



Scorpio Tankers Inc. Company Presentation

May 2016

STNG
LISTED
NYSE

1 Company Overview

- Scorpio Tankers Inc. (“STNG” or “Company”) is the world’s largest ECO-spec product tanker company
- By Q4-17, the Company will own a fleet of 87 eco-design product tankers
- 76 ⁽¹⁾ product tankers on the water with an average age of 1.5 years
 - 20 LR2s (110,000 DWT, ~750,000 bbls)
 - 42 MRs (52,000 DWT, ~275,000 bbls)
 - 14 Ice-Class Handymax (38,000 DWT. ~200,000 bbls)
- 11 vessels under construction
 - 3 LR2s to be delivered in 2016
 - 8 MRs to be delivered in 2017
- 12 product tankers time chartered-in (mainly on short-term charters)
- Vessels employed in well-established Scorpio pools
- NYSE-compliant governance and transparency
- The Company is headquartered in Monaco, incorporated in the Marshall Islands and is not subject to US income tax



(1) Excludes two vessels currently held for sale

2 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



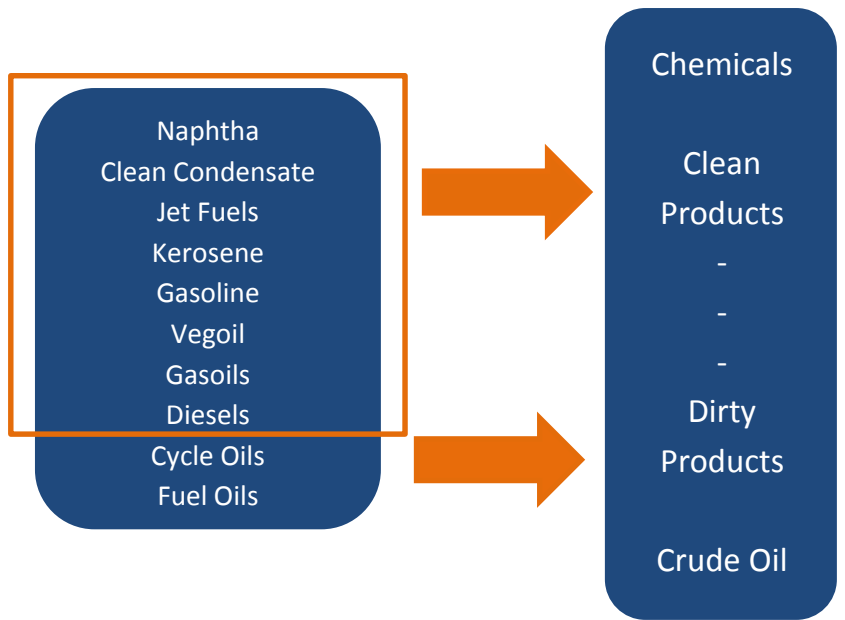
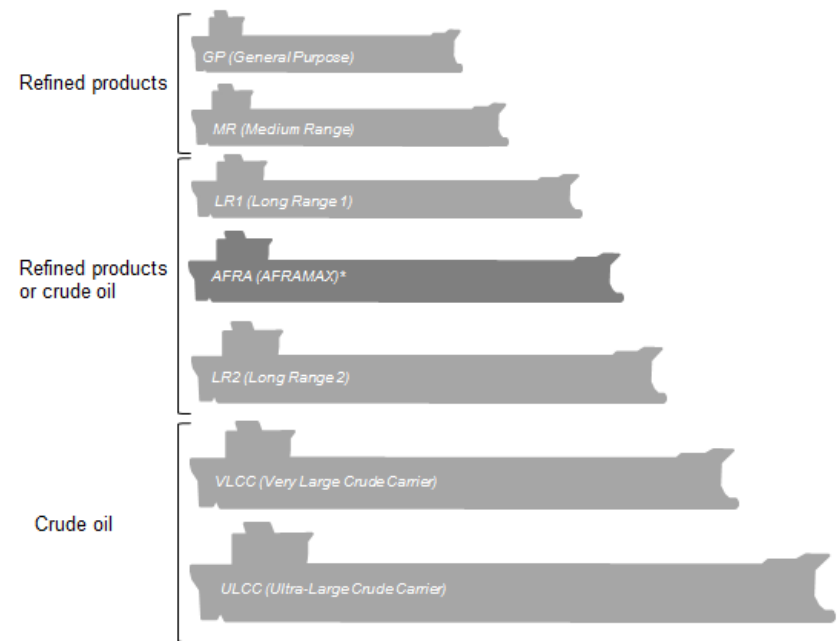
Terminals are located closer to transportation hubs and are the final staging point for the refined fuel before the point of sale.

3 Product and Crude Tankers



	"Dirty" - Crude				
Vessel Size	VLCC (200,000+ DWT)	Suezmax (120,000 - 200,00 DWT)	Aframax (80,000 - 120,00 DWT)	Panamax (60,000 - 80,00 DWT)	Handysize (< 60,000 DWT)
Cargo Size	2,000,000 bbls	1,000,000 bbls	500,000-800,000 bbls	350,000-500,000 bbls	<=350,000 bbls

"Clean" - Products			
LR2 (80,000-120,000 DWT)	LR1 (60,000-80,000 DWT)	Hmx/MR (25,000-60,000 DWT)	Handysize (<25,000 DWT)
615,000-800,000 bbls	345,000-615,000 bbls	200,000-345,000 bbls	<=200,000 bbls

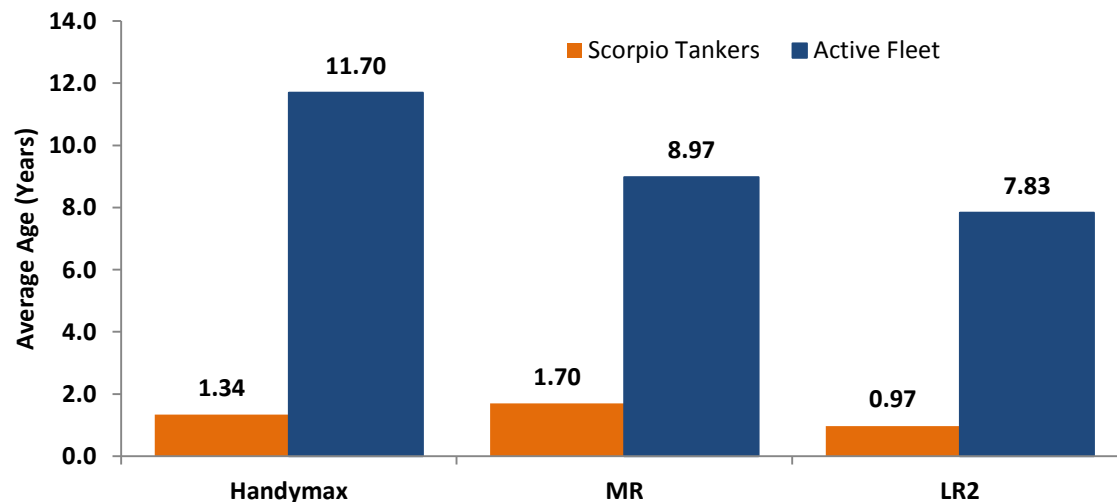


4 Product Tanker Specifications

- 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.

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.

Scorpio Average vs. Worldwide Fleet



Source: Clarksons Research Services, February 2016.

5 New Design Features on Scorpio Tankers' Product Tankers

Lower Co2 Emissions at
Sea & In Port

Vapor Recovery
System

Deepwell Pumps, Cleaning Capability for Rapid
Discharge & Cargo Flexibility



Mewis Duct

Larger Propeller

G-Type
(Electronic Long Stroke Main
Engine)

Hydrodynamic Hull Form

Low Friction Hull Coating

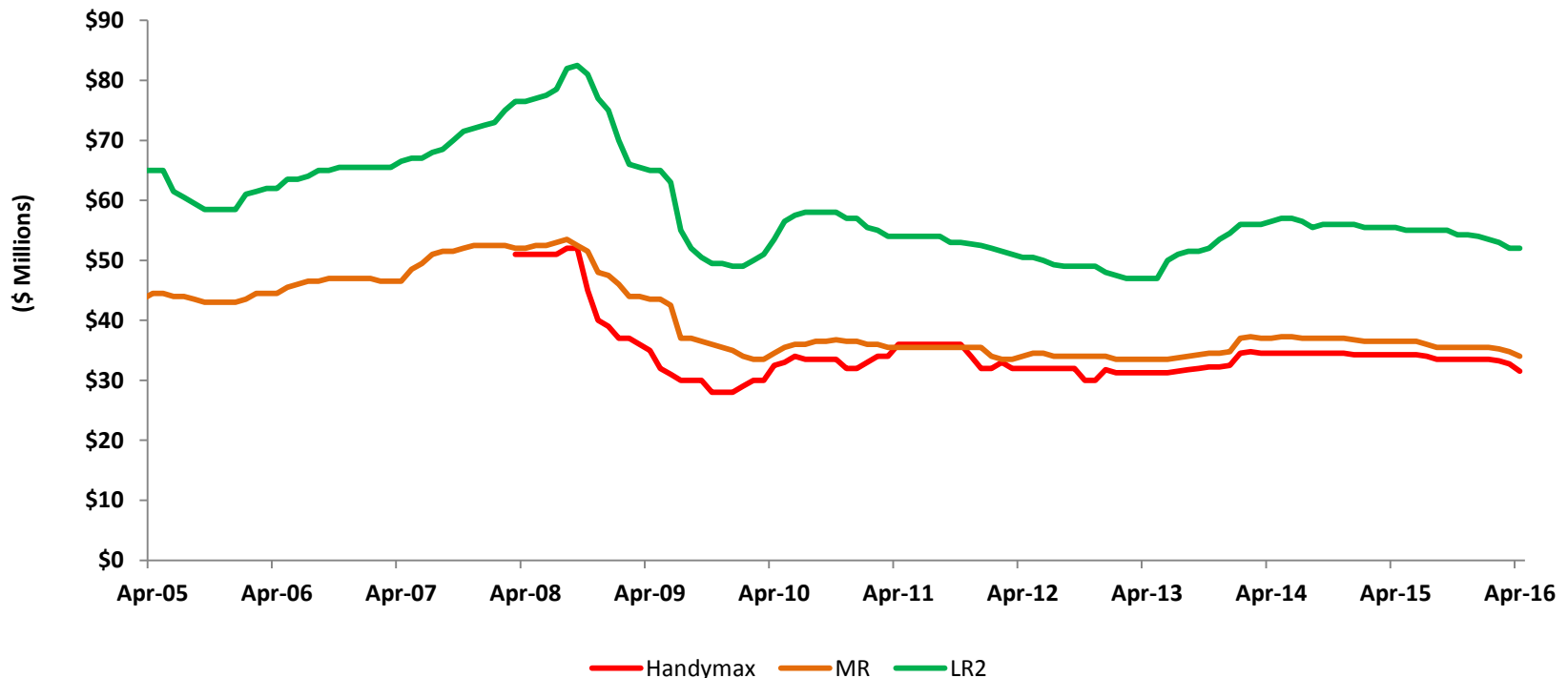
Enhanced Cargo Tank Coatings

Bulbous Bow

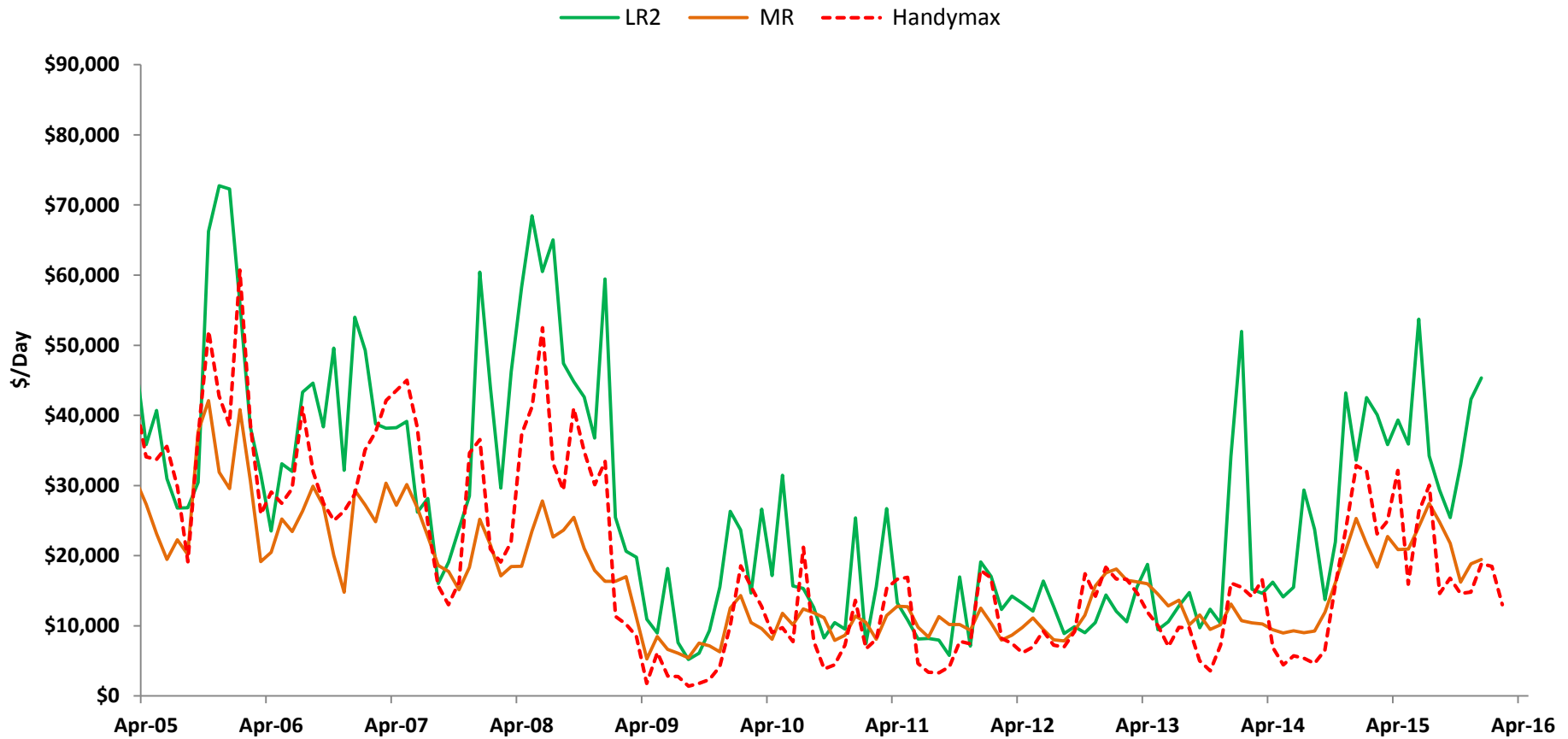
6 Scorpio's Newbuildings Ordered at Favorable Values

Historical Data 2005-2015				
(\$ in millions)	Current	Avg	Max	Min
Handymax	\$32	\$35	\$52	\$28
MR	\$34	\$40	\$54	\$34
LR2	\$52	\$59	\$83	\$47

Scorpio Average Vessel Purchase Price	
(\$ In Millions)	Price
Handymax	\$31
MR	\$36
LR2	\$53

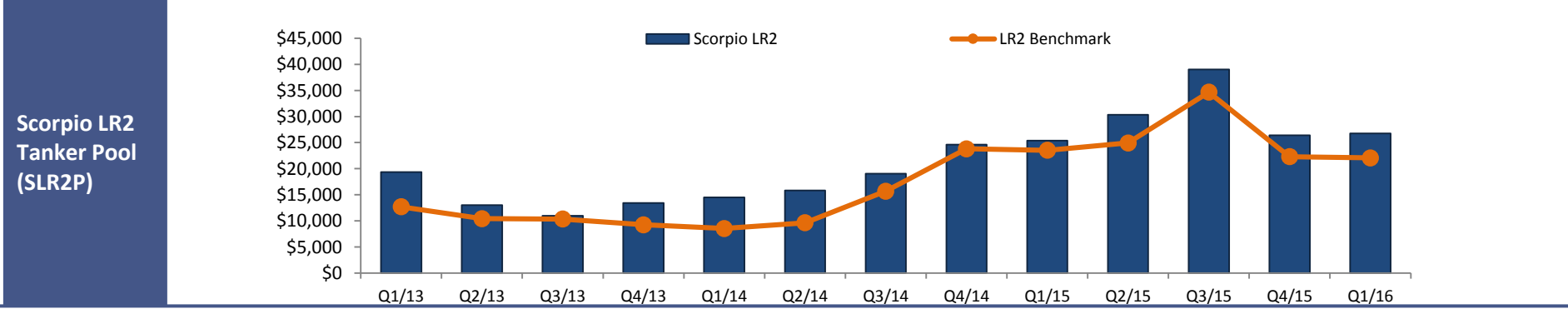
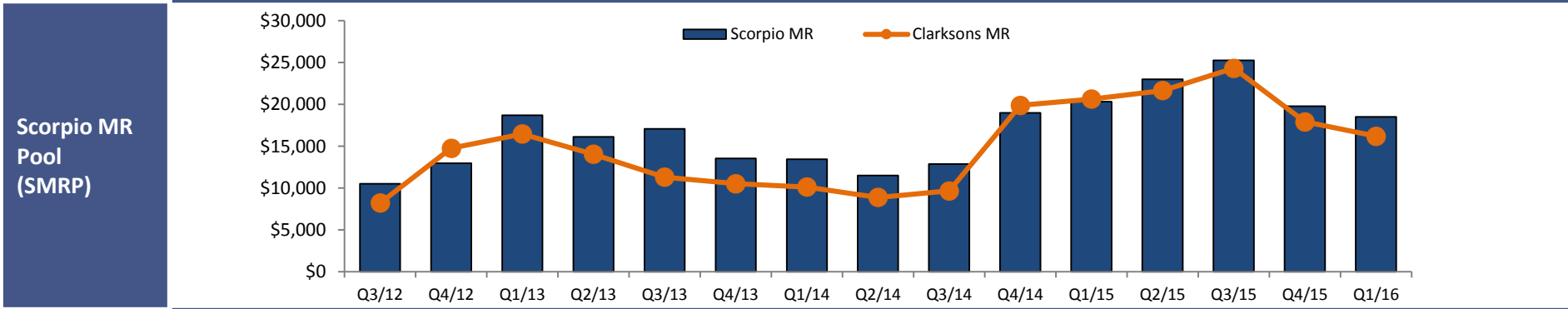
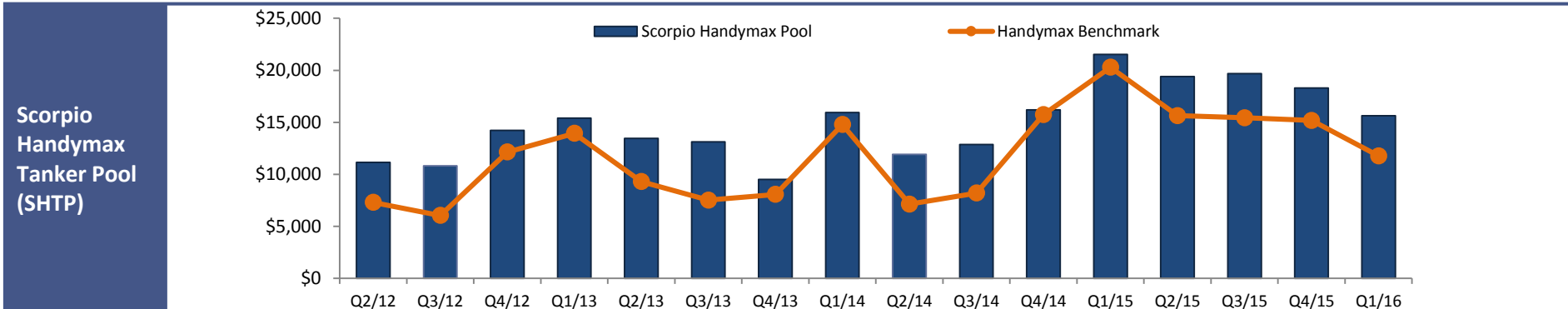


7 Scorpio Well Positioned Now that Rates Have Recovered



8 Scorpio Pools Have Consistently Outperformed The Market

Pool Performance (\$/day)



9 Product Tanker Owners & Operators

Top Pool Operators				
Pool Operator	Handymax	MR	LR2	Total
Scorpio	32	80	21	133
Norient	37	53	-	90
Handytankers	65	20	-	85
Navig8	7	13	13	33
Teekay Taurus	0	0	18	18

Scorpio's trading platform operates the largest product tanker fleet in the market with over 150 vessels under commercial management

Top Five Handymax & MR Owners ⁽¹⁾		
#	Owner	Vessels
1	Scorpio Tankers	56
2	TORM A/S	53
3	Sinokor Merchant	38
4	Interorient Nav. Co.	37
5	China Merchants Grp	36
Total Fleet		1762

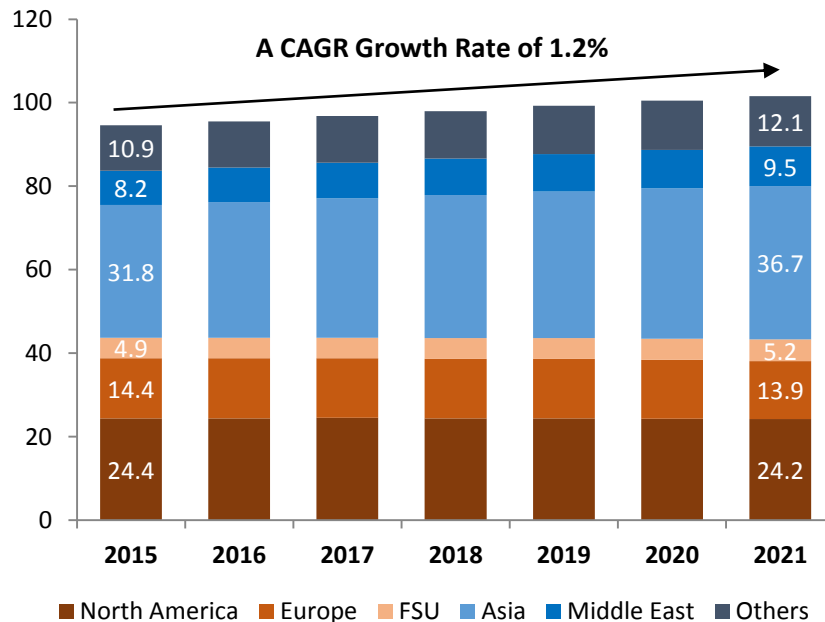
Top Five LR2 Owners ⁽¹⁾		
#	Owner	Vessels
1	Scorpio Tankers	20
2	A.P. Moller	14
3	Ocean Tankers	12
4	K. G. Jebsen (KGJS)	10
5	China COSCO Shipping	9
Total Fleet		290

(1) Clarkson Research Services as of March 2016. Does not include newbuilds.

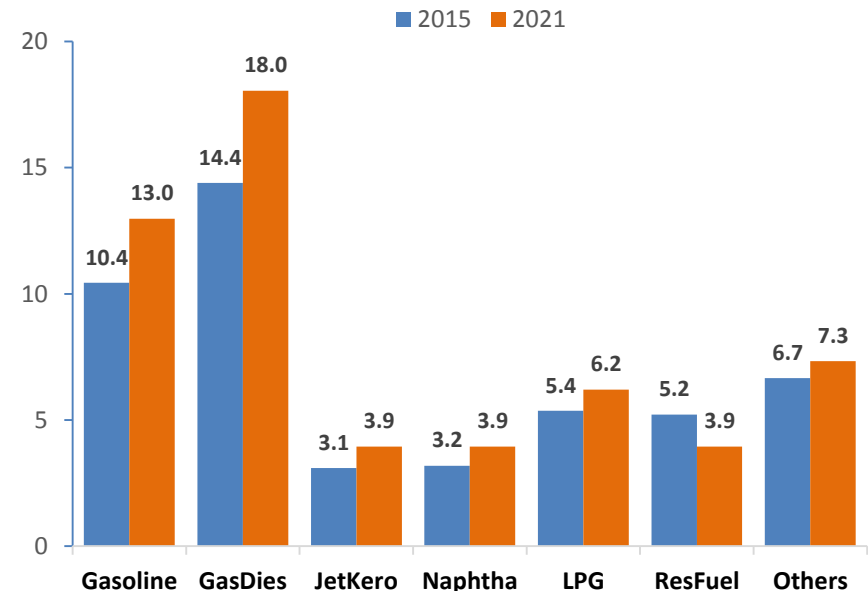
10 Global Oil Demand Continues to Increase

- Global oil demand is expected to grow by 7.2 mb/d between 2015 and 2021, or a CAGR growth rate of 1.2%, reaching 101.6 mb/d in 2021.
- The growth rate is lower than the 1.7% per annum seen in 2009-2015 due to increasing vehicle fuel efficiency and China's economic transition from export-led growth to a consumption and services driven economy.
- Global oil demand growth is primarily driven by non-OECD countries, specifically Asian countries. Non-OECD countries are expected to contribute 8.1 mb/d to the global growth between 2015 and 2021, versus a net-OECD decline of 0.9 mb/d.
- Gasoline and gasoil are expected to account for roughly 75% of the non-OECD oil demand growth.

Global Oil Demand: 2015-2021 (mb/d)



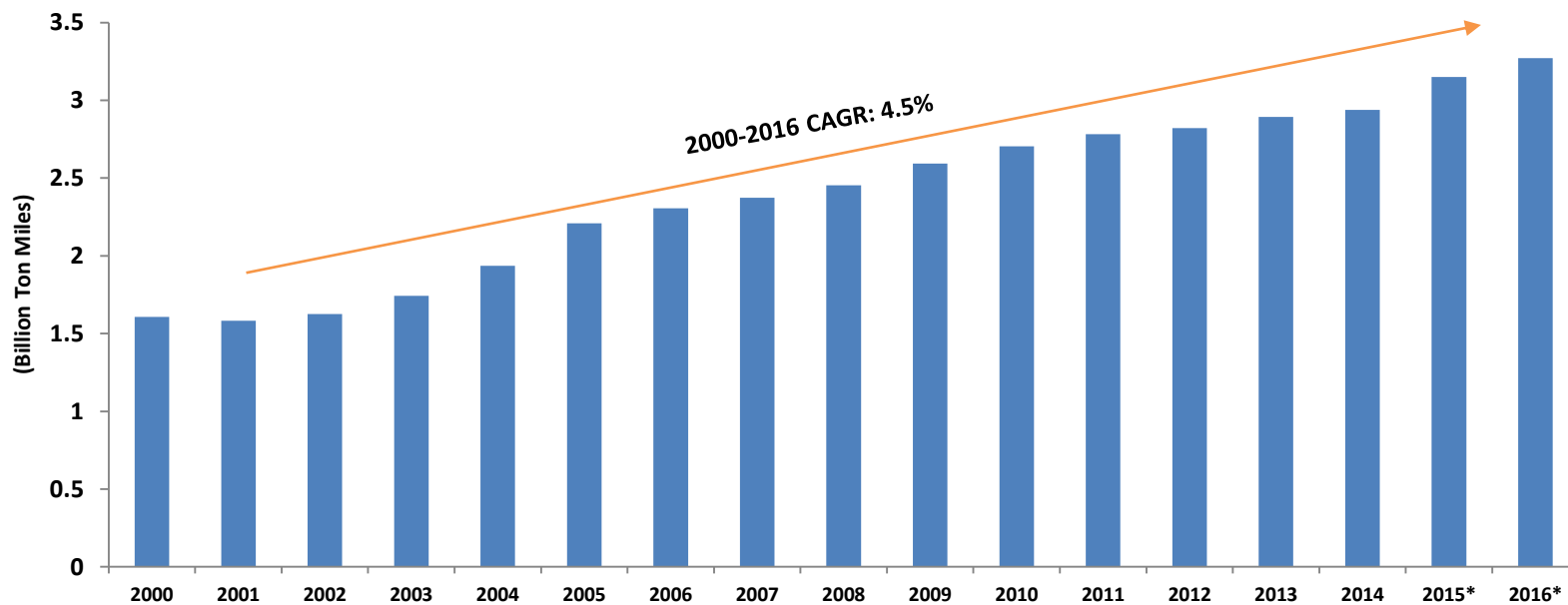
Non-OECD Oil Demand: 2015-2021 (mb/d)



11 Structural Drivers in Demand Dynamics for Refined Products

- Between 2000-2016, ton miles have increased an average of 4.5% per year.
- Reduction in oil prices has increased production of refined products, and consequently the quantity to be transported.
- US has emerged as a refined products powerhouse, becoming the world's 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.

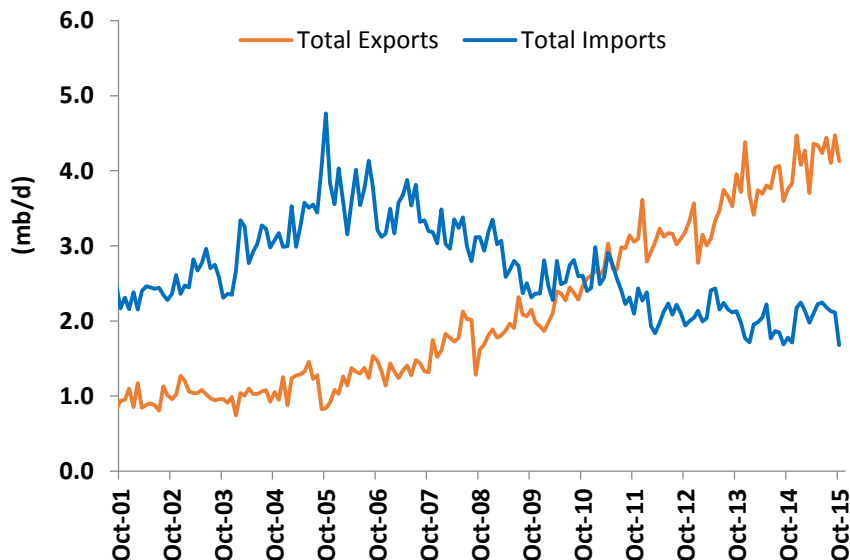
World Seaborne Refined Products Trade



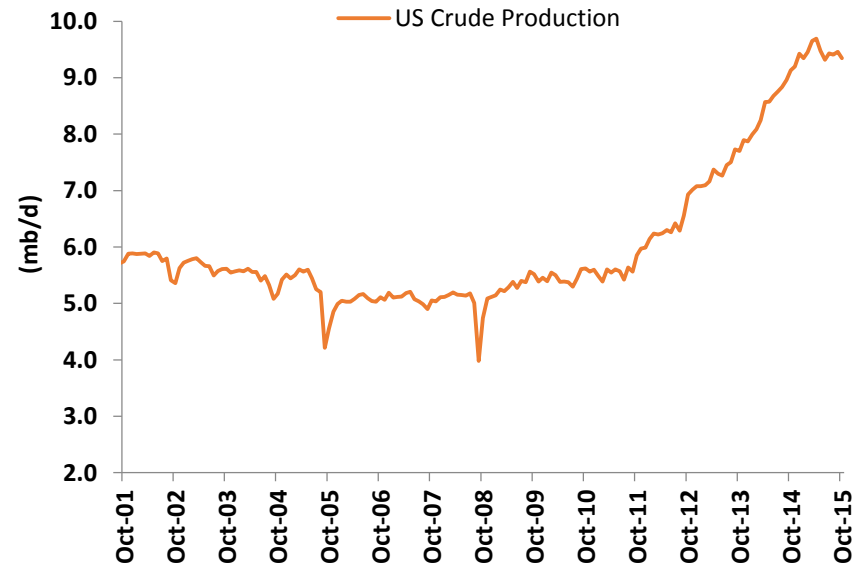
12 U.S. Has Become the World's Largest Products Exporter

- In the last few years, the US refining industry has experienced an extraordinary reversal and is now the world's largest product exporter with 4.5 mb/d of gross exports in September 2015, roughly five times as much as in January 2005 ⁽¹⁾
- The shale boom has provided US refiners with discounted crude and cheap feedstock, increasing global competition, and facilitating refinery closures in Europe and the Caribbean
- U.S. exports of refined products accounts for 25% of total ton miles while a large portion of these exports are short-haul routes to Mexico, Caribbean, and Northern South America.
- The lifted U.S. crude oil export ban is expected to cause some regional dislocation between supply and demand, while it is believed that it will be beneficial for international product tanker companies.

U.S. Imports/Exports of Petroleum Products



U.S. Crude Production Increased by ~4mb/d 2008-2015

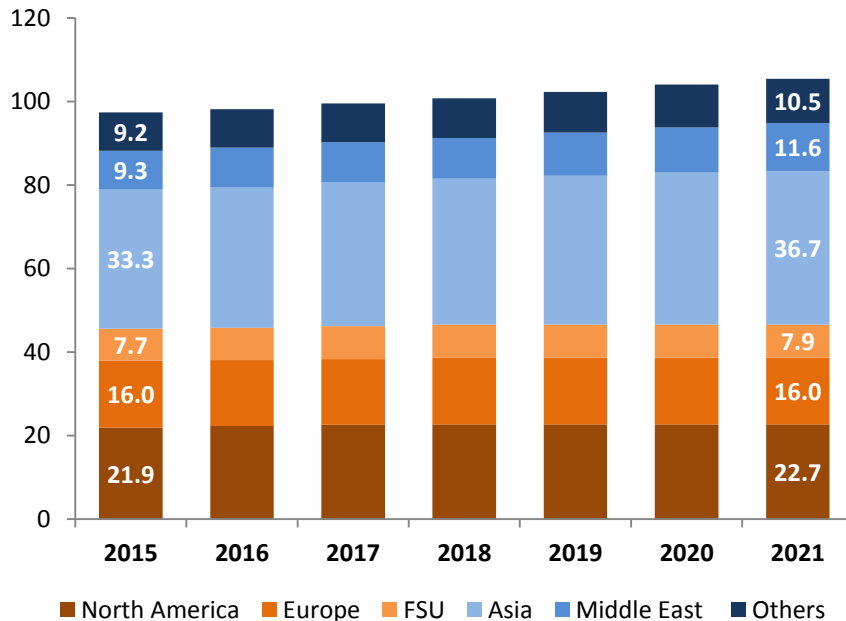


(1) US Energy Information Administration (EIA), January 2016.
Graphs: US Energy Information Administration (EIA), January 2016.

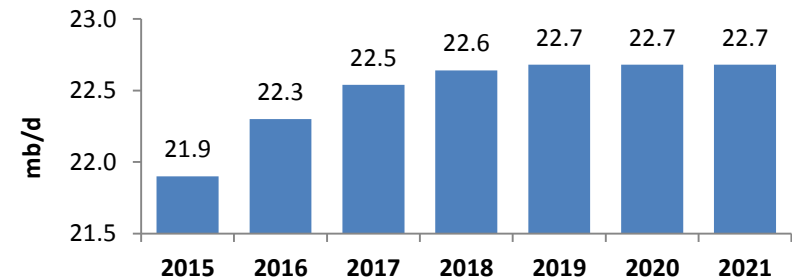
13 Refinery Capacity Expansions Drive Demand

- The refining industry continues to undergo massive expansion and restructuring as worldwide refining hubs in Asia, the Middle East, and United States are crowding out legacy capacity in Europe and OECD Asia Oceania.
- According to International Energy Agency (“IEA”), refinery capacity is expected to increase by 7.7 mb/d between 2015-2021, reaching 104.9 mb/d in 2021.
- Non-OECD Asia, including the Middle East, remains the contributor to growth, adding 2.3 mb/d, followed by China with increased capacity of 2.2 mb/d.
- North America looks to add 0.8 mb/d of new refining capacity through 2021, of which the majority is accounted for by US expansion in the next two years.

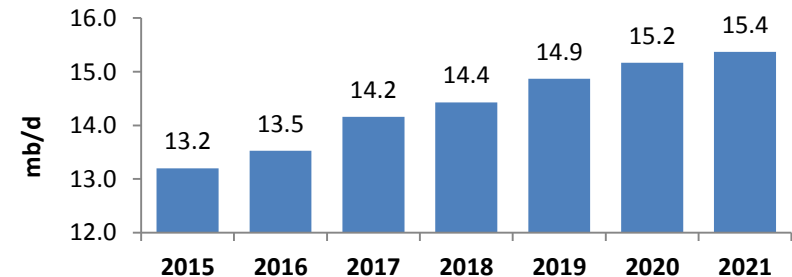
Global Refining Capacity: 2015-2021 (mb/d)



North American Refinery Capacity Expansions



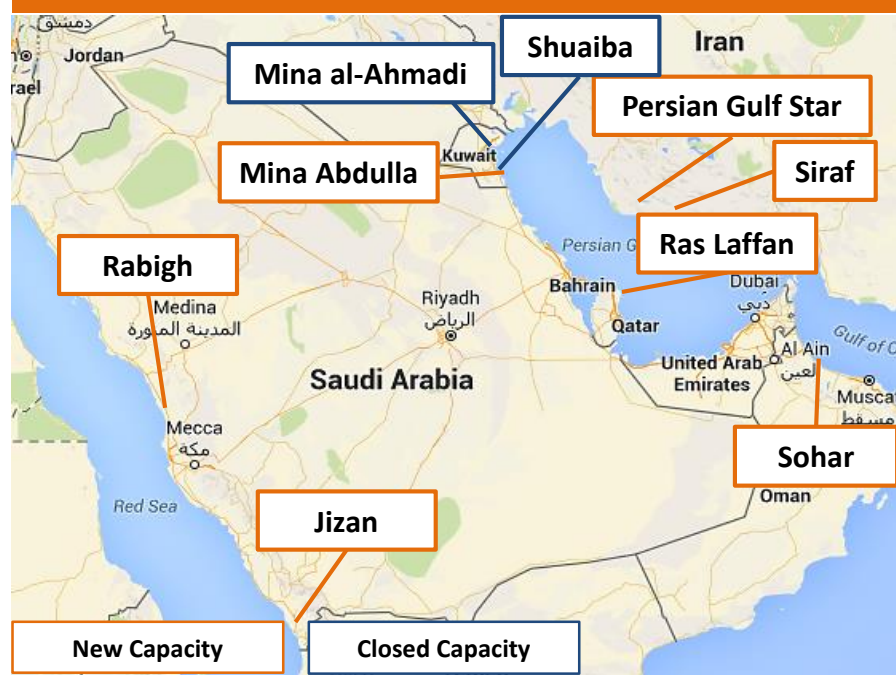
Chinese Refinery Capacity Expansions



14 Middle East Investing in New Refinery Capacity

- New refinery projects coming on stream in the Middle East exceed regional demand growth, resulting in increased product exports particularly middle distillates.
- Europe is the most likely destination for much of the new volumes, particularly diesel.
- In 2009, the EU introduced the Euro-V fuel standards, reducing the maximum sulfur content for diesel to just 10 parts per million, or ppm, from the 50ppm set in 2005.
- Satorp shipped its first 80,000 mt cargo of ultra-low sulfur diesel from Jubail in October last year, claiming just 3ppm.

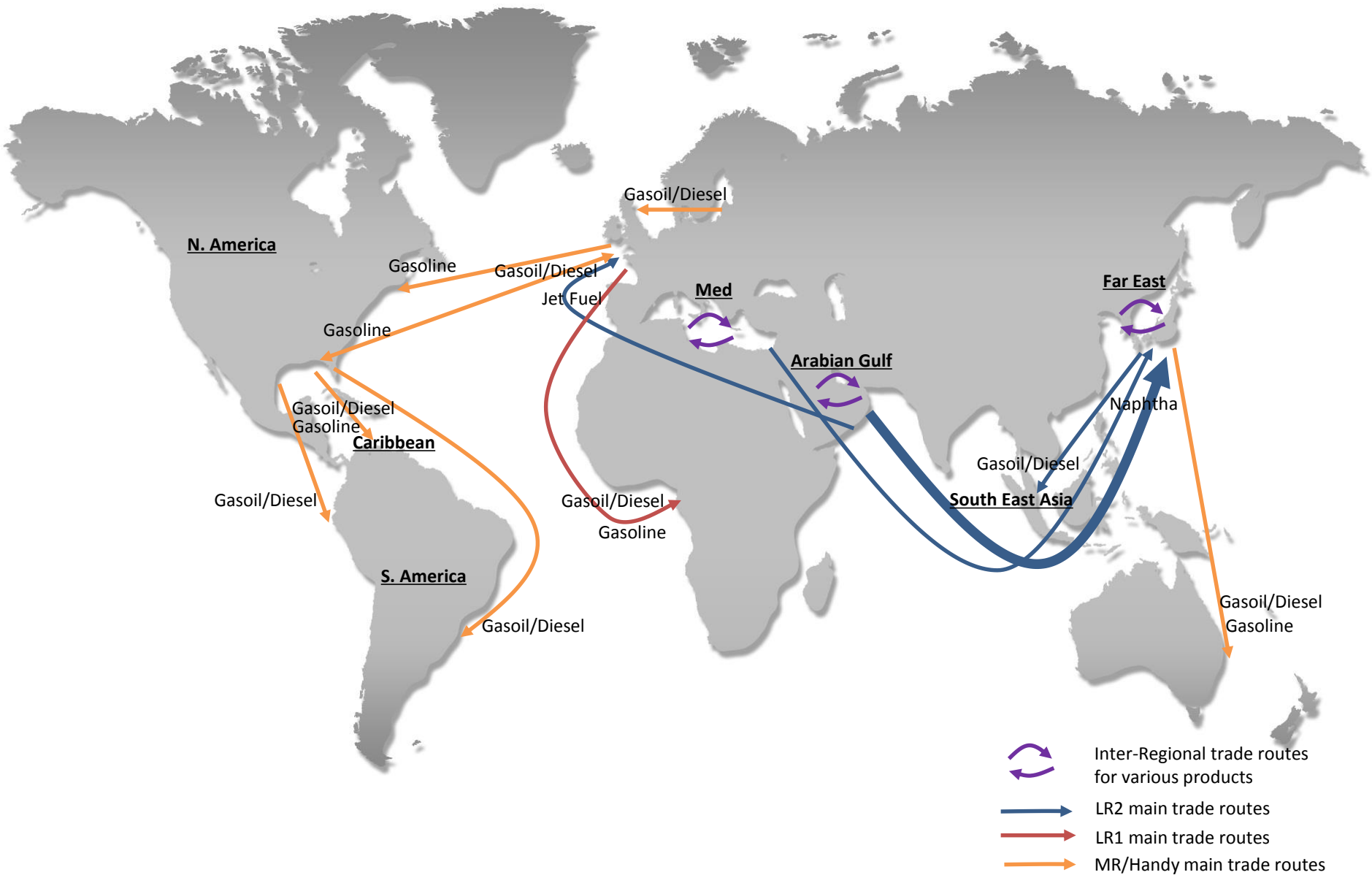
Major Capacity Additions 2016-2019



Middle East Refinery Expansion Projects

Country	Refinery	Year	Capacity (kb/d)
New Refineries			
Qatar	Ras Laffan 2	2016	136
Iran	Persian Gulf Star	2016	120
Oman	Sohar	2016	30
UAE	Jebel Ali	2016	20
Iran	Persian Gulf Star	2017	120
Oman	Sohar	2017	82
Saudi Arabia	Rabigh 2	2017	50
Iraq	Qaiwan-Baizan	2018	50
Saudi Arabia	Jizan	2019	400
Kuwait	Mina Abdulla	2019	184
Iran	Siraf	2019	120
Iran	Persian Gulf Star	2019	120
New Refinery Capacity			1,432
Closures			
Kuwait	Shuaiba	2017	-200
Kuwait	Mina al-Ahmadi	2019	-119
Closure Capacity			-319
Capacity Expansion			1,113

15 Product Tanker Trade Map



16 Highlights

1

Modern, fuel-efficient fleet

- World's largest fleet of ECO-design product tankers
- ECO-design vessels have substantially lower fuel costs than prior generation vessels
- Newbuilds contracted at favourable prices, relative to historical averages, and at reputable yards

2

Tremendous fleet growth and operating leverage

- STNG currently operates a fleet of 76 wholly owned tankers with an average age of 1.5 years and time charters-in an additional 12 tankers
- The Company has 11 vessels under construction, 3 LR2s to be delivered in 2016 and 8 MR product tankers to be delivered in 2017.
- Scorpio Group manages the fleet in commercial pools that have historically outperformed the charter market

3

Positive market fundamentals

- Remaining orderbook provides favourable supply / demand balance
- Increasing U.S. refined product exports combined with increasing refinery capacity in Asia and the Middle East supports demand growth

4

Strategy targets a conservative financial profile

- Commitment towards maintaining low leverage and a conservative capital structure
- Flexibility to manage successfully through shipping cycles and take advantage of strategic growth opportunities

Appendix

18 Appendix 1 - Operating Leverage Continues to Grow

Class	Existing	To be Delivered		Total Owned	TC-In	Total
		2016	2017			
Handymax (35,000 DWT)	14	-	-	14	5	19
MR (52,000 DWT)	42 ⁽¹⁾	-	8	50	4	54
LR1 (75,000 DWT)	-	-	-	-	1	1
LR2 (110,000 DWT)	20	3	-	23	2	25
Total	76	3	8	87	12	99

(1) Excludes two vessels currently held for sale.

19 Appendix 2 – Fleet List

Owned Vessels							
Name	Year	DWT	Type	Name	Year	DWT	Type
STI Comandante	May-14	38,000	HM	STI Mayfair	Oct-14	52,000	MR
STI Brixton	Jun-14	38,000	HM	STI Yorkville	Oct-14	52,000	MR
STI Pimlico	Jul-14	38,000	HM	STI Memphis	Nov-14	52,000	MR
STI Hackney	Aug-14	38,000	HM	STI Milwaukee	Nov-14	52,000	MR
STI Acton	Sep-14	38,000	HM	STI Battery	Dec-14	52,000	MR
STI Fulham	Sep-14	38,000	HM	STI Soho	Dec-14	52,000	MR
STI Camden	Sep-14	38,000	HM	STI Tribeca	Jan-15	52,000	MR
STI Battersea	Oct-14	38,000	HM	STI Gramercy	Jan-15	52,000	MR
STI Wembley	Oct-14	38,000	HM	STI Bronx	Feb-15	52,000	MR
STI Finchley	Nov-14	38,000	HM	STI Pontiac	Mar-15	52,000	MR
STI Clapham	Nov-14	38,000	HM	STI Manhattan	Mar-15	52,000	MR
STI Poplar	Dec-14	38,000	HM	STI Queens	Apr-15	52,000	MR
STI Hammersmith	Jan-15	38,000	HM	STI Osceola	Apr-15	52,000	MR
STI Rotherhithe	Jan-15	38,000	HM	STI Notting Hill	May-15	52,000	MR
STI Amber	Jul-12	52,000	MR	STI Seneca	Jun-15	52,000	MR
STI Topaz	Aug-12	52,000	MR	STI Westminster	Jun-15	52,000	MR
STI Ruby	Sep-12	52,000	MR	STI Brooklyn	Jul-15	52,000	MR
STI Garnet	Sep-12	52,000	MR	STI Black Hawk	Sep-15	52,000	MR
STI Onyx	Sep-12	52,000	MR	STI Elysees	Jul-14	110,000	LR2
STI Sapphire	Jan-13	52,000	MR	STI Madison	Aug-14	110,000	LR2
STI Emerald	Mar-13	52,000	MR	STI Park	Sep-14	110,000	LR2
STI Beryl	Apr-13	52,000	MR	STI Orchard	Sep-14	110,000	LR2
STI Le Rocher	Jun-13	52,000	MR	STI Sloane	Oct-14	110,000	LR2
STI Larvotto	Jul-13	52,000	MR	STI Broadway	Nov-14	110,000	LR2
STI Fontvieille	Jul-13	52,000	MR	STI Condotti	Nov-14	110,000	LR2
STI Ville	Sep-13	52,000	MR	STI Rose	Jan-15	110,000	LR2
STI Opera	Jan-14	52,000	MR	STI Veneto	Jan-15	110,000	LR2
STI Duchessa	Jan-14	52,000	MR	STI Alexis	Jan-15	110,000	LR2
STI Texas City	Mar-14	52,000	MR	STI Winnie	Mar-15	110,000	LR2
STI Meraux	Apr-14	52,000	MR	STI Oxford	Apr-15	110,000	LR2
STI San Antonio	May-14	52,000	MR	STI Lauren	Apr-15	110,000	LR2
STI Venere	Jun-14	52,000	MR	STI Connaught	May-15	110,000	LR2
STI Virtus	Jun-14	52,000	MR	STI Spiga	Jun-15	110,000	LR2
STI Aqua	Jul-14	52,000	MR	STI Savile Row	Jun-15	110,000	LR2
STI Dama	Jul-14	52,000	MR	STI Kingsway	Aug-15	110,000	LR2
STI Benicia	Sep-14	52,000	MR	STI Lombard	Aug-15	110,000	LR2
STI Regina	Sep-14	52,000	MR	STI Carnaby	Sep-15	110,000	LR2
STI St Charles	Sep-14	52,000	MR	STI Grace	Mar-16	110,000	LR2

2016 Delivery Schedule			
Name	Year	DWT	Type
STI Jermyn	May-16	114,000	LR2
STI Selatar	Aug-16	114,000	LR2
STI Rambla	Oct-16	114,000	LR2

2017 Delivery Schedule			
Name	Year	DWT	Type
STI Galata	Feb-17	52,000	MR
STI Taksim	Mar-17	52,000	MR
STI Leblon	Apr-17	52,000	MR
STI La Boca	May-17	52,000	MR
STI San Telmo	Aug-17	52,000	MR
STI Jurere	Sep-17	52,000	MR
STI Esles II	Oct-17	52,000	MR
STI Jardins	Nov-17	52,000	MR

Vessels to Be Sold			
Name	Year	DWT	Type
STI Olivia	Aug-14	52,000	MR
STI Powai	Jul-14	52,000	MR

76 existing vessels, plus 11 Newbuilds

20 Appendix 3 – Largest Shareholders

#	Holder	Ownership
1	Wellington Management Company	9.7%
2	Dimensional Fund Advisors	6.3%
3	BlackRock Fund Advisors	4.0%
4	Putnam Investment Management	3.9%
5	Daruma Capital Management	3.3%
6	Avenue Capital Management II	3.0%
7	Baron Capital Management	2.9%
8	Legatum	2.5%
9	Deutsche Bank Trust Company Americas	2.3%
10	BHR Capital	2.2%
11	Investec Asset Management	2.1%
12	Senvest Management	2.0%
13	Northern Trust Investments	2.0%
14	Citadel Advisors	2.0%
15	Morgan Stanley	1.9%
16	York Capital Management Global Advisors	1.8%
17	Robeco Investment Management	1.8%
18	State Street Global Advisors	1.7%
19	Millennium Management	1.6%
20	The Vanguard Group	1.6%
21	TIAA-CREF Investment Management	1.5%
22	Fidelity	1.5%
23	Heartland Advisors	1.4%
24	Invesco Advisers	1.3%