



Company Presentation
October 2019

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 most recent 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

- One of the largest independent owners of containerships / Fleet of 75 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 \$2.4Bn coming from first class charterers⁽¹⁾ with a remaining time charter duration of 3.9 years⁽²⁾.
- Upside potential in a firming charter market. 18 vessels are due for rechartering⁽³⁾ before the end of Q1 2020 (9 of which are above 5,000 TEUs).
- Prudent balance sheet management adapting to the cyclicity of the shipping sector.
- Proven access to commercial bank debt at competitive terms.
- Dividend Yield of 6.6%⁽⁴⁾.
- Strong sponsor support (ca. 58% ownership by members of Konstantakopoulos family)
 - Participation in the Dividend Reinvestment Plan (“DRIP”) since its inception (July 2016), with \$77m reinvested in Costamare to date.

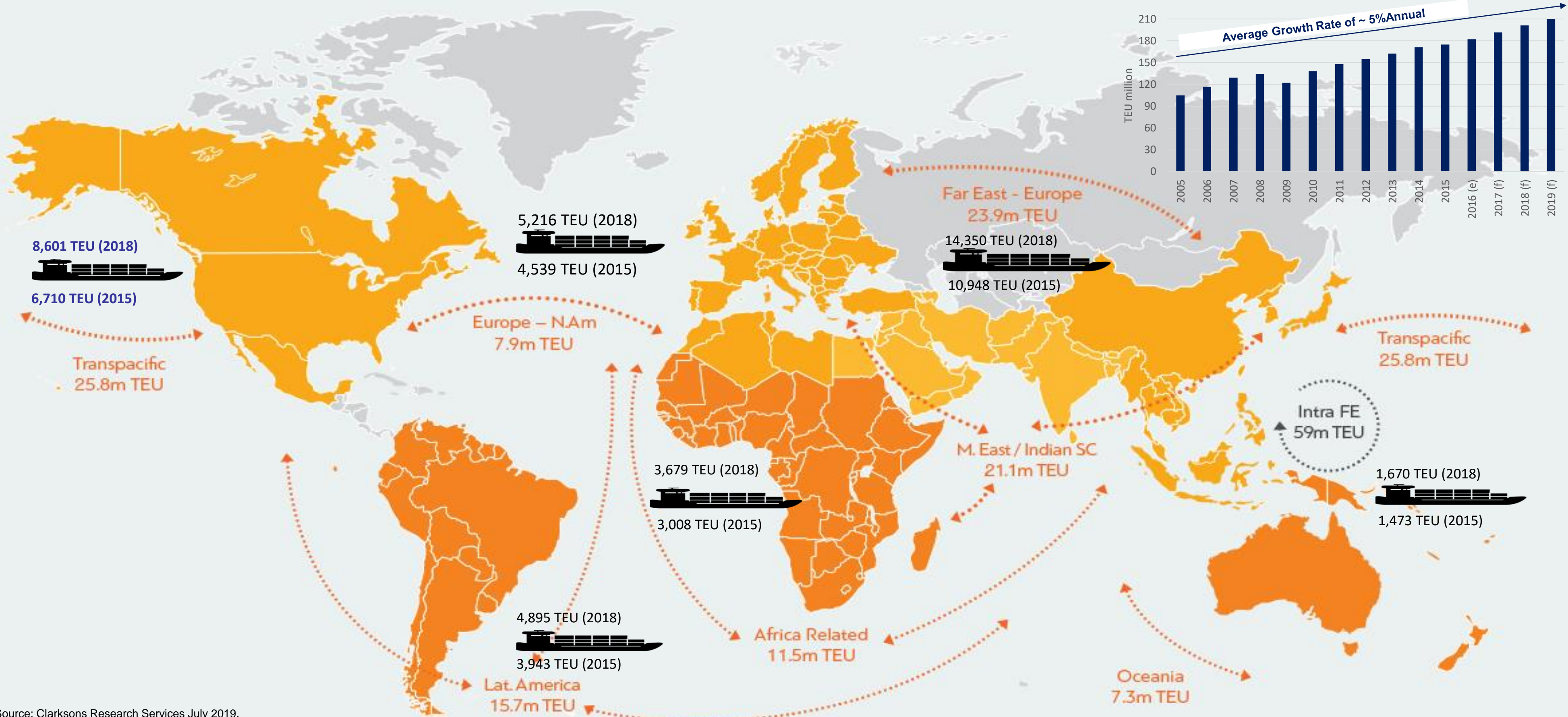
Notes

1. As of July 25, 2019
2. TEU-weighted/ Assumes earliest re-delivery dates after giving effect to the exercise of any of Costamare’s extension options.
3. Assuming earliest re-delivery dates.
4. As of October 8, 2019 based on a share price of \$6.08 and quarterly dividend of \$0.10 per common share.

THE CONTAINERSHIP INDUSTRY

Container Trade has grown every year apart from 2009

- Global seaborne container trade growth has averaged 5% since 2005.
- USA and Europe are the biggest destinations of Fronthaul Container Trade, followed by Middle East, Latin America & Africa.
- The average size of deployed vessels has also been increasing across all regions.

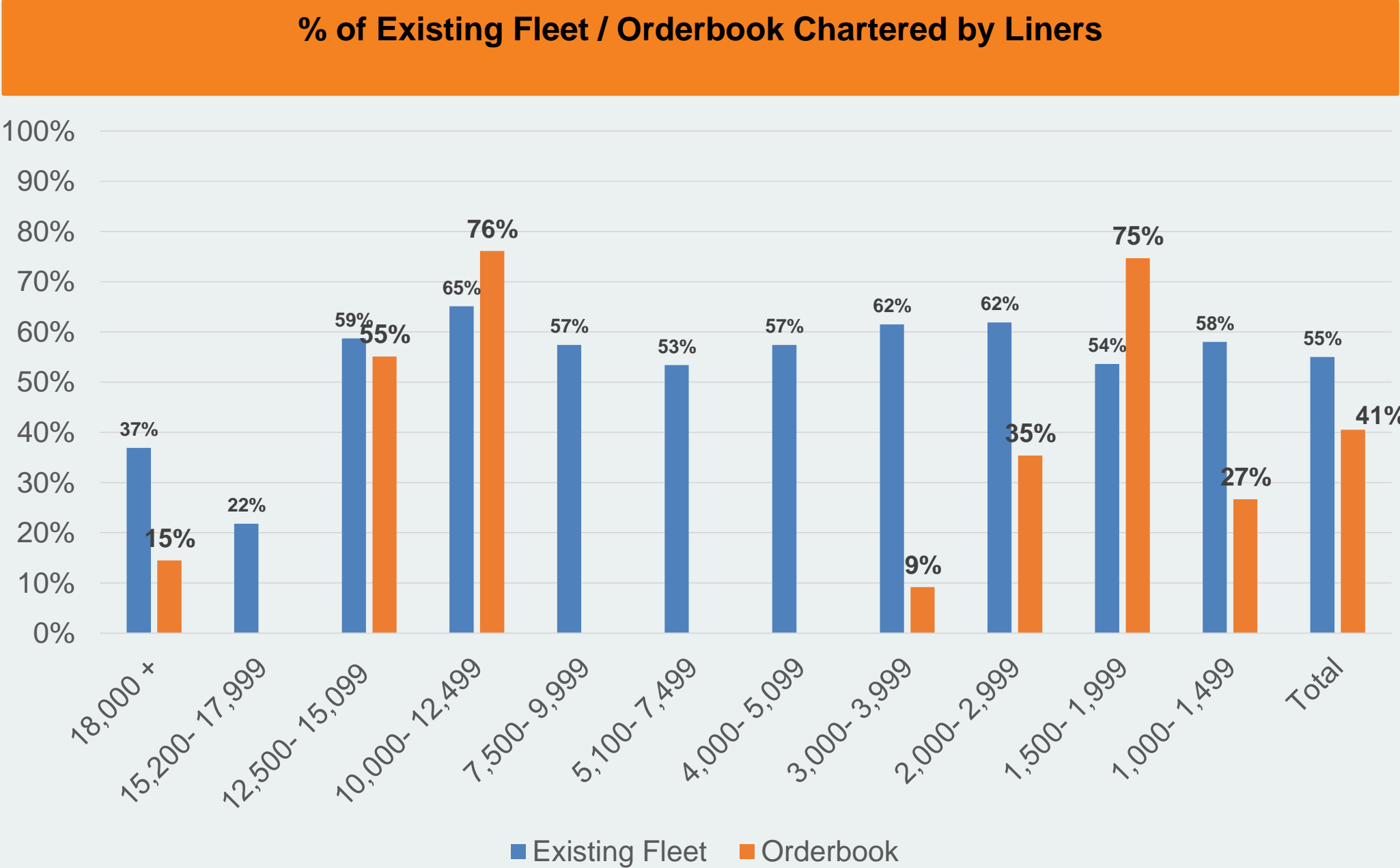


Source: Clarksons Research Services July 2019, Alphaliner Monthly Monitor 2019/2018

Chartered Tonnage is Integrated in Liners' Business Model

- **Liners charter-in more than half of the existing fleet and 41% of the containership orderbook.**
- **Liners may rely more on chartered vessels in the future as they shift their focus to:**
 - Upgraded Logistics Services
 - Asset light business models
- **Long-term charters are awarded to:**
 - Financially strong owners with proven access to financing
 - Reliable vessel operators

TEU	Existing Fleet		Orderbook		Orderbook/ Existing % (TEUs)
	Units	TEU	Units	TEU	
18,000 +	106	2,107,472	41	933,517	44%
15,200- 17,999	42	703,681	0	0	0%
12,500- 15,099	249	3,425,599	41	601,816	18%
10,000- 12,499	164	1,760,937	34	402,350	23%
7,500- 9,999	480	4,231,588	0	0	0%
5,100- 7,499	450	2,800,809	2	10,590	0%
4,000- 5,099	634	2,872,699	0	0	0%
3,000- 3,999	251	874,839	11	33,588	4%
2,000- 2,999	671	1,710,601	114	281,772	16%
1,500- 1,999	590	1,014,712	68	122,512	12%
1,000- 1,499	710	817,830	45	52,210	6%
500- 999	781	579,324	22	13,916	2%
100- 499	185	60,010	1	120	0%
TOTAL	5,313	22,960,101	379	2,452,391	11%



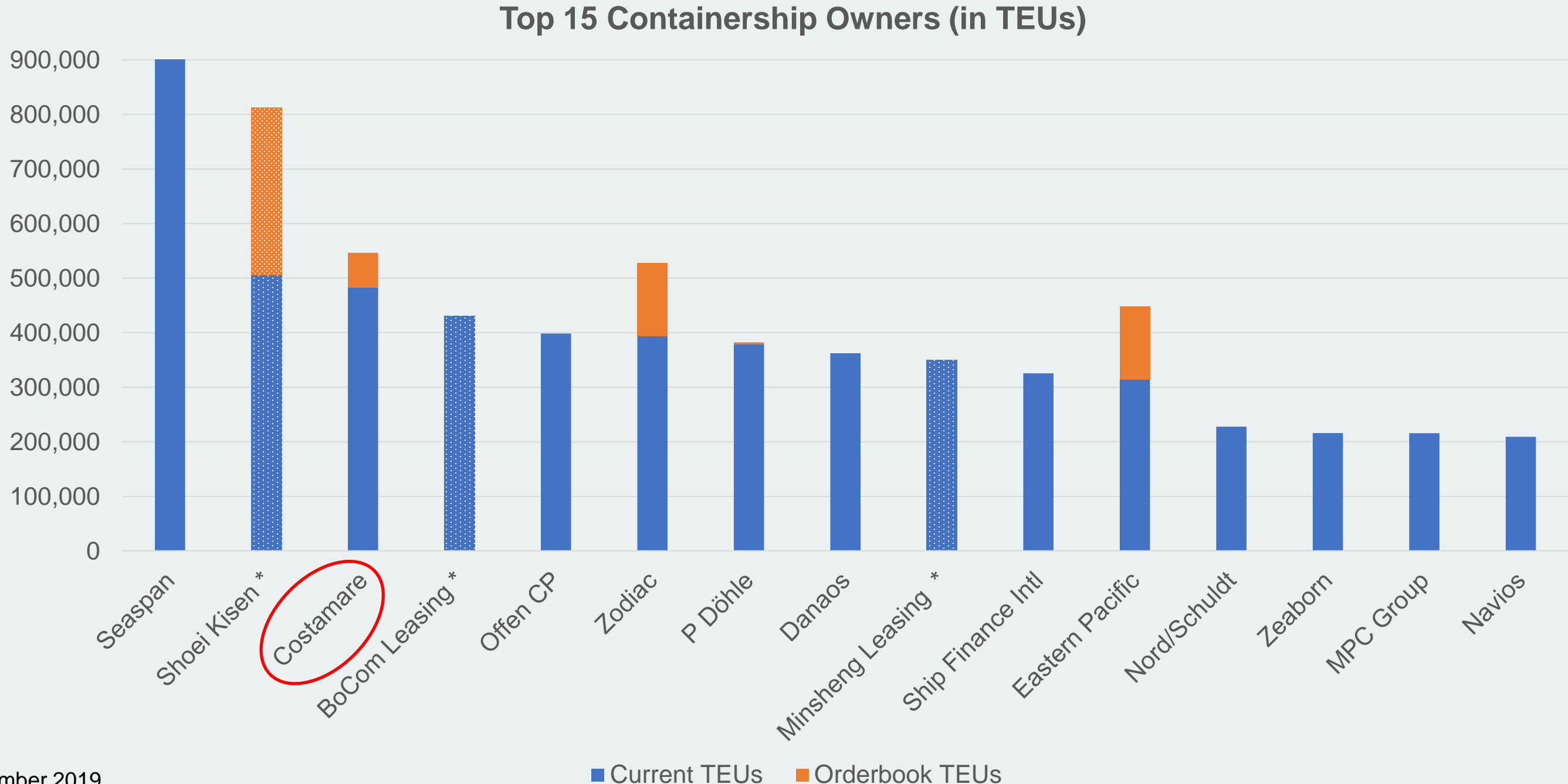
Source: Alphaliner Monthly Report – September 2019

Source: Alphaliner Monthly Report – September 2019

Limited Competition Among Containership Owners

- **Top 15 owners account for:**
 - 65% of the total vessels ordered by containership owners
 - 45% of the chartered fleet in the water

- **Consolidation among containership owners is expected to continue in the future driven by:**
 - Financially distressed operators
 - Further rationalization of lenders' loan portfolios
 - Liners' efficiency requirements

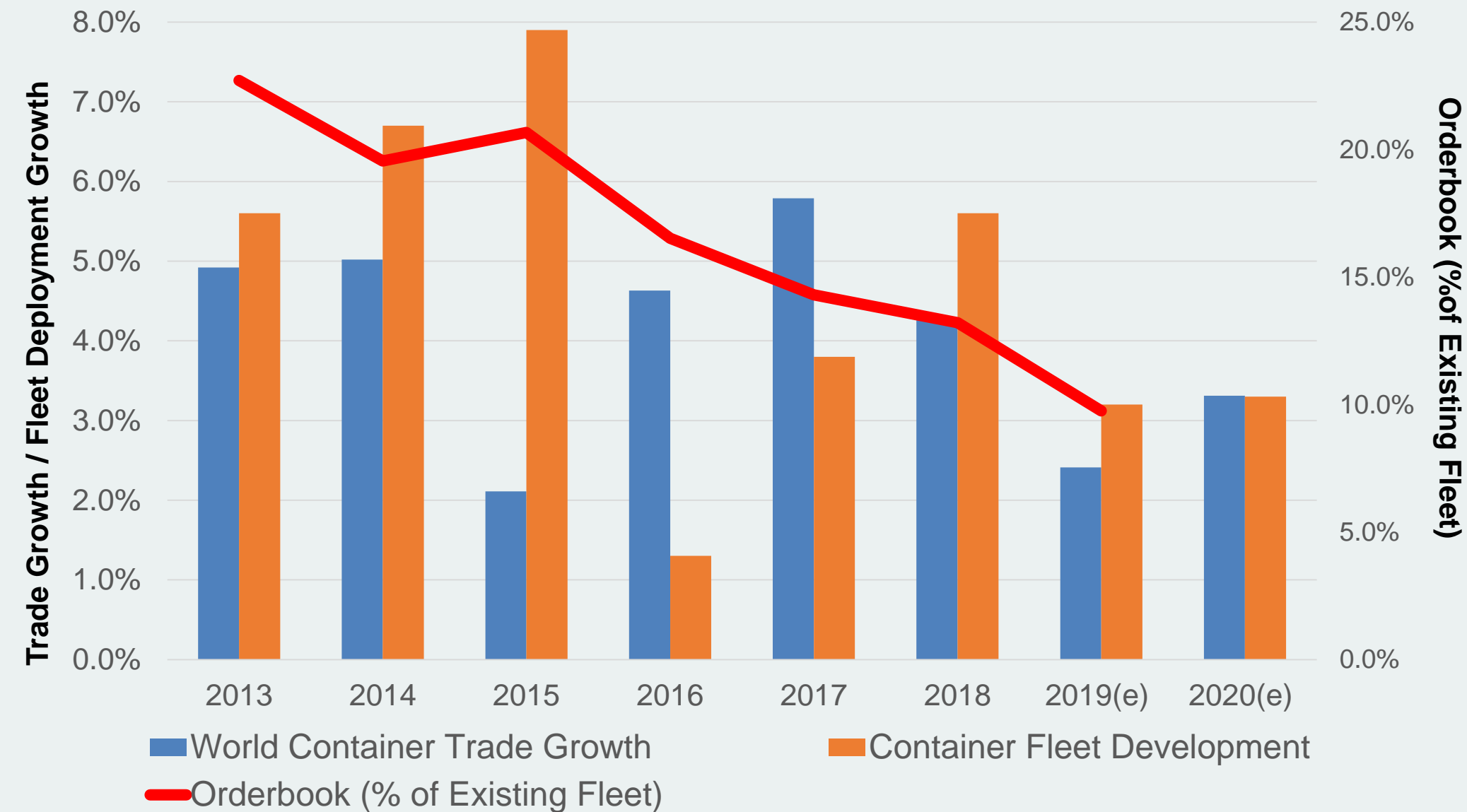


Source: Alphaliner Monthly Report – September 2019
 Note: Companies marked with (*) are finance leasing houses

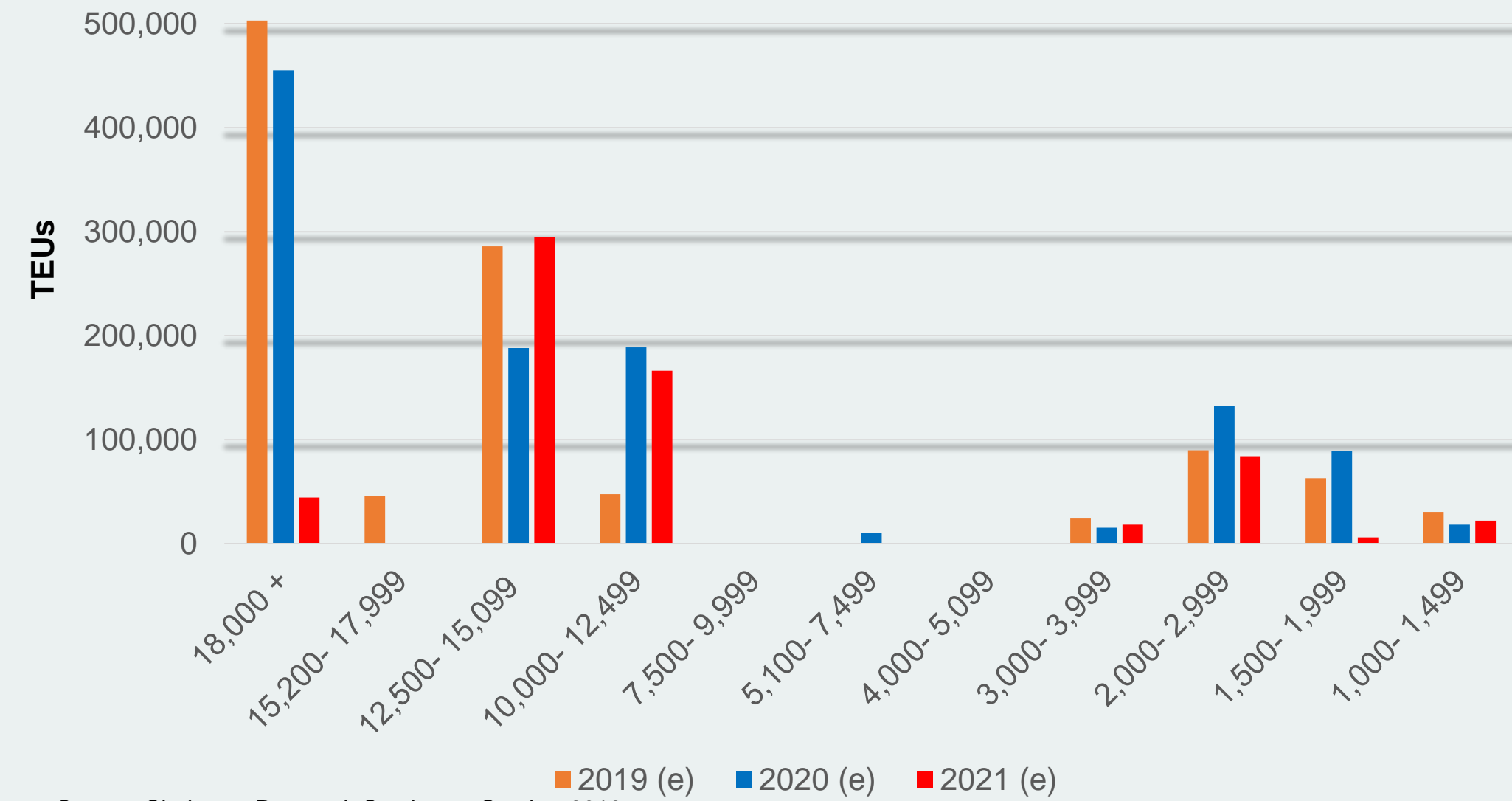


Supply / Demand are expected to balance out in 2020...

...with a shrinking orderbook...



Source: Clarksons Research Services – October 2019



Source: Clarksons Research Services – October 2019

...and low idle fleet levels.



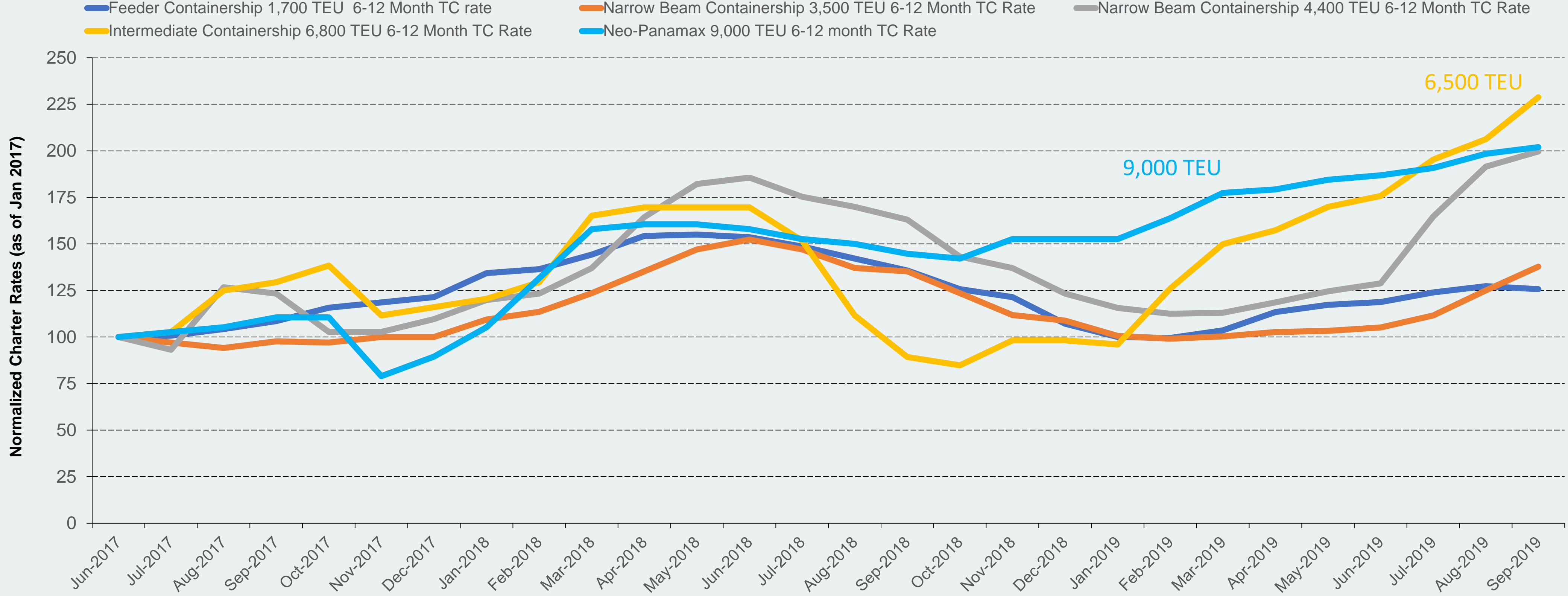
Source: Alphaliner Weekly Reports – September 2019

Important Notes on Idle Fleet

1. Since Q1 2019, idle fleet data is “distorted” because vessels undergoing scrubber installations are shown as idle.
2. For instance, out of the 641K inactive TEU capacity (16 Sep 2019), ca. 277K TEUs are linked to vessels undergoing scrubber installations.
3. Adjusted for note 2, “true” idle fleet (16 Sep 2019) was 1.6%.

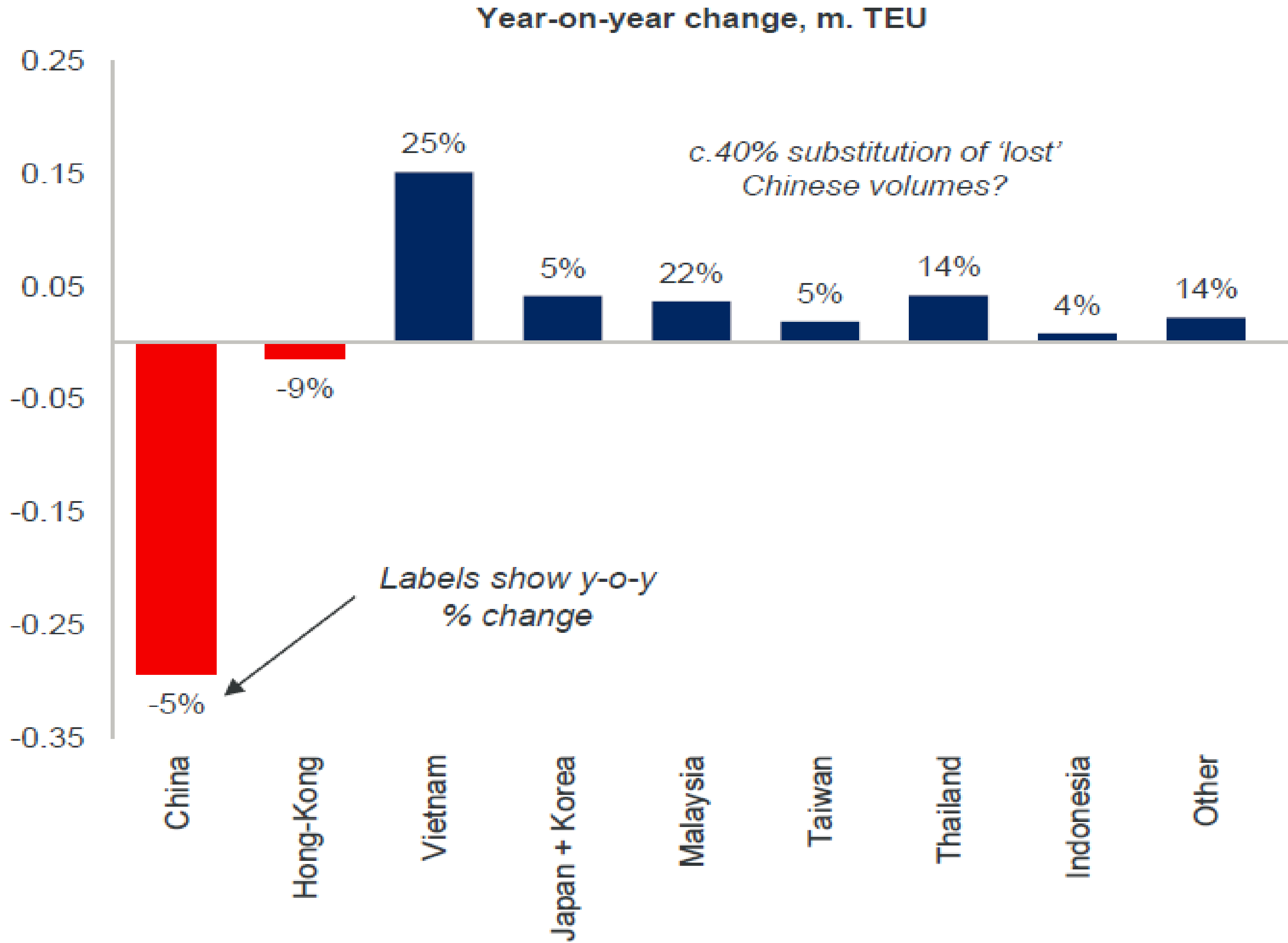
Two-Tier Charter Market for most part of 2019

Large size vessels (>6,500 TEUs) have outperformed smaller ones in 2019



Source: Clarksons Research Services – October 2019

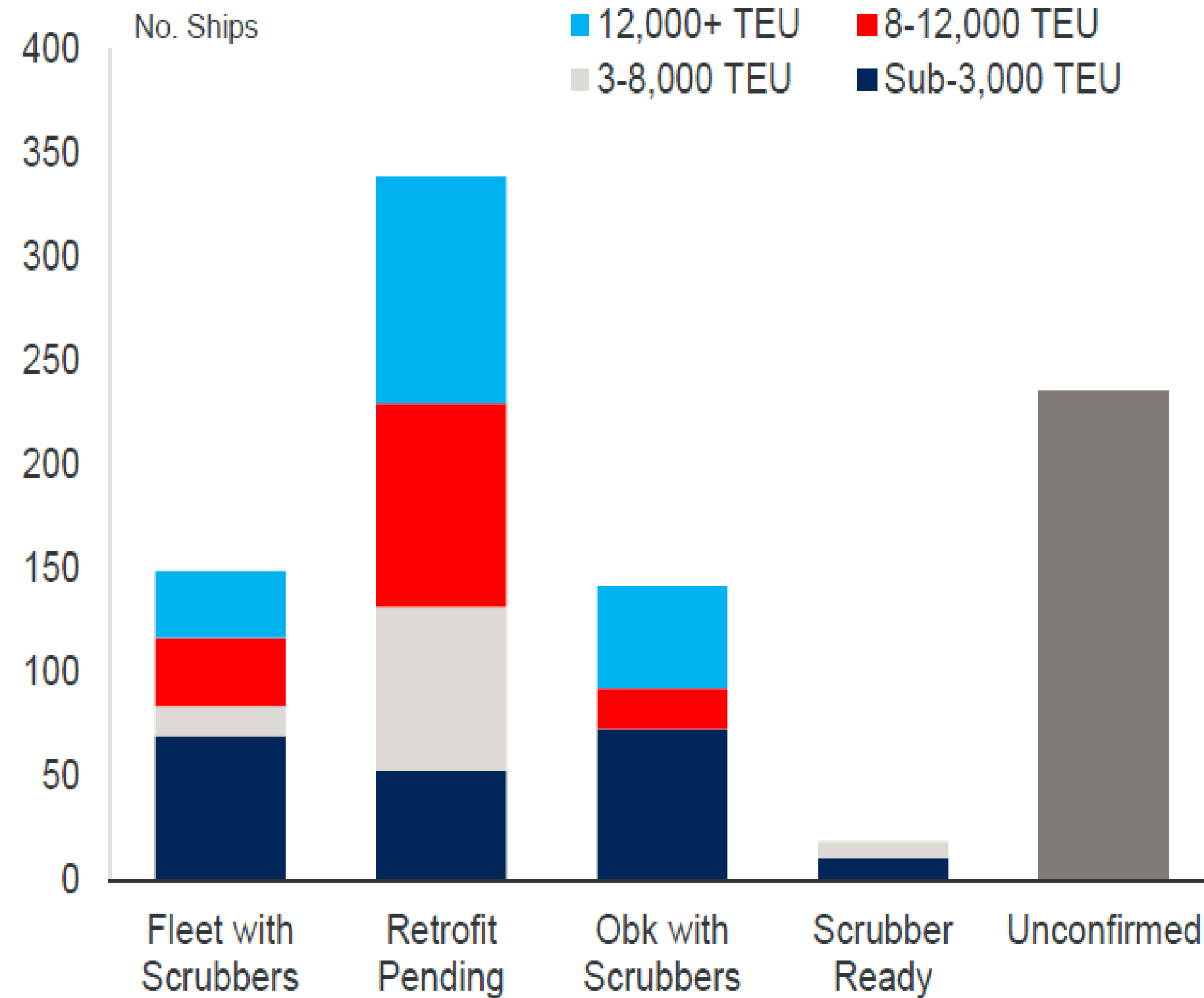
Asia to North America Volume Growth (Jan-Jun 2019)



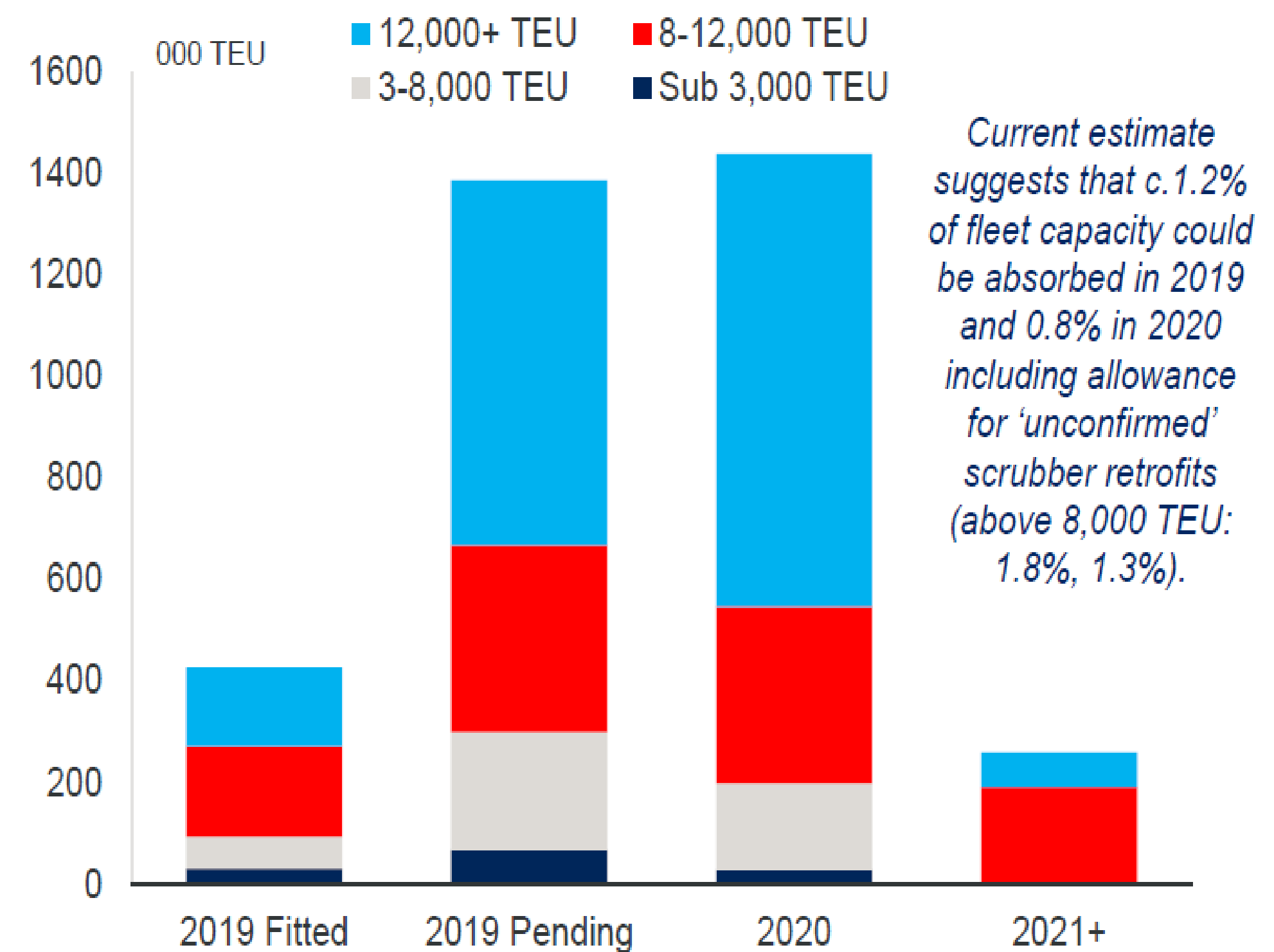
Asian countries (ex. China) demonstrate a potential to replace Chinese exports to North America.

Sulphur cap regulations could drive fundamental upside from vessels time out of service for retrofit

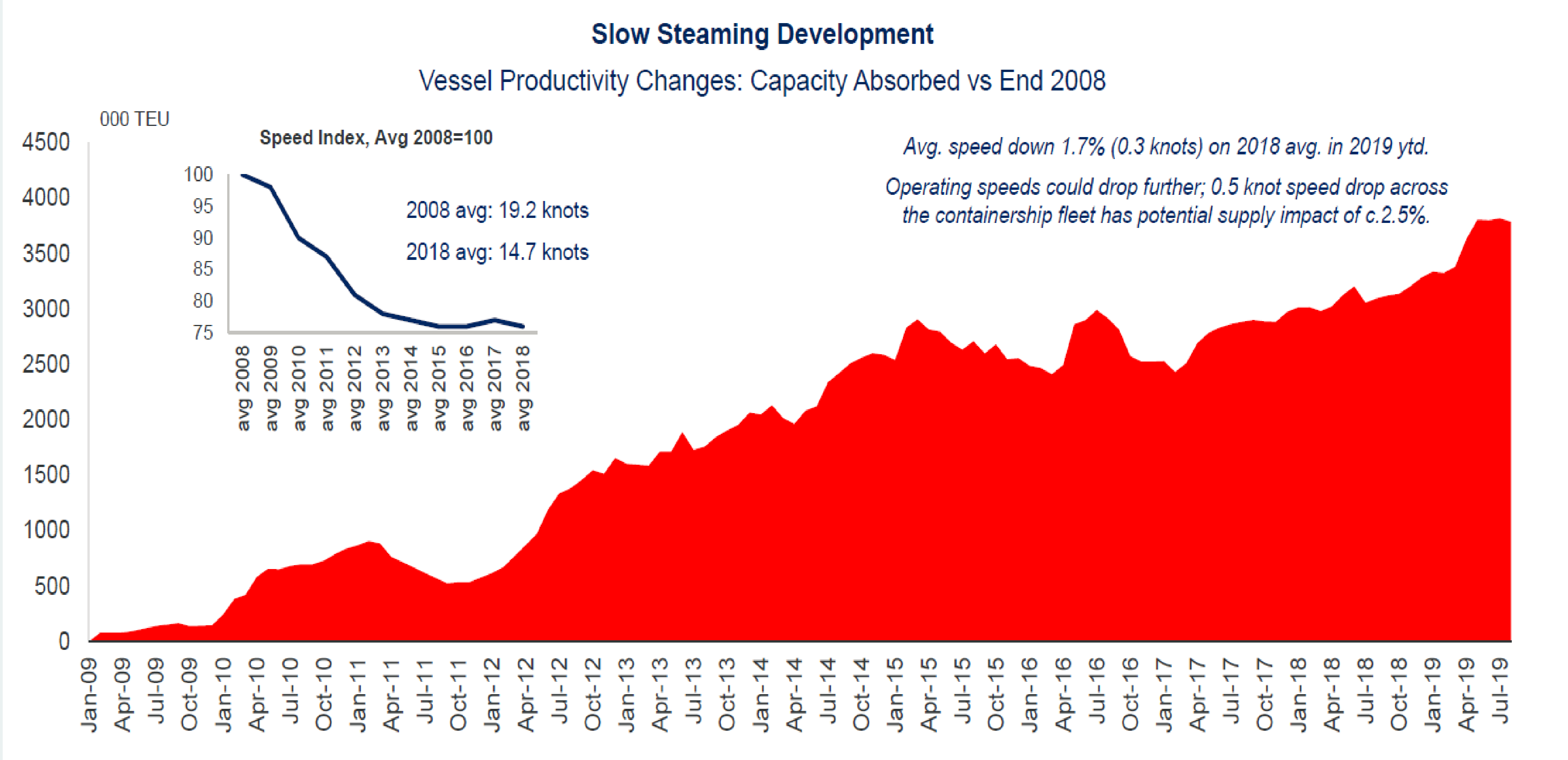
Scrubber Fitted Containerships, 1st August 2019



Scrubber Retrofit Schedule, 1st August 2019



Sulphur cap could drive fundamental upside from reductions in speed to mitigate increased fuel costs



COSTAMARE

- **Profitability**
 - Consistently profitable since Company's inception and as a public company from 2010.
 - Average Return on Equity⁽¹⁾ ("ROE") of 10.3% over the past 5 financial years (2014 – 2018).
- **Risk Management**
 - Prioritize long term time charters (when available) for better earnings / cash flow visibility.
 - Top quality / creditworthy charterers.
 - Prudent Debt amortization; never had to restructure any debt obligation or request covenant waivers / debt deferral payments.
- **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.
- **Access to External Sources of Financing**
 - Common Equity and Preferred Equity offerings linked to growth opportunities.
 - Undisrupted access to bank debt financing, even during the recent financial crisis.
 - Constructive finance dealings with major Asian Leasing Houses.

Note

1. Annual Net Income / Average Total Stockholders Equity (Beginning of Year / End of Year)

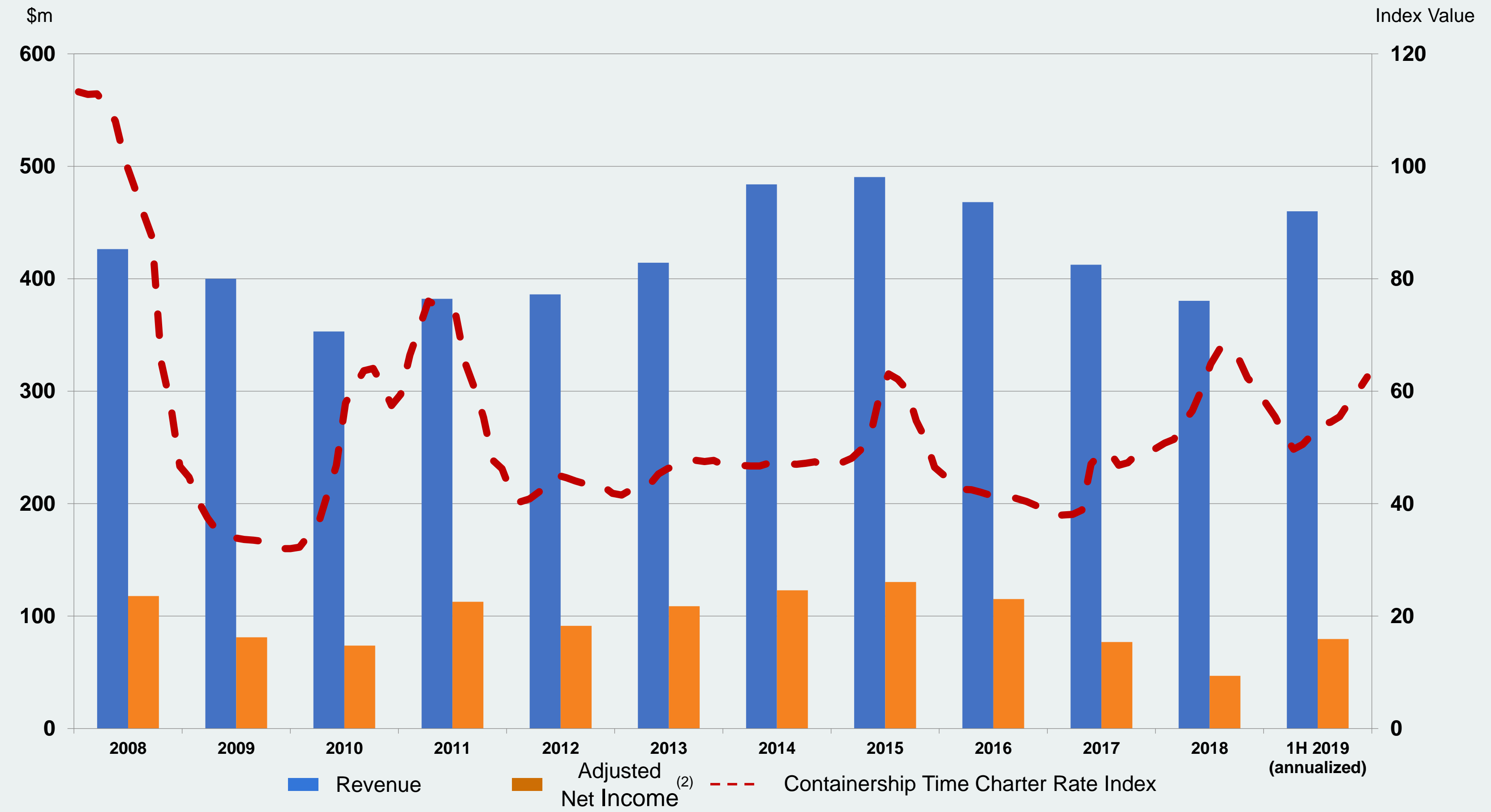
- **Diversified fleet.**
- **Positioned to service all routes (major and minor).**
- **Investment focus on larger vessel (>6,500 TEUs) in the past 15 years.**
- **Expertise in the efficient operation of older vessels (average scrapping age of 27 years for the 23 vessels scrapped since our IPO).**

Size	TEUs Range	Av Size	No	Average Age	Av. Year Built
Very Large	12,000-15,000	13,600	10	1	2018
Large Wide Beam	10,000-12,000	11,000	5	2	2017
Large	7,500-10,000	9,000	18	10	2009
Intermediate	5,100-7,500	6,700	15	18	2001
Panamax (wide-beam)	5,000	5,000	4	5	2014
Standard Panamax	4,000 – 5,100	4,800	6	18	2001
Handys	2,000 – 4,000	2,600	10	18	2001
Feeder	1,000 – 2,000	1,400	7	18	2001
Total / TEU weighted average		7,174	75	9	

Profitable Performance Throughout the Business Cycle



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



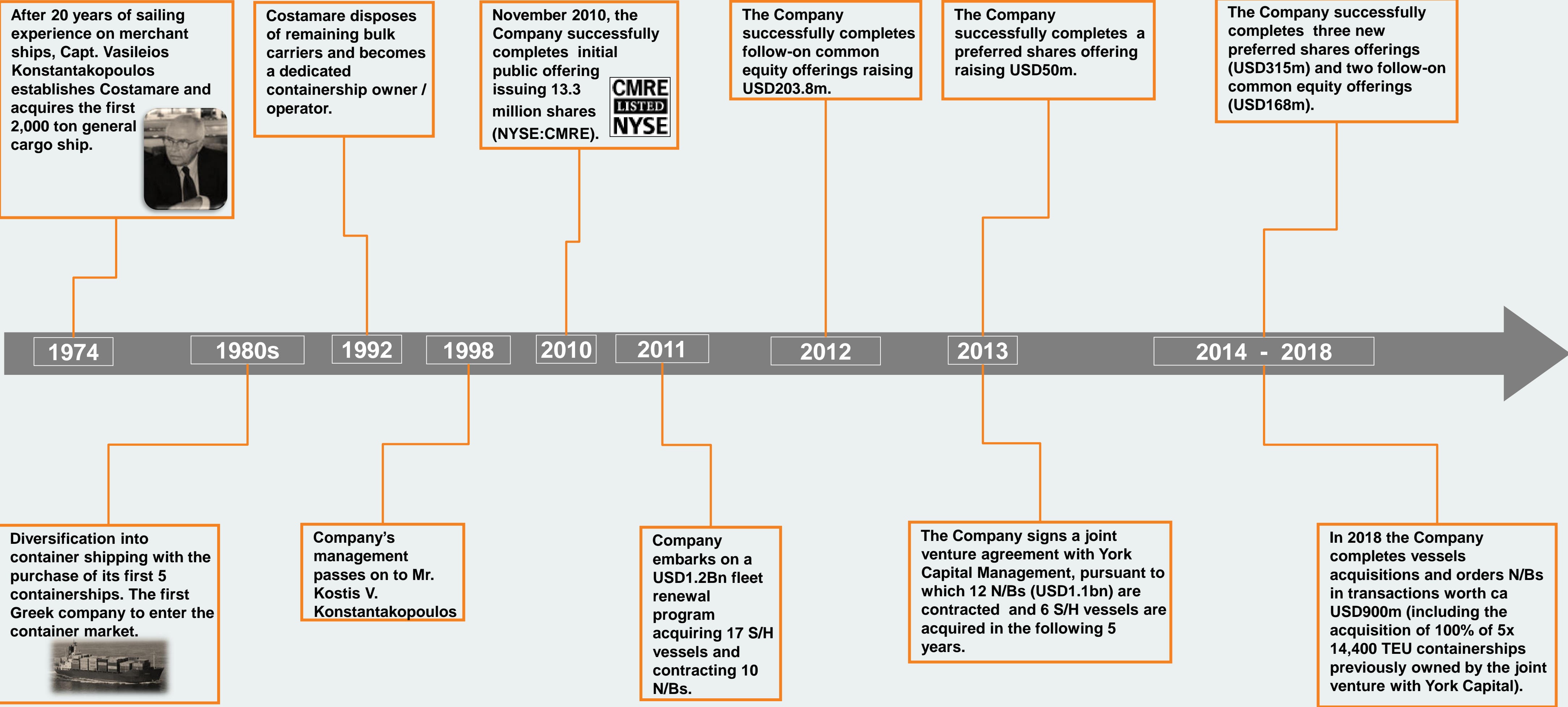
Source: Clarksons Research Services, Company filings

Note

- 1. Annual Net Income / Average Total Stockholders Equity (Beginning of Year/ End of Year)
- 2. Non-GAAP Item, see Appendix for a definition and reconciliation to the nearest GAAP measures (Q2 2019).

APPENDIX

Costamare Corporate History



Reconciliation of Net Income to Adj. Net Income



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

	Three-month period ended June 30,	
	2018	2019
(Expressed in thousands of U.S. dollars, except share and per share data)		
Net Income	\$ 14,300	\$ 28,790
Earnings allocated to Preferred Stock	(7,904)	(7,904)
Net Income available to Common Stockholders	<u>6,396</u>	<u>20,886</u>
Accrued charter revenue	(1,003)	2,040
General and administrative expenses – non-cash component	1,193	767
Amortization of prepaid lease rentals, net	2,032	2,033
Amortization of Time charter assumed	-	48
Realized (Gain) / loss on Euro/USD forward contracts (1)	102	112
Loss on sale / disposals of vessels	861	-
Loss on sale / disposal of vessel by a jointly-owned company with York included in equity gain on investments	-	38
Loss on asset held for sale by a jointly-owned company with York included in equity gain on investments	668	-
(Gain) / loss on derivative instruments, excluding interest accrued and realized on non-hedging derivative instruments (1)	220	291
Adjusted Net Income available to Common Stockholders	<u>\$ 10,469</u>	<u>\$ 26,215</u>
Adjusted Earnings per Share	<u>\$ 0.10</u>	<u>\$ 0.23</u>
Weighted average number of shares	<u>109,873,071</u>	<u>114,040,870</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, vessels' impairment loss, loss on sale / disposal of vessels, swaps' breakage costs, 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, non-cash general and administrative expenses and non-cash other items, amortization of prepaid lease rentals, net, amortization of Time charter assumed 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.

Containerships are the Engine of International Trade

Shippers



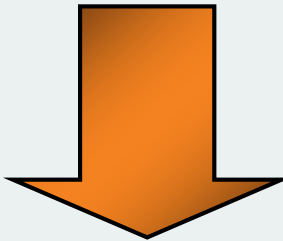
- ▶ Require movement of materials and finished goods through supply chains



Containership Owners



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



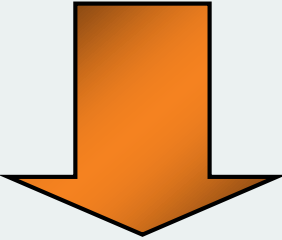
Visible Cash Flows

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