



COSTAMARE INC.

Second Quarter 2023

Financial Results Conference Call

July 28, 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)

## Q2 2023 – Financial Results

- ▶ Q2 2023 Net Income available to common stockholders of **\$63.2 million** (\$0.52 per share).
- ▶ Q2 2023 Adjusted Net Income available to common stockholders<sup>(1)</sup> of **\$68.6 million** (\$0.56 per share).
- ▶ Q2 2023 liquidity of **\$1,059 million**<sup>(2)</sup>.

### 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 \$3.1 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 Capital"), short term investments in U.S. Treasury Bills amounting to \$148.0 million, margin deposits relating to our forward freight agreements ("FFAs") of \$47.5 million and \$84.2 million of available undrawn funds from one hunting license facility as of June 30, 2023.

# Highlights (2/6)

## Share Repurchase Program to Date

- ▶ Since beginning of Q2 2023, repurchase of 5,385,492 common shares for a total consideration of 50 million.
- ▶ Available funds remaining under the share repurchase programs:
  - ❖ \$40 million for common shares.
  - ❖ \$150 million for preferred shares.

# Highlights (3/6)

## Dry Bulk Operating Platform

- ▶ Second full operational quarter of our newly set-up dry bulk operating company, Costamare Bulkers Inc. ("CBI").
- ▶ Chartered-in 56<sup>(1)</sup> period vessels of a total capacity of c. 8.6 million dwt:
  - ❖ 35 Newcastlemax/Capesize
  - ❖ 20 Kamsarmax/Panamax
  - ❖ 1 Ultramax
- ▶ 53 chartered-in period vessels have been delivered and running<sup>(1)</sup>.
- ▶ Majority of the fixed fleet is on index-linked charter-in agreements.

## Lease Financing Platform

- ▶ Lead investor in Neptune Maritime Leasing Limited ("NML").
- ▶ \$49<sup>(2)</sup> million invested up to date with a total investment of up to \$200 million.
- ▶ Financing of 12<sup>(2)</sup> vessels through sale and lease-back transactions.
- ▶ Outstanding leases of \$120<sup>(2)</sup> million.

### Notes

1. As of July 27, 2023 and excluding 3 chartered-in vessels on time-charter trips and 5 on voyages.
2. As of July 27, 2023.

# Highlights (4/6)

## New Debt Financings and Capital Structure

- ▶ Conclusion of the refinancing of existing indebtedness of two containerships and seven dry bulk vessels through two<sup>(1)</sup> bilateral loan facilities totaling approximately \$176 million:
  - ❖ Out of the \$176 million, approximately \$84 million is undrawn and available for the financing of future acquisitions of dry bulk vessels until December 2025.
  - ❖ Improvement of funding cost and extension of maturity for all the vessels without any increase in leverage.
- ▶ No significant loan / lease maturities until 2026.
- ▶ Corporate Leverage on a Market Values basis remains below 35%<sup>(2)</sup>.

## Strong chartering performance

- ▶ Entered into more than 50 chartering agreements for the owned dry bulk fleet since Q1 2023 earnings release.
- ▶ 99% and 87% of our containership fleet<sup>(3)</sup> fixed for 2023 and 2024, respectively.
- ▶ Contracted revenues for the containership fleet of approximately **\$2.9 billion** with a TEU-weighted duration of **3.9 years**<sup>(4)</sup>.

### Notes

1. One of the two bilateral facilities was on a commitment status basis and subject to final documentation in May 2023, at the time of our first quarter results.
2.  $(\text{Total Liabilities minus Cash and Cash Equivalents}) / (\text{Total Market Value Adjusted Assets minus Cash and Cash Equivalents})$  as of June 30, 2023 and in accordance with relevant provisions of bank financing agreements.
3. Calculated on a TEU basis, including one vessel owned by a vessel-owning company set-up pursuant to the Framework Deed and excluding vessel *Monemvasia* that we have agreed to sell in Q3 2023.
4. As of July 27, 2023. Total contracted revenues and TEU-weighted remaining time charter duration include our ownership percentage for one vessel owned pursuant to the Framework Deed and exclude vessel *Monemvasia* that we have agreed to sell in Q3 2023.

# Highlights (5/6)

## Sale and Purchase Activity

### ▶ Dry Bulk Vessels:

- ❖ Conclusion of:
  - the sale of the 2010-built, 37,302 DWT capacity dry bulk vessel, *Comity*, resulting in a capital gain of \$2.1 million in Q2 2023.
- ❖ Agreement for:
  - the acquisition of the 2011-built, 175,975 DWT capacity dry bulk vessel, *Aquaenna*, (tbr *Enna*).
  - the acquisition of the 2011-built, 179,842 DWT capacity dry bulk vessel, *Aquarange*, (tbr *Dorado*).
  - The transactions are expected to be concluded in Q3 2023. Both vessels will be purchased with cash on hand.

### ▶ Joint Venture Containerships:

- ❖ Conclusion of concurrent S&P transactions:
  - 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*, resulting in 100% ownership of the vessel.
- ❖ Agreement for the sale of the 1998-built, 2,472 TEU capacity containership, *Monemvasia*, co-owned with York Capital. The Company owns 49% equity interest on this containership. Sale is expected to be concluded in Q3 2023, with an estimated capital gain of \$1.7 million for the Company.

# Highlights (6/6)

## Containership Market

- ▶ Charter rates have been softening over the recent weeks, remaining though at healthy levels.
- ▶ Idle fleet remains at low levels at 1.1%<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 signs of recovery in Q3 and further strengthening in Q4.
- ▶ Newbuilding orderbook is at 7.4%<sup>(2)</sup> of the total fleet.

## Dividends and Strong Sponsor Support

- ▶ Regular Q2 2023 dividend of \$0.115 per share payable on August 7, 2023 to shareholders of record as of July 20, 2023.
- ▶ 51 consecutive quarterly common dividends since IPO.
- ▶ \$145 million reinvested by the sponsor family through the Dividend Reinvestment Plan to date.

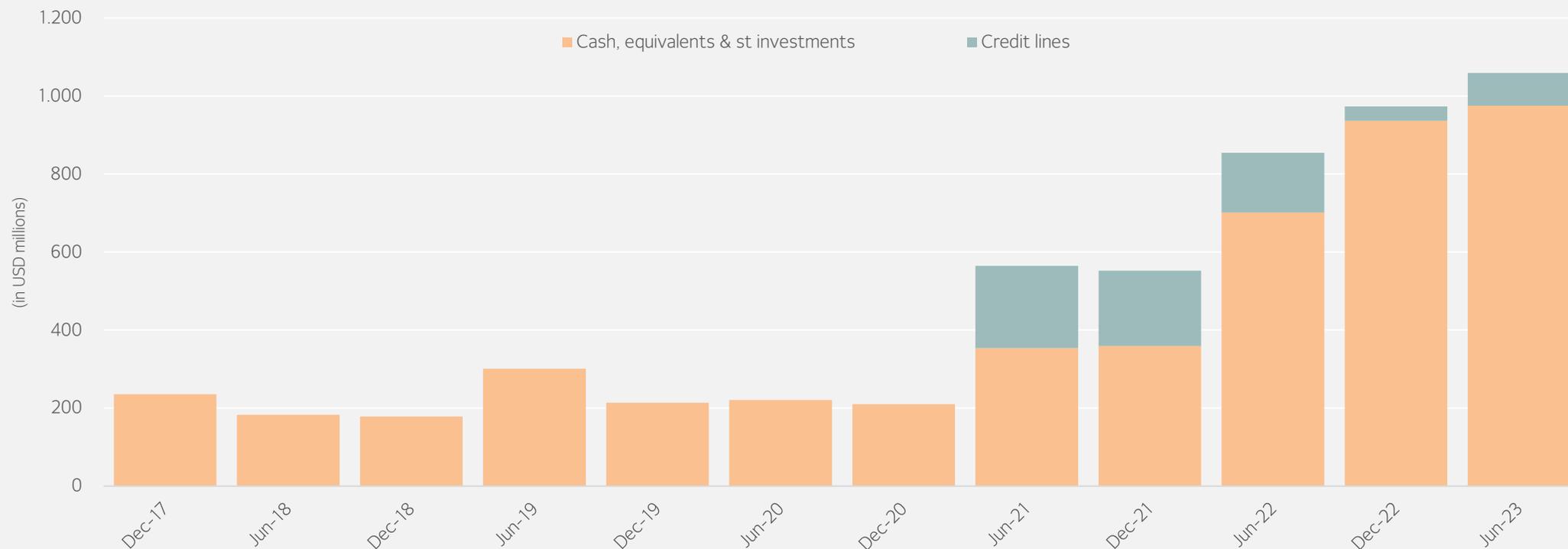
### Notes

1. Alphaliner – July 2023
2. Clarksons – July 2023

# Strong Liquidity Position

- ▶ Ample liquidity of **\$1,059 million<sup>(1)</sup>** for future growth.

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



### Notes

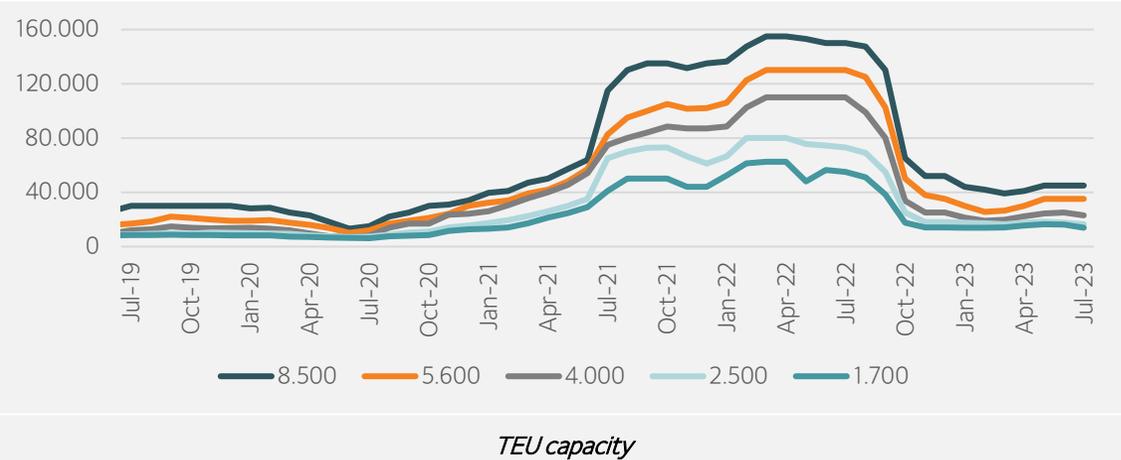
1. Including our share of cash amounting to \$3.1 million held by vessel-owning companies set-up pursuant to the Framework Deed with York Capital, short term investments in U.S. Treasury Bills amounting to \$148.0 million, margin deposits relating to our FFAs of \$47.5 million and \$84.2 million of available undrawn funds from one hunting license facility as of June 30, 2023.

# Container Market Environment

- ▶ Softening over the recent weeks, although rates remain at healthy levels.
- ▶ The high orderbook remains the principal threat of the market.
- ▶ Idle fleet remains at relatively low levels at 1.1%<sup>(1)</sup>.

## Charter Rates <sup>(1)</sup>

12m Timecharter Rates



## Idle Fleet / Total Fleet <sup>(1)</sup>

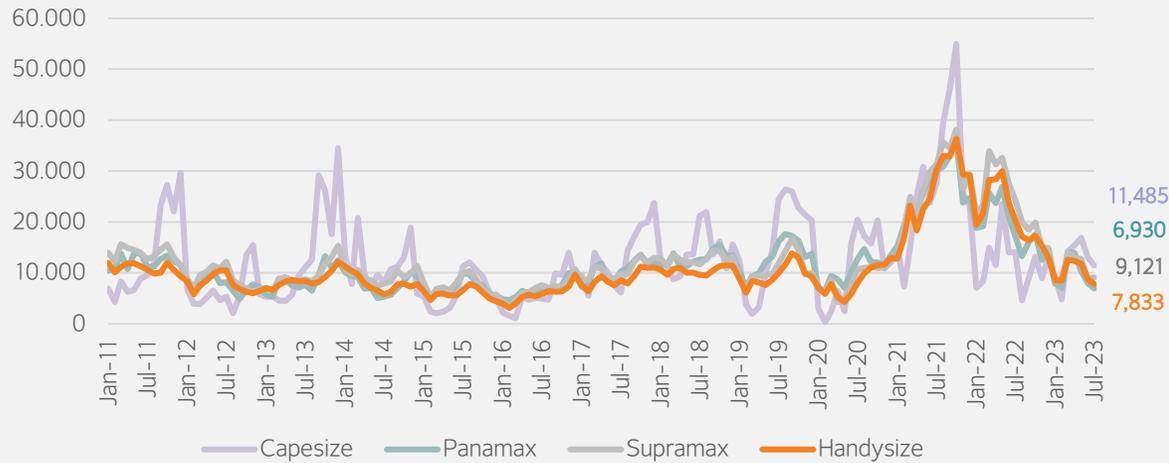


Notes

1. Alphaliner - July 2023

# Dry Bulk Market Environment

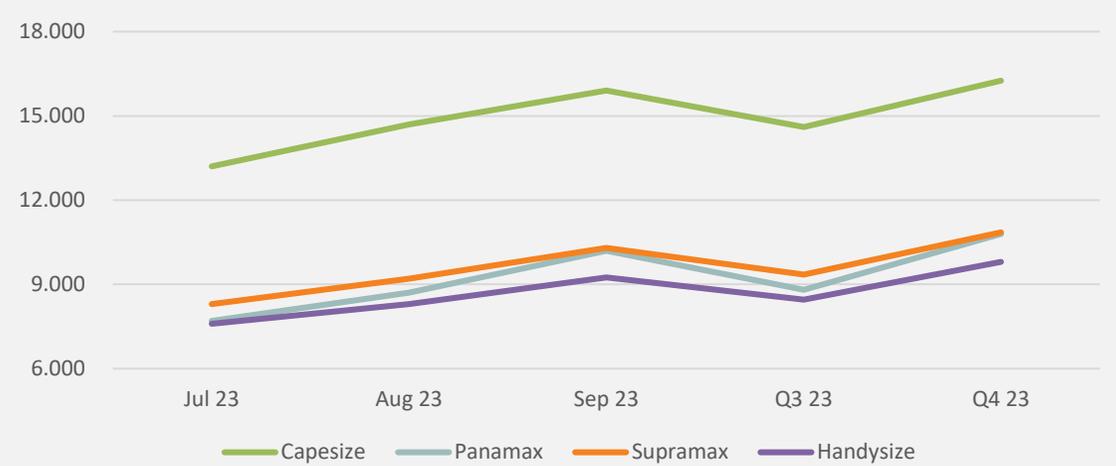
Average Spot Earnings (USD/p.d.) <sup>(1)</sup>



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 FFA curve is trending higher than the current levels for the remainder of 2023.
- ▶ New vessel ordering has remained subdued with an orderbook of 7.4%.

Notes

1. Clarksons - July 2023
2. Clarksons - July 26, 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 June 30	
	2022	2023
<b>Net Income</b>	<b>121,987</b>	<b>67,394</b>
Earnings allocated to Preferred Stock	(7,854)	(7,854)
Non-Controlling Interest	-	3,706
<b>Net Income Available to common stockholders</b>	<b>114,133</b>	<b>63,246</b>
Accrued charter revenue	1,712	2,796
Non-cash G&A expenses	1,808	1,446
Amortization of time charter assumed	49	(20)
Realized (gain) / loss on Euro/USD forward contracts (1)	619	(283)
Gain on sale of vessels, net	(3,452)	(31,328)
Loss on sale of vessel by a jointly owned company with York Capital included in equity loss on investments	-	36
Non-recurring, non-cash write-off of loan deferred financing costs	1,705	465
(Gain)/Loss on derivative instruments, excluding realized (gain)/loss on derivative instruments	983	32,201
Non-recurring payments for loan cancellation fees	1,006	-
<b>Adjusted Net Income Available to Common Stockholders</b>	<b>118,563</b>	<b>68,559</b>
Weighted average number of shares	124,306,059	122,588,759
<b>Adjusted Earnings per Share</b>	<b>0.95</b>	<b>0.56</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 (gain)/loss on Euro/USD forward contracts, gain on sale of vessels, net, loss on sale of vessel by a jointly owned company with York Capital included in equity loss on investments, non-recurring, non-cash write-off of loan deferred financing costs, general and administrative expenses - non-cash component, (gain)/loss on derivative instruments, excluding realized (gain)/loss on derivative instruments and non-recurring payments for loan cancellation fees. “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

No.	Vessel	Built	Dwt
<b>Capesize</b>			
1	AQUARANGE (TBR DORADO) *	2011	179.842
2	AQUAENNA (TBR ENNA) *	2011	175.975
<b>Kamsarmax/Panamax</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

No.	Vessel	Built	Dwt
<b>Ultramax/Supramax</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

No.	Vessel	Built	Dwt
<b>Handysize</b>			
1	VERITY	2012	37.163
2	PARITY	2012	37.152
3	ACUITY	2011	37.149
4	EQUITY	2013	37.071
5	DISCOVERY	2012	37.019
6	BERNIS	2011	34.627
7	MANZANILLO	2010	34.426
8	ADVENTURE	2011	33.755
9	ALLIANCE	2012	33.751
10	CETUS	2010	32.527
11	PROGRESS	2011	32.400
12	KONSTANTINOS	2012	32.178
13	RESOURCE	2010	31.776

As of July 27, 2023.

\*Vessels agreed to be acquired.

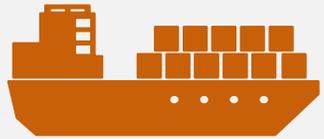
# Appendix III – Chartered-In Period Vessels – Costamare Bulkers Inc.

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	ALPHA TREASURE	2021	209.620
12	BULK SANTOS	2020	208.445
13	BULK SAO PAULO	2020	208.445
14	GOLDEN SPRAY	2021	207.994
15	SHANDONG INNOVATION	2021	207.989
16	DEBBIE H	2019	206.861
17	KATIE K	2019	206.839
18	MINERAL CHARLIE	2012	205.236
19	MINERAL MAUREEN	2012	205.236
20	MINERAL CLOUDBREAK	2012	205.097
21	GOLDEN KAKI	2014	181.214
22	NAVIOS LUMEN	2009	180.661
23	CAPE PROTEUS	2011	180.585
24	MARAN HARMONY	2010	180.391
25	MILLIE	2009	180.310
26	MILLICENT	2011	180.223
27	CAPE VENTURE	2010	180.022
28	ATHENS	2012	180.012
29	TOMINI K2	2014	179.816
30	MARIJEANNIE	2009	179.759
31	ANANGEL VOYAGER	2010	179.718
32	NIGHTLIFE	2015	179.455
33	NAVIOS ALTAMIRA	2011	179.165
34	CAPE AQUA	2009	178.055
35	ENNA	2011	175.975

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	AOM MARIA LAURA	2021	81.800
12	NAVIOS CITRINE	2017	81.626
13	KROUSSON	2011	81.351
14	BLC SECOND	2019	81.176
15	ARGONAUT	2016	81.116
16	PREVAIL STAR	2014	81.055
17	CAPE KOURION	2010	79.463
18	CAPE GRECO	2011	79.452
19	HAMPTON BRIDGE	2013	76.672
20	AGRI BRIGHT	2013	76.432
<b>Ultramax</b>			
1	ORION	2015	63.473

Fixed as of July 27, 2023 and excluding 3 chartered-in vessels on time-charter trips and 5 on voyages.

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



12,000 – 15,000 TEUs

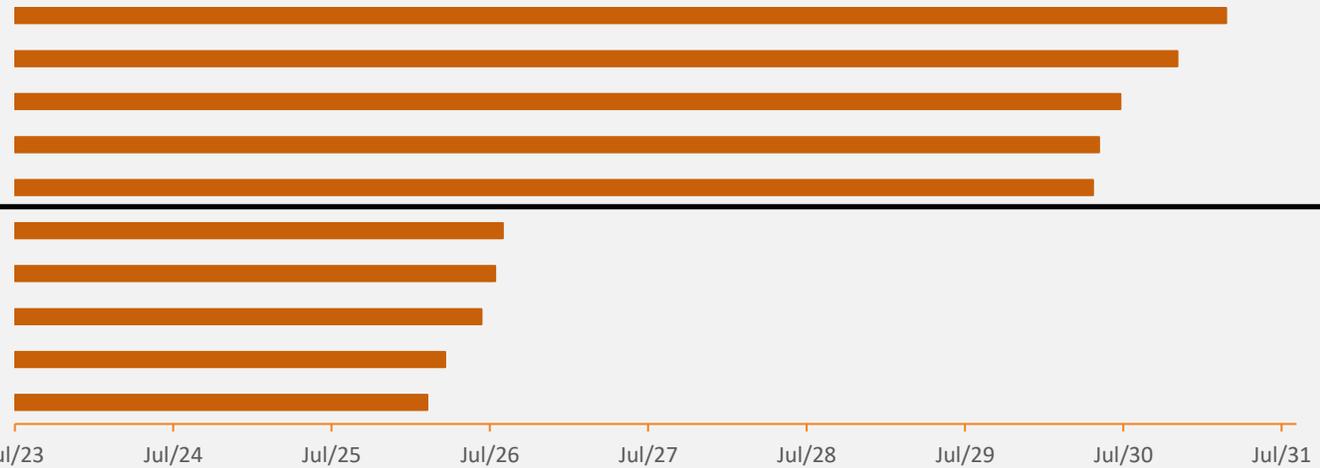
10x Vessels

Charterer

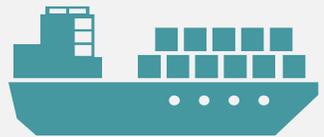


Age Vessels

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

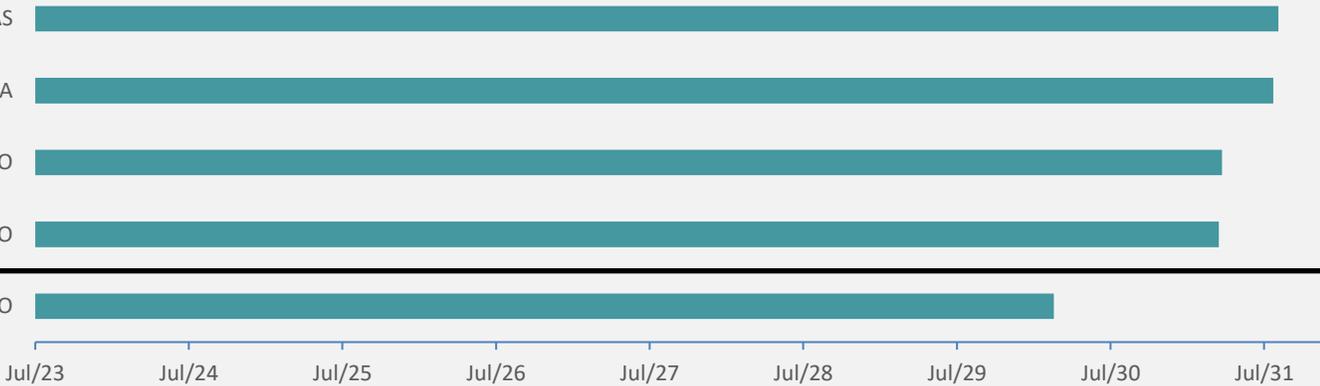


10,000 – 12,000 TEUs

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.



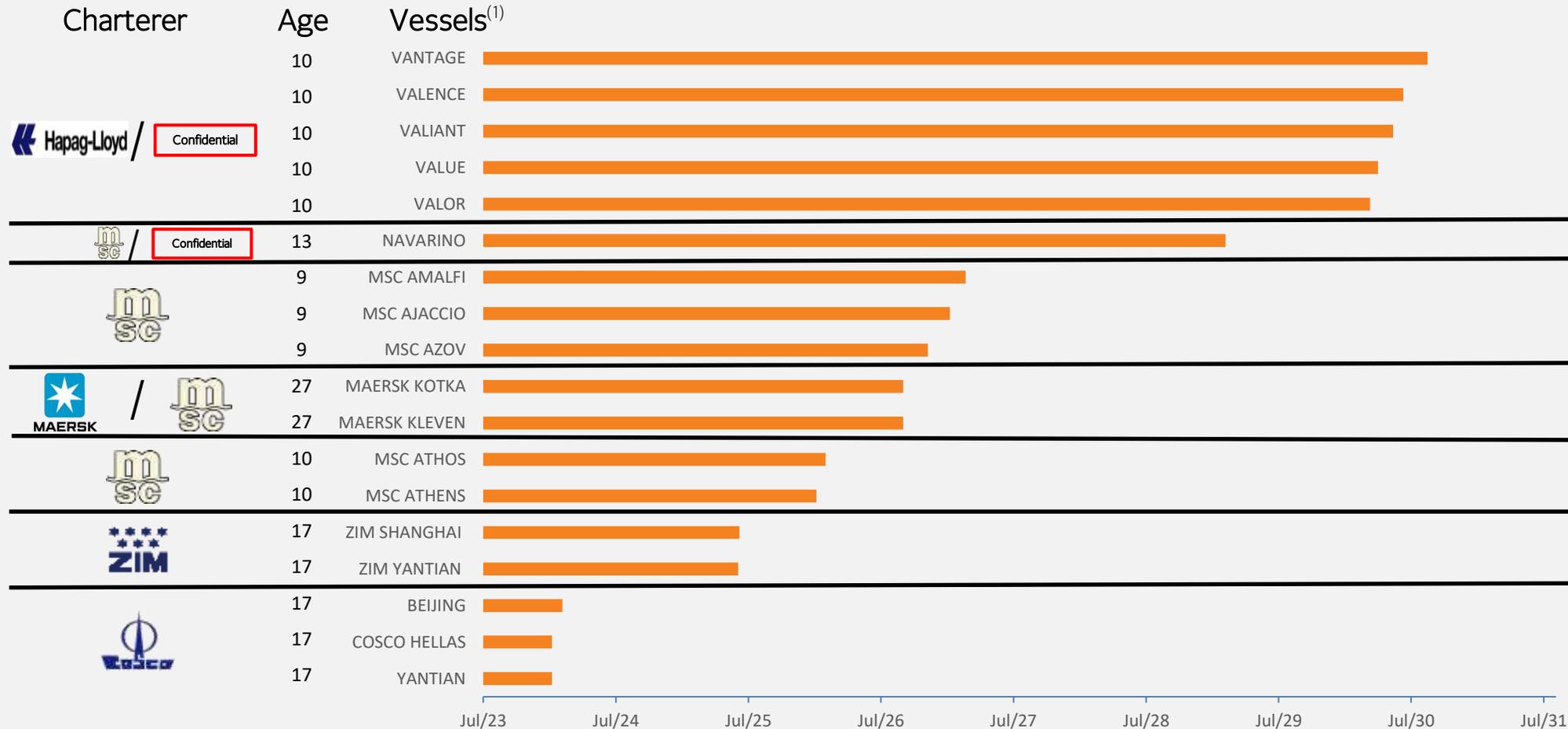
COSTAMARE INC.

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



7,500 – 10,000 TEUs

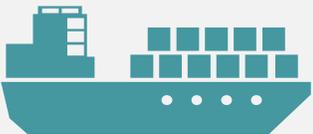
18x Vessels



**Note**

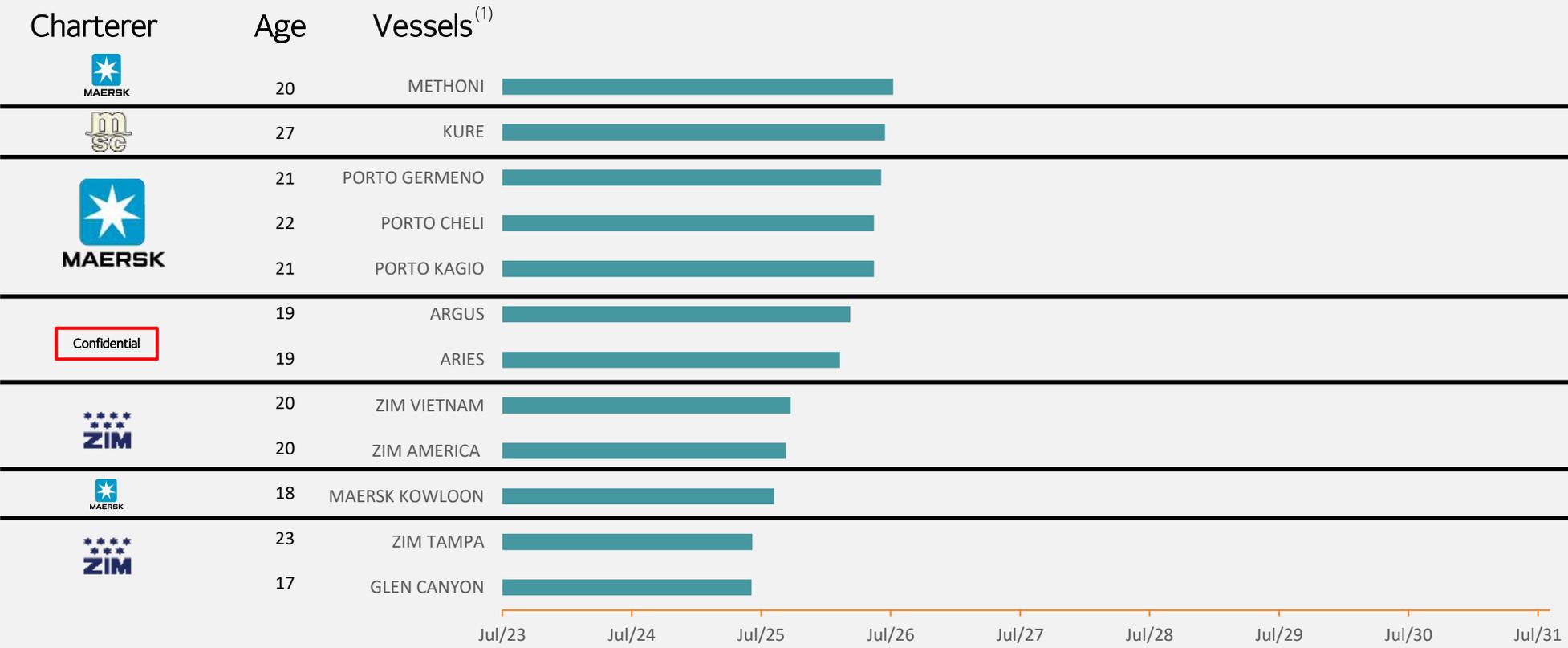
1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

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



5,000 – 7,500 TEUs

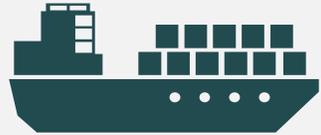
12x Vessels



**Note**

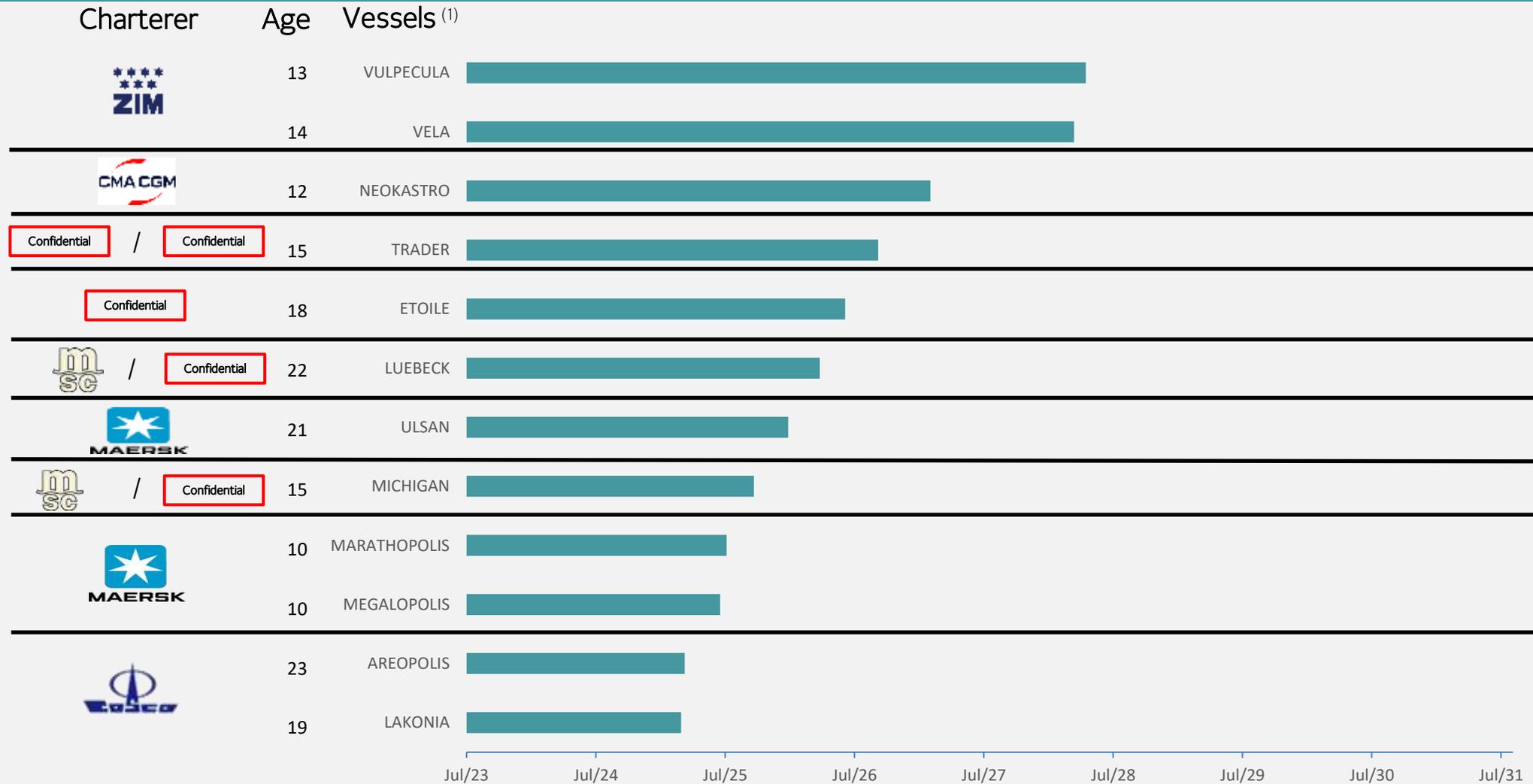
1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

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



1,000 – 5,000 TEUs

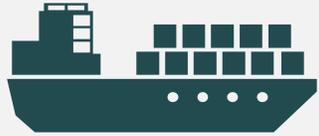
24x Vessels



**Note**

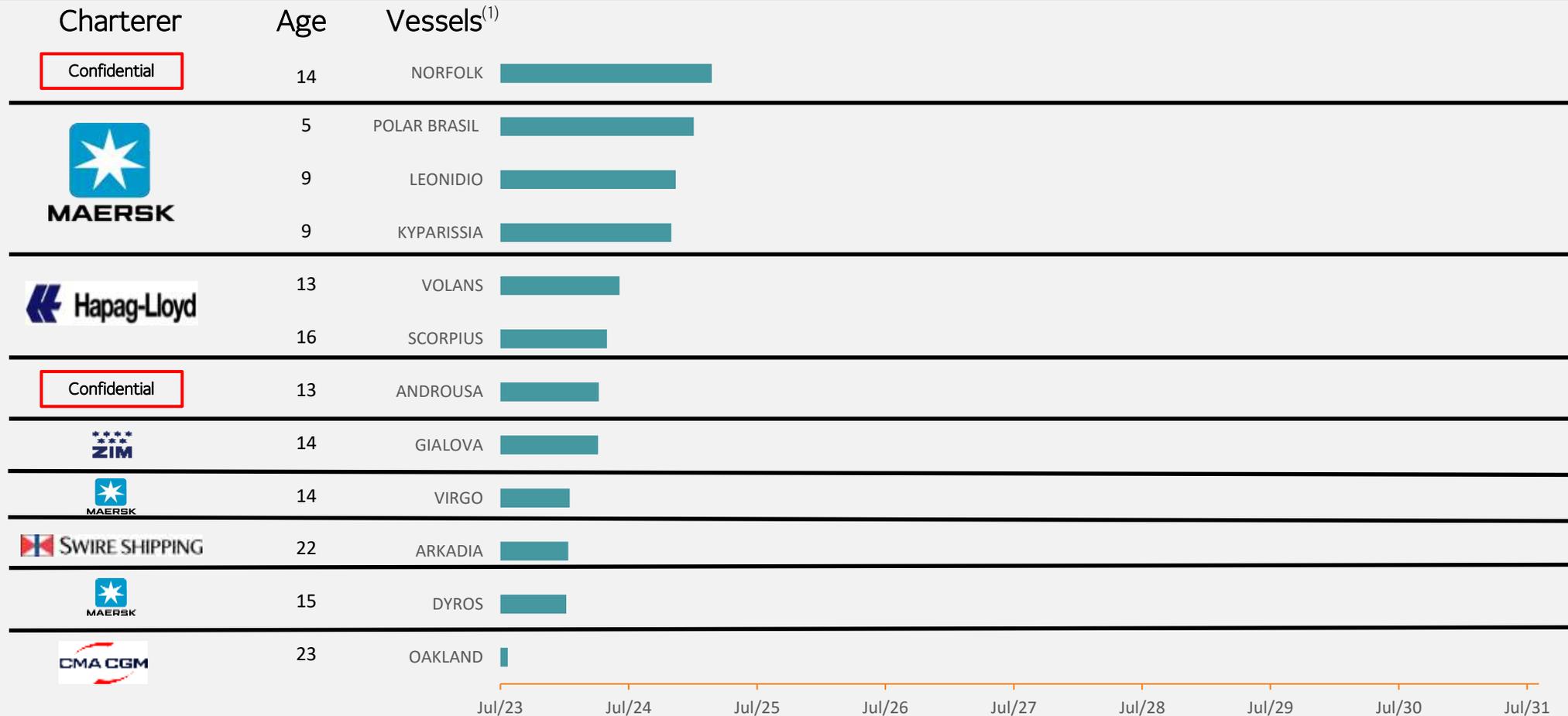
1. Based on latest charters concluded and earliest re-delivery dates after giving effect to the exercise of any owners' extension options.

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



1,000 – 5,000 TEUs

24x Vessels



**Note**

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