

# Scorpio Tankers Sustainability Report 2020

# KEY FIGURES 2020

Fleet vessels

135

Average age (years)

5.1

Sailing distance (nM)

7,140,732

GHG Emissions (MT)

2.33

Health & Safety (LTIR)

0.34

Spills

0

## About this report

This report presents Scorpio Tankers Inc.’s (“STNG”) environmental, social, and governance (“ESG”) performance for the calendar year 2020. 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 2020 Annual Report for further details on these relationships. This is the second 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](mailto:sustainability@scorpiogroup.net).

# CEO STATEMENT

This is our second comprehensive sustainability report. It transparently discloses our environmental, social and governance (ESG) performance in 2020, using the Sustainability Accounting Standards Board (SASB) Marine Transportation disclosure standard.

## Responding to Covid-19

While the Company has successfully adapted to industry and economic cycles since our inception, the outbreak of the global Covid-19 pandemic in 2020 was an unprecedented event. I am proud of the professional approach taken by our staff and business partners in responding to the significant and unique challenges that the pandemic presented. In this ongoing situation, our primary commitment is ensuring the safety and wellbeing of our employees. To this end, we are continuing our rollout of a vaccination program for our seafarers and onshore teams. As we move forward, we will continue to adapt our operations and support our people wherever necessary.

## Low average fleet age and high environmental performance

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. We see such high performance as imperative for meeting our customers’ and stakeholders’ expectations.

## Reducing GHG emissions

In 2019, we established accurate baselines for all major emission types and intensity indices. This has enabled us to develop emission mitigation plans for individual vessels, as we simultaneously set our fleet-wide emission reduction targets. Our scope 1 GHG emissions reduced by 7% in 2020, compared to 2019, which was mainly driven by improved efficiency and reduced distance travelled.

More detailed information about our GHG emissions and environmental performance is included in the Environment section of this report, beginning on page 8.

## Investing in human capital

We are committed to being a good employer and hold ourselves accountable to the highest social standards. Our investment in human and social capital was particularly relevant in 2020, where our people adapted quickly to challenging conditions, continued to perform optimally and achieved a significant reduction in injury rates. We are continuing our focus on diversity, training and development, and further enhancing our attractiveness as an 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.



Monaco, August 2021

Sincerely

**Emanuele A. Lauro**  
Chairman &  
Chief Executive Officer



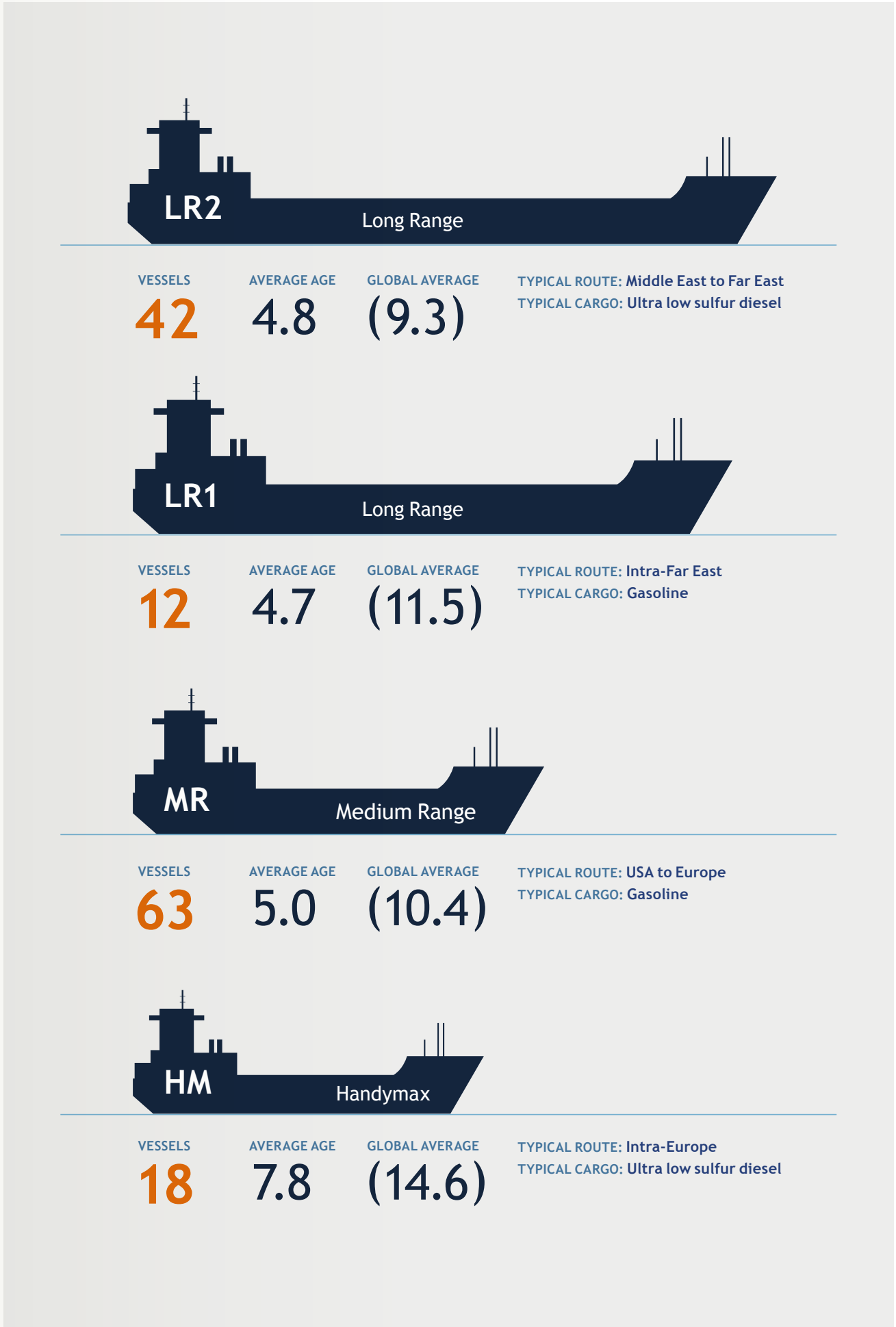
# ABOUT SCORPIO TANKERS

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 135 vessels has an average age of 5.1 years, half the global average

As of December 31, 2020, our operating fleet consisted of 135 owned, finance leased, or bareboat chartered-in vessels with a weighted average age of approximately 5.1 years compared to the global active fleet average age of 10.7 years for vessels in the same classes. Our active fleet as of that date included 42 LR2, 12 LR1, 63 MR, and 18 Handymax vessels. (See further details at right.)



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.

## 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.

## 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.

## 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 approach to sustainability. We deliver superior results over time through safeguarding the environment and complying with a complex and global array of regulation.

At the same time, we recognize the need to look beyond pure financial returns and compliance. Our mission, values and purpose guide us to consider our planet, our people and our communities in our decision-making.

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, 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.





# Environment

Scorpio Tankers is committed to continuously improving energy efficiency, exceeding its GHG obligations through 2030 and satisfying all other emissions requirements, including for SO<sub>x</sub>, NO<sub>x</sub> 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 5.1 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 2020, our scope 1 GHG emissions were 2.33 million metric tons Carbon Dioxide equivalents (CO<sub>2</sub>e), measured using a financial control approach (2019: 2.50 million). The 7.1% decrease in emissions in 2020 was primarily a result of increased efficiency and reduced distance travelled. Emissions baselines for particulate matter (PM) and nitrous oxides (NO<sub>x</sub>) have been established in 2020. With scrubbers fitted on the majority of our vessels, our sulfur dioxide (SO<sub>x</sub>) emissions are considered to be very low. Emission indices for 2020 are also reported. See SASB table in 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 2020, ballast water treatment systems were in place on 93% (2019:15%) of our fleet and this number will increase to 100% in 2022.

## No ballast water discharge incidents in 2020

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 2020 (2019:0).

## 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 2020 (2019:0).

## 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 2020.

## 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.

The unprecedented impact of Covid-19 has demonstrated the importance and value of a resilient, diverse and unified workforce. Our number one priority throughout the ongoing pandemic is keeping our people safe and healthy, while adapting to the challenging conditions that it presents. 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 had a significant impact on our human capital management, in particular for our crews on vessels. Global travel restrictions and reduced air travel options meant that the ability to make crew changes was significantly impacted.

We took immediate steps to make alternative arrangements, including providing financial and other support to crew whose ability to board or disembark was affected by the pandemic. Our Crewing Organization teams worked tirelessly throughout the pandemic to ensure Crew changes continued, often in very difficult circumstances.

Their outstanding work enabled the best possible and practical outcomes for our seafarers, in what was an unprecedented situation. We have enacted the necessary safety and support protocols for our crews and onshore personnel, constantly monitoring pandemic developments in order to protect our people.

## 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.

## Our priority is protecting our people's welfare

Our onshore workforce worked remotely beginning in the second quarter of 2020, with revised safety protocols to meet all restrictions and guidelines, in order to mitigate the risk of exposure to our employees, visitors and contractors. The welfare of our employees, and others for whom we are responsible in our operations, is of the utmost priority. We will continue to actively monitor and take appropriate measures to keep our people safe through the pandemic while maintaining business continuity.

## 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.

## Lower lost time incident rate

In 2020, our lost time incident rate (LTIR) was 0.34 (2019: 1.05). The improvement in LTIR is pleasing to see and 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.





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.

Protecting our crews from Piracy

Piracy, hi-jacking 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 co-ordinates 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 hi-jackings of ships in the STNG fleet in 2020 (2019:0).

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.

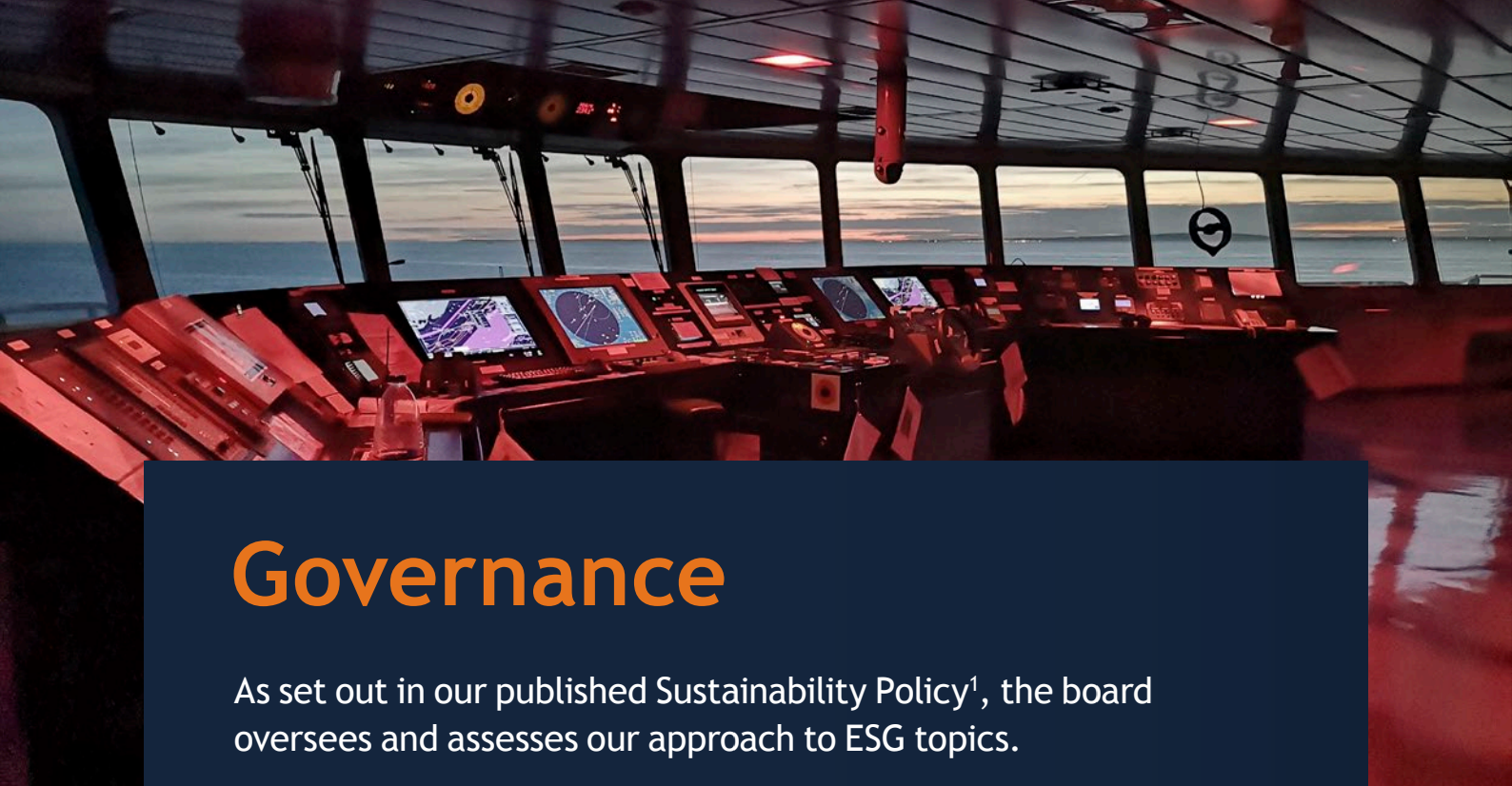
Training and development

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 home-grown officers, capable of leading the company into the future.

DIVERSITY	DIVERSITY				
	Persons	Female	Under 30 years old	30–50 years old	Over 50 years old
Governance bodies	8	13%	–	25%	75%
Shipboard employees	6,345	0.8%	25%	63%	12%
Onshore employees	664	30%	14%	75%	11%



# Governance

As set out in our published Sustainability Policy<sup>1</sup>, 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<sup>2</sup>, 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 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

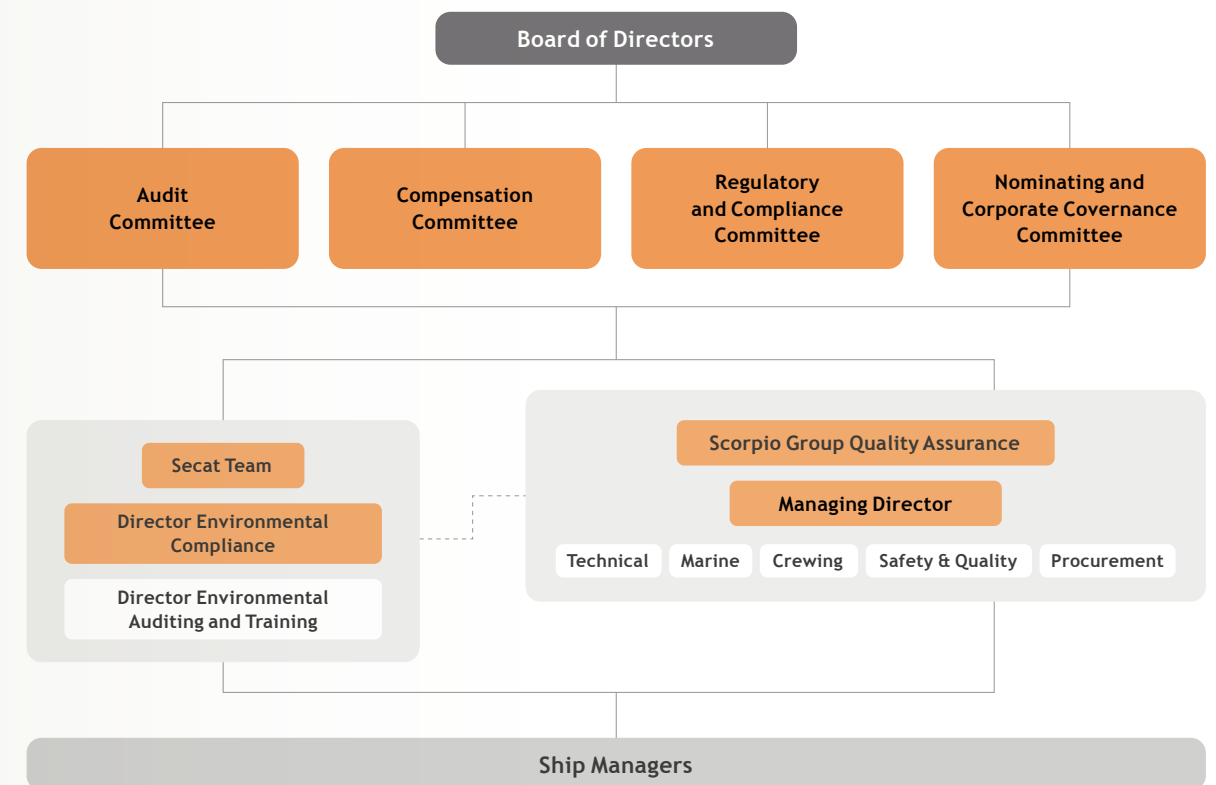
instance to address their concerns with their immediate supervisor or point of contact within the organization. Regardless of title and seniority, we maintain an 'open door policy' to address an individual's complaints for resolution internally whenever possible.

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 website<sup>3</sup> 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 2020

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 2020, there were no reported corruption or bribery incidents.

## SEC ESG Taskforce

On March 4, 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. The task force sits under the purview of the SEC's Division of Enforcement and plans to develop initiatives to

proactively identify ESG-related misconduct using sophisticated data analysis. The initial focus of the taskforce includes looking for material gaps or misstatements in issuers' disclosure of climate risks under existing rules and to analyze disclosure and compliance issues relating to investment advisers' and funds' ESG strategies.

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.

## 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 Policy<sup>4</sup> 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 2020, there were no material data privacy breaches or cybersecurity incidents.

<sup>1</sup> [www.scorpiotankers.com/wp-content/uploads/2020/09/STNG-Sustainability-Policy-as-of-15-Sep-20.pdf](https://www.scorpiotankers.com/wp-content/uploads/2020/09/STNG-Sustainability-Policy-as-of-15-Sep-20.pdf)  
<sup>2</sup> [www.scorpiotankers.com/wp-content/uploads/2019/09/salt-code-of-conduct-and-ethics-tankers.pdf](https://www.scorpiotankers.com/wp-content/uploads/2019/09/salt-code-of-conduct-and-ethics-tankers.pdf)  
<sup>3</sup> [www.scorpiotankers.com/wp-content/uploads/2019/09/STNG-WSTLWLWR-101017.pdf](https://www.scorpiotankers.com/wp-content/uploads/2019/09/STNG-WSTLWLWR-101017.pdf)

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



# APPENDIX

## SASB Marine Transportation Standard Disclosures

ACCOUNTING METRIC ▼	UNIT OF MEASURE ▼	DATA 2019 ▼	DATA 2020 ▼	SASB CODE ▼
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### GREENHOUSE GAS EMISSIONS

GHG emissions				
Gross global Scope 1 emissions: Operational control approach	Metric tons (t) CO <sub>2</sub> -e	2,499,006	2,332,699	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 2019 report	Page 3	TR-MT-110a.2

Energy consumed				
(1) Total energy consumed	Gigajoules (GJ)	30,308,715	28,178,972	TR-MT-110a.3
	Percentage (%)	100%	100%	
(2) Percentage heavy fuel oil	Gigajoules (GJ)	30,308,715	28,178,972	
	Percentage (%)	100%	100%	

EEDI / Intensity				
Average Energy Efficiency Design Index (EEDI) for new ships	Grams of CO <sub>2</sub> per ton-nautical mile	HM - 5.73 MR - 4.51 LR1 - 3.82 LR2 - 3.04	MR - 4.06 LR2 - 3.03	TR-MT-110a.4
Average Efficiency Ratio (AER) per vessel size <sup>D</sup>	Grams of CO <sub>2</sub> per ton-nautical mile	not reported	HM - 6.74 MR - 5.61 LR1 - 4.28 LR2 - 3.67	Additional

### AIR QUALITY

Other emissions to air				
(1) NO <sub>x</sub> (excluding N <sub>2</sub> O)	Metric tons (t)	not reported	60,914	TR-MT-120a.1
(2) SO <sub>x</sub>	Metric tons (t)	N/A	N/A	
(3) Particulate matter	Metric tons (t)	not reported	4,971	

ACCOUNTING METRIC ▼	UNIT OF MEASURE ▼	DATA 2019 ▼	DATA 2020 ▼	SASB CODE ▼
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### ECOLOGICAL IMPACTS

Marine protected areas				
Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	N/A	N/A	TR-MT-160a.1

Implemented ballast water				
(1) Exchange	Percentage (%)	85%	7%	TR-MT-160a.2
(2) Treatment	Percentage (%)	15%	93%	

Spills and releases to the environment				
(1) Number	Number	0	0	TR-MT-160a.3
(2) Aggregate volume	Cubic metres (m <sup>3</sup> )	0	0	

### BUSINESS ETHICS

Corruption				
Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	6	8	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

Facilitation payments				
Number of incidents where bribes have been requested	Number	0	0	Additional

Fines and sanctions				
Number of fines	Number	0	0	Additional
Total monetary value (in reporting currency)	Number (reporting currency)	0	0	
Non-monetary sanctions for non-compliance with laws and/or regulations	Number	0	0	



# 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<sub>x</sub>, excluding N<sub>2</sub>O, SO<sub>x</sub> 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.

ACCOUNTING METRIC ▼	UNIT OF MEASURE ▼	DATA 2019 ▼	DATA 2020 ▼	SASB CODE ▼
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## EMPLOYEE HEALTH & SAFETY

Lost time incident rate				
Lost time incident rate (LTIR)	Rate	1.05	0.34	TR-MT-320a.1

## ACCIDENT & SAFETY MANAGEMENT

Marine casualties				
Incidents	Number	8	11	TR-MT-540a.1
Very serious marine casualties	Percentage (%)	12%	0%	

Conditions of class				
Number of Conditions of Class or Recommendations	Number	12	8	TR-MT-540a.2

Port State Control				
(1) Deficiencies	Rate	0.26	0.41	TR-MT-540a.3
(2) Detentions	Number	1	0	

## DIVERSITY > SEE PAGE 13

## OUR OPERATIONS IN NUMBERS

Number of shipboard personnel	Number		6,391	TR-MT-000.A
Total distance travelled by assets	Nautical miles (nm)		7,140,732	TR-MT-000.B
Operating days	Days		49,562	TR-MT-000.C
Deadweight tonnage	Thousand deadweight tons		9,374,548	TR-MT-000.D
Number of assets in fleet	Number		135	TR-MT-000.E
Number of vessel port calls	Number		3,779	TR-MT-000.F
Twenty-foot equivalent unit (TEU) capacity	TEU		N/A	TR-MT-000.G



# 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.

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