



Second Quarter of 2016 Earnings Presentation

August 04, 2016

Forward Looking Statements

This presentation contains forward-looking statements which reflect management's current views with respect to certain future events and performance, including statements regarding: the crude oil and refined product tanker market fundamentals, including the balance of supply and demand in the tanker market; the expectation that the Company will generate strong cash flow; the Company's financial position and intention to return excess capital to shareholders; and the expected effect of any acquisitions on the Company's financial results. The following factors are among those that could cause actual results to differ materially from the forward-looking statements, which involve risks and uncertainties, and that should be considered in evaluating any such statement: changes in the production of or demand for oil; changes in trading patterns significantly affecting overall vessel tonnage requirements; greater or less than anticipated levels of tanker newbuilding orders and deliveries or greater or less than anticipated rates of tanker scrapping; changes in applicable industry laws and regulations and the timing of implementation of new laws and regulations; changes in interest rates and the financial markets; delays in the delivery of any new vessels; increases in the Company's expenses, including any dry docking expenses and associated off-hire days; and other factors discussed in Tanker Investments Ltd.'s filings from time to time with the Financial Supervisory Authority of Norway. The Company expressly disclaims any obligation or undertaking to release publicly any updates or revisions to any forward-looking statements contained herein to reflect any change in the Company's expectations with respect thereto or any change in events, conditions or circumstances on which any such statement is based.

Recent Highlights

- Q2-16 Results
 - Reported net income of USD 12.6 million, or USD 0.41 per share
 - Generated USD 27.1 million of cash flow from vessel operations¹
- Q3-16 tanker rates to-date:

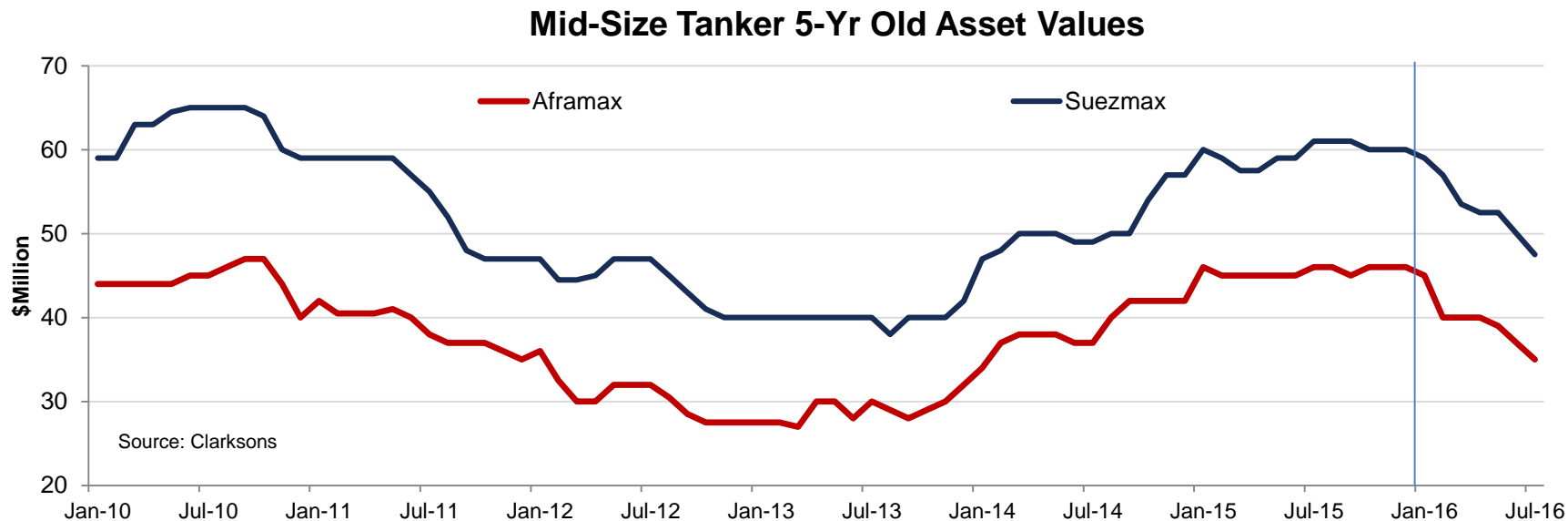
	Suezmax	Aframax	LR2
TCE Rate (\$/day)	\$23,800	\$18,200	\$18,300
% booked to-date	45%	35%	40%

- Due to weakness in tanker asset values, pivoting towards an operating strategy until values improve
 - Current asset values do not adequately reflect medium-term cash flows expected to be generated by Tanker Investments' modern fleet
- Current stock price assumes a severely depressed tanker market

¹ Cash flow from vessel operations (CFVO) represents income from vessel operations before depreciation and amortization expense. Cash flow from vessel operations is a non-GAAP financial measure used by certain investors to measure the financial performance of shipping companies. Please refer to *Appendix A* of the Q2-16 earnings release for the reconciliation of this non-GAAP measure as used in this release to the most directly comparable GAAP financial measure.

Tanker Values Down 20% in 2016 ytd

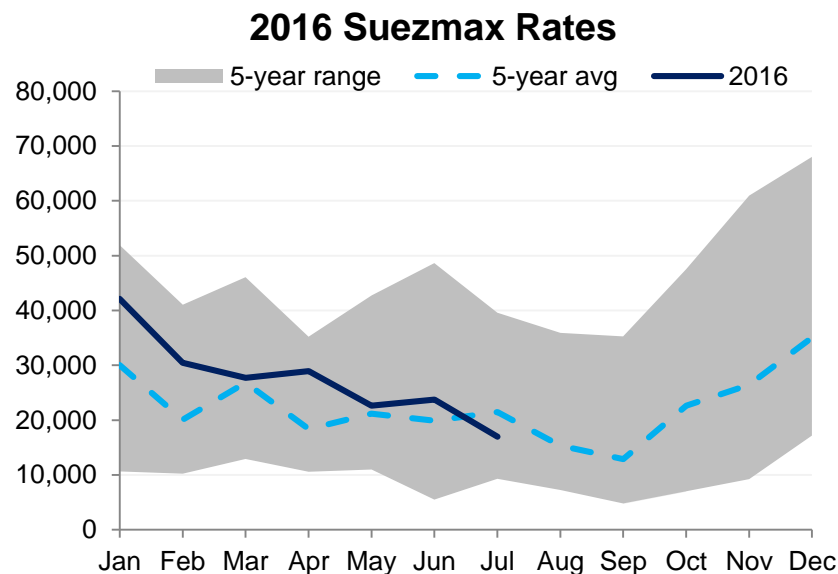
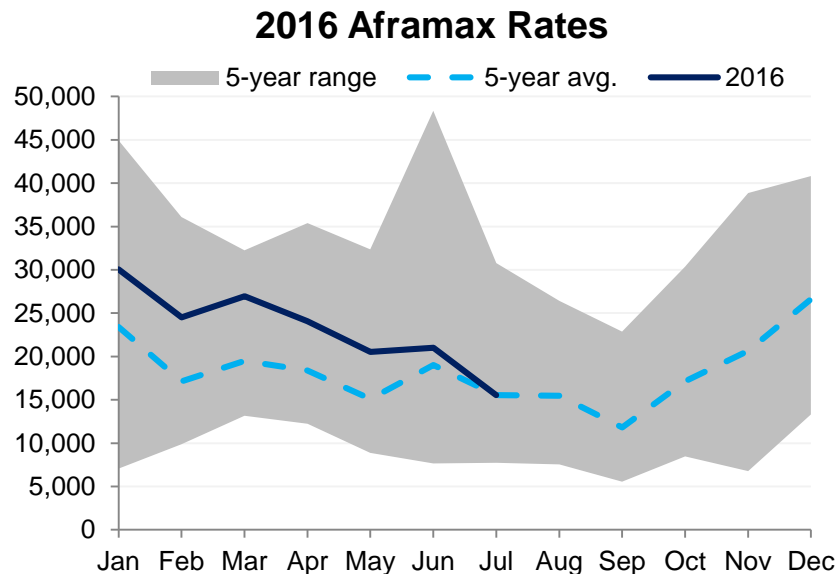
But remain higher than 2013 lows



- Asset prices have decreased rapidly during 2016 due to:
 - Limited access to capital markets and very low liquidity in the secondhand market
 - Negative freight market sentiment

TIL is not considering vessel sales at current values

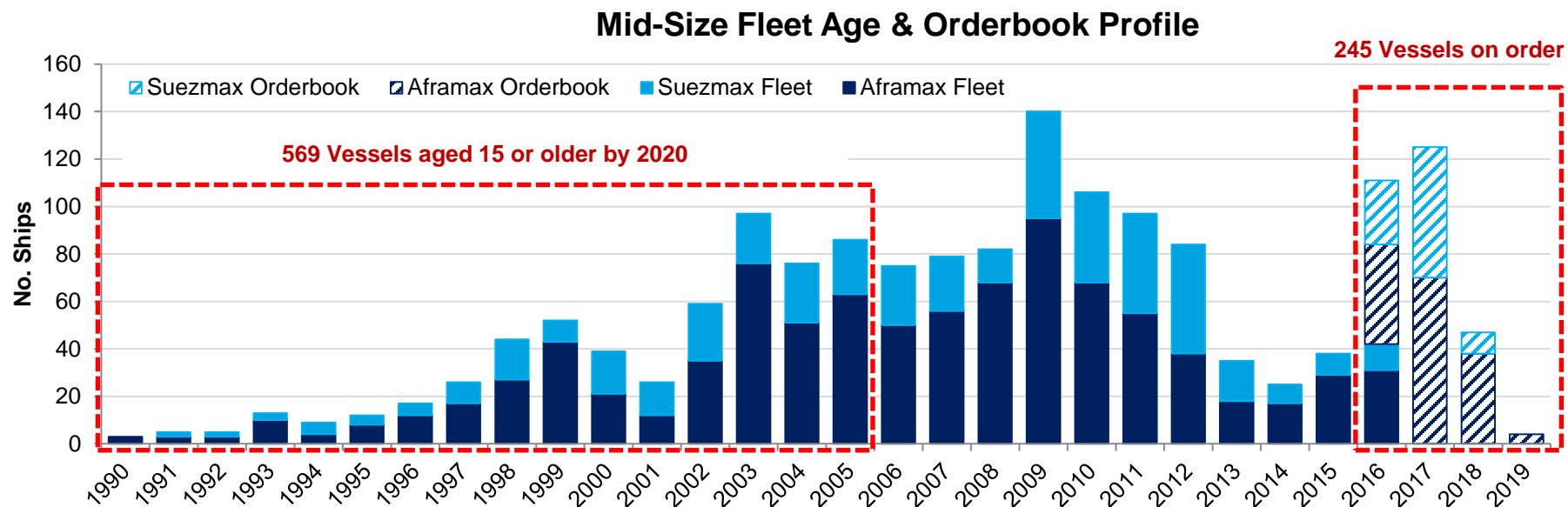
Seasonal Uptick Expected in Q4-2016



Source: Clarksons

- Rates currently being impacted by Atlantic supply outages and low refinery throughput:
 - 700 kb/d reduction in supply from Nigeria and Latin America
 - Heavy Asian refinery maintenance in Q3-2016
- We expect rates to increase during Q4 in line with normal patterns of seasonality
 - Stronger oil demand and increased vessel delays during Q4
 - Potential return of Atlantic supply volumes following temporary outages
 - Lower oil prices to support crude imports into China and the US

Positive Medium-Term Fleet Fundamentals



- Near-term fleet growth and oil market headwinds create a challenge for tankers in 2017
- However, tanker fleet fundamentals beyond 2017 appear much better:
 - Small orderbook for 2018 / 19 delivery due to a lack of new orders in recent months
 - Potential increase in scrapping as early-2000s built vessels enter the “scrapping zone” of +15-yrs
 - Vessels +15-yrs are often discriminated against by oil majors

Pivoting Towards An Operating Strategy

The tanker market is moving into a softer period in the cycle, and TIL is strongly positioned to ride that wave until the market firms.

Our strategy has 5 key points:

- 1) Refocused as a mid-sized tanker owner after selling VLCCs in early-2016
- 2) Maximizing spot market earnings through participation in RSAs
 - Tanker Investments' vessels pool point strongly in the RSAs
 - Utilization optimized as revenues are shared between owners
- 3) Actively pursuing time-charters for fixed-rate cover through 2017
- 4) Maintain our strong financial position
 - Attractive debt profile
 - Only two dry dockings in 2017, and none scheduled for 2016 and 2018
 - Strong liquidity position
- 5) Efficient cost structure results in low break-evens
 - Economies of scale (OPEX, G&A) from operating as part of Teekay system
 - Lean management structure

Positioning TIL to maximize shareholder value during a softer tanker market

Tanker Investments Well-positioned to Weather a Tanker Market Downturn

Strong Financial Position

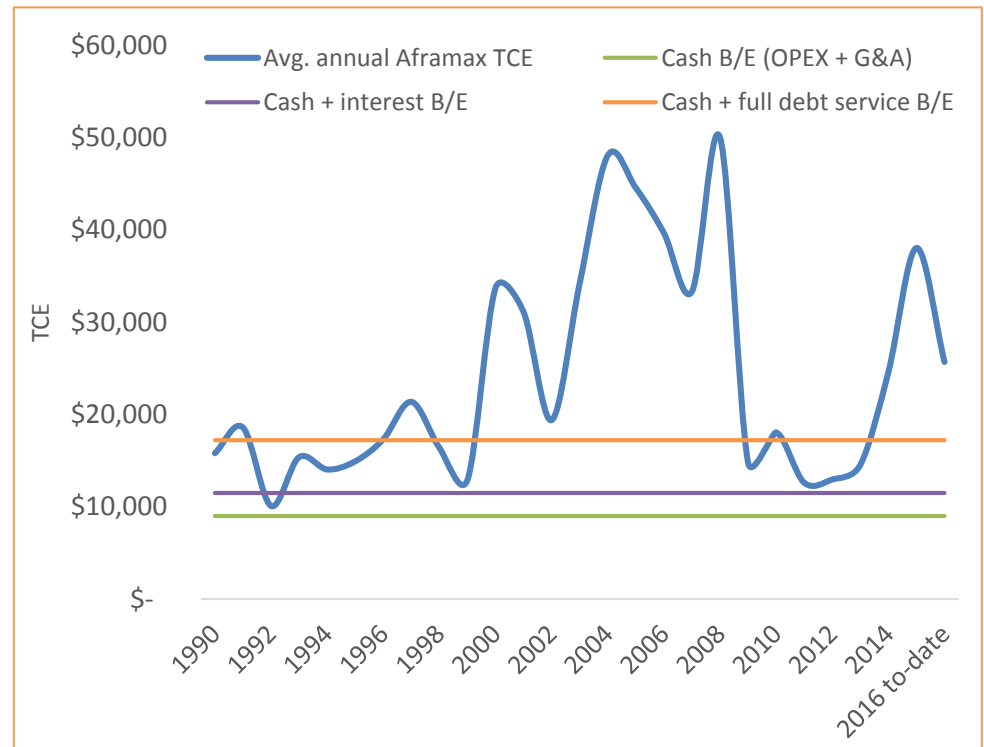
- Total liquidity of \$112.7 million, of which \$87.7 million is readily accessible¹
- Conservative leverage position:
 - Net debt to capitalization: 45%
 - Net debt to FMV: ~53%
- Conservative debt profile with debt maturities not until 2019, 2020 and 2021

Competitive break-even levels

- Cash flow break-even (B/E) levels below the lowest avg. annual tanker rates over the past 26 years:

OPEX + G&A B/E	OPEX + G&A + INTEREST B/E
~\$9,000/day	~\$11,500/day

- Well below long-term average Aframax TCE of \$24,000/day



1) Excludes USD 25 million which must be maintained as cash to satisfy a debt covenant

Tanker Investments Represents Compelling Value

Current TIL equity value pricing-in 25-year low asset values

- At ~50% of NAV, TIL stock price assumes vessel values will drop by a further 25%

Current value of 5-year old Aframax*	Implied value of 5-year old Aframax
~\$35 million	~\$26 million

