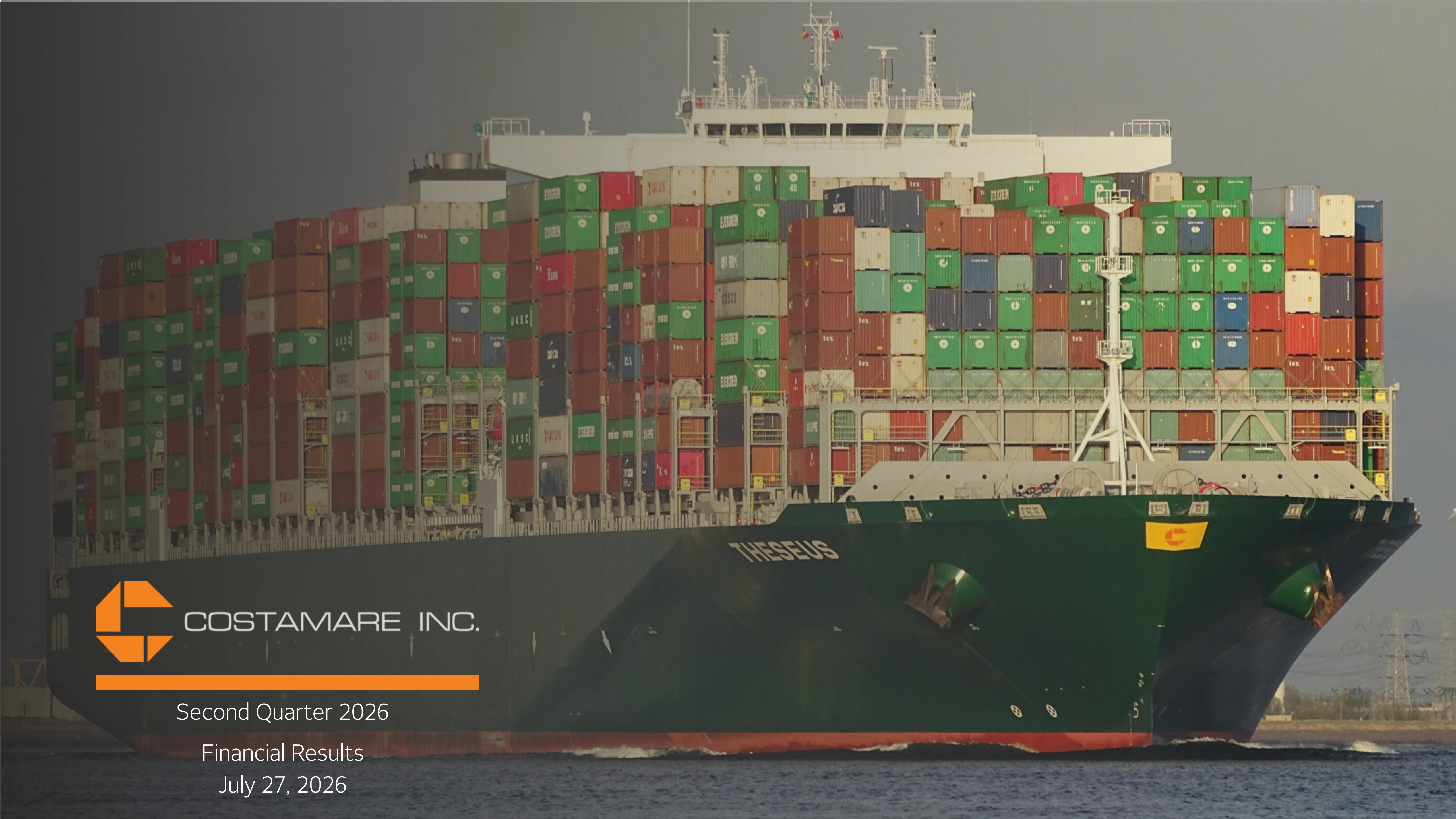


COSTAMARE INC.

Second Quarter 2026

Financial Results

July 27, 2026

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, 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, the availability of debt financing, our ability to expand through newbuildings and secondhand acquisitions, 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). 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 (1/5)

Financial Results

- Q2 2026 Adjusted Net Income from Continuing operations[1] available to common stockholders[2] of **$75.1 million ($0.62 per share)**.
- Q2 2026 Net Income from Continuing operations[1] available to common stockholders of **$77.4 million ($0.64 per share)**.
- Q2 2026 liquidity of **$423.0[3] million**.

Notes

1. Costamare completed the spin-off of its dry bulk business (dry bulk owned fleet and dry bulk operating platform) into a standalone public company on May 6, 2025 (the "Spin-Off date"). The results of the dry bulk business are presented as discontinued operations in Costamare's consolidated financial statements for all relevant periods and included until the Spin-Off date.
2. Adjusted Net Income from Continuing operations 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.
3. Liquidity includes cash and cash equivalents (including restricted cash) and short-term investments in U.S. Treasury Bills amounting to $19.6 million.

Highlights (2/5)

New Financing Agreements of $1.3 Billion

- Conclusion of new financing agreements totaling **$920 million** for the refinancing of existing indebtedness.

- Commitment for additional refinancings[1] of **$331 million**, expected to be concluded in Q3 2026.
  - The above financing agreements relate to vessels of our existing fleet, providing **interest cost savings** and **extension of maturities**.
  - Upon completion of the financings, the Company's **unencumbered fleet** will comprise **21 vessels**.

- Commitment for a new debt facility[1] of **$52 million**, for the acquisition of the two previously announced[2] 5,600 TEU capacity secondhand containerships.

Notes

1. Subject to final documentation.
2. Please refer to Costamare's Q1 2026 Earnings release for additional information regarding the acquisitions.

Highlights (3/5)

Newbuilding Program – Funding Update

- Initial installments for the 16 previously announced[1] newbuild containerships have been paid through Company's equity contribution and debt drawn under the existing finance lease arrangements.
- Remaining shipyard installments to be funded only through pre- and post-delivery financings already arranged.
- Company's required **equity contribution** for the above vessels **has been paid in full**.

Notes

1. Please refer to Costamare's Q1 2026 Earnings release for additional information regarding the newbuilding program.

Highlights (4/5)

Sale and Purchase Activity – Secondhand Vessels

- Vessel Sales
  - Agreement for the sale of two 2002-built containerships, *Porto Kagio* and *Porto Germeno*.
  - Sales are expected to be concluded by the end of Q1 2027.
  - Estimated sale proceeds after respective debt prepayment of **$54.5 million**.

Strong Chartering Performance

- **97%** and **94%** of our containership fleet[(1)] fixed for 2026 and 2027, respectively.
- Total contracted revenues for the containership fleet of approximately **$6.1 billion**[(2)] with a TEU-weighted duration of **5.9 years**[(3)].

Notes
1. Calculated on a TEU basis. Includes the two secondhand containerships agreed to be acquired.
2. For 16 of our vessels under construction the related post-delivery time charter rates are denominated in a currency other than US dollars. US dollar amounts presented herein have been translated at the closing exchange rate on July 24, 2026, and are shown for presentation purposes only.
3. As of July 24, 2026. Includes the contracted revenues of 22 vessels under construction and the two secondhand containerships agreed to be acquired.

Highlights (5/5)

Lease Financing Platform – Neptune Maritime Leasing Limited (“NML”)

- Controlling interest in NML.
- Financing of **50**[(1)] shipping assets through sale and lease-back transactions representing total investments and commitments of more than **$700**[(1)] million.
- Future growth on the back of an expected healthy deal pipeline.

Dividends

- Increased Q2 2026 dividend of **$0.125 per share** to be paid on August 6, 2026, to shareholders of record as of July 21, 2026.
- 63 consecutive quarterly common dividends since IPO.

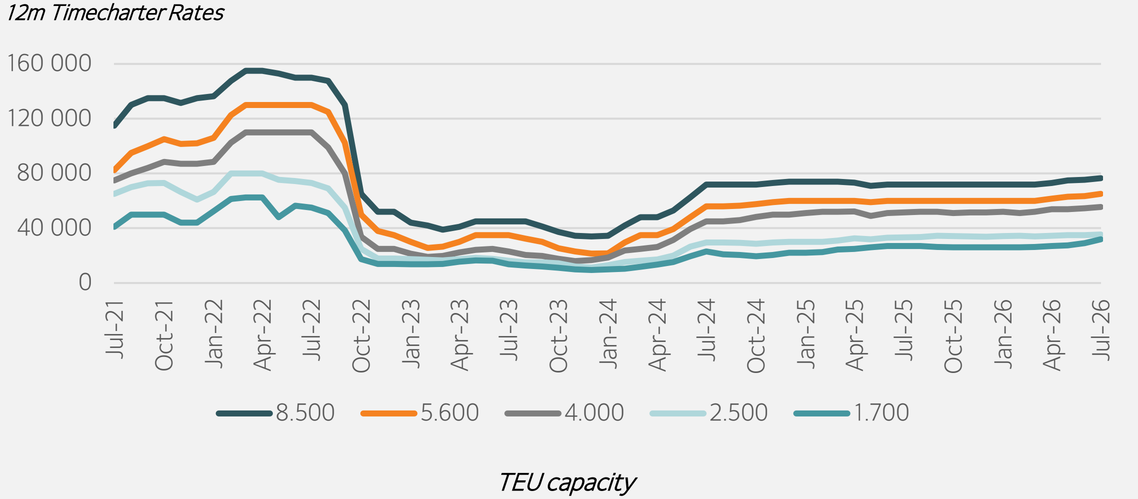
Notes

1. Includes assets funded and contractual commitments as of July 24, 2026.

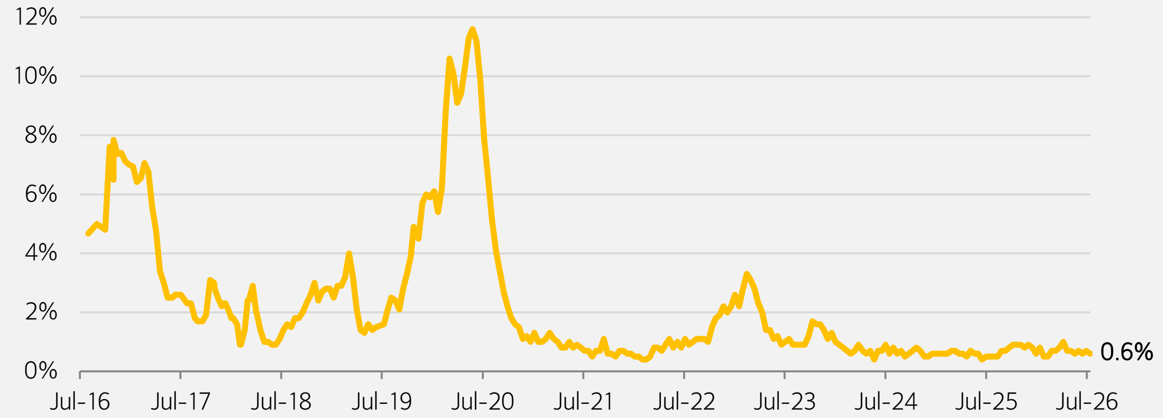
Container Market Environment

- Charter market remains robust, driven by persistently tight tonnage availability across many sizes and strong demand.
- Idle fleet stands at very low levels of 0.6%[1] .

Charter Rates [1]



Idle Fleet / Total Fleet [1]



Notes
1. Alphaliner – July 2026

Appendix I – Net Income to Adj. Net Income Reconciliation

Expressed in thousands of U.S. dollars, except share and per share data	Three-month period ended June 30	
	2025	2026
Net Income from Continuing operations	106,122	83,902
Earnings allocated to Preferred Stock	(5,288)	(5,288)
Non-Controlling Interest	(1,200)	(1,253)
Net Income from Continuing operations available to common stockholders	99,634	77,361
Accrued charter revenue	339	(1,242)
Non-cash G&A expenses	1,363	2,098
Amortization of time-charter assumed	49	24
Amortization of deferred revenue	-	(3,291)
Realized (gain)/loss on Euro/USD forward contracts	(496)	18
(Gain)/Loss on derivative instruments, excluding realized (gain)/loss on derivative instruments (1)	(8,379)	154
Adjusted Net Income from Continuing operations available to common stockholders	92,510	75,122
Weighted average number of shares	120,118,047	120,742,914
Adjusted Earnings per Share from Continuing operations	0.77	0.62

Adjusted Net Income from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations represent Net Income from continuing operations after earnings from continuing operations 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, amortization of deferred revenue, realized (gain)/loss on Euro/USD forward contracts, general and administrative expenses - non-cash component and (gain)/loss on derivative instruments, excluding realized (gain)/loss on derivative instruments. “Accrued charter revenue” is attributed to the timing difference between the revenue recognition and the cash collection. However, Adjusted Net Income from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations are not recognized measurements under U.S. GAAP. We believe that the presentation of Adjusted Net Income from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations 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 from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations are useful in evaluating our ability to service additional debt and make capital expenditures. In addition, we believe that Adjusted Net Income from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations 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 from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations generally eliminates the accounting effects of 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 from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations, 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 from continuing operations available to common stockholders and Adjusted Earnings per Share from continuing operations 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 from continuing operations available to common stockholders are reflected as deductions to Adjusted Net Income from continuing operations available to common stockholders. Charges negatively impacting Net Income from continuing operations available to common stockholders are reflected as increases to Adjusted Net Income from continuing operations available to common stockholders.

Appendix II – Containership Operating Fleet Charter Status (1/8)

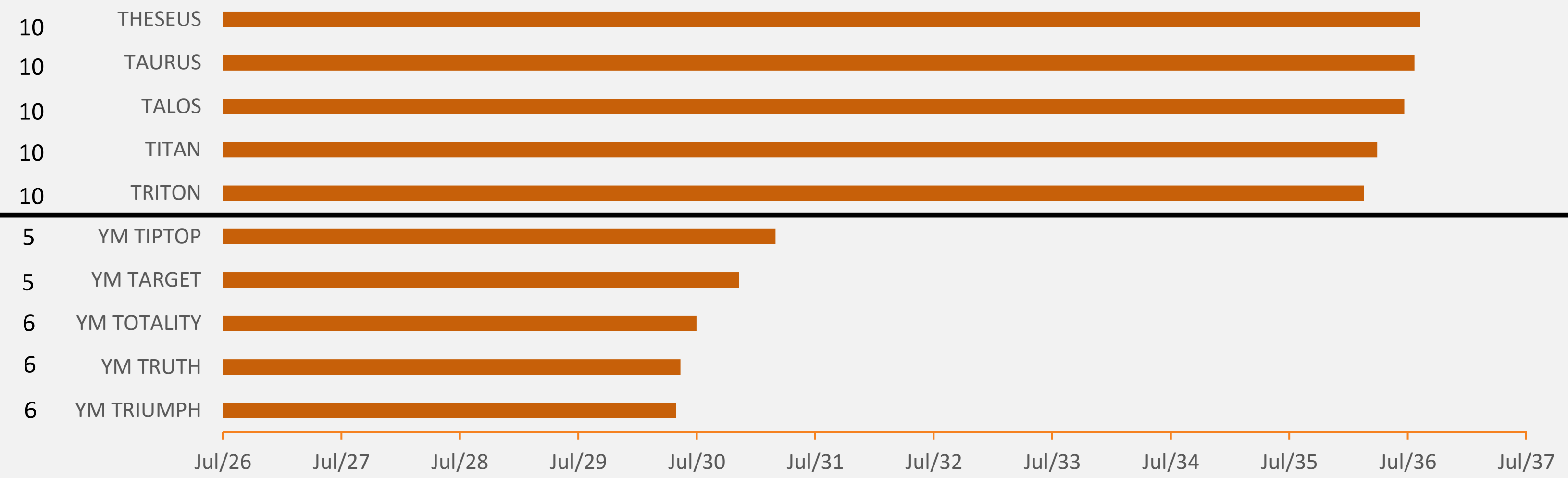
Charterer | Age | Vessels[1]

12,000 – 15,000 TEUs

10x Vessels

長榮海運 EVERGREEN MARINE CORP. / Confidential

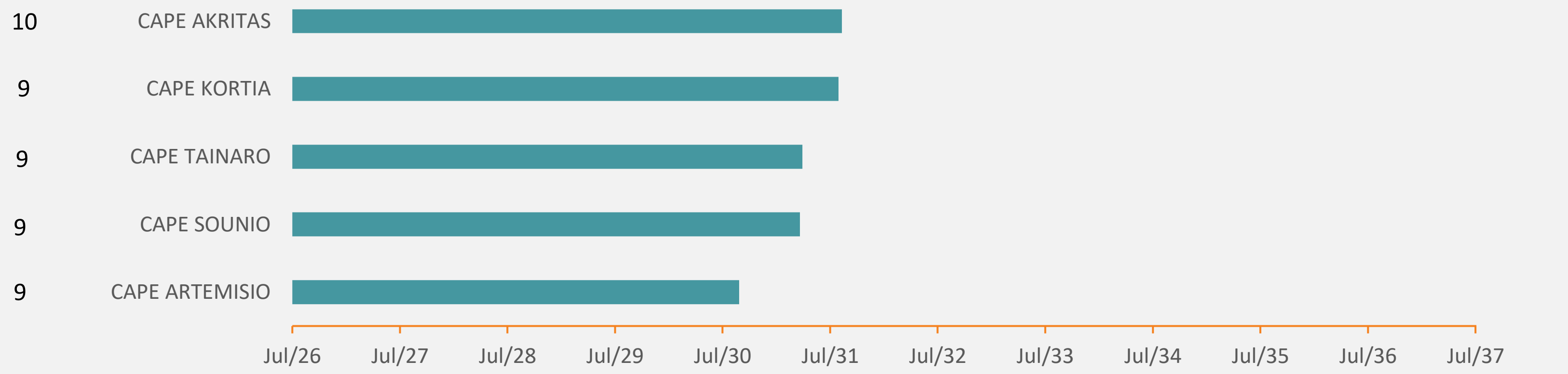
YANG MING



10,000 – 12,000 TEUs

5x Vessels

msc

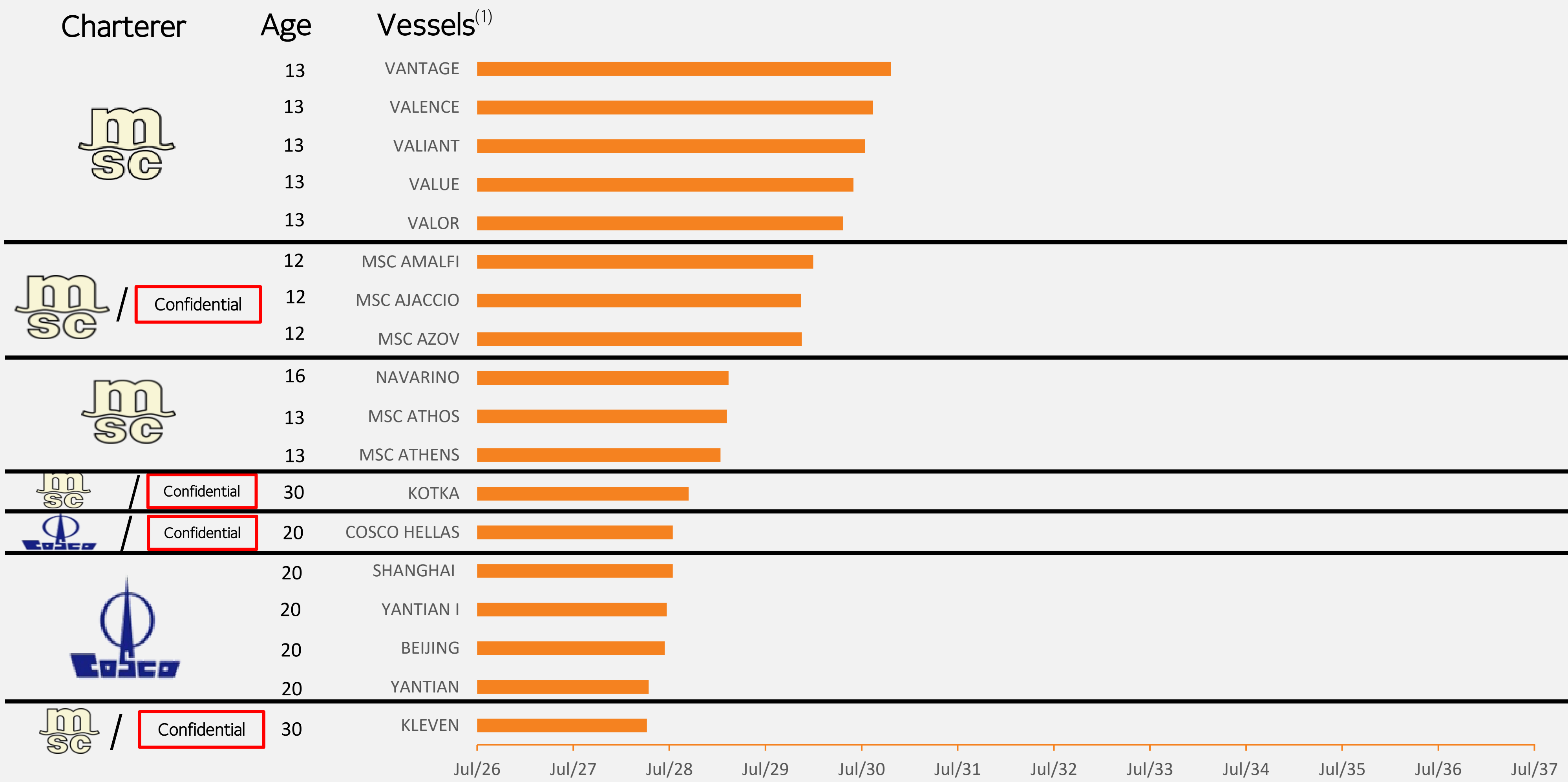


Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (2/8)

7,500 – 10,000 TEUs

18x Vessels



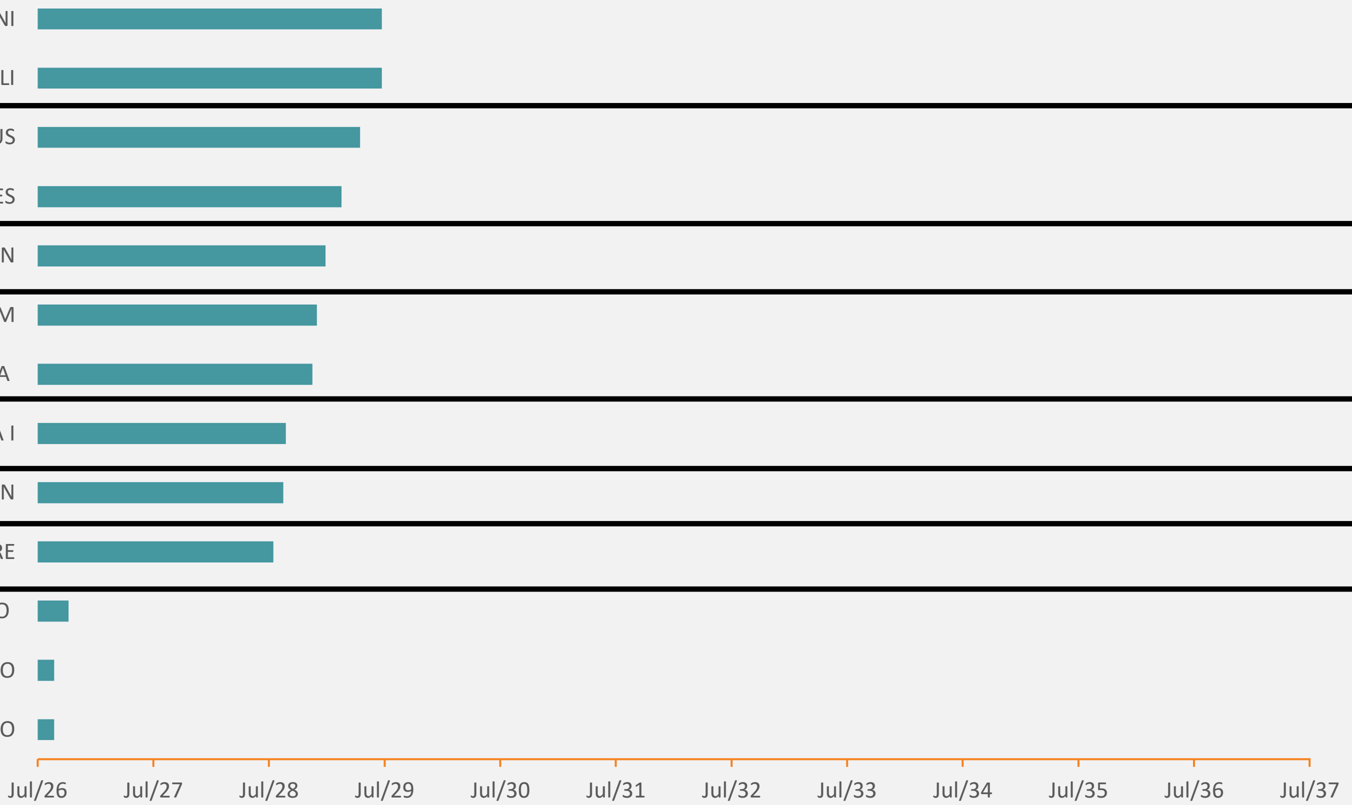
Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (3/8)

5,000 – 7,500 TEUs

13x Vessels

Charterer	Age	Vessels[1]
MAERSK / Confidential	23	METHONI
	25	PORTO CHELI
ONE	22	ARGUS
	22	ARIES
MSC	21	KOWLOON
ZIM	23	ZIM VIETNAM
	23	ZIM AMERICA
COSCO	26	TAMPA I
OOCL	20	GLEN CANYON
MSC / Confidential	30	KURE
MAERSK	20	MAERSK PUELO
	24	PORTO GERMENO
	24	PORTO KAGIO



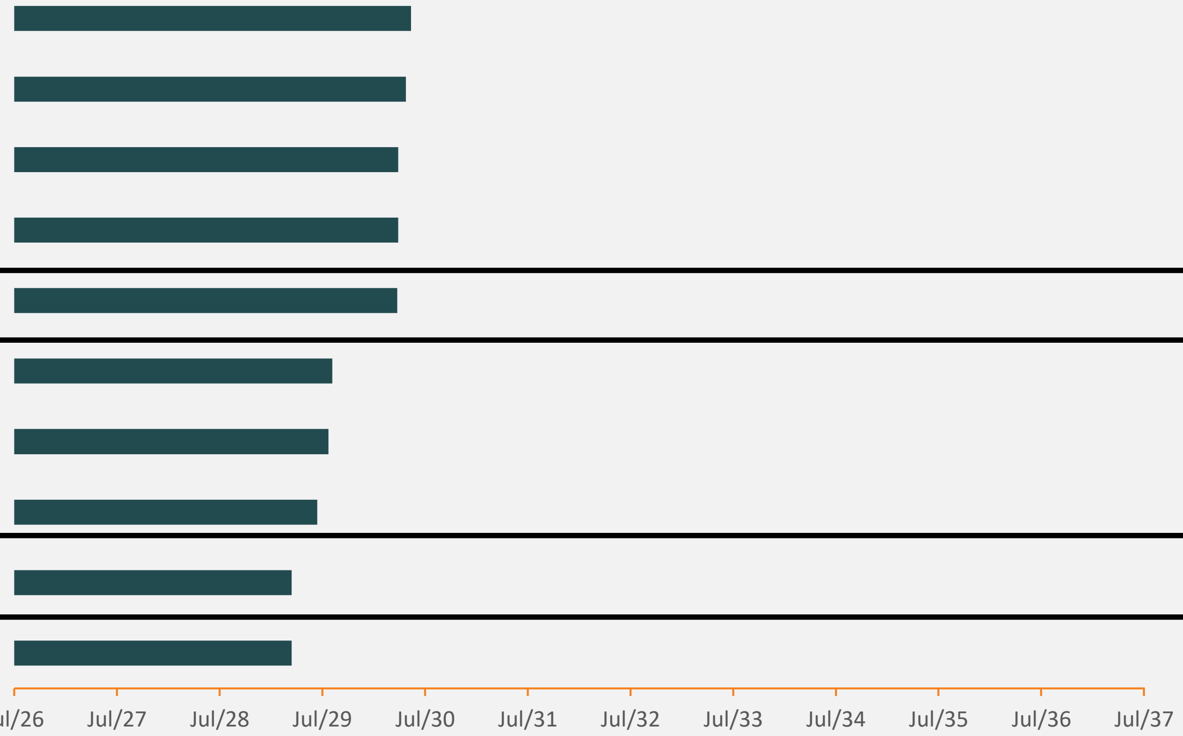
Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (4/8)

1,000 – 5,000 TEUs

23x Vessels

Charterer	Age	Vessels [1]
MAERSK / Confidential	13	MARATHOPOLIS
MAERSK / Confidential	13	MEGALOPOLIS
MAERSK / Confidential	17	VIRGO
MAERSK / Confidential	18	DYROS
CMA CGM	15	NEOKASTRO
MAERSK / Confidential	12	LEONIDIO
MAERSK / Confidential	12	KYPARISSIA
MAERSK / Confidential	24	ULSAN
ONE (OCEAN NETWORK EXPRESS)	17	GIALOVA
OOCL	16	ANDROUSA

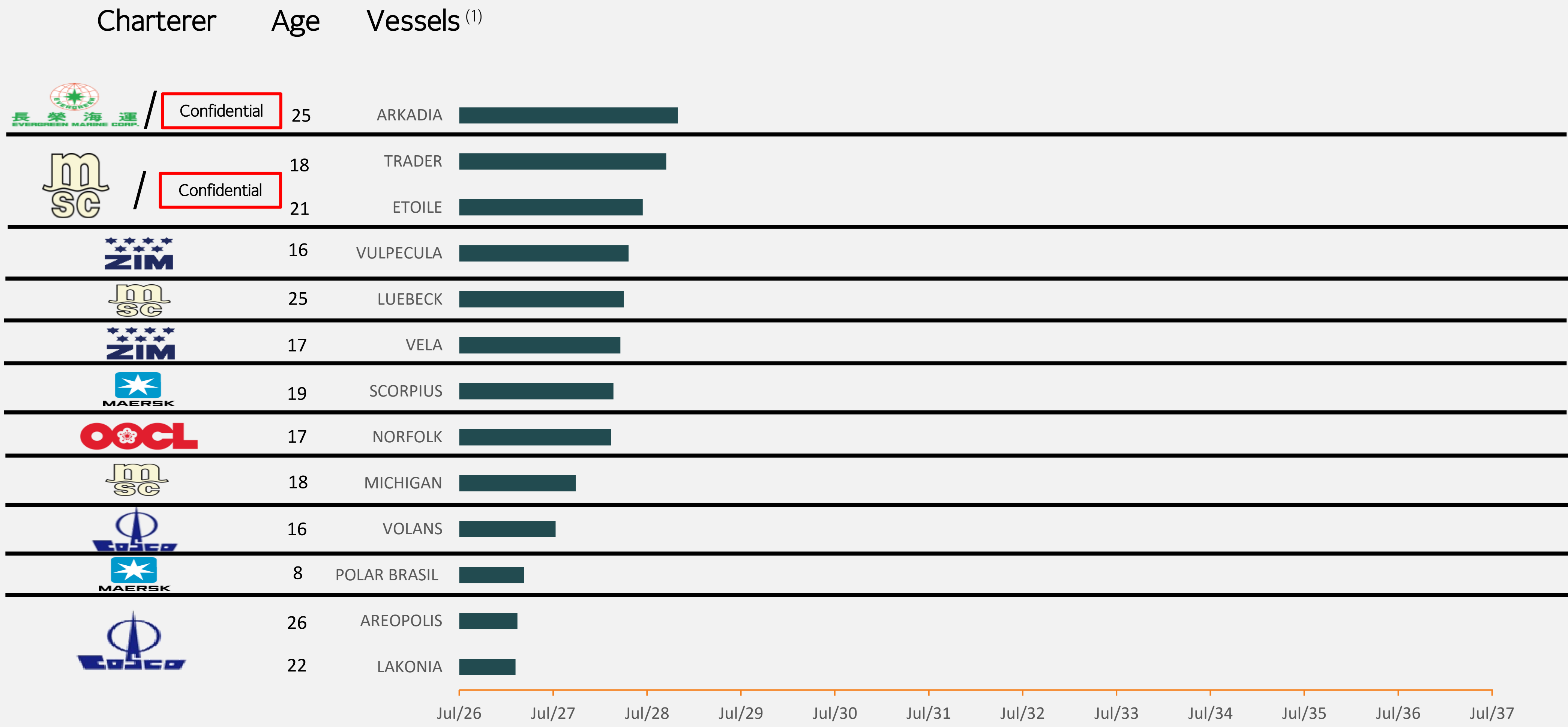


Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (5/8)

1,000 – 5,000 TEUs

23x Vessels



Note
1. Based on latest charters concluded and earliest re-delivery dates.

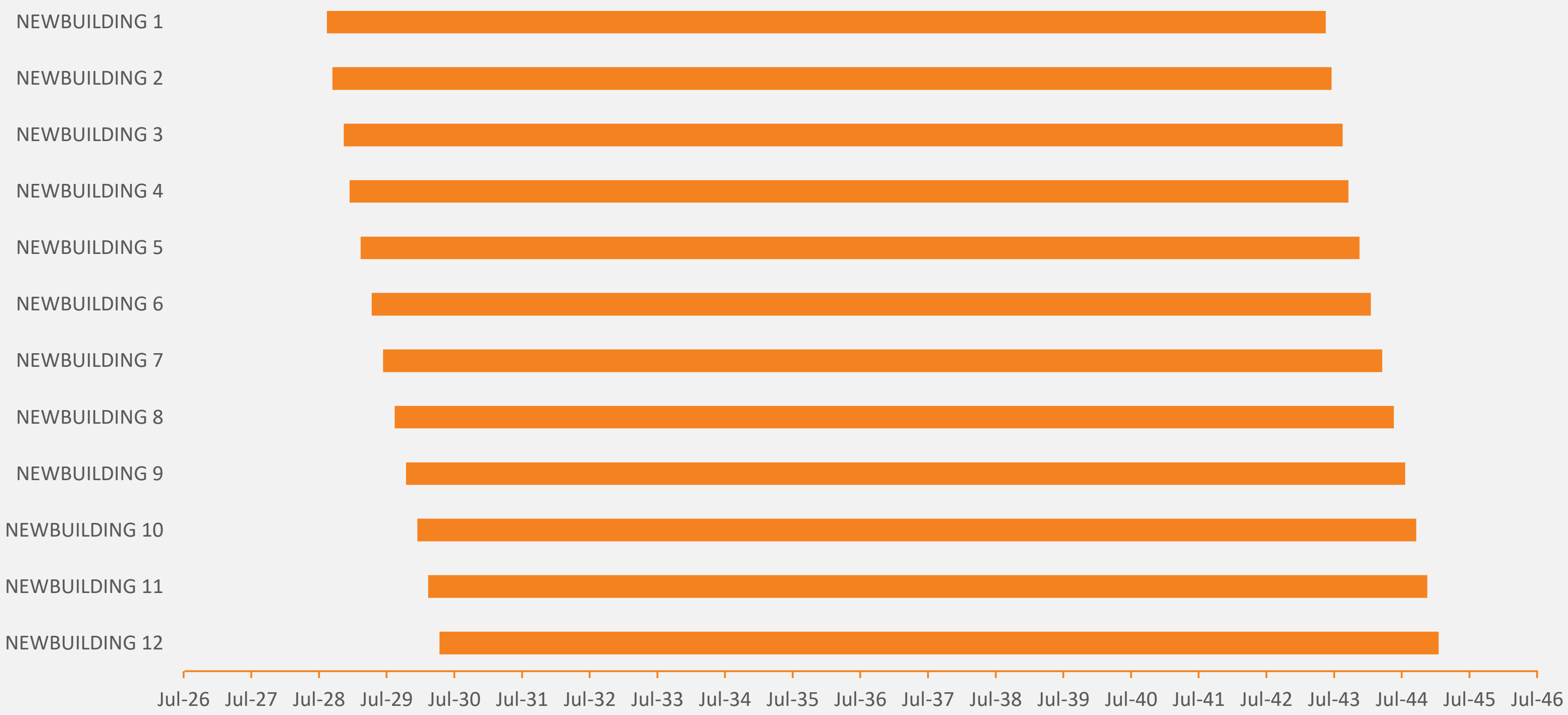
Appendix II – Containership Operating Fleet Charter Status (6/8)

Charterer

Vessels [1]

9,200 TEUs

12x Newbuilding Vessels



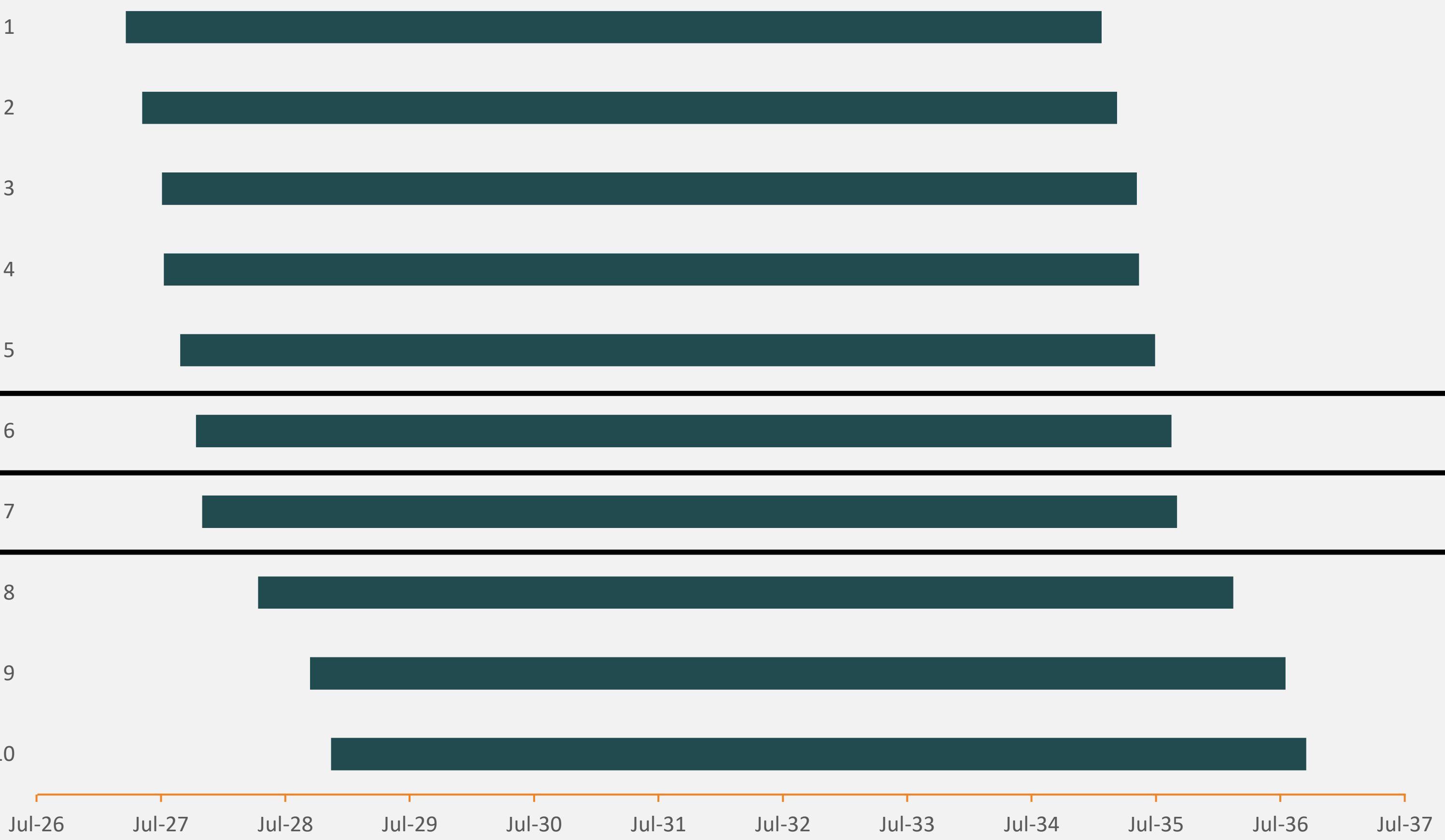
Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (7/8)

3,100 TEUs

10x Newbuilding Vessels

Charterer	Vessels[1]
Confidential	NEWBUILDING 1
	NEWBUILDING 2
	NEWBUILDING 3
	NEWBUILDING 4
	NEWBUILDING 5
	NEWBUILDING 6
Confidential	NEWBUILDING 7
	NEWBUILDING 8
	NEWBUILDING 9
	NEWBUILDING 10



Note
1. Based on latest charters concluded and earliest re-delivery dates.

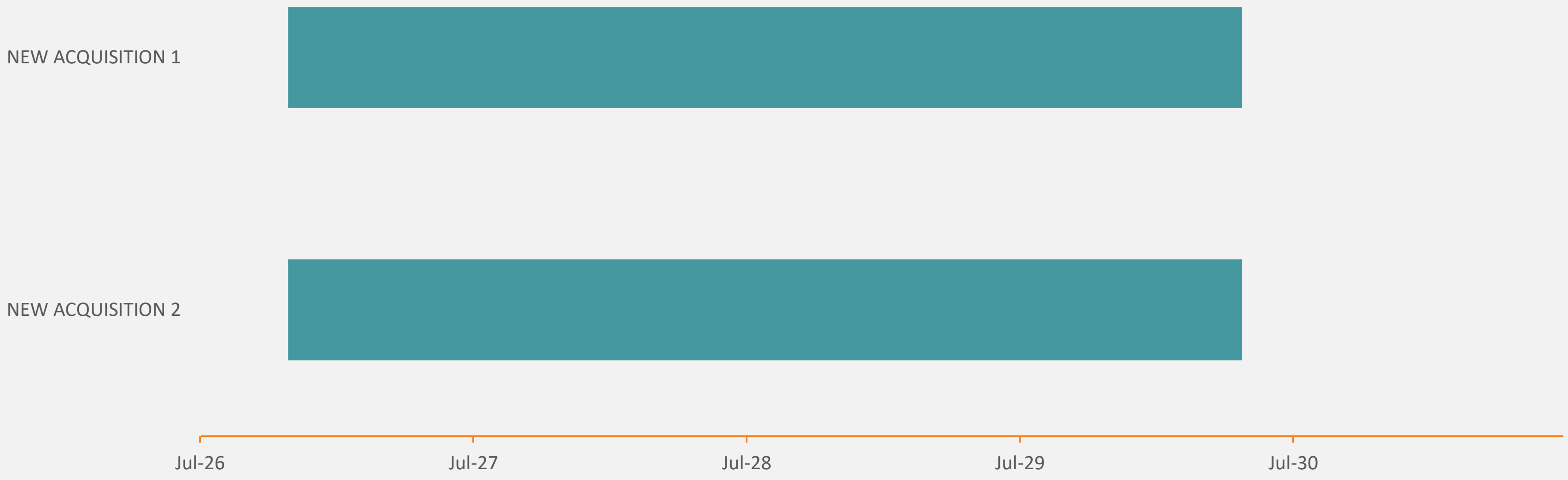
Appendix II – Containership Operating Fleet Charter Status (8/8)

Charterer | Vessels [1]

5,600 TEUs

2x Secondhand Vessels

Confidential



Note
1. Assuming vessels delivery in November 2026 and earliest redelivery date.