

Company Presentation
October 2017

CONSERVE ENERGY
PROTECT THE
ENVIRONMENT

This document may contain forward-looking statements that reflects management's expectations for the future. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe," "anticipate," "intend," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions identify forward-looking statements.

The forward-looking statements in this document are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our management's examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

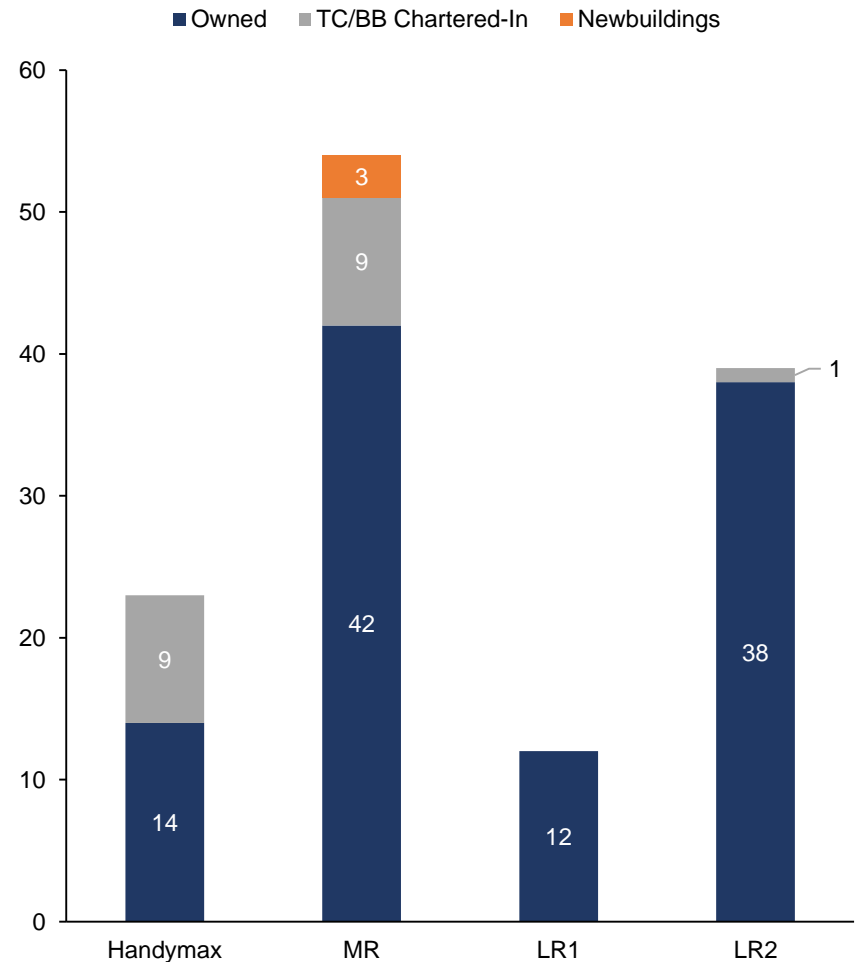
In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the failure of counterparties to fully perform their contracts with us, the strength of world economies and currencies, general market conditions, including fluctuations in charter rates and vessel values, changes in demand for dry bulk vessel capacity, changes in our operating expenses, including bunker prices, drydocking and insurance costs, the market for our vessels, availability of financing and refinancing, charter counterparty performance, ability to obtain financing and comply with covenants in such financing arrangements, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessels breakdowns and instances of off-hires and other factors. Please see our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties.

Key Facts

Scorpio Tankers Inc. is the world's largest and youngest product tanker company

- Pure product tanker play offering all asset classes
 - 106 owned ECO product tankers on the water with an average age of 2.2 years
 - 19 time/bareboat charters-in vessels
- 3 MR vessels under construction to be delivered in 2017/2018
- NYSE-compliant governance and transparency, listed under the ticker "STNG"
- Headquartered in Monaco, incorporated in the Marshall Islands and is not subject to US income tax
- Vessels employed in well-established Scorpio pools with a track record of outperforming the market
- Merged with Navig8 Product Tankers, acquiring 27 ECO-spec product tankers

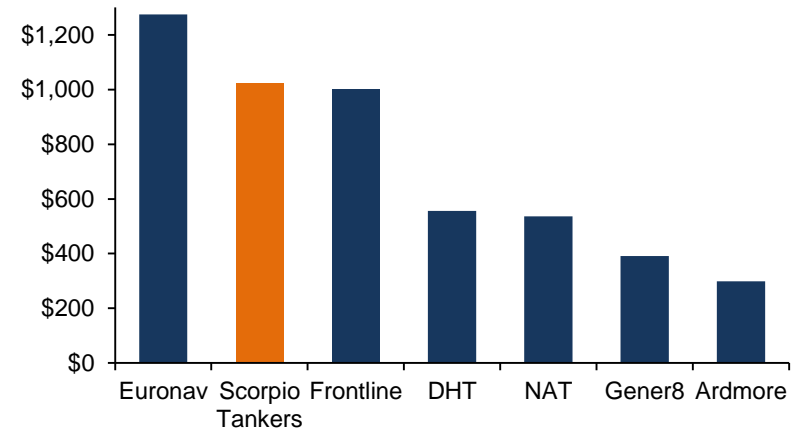
Fleet Profile



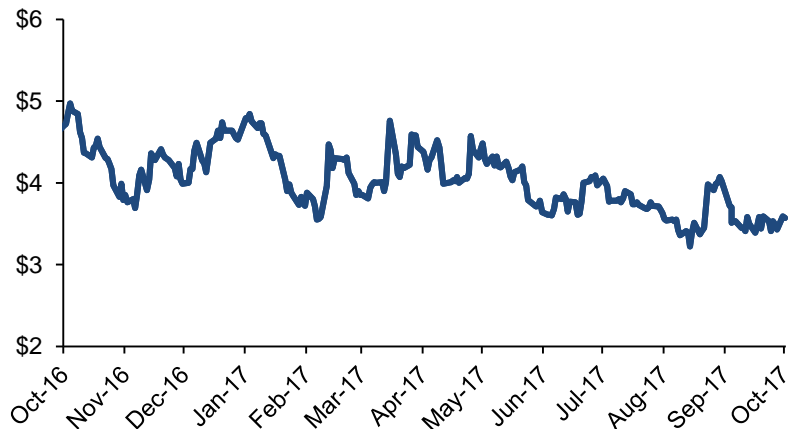
Top Shareholders

#	Holder	Ownership
1	Wellington Management Company	7.2%
2	Dimensional Fund Advisors	5.7%
3	Hosking Partners	2.7%
4	Fidelity Management & Research Company	2.7%
5	BlackRock Fund Advisors	2.4%
6	Magallanes Value Investors	2.2%
7	Nuveen Asset Management	1.7%
8	Tourbillon Capital Partners	1.6%
9	Boston Partners Global Investor	1.5%
10	Investec Asset Management	1.5%

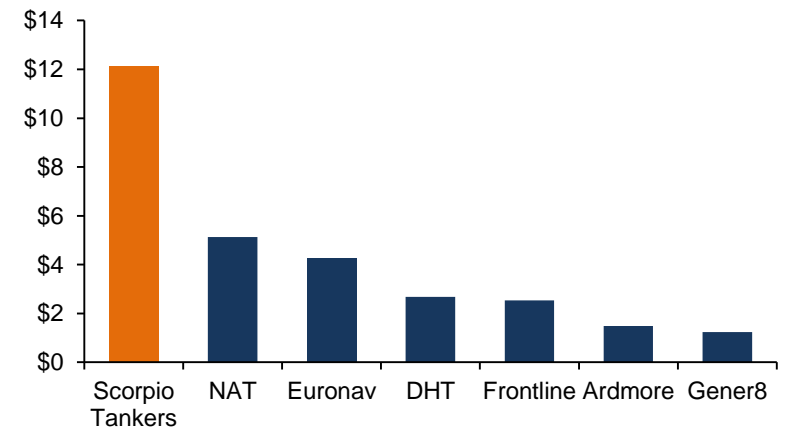
Market Cap (\$m)



12 Month Share Performance

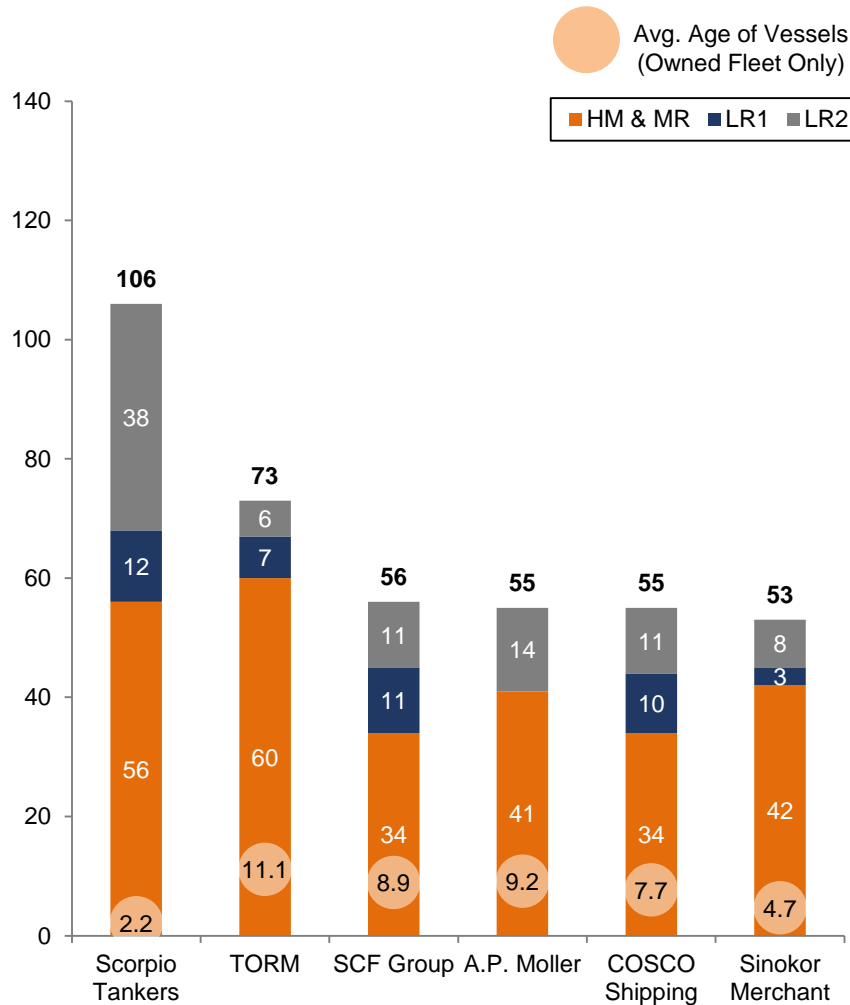


Liquidity Per Day (\$m pd)

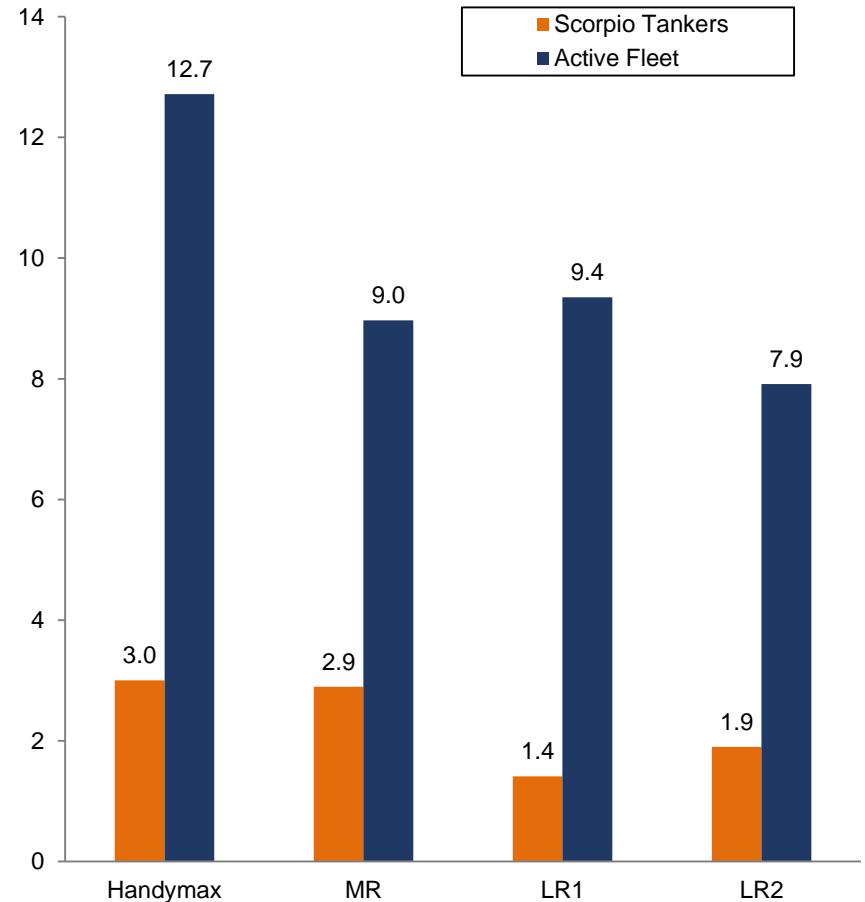


Largest & Youngest Product Tanker Fleet

Largest & Youngest Product Tanker Fleet



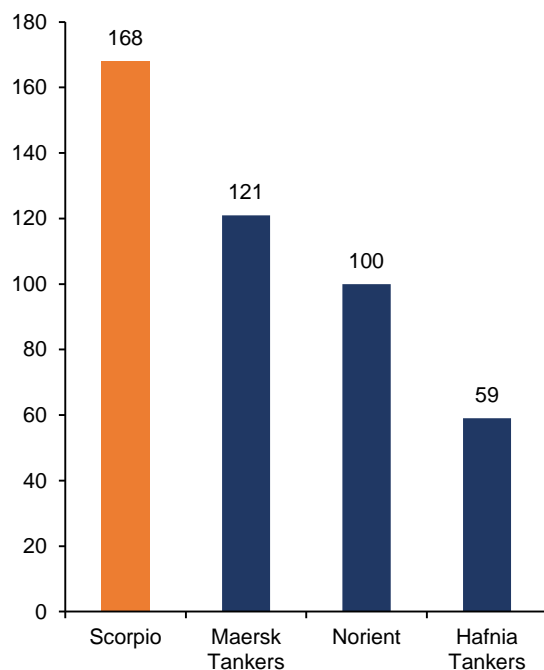
Scorpio Average Age vs. Worldwide Fleet



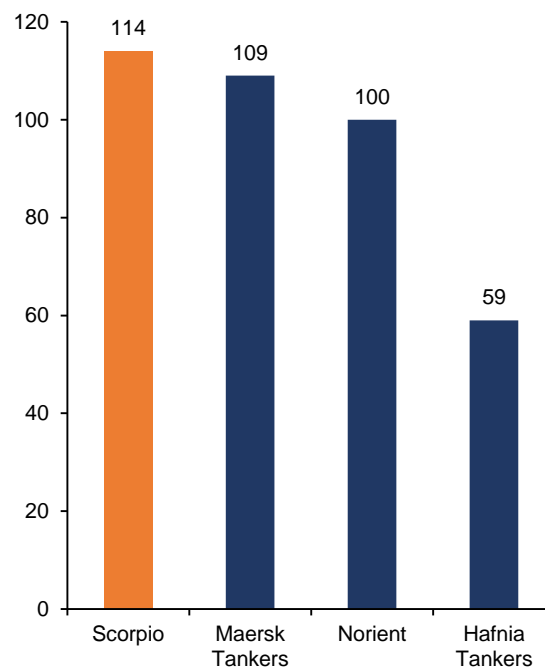
Scorpio Pools Provide World's Largest Operating Platform

- Scorpio's trading platform operates the largest product tanker fleet in the market with over **168** vessels under commercial management

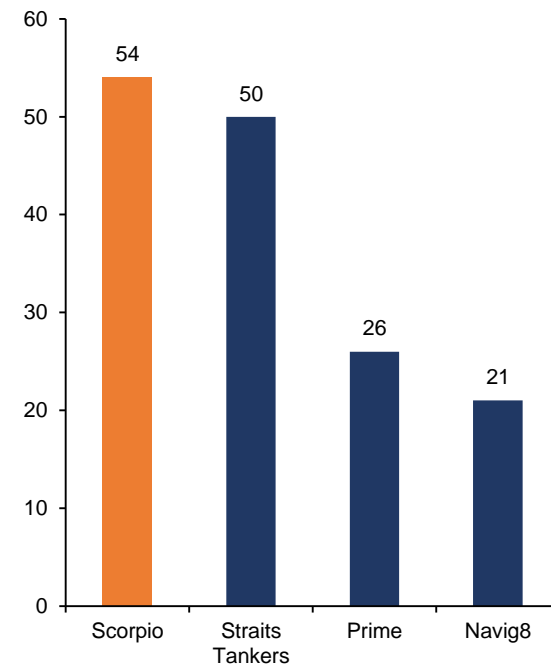
Top Product Tanker Operators



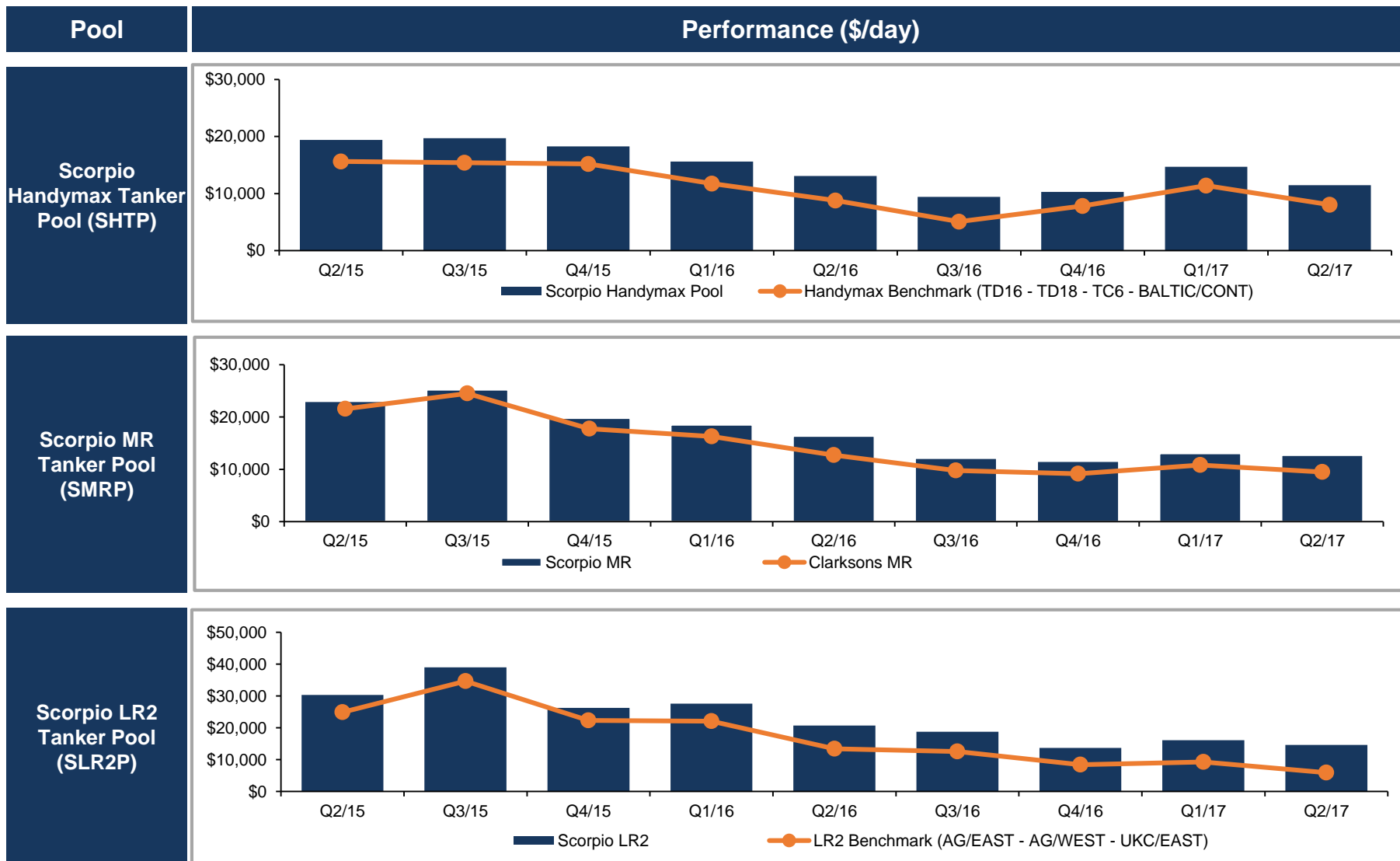
Top HM & MR Operators



Top LR1 & LR2 Operators

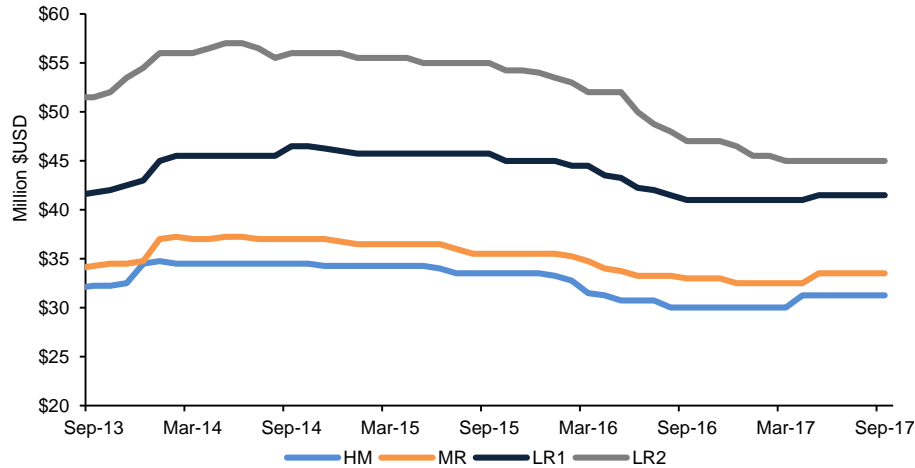


Scorpio Pools Have Consistently Outperformed Market

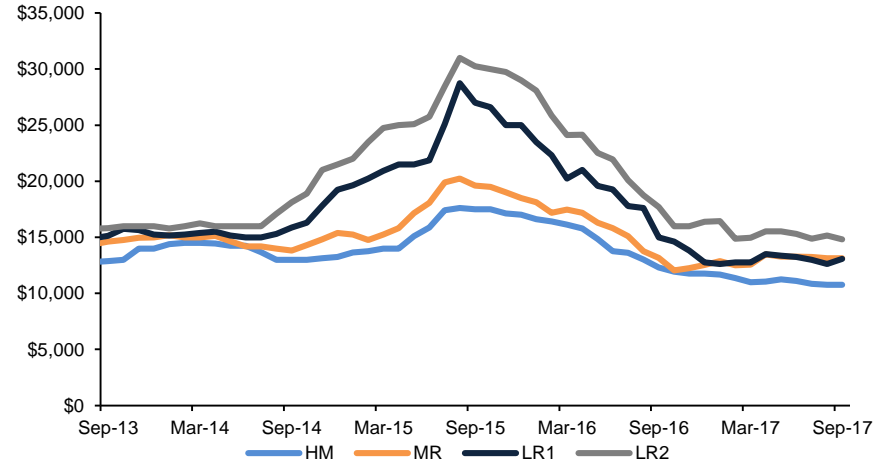


Asset Values & Time Charter Rates

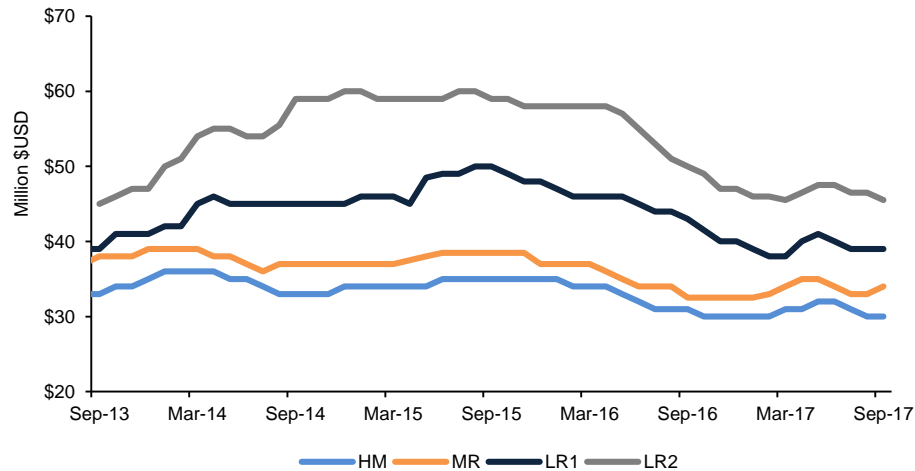
Newbuilding Prices



One Year TC Rate (\$/day)



Resale Prices



Baltic Clean Tanker Index



- In July 2017, the IMO extended ballast water treatment until the first statutory dry docking survey after 2019.
- Ship operators will need to install type-approved ballast water treatment systems by the time the International Oil Pollution Prevention (IOPP) certificate falls due for renewal, typically at Special Survey.
- Ballast water is used to stabilize vessels and ensure structural integrity. It is typically pumped in while cargo is being unloaded, and discharged while cargo is being loaded.
- Water taken on in one ecological zone and released into another can result in the introduction and spread of aquatic invasive species, many of which can have serious ecological, economic and public health effects if transferred to regions where they are not native
- Ballast water treatment systems actively remove, kill and/or inactivate organisms in the ballast water prior to discharge.
- Ballast water treatment systems are expected to cost \$500,000 to \$1.5 million and depends on the type and size of vessel.
- Retrofits on older, existing ships, can be more challenging and expensive as they were designed without the space in the engine room.

BWTS Filtering Unit

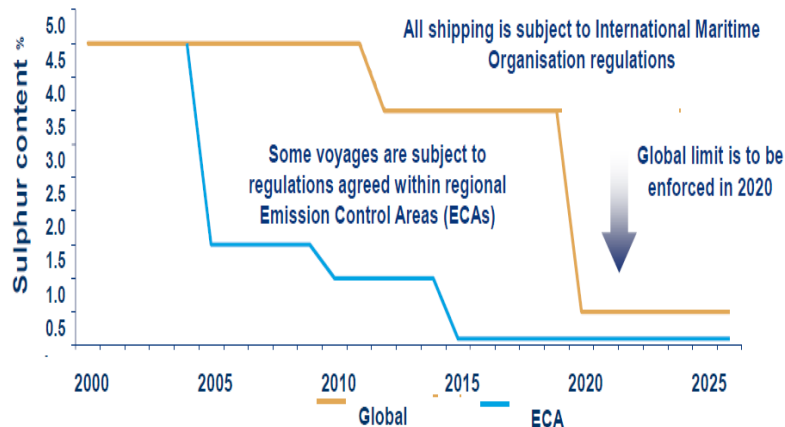


BWTS Piping in Engine Room

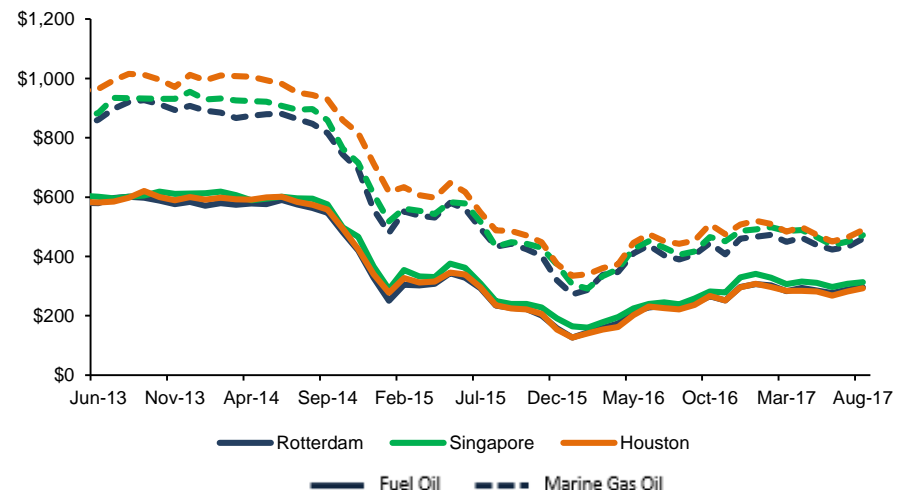


- On October 27, 2016 the International Maritime Organization's (IMO) Marine Environmental Protection Committee announced the results from a vote to ratify and formalize regulations mandating a reduction in sulfur emissions from 3.5% currently to 0.5% as of the beginning of 2020.
- Ship owners will have to decide between:
 - Installing a scrubber so the vessel can continue to burn HFSO; or
 - Paying the premium to consume MGO with a sulfur content < 0.5%
- Scrubbers can cost \$3-\$10 million to install depending on the size of the ship. ⁽¹⁾
- Modern fuel efficient ships have a competitive advantage over older tonnage through lower fuel consumption.
- Increase in scrap rate as the cost to equip older tonnage with scrubbers can exceed the scrap value of the vessel.

MARPOL Annex VI SOx Emission Timeline ⁽²⁾



Historical FO & MGO Prices (\$/MT) ⁽³⁾



(1) STIFEL Equity Research
 (2) International Maritime Organization
 (3) Clarksons Research Services/Ocean Connect October, 2017

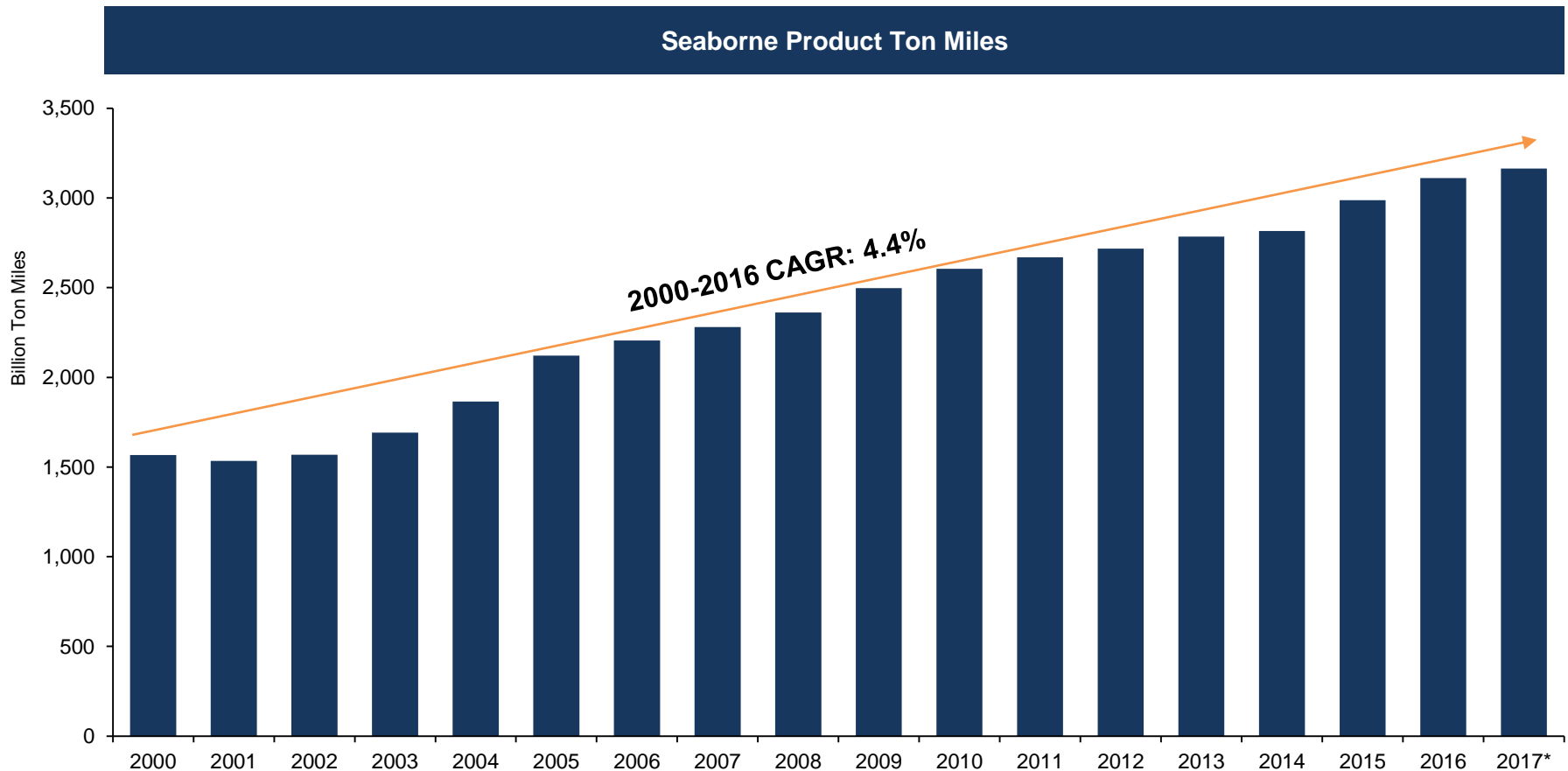
Long Term Developments

Fundamentals Overview

Increasing Ton Mile Demand and Seaborne Exports	✓	Since 2000 seaborne product ton miles have increased at a CAGR of 4.4%
Fleet Growth Begins to Slow	✓	Product tanker fleet is expected to grow 7.3% over next three years without scrapping, compared to 22% with scrapping over the previous three years
Reductions in Shipyard Capacity	✓	The number of active shipyards has decreased from 930 in 2009 to 376, a 60% reduction
Limited Newbuilding Orders	✓	After a historical low of 25 vessels ordered in 2016, 64 product tankers have been ordered YTD, significantly below the average of 134 per year since 2000
US Exports Continue to Grow	✓	U.S. refined product exports have averaged 4.5 mb/d YTD
Middle Eastern Refining Capacity Expansions	✓	Middle East is expected to add 1.5 mb/d in refining capacity from 2018-2021

Ton Mile Demand Continues to Grow

- Ton miles, the quantity of cargo multiplied by the distance it travels, has increased at a CAGR of 4.4% since 2000



Seaborne Refined Product Exports

	2000	2016	% Change	CAGR
	<i>mb/d</i>	<i>mb/d</i>		
Global Oil Demand	76.9	96.6	25%	1.4%
Seaborne Crude Exports	33.7	39.3	17%	1.0%
Seaborne Refined Product Exports	12.2	23.0	89%	4.1%

Global Oil Demand

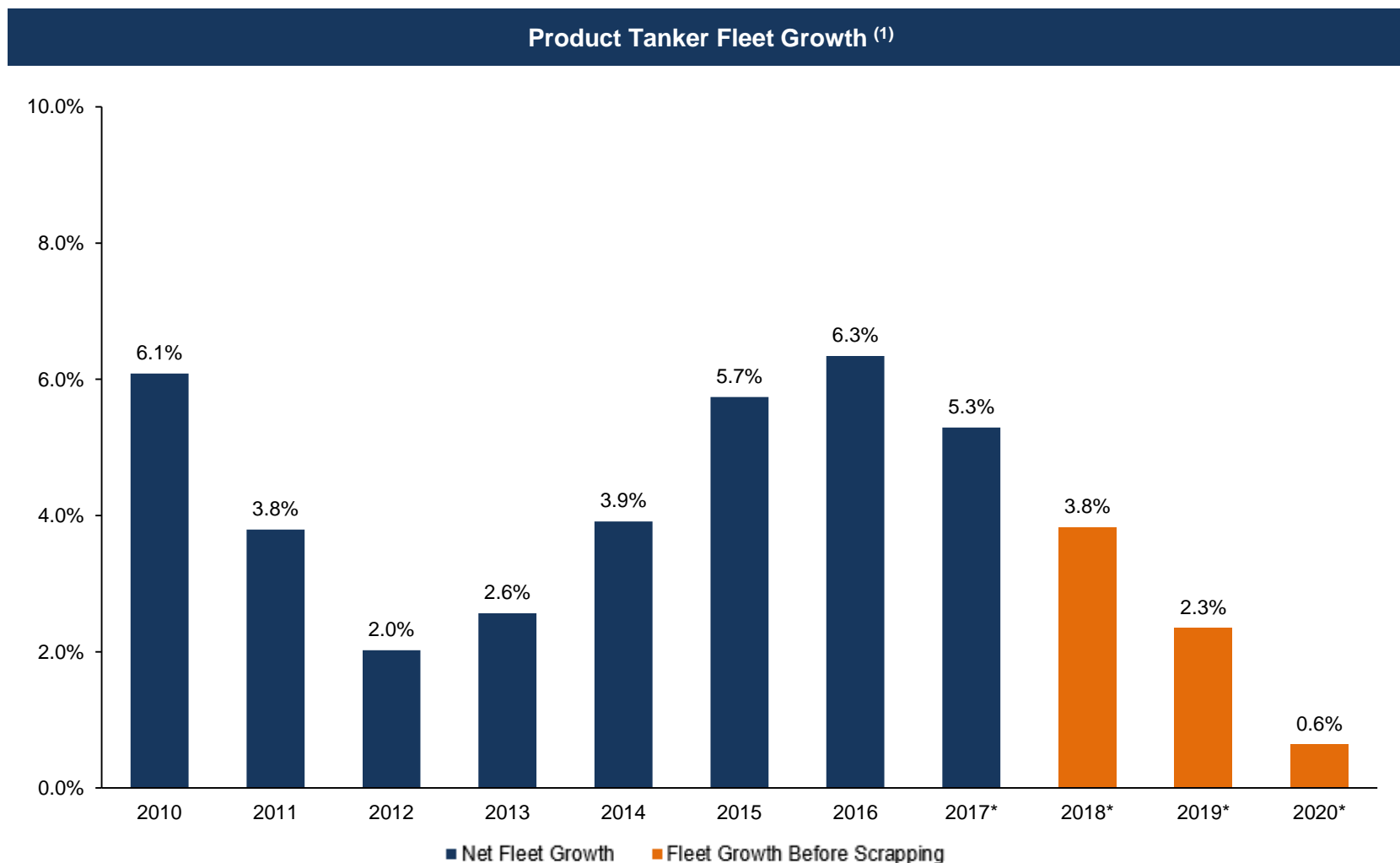
Seaborne Crude Exports

Seaborne Exports of Refined Products

Since 2000, there has only been one year in which seaborne exports of refined products has not increased year over year (2001)

Fleet Growth Begins to Slow

- After significant fleet growth between 2014-2017, newbuilding deliveries are starting to subside

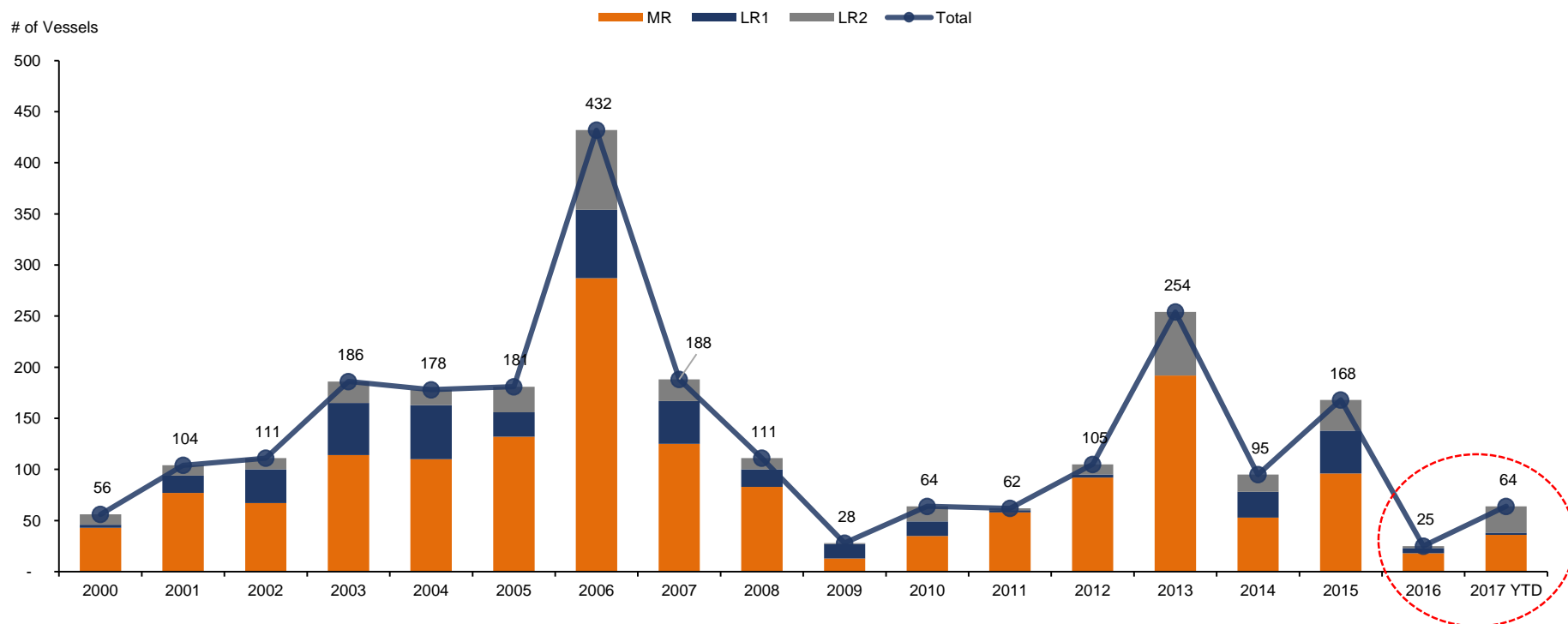


1) Includes Product Tankers > 10K DWT
*) Figures do not include scrapping or slippage.
Source: Clarksons Research Services, October 2017

Limited Newbuilding Orders

- Between 2000-2015 the average number of newbuilding orders per year:
 - 134 vessels, 8.3 million DWT
- The total number of ships ordered in:
 - 2016, 25 vessels, 1.5 million DWT
 - 2017 YTD, 64 vessels, 4.9 million DWT

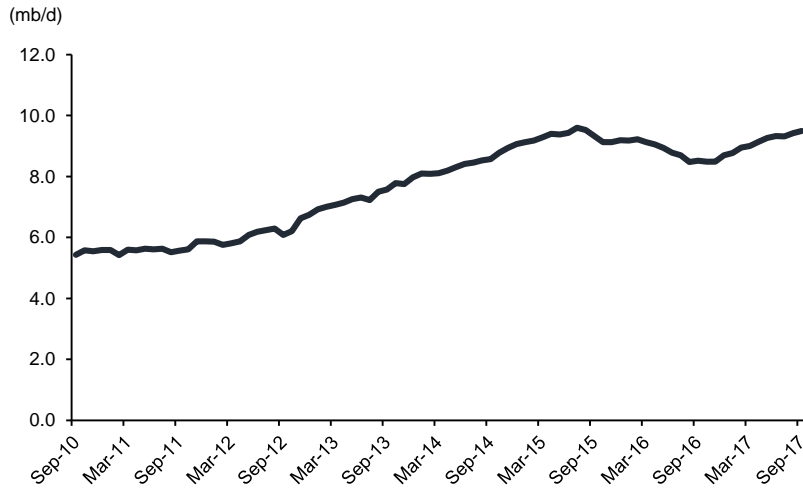
Newbuilding Ordering



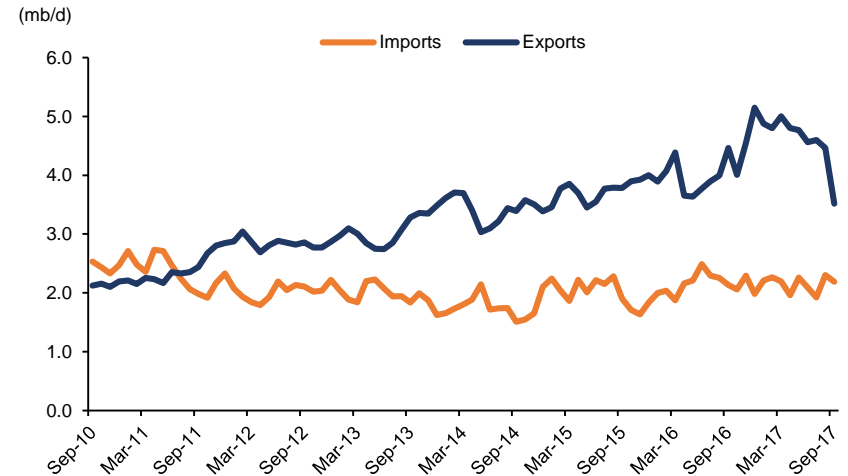
*Excludes Handysize (10,000-39,999 DWT)
Source: Clarksons Research Services, October 2017

US Remains Worlds Largest Product Exporter

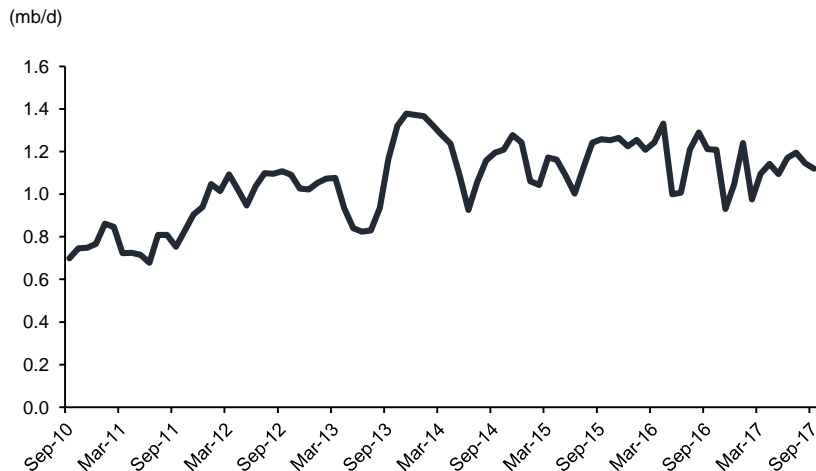
U.S. Crude Oil Production



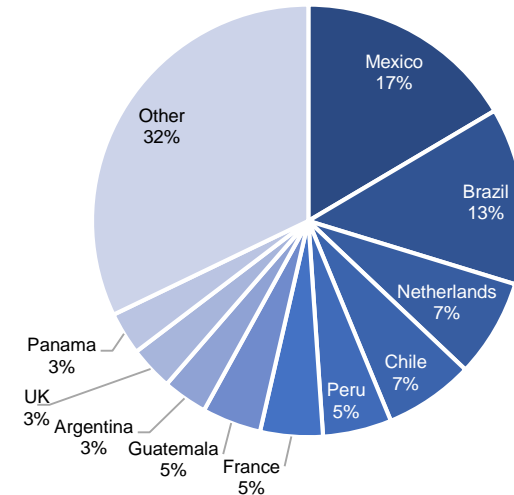
U.S. Imports and Exports of Finished Oil Products



U.S. Diesel Exports

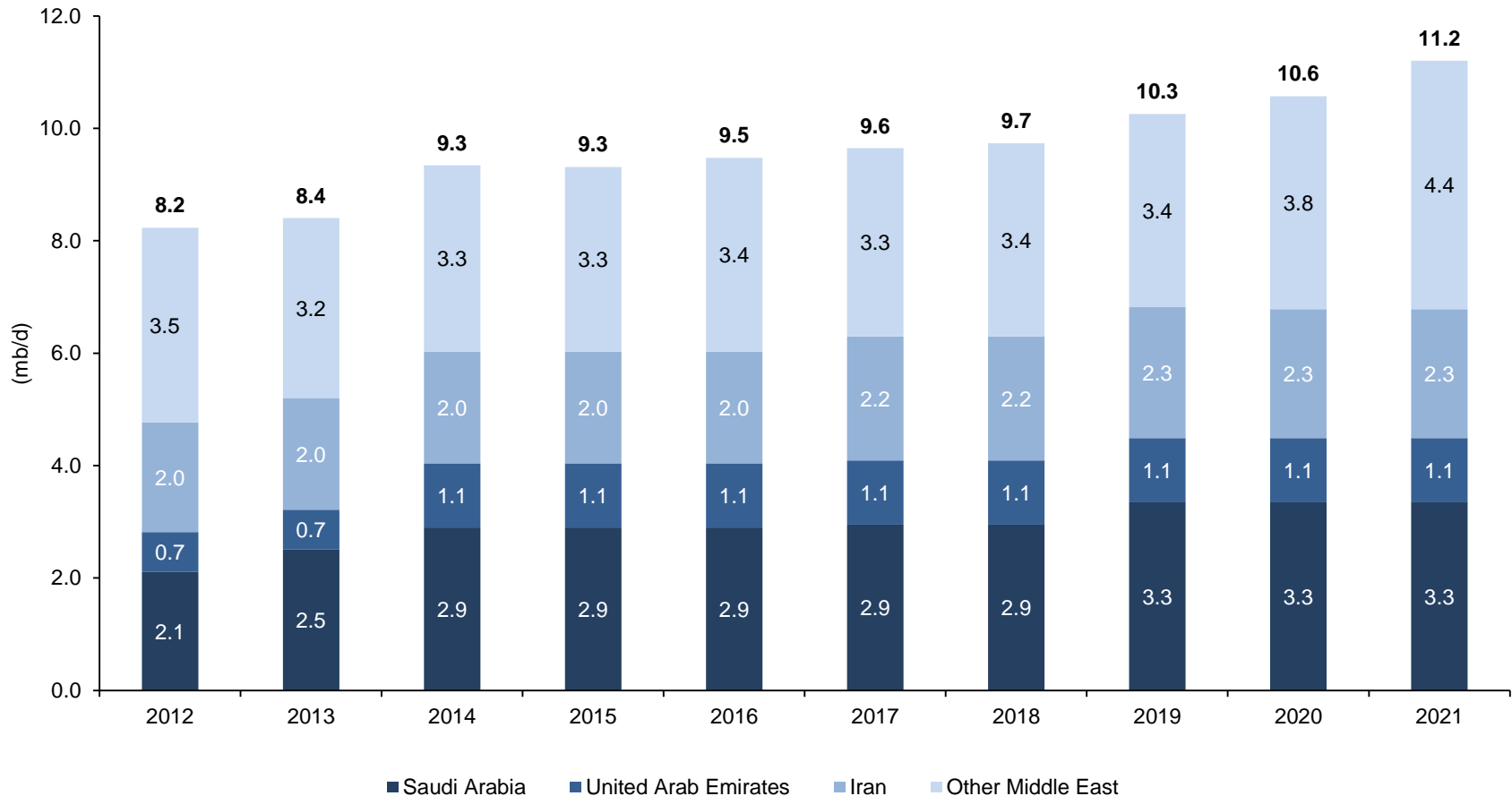


2017 YTD Diesel Exports By Country



Middle Eastern Refinery Expansions Continue

Middle East expected to add 1.5 mb/d from 2018-2021



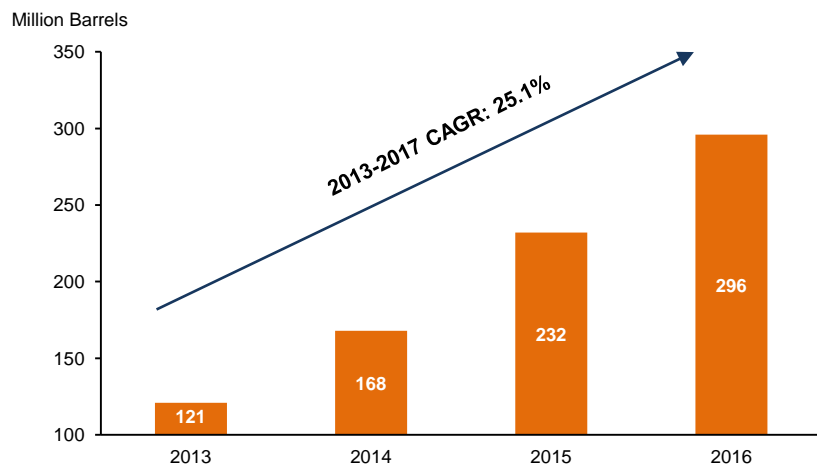
Saudi Aramco Increasing Product Exports

- Saudi Aramco refined product exports have increased 144% since 2013
- 800 kb/d of refining capacity added in 2014 from export oriented refineries (Yanbu and Jubail)
- Additional 400 kb/d refining capacity expected to come online in 2018/2019 from Jazan refinery

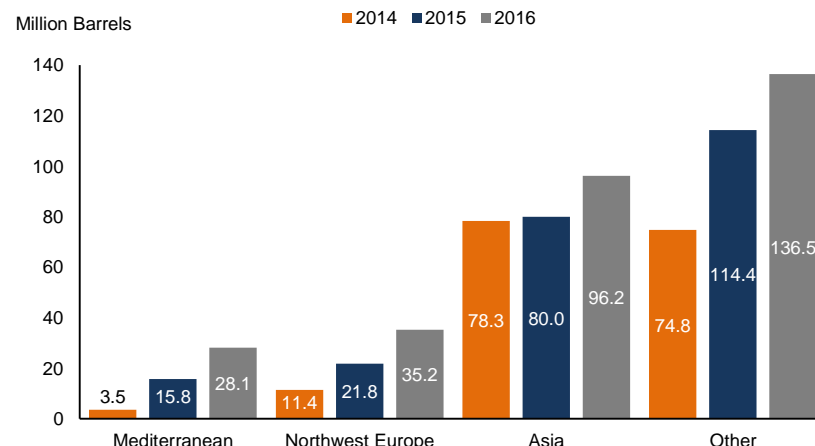
Saudi Aramco Domestic Refining Capacity

Operational	Refinery	Capacity (kb/d)
1967	Jiddah	77
1979	Yanbu	243
1981	Riyadh	126
1983	SAMREF – Yanbu	400
1986	SASREF - Jubail	305
1986	Ras Tanura	550
1990	Petro Rabigh	400
2014	YASREF - Yanbu	400
2014	SATORP - Jubail	400
Current Domestic Capacity		2,901
2018/2019	Jazan	400
Total Domestic Capacity		3,301

Saudi Aramco Refined Products Exports

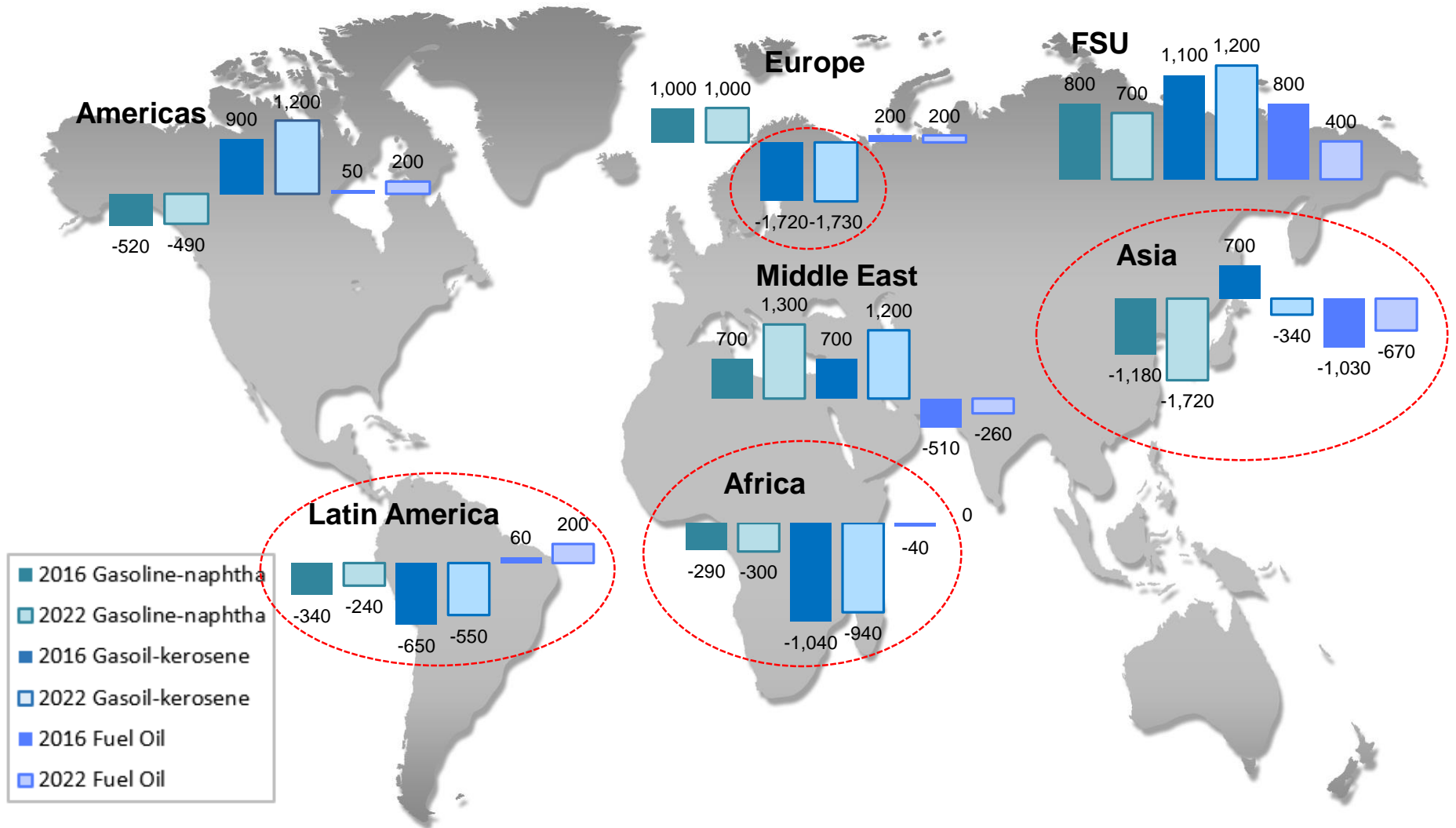


Saudi Aramco Exports by Region



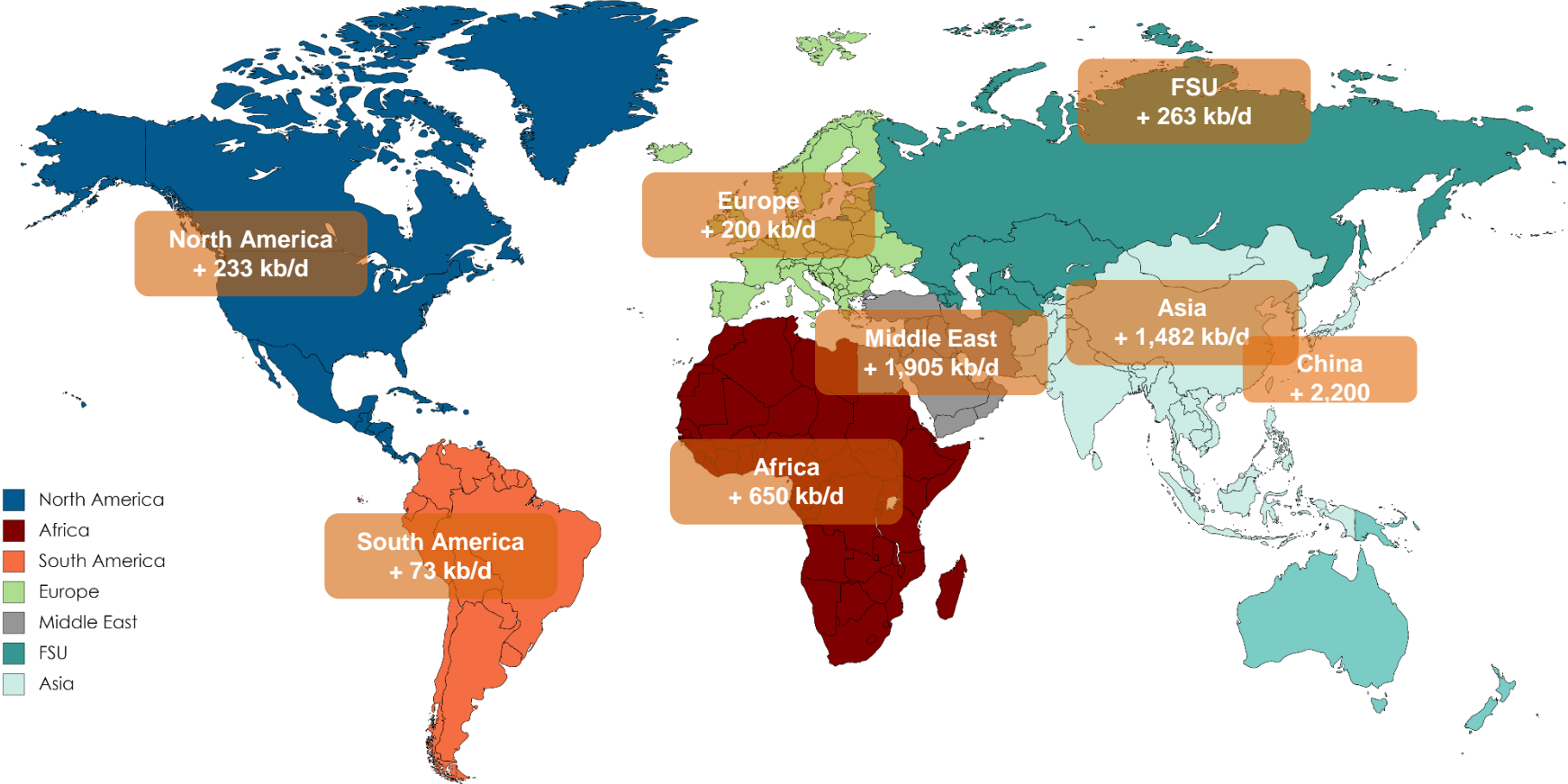
Regional Imbalances Drive Product Tanker Demand Growth

(k.bpd)



(1) Source: International Energy Agency (IEA) 2017

Refinery Capacity Expansions (2017-2022)



Incremental Supply Needed to Meet New Capacity

Product Tankers Needed to Meet New Capacity Growth AG-FE Illustrative Example	
Incremental Refining Capacity Growth(bbl/d)	500,000
HM/MR Carrying Capacity (bbl)	250,000
LR1/LR2 Carrying Capacity (bbl)	600,000
Laden Speed (knots)	12.5
Ballast Speed (knots)	12.5
Voyage Days (Ras Tanura – Yokohama)	
Sailing (Round Trip)	44
Loading	2
Discharging	2
Total Voyage Days (Per Trip)	48
Operating Days (Per Year)	360
AG-FE Round Trip Voyages Per Year	7.5
Product Tankers Needed Per Year	
HM/MR Needed Per Year	96
LR1/LR2 Needed Per Year	40



➔ AG-Far East trade route

1

Modern, fuel-efficient fleet

- World's largest product tanker fleet, of which, all are ECO-design product tankers
- ECO-design vessels have substantially lower fuel costs than prior generation vessels
- World's youngest fleet (average age of 2.2 years), built at high quality yards.

2

Tremendous operating leverage

- STNG currently operates a fleet of 106 wholly owned tankers and time/bareboat charters-in an additional 19 tankers
- The Company has 3 MRs under construction with expected deliveries in 2017/2018
- Vessels employed in Scorpio commercial pools that have historically outperformed the market

3

Short term drivers support market inflection point

- Inventory draws continue, between January and July-17 OECD product stocks decreased 74%, falling from 103 mb to 35 mb above their five year average ⁽¹⁾
- Baltic Clean Tanker Index is up 59% y-o-y from 392 in October-16 to 625 in October-17 ⁽²⁾
- Entering seasonally strong period as rates and demand have historically been higher in the winter

4

Positive long term market fundamentals

- Remaining orderbook provides favourable supply / demand balance
- Product tanker fleet is expected to grow 7.3% over next three years without scrapping, compared to 22% with scrapping over the previous three years ⁽²⁾
- Refinery capacity expansions move closer to the well head, increasing ton mile demand, i.e. Middle East expected to add 1.5 mb/d in refining capacity compared to 73 kb/d in Latin America between 2018-2021 ⁽³⁾

Appendix

Product Tankers in the Oil Supply Chain

- Crude Tankers provide the marine transportation of the crude oil to the refineries.
- Product Tankers provide the marine transportation of the refined products to areas of demand.
- Structural demand drivers in the product tanker industry:
 - US has emerged as a refined products powerhouse, becoming the worlds largest product exporter
 - Changes in refinery locations, expansion of refining capacity in Asia and Middle East as well as a reduction in OECD refining capacity (Europe & Australia).
 - Changes in consumption demand growth in Latin America, Africa, and non-China/Japan Asia and lack of corresponding growth in refining capacity
 - Balance of trade: needs of each particular region- gasoline/diesel trade between U.S./Europe is a prime example of this given significantly different diesel penetration rates for light vehicles
 - Europe imports surplus diesel from the United States, and exports surplus gasoline to the United States.

Exploration & Production



Oil production includes drilling, extraction, and recovery of oil from underground.

Crude Transportation



Crude oil is transported to the refinery for processing by crude tankers, rail cars, and pipelines.

Refining



Refineries convert the crude oil into a wide range of consumable products.

Products Transportation



Refined products are moved from the refinery to the end users via product tankers, railcars, pipelines and trucks.

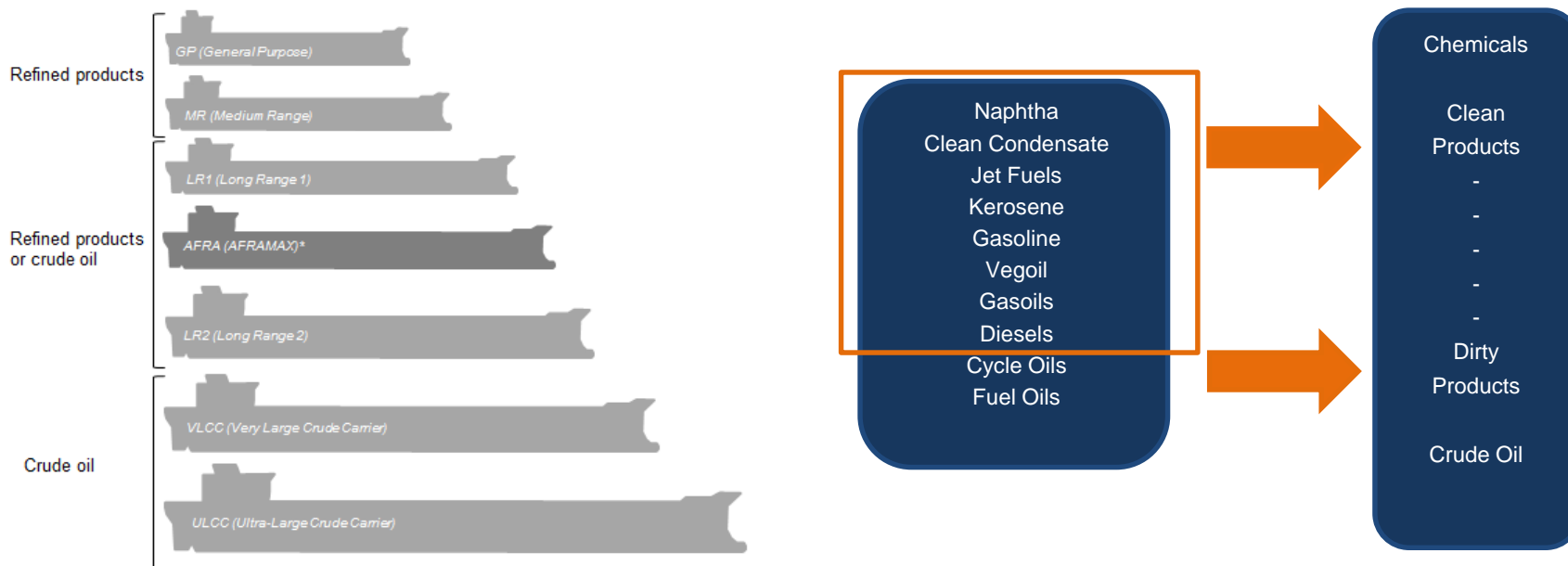
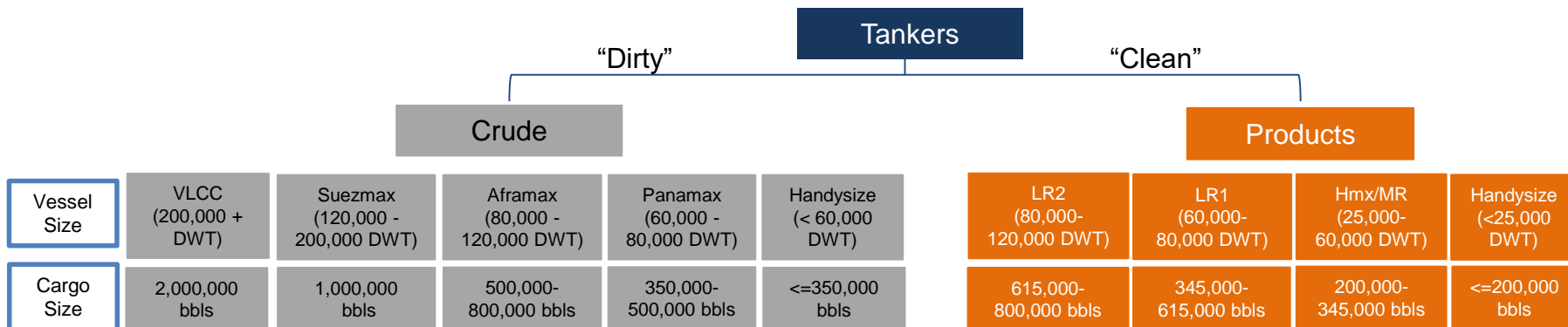
Terminalling & Distribution



Terminals are located closer to transportation hubs and are the final staging point for the refined fuel before the point of sale.

SCORPIO

Product and Crude Tankers



IMO Classes I, II, & III		
IMO Class I	Chemical Tankers	IMO Class I refers to the transportation of the most hazardous, very acidic, chemicals. The tanks can be stainless steel, epoxy or marine-line coated.
IMO Class II	Chemical & Product Tankers	IMO Class II carries Veg & Palm Oils, Caustic Soda. These tanks tend to be coated with Epoxy or Stainless steel.
IMO Class III	Product Tankers	Typically carry refined either light, refined oil “clean” products or “dirty” heavy crude or refined oils.

- Product tankers have coated tanks, typically epoxy, making them easy to clean and preventing cargo contamination and hull corrosion.
- IMO II & III tankers have at least 6 segregations and 12 tanks, i.e. 2 tanks can have a common line for discharge.
- Oil majors and traders have strict requirements for the transportation of chemicals, FOSFA cargoes (vegetable oils and chemicals), and refined products.
- Tanks must be completely cleaned before a new product is loaded to prevent contamination.

New Design Features on Scorpio Product Tankers

Lower Co2 Emissions at
Sea & In Port

Vapor Recovery
System

Deepwell Pumps, Cleaning Capability for Rapid
Discharge & Cargo Flexibility



Larger Propeller

Mewis Duct

G-Type
(Electronic Long Stroke Main
Engine)

Hydrodynamic Hull Form

Low Friction Hull Coating

Enhanced Cargo Tank Coatings

Bulbous Bow

Fleet List



Owned Vessels											
Name	Year	DWT	Type	Name	Year	DWT	Type	Name	Year	DWT	Type
STI Comandante	May-14	38,734	HM	STI Soho	Dec-14	49,990	MR	STI Veneto	Jan-15	109,999	LR2
STI Brixton	Jun-14	38,734	HM	STI Tribeca	Jan-15	49,990	MR	STI Alexis	Jan-15	109,999	LR2
STI Pimlico	Jul-14	38,734	HM	STI Gramercy	Jan-15	49,990	MR	STI Winnie	Mar-15	109,999	LR2
STI Hackney	Aug-14	38,734	HM	STI Bronx	Feb-15	49,990	MR	STI Oxford	Apr-15	109,999	LR2
STI Acton	Sep-14	38,734	HM	STI Pontiac	Mar-15	49,990	MR	STI Lauren	Apr-15	109,999	LR2
STI Fulham	Sep-14	38,734	HM	STI Manhattan	Mar-15	49,990	MR	STI Connaught	May-15	109,999	LR2
STI Camden	Sep-14	38,734	HM	STI Queens	Apr-15	49,990	MR	STI Spiga	Jun-15	109,999	LR2
STI Battersea	Oct-14	38,734	HM	STI Osceola	Apr-15	49,990	MR	STI Savile Row	Jun-15	109,999	LR2
STI Wembley	Oct-14	38,734	HM	STI Notting Hill	May-15	49,687	MR	STI Kingsway	Aug-15	109,999	LR2
STI Finchley	Nov-14	38,734	HM	STI Seneca	Jun-15	49,990	MR	STI Lombard	Aug-15	109,999	LR2
STI Clapham	Nov-14	38,734	HM	STI Westminster	Jun-15	49,687	MR	STI Carnaby	Sep-15	109,999	LR2
STI Poplar	Dec-14	38,734	HM	STI Brooklyn	Jul-15	49,990	MR	STI Grace	Mar-16	109,999	LR2
STI Hammersmith	Jan-15	38,734	HM	STI Black Hawk	Sep-15	49,990	MR	STI Jermyn	Jun-16	109,999	LR2
STI Rotherhithe	Jan-15	38,734	HM	STI Galata	Mar-17	49,990	MR	STI Selatar	Feb-17	109,999	LR2
STI Amber	Jul-12	49,990	MR	STI Bosphorus	Apr-17	49,990	MR	STI Rambla	Mar-17	109,999	LR2
STI Topaz	Aug-12	49,990	MR	STI Leblon	Jul-17	49,990	MR	Solidarity	Nov-15	109,999	LR2
STI Ruby	Sep-12	49,990	MR	STI La Boca	Jul-17	49,990	MR	Stability	Jan-16	109,999	LR2
STI Garnet	Sep-12	49,990	MR	STI San Telmo	Sep-17	49,990	MR	Solace	Jan-16	109,999	LR2
STI Onyx	Sep-12	49,990	MR	Excel	Nov-15	74,000	LR1	Symphony	Feb-16	109,999	LR2
STI Fontvieille	Jul-13	49,990	MR	Excelsior	Jan-16	74,000	LR1	Sanctity	Mar-16	109,999	LR2
STI Ville	Sep-13	49,990	MR	Expedite	Jan-16	74,000	LR1	Steadfast	May-16	109,999	LR2
STI Opera	Jan-14	49,990	MR	Exceed	Feb-16	74,000	LR1	Grace	May-16	113,000	LR2
STI Duchessa	Jan-14	49,990	MR	Experience	Mar-16	74,000	LR1	Gallantry	Jun-16	113,000	LR2
STI Texas City	Mar-14	49,990	MR	Express	May-16	74,000	LR1	Supreme	Aug-16	109,999	LR2
STI Meraux	Apr-14	49,990	MR	Executive	May-16	74,000	LR1	Guard	Aug-16	113,000	LR2
STI San Antonio	May-14	49,990	MR	Excellence	May-16	74,000	LR1	Guide	Oct-16	113,000	LR2
STI Venere	Jun-14	49,990	MR	Pride	Jul-16	74,000	LR1	Goal	Nov-16	113,000	LR2
STI Virtus	Jun-14	49,990	MR	Providence	Aug-16	74,000	LR1	Guantlet	Jan-17	113,000	LR2
STI Aqua	Jul-14	49,990	MR	Precision	Oct-16	74,000	LR1	Gladiator	Jan-17	113,000	LR2
STI Dama	Jul-14	49,990	MR	Prestige	Nov-16	74,000	LR1	Gratitude	May-17	113,000	LR2
STI Benicia	Sep-14	49,990	MR	STI Elysees	Jul-14	109,999	LR2				
STI Regina	Sep-14	49,990	MR	STI Madison	Aug-14	109,999	LR2				
STI St Charles	Sep-14	49,990	MR	STI Park	Sep-14	109,999	LR2				
STI Mayfair	Oct-14	49,990	MR	STI Orchard	Sep-14	109,999	LR2				
STI Yorkville	Oct-14	49,990	MR	STI Sloane	Oct-14	109,999	LR2				
STI Memphis	Nov-14	49,995	MR	STI Broadway	Nov-14	109,999	LR2				
STI Milwaukee	Nov-14	49,990	MR	STI Condotti	Nov-14	109,999	LR2				
STI Battery	Dec-14	49,990	MR	STI Rose	Jan-15	109,999	LR2				

2017 & 2018 Delivery Schedule			
Name	Year	DWT	Type
STI Donald C. Trauscht	Oct-17	50,000	MR
STI Esles II	Dec-17	50,000	MR
STI Jardins	Jan-18	50,000	MR