

Scorpio Tankers ESG REPORT 2021



CONTENTS

3	KEY FIGURES 2021
4	CEO STATEMENT
5	ABOUT SCORPIO TANKERS
	OUR VISION
	OUR VALUES
9	ENVIRONMENT
11	SOCIAL
15	GOVERNANCE
	ORGANIZATION
18	APPENDIX
	SASB MARINE TRANSPORTATION STANDARD DISCLOSURES
	OUR OPERATIONS IN NUMBERS
20	CLIMATE RISK STATEMENT 2021
23	ASSUMPTIONS
24	DISCLAIMER
25	OFFICES

About this report

This report presents Scorpio Tankers Inc.'s ("STNG") environmental, social, and governance ("ESG") performance for the calendar year 2021. The report has been prepared using the Sustainability Accounting Standards Board ("SASB") Marine Transportation Standard (2018).

Where deemed relevant, the report includes management and performance information up to the date of its publication. Some information presented in the report includes the activity of the Scorpio group of companies ("Scorpio").

Scorpio includes companies which are service providers to STNG and provide both seafarers for vessels and shoreside services. Please see STNG's 2021 Annual Report for further details on these relationships. This is the third ESG report released by STNG, following on from its inaugural 2019 ESG report. Feedback on the report is welcomed.

To provide feedback or to seek additional information regarding the contents of this report, please contact the dedicated STNG team at sustainability@scorpiogroup.net.

KEY FIGURES 2021

Fleet vessels

131

(2020: 135)

Average age (years)

6.0

(2020: 5.1)

Sailing distance (nM)

7,699,373

(2020: 7,140,732)

GHG Emissions (MT)

2.48

(2020: 2.33)

Health & Safety (LTIF)

0.71

(2020: 0.34)

Spills

0

(2020: 0)

CEO STATEMENT

This is our third comprehensive ESG report. It transparently discloses our environmental, social and governance performance in 2021, using the Sustainability Accounting Standards Board (SASB) Marine Transportation disclosure standard (2018).

As the effects of Covid-19 stabilized in 2021, we have continued to adapt to the ongoing disruption to the maritime industry caused by the global pandemic. The professionalism and resilience of our staff and crews has enabled us to operate effectively throughout and we are well placed to handle any further outbreaks. Buoyed by a positive market outlook, we are well prepared for increasing ESG-related regulation, such as that proposed by the Securities Exchange Commission in March of this year. This report outlines the progress we have already made in this regard, and signals our commitment to performance improvement.

Largest and most modern product tanker fleet in the world

Our fleet has an average age roughly half that of the industry's on a class by class basis. With younger, more efficient vessels we are able to achieve significantly lower greenhouse gas (GHG) emissions per unit of material transported. New technology fitted on our vessels also delivers higher environmental performance for other emissions, enabling us to meet and exceed increasingly strict environmental regulations. All of our vessels are equipped with ballast water treatment systems and over two-thirds are fitted with exhaust gas scrubbers. We see such high performance as imperative for meeting our customers' and stakeholders' expectations.

Focused on climate risk and GHG emission reduction

In 2021 we examined our climate-related financial risks and opportunities and these are disclosed in the appendix of this report in accordance with the Task Force on Climate-related Financial Disclosures (TCFD) recommendations. More detailed information about our GHG emissions, energy intensity indices and environmental performance is included in the Environment section of this report, beginning on page 9.

Developing human capital

We are committed to being a good employer and hold ourselves accountable to the highest social standards. Our investment in developing human and social capital has been particularly salient through the Covid-19 pandemic, where our people have adapted quickly to challenging conditions, while performing optimally. We are continuing our focus on diversity, training and development, and becoming an attractive employer to people from all different backgrounds.

Meeting increasing ESG expectations

We are acutely aware of increasing customer requirements with respect to ESG performance, alongside growing investor expectations and stakeholder interest. It is our intention to proactively meet these requirements and expectations, with this report demonstrating our commitment and achievements in that regard, to date.

We invite you to read the report and welcome your feedback.

Sincerely

Emanuele A. Lauro
Chairman & Chief Executive Officer

Monaco, July 2022



ABOUT SCORPIO TANKERS

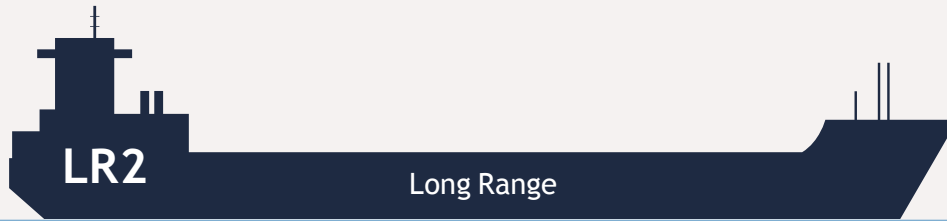
We provide seaborne transportation of refined petroleum products worldwide

Our vessels transport refined petroleum products on time charters or in the spot market through commercial pools operated by members of the Scorpio group of companies. The overall mix of how our vessels are employed varies from time to time based on many factors including our view of the future market conditions.

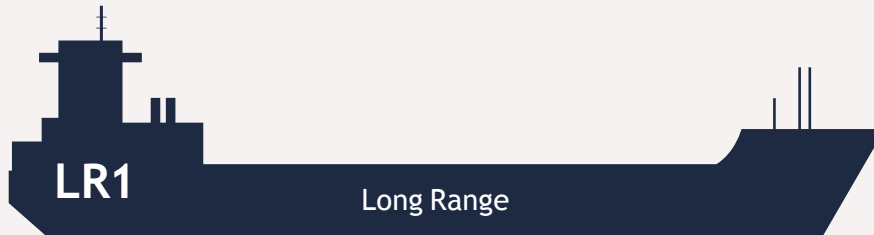
Our fleet of 131 vessels has an average age of 6.0 years, half the global average

As of December 31, 2021, our operating fleet consisted of 131 owned, finance leased, or bareboat chartered-in vessels with a weighted average age of approximately 6.0 years compared to the global active fleet average age of 12 years for vessels in the same classes. Our active fleet as of that date included 42 LR2, 12 LR1, 63 MR, and 14 Handymax vessels. (See further details on page following.)





VESSELS	AVERAGE AGE	GLOBAL AVERAGE	TYPICAL ROUTE	TYPICAL CARGO
42	5.7	(9.4)	Middle East to Far East	Ultra low sulfur diesel



VESSELS	AVERAGE AGE	GLOBAL AVERAGE	TYPICAL ROUTE	TYPICAL CARGO
12	5.5	(12.2)	Intra-Far East	Gasoline



VESSELS	AVERAGE AGE	GLOBAL AVERAGE	TYPICAL ROUTE	TYPICAL CARGO
63	5.8	(10.8)	USA to Europe	Gasoline



VESSELS	AVERAGE AGE	GLOBAL AVERAGE	TYPICAL ROUTE	TYPICAL CARGO
14	7.1	(15.2)	Intra-Europe	Ultra low sulfur diesel

Global average = Global average age of active fleet vessels in this class

OUR VISION

It is our vision to be the provider of choice for our customers;

to prevent injuries, casualties, and pollution through better awareness, better tools, better procedures;

to lead our industry with respect to environmental and legal compliance;

and to adapt rapidly to opportunities and challenges across the breadth of our business, outperforming our competitors.

OUR VALUES

INTEGRITY

Our way: do the right thing

We believe in the honorable ideals of seafaring and shipping; those, alongside our high business and ethical standards, and values, are embodied in all our endeavors. Honesty, ethics, and strong moral principles are fundamental to our business.

Through our culture, policies, training programs, and procedural checks that we build around compliance, our goal is to achieve the highest industry standards.

STEWARDSHIP

We care, respect, and deliver

We honor our obligations to our many stakeholders and put forth all due care to preserve their trust. Our ship staff puts their health and wellbeing in our hands and we strive to maintain a secure, respectful working environment. Our customers rely upon us to safely and efficiently deliver the goods required for their operations and we do our utmost to meet their expectations in a fair and balanced manner.

Our banks and investors entrust us with their capital and we endeavor to fulfill our financial obligations with full transparency. For society at-large, we take all reasonable measures to ensure the safe delivery of needed goods using fuel efficient vessels.

COLLABORATION

No man is an island

We believe that working with other companies and professional disciplines, while being exposed to diverse backgrounds and cultures, makes for better business decisions and a stronger organization.

Diversity and openness — the free exchange of ideas

- are critical to our success and to our organization as a place for personal and professional development
- by encouraging them we aspire to contribute positively to the industry.

MOXIE

Fortune favors the bold

We challenge ourselves to move quickly, creatively, and thoughtfully towards new opportunities; relying on our energy, passion, and principles to achieve advantageous, long-term risk-adjusted returns. We aren't afraid to explore uncharted territory.

Our approach to sustainability

Utilizing the latest generation of fuel-efficient vessels, together with our operating strategy and experienced management team, underpins our ESG approach. We deliver superior results over time through safeguarding the environment and complying with a complex and global array of regulation.

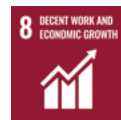
We recognize the need to look beyond short-term financial returns and compliance. Our mission, values and purpose guide us to consider our long-term value creation, including for planet, our people and our communities.

We continuously and actively strive to reduce our impacts, while transparently reporting on sustainability topics, as we continue to work to improve our ESG related performance.

We actively contribute to the UN Sustainable Development Goals

The United Nations Sustainable Development Goals (SDGs) provide a shared blueprint for peace and prosperity for people and the planet, now and into the future. The 17 SDGs are aimed at ending poverty and improving health and education, reducing inequality, and spurring economic growth - all while tackling climate change and working to preserve our oceans and forests.

The three most relevant goals our contributions are aligned with are **Goal 8**. Decent Work and Economic Growth; **Goal 13**. Climate Action; and, **Goal 14**. Life Below Water.



We are proud members of:

- The International Seafarers' Welfare and Assistance Network (ISWAN), a network of international organizations committed to improving the welfare of seafarers.
- The Trident Alliance, a coalition of shipping owners and operators who share a common interest in robust enforcement of maritime sulphur regulations.
- Intertanko (ESG Working Group), an advocacy group for the tanker industry to facilitate the world with the safe, environmentally sound and efficient seaborne transportation of oil, gas and chemical products.
- Marine Anti-Corruption Network (MACN), a global business network working towards the vision of a maritime industry free of corruption.



ENVIRONMENT

Scorpio Tankers is committed to continuously improving energy efficiency, meeting its IMO GHG reduction obligations and satisfying all other emissions requirements, including for SO_x, NO_x and particulate matter (PM).

Investments in new vessels, low average fleet age and deployment of technology means we have best in class efficiency and environmental performance, including for ballast water management systems. Our approach to environmental management is set out in our Environmental Policy, which includes operating to the highest environmental standards, while complying with all relevant environmental regulations.

GHG emissions

International shipping accounts for nearly 3% of global GHG emissions. While shipping remains significantly more efficient than other freight modes (such as road, rail or air transportation), major efforts will be required throughout the sector to meet the IMO's 2050 GHG reduction ambition - to reduce absolute emissions 50% by 2050 and by 70% on an intensity basis.

Climate change is clearly shaping the course of the maritime industry and will continue to do so going forward. Growing awareness, increasing customer expectations and the likelihood of regulation make our response to this issue a fundamental priority.

A challenging emissions reduction pathway for the maritime sector

According to the IMO's Fourth Greenhouse Gas Study (2020), shipping is used for nearly 90% of global trade and accounts for 2.9% of global GHG emissions. Between 2012 and 2018 GHG emissions from shipping grew 9.6%, mostly due to a continuous increase of global maritime trade. Improvements in energy efficiency are contributing to a lowering in the carbon intensity of maritime transport.

However, predicted ongoing growth in shipping and trade is likely to nullify emission reductions achieved through efficiency gains. This will make it difficult to achieve IMO's 2050 GHG reduction ambition only through energy-saving technologies and speed reduction of ships. Under all projected scenarios, in 2050, a large share of the total amount of GHG reduction will have to come from the use of low-carbon alternative fuels.

Our approach to emissions reduction

Scorpio Tankers' fleet is modern with an average age of 6.0 years. Our investment in modern vessels, with latest emission-reduction technologies, positions us to meet current and predicted future emissions regulations. At the same time, we are able to demonstrate best-in-class energy efficiency, which is becoming increasingly important for meeting our own and our customers' emission reduction pathways. Carbon intensity indexes have been calculated for each vessel in our fleet and the mitigation potential is being mapped in anticipation of IMO's expected requirements in 2023.

Emissions performance

In 2019, we established an accurate GHG emissions baseline using independent third-party measurement. In 2021, our scope 1 GHG emissions were 2.48 million metric tons Carbon Dioxide equivalents (CO₂e), measured using a financial control approach (2020: 2.33 million). The 6.4% increase in emissions in 2021 was primarily a result of increased transport work undertaken. Total distance travelled by our vessels in 2021 was 7,669,373 nM (2020: 7,140,732), an increase of approximately 8.5% compared to the previous year. Emissions for particulate matter (PM) and nitrous oxides (NO_x) increased in 2021. With scrubbers fitted on the majority of our vessels, our sulfur dioxide (SO_x) emissions are considered to be very low. Emissions and energy efficiency indices for different vessel types for 2021 are also reported. See the SASB table in the appendix.

Compliant ballast water treatment systems

Ballast water is essential for the safe and efficient operation of vessels. The handling of ballast water is regulated by the International Convention for the Control and Management of Ships' Ballast Water and Sediments.

All of our vessels have ballast water management plans in place in accordance with the IMO's Ballast Water Management Convention. In 2021, ballast water treatment systems were in place on 100% (2020:93%) of our fleet.

No ballast water discharge incidents in 2021

Uncontrolled ballast water may contain aquatic organisms or pathogens which, if introduced into the sea including estuaries, or into freshwater courses, may create hazards to the environment, human health, property or resources, impair biological diversity or interfere with other legitimate uses of such areas. No ballast water discharge incidents were reported in 2021 (2020:0).

Zero spills or discharges to air

Accidental spills or discharges can cause significant ecological harm. Harmful spills may require extensive recovery efforts, causing reputational damage as well as economic penalties. No spills or discharges to air were reported in 2021 (2020:0).

Compliant waste disposal

The prevention of pollution by solid waste from ships is regulated by MARPOL's Annex V, which prohibits the discharge of most waste into the sea. Regulated waste accumulated aboard a vessel is disposed of at designated port reception facilities and, where port facilities allow, some waste materials are recycled. There were no reported waste disposal issues in 2021.

Committed to responsible ship recycling

We are committed to the sustainable and socially responsible recycling of ships in accordance with our Environmental Policy. We believe that ship recycling should always be performed according to strict standards for protecting human health, safety and the environment. Our oldest vessel was built in 2012, and recycling is currently not considered. Any future vessel recycling will be done in accordance with the Hong Kong Convention and conducted in compliance with the IMO Convention for the Safe and Environmentally Sound Recycling of Ship and with any future guidelines issued by the IMO in connection with such Convention.



SOCIAL

We are committed to creating a safe, healthy and rewarding work environment. Our focus on building a strong safety culture is complemented by our investment in developing and retaining our people.

Building and maintaining a resilient, diverse and unified workforce has proved invaluable throughout the Covid-19 pandemic. Our number one priority has been keeping our people safe and healthy, while adapting to the challenging conditions that the pandemic presented. The many cultures and backgrounds of the people working for us creates diversity, which we value and seek to enhance.

Providing good working conditions, respecting relevant labor and human rights are embedded in our approach to creating social capital. Through our efforts to date we have continued to maintain our positive retention rates and this builds a strong foundation for future growth and development

Covid-19

The Covid-19 pandemic continued to impact our human capital management in 2021, including our crews on vessels. While global travel restrictions eased throughout the year, the ability to make crew changes continued to be impacted. We have made ongoing adaptations to our crew management practices and will monitor future pandemic developments to ensure we remain responsive and effective.

Signatory to the Neptune Declaration

We have signed the Neptune declaration as part of our ongoing commitment to mitigate impact of Covid-19 on our seafarers.



We will continue to support the declaration by:

- Recognizing seafarers as key workers and give them priority access to Covid-19 vaccines;
- Establishing and implementing gold standard health protocols based on existing best practice;
- Increasing collaboration to facilitate crew changes; and
- Ensuring air connectivity between key maritime hubs for seafarers.

Health and safety

Through consistent reinforcement, we promote a safety culture grounded on the premise of eliminating workplace incidents, risks and hazards. We are dedicated to ensuring the safety of our operations for our employees, our customers and any personnel associated with our operations. Our approach to health and safety is documented in our Health, Safety, Quality and Security Policies. We are committed to:

- Identifying and assessing all health, safety and security risks confronting our seafarers;
- Maintaining a secure working environment, ensuring compliance with the International Code for the Security of Ships and Port Facilities (ISPS Code) as well as cooperating with international bodies/states in their efforts to deter maritime terrorism; and
- Providing training and improving safety awareness and procedural compliance.

Lost time incident rate

In 2021, our lost time incident rate (LTIF) was 0.71 (2020: 0.34) we will continue our unwavering focus on reaching zero harm and ensuring our people are safer every day.

Creating a responsible safety culture

Our workplace environment presents many safety challenges. Senior management communicates frequently with company personnel to promote safety and instill safe work habits through the use of company media directed at, and regular training of, both our mariners and shore-based personnel. We dedicate personnel and resources to ensure safe operations and regulatory compliance. In addition, we employ safety personnel who are responsible for administering our safety programs, fostering our safety culture and monitoring the results of our safety programs and initiatives.

We instill in each of our employees a safety supervisor mindset with full authority to stop any operation that they deem to be unsafe. By establishing practical safeguards against all identified risks, we take a consistent and proactive approach to minimizing the number of accidents, incidents and hazardous occurrences.



Protecting our crews from Piracy

Piracy, hijacking and kidnapping continues to represent a significant risk in certain regions of the world. To create a safe environment for our crew and vessels, we have adopted best management practices consistent with the industry standards and recommendations from governing bodies. Specifically, all of our ships are registered with the EU Naval Force (Maritime security centre) which coordinates ships' transit schedules with the appropriate naval ships in the Gulf of Aden and Somali basin. An internal risk assessment is also made prior entering into a voyage in any part of the world.

Depending on the present conditions and individual risk factors for the particular ship, preventive measures are evaluated for each transit in accordance with our Health, Safety, Quality and Security Policies. There were no incidents of attempted hijackings of ships in the STNG fleet in 2021 (2020:0).

Encouraging open reporting

We encourage our seafarers to speak up on unsafe practices, undesirable conditions and unacceptable behaviors which may affect safety, environment and wellness. All reports are investigated fairly, without prejudice and the outcome of the investigations are communicated to the person making the report. Seafarers have access to a number of channels to communicate their grievances openly and anonymously. Some of the systems we have in place include:

- Online unsafe act and condition reporting system with an option to report anonymously.
- Ethics hotline for reporting with an option to report anonymously.
- Designated persons ashore to receive and manage the grievance.
- Ship staff welfare officers (Ombudsman) to help solve disputes among seafarers and seafarers and the company.
- Workshops and open house sessions in seafarer seminars.
- Regular senior management visits to vessels.

During our crew briefing sessions we educate and encourage seafarers on open reporting and we also carry out extended briefing and orientation of the shipboard management team to encourage a culture of transparency and assertiveness. The reports are used to improve our systems and to influence desirable practices.

Wellness at Sea

Shipboard work on vessels can be stressful because it involves physical labor, a confined space, a restricted social group and a lack of normal social and recreational resources. Seafarers are, at the same time, the major guarantee and contributor to safe maritime transportation.

The physical and psychological health of our seafarers directly concerns the safety of human lives, property, and the marine environment. We do all we can to support the physical and mental well-being of our greatest asset – our people. Whether it's our partnership with the Crewsure insurance Health Program covering their time at home and their direct family, or increasing connectivity with family back home by enabling our ships with wi-fi, the well-being of our team members is a constant focus of Scorpio's Senior Management.

Our Seafarer Labor Practices

We adhere to the industry specific guidelines of the International Labor Organization (ILO) which aims to promote rights at work, encourage decent employment opportunities, enhance social protection and strengthen dialogue on work-related issues. Furthermore, our seafarers are represented by the International Transport Workers' Federation (ITF), which defends the interests of transport workers' unions in bodies which take decisions affecting jobs, employment conditions or safety in the transport industry.

Ship Staff Welfare Measures

We have a visible leadership team that promotes a culture of care for people. This has helped build a family of seafarers who feel a deep sense of belonging to the company.

Specific staff welfare measures we undertake include:

- Dedicated shore staff for handling seafarer-welfare issues.
- Shore based training and seminars for seafarers have been digitally adapted in response to Covid-19 restrictions. These are supported within a learning management system that is available online and onboard.
- Wellness workshops to raise awareness on physical and mental wellbeing.
- Free internet access provided to all seafarers onboard to help them stay in touch with their families.
- Design of processes and procedures to reduce workload of seafarers.
- Competitive wages and benefits that are well above what is negotiated in the collective bargaining agreement. Timely payment of wages to all our seafarers and timely turnaround in their tour of duty.
- Recreational facilities onboard that includes a gym. Assistance to families of seafarers when they are away on ships.
- Mentoring program for cadets.
- Industry leading insurance program for all seafarers.

Fostering diversity

We embrace the diversity of our team members, stakeholders and customers, including their unique backgrounds, experiences, ideas and abilities. Everyone is valued and appreciated for their distinct contributions to the growth and sustainability of our business. We strive to cultivate a culture and vision that supports and enhances our ability to recruit, develop and retain diverse talent at every level.

Our approach to Anti-Discrimination

We are an equal opportunity employer, with all qualified applicants receiving consideration for employment without regard to race, color, religion, sex, sexual orientation,

gender identity, national origin, disability or protected veteran status. Our approach to diversity and inclusion is set out in our Anti-Discrimination, Anti-Bullying and Harassment Policy.

We are committed to racial equality and fostering a culture of diversity and inclusion throughout our organization. We have made diversity and inclusion an important part of our hiring and retention efforts. We provide unconscious bias training, amongst other training specifically targeting non-discrimination. We actively monitor the diversity of both our on- and offshore workforce – see appendix for reported figures.

Training and development

We are committed to developing our workforce’s capabilities, skills, and competencies. Providing our employees with constructive training programs allows us to grow and retain human capital. From onboarding and induction through to formal and on-the-job training, we view our investments in training and development as essential to creating a continuous learning opportunity for our people.

Seafarer education programs

We are actively engaged in training of seafarers and education of cadets. As a result of Covid-19 we have adapted our flagship Seafarer seminars into an online format, which is supported within a learning management system that is available online and onboard. In the past five years over 500 cadets of multiple nationalities have trained onboard with our company. Many of these cadets have now obtained their certificates of competence and are now serving as watchkeeping officers onboard our vessels. As the cadet training program develops, we will continue to build a pool of homegrown officers, capable of leading the company into the future.

Diversity	Persons	Female	Under 30 years old	30-50 years old	Over 50 years old
Governance bodies	12	17%	0%	42%	58%
Shipboard employees	6,524	1%	29%	61%	10%
Onshore employees	801	31%	14%	72%	14%



GOVERNANCE

As set out in our published Sustainability Policy¹, the board oversees and assesses our approach to ESG topics.

While we are diligent in our approach to environmental protection and ensuring the safety of our people, our industry is subject to significant regulatory requirements that guide many of our actions. In addition to these regulatory mandates, our Board proactively considers the reports of its committees, ensuring it has a comprehensive view of the business and takes actions to remedy any potential ESG concerns.

Code of conduct and ethics

We are committed to high standards of ethical, moral and legal business conduct. Our Code of Conduct and Ethics, available on our website, clearly sets out our expectations regarding conduct and the ethical standards we adhere to.

As a global operator, we are subject to a diverse array of international and local laws. Because we rely on the personal integrity and judgment of our employees to protect and enhance the company's reputation, we expect each

¹ www.scorpiotankers.com/wp-content/uploads/2020/09/STNG-Sustainability-Policy-as-of-15-Sep-20.pdf

employee to comply with our Code of Conduct and Ethics, as well as all applicable laws and regulations, both locally and internationally. During onboarding we provide our people with an induction to our Code of Conduct and Ethics, supported by ongoing training.

Whistleblower policy

We value feedback from our employees and expect all our directors, officers and employees to adhere to a high standard of personal and professional integrity and to avoid any conduct that might reflect unfavorably upon Scorpio and its personnel. We encourage our employees in the first instance to address their concerns with their immediate supervisor or point of contact within the organization. Regardless of title and seniority, we maintain an ‘open door policy’ to address an individual’s complaints for resolution internally whenever possible.

In line with our commitment to open communication, we have adopted a whistleblower policy to provide an avenue for employees, directors, officers, contractors, subcontractors and agents to raise concerns without fear of retaliation for reports made in good faith. Our policy is available on our website³ and encompasses matters of both accounting and ethics without limiting the spectrum of issues that can be reported.

We have selected EthicsPoint (an external software provider) to provide a means for individuals to submit their concerns. One of our legal counsel is the point of contact for concerns submitted via EthicsPoint, and they report directly to the Audit Committee relating to any submissions relating to accounting matters whereas for all ethics matters they shall report directly to the Nominating and Governance Committee or Regulatory and Compliance Committee.

Zero reported corruption incidents in 2021

We are committed to acting in an honest, ethical and professional manner in all our business dealings and relationships. Our Code of Conduct and Ethics Policy sets out our approach to countering bribery and corruption throughout our global operations. We monitor and comply with all anti-corruption and anti-bribery laws enforced by various jurisdictions in which we operate. These include, but are not limited to, the UK Bribery Act 2010 (Bribery Act) and the United States Foreign Corrupt Practices Act of 1977 (FCPA).



Scorpio is an active member of The Maritime Anti-Corruption Network (MACN) – a global business network working towards the vision of a maritime industry free of corruption, that enables fair trade to the benefit of society at large. We provide formal and ongoing anti-corruption training to our staff to raise their level of awareness, enable effective responses and to report corruption-related risks and incidents. In 2021, there were no reported corruption or bribery incidents.

SEC ESG Taskforce

In 2021, the Securities and Exchange Commission (SEC) announced the creation of a Climate and ESG task force, signaling its intention to increase its focus on ESG matters.

To date, the task force has proposed rule amendments that would require domestic or foreign registrants to include certain climate-related information in their registration statements and periodic reports, such as on Form 10-K, including:

- Climate-related risks and their actual or likely material impacts on the registrant’s business, strategy, and outlook;
- The registrant’s governance of climate-related risks and relevant risk management processes;
- The registrant’s greenhouse gas (“GHG”) emissions, which, for accelerated and large accelerated filers and with respect to certain emissions, would be subject to assurance;
- Certain climate-related financial statement metrics and related disclosures in a note to its audited financial statements; and
- Information about climate-related targets and goals, and transition plan, if any.

The proposed disclosures are similar to those that Scorpio Tankers already provides.

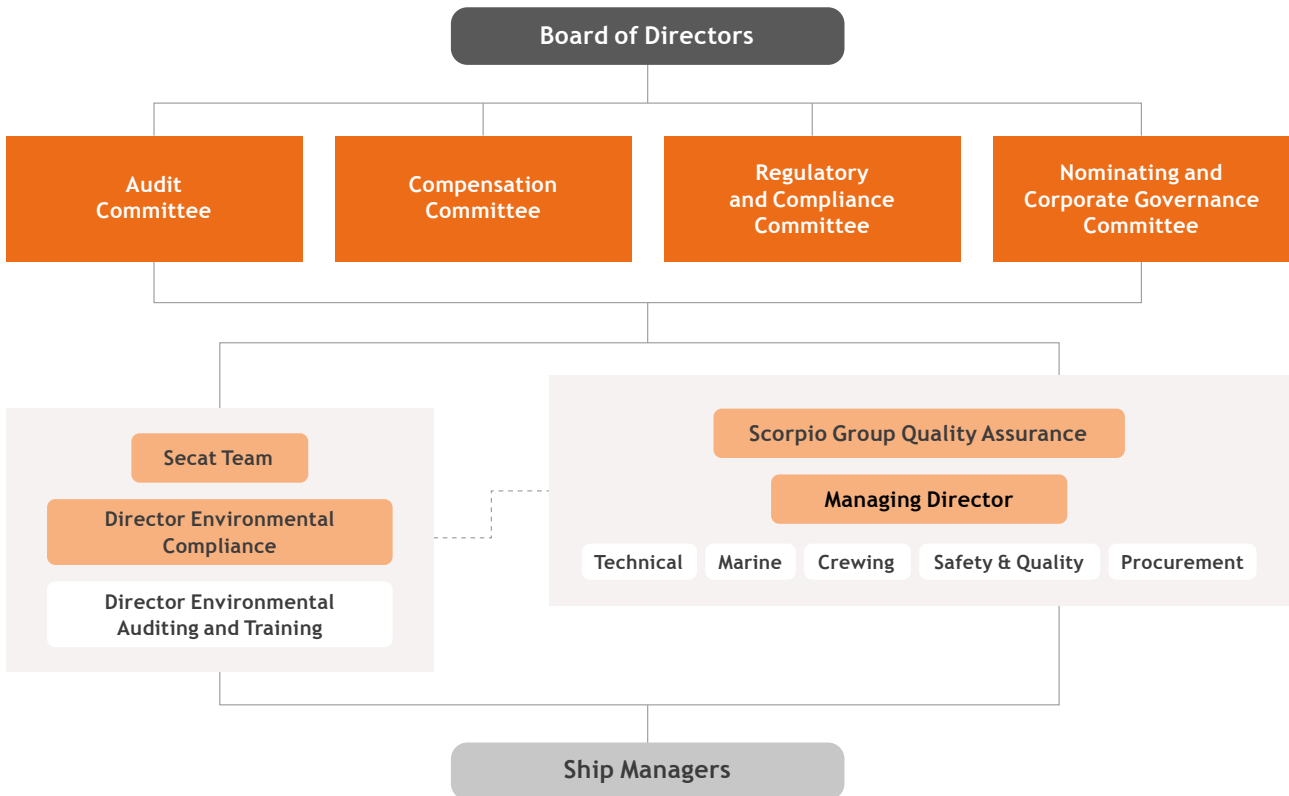
We are actively monitoring these developments, while identifying and reporting on our material ESG topics, including climate-related risks. We will continue to monitor the work of the SEC’s task force and will enhance our ESG disclosures as necessary to comply with all relevant disclosure regulations.

³ www.scorpiotankers.com/wp-content/uploads/2019/09/STNG-WSTLBLWR-101017.pdf

Data privacy and cybersecurity

We are committed to protecting personal data and maintaining a high level of data privacy and cybersecurity. We comply with all laws and regulations that govern the collection and processing of Personal Data in each in our locations of operation. Our Privacy Policy⁴ sets out our approach to handling personal data and we actively monitor our performance in relation to the policy, including compliance with regulation.

Procedures, policies and risk management systems have been established to protect our information management systems from cybersecurity threats. We actively and regularly stress-test our information security and technology systems, including on our vessels. In 2021, there were no material data privacy breaches or cybersecurity incidents.



⁴ <https://www.scorpiotankers.com/site-services/privacy-policy>

APPENDIX

SASB Marine Transportation Standard Disclosures

Accounting metric	Unit of measure	Data 2020	Data 2021	Code
Greenhouse gas emissions				
Gross global Scope 1 emissions: Financial control	Metric tons (t) CO ₂ -e	2,332,699	2,478,402	TR-MT-110a.1
Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	Descriptive		See pages 9 & 10	TR-MT-110a.2
Scope 2: Purchased electricity	Metric tons (t) CO ₂ -e	N/A	397	Additional
(1) Total energy consumed	Gigajoules (GJ)	28,178,972	30,958,965	TR-MT-110a.3
	Percentage (%)	100%	100%	
(2) percentage heavy fuel oil	Gigajoules (GJ)	28,178,972	19,205,833	
	Percentage (%)	100%	62%	
Average Energy Efficiency Design Index (EEDI) for new ships	Grammes of CO ₂ per ton-nautical mile	MR - 4.06 LR2 - 3.03		TR-MT-110a.4
Average Efficiency Ratio (AER) per vessel sized	Grammes of CO ₂ per ton-nautical mile	Handymax - 6.74 MR - 5.61 LR1 - 4.28 LR2 - 3.67	Handymax - 6.86 MR - 5.79 LR1 - 4.22 LR2 - 3.58	Additional
Air quality				
(1) NO _x (excluding N ₂ O)	Metric tons (t)	60,914	64,274	TR-MT-160a.1
(2) SO _x	Metric tons (t)			
(3) Particulate matter	Metric tons (t)	4,971	5,235	
Ecological impacts				
Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	N/A	N/A	TR-MT-160a.1
(1) exchange	Percentage (%)	7%	0%	TR-MT-160a.2
(2) treatment	Percentage (%)	93%	100%	
(1) number	Number	0	0	TR-MT-160a.3
(2) aggregate volume	Cubic meters (m ³)	0	0	
Business ethics				
Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	8	10	TR-MT-510a.1
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Number (reporting currency)	0	0	TR-MT-510a.2
Number of incidents where bribes have been requested	Number	0	0	Additional

Accounting metric	Unit of measure	Data 2020	Data 2021	Code
Business ethics (cont.)				
Number of fines	Number	0	0	Additional
Total monetary value (in reporting currency)	Number (reporting currency)	0	0	Additional
Non-monetary sanctions for non-compliance with laws and/or regulations	Number	0	0	Additional
Employee health & safety				
Lost time incident rate (LTIR)	Rate	0.34	0.71	TR-MT-320a.1
Accident & safety management				
Incidents	Number	8	5	TR-MT-540a.1
Very serious marine casualties	Percentage (%)	12%	0%	
Number of Conditions of Class or Recommendations	Number	8	11	TR-MT-540a.2
(1) deficiencies	Rate	0.41	0.32	TR-MT-540a.3
(2) detentions	Number	0	0	

OUR OPERATIONS IN NUMBERS

Activity metric	Unit of measure	Data 2020	Data 2021	Code
Number of shipboard personnel	Number	6,391	6,524	TR-MT-000.A
Total distance travelled by assets	Nautical miles (nm)	7,140,732	7,669,373	TR-MT-000.B
Operating days	Days	50,787	46,933	TR-MT-000.C
Deadweight tonnage	1000 deadweight tons	9,713,925	9,169,570	TR-MT-000.D
Number of assets vessels in fleet	Number	142	131	TR-MT-000.E
Number of vessel port calls	Number	3,779	6,052	TR-MT-000.F
Twenty-foot equivalent unit (TEU) capacity	TEU	N/A	N/A	TR-MT-000.G

CLIMATE RISK STATEMENT 2021

This summary statement of Scorpio Tanker’s climate-related risks has been prepared in alignment with the Taskforce for Climate-related Financial Disclosures’ (TCFD) recommendations.

Governance

1	Describe the Board’s oversight of climate-related risks and opportunities	In 2021 Scorpio Tankers undertook a Climate Risk Review, specifically examining risk categories described in the TCFD framework - namely, physical, regulatory, market, technology and reputation risks (and opportunities). The documented review was presented to the Board. The Board regularly reviews climate-related risks and opportunities as part of its overall responsibility for risk governance.
2	Describe management’s role in assessing and managing climate-related risks and opportunities	Management regularly reviews climate-related risks and opportunities, on an ongoing basis, as part of its responsibility for enterprise risk management. Risks identified and described in the recently-completed Climate Risk Review are incorporated into the enterprise risk management system, where appropriate, and will continue to be regularly reviewed and updated. Management develops work programs to address specific climate-related risks and opportunities, including creating specialized management roles with responsibility for delivering those critical work programs. Management regularly engages with industry experts in developing recommendations for the Board on climate-related risks and opportunities, including those listed in the table following.

Strategy

3	Describe the climate-related risks and opportunities the organization has identified over the short, medium and long term	See separate risks and opportunities table following.
4	Describe the impact of climate-related risks and opportunities on the organization’s business, strategy and financial planning	See separate risks and opportunities table following.
5	Describe the resilience of the organization’s strategy, taking into consideration different climate-related scenarios, including a 2 degree C or lower scenario	Scorpio Tankers is considering the reduction pathways required to achieve various climate goals, including the IMO’s and the Paris Agreement’s current 2030 and 2050 climate targets. Strategy is evolving in response to the range of various future climate scenarios, with the aim to adapt as required and ensure resilience is built in.

Risk management

6	Describe the organization’s processes for identifying and assessing climate-related risks	A formal Climate Risk Review process, including management workshop, expert independent advisory and ongoing development has been used to identify and assess climate-related risks. Outputs from the Climate Risk Review process are elevated to Executive management for further assessment and validation.
7	Describe the organization’s processes for managing climate-related risks	A range of management approaches are used for addressing climate-related risks, including monitoring, mitigation and adaptation. Risks are integrated into the Enterprise Risk Management system, as appropriate, and where required, work programs are established to manage the risks.
8	Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organization’s overall risk management	Risk management approach to climate-related risks has been updated and incorporated into board and management processes.

Metrics and targets

9	Disclose the metrics used by the organization to assess climate-related risks and opportunities in line with its strategy and risk process	GHG emissions are measured in carbon dioxide equivalents. Other metrics are being developed for risk measurement.
10	Disclose Scope 1, Scope 2, and, if appropriate, Scope 3, greenhouse gas (GHG) emissions, and the related risks	See climate and emission reporting in the Environmental section of the ESG report.
11	Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets	GHG emission reduction targets are currently being developed and will be reported in 2023.

Physical risks

- Extreme weather / increased frequency of extreme weather and related knock-on effects e.g. increased wave height
- Extreme weather-related spill events and vessel damage
- Extreme weather events and damage / disruption to sailing, navigation and wind turbine operations
- Health and safety impacts on workforce of extreme weather events
- Infrastructure adaptations required, new or different investments required.

Regulatory risks

- Regulations are increasing and there is some evidence that they are becoming more aligned (to the Paris agreement) from country to country
- Carbon taxes and tariffs present regulatory risks in countries, areas of operations and flag states
- Low-carbon regulatory requirements for self-propelled vessels requiring additional investment in technologies, systems and operational management approach
- Regulatory-related reductions in demand for oil and gas
- Regulated requirements for carbon budgets
- Impacts of the speed of regulatory shift on business planning, strategy and cost structures to comply with new and additional regulation.

Market risks

- Changing customer requirements and contract risks – meeting market expectations, especially from major customers
- Being able to demonstrate measurable performance requirements
- Impacts on business planning, strategy and cost structures to meet new and evolving market requirements
- Carbon intensive industries may have difficulty accessing capital, with a higher cost of capital
- Customers are developing their individual ESG frameworks and strategies. Likely need to align with their framework, including with their climate-related goals. Risks and opportunities involved:
 - Unknown timelines or requirements for customer ESG plans and targets (creates alignment risks)
 - Known that it is not a matter of ‘if’ but ‘when’
- Country by country low-carbon transition approaches – need to follow a suitable pathway to meet customer and jurisdictional requirements
- Shift from passive disclosure requirements to demonstration of an action-oriented approach
- Lenders and finance providers are setting higher ESG standards, including low-carbon requirements. Shifting to becoming owners with equity and wanting more board representation and influence.

Technology risks

- New propulsion, fuel and systems technology – risks of being applicable and fit for purpose
- Capex impacts and linking to customer commitments, with new operating models required
- Number of people in workforce reduced through technology
- Risks associated with the development and deployment of new technologies.

Reputation risks

- Reputational effects related high carbon intensity
- Reputational impacts related to upstream and downstream value chains
- Follow on effects with recruiting and retaining employees i.e. seen as carbon intense industry
- Third party risks – works both ways i.e. risks created and managed through relationships with third parties
- Retro-active versus proactive approach to reputation management.

Opportunities

- Becoming the recognized low/no carbon operator of choice
- Low carbon access to green debt and lowering of cost of capital
- Repositioning for provision of green energy services
- Access to new green activity markets
- Adaptation leading to increased operational performance
- Attraction and retention of people committed to high ESG performance
- High ESG performance driving an enhanced reputation
- Accessing government funding/grants for new green technology
- The opportunity exists to stay ahead of regulation and define/maintain a high ESG standard which presents market and reputational benefits
- Technology opportunities are emerging to address and reduce GHG, NO_x, SO_x and PM emissions
- Technology opportunities for improving (increasing efficiency) onboard systems, including alternative fuels and hybrids
- Some climatic changes may present access or easier access to new and/or faster navigable shipping routes.

ASSUMPTIONS

Figures provided in this report are based on estimates outlined below:
Figures provided as per the end of the financial year (December 31).

1 GHG emissions

Calculations are based on IMO emission factors and fuel consumed. The financial control approach has been applied for Scope 1.

2 Energy consumption

Calculations are based on tonnes of oil equivalents (toe), using DEFRA conversion factors to calculate energy consumed in gigajoules (GJ).

3 Average Efficiency Ratio (AER)

carbon intensity metric estimated based on fuel consumed, distance travelled (nm), and deadweight tonnage (DWT).

4 Other emissions to air (NO_x, excluding N₂O, SO_x and particulate matter)

Estimated based on distance travelled (nm) and a tool developed by Danish Shipping (full style) for calculating emissions from bulk carrier vessels.

5 Marine protected areas

A marine protected area as defined by the International Union for Conservation of Nature (IUCN): Any area of intertidal or sub-tidal terrain, together with its overlying water and associated flora, fauna, historical and cultural features, which has been reserved by law or other effective means to protect part or all of the enclosed environment, listed in the World Database of Protected Areas (WDPA) and mapped on Protected Planet. Protected Planet is the most up to date and complete source of information on protected areas, updated monthly with submissions from governments, non-governmental organizations, landowners and communities.

It is managed by the United Nations Environment World Conservation Monitoring Centre. However, the reported number does not necessarily include all Marine protected areas internationally established and regulated in International the Marine Organization (IMO) Conventions and areas established nationally by member states. Please note that duration in MPAs is based on PPS data updated every 6th hours.

6 Lost time incident rate (LTIR)

The rate is calculated based on (lost time incidents) / (1,000,000 hours worked), and includes incidents resulting in absence from work beyond the date or shift when it occurred.

7 Marine casualties

The definition of a marine casualty is based on the United Nations International Maritime Organization (IMO)'s Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident Resolution MSC 255(84), paragraph 2.9, chapter 2 of the General provisions.

8 Conditions of class

The data provided represents the number of Conditions of Class or Recommendations Eneti vessels have received from a Flag Administration or a Recognized Organization (RO) that has been delegated the authority to issue such findings. The scope of disclosure includes all Conditions of Class regardless of whether they resulted in withdrawal, suspension, or invalidation of a vessel's Class certificate.

9 Port state control

Deficiency rate is calculated using the number of deficiencies it received from regional port state control (PSC) divided by total number of port state control inspections.

DISCLAIMER

- Matters discussed in this report may constitute “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 report 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 or, projections.

- 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.

- Unless otherwise indicated, information contained in this report 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 report are generally reliable, it has not independently verified any third-party information or verified that more recent information is not available.

OFFICES



- Administrative/legal
- Commercial operations
- Technical management
- Finance
- Projects, pool
- Chartering
- Crewing

MONACO

PRINCIPAL EXECUTIVE OFFICE

Le Millenium 9, Boulevard Charles III MC 98000 Monaco

Phone: +377 9798 5716

NEW YORK

150 East 58th Street

New York, NY 10155

Phone: +1 212 542 1616