



Costamare Inc.



Company Presentation

February 2019

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 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 Annual Report on Form 20-F (File No. 001-34934) under the caption “Risk Factors”. 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.

COMPANY SNAPSHOT AND HISTORY

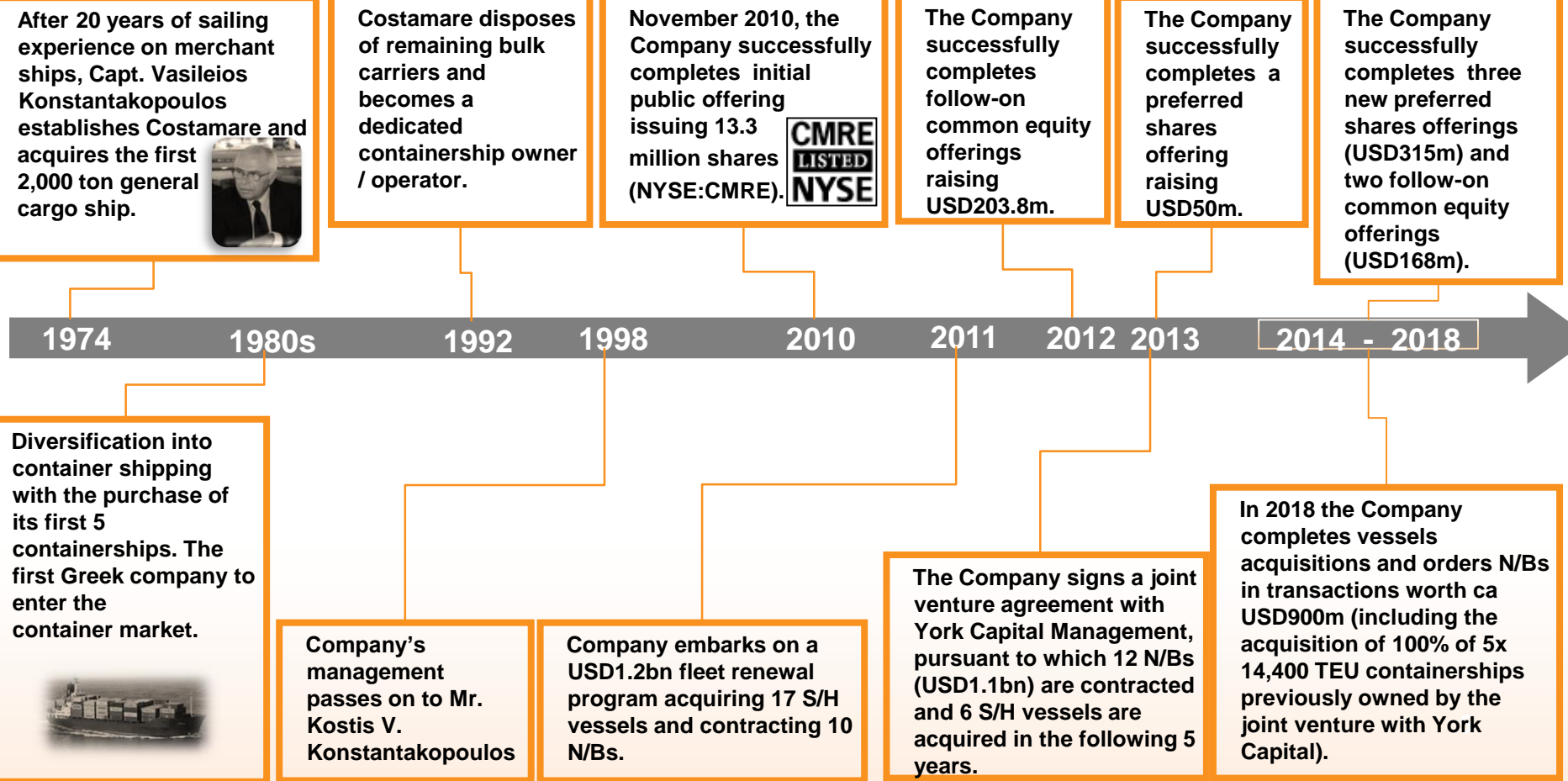
Costamare Snapshot

- One of the largest independent owners of containerships / Fleet of 78 vessels (incl. 5 newbuilds).
- 45 years of experience in shipping and a dedicated containership owner since 1992.
- 2018 total acquisitions and newbuild orders of ca. \$900m.
- Strong track record of uninterrupted profitability.
- Contracted cash flows of \$2.3Bn coming from first class charterers⁽¹⁾.
- Prudent balance sheet management adapting to the cyclicity of the shipping sector.
- Dividend Yield of 8.4%⁽²⁾.
- Strong sponsor support (ca. 56% ownership)
 - Participation in the Dividend Reinvestment Plan (“DRIP”) since its inception (July 2016), with \$68m reinvested in Costamare to date.

Note

1. As of January 23, 2019.
2. As of February 11, 2019 based on a share price of \$4.77 and quarterly dividend of \$0.10 per common share.

Costamare Corporate History



CONTAINERSHIP INDUSTRY

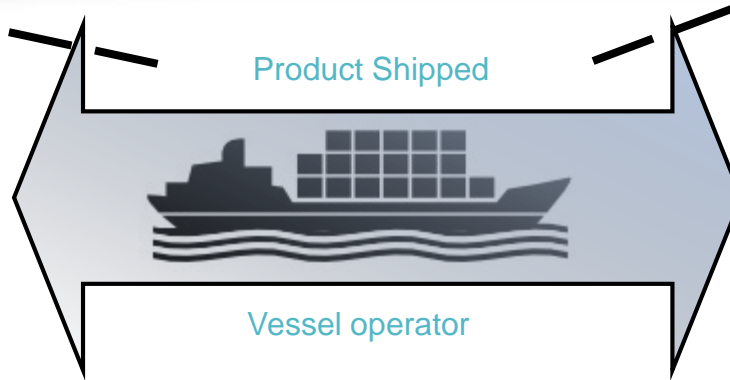
Containerships are the Engine of International Trade

Shippers



- ▶ Require movement of materials and finished goods through supply chain

Product Shipped



Vessel operator

Containership Owners



Costamare Inc.

- ▶ Own and operate vessels under fixed-rate charters
- ▶ Revenues: \$ per day basis for chartering their ships to Liner Operators



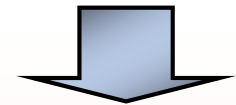
Visible cash flows

Short / Medium term- Multi-year contracts

Liner Operators



- ▶ Source cargo
- ▶ Load and discharge containers
- ▶ Revenues: \$ per box (TEU) basis
- ▶ Vessel employment risk
- ▶ Pay for fuel expense



Strong but volatile cash flows

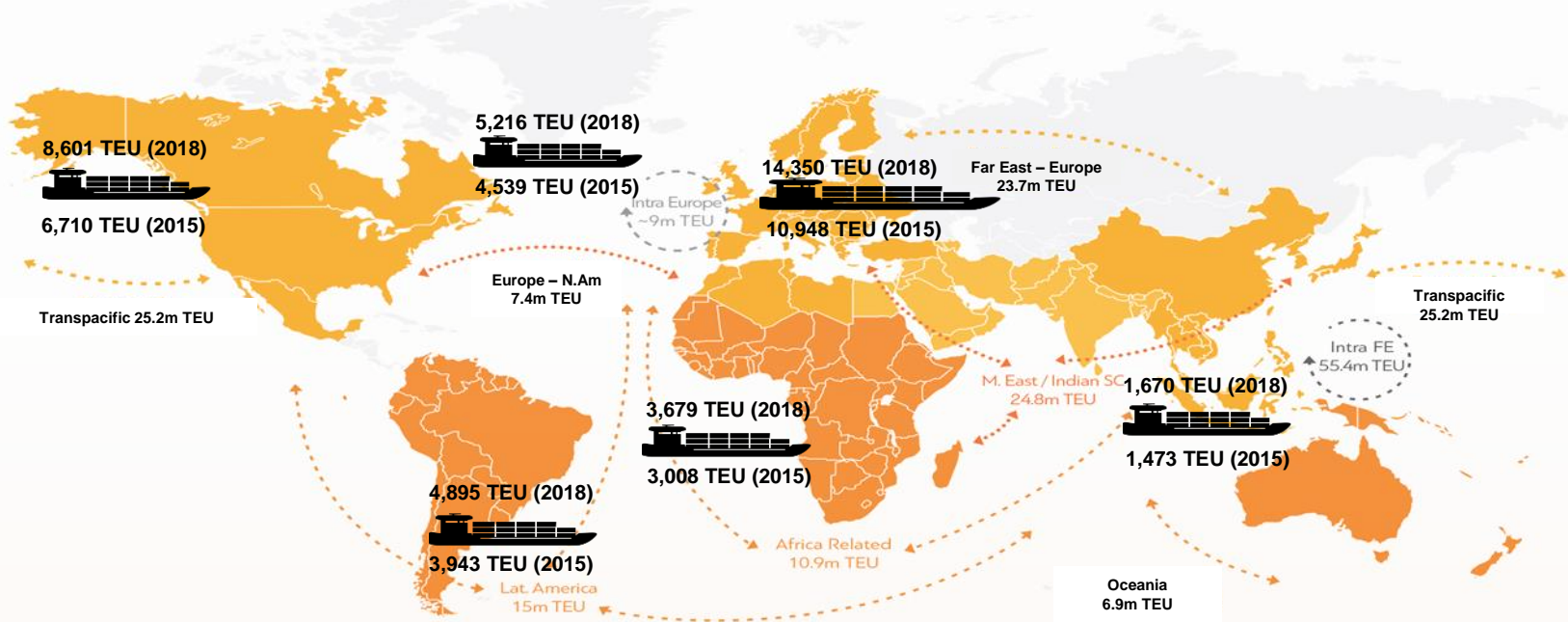
Spot Rates / Annual contracts

Container Trade & Average Vessel Size Deployed

Container Trade has grown every year apart from 2009

- Global seaborne container trade growth has averaged 6.6% since 1998, with the only year posting a negative figure being 2009.
- USA and Europe are the biggest destinations of Fronthaul Container Trade followed by the Middle East, Latin America & Africa.
- The average size of deployed vessels has also been increasing across all regions.

WORLDWIDE CONTAINER TRADE

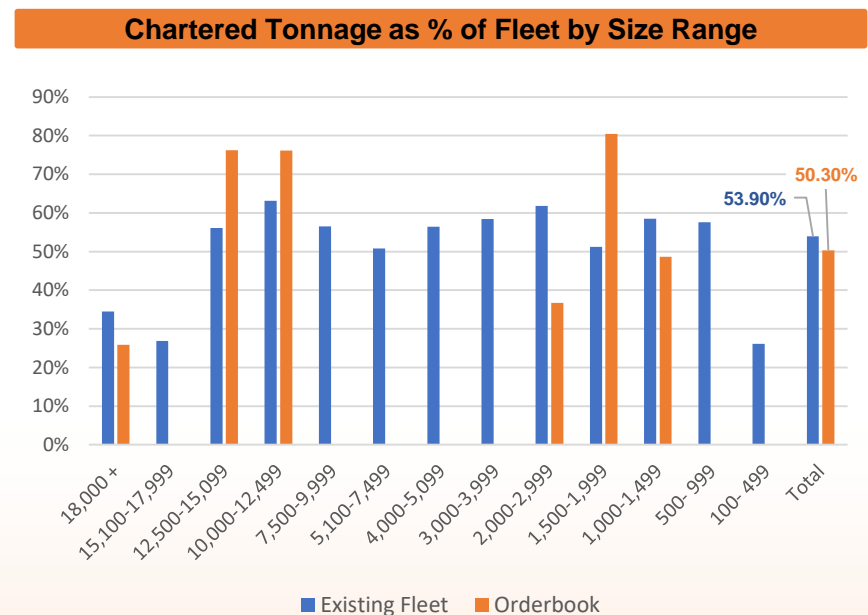


Chartered Tonnage is an Integral Part of Liners' Business Model

- Liners charter in just over half of their vessels both existing and on order.
- Liners' latest focus on logistics and more asset light business models will require greater reliance on chartered tonnage.
- Long term charters are awarded to financially strong owners who have proven access to financing in a capital intensive industry.

Fleet Statistics					
TEU	Existing Fleet		Orderbook		Orderbook/ Existing %
	Units	TEU	Units	TEU	
18,000 +	92	1,808,559	45	1,003,290	55.5%
15,100- 17,999	34	571,375	3	45,846	8.0%
12,500- 15,099	237	3,253,587	51	737,204	22.7%
10,000- 12,499	160	1,707,703	34	401,098	23.5%
7,500- 9,999	480	4,228,654	0	0	0.0%
5,100- 7,499	456	2,832,080	0	0	0.0%
4,000- 5,099	641	2,905,500	0	0	0.0%
3,000- 3,999	245	851,765	17	54,500	6.4%
2,000- 2,999	664	1,689,771	112	281,336	16.6%
1,500- 1,999	591	1,014,554	87	157,480	15.5%
1,000- 1,499	711	818,382	45	53,468	6.5%
500- 999	777	576,280	23	15,837	2.7%
100- 499	196	62,865	1	120	0.2%
TOTAL	5,284	22,321,075	418	2,750,179	12.3%

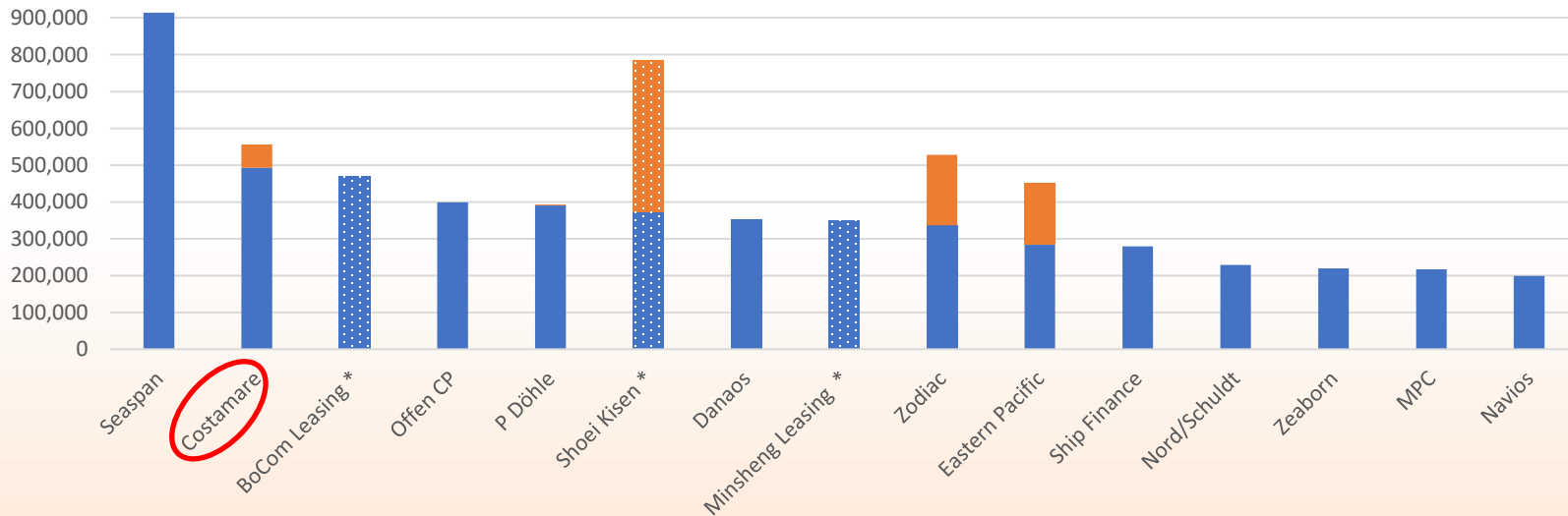
Source: Alphaliner Monthly Monitor, January 2019



Limited Competition

- Top 15 owners account for:
 - 60% of the chartered orderbook and
 - 46% of the in the water chartered fleet.
- Consolidation / cooperation amongst containership owners is expected to continue in the future driven by:
 - Financially distressed operators
 - Lenders with seized vessels
 - Liners' efficiency requirements

Top 15 Containership Owners (in TEUs)



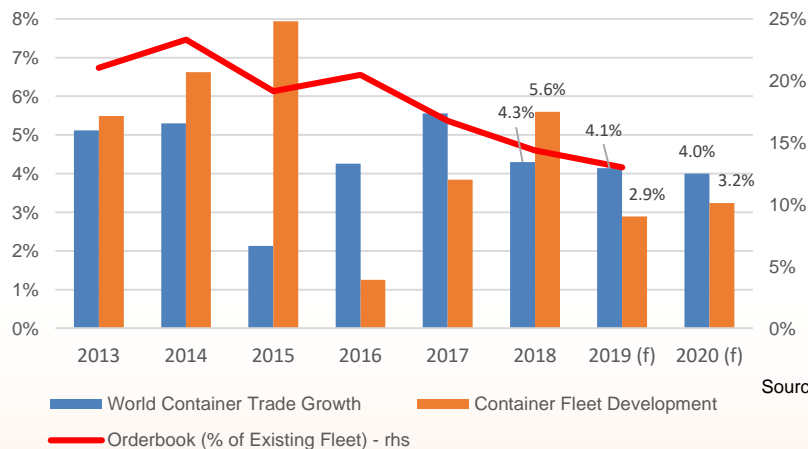
■ Current TEUs ■ Orderbook TEUs

Supply / Demand Projection

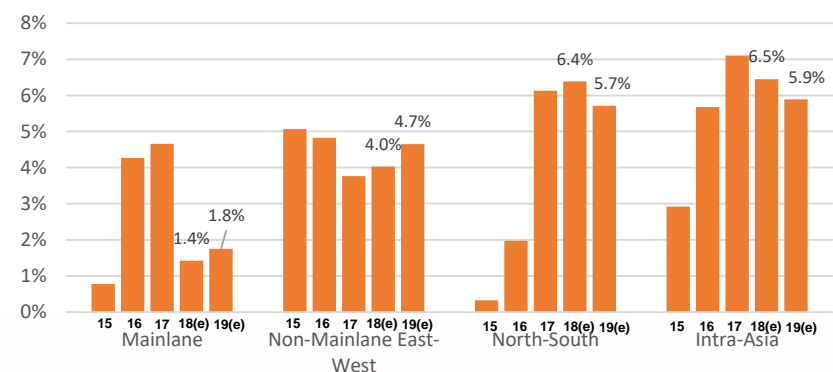
Container Trade is Growing Across all Regions

- Demand is expected to exceed supply both in 2019 and 2020.
- Demand Growth is strong across the world.

Projected Container Trade Demand exceeds Supply



Projected Broad Based Growth Across Regions



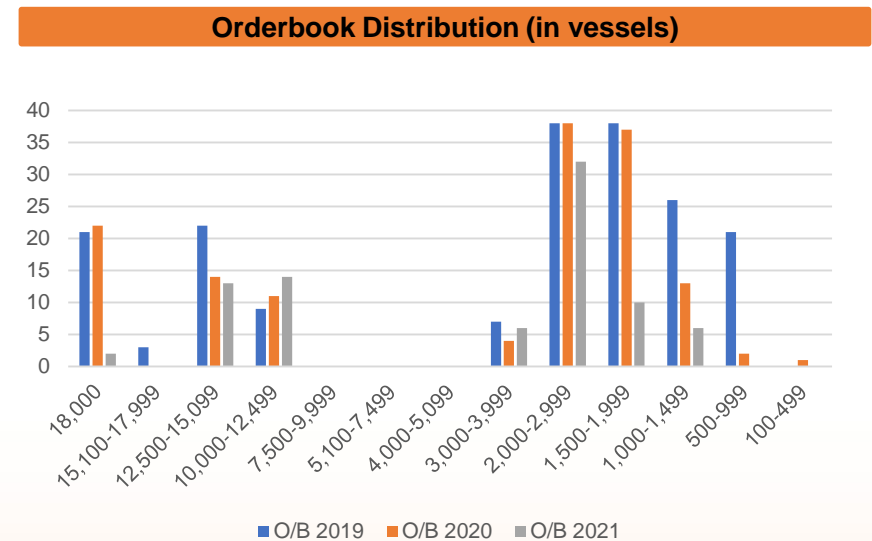
Source: Clarksons Research Services

Orderbook

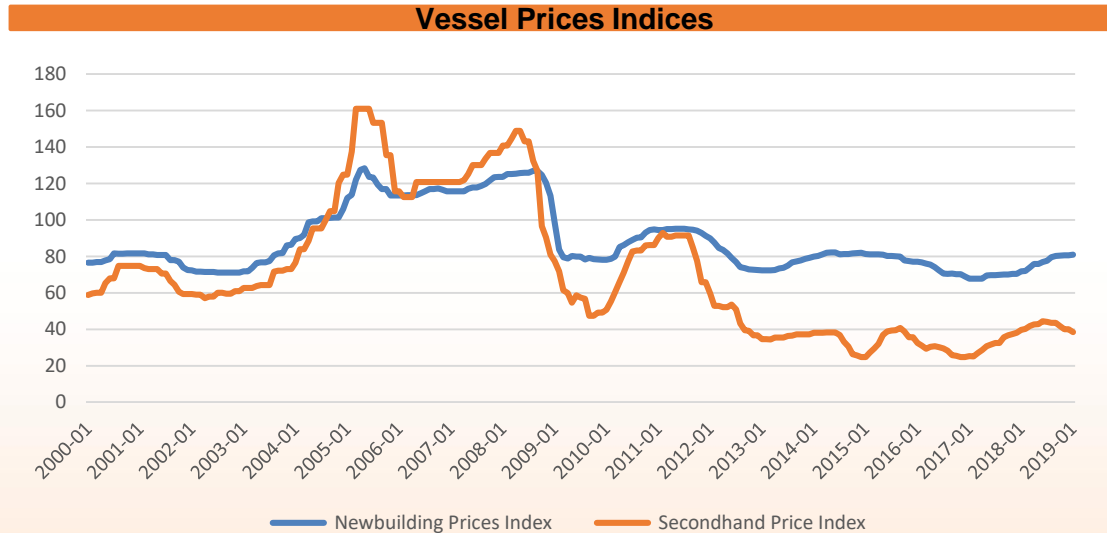
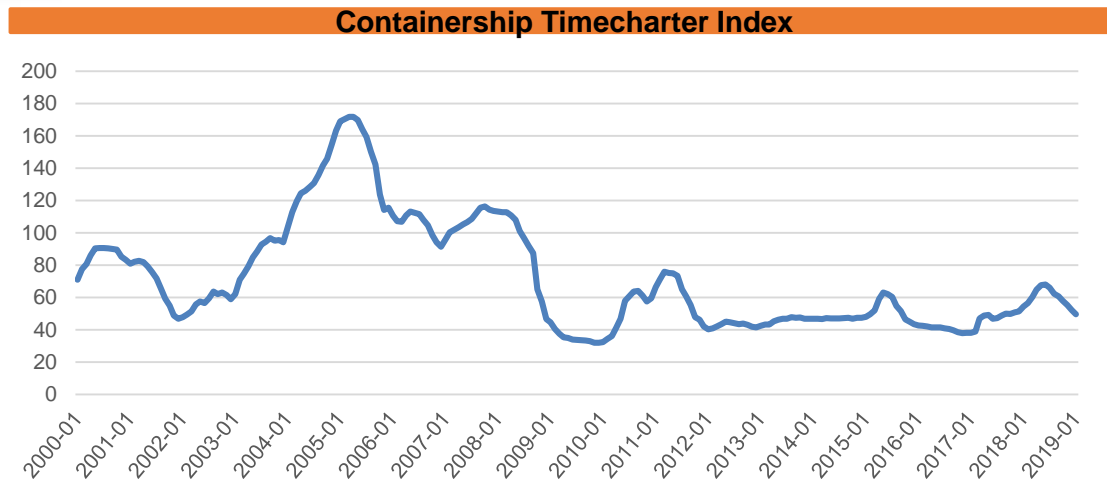
- Current orderbook stands at 13% of the existing fleet
- The orderbook is split between the larger > 10,000 TEU and the smaller < 3,000 TEU vessels

Orderbook						
TEU	Orderbook 2019		Orderbook 2020		Orderbook 2021	
	Units	TEU	Units	TEU	Units	TEU
18,000-20,000	21	450,390	22	506,700	2	46,200
15,100-17,999	3	45,846	0	0	0	0
12,500-15,099	22	312,730	14	203,454	13	190,764
10,000-12,499	9	102,898	11	131,400	14	166,800
7,500-9,999	0	0	0	0	0	0
5,100-7,499	0	0	0	0	0	0
4,000-5,099	0	0	0	0	0	0
3,000-3,999	7	24,012	4	12,272	6	18,216
2,000-2,999	38	97,548	38	99,132	32	76,504
1,500-1,999	38	68,126	37	67,462	10	18,292
1,000-1,499	26	30,071	13	15,503	6	7,894
500-999	21	14,837	2	1,000	0	0
100-499	0	0	1	120	0	0
TOTAL	185	1,146,458	142	1,037,043	83	524,670
% of Total Ordebook	44%	42%	34%	38%	20%	19%

Source: Clarksons Shipping Service, January 2019

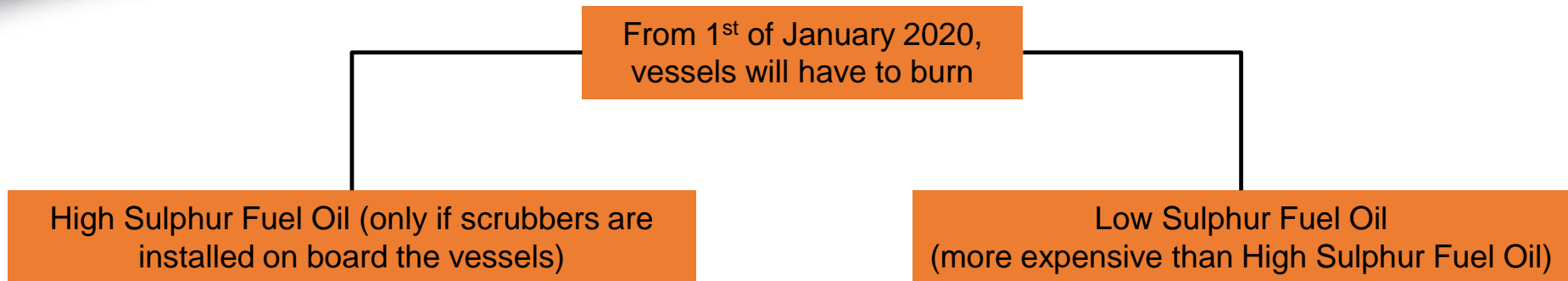


Timecharter Rates and Vessel Prices Continue to Be at Low Levels



Source: Clarksons Research Services, January 2019

2020 Global Sulphur Cap – Wildcards



- **10% of the current containership fleet is expected to have scrubbers installed by 2020. The rest of the fleet will switch to burning the more expensive Low Sulphur Fuel Oil.**
- **The introduction of the 2020 Sulphur Cap on a global basis might have the following positive implications:**
 - ✓ **Increased fleet recycling for older vessels (6.3% of the containership fleet over 20 yrs)**
 - **Economics do not justify the costly installation of scrubbers on older vessels and**
 - **Old vessels have higher fuel consumption.**
 - ✓ **Higher fuel costs might lead to slower vessel operating speeds hence effectively reducing the supply of vessels.**
 - ✓ **Temporary reduction of supply in 2019 – 2020 mainly due to required off-hire for installation of scrubbers or tank cleaning for fuel specification switch.**

COSTAMARE SPECIFIC

Track Record

■ Profitability

- Consistently profitable without interruption since Company's inception and as a public company since 2010.
- Average Return on Equity⁽¹⁾ ("ROE") of 10.3% over the last 5 full financial years (2014 - 2018).

■ Risk Management

- Focus on stable cashflows derived from contracted revenue of approx. \$2.3Bn with a TEU-weighted average duration of about 3.8 years ⁽²⁾⁽³⁾.
- Top quality / creditworthy charterers.
- Prudent debt amortization, while never restructured debt obligations or sought debt-related payment deferrals.
- Never had to incur excessive dilution or change of control; founders own ca. 56% of the Company.

■ Operational Expertise

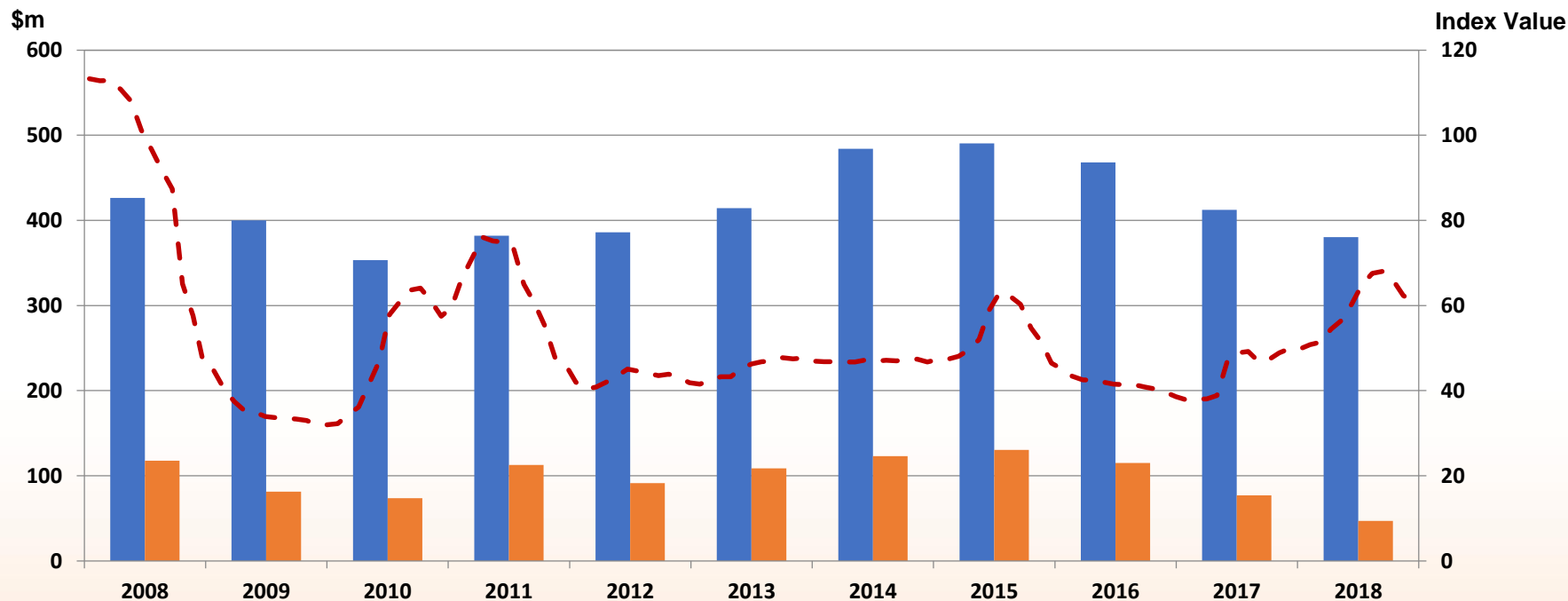
- Top notch operational / technical expertise based on over 40 years of shipping experience.
- Competitive levels of vessel operating expenses and high utilization rates.

Note

1. Annual Net Income / Average Total Stockholders Equity (Beginning of Year / End of Year)
2. Based on contracted revenues as of January 23, 2019. Revenues include our ownership percentage of contracted revenues for four secondhand vessels purchased and seven newbuilds ordered pursuant to the Framework Agreement with York. Revenues also include the 5 newbuilds under construction.
3. Assumes earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

Profitable Performance Throughout the Business Cycle

Average Return on Equity⁽¹⁾ (“ROE”) of 10.3% over the last 5 financial years (2014 - 2018)



Note
1. Source: Clarkson, Company filings

■ Revenue ■ Adjusted Net Income (2) - - Containership Time Charter Rate Index

Note
1. Annual Net Income / Average Total Stockholders Equity (Beginning of Year/ End of Year)
2. Non-GAAP Item, see Appendix I for a definition and reconciliation to the nearest GAAP measure for Q4 2017/2018.

2018 Transactions Focused on Recurring Cash Flows

- Total newbuilding orders and second hand acquisitions in 2018 worth approximately \$900m.
- Incremental contracted revenues of approximately \$1.1Bn.
- TEU-weighted average charter period of 8 years.

#	Vessel	TEUs	Year Built	Charter Period (in years) ⁽¹⁾
1	<i>Megalopolis</i>	4,957	2013	7
2	<i>Marathopolis</i>	4,957	2013	7
3	<i>Maersk Kleven</i>	8,044	1996	2.5
4	<i>Maersk Kotka</i>	8,044	1996	2.5
5	<i>Newbuild 1</i>	12,690	2020	10
6	<i>Newbuild 2</i>	12,690	2020	10
7	<i>Newbuild 3</i>	12,690	2020	10
8	<i>Newbuild 4</i>	12,690	2021	10
9	<i>Newbuild 5</i>	12,690	2021	10
10	<i>Triton</i>	14,424	2016	7.3
11	<i>Titan</i>	14,424	2016	7.4
12	<i>Talos</i>	14,424	2016	7.7
13	<i>Taurus</i>	14,424	2016	7.7
14	<i>Theseus</i>	14,424	2016	7.8
15	<i>Michigan</i>	1,300	2008	0.8
16	<i>Trader</i>	1,300	2008	Spot

Note

1. As per the date of closing of each transaction

Net Income to Adj. Net Income Available to Common Stockholders and Adj. EPS Reconciliation

	Three-month period ended December 31,	
	2017	2018
(Expressed in thousands of U.S. dollars, except share and per share data)		
Net Income	\$ 2,670	\$ 19,732
Earnings allocated to Preferred Stock	(5,266)	(7,817)
Net Income / (Loss) available to common stockholders	<u>(2,596)</u>	<u>11,915</u>
Accrued charter revenue	(2,752)	(2,263)
General and administrative expenses – non-cash component	864	657
Amortization of prepaid lease rentals, net	2,054	2,055
Amortization of Time charter assumed	-	26
Realized (Gain) / loss on Euro/USD forward contracts (1)	(83)	-
Loss on sale / disposals of vessels	-	291
Swaps' breakage costs	-	-
Loss on vessel held for sale	2,379	101
Vessels' impairment loss	17,959	-
Vessel impairment loss by a jointly owned company with York included in equity (gain) / loss on investments	896	-
Loss on sale / disposal of vessel by a jointly owned company with York included in equity (gain) / loss on investments	-	43
Loss on asset held for sale by a jointly owned company with York included in equity gain on investments	-	112
(Gain) / loss on derivative instruments, excluding interest accrued and realized on non-hedging derivative instruments (1)	(313)	322
Adjusted Net Income available to common stockholders	<u>\$ 18,408</u>	<u>\$ 13,259</u>
Adjusted Earnings per Share	<u>\$ 0.17</u>	<u>\$ 0.12</u>
Weighted average number of shares	<u>107,661,705</u>	<u>111,951,107</u>

Note: Adjusted Net Income available to common stockholders and Adjusted Earnings per Share represent Net Income after earnings allocated to preferred stock, but before non-cash "Accrued charter revenue" recorded under charters with escalating charter rates, realized (gain) / loss on Euro/USD forward contracts, loss on sale / disposal of vessels, loss on vessel held for sale, loss on sale / disposal of vessel by a jointly owned company with York included in equity gain on investments, loss on asset held for sale by a jointly owned company with York included in equity gain on investments, swaps' breakage costs, non-cash general and administrative expenses and non-cash other items, amortization of prepaid lease rentals, amortization of time charter assumed, net 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

FLEET IN THE WATER				
#	Vessel Name	CMRE %	Year Built	Container Capacity (TEUs)
1	TRITON	100%	2016	14,424
2	TITAN	100%	2016	14,424
3	TALOS	100%	2016	14,424
4	TAURUS	100%	2016	14,424
5	THESEUS	100%	2016	14,424
6	COSCO GUANGZHOU	100%	2006	9,469
7	COSCO NINGBO	100%	2006	9,469
8	COSCO YANTIAN	100%	2006	9,469
9	COSCO BEIJING	100%	2006	9,469
10	COSCO HELLAS	100%	2006	9,469
11	MSC AZOV	100%	2014	9,403
12	MSC AJACCIO	100%	2014	9,403
13	MSC AMALFI	100%	2014	9,403
14	MSC ATHENS	100%	2013	8,827
15	MSC ATHOS	100%	2013	8,827
16	VALOR	100%	2013	8,827
17	VALUE	100%	2013	8,827
18	VALIANT	100%	2013	8,827
19	VALENCE	100%	2013	8,827
20	VANTAGE	100%	2013	8,827
21	NAVARINO	100%	2010	8,531
22	MAERSK KLEVEN	100%	1996	8,044
23	MAERSK KOTKA	100%	1996	8,044
24	MAERSK KOWLOON	100%	2005	7,471
25	MAERSK KAWASAKI	100%	1997	7,403
26	KOKURA	100%	1997	7,403
27	MAERSK KURE	100%	1996	7,403
28	MSC METHONI	100%	2003	6,724
29	YORK	100%	2000	6,648
30	MAERSK KOBE	100%	2000	6,648
31	SEALAND WASHINGTON	100%	2000	6,648
32	SEALAND MICHIGAN	100%	2000	6,648
33	SEALAND ILLINOIS	100%	2000	6,648
34	MAERSK KOLKATA	100%	2003	6,644
35	MAERSK KINGSTON	100%	2003	6,644
36	MAERSK KALAMATA	100%	2003	6,644
37	VENETIKO	100%	2003	5,928
38	PIRAEUS	100%	2004	4,992
39	ZIM NEW YORK	100%	2002	4,992
40	ZIM SHANGHAI	100%	2002	4,992
41	LEONIDIO	100%	2014	4,957
42	KYPARISSIA	100%	2014	4,957
43	MEGALOPOLIS	100%	2013	4,957
44	MARATHOPOLIS	100%	2013	4,957
45	OAKLAND EXPRESS	100%	2000	4,890
46	HALIFAX EXPRESS	100%	2000	4,890
47	SINGAPORE EXPRESS	100%	2000	4,890
48	ULSAN	100%	2002	4,132
49	LAKONIA	100%	2004	2,586
50	CMA CGM L'ETOILE	100%	2005	2,556
51	AREOPOLIS	100%	2000	2,474
52	MESSINI	100%	1997	2,458
53	MSC Reunion	100%	1992	2,024
54	MSC SIERRA II	100%	1991	2,023
55	MSC NAMIBIA II	100%	1991	2,023
56	MSC PYLOS	100%	1991	2,020
57	NEAPOLIS	100%	2000	1,645
58	PROSPER	100%	1996	1,504
59	MICHIGAN	100%	2008	1,300
60	TRADER	100%	2008	1,300
61	ZAGORA	100%	1995	1,162
62	LUEBECK	100%	2001	1,078
63	CAPE TAINARO (JV)	49%	2017	11,010
64	CAPE ARTEMISIO (JV)	49%	2017	11,010
65	CAPE AKRITAS (JV)	49%	2016	11,010
66	ENSENADA (JV)	49%	2001	5,576
67	POLAR ARGENTINA (JV)	49%	2018	3,800
68	POLAR BRASIL (JV)	49%	2018	3,800
69	ELAFONISSOS (JV)	49%	1999	2,524
70	MONEMVASIA (JV)	49%	1998	2,472
71	ARKADIA (JV)	49%	2001	1,550
72	CAPE KORTIA (JV)	25%	2017	11,010
73	CAPE SOUNIO (JV)	25%	2017	11,010
TOTAL				484,117

NEWBUILDINGS				
# HULL NR	CMRE %	Year Built	Container Capacity (TEUs)	
1	YZJ2015-2060	100%	2021	12,690
2	YZJ2015-2061	100%	2021	12,690
3	YZJ2015-2057	100%	2020	12,690
4	YZJ2015-2058	100%	2020	12,690
5	YZJ2015-2059	100%	2020	12,690
TOTAL			63,450	

Appendix – III

Scenario: Containership Supply Sensitivity to Speed

Example scenarios basis slower speeds by vessels on mainlane trades, start 2019

TRADE LANE	Speed / Service Change Scenario	Total Nominal Capacity, 000 TEU	Est. Additional Capacity Required, 000 TEU	% of Global Total Capacity	Service Speed*
Far East - Europe		4,934			17.0
	+1 ship per service ***		449	2.0%	15.6
	slow down 1 knot		308	1.4%	16.0
	slow down 0.5 knot		154	0.7%	16.5
Transapacific**		4,285			17.0
	+1 ship per service ***		476	2.2%	15.3
	slow down 1 knot		268	1.2%	16.0
	slow down 0.5 knot		184	0.6%	16.5

* Standard current service speed assumed at 17 knots

** Transapacific includes USWC and USEC services

*** Basis current standard service deploying 11 ships on Far East - Europe and 9 ships on Transapacific (8 to USWC, 11 to USEC)

Source: Clarksons Research Services, January 2019