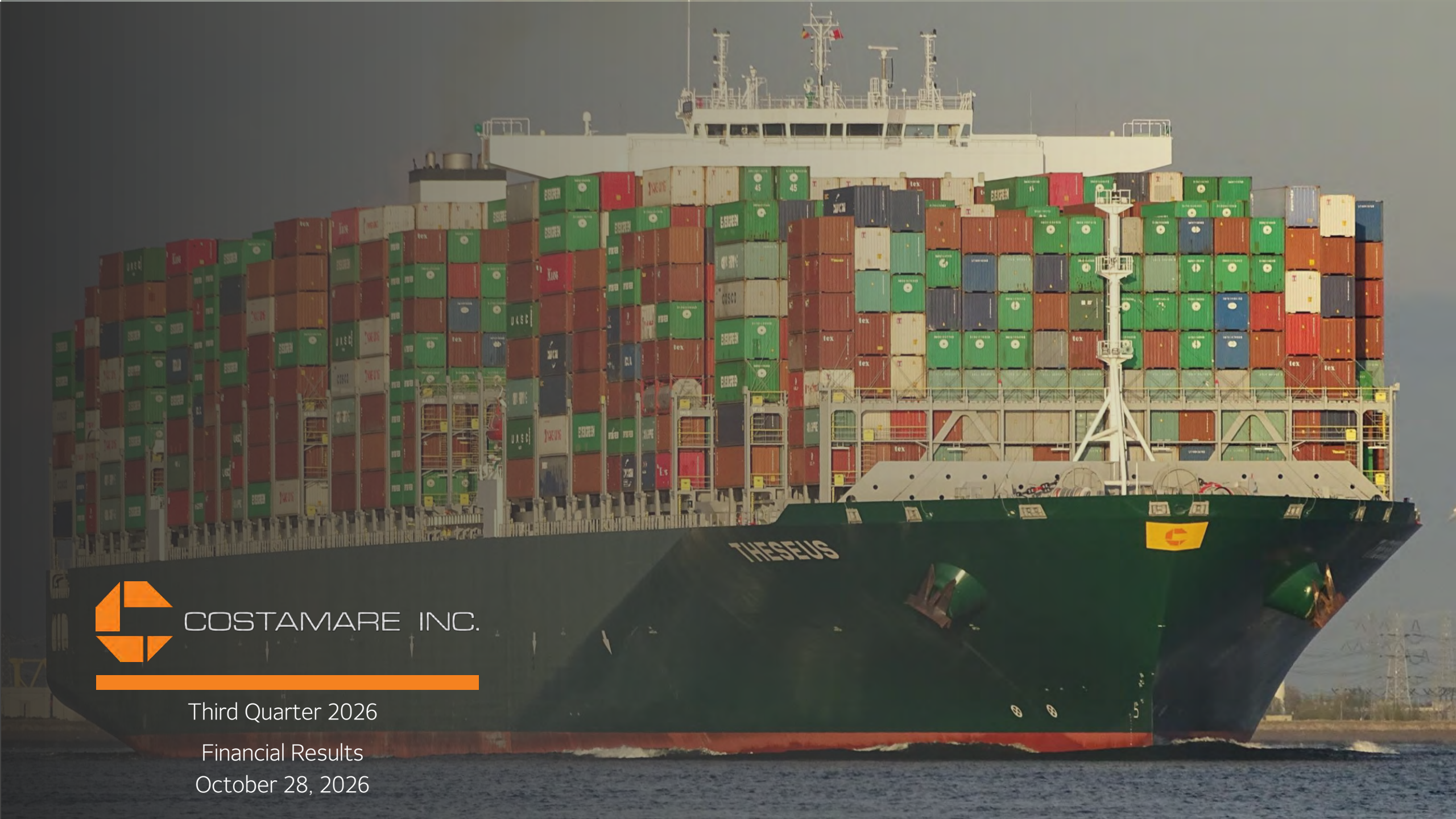


COSTAMARE INC.

Third Quarter 2026

Financial Results

October 28, 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 (1/4)

Financial Results

- Q3 2026 Adjusted Net Income available to common stockholders[(1)] of **$89.4 million ($0.74 per share)**.
- Q3 2026 Net Income available to common stockholders of **$88.5 million ($0.73 per share)**.
- Q3 2026 liquidity of **$733.1[(2)] million**.

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. Liquidity includes cash and cash equivalents (including restricted cash) and short-term investments in U.S. Treasury Bills amounting to $19.8 million.

Highlights (2/4)

Finalized Financing Agreements of $1.4 Billion

- Conclusion of previously announced financing agreements, drawing down approximately **$1.3 billion** since the end of Q2 2026, for the refinancing of 39 vessels' existing indebtedness.
- Loan agreement of **$92 million** with an Asian bank for the refinancing of two vessels, with expected drawdown in Q4 2026.
  - All new financing agreements relate to vessels of our existing fleet, providing **interest cost savings** and **extension of maturities**.
  - The Company's **unencumbered fleet** now comprises **23 vessels**.

Highlights (3/4)

Strong Chartering Performance

- **100%** and **99%** of our containership fleet[1] fixed for 2026 and 2027, respectively.
- Total contracted revenues for the containership fleet of approximately **$6.0 billion**[2] with a TEU-weighted duration of **5.8 years**[3].

Notes

1. As of October 27, 2026. Calculated on a TEU basis. Includes two secondhand containerships agreed to be acquired but excludes the 22 vessels under construction and the two vessels we have agreed to sell.
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 October 27, 2026, and are shown for presentation purposes only.
3. As of October 27, 2026. Includes the contracted revenues of 22 vessels under construction and the two secondhand containerships agreed to be acquired.

Highlights (4/4)

Lease Financing Platform – Neptune Maritime Leasing Limited ("NML")

- Controlling interest in NML.
- Leasing platform with **47**[(1)] shipping assets funded or on a commitment status basis, representing total investments and commitments of more than **$650**[(1)] million.

Dividends

- Q3 2026 dividend of **$0.125 per share** to be paid on November 5, 2026, to shareholders of record as of October 20, 2026.
- 64 consecutive quarterly common dividends since IPO.

Notes

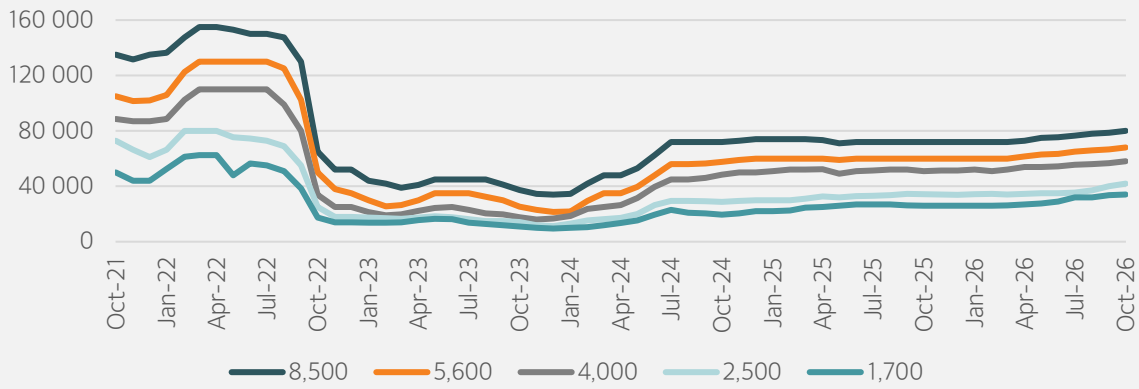
1. Includes assets funded and contractual commitments as of October 27, 2026.

Container Market Environment

- Charter market continues to demonstrate strong momentum, driven by robust fixing activity and tight tonnage supply across both prompt and forward delivery periods.
- Near-term market fundamentals remain supportive, with longer-term risks primarily linked to accelerating newbuilding deliveries and the gradual normalization of Suez Canal transits.
- Idle fleet stands at very low levels of 0.7%(1).

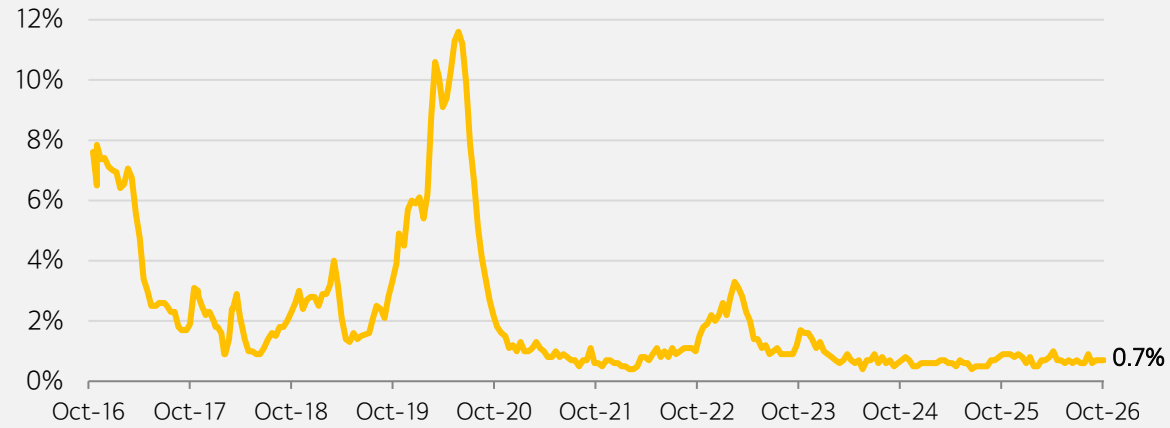
Charter Rates (1)

12m Timecharter Rates



TEU capacity

Idle Fleet / Total Fleet (1)



Notes

1. Alphaliner – October 2026

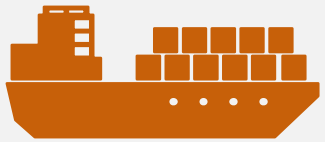
Appendix I – Net Income to Adj. Net Income Reconciliation

Expressed in thousands of U.S. dollars, except share and per share data	Three-month period ended September 30	
	2025	2026
Net Income	**99,351**	**94,959**
Earnings allocated to Preferred Stock	(5,288)	(5,288)
Non-Controlling Interest	(1,442)	(1,145)
Net Income available to common stockholders	**92,621**	**88,526**
Accrued charter revenue	3,975	31
Non-cash G&A expenses	1,782	2,197
Amortization of time-charter assumed	49	7
Amortization of deferred revenue	(795)	(3,326)
Realized (gain)/loss on Euro/USD forward contracts	(773)	75
Non-recurring, non-cash write-off of loan deferred financing costs	-	939
(Gain)/Loss on derivative instruments, excluding realized (gain)/loss on derivative instruments (1)	1,165	942
Adjusted Net Income available to common stockholders	**98,024**	**89,391**
Weighted average number of shares	120,276,106	120,897,256
Adjusted Earnings per Share	**0.81**	**0.74**

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, amortization of deferred revenue, realized (gain)/loss on Euro/USD forward contracts, general and administrative expenses - non-cash component, non-recurring, non-cash write-off of loan deferred financing costs 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 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 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 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 – Containership Operating Fleet Charter Status (1/7)

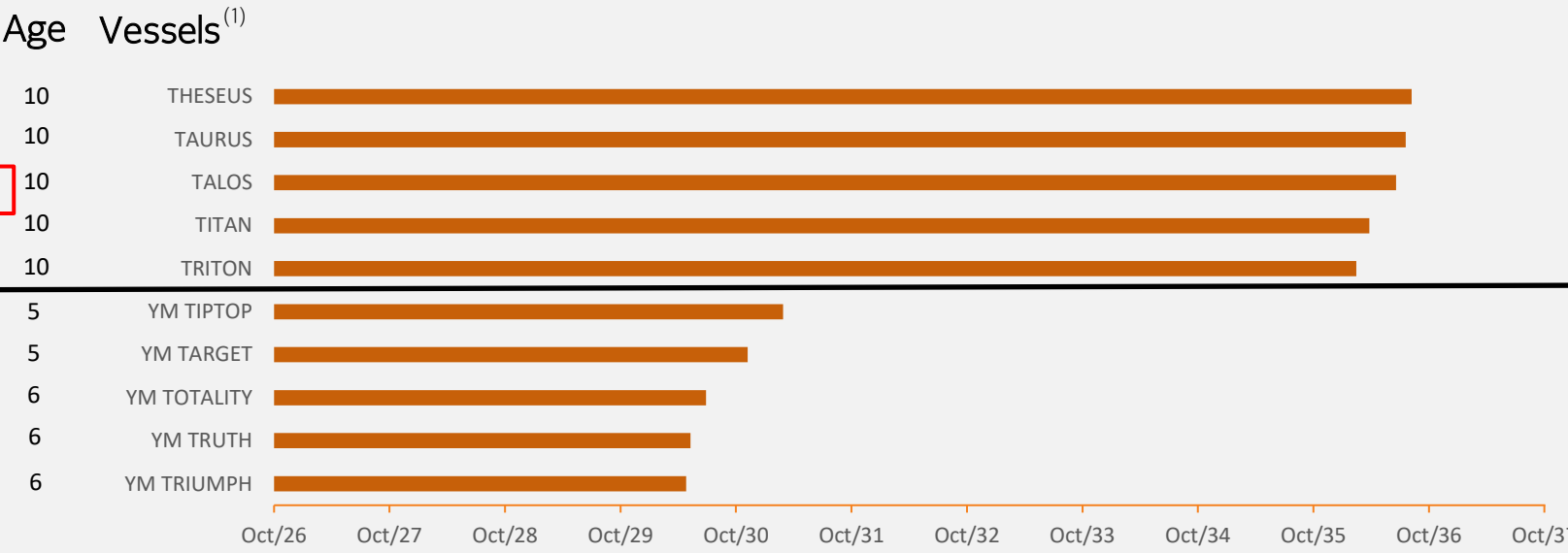


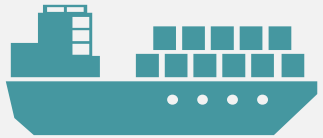
12,000 – 15,000 TEUs

10x Vessels

Charterer: 長榮海運 EVERGREEN MARINE CORP. / Non-disclosable



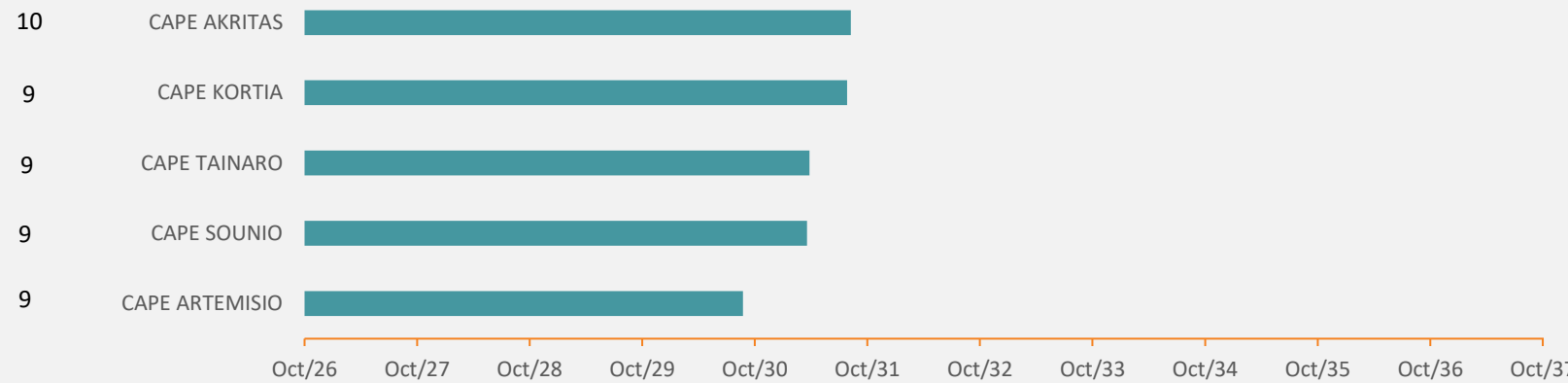




10,000 – 12,000 TEUs

5x Vessels





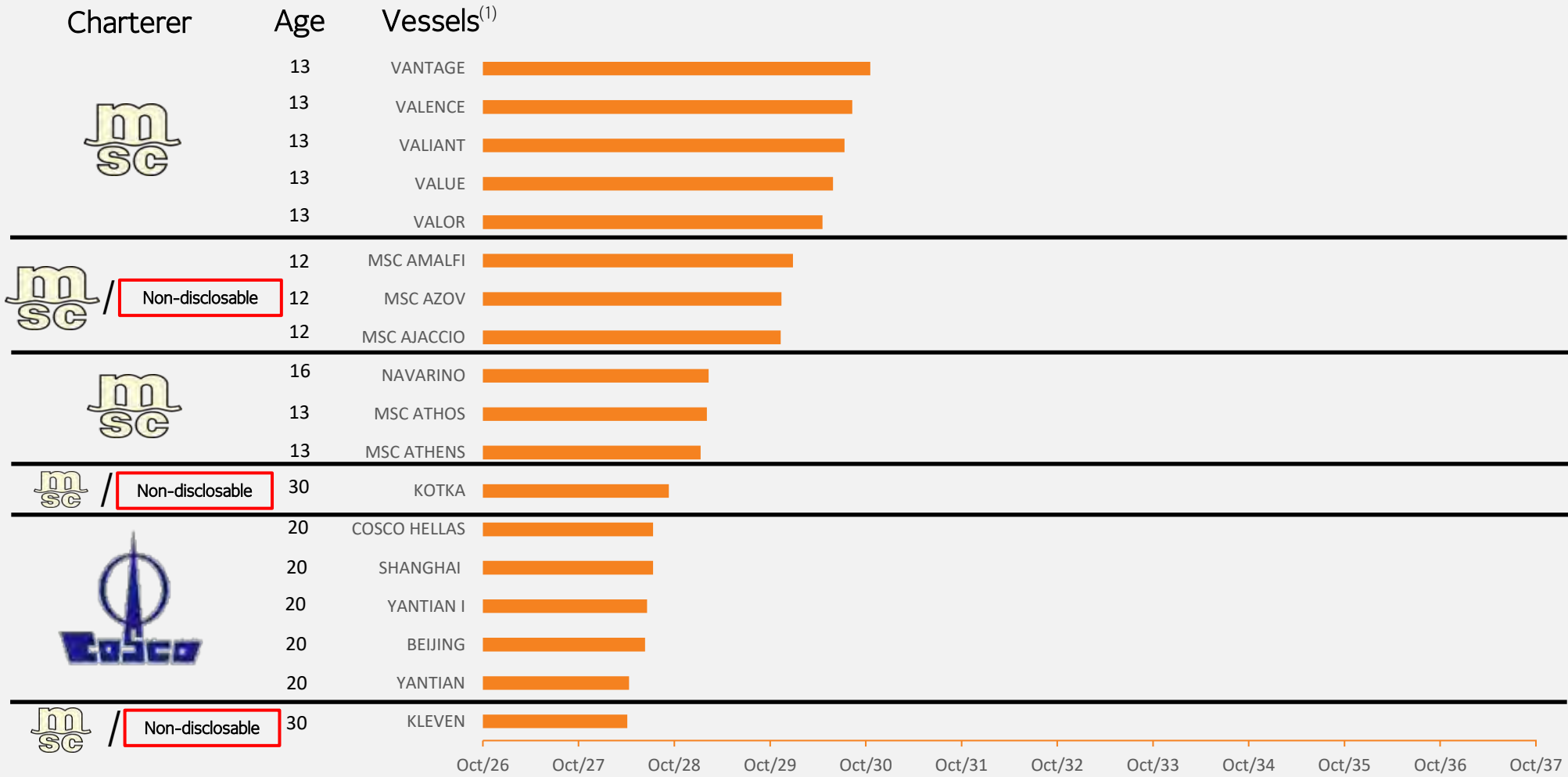
Note

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

Appendix II – Containership Operating Fleet Charter Status (2/7)

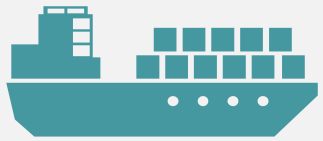
7,500 – 10,000 TEUs

18x Vessels



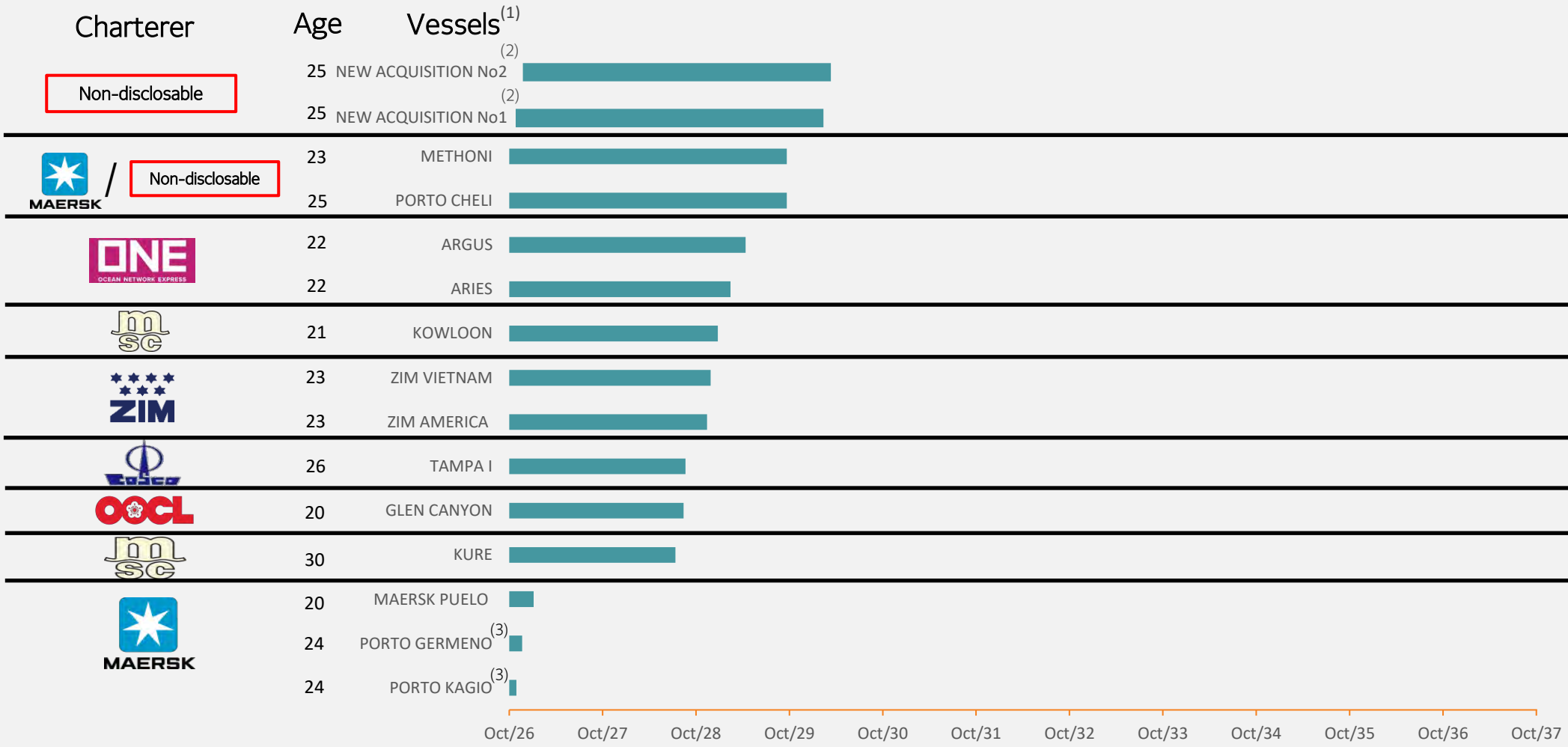
Note
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (3/7)



5,000 – 7,500 TEUs

13x Vessels

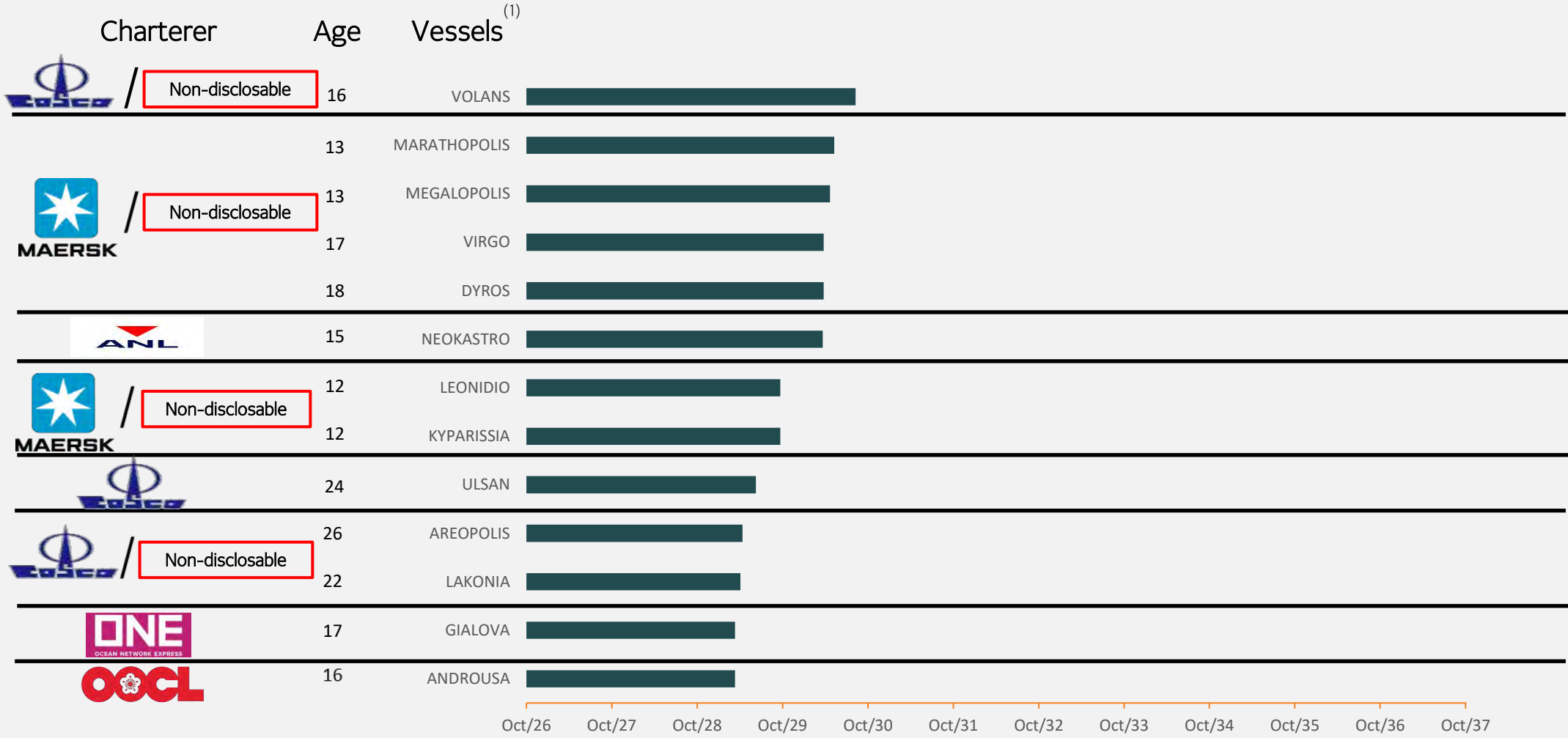


Note
1. Based on latest charters concluded and earliest re-delivery dates.
2. Assuming delivery of the vessels in November 2026 and December 2026, respectively, and earliest redelivery dates.
3. Vessel that we have agreed to sell.

Appendix II – Containership Operating Fleet Charter Status (4/7)

1,000 – 5,000 TEUs

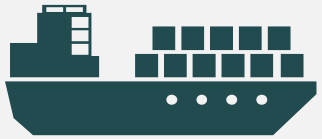
23x Vessels



Note

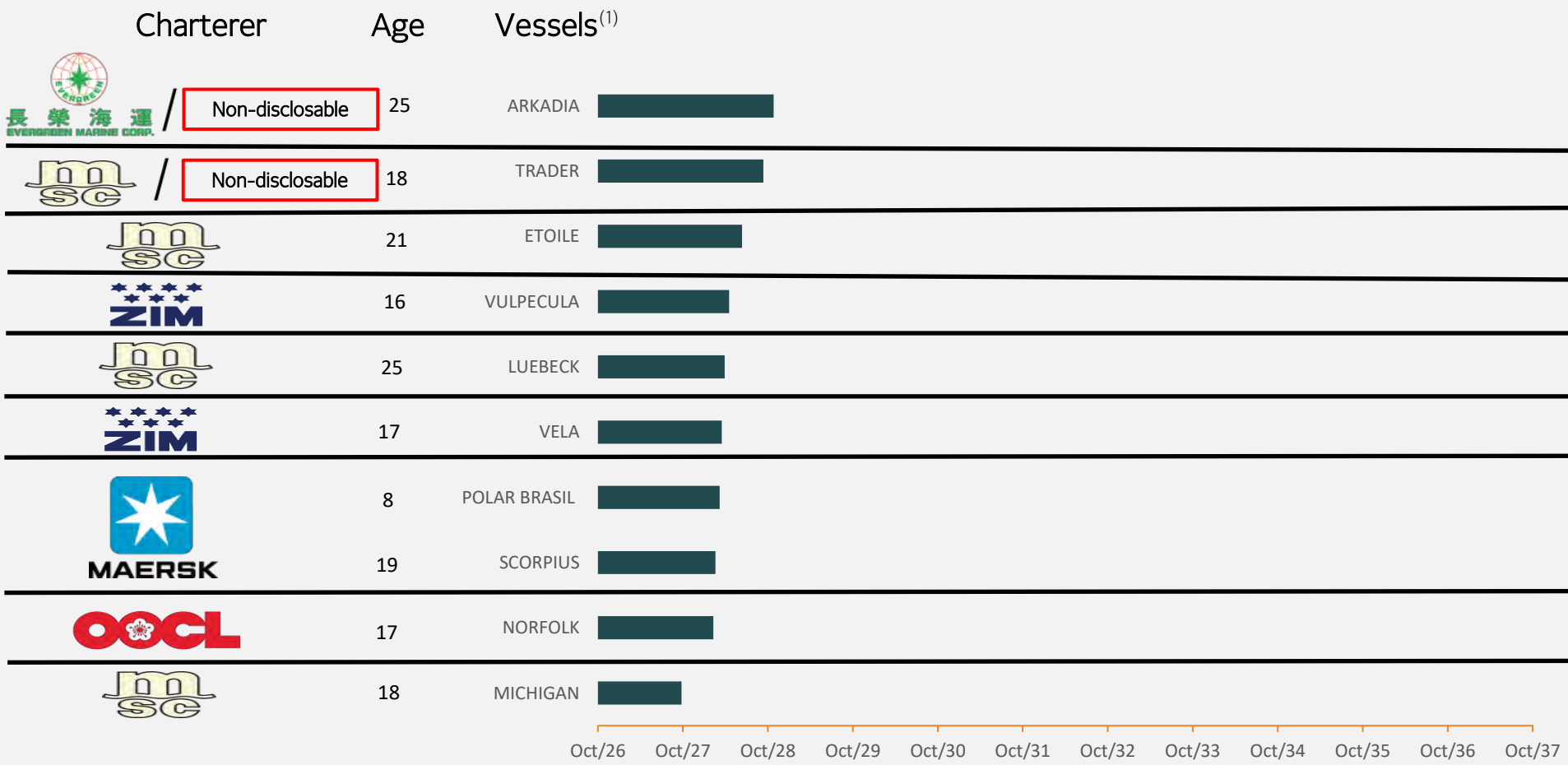
1. Based on latest charters concluded and earliest re-delivery dates.

Appendix II – Containership Operating Fleet Charter Status (5/7)



1,000 – 5,000 TEUs

23x Vessels



Note

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

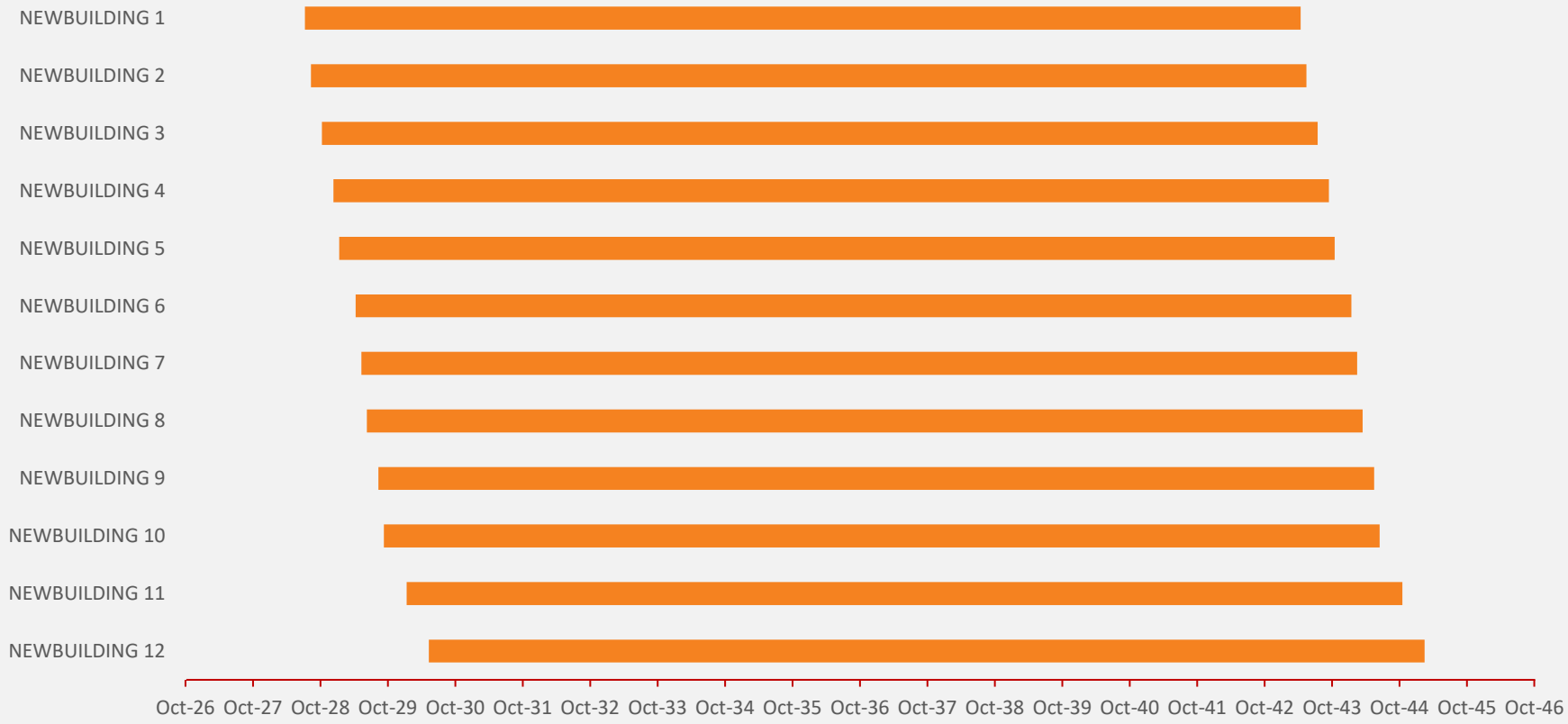
Appendix II – Containership Operating Fleet Charter Status (6/7)

9,200 TEUs

12x Newbuilding Vessels

Charterer

Vessels [1]



Note

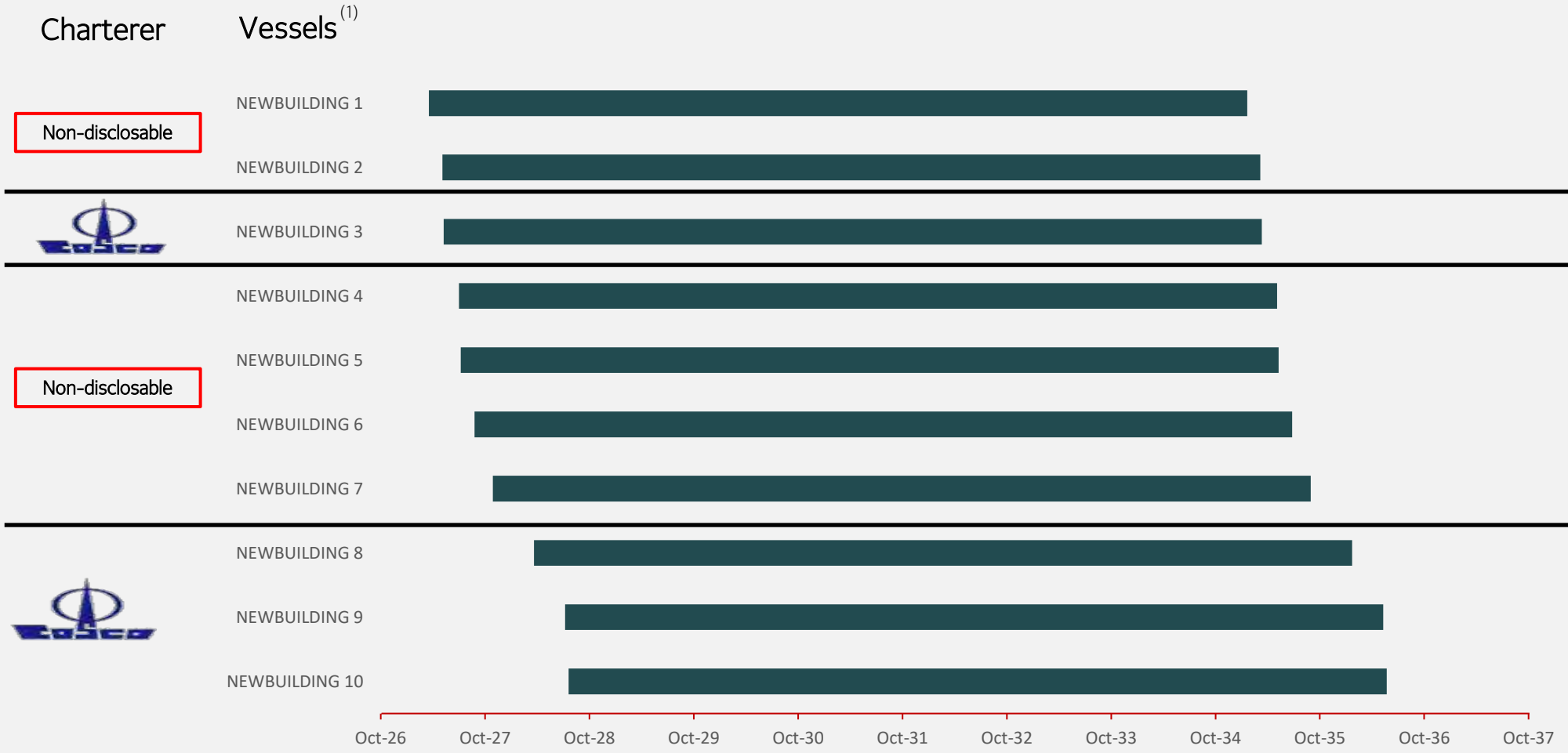
1. Based on latest charters concluded and earliest re-delivery dates.

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



3,100 TEUs

10x Newbuilding Vessels



Note

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