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Form 20-F [X] Form 40-F [] INFORMATION CONTAINED IN THIS FORM 6-K REPORTAttached to this Report on Form 6-K as Exhibit 99.1 is a press release issued by Scorpio Tankers Inc. (the "Company") on February 12, 2025 announcing the financial results for the fourth quarter of 2024 and the declaration of a dividend.The information contained in this Report on Form 6-K, with the exception of the information contained on page 3 of Exhibit 99.1 under the heading "Conference Call" is hereby incorporated by reference into the Company's registration statements on Form F-3 (Registration No. 333-264084) and Form S-8 (Registration No. 333-277147) that were filed with the U.S. Securities and Exchange Commission with an effective date of April 1, 2022 and February 16, 2024, respectively.SIGNATURESPursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.SCORPIO TANKERS INC.(registrant)Dated: February 12, 2025By:/s/ Christopher AvellaChristopher AvellaChief Financial Officer EX-99.1 2 q42024earnings-exhibit991.htm DocumentExhibit 99.1 Scorpio Tankers Inc. Announces Financial Results for the Fourth Quarter of 2024 and the Declaration of a DividendMONACO--(GLOBE NEWSWIRE - February 12, 2025) - Scorpio Tankers Inc. (NYSE: STNG) ("Scorpio Tankers" or the "Company") today reported its results for the three months and year ended December 31, 2024. The Company also announced that its board of directors (the "Board of Directors") has declared a quarterly cash dividend on its common shares of \$0.40 per share.Results for the three months ended December 31, 2024 and 2023For the three months ended December 31, 2024, the Company had net income of \$68.6 million, or \$1.48 basic and \$1.43 diluted earnings per share.For the three months ended December 31, 2024, the Company had adjusted net income (see Non-IFRS Measures section below) of \$30.3 million, or \$0.65 basic and \$0.63 diluted earnings per share, which excludes from net income (i) a \$52.6 million, or \$1.13 per basic and \$1.09 per diluted share, gain on sales of vessels, (ii) a \$13.9 million, or \$0.30 per basic and \$0.29 per diluted share, fair value loss on financial assets measured at fair value, and (iii) a \$0.5 million, or \$0.01 per basic and diluted share, write-offs of deferred financing fees and debt extinguishment costs.For the three months ended December 31, 2023, the Company had net income of \$120.9 million, or \$2.43 basic and \$2.34 diluted earnings per share.For the three months ended December 31, 2023, the Company had adjusted net income (see Non-IFRS Measures section below) of \$142.2 million, or \$2.85 basic and \$2.75 diluted earnings per share, which excludes from net income (i) a \$7.3 million, or \$0.15 per basic and \$0.14 per diluted share, write-off or acceleration of the amortization of deferred financing fees on certain lease financing obligations and related debt extinguishment costs, (ii) a \$4.9 million, or \$0.10 per basic and \$0.09 per diluted share, gain on the sale of a vessel, (iii) an \$8.4 million, or \$0.17 per basic and \$0.16 per diluted share, acceleration of the amortization of restricted stock awards which was triggered by the departure of the Company's former CFO in October 2023, and (iv) a \$10.5 million, or \$0.21 per basic and \$0.20 per diluted share, write-off of previously incurred costs related to the options to purchase scrubbers on 11 MR product tankers which expired unexercised.Results for the year ended December 31, 2024 and 2023For the year ended December 31, 2024, the Company had net income of \$668.8 million, or \$13.78 basic and \$13.15 diluted earnings per share.For the year ended December 31, 2024, the Company had adjusted net income (see Non-IFRS Measures section below) of \$512.9 million, or \$10.57 basic and \$10.08 diluted earnings per share, which excludes from net income (i) a \$176.5 million, or \$3.64 per basic and \$3.47 per diluted share, gain on sales of vessels, (ii) a \$2.8 million, or \$0.06 per basic and diluted share, gain on sale of a vessel within a joint venture, (iii) a \$15.0 million, or \$0.31 per basic and \$0.29 per diluted share, fair value loss on financial assets measured at fair value, and (iv) a \$8.5 million, or \$0.18 per basic and \$0.17 diluted share, write-off or acceleration of the amortization of deferred financing fees related to unscheduled debt and lease payments and debt extinguishment costs on certain lease financing obligations.For the year ended December 31, 2023, the Company had net income of \$546.9 million, or \$10.44 basic and \$10.03 diluted earnings per share.For the year ended December 31, 2023, the Company had adjusted net income (see Non-IFRS Measures section below) of \$570.3 million, or \$10.89 basic and \$10.46 diluted earnings per share, which excludes from net income (i) a \$16.5 million, or \$0.32 per basic and \$0.30 per diluted share, write-off or acceleration of the amortization of deferred financing fees on certain lease financing obligations and related debt extinguishment costs, (ii) a \$12.0 million, or \$0.23 per basic and \$0.22 per diluted share, gain on the sale of vessels, (iii) an \$8.4 million, or \$0.16 per basic and \$0.15 per diluted share, acceleration of the amortization of restricted stock awards which was triggered by the departure of the Company's former CFO in October 2023, and (iv) a \$10.5 million, or \$0.20 per basic and \$0.19 per diluted share, write-off of costs related to the options to purchase scrubbers on 11 MR product tankers which expired unexercised.1Declaration of DividendOn February 12, 2025, the Company's Board of Directors declared a quarterly cash dividend of \$0.40 per common share, with a payment date of March 21, 2025 to all shareholders of record as of March 7, 2025 (the record date). As of February 11, 2025, there were 49,920,042 common shares of the Company outstanding. Summary of Fourth Quarter 2024 and Other Recent Significant EventsBelow is a summary of the average daily Time Charter Equivalent ("TCE") revenue (see Non-IFRS Measures section below) and duration of contracted voyages and time charters for the Company's vessels (both in the pools and outside of the pools) thus far in the first quarter of 2025 as of the date hereof (See footnotes to "Other operating data" table below for the definition of daily TCE revenue):Pool and Spot MarketTime Charters Out of the PoolAverage Daily TCE RevenueExpected Revenue Days (1)% of DaysAverage Daily TCE RevenueExpected Revenue Days (1)% of DaysDaysLR2\$29,000 \$2,33060 \$30,750 880100 \$MR\$22,000 3,60057 \$22,500 530100 \$Handymax\$15,600 1,20051 \$N/AN/AN/A(1) \$ \$ \$ Expected Revenue Days are the total number of calendar days in the quarter for each vessel, less the total number of expected off-hire days during the period associated with major repairs or drydockings. Consequently, Expected Revenue Days represent the total number of days the vessel is expected to be available to earn revenue. Idle days, which are days when a vessel is available to earn revenue, yet is not employed, are included in revenue days. The Company uses revenue days to show changes in net vessel revenues between periods.Below is a summary of the average daily TCE revenue earned by the Company's vessels during the fourth quarter of 2024: Average Daily TCE RevenueVessel classPool / SpotTime ChartersLR2\$25,594 \$30,803 \$MR\$19,351 \$22,943 \$Handymax\$15,487 \$N/AIn January 2025, the Company successfully placed \$200.0 million of new senior unsecured bonds in the Nordic bond market (the "Unsecured Senior Notes Due 2030"). The Unsecured Senior Notes Due 2030 are due to mature in January 2030 and bear interest at a fixed coupon rate of 7.50% per annum, payable semi-annually in arrears. The net proceeds from the bond issue are expected to be used to redeem the Company's existing Unsecured Senior Notes Due 2025 and for general corporate purposes.In January 2025, the Company gave notice of redemption for the Unsecured Senior Notes Due 2025. The Company expects to redeem the Unsecured Senior Notes Due 2025, which were scheduled to mature on June 30, 2025, in March 2025.In January 2025, the Company invested an additional \$42.4 million to increase its ownership of common shares of DHT Holdings Inc. (a publicly traded crude tanker shipping company which owns a fleet of 27 Very Large Crude Carriers. The Company owns approximately 7% of the outstanding common shares of DHT as of the date of this press release. This investment reflects the Company's constructive outlook in this sector.In February 2025, the Company executed a revolving credit facility of up to \$500.0 million with a group of financial institutions (the "2025 \$500.0 Million Revolving Credit Facility"). The 2025 \$500.0 Million Revolving Credit Facility is a 100% revolving loan, which has a final maturity of seven years from the signing date and gives the Company the flexibility to draw down or repay the loan during the loan tenor. The 2025 \$500.0 Million Revolving Credit Facility bears interest at SOFR plus a margin of 1.85% per annum for any drawn amounts and a commitment fee of 0.74% per annum applies for any undrawn amounts. The 2025 \$500.0 Million Revolving Credit Facility is collateralized by 26 product tankers and will amortize/reduce in quarterly installments (starting after the second anniversary of the signing date), with a balloon payment due at maturity.2During the fourth quarter of 2024, the Company closed on the sale of two 2014-built, scrubber-fitted, MR product tankers, STI San Antonio and STI Texas City, for \$42.5 million per vessel, and one 2019-built, scrubber-fitted, LR2 product tanker, STI Lily, for \$73.5 million. The Company did not make any debt repayments for the sales of STI San Antonio and STI Texas City as (i) STI San Antonio was replaced by STI Memphis as collateral on the 2023 \$225.0 Million Credit Facility and (ii) STI Texas City was released from the collateral package on the 2023 \$117.4 Million Credit Facility given the sufficient headroom under the leverage covenant with the six remaining collateralized vessels under the facility. The Company repaid \$22.9 million on the 2023 \$1.0 Billion Credit Facility prior to the closing of the sale of STI Lily. In September 2024, the Company entered into a three-year time charter-out agreement for the 2018-built MR product tanker, STI Jardins, for \$29,550 per day. This vessel is not scrubber-fitted and the time charter commenced in October 2024. Securities Repurchase ProgramFrom October 1, 2024 through February 12, 2025, the Company repurchased 658,125 of its common shares in the open market at an average price of \$59.33 per share under the 2023 Securities Repurchase Program. Since April 1, 2024, the Company has repurchased an aggregate of 4,656,189 of its common shares in the open market at an average price of \$72.11 per share. There is \$173.5 million available under the 2023 Securities Repurchase Program as of February 12, 2025.Diluted Weighted Number of Shares The computation of earnings per share is determined by taking into consideration the potentially dilutive shares arising from the Company's equity incentive plan. These potentially dilutive shares are excluded from the computation of earnings per share to the extent they are anti-dilutive. For the three

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increased as the northern hemisphere entered into the winter months. This increase was partially offset by elevated refinery maintenance in the U.S., Middle East and Asia which led to a slight reduction in seaborne volumes. Demand for the Company’s vessels was robust in the fourth quarter of 2023, driven by growing underlying consumption for refined petroleum products set against the backdrop of a modest newbuilding orderbook. Vessel operating costs for the three months ended December 31, 2024 decreased by \$3.1 million to \$80.8 million, from \$83.9 million for the three months ended December 31, 2023. The decrease in vessel operating costs was primarily driven by a decrease in the average number of vessels due to the sales of 11 MRs and one LR2 product tanker throughout 2024. This decrease was partially offset by an increase in average daily vessel operating costs to \$8,708 per vessel for the three months ended December 31, 2024 from \$8,181 per vessel for the three months ended December 31, 2023. This increase was primarily due to higher costs for repairs and maintenance, spare parts and compounded by the disruption in trading patterns that has impacted the costs of sourcing and transporting spare parts. In the three months ended December 31, 2024 and 2023, crewing expenses included \$1.8 million and \$2.0 million, respectively, allocated to a provident fund dedicated to the Company’s seafarers. Depreciation expense owned or sale leaseback vessels for the three months ended December 31, 2024 decreased by \$3.3 million to \$45.2 million, from \$48.6 million for the three months ended December 31, 2023. Depreciation - right of use assets also decreased by \$2.1 million over the same period. This combined decrease was primarily attributable to the decrease in the average number of owned vessels to 100.9 during the three months ended December 31, 2024 compared to 111.5 during the three months ended December 31, 2023, resulting from the sales of 11 MRs and one LR2 product tanker throughout 2024. General and administrative expenses for the three months ended December 31, 2024 decreased by \$8.3 million to \$23.9 million, from \$32.1 million for the three months ended December 31, 2023. The three months ended December 31, 2023 reflects a one-time non-cash charge of \$8.4 million for the acceleration of restricted stock amortization which was triggered by the departure of the Company’s former CFO in October 2023. Additionally, non-cash restricted stock amortization increased during the three months ended December 31, 2024 as compared to the same period in the prior year resulting primarily from grants made in the second quarter of 2024. This increase was offset by an aggregate decrease in compensation related costs. Financial expenses for the three months ended December 31, 2024 decreased by \$27.9 million to \$18.3 million, from \$46.3 million for the three months ended December 31, 2023. This decrease was primarily attributable to the overall reduction in interest expense on debt and sale leaseback arrangements due to the Company’s deleveraging efforts over the past twelve months. The Company’s average indebtedness decreased to \$0.9 billion during the three months ended December 31, 2024, as compared to \$1.7 billion during the three months ended December 31, 2023. Additionally, The Company recorded \$0.5 million of debt extinguishment costs and write-offs of deferred financing fees during the three months ended December 31, 2024, as compared to \$7.3 million during the three months ended December 31, 2023. The amortization of deferred financing fees was \$1.5 million during the three months ended December 31, 2024, as compared to \$2.8 million during the three months ended December 31, 2023. Dividend income and fair value loss on financial assets measured at fair value through profit or loss, net includes \$1.8 million of dividends received from the Company’s investment in DHT offset by an unrealized loss of \$13.9 million in the value of this investment as of December 31, 2024.

Scorpio Tankers Inc. and Subsidiaries	Condensed Consolidated Statements of Income	(unaudited)	For the three months ended December 31,	For the year ended December 31,	In thousands of U.S. dollars except per share and share data
2024	2023	2024	2023	Revenue	Vessel revenues
\$203,969	\$336,313	\$1,243,951	\$1,341,222	Operating expenses	Vessel operating costs
(80,812)	(83,937)	(319,147)	(315,582)	Voyage expenses	(11,824)
(2,245)	(30,371)	(13,243)	Depreciation - owned or sale leaseback vessels	(45,220)	(48,555)
(185,319)	(178,259)	Depreciation - right of use assets	(2,105)	(24,244)	General and administrative expenses
(23,860)	(32,128)	(121,048)	(106,255)	Write-off of deposits on scrubbers	(10,508)
(10,508)	Gain on sales of vessels	52,576	4,892	176,537	12,019
Total operating expenses	(109,140)	(174,586)	(479,348)	(636,072)	Operating income
94,829	161,727	764,603	705,150	Other (expenses) and income, net	Financial expenses
(18,335)	(46,281)	(109,539)	(183,231)	Financial income	2,970
4,497	15,947	19,112	Share of income from dual fuel tanker joint venture	1,112	1,010
7,664	5,949	Dividend income and fair value loss on financial assets measured at fair value through profit or loss, net	(12,133)	(11,176)	Other income and (expenses), net
114	(63)	1,275	(82)	Total other expense, net	(26,272)
(40,837)	(95,829)	(158,252)	Net income	\$68,557	\$120,890
\$668,774	\$546,898	Earnings per share	Basic	\$1.48	\$2.43
\$13.78	\$10.44	Diluted	\$1.43	\$2.34	\$13.15
\$10.03	Basic weighted average shares outstanding	46,335,812	49,799,818	48,544,137	52,369,269
Diluted weighted average shares outstanding	(1) 48,020,815	51,637,739	50,874,322	54,527,747	(1)
The computation of diluted earnings per share for the three months and year ended December 31, 2024 and 2023, includes the effect of potentially dilutive unvested shares of restricted stock.	8	Scorpio Tankers Inc. and Subsidiaries	Condensed Consolidated Balance Sheets	(unaudited)	As of
In thousands of U.S. dollars	December 31, 2024	December 31, 2023	Assets	Cash and cash equivalents	\$332,580
\$355,551	Financial assets measured at fair value through profit or loss	74,157	Accounts receivable	150,183	203,500
Prepaid expenses and other current assets	9,230	10,213	Inventories	10,173	7,816
Total current assets	576,323	577,080	Non-current assets	Vessels and drydock	3,190,820
3,577,935	Other assets	58,312	65,440	Goodwill	8,197
8,197	Total non-current assets	3,257,329	3,651,572	Total assets	\$3,833,652
\$4,228,652	Current liabilities	Current portion of long-term debt	\$122,797	\$220,965	Lease liability - sale and leaseback vessels
8,592	206,757	Accounts payable	32,213	10,004	Accrued expenses and other liabilities
73,591	72,678	Total current liabilities	237,193	510,404	Non-current liabilities
Long-term debt	665,887	939,188	Lease liability - sale and leaseback vessels	64,691	221,380
Other long-term liabilities	3,974	Total non-current liabilities	730,578	1,164,542	Total liabilities
967,771	1,674,946	Shareholders' equity	Issued, authorized and fully paid-in share capital	Share capital	760
745	Additional paid-in capital	3,159,548	3,097,054	Treasury shares	(1,466,818)
(1,131,225)	Retained earnings	1,172,391	587,132	Total shareholders' equity	2,865,881
2,553,706	Total liabilities and shareholders' equity	\$3,833,652	\$4,228,652	9	Scorpio Tankers Inc. and Subsidiaries
Condensed Consolidated Statements of Cash Flows	(unaudited)	For the year ended December 31,	In thousands of U.S. dollars	2024	2023
Operating activities	Net income	\$668,774	\$546,898	Depreciation - owned or sale leaseback vessels	185,319
178,259	Depreciation - right of use assets	24,244	Equity settled share based compensation expense	62,509	47,340
Amortization of deferred financing fees	9,236	7,292	Non-cash debt extinguishment costs	3,460	8,320
Net gain on sales of vessels	(176,537)	(12,019)	Write-off of deposits on scrubbers	10,508	Accretion of fair value measurement on debt assumed in business combinations
82	1,128	Fair value loss on financial assets measured at fair value through profit or loss	14,980	Share of income and gain on sale of vessel from dual fuel tanker joint venture	(7,664)
(5,950)	Dividend from DHT Holdings, Inc.	(3,803)	756,356	806,020	Changes in assets and liabilities: (Increase) / decrease in inventories
(2,035)	7,804	Decrease in accounts receivable	57,045	73,201	Decrease in prepaid expenses and other current assets
983	7,944	Decrease in other assets	1,600	2,884	Increase / (decrease) in accounts payable
15,722	(16,748)	Decrease in accrued expenses	(4,491)	(15,613)	68,824
59,472	Net cash inflow from operating activities	825,180	865,492	Investing activities	Net proceeds from sales of vessels
479,778	64,878	Distributions from dual fuel tanker joint venture	8,851	1,822	Investment in dual fuel tanker joint venture
(1,937)	Investment in DHT Holdings, Inc.	(89,137)	Dividend from DHT Holdings, Inc.	3,803	Drydock, scrubber, ballast water treatment system and other vessel related payments (owned and leased financing vessels)
(93,367)	(23,089)	Net cash inflow from investing activities	307,991	43,611	Financing activities
Debt repayments	(835,680)	(1,224,529)	Issuance of debt	99,000	1,386,482
Debt issuance costs	(354)	(29,691)	Principal repayments on lease liability - IFRS	16	(516,127)
Decrease in restricted cash	783	Dividends paid	(83,515)	(57,660)	Repurchase of common stock
(335,593)	(489,680)	Net cash outflow from financing activities	(1,156,142)	(930,422)	Decrease in cash and cash equivalents
(22,971)	(21,319)	Cash and cash equivalents at January 1	3,355,551	376,870	Cash and cash equivalents at December 31
\$332,580	\$355,551	10	Scorpio Tankers Inc. and Subsidiaries	Other operating data for the three months and year ended December 31, 2024 and 2023 (unaudited)	For the three months ended December 31, For the year ended December 31, 2024
2023	2024	Adjusted EBITDA	(1) (in thousands of U.S. dollars except Fleet Data)	\$105,146	\$237,452
\$842,012	\$959,349	Average Daily Results	Fleet	TCE per revenue day	(2) \$21,978
\$32,949	\$32,573	\$32,711	Vessel operating costs per day	(3) \$8,708	\$8,181
\$8,204	\$7,692	Average number of vessels	100.9	111.5	106.3
112.4	LR2	TCE per revenue day	(2) \$27,006	\$36,546	\$40,406
\$37,268	Vessel operating costs per day	(3) \$9,314	\$8,498	\$8,971	\$8,051
Average number of vessels	38.4	39.0	38.8	39.0	MRT
TCE per revenue day	(2) \$19,753	\$31,195	\$28,980	\$30,461	Vessel operating costs per day
(3) \$8,308	\$8,027	\$7,794	\$7,523	Average number of vessels	48.5
58.5	53.4	59.4	Handymax	TCE per revenue day	(2) \$15,487
\$30,427	\$24,146	\$29,578	Vessel operating costs per day	(3) \$8,444	\$7,951
\$7,645	\$7,423	Average number of vessels	14.0	14.0	14.0
Capital Expenditures	Drydock, scrubber, ballast water treatment system and other vessel related payments (in thousands of U.S. dollars)	\$39,043	\$5,988	\$93,367	\$23,089
(1)	See Non-IFRS Measures section below.	(2)	Freight rates are commonly measured in the shipping industry in terms of time charter equivalent per day (or TCE per day), which is calculated by subtracting voyage expenses, including bunkers and port charges, from vessel revenue and dividing the net amount (time charter equivalent revenues) by the number of revenue days in the period. Revenue days are the number of days vessels are part of the fleet less the number of days vessels are off-hire for drydock and repairs.	(3)	Vessel operating costs per day represent vessel operating costs divided by the number of operating days during the period. Operating days are the total number of available days in a period with respect to vessels that are owned operating under a lease financing arrangement, or bareboat chartered-in, before deducting available days due to off-hire

days and days in drydock. Operating days is a measurement that is only applicable to vessels that are owned, operating under a lease financing arrangement, or bareboat chartered-in, not time chartered-in vessels. 11Fleet list as of February 12, 2025 Vessel NameYear BuiltDWTIce classEmploymentVessel typeScrubberOwned and sale leaseback vessels1STI Brixton201438,734Å 1ASHTP (1)HandymaxN/A2STI Comandante201438,734Å 1ASHTP (1)HandymaxN/A3STI Pimlico201438,734Å 1ASHTP (1)HandymaxN/A4STI Hackney201438,734Å 1ASHTP (1)HandymaxN/A5STI Acton201438,734Å 1ASHTP (1)HandymaxN/A6STI Fulham201438,734Å 1ASHTP (1)HandymaxN/A7STI Camden201438,734Å 1ASHTP (1)HandymaxN/A8STI Battersea201438,734Å 1ASHTP (1)HandymaxN/A9STI Wembley201438,734Å 1ASHTP (1)HandymaxN/A10STI Finchley201438,734Å 1ASHTP (1)HandymaxN/A11STI Clapham201438,734Å 1ASHTP (1)HandymaxN/A12STI Poplar201438,734Å 1ASHTP (1)HandymaxN/A13STI Hammersmith201538,734Å 1ASHTP (1)HandymaxN/A14STI Rotherhithe201538,734Å 1ASHTP (1)HandymaxN/A15STI Duchessa201449,990Å â€”Time Charter (5)MRNNo16STI Opera201449,990Å â€”SMRP (2)MRNo17STI Meraux201449,990Å â€”SMRP (2)MRYes18STI Venere201449,990Å â€”SMRP (2)MRYes19STI Virtus201449,990Å â€”SMRP (2)MRYes20STI Aqua201449,990Å â€”SMRP (2)MRYes21STI Dama201449,990Å â€”SMRP (2)MRYes22STI Regina201449,990Å â€”SMRP (2)MRYes23STI St. Charles201449,990Å â€”SMRP (2)MRYes24STI Mayfair201449,990Å â€”SMRP (2)MRYes25STI Yorkville201449,990Å â€”SMRP (2)MRYes26STI Milwaukee201449,990Å â€”SMRP (2)MRYes27STI Battery201449,990Å â€”SMRP (2)MRYes28STI Soho201449,990Å â€”SMRP (2)MRYes29STI Memphis201449,990Å â€”Time Charter (6)MRYes30STI Gramercy201549,990Å â€”SMRP (2)MRYes31STI Bronx201549,990Å â€”SMRP (2)MRYes32STI Pontiac201549,990Å â€”SMRP (2)MRYes33STI Queens201549,990Å â€”SMRP (2)MRYes34STI Osceola201549,990Å â€”SMRP (2)MRYes35STI Notting Hill201549,687Å 1BSMRP (2)MRYes36STI Seneca201549,990Å â€”SMRP (2)MRYes37STI Westminster201549,687Å 1BSMRP (2)MRYes38STI Brooklyn201549,990Å â€”SMRP (2)MRYes39STI Black Hawk201549,990Å â€”SMRP (2)MRYes40STI Galata201749,990Å â€”SMRP (2)MRYes41STI Bosphorus201749,990Å â€”SMRP (2)MRNo42STI Leblon201749,990Å â€”SMRP (2)MRYes12Vessel NameYear BuiltDWTIce classEmploymentVessel typeScrubber43STI La Boca201749,990Å â€”SMRP (2)MRYes44STI San Telmo201749,990Å 1BSMRP (2)MRNo45STI Donald C Trauscht201749,990Å 1BSMRP (2)MRNo46STI Esles II201849,990Å 1BSMRP (2)MRNo47STI Jardins201849,990Å 1BTime Charter (7)MRNo48STI Magic201950,000Å â€”SMRP (2)MRYes49STI Mystery201950,000Å â€”SMRP (2)MRYes50STI Marvel201950,000Å â€”SMRP (2)MRYes51STI Magnetic201950,000Å â€”Time Charter (8)MRYes52STI Millennia201950,000Å â€”SMRP (2)MRYes53STI Magister201950,000Å â€”SMRP (2)MRYes54STI Mythic201950,000Å â€”SMRP (2)MRYes55STI Marshall201950,000Å â€”Time Charter (9)MRYes56STI Modest201950,000Å â€”SMRP (2)MRYes57STI Maverick201950,000Å â€”SMRP (2)MRYes58STI Miracle202050,000Å â€”Time Charter (10)MRYes59STI Maestro202050,000Å â€”SMRP (2)MRYes60STI Mighty202050,000Å â€”SMRP (2)MRYes61STI Maximus202050,000Å â€”SMRP (2)MRYes62STI Elysees2014109,999Å â€”SLR2P (3)LR2Yes63STI Madison2014109,999Å â€”SLR2P (3)LR2Yes64STI Park2014109,999Å â€”SLR2P (3)LR2Yes65STI Orchard2014109,999Å â€”SLR2P (3)LR2Yes66STI Sloane2014109,999Å â€”SLR2P (3)LR2Yes67STI Broadway2014109,999Å â€”SLR2P (3)LR2Yes68STI Condotti2014109,999Å â€”SLR2P (3)LR2Yes69STI Rose2015109,999Å â€”SLR2P (3)LR2Yes70STI Veneto2015109,999Å â€”SLR2P (3)LR2Yes71STI Alexis2015109,999Å â€”MPL (4)LR2Yes72STI Winnie2015109,999Å â€”SLR2P (3)LR2Yes73STI Oxford2015109,999Å â€”SLR2P (3)LR2Yes74STI Lauren2015109,999Å â€”SLR2P (3)LR2Yes75STI Connaught2015109,999Å â€”Time Charter (11)LR2Yes76STI Spiga2015109,999Å â€”MPL (4)LR2Yes77STI Kingsway2015109,999Å â€”SLR2P (3)LR2Yes78STI Solidarity2015109,999Å â€”SLR2P (3)LR2Yes79STI Lombard2015109,999Å â€”Time Charter (12)LR2Yes80STI Grace2016109,999Å â€”Time Charter (13)LR2Yes81STI Jermyn2016109,999Å â€”Time Charter (14)LR2Yes82STI Sanctity2016109,999Å â€”SLR2P (3)LR2Yes83STI Solace2016109,999Å â€”SLR2P (3)LR2Yes84STI Stability2016109,999Å â€”SLR2P (3)LR2Yes85STI Steadfast2016109,999Å â€”SLR2P (3)LR2Yes86STI Supreme2016109,999Å â€”SLR2P (3)LR2Yes87STI Symphony2016109,999Å â€”SLR2P (3)LR2Yes13Vessel NameYear BuiltDWTIce classEmploymentVessel typeScrubber88STI Gallantry2016113,000Å â€”SLR2P (3)LR2Yes89STI Goal2016113,000Å â€”SLR2P (3)LR2Yes90STI Guard2016113,000Å â€”Time Charter (15)LR2Yes91STI Guide2016113,000Å â€”Time Charter (16)LR2Yes92STI Selatar2017109,999Å â€”SLR2P (3)LR2Yes93STI Rambla2017109,999Å â€”SLR2P (3)LR2Yes94STI Gauntlet2017113,000Å â€”Time Charter (17)LR2Yes95STI Gladiator2017113,000Å â€”Time Charter (16)LR2Yes96STI Gratitude2017113,000Å â€”Time Charter (18)LR2Yes97STI Lobelia2019110,000Å â€”SLR2P (3)LR2Yes98STI Lotus2019110,000Å â€”SLR2P (3)LR2Yes99STI Lavender2019110,000Å â€”Time Charter (19)LR2YesTotal Fleet DWT7,092,312Å (1)This vessel operates in the Scorpio Handymax Tanker Pool, or SHTP. SHTP is operated by Scorpio Commercial Management S.A.M. (SCM). SHTP and SCM are related parties to the Company.(2)This vessel operates in the Scorpio MR Pool, or SMRP. SMRP is operated by SCM. SMRP and SCM are related parties to the Company.(3)This vessel operates in the Scorpio LR2 Pool, or SLR2P. SLR2P is operated by SCM. SLR2P and SCM are related parties to the Company.(4)This vessel operates in the Mercury Pool Limited, or MPL. MPL is operated by SCM. MPL and SCM are related parties to the Company.(5)This vessel commenced a time charter in October 2022 for three years at an average rate of \$25,000 per day.(6)This vessel commenced a time charter in June 2022 for three years at an average rate of \$21,000 per day. The daily rate is the average rate over the three-year period, which is payable during the first six months at \$30,000 per day, the next six months are payable at \$20,000 per day, and years two and three are payable at \$19,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$22,500 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$24,000 per day.(7)This vessel commenced a time charter in October 2024 for three years at a rate of \$29,550 per day.(8)This vessel commenced a time charter in July 2022 for three years at an average rate of \$23,000 per day. The daily rate is the average rate over the three-year period, which is payable in years one, two, and three at \$30,000 per day, \$20,000 per day, and \$19,000 per day, respectively. The charterers have the option to extend the term of this agreement for an additional year at \$24,500 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$26,000 per day.(9)This vessel commenced a time charter in July 2022 for three years at a rate of \$23,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$24,000 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$25,000 per day. If this second option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$26,000 per day.(10)This vessel commenced a time charter in August 2022 for three years at a rate of \$21,000 per day. The daily rate is the average rate over the three-year period, which is payable during the first six months at \$30,000 per day, the next six months are payable at \$20,000 per day, and years two and three are payable at \$19,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$22,500 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$24,000 per day.(11)In April 2023, STI Connaught replaced STI Goal on a time charter which initially commenced in August 2022 for three years at a rate of \$30,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$32,000 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$34,000 per day.(12)This vessel commenced a time charter in September 2022 for three years at an average rate of \$32,750 per day. The charterer has the option to extend the term of this agreement for an additional year at \$34,750 per day. If this option is declared, the charterer has the option to further extend the term of this agreement for an additional year at \$36,750 per day.(13)This vessel commenced a time charter in December 2022 for three years at an average rate of \$37,500 per day. The daily rate is the average rate over the three-year period, which is payable during the first six months at \$47,000 per day, the next 6 months are payable at \$28,000 per day, and years two and three are payable at \$37,500 per day.(14)This vessel commenced a time charter in April 2023 for three years at a rate of \$40,000 per day. The charterer has the option to extend the term of this agreement for an additional year at \$42,500 per day.(15)This vessel commenced a time charter in July 2022 for five years at a rate of \$28,000 per day. (16)This vessel commenced a time charter in July 2022 for three years at an average rate of \$28,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$31,000 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$33,000 per day.(17)This vessel commenced a time charter in November 2022 for three years at an average rate of \$32,750 per day.(18)This vessel commenced a time charter in May 2022 for three years at an average rate of \$28,000 per day. The charterers have the option to extend the term of this agreement for an additional year at \$31,000 per day. If this option is declared, the charterers have the option to further extend the term of this agreement for an additional year at \$33,000 per day.(19)This vessel commenced a time charter in December 2022 for three years at an average rate of \$35,000 per day.14Dividend PolicyThe declaration and payment of dividends is subject at all times to the discretion of the Company's Board of Directors. The timing and the amount of dividends, if any, depends on the Company's earnings, financial condition, cash requirements and availability, fleet renewal and expansion, restrictions in loan agreements, the provisions of Marshall Islands law affecting the payment of dividends and other factors.The Company's dividends paid during 2023 and 2024 were as follows: Date paidDividend per commonshareMarch 2023\$0.20June 2023\$0.25September 2023\$0.25December 2023\$0.35March 2024\$0.40June 2024\$0.40September 2024\$0.40December 2024\$0.40On February 12, 2025, the Company's Board of Directors declared a quarterly cash dividend of \$0.40 per common share, with a payment date of March 21, 2025 to all shareholders of record as of March 7, 2025 (the record date). As of February 11, 2025, there were 49,920,042 common shares of the Company outstanding. About Scorpio Tankers Inc.Scorpio Tankers Inc. is a provider of marine transportation of petroleum products worldwide. Scorpio Tankers Inc. currently owns or lease finances 99 product tankers (38 LR2 tankers, 47 MR tankers and 14 Handymax tankers) with an average age of 8.9 years. Additional information about the Company is available at

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M)GQU;P-S3ZVX4jV8WTD[\UO.-K7^=O-'Z^HXD4,I#*PR".] Q?XC3RG*L+F%"AS2KZVE=]M%Z?M987\&J64-S: MS0W%O<()
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