

A large cargo ship is shown from an elevated perspective, sailing on a choppy sea. The ship is white with a black hull and features several tall masts and cranes. A star is visible on the white superstructure. The text is overlaid on the right side of the ship.

EuroDry Ltd.
Company Presentation
[NASDAQ: EDRY]
March 2022

Forward-Looking Statements

Statements in this presentation may be "forward-looking statements" within the meaning of federal securities laws. The matters discussed herein that are forward-looking statements are based on current management expectations that involve risks and uncertainties that may result in such expectations not being realized. Actual outcomes and results may differ materially from what is expressed or forecasted in such forward-looking statements due to numerous potential risks and uncertainties including, but not limited to, the need to manage our growth and integrate additional capital, acquire additional vessels, volatility in the dry-bulk shipping business and vessel charter rates, our ability to obtain sufficient capital, the volatility of our stock price, and other risks and factors. Forward-looking statements made during this presentation speak only as of the date on which they are made, and Eurodry does not undertake any obligation to update any forward-looking statement to reflect events or circumstances after the date of this presentation.

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This presentation also contains historical data about the dry bulk trade, the dry bulk and the dry bulk. These figures have been compiled by the Company based on available data from a variety of sources like broker reports and various industry publications or represent Company's own estimates. The Company exercised reasonable care and judgment in preparing these estimates, however, the estimates provided herein may not match information from other sources.

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Introduction

EuroDry - Introduction

- **EuroDry Ltd. (NASDAQ: EDRY) was spun-off from Euroseas Ltd. on May 30, 2018 as a pure drybulk carrier owner to provide worldwide ocean-going transportation services for ...**
 - ... major bulks (iron ore, coal and grains) and minor bulks (e.g steel products, bauxite, fertilizers etc.)..
 - ... by owning vessels in the middle of the size range of drybulk carriers, 50,000-85,000 dwt (Supramax to Kamsarmax), which present the most flexible employment opportunities
 - After the just-announced acquisition of M/V Molyvos Luck, EDRY's fleet is comprised of 10 vessels with an average age of about 13 years and a carrying capacity of 727k dwt

- **Our “former parent”, Euroseas Ltd., was formed in 2005 by the Pittas family which has owned/operated vessels since 1870**
 - Euroseas accessed the capital markets in 2005 and is listed on NASDAQ since 2007
 - Managed to navigate through the longest depressed earnings period in both the drybulk and the containership sectors

- **Experienced management team and seasoned Board of Directors**
 - Aristides J. Pittas, CEO & Dr. Tasos Aslidis, CFO have 30+ years of industry experience, Simos Parios, CAO has 20+ years; all have been with the Company since inception
 - All members of the board hold leading positions in their respective industries and/or long investment experience in shipping

- **EuroDry's vessels are managed through Eurobulk & Eurobulk FE, which are affiliated companies**
 - Eurobulk was founded in 1995 and Eurobulk FE in 2015
 - Both are established and well-respected within the industry for their efficient & safe operating track record
 - “Vertically integrated” with strong relationships with charterers, suppliers, bankers and other industry participants



Fleet Growth Strategy

“Grow & Renew” fleet with accretive acquisitions

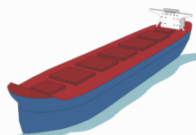
- Over the past 10 months, EuroDry expanded its fleet with 3 additional vessels growing its fleet by 37% in dwt terms
 - **M/V “Molyvos Luck” – 57,924 dwt**
2014 Chinese built Supramax vessel acquired for \$21.2 million in January 2022 with a time charter attached at a rate of \$13,250/day until April 2022. Upon the completion of the existing charter, the Company entered into a new charter agreement for a period of between a minimum of 11 months and a maximum of 13 months at a rate of \$25,750/day.
 - **M/V “Good Heart” – 62,996 dwt**
2014 Chinese built Ultramax vessel acquired for \$24.5 million in September 2021
 - **M/V “Blessed Luck” – 76,704 dwt**
2004 Japanese built Panamax vessel acquired for \$12.12 million in May of 2021. Upon acquisition the Company entered into a charter agreement for the vessel for a period between a minimum of 11 months and a maximum of 13 months at a rate of \$19,500/day

Publicly-listed platform of consolidation

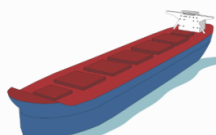
- EuroDry presents the opportunity to be a platform for consolidating vessels and fleets which seek an exit via the public markets
 - Can merge with rather than “absorb” the target fleet
 - Flexibility in defining post-merger management & further growth strategy

Current Fleet Profile

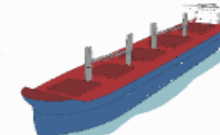
EuroDry's fleet is comprised of 10 vessels with an average age of ~13 years and a carrying capacity of 727k dwt



2x Kamsarmaxes
Avg. Age: 5 years
Carrying Capacity:
164k Dwt



5x Panamaxes
Avg. Age: ~20 years
Carrying Capacity:
~378k Dwt



2x Ultramax – 1x Supramax
Avg. age: 7 years
Carrying Capacity:
184.4k Dwt

	Name	Type	Size (dwt)	Year Built	Country of Build
<i>Current Fleet</i>					
Modern/NB Cluster	Ekaterini	Kamsarmax	82,000	2018	China 🇨🇳
	Xenia	Kamsarmax	82,000	2016	China 🇨🇳
	Alexandros P	Ultramax	63,500	2017	China 🇨🇳
	Good Heart	Ultramax	62,996	2014	China 🇨🇳
	Molyvos Luck	Supramax	57,924	2014	China 🇨🇳
Panamax Cluster	Blessed Luck	Panamax	76,704	2004	Japan 🇯🇵
	Eirini P	Panamax	76,466	2004	Japan 🇯🇵
	Starlight	Panamax	75,845	2004	Japan 🇯🇵
	Pantelis	Panamax	74,020	2000	Japan 🇯🇵
	Tasos	Panamax	75,100	2000	Japan 🇯🇵
Total		10 vessels	726,555	13.1⁽¹⁾	

Fleet is built around two clusters:

- 1) High quality Japanese vintage Panamaxes which are “cash-cows” in present markets with no risk of technological obsolescence
- 2) Own-contracted newbuildings in quality Chinese yards, and two high quality second hand vessels one Ultramax and one Supramax all of which are highly efficient eco designs with very attractive commercial characteristics in terms of fuel efficiency and operating requirements



Note:

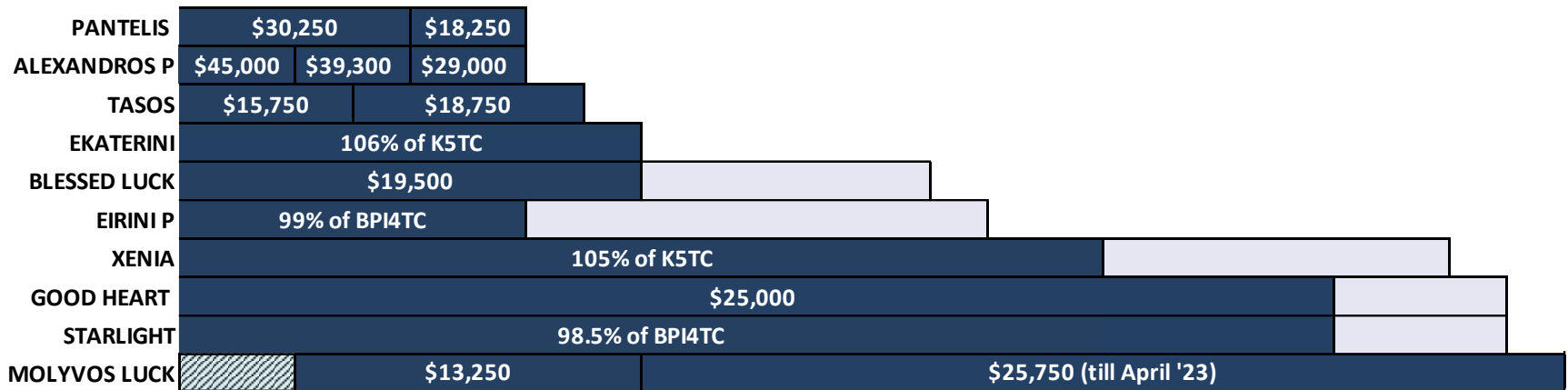
1) Average age is weighted by the size of the vessels

Vessel Employment: Taking Advantage of the Strong Market

Fixed rate coverage in the remaining of 2022 as of end of Q1 of approximate 22%

(excludes ships on index charters which are open to market fluctuations but have secured employment)

2022											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Q1			Q2			Q3			Q4		



Legend: Min TC Period Re-delivery range Positioning Dry-Dock Period not owned

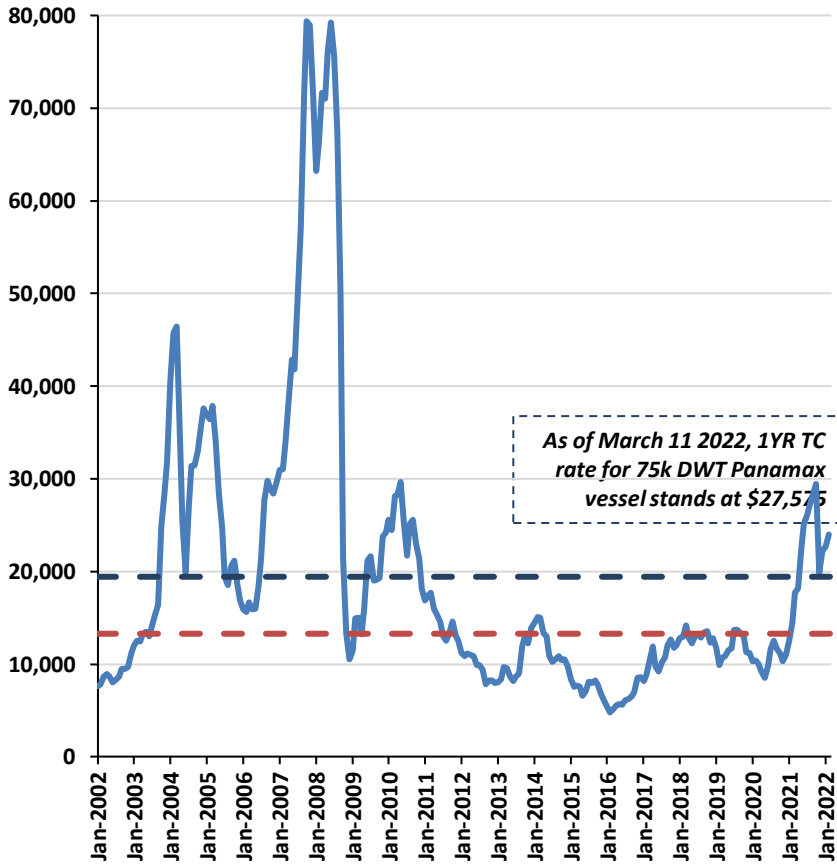


A large drybulk carrier ship is shown at sea, viewed from an elevated angle. The ship has a white superstructure with a prominent star on the funnel and a dark hull. The ocean is choppy with whitecaps.

**Drybulk Sector Overview:
Favorable Supply/Demand Fundamentals**

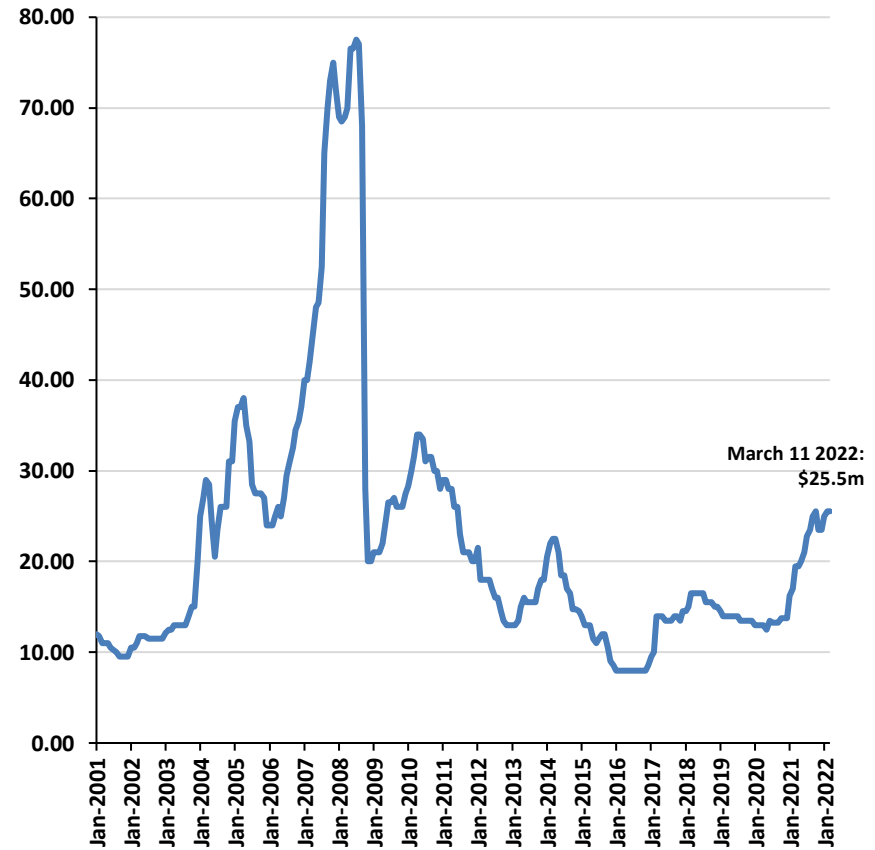
Current Point in the Market Cycle

Panamax vessel – 1 Year Time Charter Rate (\$/day)



Panamax⁽¹⁾ vessel 10-Year Old Secondhand Price (\$m)

Secondhand Prices have recovered but not as much as rates still offering investment opportunities



— Panamax vessel – 1 Year Time Charter Rate — Median — Average

Source: Clarksons Research

Note:

1) Panamax Bulkcarrier 82k dwt

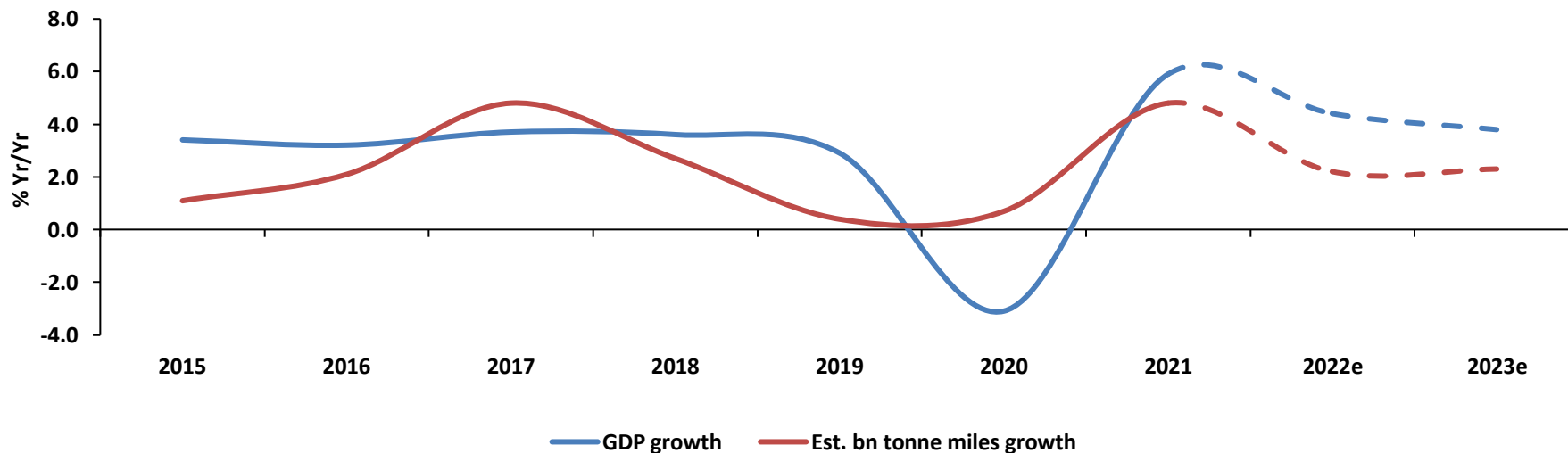


World GDP & Drybulk Trade Growth

Annual GDP Growth vs Ton-miles growth

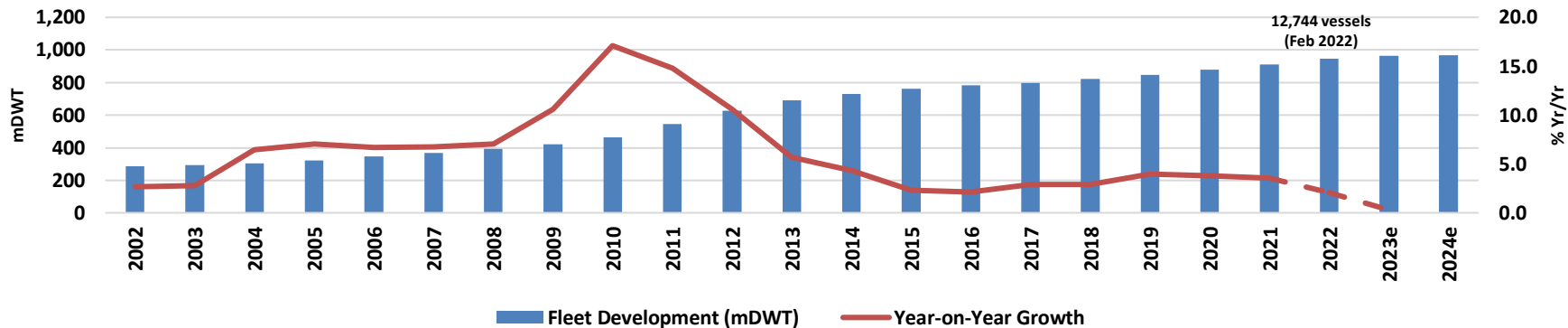
	2015	2016	2017	2018	2019	2020	2021	2022e	2023e
World Real GDP Growth (% p.a)	3.4	3.2	3.7	3.6	2.9	-3.1	5.9	4.4	3.8
								<i>(IMF: as of Jan-2022)</i>	
Drybulk trade, ton-miles (% p.a.)	1.1	2.1	4.8	2.7	0.4	0.7	4.0	2.5	1.7
								<i>(Clarksons: as of Feb-2022)</i>	

Trade and growth projections shown do not account for the effects of the Ukraine-Russia war on the world economic growth and drybulk trade.

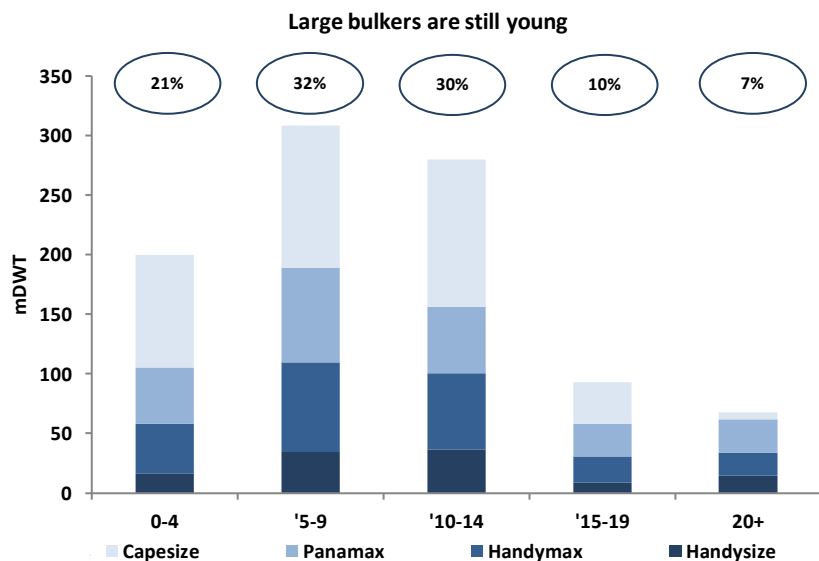


Drybulk Fleet Overview

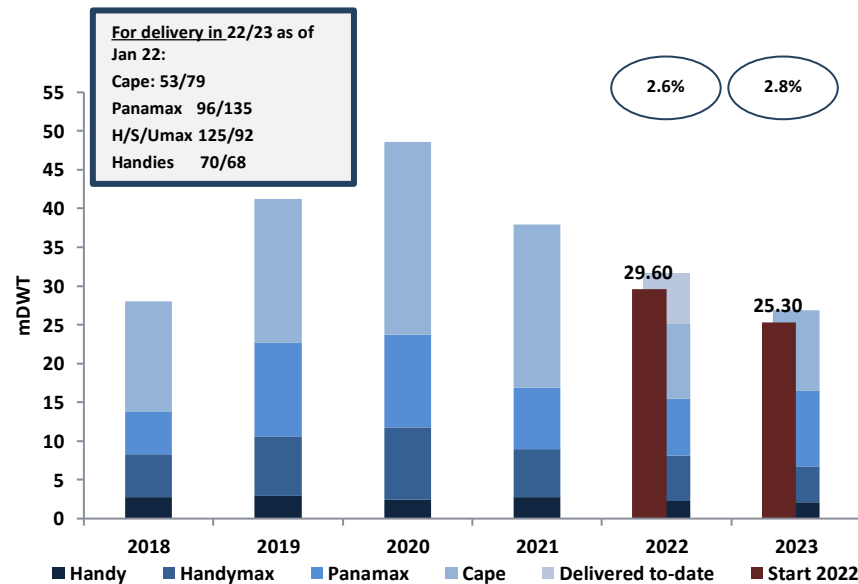
Fleet Development



Dry Bulk Age Profile



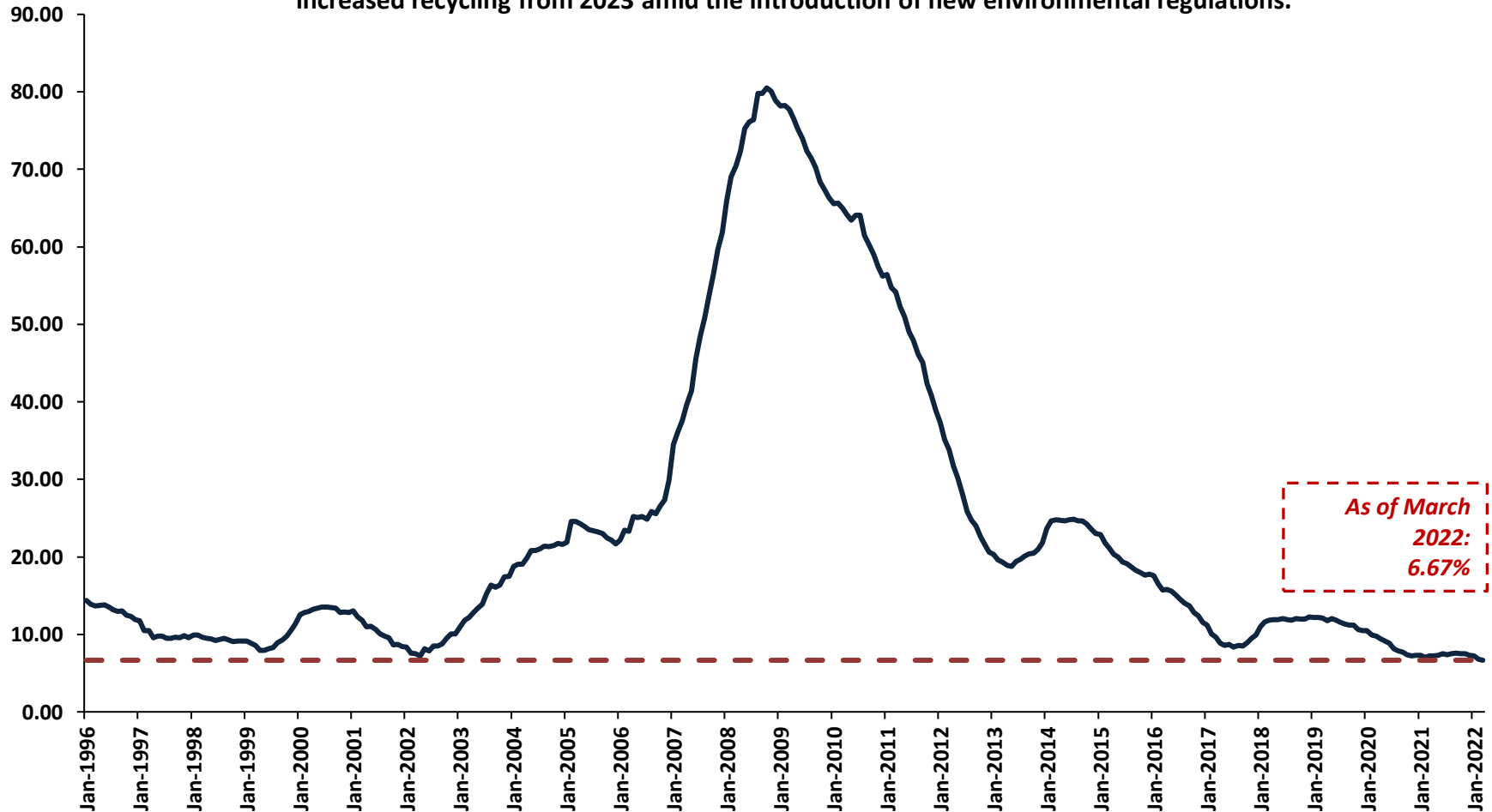
Orderbook



Orderbook-to-Fleet Ratio, Drybulk Fleet

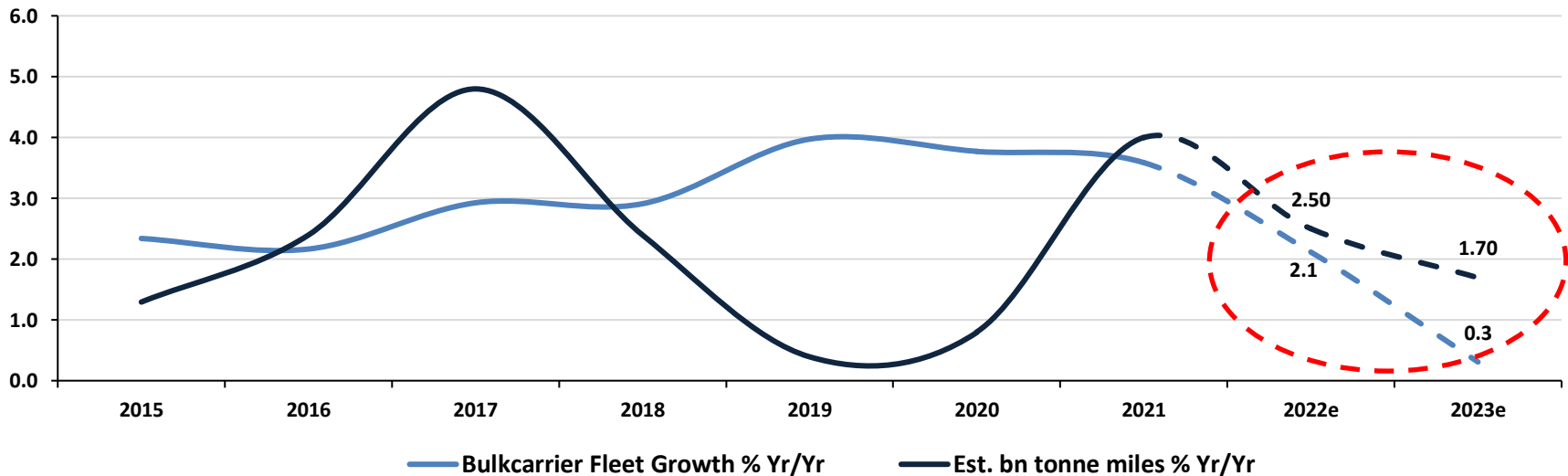
Orderbook as % of fleet

The orderbook in the sector, just 6.7% of the fleet, remains one of the lowest in history, while there is also potential for increased recycling from 2023 amid the introduction of new environmental regulations.



Outlook Summary

Drybulk Supply – Demand Outlook



- In 2022, dry bulk trade, as of mid-February 2022, was projected to grow by a firm 2.5% against fleet capacity expansion of ~2.1% providing the backdrop for charter rate increases as evidenced by year-to-date figures
 - The fallout of the Ukraine-Russia conflict would affect world economic growth and demand for and supply of drybulk commodities
- In 2023, even at a conservative dry bulk trade outlook (1.7% growth in ton-mile terms), demand for ships is expected to outpace expected supply growth at 0.3% according to Clarksons continuing to provide a supportive environment for charter rates. While earnings could fluctuate from current levels during the year, the overall outlook appears positive pending, of course, assessment of the effects of the Ukraine-Russia conflict
 - Furthermore, in 2023, requirements to comply with carbon emission reductions should result in compulsory lower vessel speed, thus, reducing the effective supply of vessels

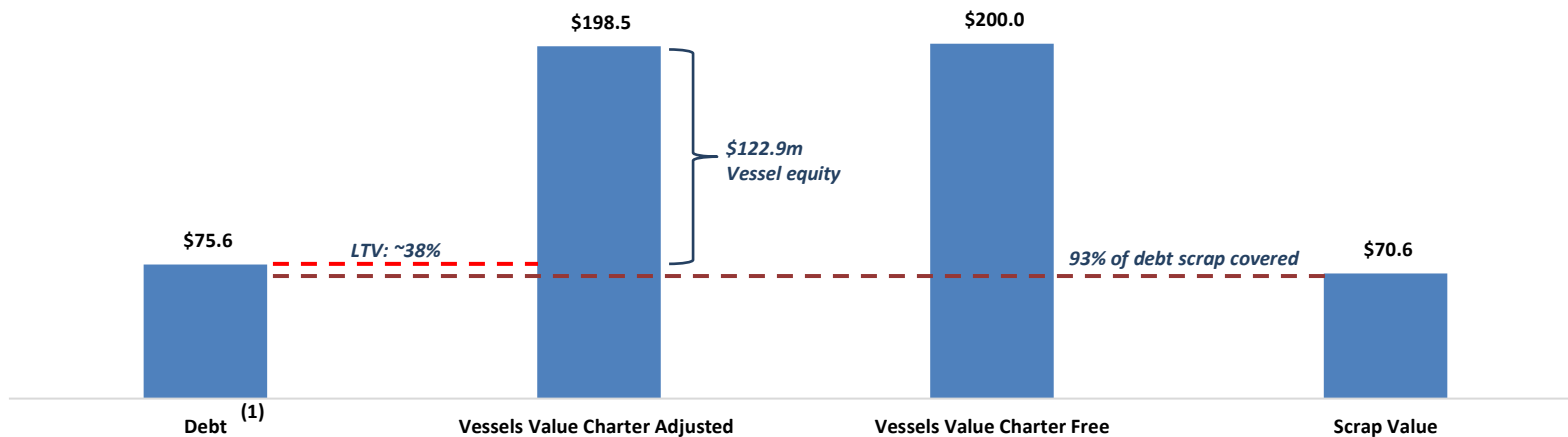




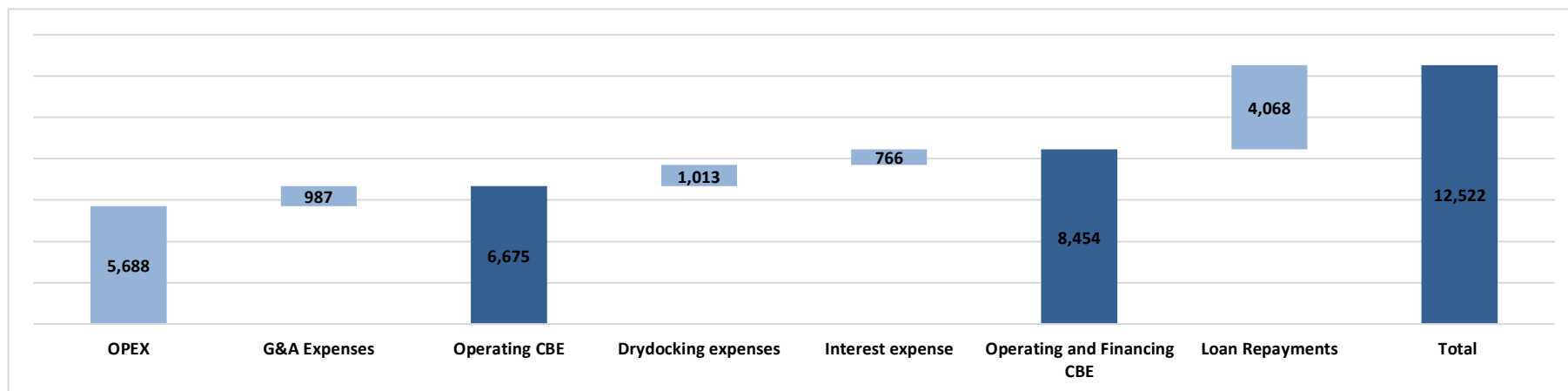
Why Invest in EuroDry

Debt Repayment Profile & Cash Flow Breakeven Daily Rate

Debt vs Current Market Values (31-3-2022)



Cash Flow Break Even Estimate for the Next 12 months (\$/day)



Notes:

1) Based on current loans; M/V Molyvos Luck is unencumbered



Indicative 2022 EBITDA Calculator

This slide provides a calculation tool for our shareholders and investors to assess the earnings potential in 2022 in the current market environment

EBITDA Calculator - 2022	FY 2021	Q1 2022	Q2 2022	Q3 2022	Q4 2022	FY 2022
Number of vessels	7.9	9.7	10.0	10.0	10.0	9.9
Calendar (available) days	2874	837	874	894	920	3525
(A) Contracted EBITDA Contribution						
Contracted days	2860	486.1	215.7	181.0	120.0	1003
Coverage ⁽²⁾	99.5%	58.1%	24.7%	20.2%	13.0%	28.4%
Average TC rate contracted (\$/day)	24,222	23,417	22,299	25,041	25,229	23,686
Actual / Contracted EBITDA contribution (\$m)	42.4	7.6	3.1	3.1	2.1	15.8
(B) Open Days EBITDA Contribution						
Indicative drydocking days estimate		34	36	26	0	96
Open or Index-linked Days		317	622	687	800	2426
<i>Baltic Indices & FFA Rates ⁽¹⁾</i>						
Supramax (\$/day)		26,381	32,250	26,500	25,083	27,554
Panamax (\$/day)		21,959	27,750	25,500	23,750	24,740
Average rate implied (\$/day)		21,466	27,326	25,110	24,247	24,537
"Open Days" EBITDA contribution (\$m)		4.7	12.5	12.0	12.8	42.0
(C) Indicative drydocking costs						
	-0.1	-1.3	-1.4	-1.0	0.0	-3.6
(A+B+C) Total EBITDA estimation (\$m)	42.3	10.9	14.2	14.2	14.9	54.2

EBITDA Calculation Assumptions (2022)

- The Kamsarmax index is defined as \$1,336 above the Panamax. Our Kamsarmax vessels earn a 5%-6% premium to the Kamsarmax index
- The 2004, Japanese-built Panamax vessels, earn almost 100% of the Panamax index; Our older Japanese Panamax vessels (two 2000s) we assume a discount of ~15% to today's index and FFAs; For our Ultramax vessels we assume 110% of the BSI-58
- OPEX and G&A/vessel/day at \$6,700
- Commissions of 5% on market rates

Sources: Company, Clarksons Research

Notes:

- Q1 2022 has been taken from Clarksons (BPI -74, BPI - 82 and BSI - 58), the remaining periods are based on FFAs as of March 14, 2022
- In historical period difference of contracted and calendar days represents days off hire



Why Invest in EuroDry

Two main reasons...

- Strong industry fundamentals: a rare squeeze of supply
 - Positioned to take advantage of it by being more than 70% exposed to the market in 2022
- Attractive valuation: significant potential for appreciation
 - Trading at about 65-70% of NAV

....and quite a number more

- Fleet focused on middle size vessels that provide multiple trading possibilities
- Flexible vessel employment strategy – taking advantage of market trends
- Cost-efficient, safe vessel operations – maintain a low, predictable operating cost level
- Experienced management team of industry veterans and strong track record
- A publicly-listed platform to consolidate providing additional options for growth

Main uncertainty....

- Geopolitical developments from the Ukraine-Russia conflict and their effect on world economic growth and demand for and supply and pattern of trade of drybulk commodities



EuroDry Ltd. Contacts



EuroDry Ltd.
c/o Eurobulk Ltd

4, Messogiou & Evropis Street
151 24 Maroussi, Greece

www.eurodry.gr
info@eurodry.gr

Tel. +30-211-1804005
Fax.+30-211-1804097

Dr. Tasos Aslidis
Chief Financial Officer

EuroDry Ltd.
11 Canterbury Lane
Watchung, NJ 07069
aha@eurodry.gr
Tel: 908-3019091
Fax: 908-3019747

Nicolas Bornozis/Markella Kara
Investor Relations

Capital Link, Inc.
230 Park Avenue, Suite 1536
New York, NY 10169
eurodry@capitalink.com
Tel: 212- 6617566
Fax: 212-6617526

