAPE KORTIA  
6 CAPE TAINARO  
6 CAPE SOUNIO



Confidential

6 CAPE ARTEMISIO



Note

1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.



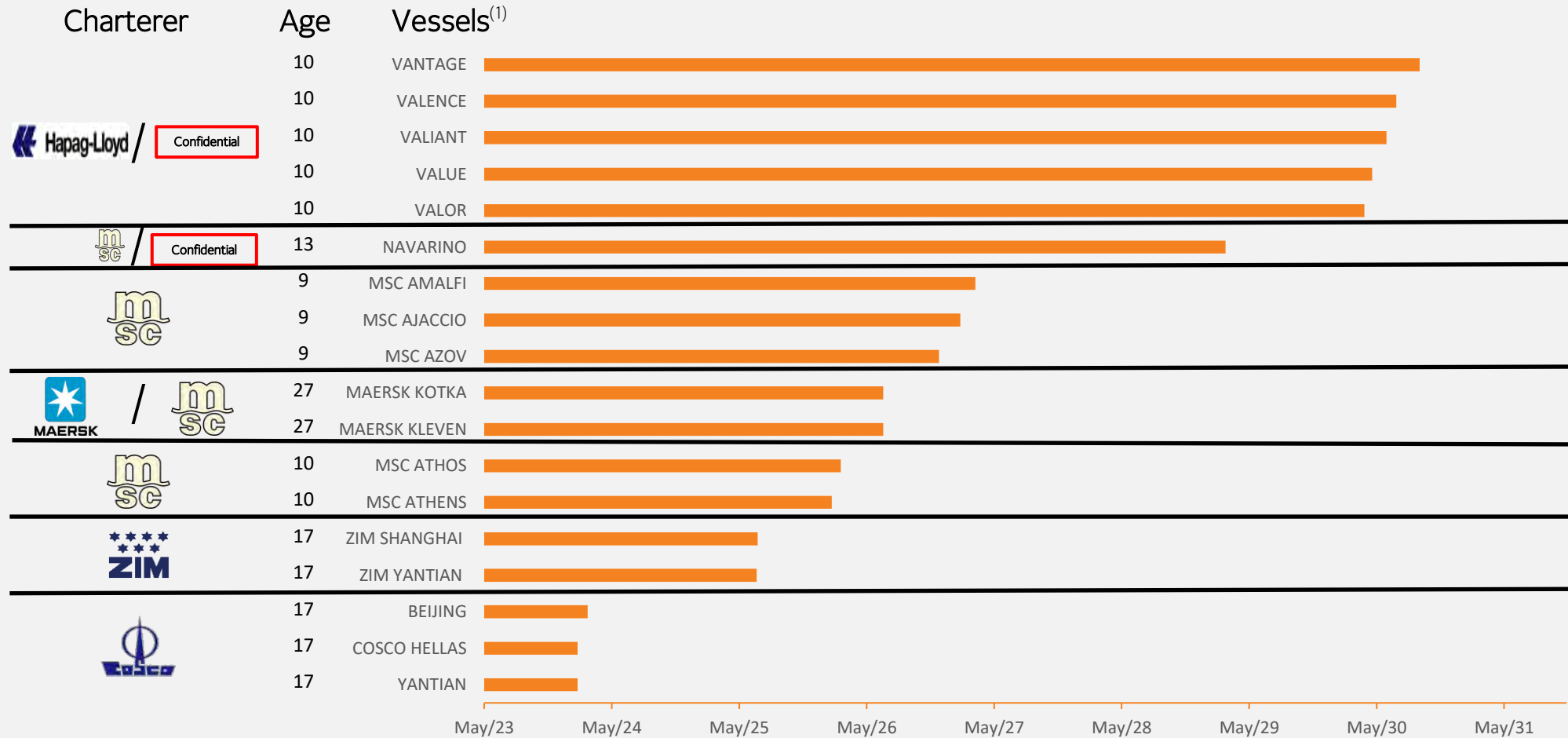


# Appendix IV – Containership Operating Fleet Charter Status (2/5)



7,500 – 10,000 TEUs

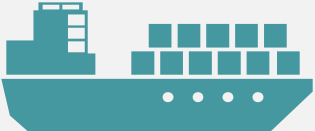
18x Vessels



**Note**

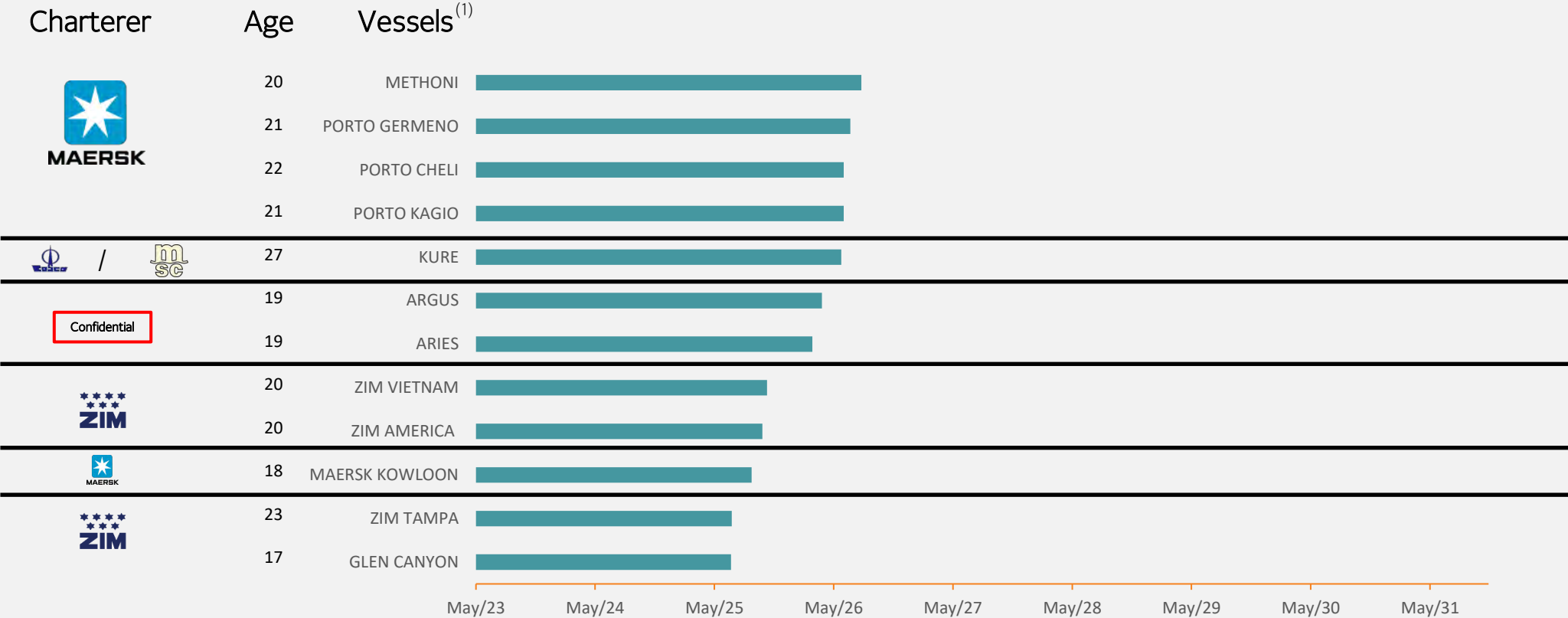
1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

# Appendix IV – Containership Operating Fleet Charter Status (3/5)



5,000 – 7,500 TEUs

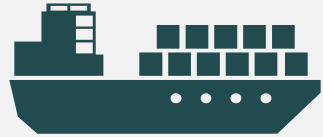
12x Vessels



**Note**

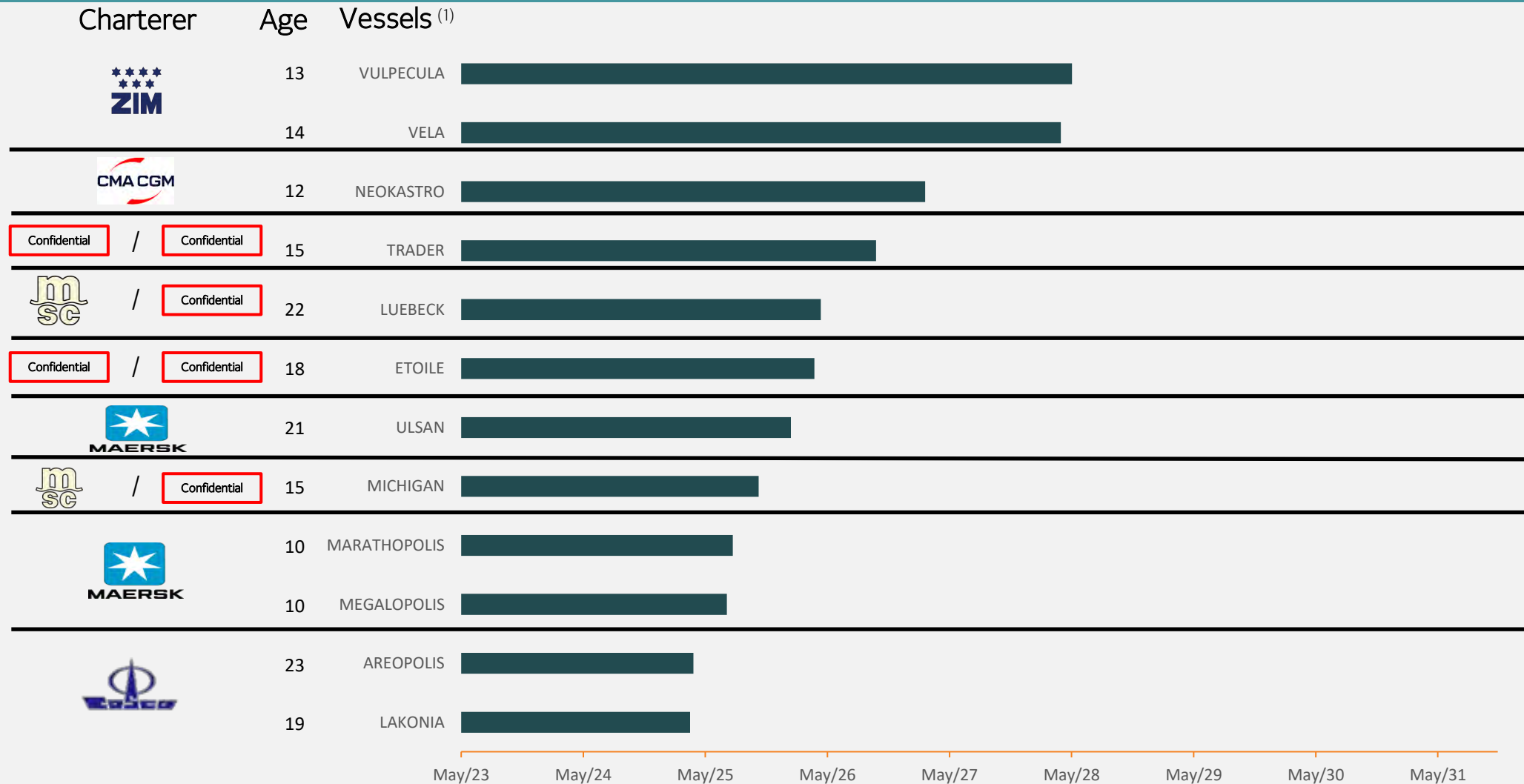
1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

# Appendix IV – Containership Operating Fleet Charter Status (4/5)



1,000 – 5,000 TEUs

26x Vessels



**Note**























1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

# Appendix IV – Containership Operating Fleet Charter Status (5/5)



1,000 – 5,000 TEUs

26x Vessels

Charterer	Age	Vessels <sup>(1)</sup>	
 / Confidential	14	NORFOLK	
	5	POLAR BRASIL	
	9	LEONIDIO	
	9	KYPARISSIA	
	5	POLAR ARGENTINA <sup>(2)</sup>	
Confidential	13	ANDROUSA	
	14	GIALOVA	
	13	VOLANS	
	14	VIRGO	
	22	ARKADIA	
	15	DYROS	
	16	SCORPIUS	
	25	MONEMVASIA	
	23	OAKLAND	

May/23 May/24 May/25 May/26 May/27 May/28 May/29 May/30 May/31

**Note**

1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.
2. Vessel agreed to be sold.