



Scorpio Tankers Inc.
Fourth Quarter and Full Year 2019 Earnings Presentation

February 19, 2020

Disclaimer and Forward-looking Statements

This presentation includes “forward-looking statements” within the meaning of the safe harbor provisions of the United States Private Securities Litigation Reform Act of 1995. These forward-looking statements reflect Scorpio Tankers Inc.’s (“Scorpio’s”) current views with respect to future events and financial performance. The words “believe,” “anticipate,” “intend,” “estimate,” “forecast,” “project,” “plan,” “potential,” “may,” “should,” “expect” and similar expressions identify forward-looking statements. The forward-looking statements in this presentation are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, management’s examination of historical operating trends, data contained in Scorpio’s records and other data available from third parties. Although Scorpio believes 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 Scorpio’s control, Scorpio cannot assure you that it will achieve or accomplish these expectations, beliefs, projections or future financial performance.

Risks and uncertainties include, but are not limited to, the failure of counterparties to fully perform their contracts with Scorpio, the strength of world economies and currencies, general market conditions, including fluctuations in charter hire rates and vessel values, changes in demand in the tanker vessel markets, changes in Scorpio’s operating expenses, including bunker prices, drydocking and insurance costs, the fuel efficiency of our vessels, the market for Scorpio’s vessels, availability of financing and refinancing, charter counterparty performance, ability to obtain financing and comply with covenants in such financing arrangements, changes in governmental and environmental rules and regulations or actions taken by regulatory authorities including those that may limit the commercial useful lives of tankers, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, and other important factors described from time to time in the reports Scorpio files with, or furnishes to, the Securities and Exchange Commission, or the Commission, and the New York Stock Exchange, or NYSE. Scorpio undertakes no obligation to update or revise any forward-looking statements. These forward-looking statements are not guarantees of Scorpio’s future performance, and actual results and future developments may vary materially from those projected in the forward-looking statements

This presentation describes time charter equivalent revenue, or TCE revenue, which is not a measure prepared in accordance with IFRS (i.e. a "Non-IFRS" measure). TCE revenue is presented here because we believe that it provides investors with a means of evaluating and understanding how the Company’s management evaluates the Company’s operating performance. This Non-IFRS measure should not be considered in isolation from, as a substitute for, or superior to financial measures prepared in accordance with IFRS.

The Company believes that the presentation of TCE revenue is useful to investors because it facilitates the comparability and the evaluation of companies in the Company’s industry. In addition, the Company believes that TCE revenue is useful in evaluating its operating performance compared to that of other companies in the Company’s industry. The Company’s definition of TCE revenue may not be the same as reported by other companies in the shipping industry or other industries. See appendix for a reconciliation of TCE revenue to revenue, please see the Appendix of this presentation.

Unless otherwise indicated, information contained in this presentation concerning Scorpio’s industry and the market in which it operates, including its general expectations about its industry, market position, market opportunity and market size, is based on data from various sources including internal data and estimates as well as third party sources widely available to the public such as independent industry publications, government publications, reports by market research firms or other published independent sources. Internal data and estimates are based upon this information as well as information obtained from trade and business organizations and other contacts in the markets in which Scorpio operates and management’s understanding of industry conditions. This information, data and estimates involve a number of assumptions and limitations, are subject to risks and uncertainties, and are subject to change based on various factors, including those discussed above. You are cautioned not to give undue weight to such information, data and estimates. While Scorpio believes the market and industry information included in this presentation to be generally reliable, it has not independently verified any third-party information or verified that more recent information is not available.

Q4-19 & Full Year 2019 Earnings Presentation

Agenda

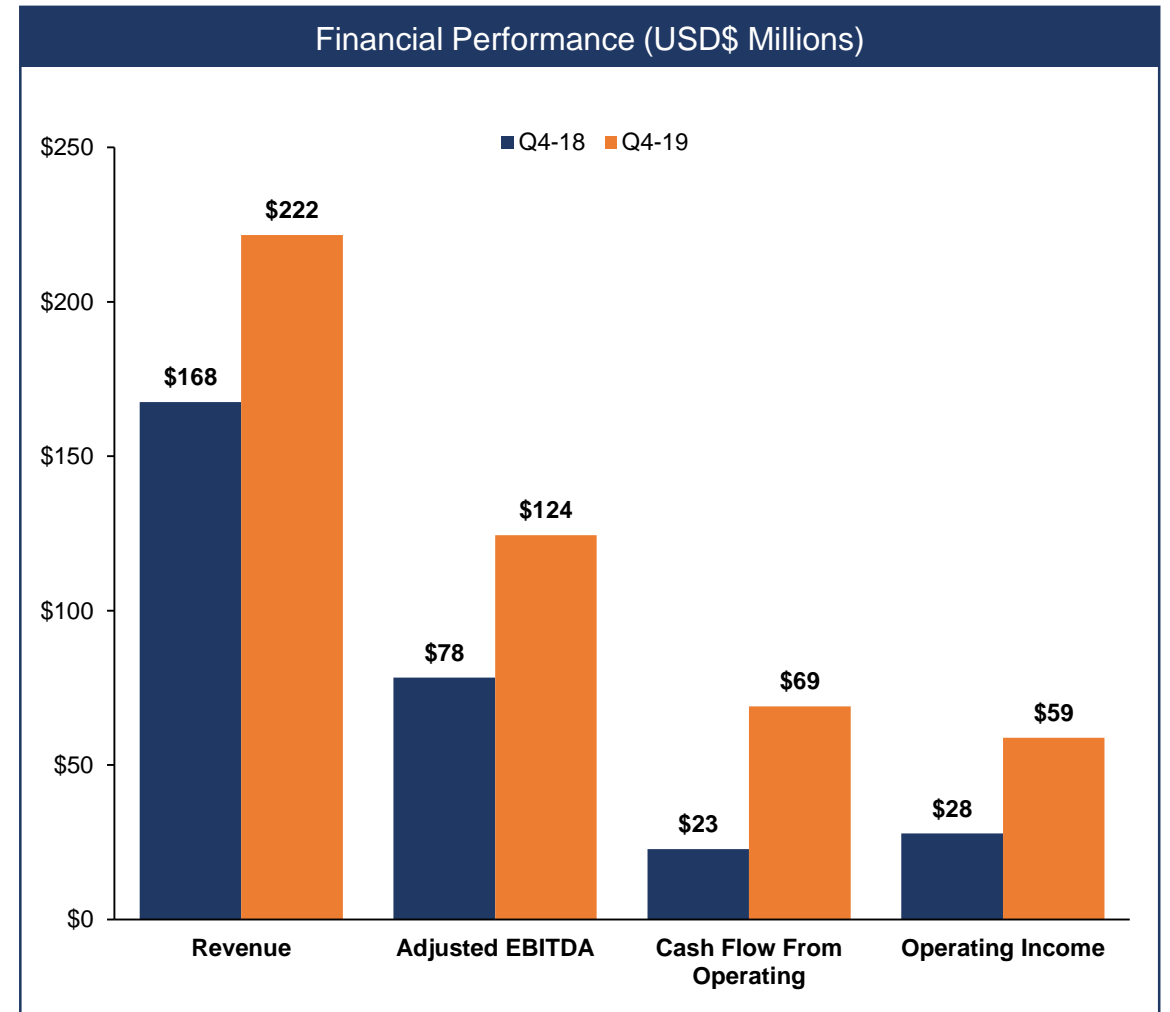
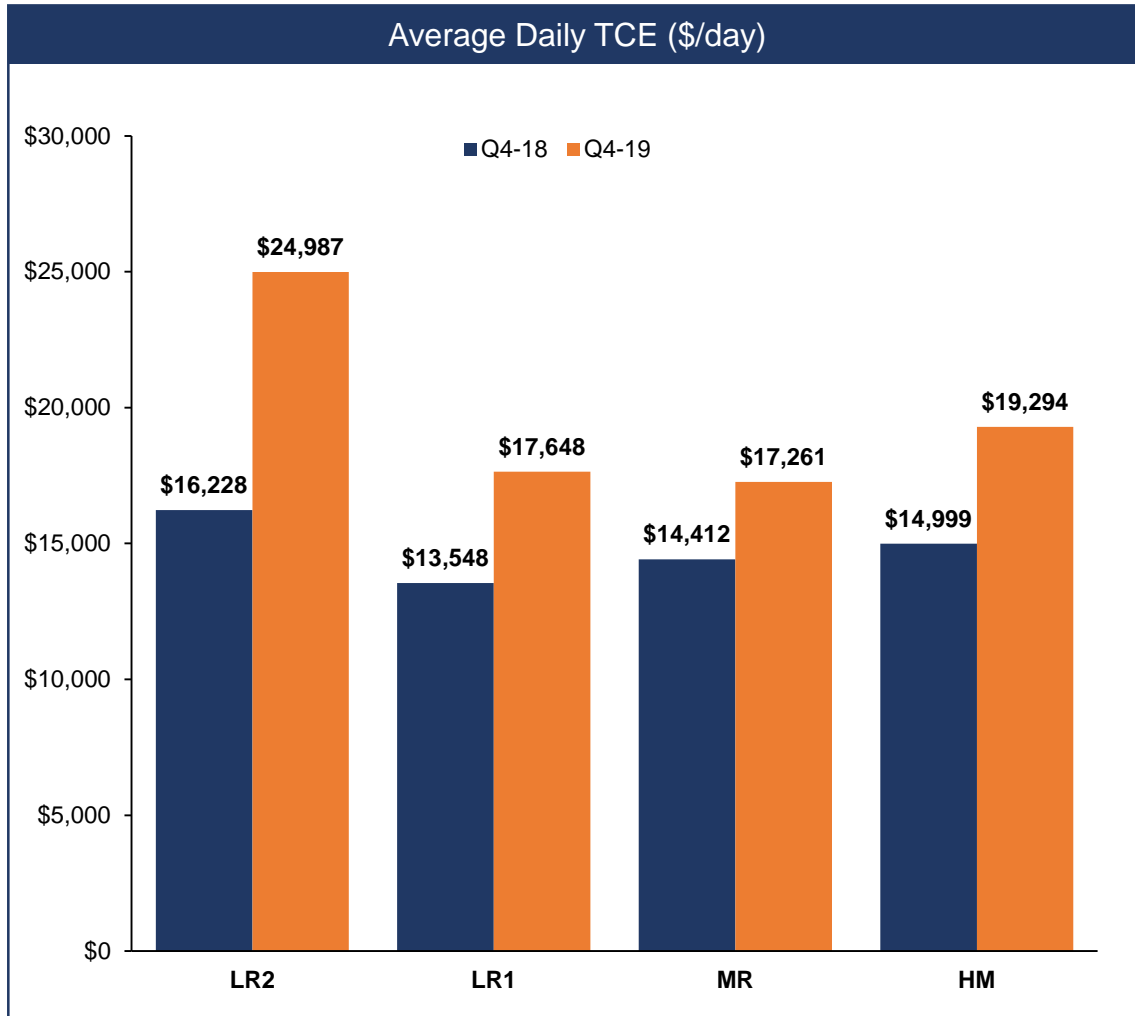
- Q4-19 Financial Highlights
- YoY Quarterly & Annual Performance
- Q1-19 Guidance
- Scrubber Update
- Market Update
- Coronavirus
- IMO 2020
- Long Term Fundamentals



Q4-19 Highlights

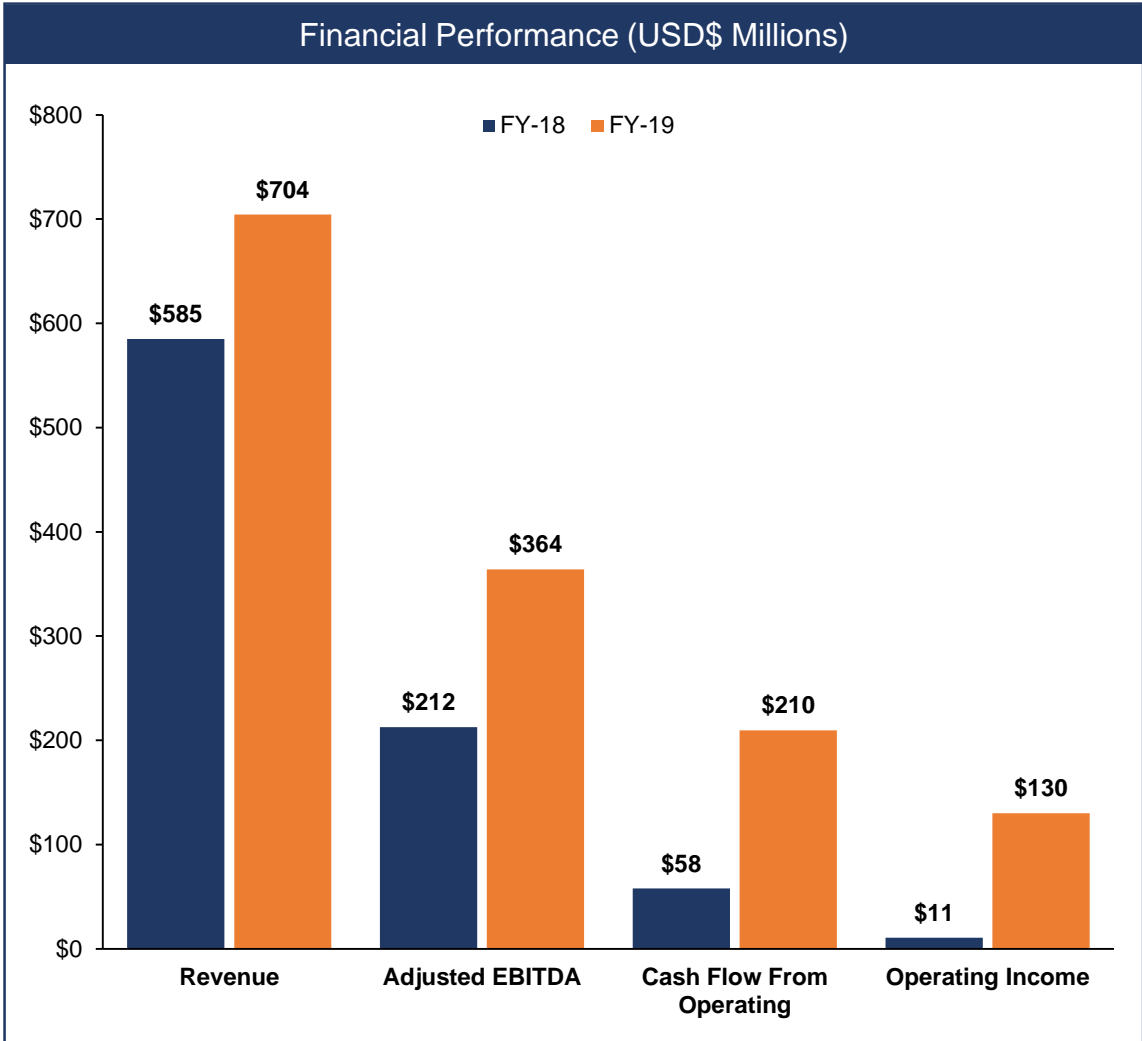
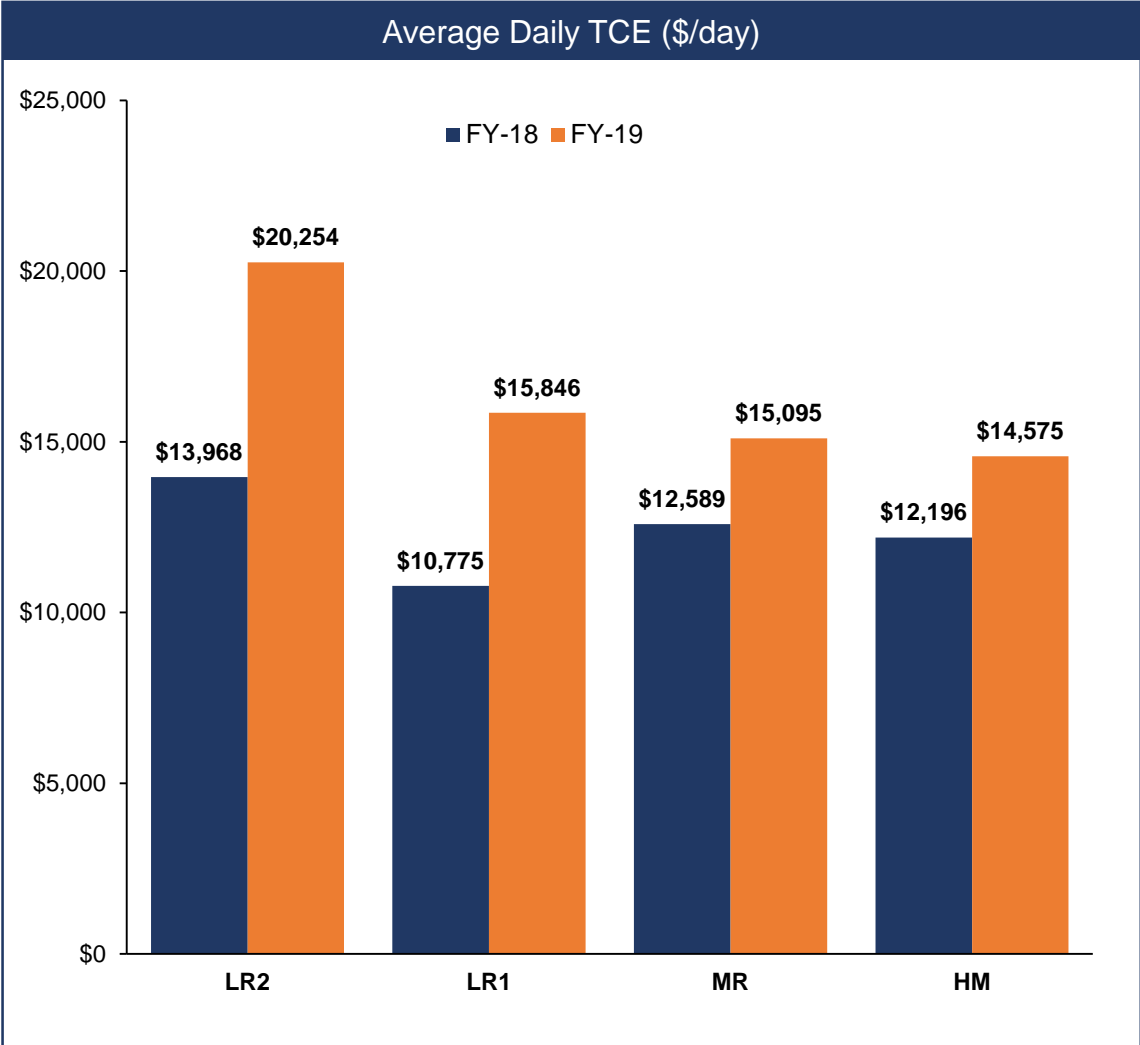
<p>Q4-19 Adjusted Net Profit</p>	<ul style="list-style-type: none"> Adjusted net profit of \$12.0 million or \$0.22 per share for Q4-19, compared to adjusted net loss of \$17.7 million or \$0.38 per share in Q4-18
<p>Q4-19 Product Rates</p>	<ul style="list-style-type: none"> Company's average fleet TCE increased from \$15,008 in Q4-18 to \$19,910 in Q4-19, an increase of \$4,900 per day
<p>Increase in Cash Flow from Operations</p>	<ul style="list-style-type: none"> FY 2019 cash flow from operations of \$209.5 million compared to \$57.8 million in FY 2018, an increase of 263%
<p>Vessel Refinancing's</p>	<ul style="list-style-type: none"> In Q4-19, the Company executed two term loan facilities with Prudential Private Capital and Hamburg Commercial Bank AG for a \$99.1 million in aggregate. The Company raised approximately \$32.5 million in aggregate new liquidity as a result of these transactions
<p>Scrubber Financing</p>	<ul style="list-style-type: none"> As of February 19, the Company has received commitments for an additional eight different facilities to partially finance the purchase and installation of exhaust gas cleaning systems ("scrubbers") on certain of the Company's vessels. These commitments are expected to increase the Company's liquidity by approximately \$118.7 million. The drawdowns are expected to occur as the scrubbers are installed throughout the remainder of 2020.
<p>Scrubber Installations</p>	<ul style="list-style-type: none"> The Company has 55 vessels on the water with exhaust gas cleaning systems "scrubbers"
<p>Liquidity as of February 18, 2020</p>	<ul style="list-style-type: none"> As of February 17, 2020, the Company had \$164.7 million in unrestricted cash and cash equivalents
<p>Quarterly Dividend</p>	<ul style="list-style-type: none"> On February 18, 2020, the Company's Board of Directors declared a quarterly cash dividend of \$0.10 per common share, payable on or about March 13, 2020 to all shareholders of record as of March 2, 2020 (the record date).

YoY Quarterly Performance



Significant Improvement in YoY Quarterly Performance Pre IMO 2020

YoY Annual Performance

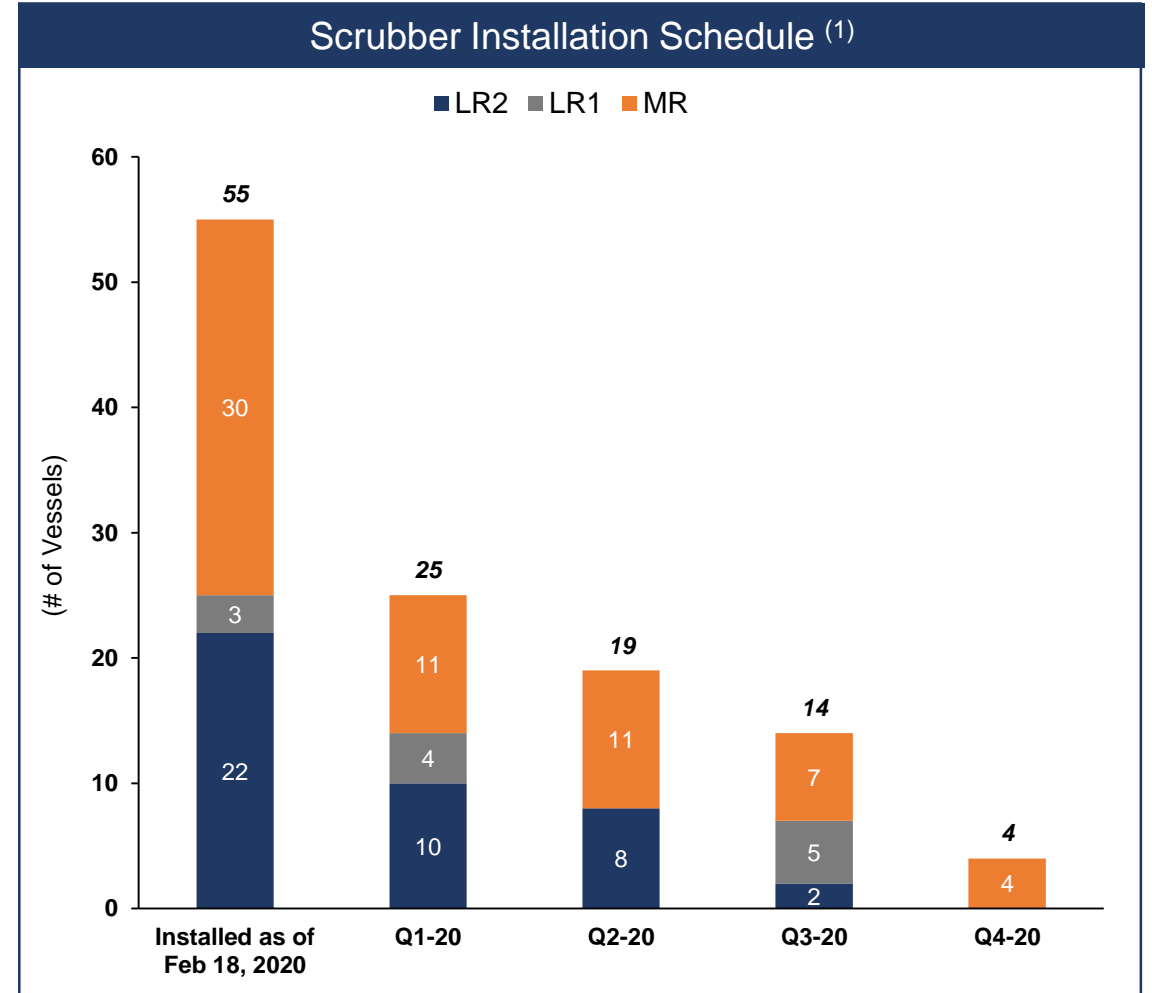
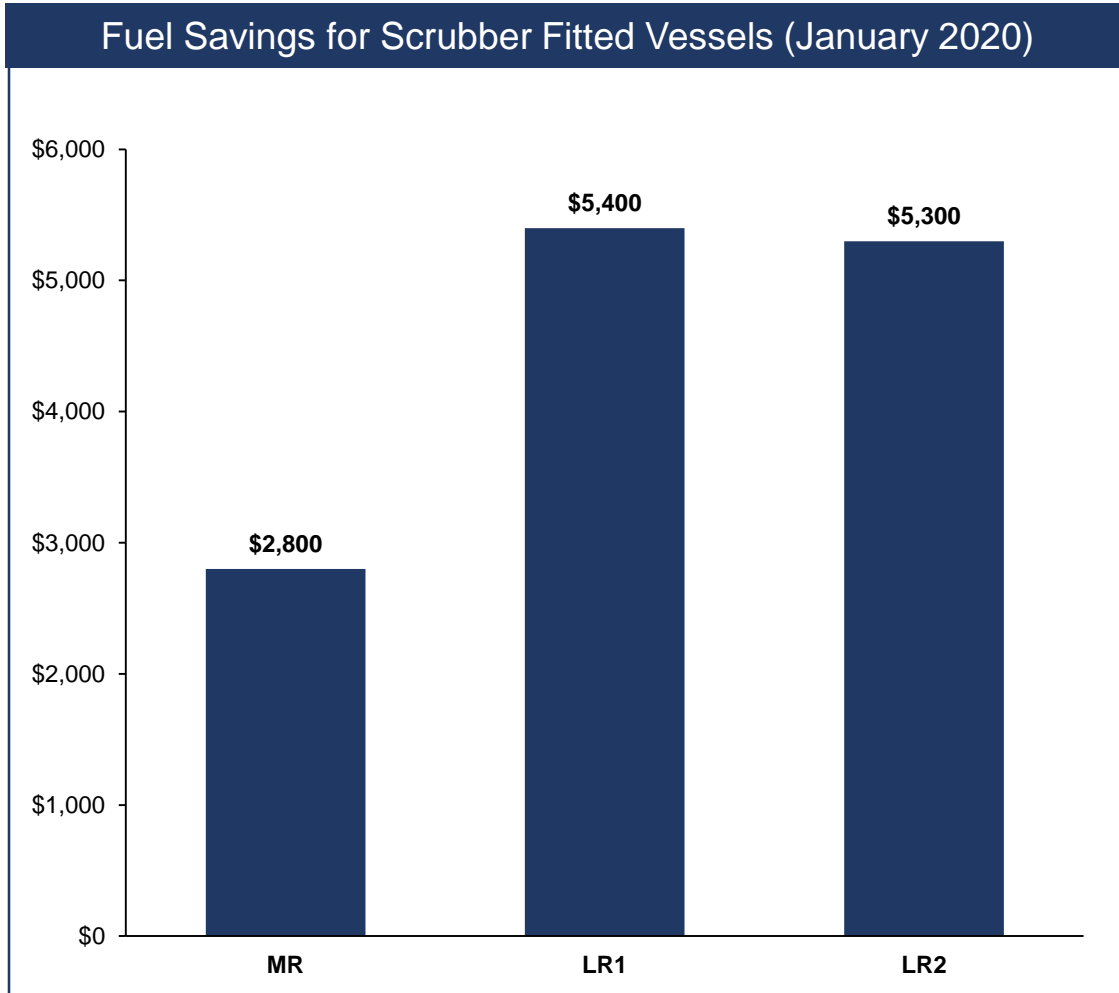


Significant Improvement in YoY Performance Pre IMO 2020

Q4-19 & Q1-20 TCE Earnings Update

	4 th Quarter 2019	1 st Quarter 2020	
<u>Vessel Type</u>	<u>Spot (\$/day)</u>	<u>% Fixed</u>	<u>Spot (\$/day)</u>
LR2	\$25,230	70%	\$25,000
LR1	\$17,653	80%	\$19,000
MR	\$17,429	60%	\$22,000
Handymax	\$19,294	60%	\$24,000

Scrubber Savings & Installation Schedule



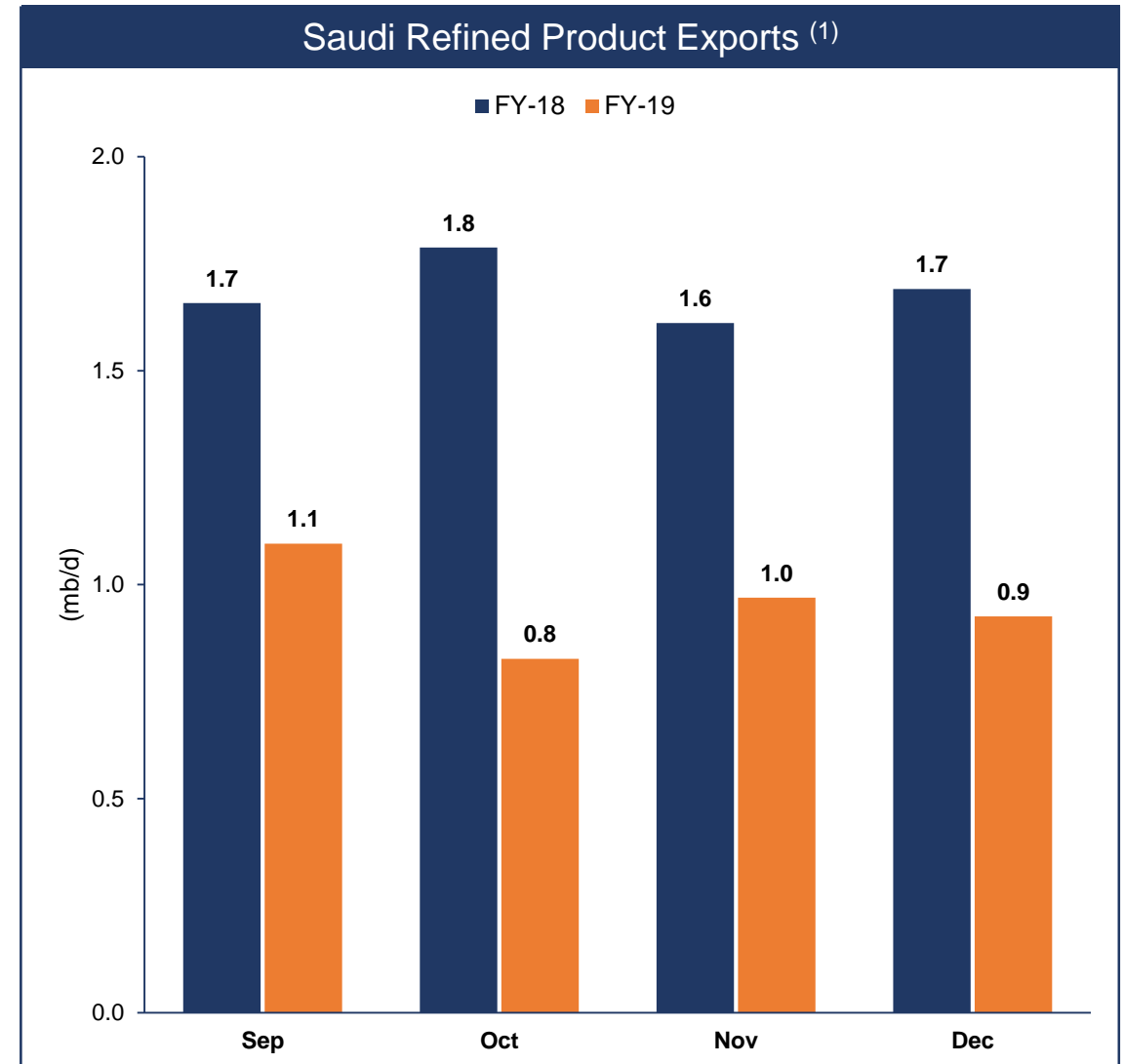
Market Update: Looking Back Q4-19

Strong Rate Environment Pre IMO 2020

- Product tankers saw a significant improvement in Q4 rates y-o-y driven by strong underlying demand and limited fleet growth

Despite several headwinds:

- **Saudi Oil Infrastructure Attacks**
 - Reduction in Saudi product exports of 600 kb/d to 1mb/d since the September 2019 attacks on the country's oil infrastructure
- **IMO 2020**
 - Demand impact on refined product exports yet to be felt, but higher fuel prices have
 - Increased fuel costs for non scrubber fitted vessels given switch from less expensive HSFO to more expensive VLSFO
- **Above Average Winter Temperatures**
 - Warmer weather has reduced seasonally strong winter distillate heating oil demand
 - Warmest winters on record in the United States and Europe



Market Update: Looking Forward

- **Wuhan Coronavirus (COVID-19)**
 - In the short-term, disruptions can cause re-routing and increased utilization, masking the underlying economic consequences of the virus in China.
 - We expect Asian inventories to grow at the same time that regularly scheduled maintenance takes western refineries off line. This can result in healthy volumes through the spring.
 - In conclusion, demand destruction is never positive, but it takes time for downward adjustments to be fully realized in our markets, and we are taking what steps we can to prepare for that.
 - Our experience on the ground, as our vessels undergo maintenance and install scrubbers at repair facilities in China, is that work continues at a reduced pace.
 - We are monitoring the safety of our personnel closely and do not feel they are at risk.
 - The delays we are experiencing (on the order of several weeks per vessel) do not affect the analysis of installing scrubbers, which are providing greater benefits than what we originally modelled.

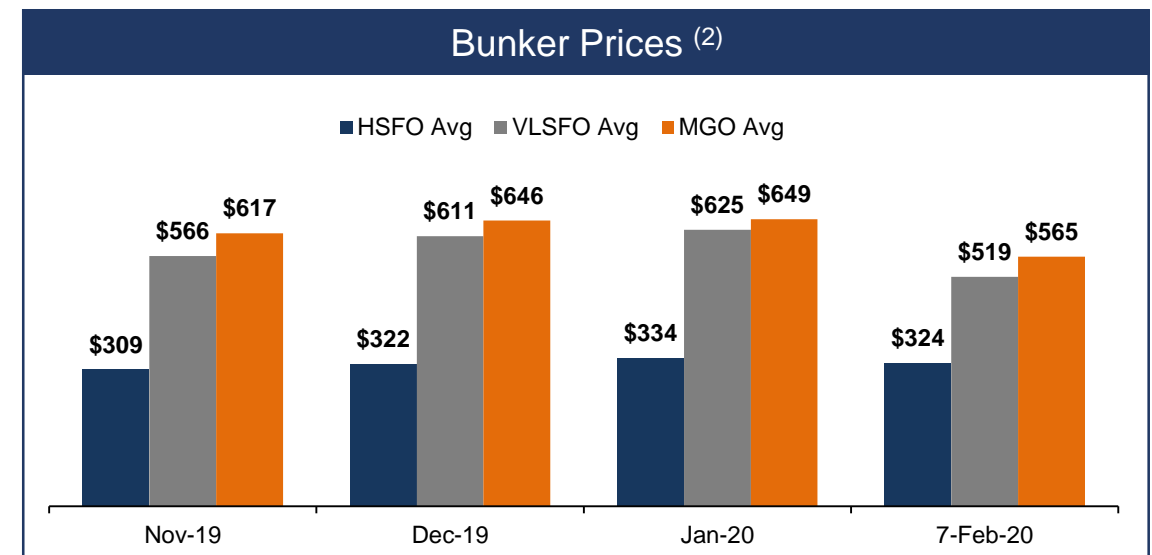
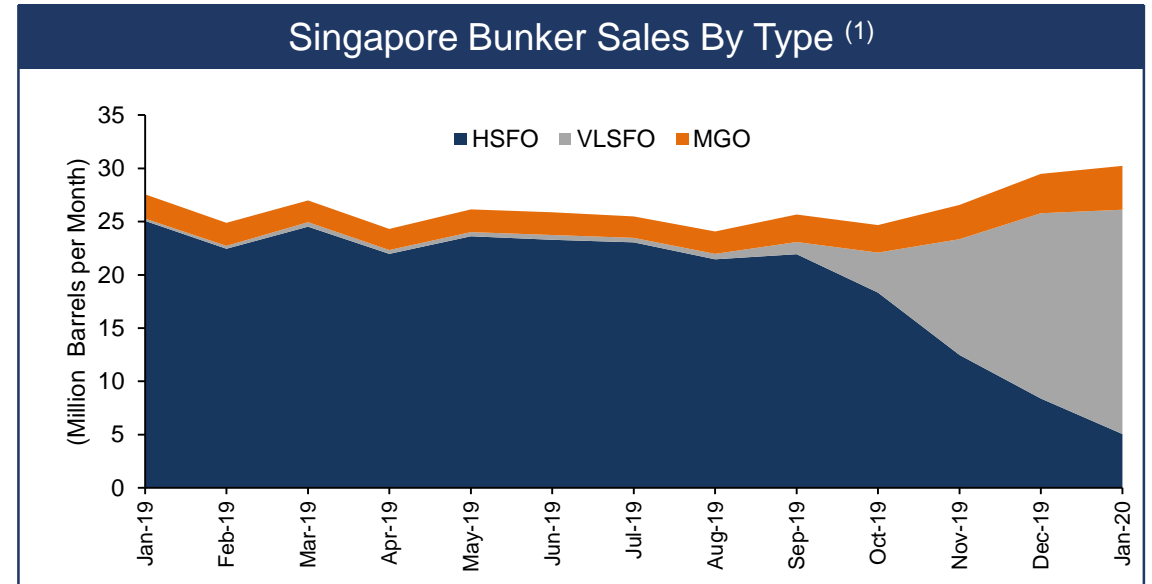
IMO 2020: It's Still Early

- **What We Have Seen So Far**

- **High Levels of VLSFO Fuel Adoption:** Accumulated storage in preparation of IMO 2020 allowed for greater availability.
- **Widening of the VLSFO-HSFO Spread:** In January, spreads averaged \$200-\$350/MT, depending on the region.
- **Regional VLSFO Price Volatility:** Differences in VLSFO prices between regions reached \$200/MT.
- **Attractive Scrubber Economics for Modern Vessels:** At current VLSFO-HSFO spreads, the returns are significant and compounded by Eco vessel fuel savings.
- **VLSFO Blend Quality Issues:** Shipowners have rejected certain blends.

- **What We Expect Going Forward**

- Increased flows of MGO and distillate blending components that were muted by storage of VLSFO in preparation of IMO 2020
- Improving refinery margins as refiners divert VGO to produce more VLSFO at the cost of less distillate products
- Healthy VLSFO-HSFO spread driven by the reduction in demand for HSFO



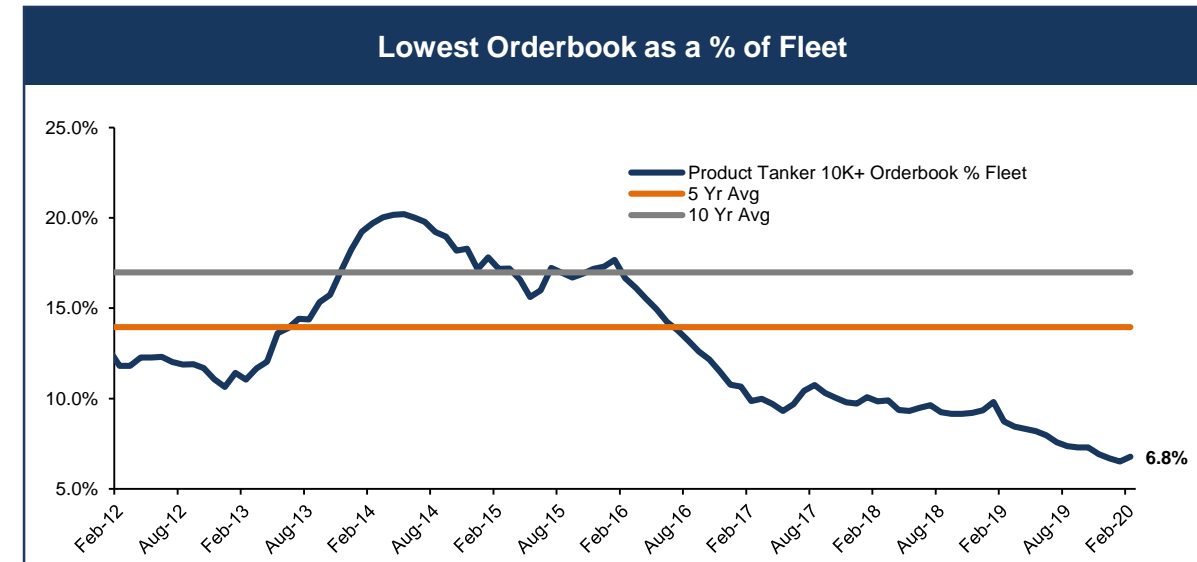
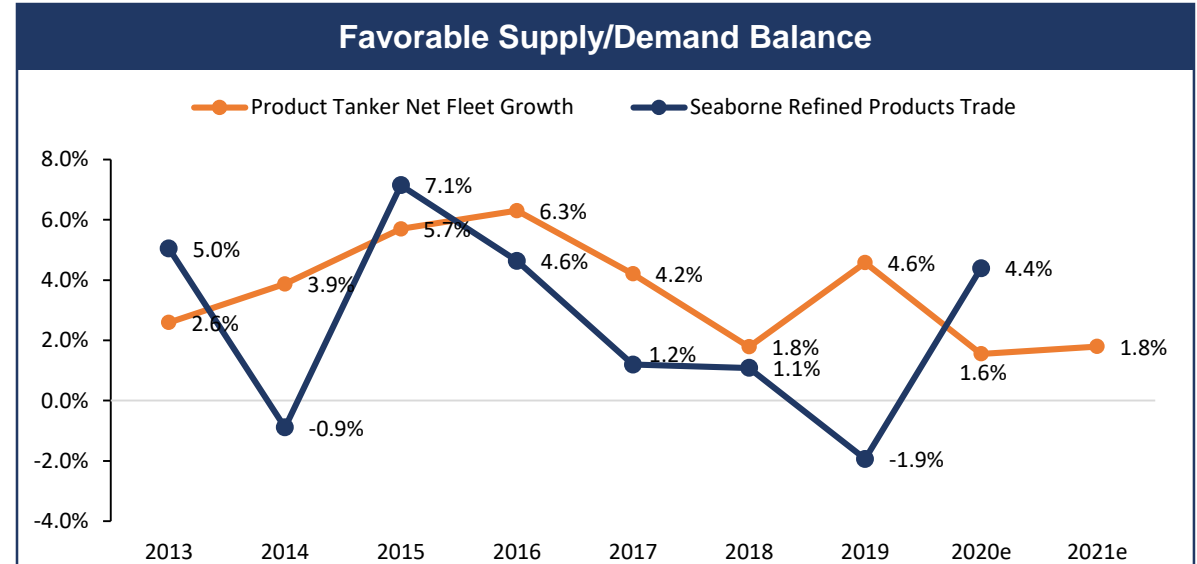
Long Term Fundamentals

Demand

- Growing regional imbalances of products driven by different crude slates, product yields/grades and refining capacity expected to continue
- Refining capacity expansions continue to move closer to the well head and further away from the consumer

Supply

- Limited newbuilding orders extending the duration of lowest orderbook as a % of fleet since 2000
- Ageing MR fleet continues to tighten supply as number of vessels turning 15 years old exceeds newbuilding deliveries
- Regulatory uncertainty around IMO 2030/2050 emission reductions and propulsions systems to act as a constraint on newbuilding activity until regulations become clear



Investment Highlights

<p>Largest and Most Modern Product Tanker Fleet in the World</p>	<ul style="list-style-type: none"> • 128 owned or financed lease vessels (126 on the water) with an average age of 4.0 years with track record of outperforming the market
<p>Largest Scrubber Fitted Tanker Fleet</p>	<ul style="list-style-type: none"> • Scorpio's ECO fleet well positioned as the largest scrubber fitted product tanker fleet in the world • Significant cash flow benefits driven by scrubber fuel savings given MGO-HSFO spread outlook
<p>Positive Market Fundamentals</p>	<ul style="list-style-type: none"> • Ton mile demand continues to grow • Limited newbuilding orders drives lowest orderbook as a % of fleet ever recorded • Favorable supply/demand environment with demand expected to outstrip growth in 2020
<p>IMO 2020 Is A Key Catalyst For Product Tankers</p>	<ul style="list-style-type: none"> • Expected increase in demand for distillate via additional volumes and consumption of MGO & LSFO blends, increasing the demand for product tankers
<p>Significant Operating Leverage</p>	<ul style="list-style-type: none"> • Spot market employment within the world's largest product tanker platform positions Scorpio to capture upside • Higher spot TCE rates in every month in 2019 relative to 2018 levels • \$1,000/day increase in rates will generate ~\$50 million of incremental annualized cash flow⁽¹⁾