



Scorpio Bulkers Inc.
STIFEL Conference Presentation
February 2020

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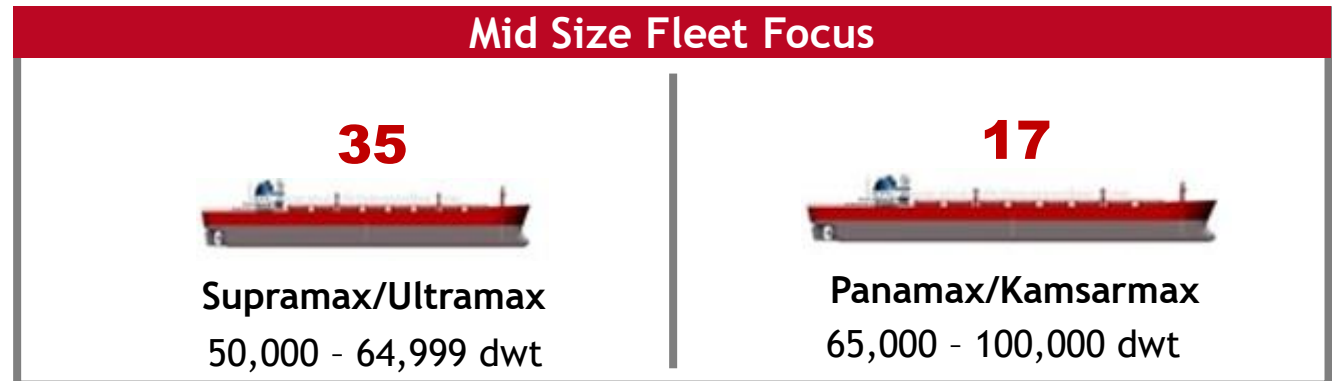
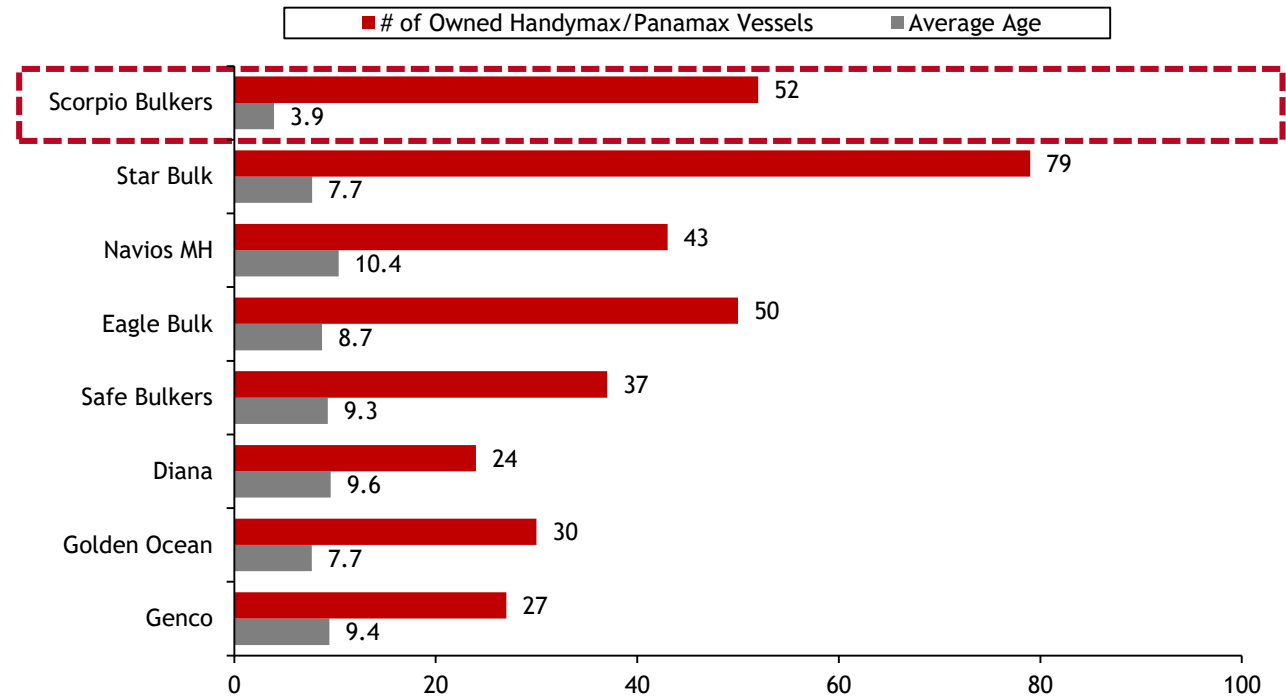
Risks and uncertainties include, but are not limited to, the failure of counterparties to fully perform their contracts with Scorpio, the strength of world economies and currencies, general market conditions, including fluctuations in charter hire rates and vessel values, changes in demand in the bulk carrier 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 bulk carriers, 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.

Earnings before interest, taxes, depreciation and amortization (“EBITDA”), earnings before interest and taxes (“EBIT”), adjusted net income and related per share amounts, as well as adjusted EBITDA, adjusted EBIT and TCE Revenue are non-GAAP performance measures that the Company believes provide investors with a means of evaluating and understanding how the Company’s management evaluates the Company’s operating performance. These non-GAAP financial measures should not be considered in isolation from, as substitutes for, nor superior to financial measures prepared in accordance with GAAP.

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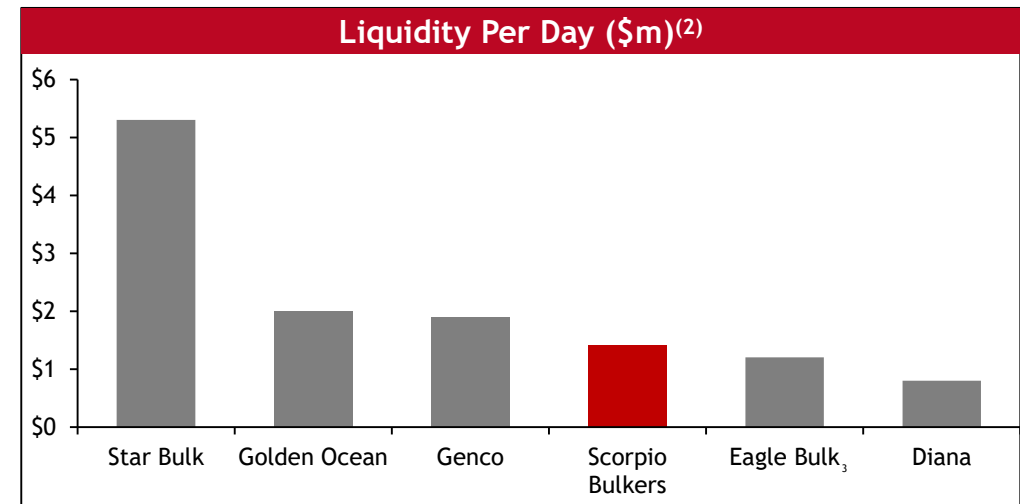
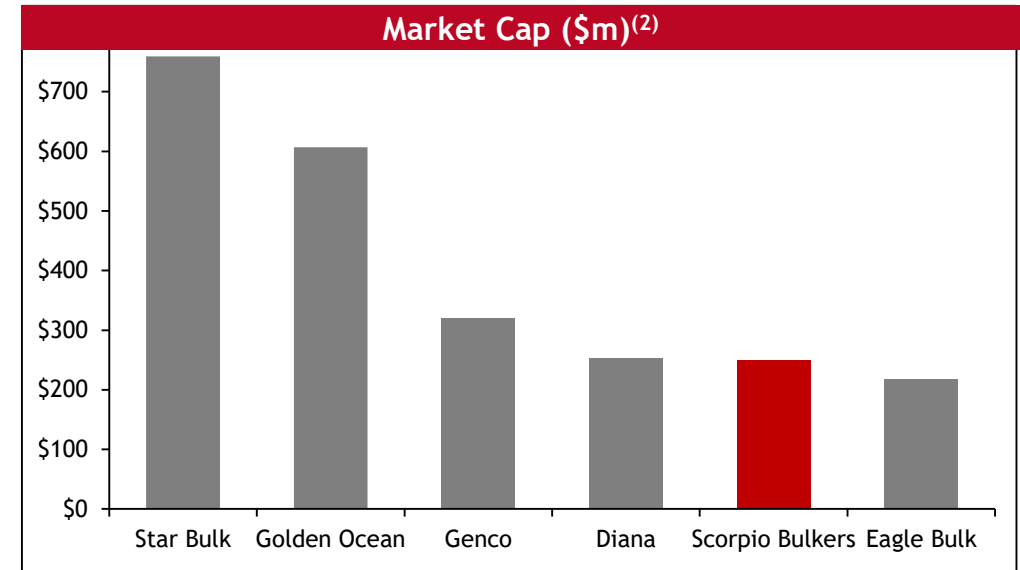
Company Overview

- 1 Owns 52 mid-size dry bulk fuel-efficient 'Eco' vessels with an average age of 3.9 years
- 2 Marshall Islands incorporated, HQ in Monaco, and NYSE-listed under the ticker "SALT"
- 3 Trades vessels on the spot market through the Scorpio Ultramax and Scorpio Kamsarmax pools
- 4 Meeting IMO 2020 regulations by installing scrubbers throughout its fleet (80% expected to be installed by June 2020)
- 5 Successfully invested \$100 million in 2018 with the purchase of approximately 5.4 million shares of Scorpio Tankers Inc. (NYSE: STNG)²



Investor & Share Highlights

Current Major Shareholders ⁽¹⁾	
Scorpio Services Holding Limited	19.3 %
GRM Investments Limited	17.7 %
Evermore Global Advisors LLC	8.3 %
Dimensional Fund Advisors LP	4.9%
BlackRock Inc	3.4%
Renaissance Technologies LLC	2.5%
The Bank of New York Mellon Corp.	1.8%
Hosking Partners LLP	1.5%
State Street Corp.	1.3%
Royce & Associates LP	1.0%

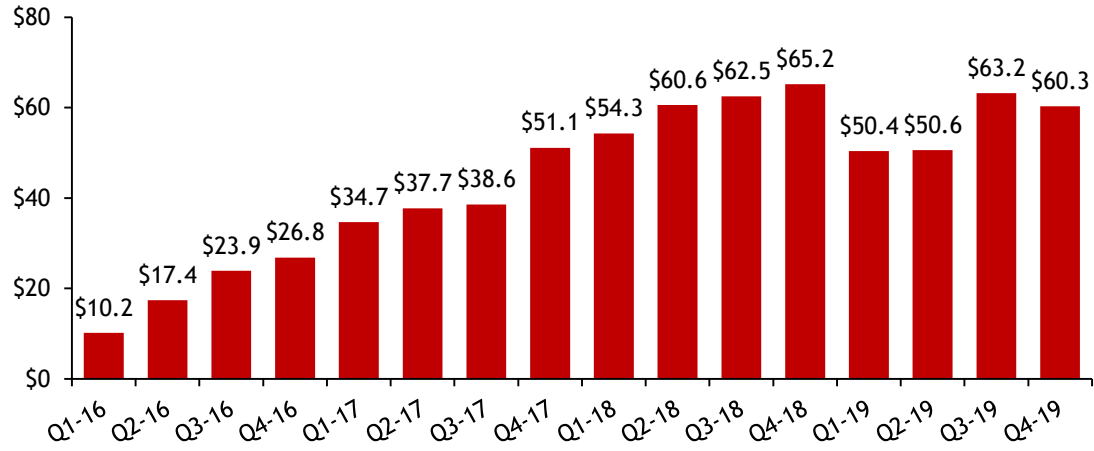


Q4-2019 Corporate & Financial Highlights

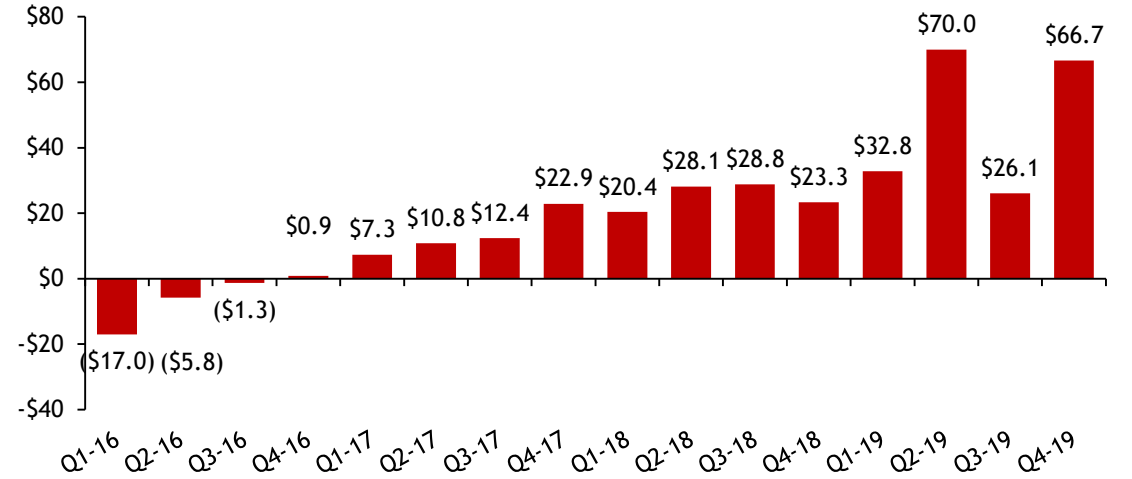
<h2>Q4-19 Financial Results</h2>	<ul style="list-style-type: none"> GAAP Net Income of \$15.1 million / Income per diluted share of \$0.21, Including: <ul style="list-style-type: none"> Non-cash gain of approximately \$46.1 million and cash dividend income of \$0.5 million, or \$0.66 per diluted share, primarily from the Company's equity investment in Scorpio Tankers Inc. Write-down of assets held for sale of approximately \$25.2 million, or \$0.36 per diluted share, related to the classification of four Ultramax vessels as held for sale. Write-off of approximately \$0.2 million of deferred financing costs on the credit facility related to the SBI Puma and the SBI Cougar. Adjusted net income was \$40.6 million, or \$0.57 adjusted per diluted share EBITDA of \$41.5 million (Adjusted EBITDA of \$66.7 million)
<h2>TCE</h2>	<ul style="list-style-type: none"> Ultramax TCE of \$11,244 per day in Q4-2019 Ultramax TCE of \$10,505 per day booked to date in Q1-2020 Kamsarmax TCE of \$11,934 per day in Q4-2019 Kamsarmax TCE of \$12,242 per day booked to date in Q1-2020
<h2>Liquidity</h2>	<ul style="list-style-type: none"> As of January 24, 2020, the Company had \$65.9 million in cash
<h2>Financing</h2>	<ul style="list-style-type: none"> During October 2019, the Company prepaid \$21.9 million of its \$38.7 Million Credit Facility and wrote-off approximately \$0.2 million of deferred financing costs as part of the sale of the SBI Puma and SBI Cougar
<h2>Dividend</h2>	<ul style="list-style-type: none"> The Company's Board of Directors declared a dividend of \$0.02 per share on January 27, 2020

Financial Performance Summary

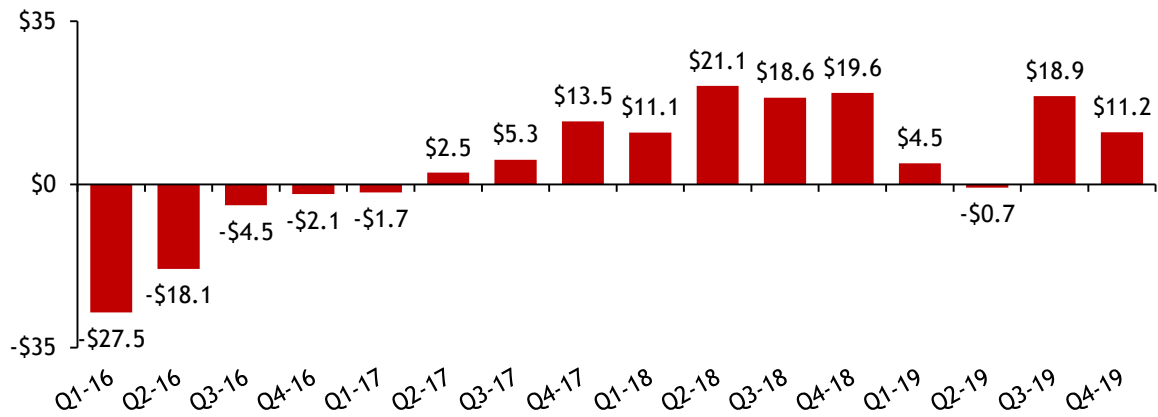
REVENUE



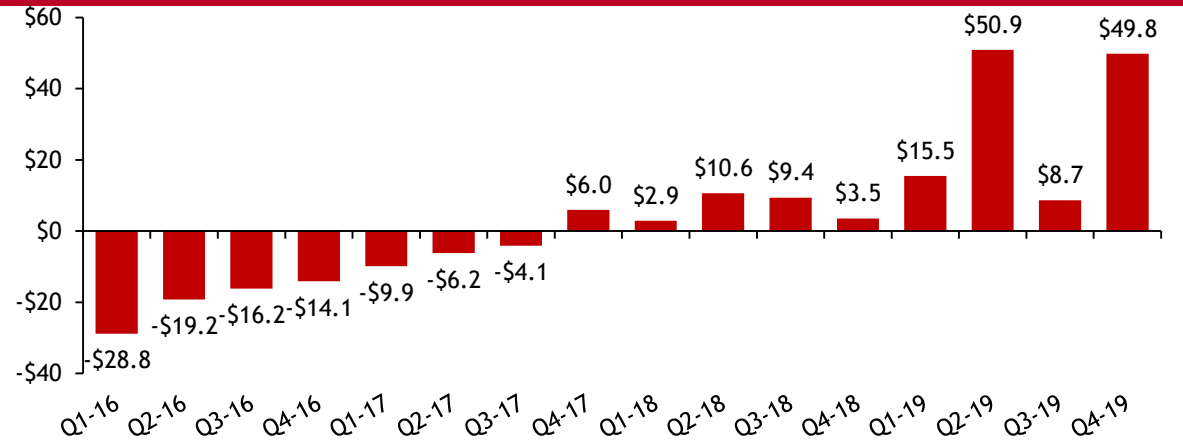
ADJUSTED EBITDA



OPERATING CASH FLOW



ADJUSTED EBIT





Scrubber Economics

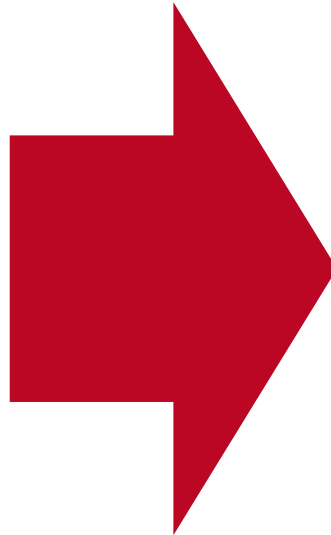
IMO 2020 Regulations & Company Strategy

What is IMO 2020?

- The International Maritime Organization (IMO) will require shipowners to reduce sulfur emissions from 2020

To comply shipowners will have to decide between:

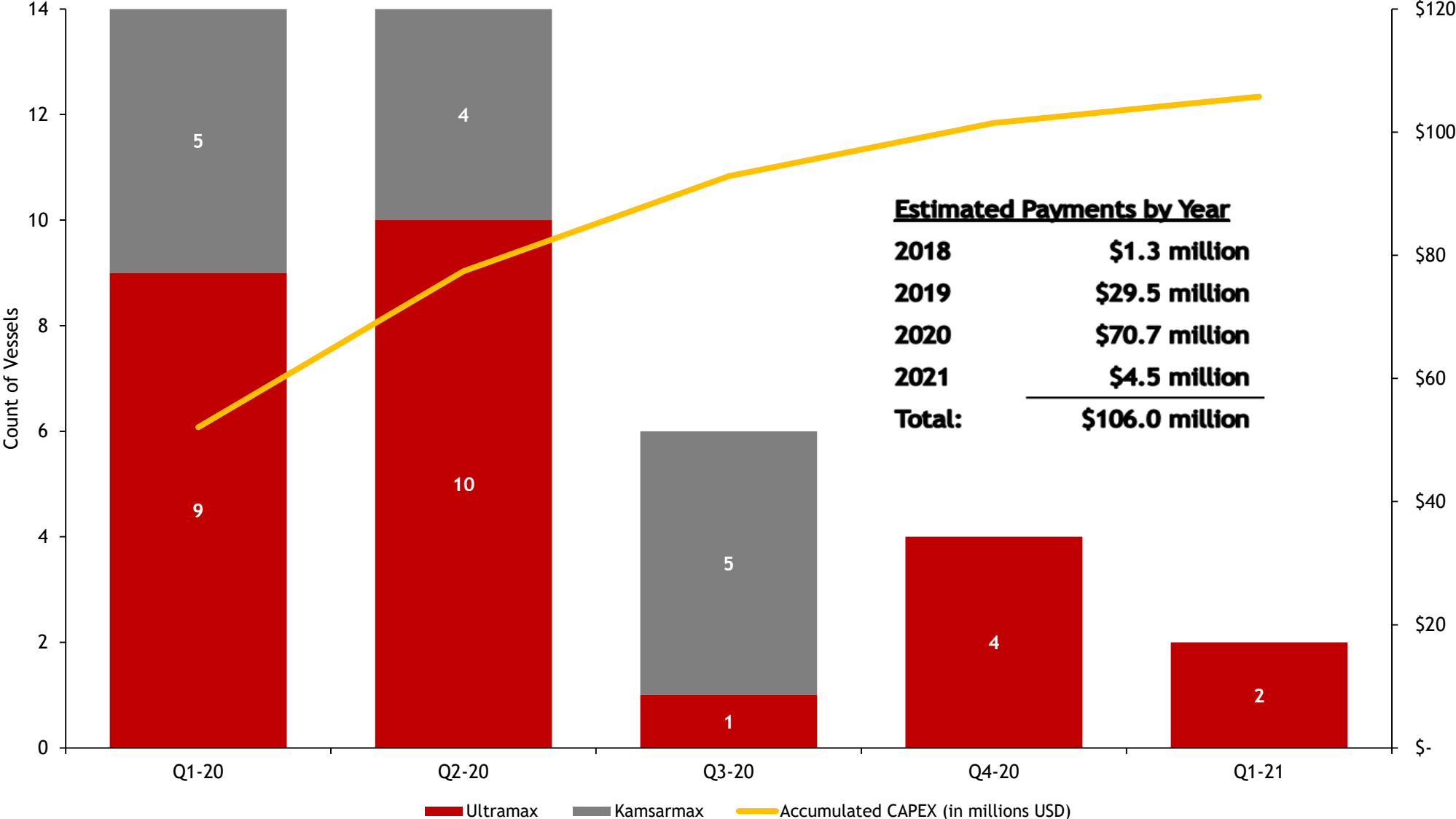
- Installing a scrubber to enable the vessel to burn HSFO
- Paying the premium to consume compliant fuels with a sulfur content <0.5% (MGO and LSFO)
- LNG as bunker fuel



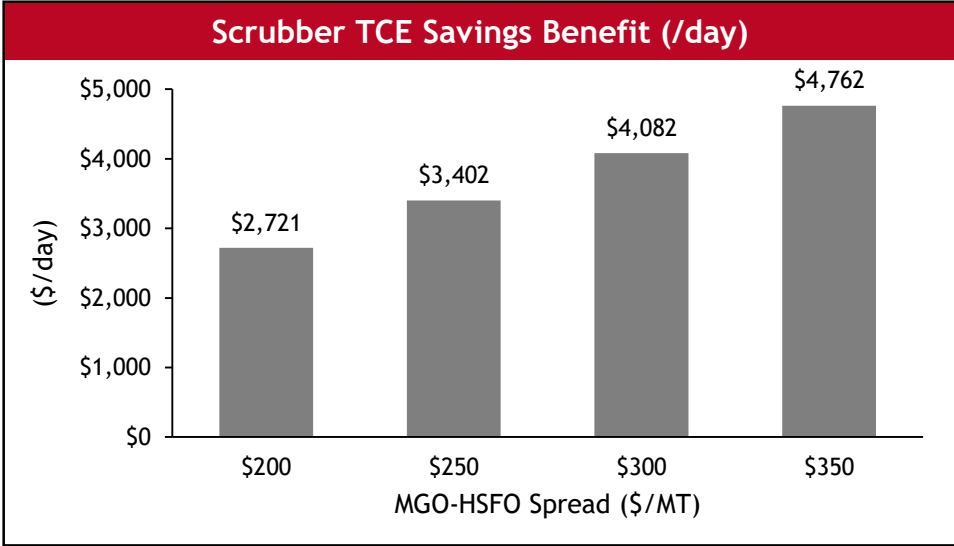
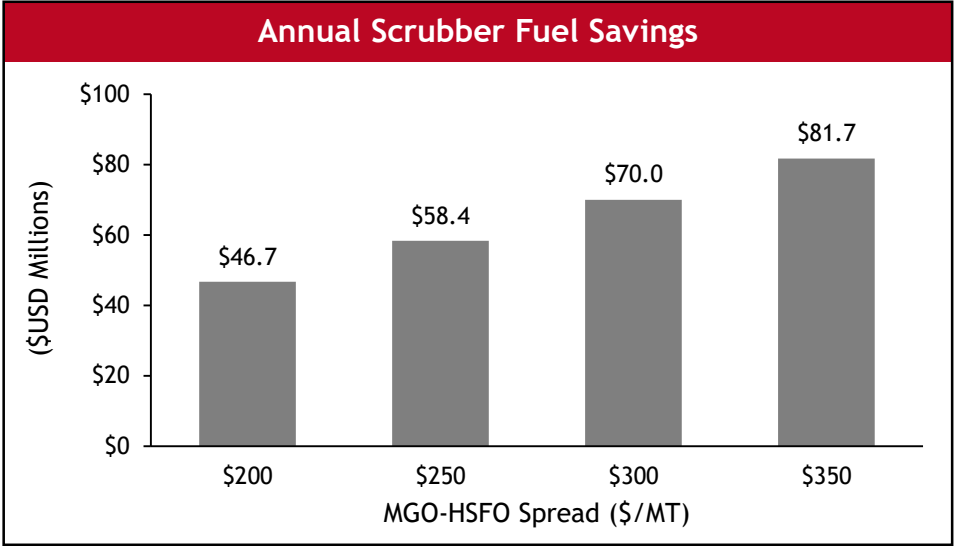
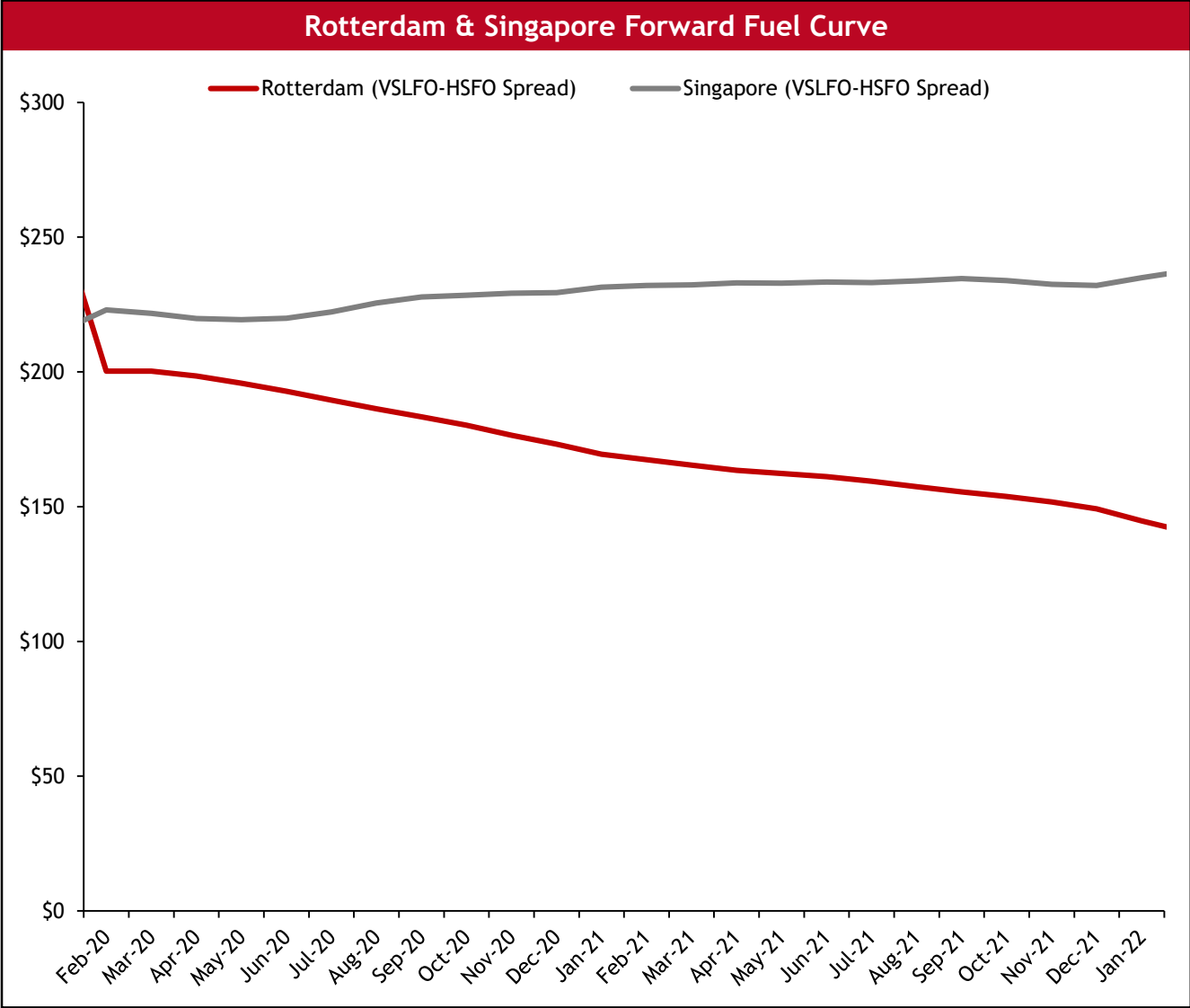
How Scorpio will Comply

- The Company plans to install scrubbers on all of its owned and finance leased Kamsarmax and Ultramax vessels before Q4-2020.
- The majority of scrubber installations will be coordinated with scheduled dry docks reducing the amount of off hire
- The Scrubbers and their installation will cost approximately \$2.5 million per vessel.

Scrubber CAPEX & Installation Schedule



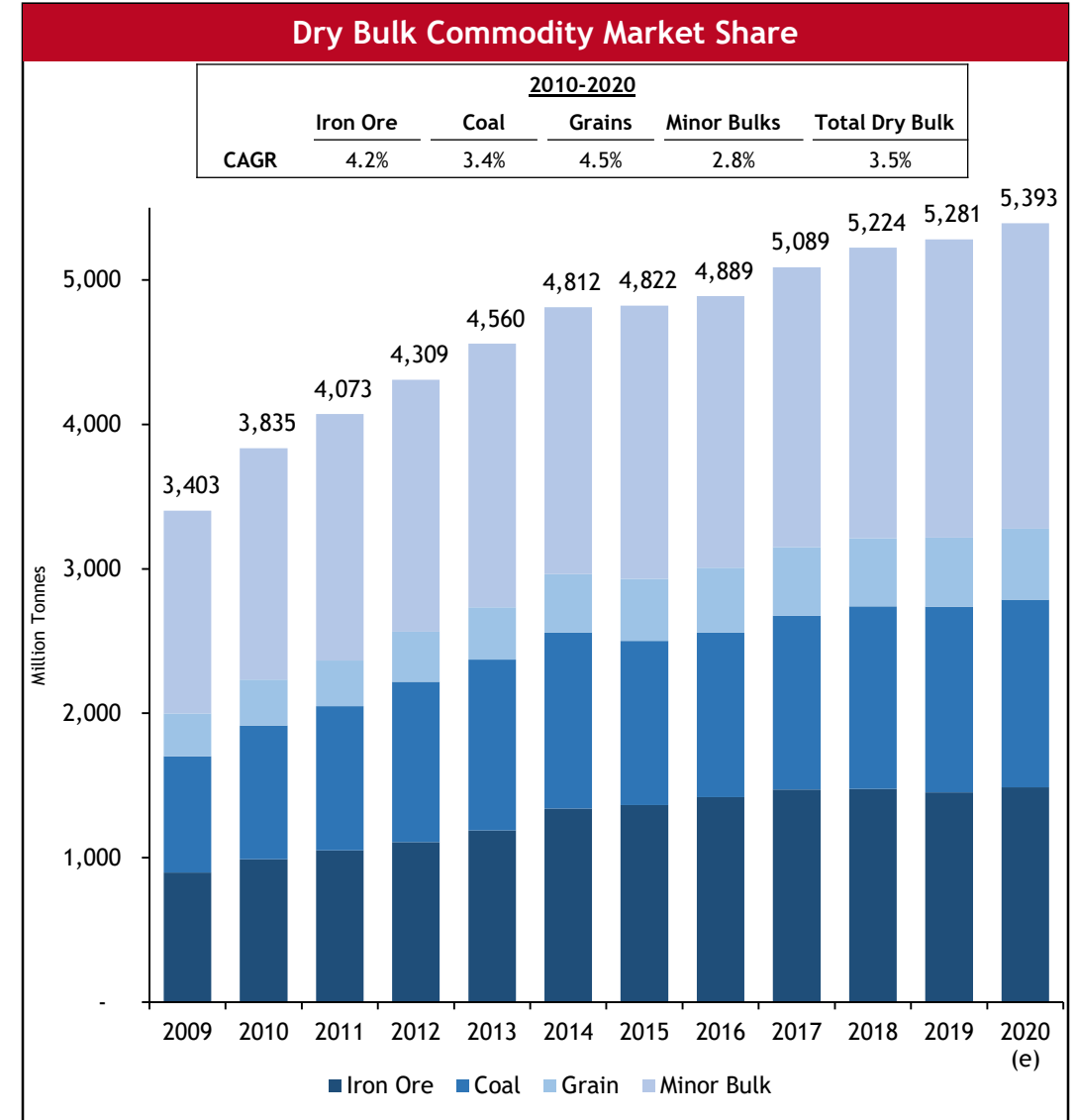
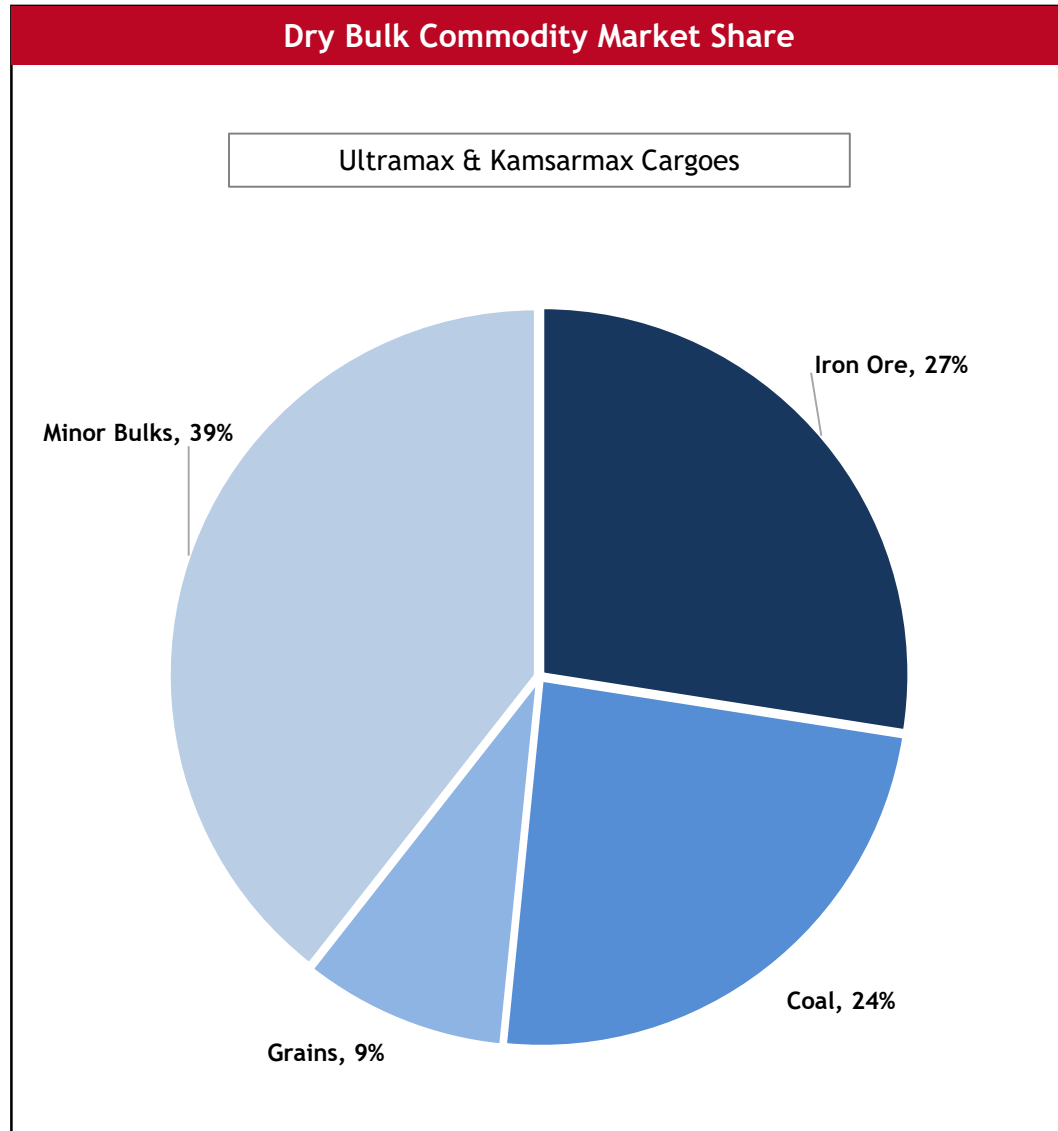
Forward Fuel Curve Supports Expectations of Scrubber Benefits



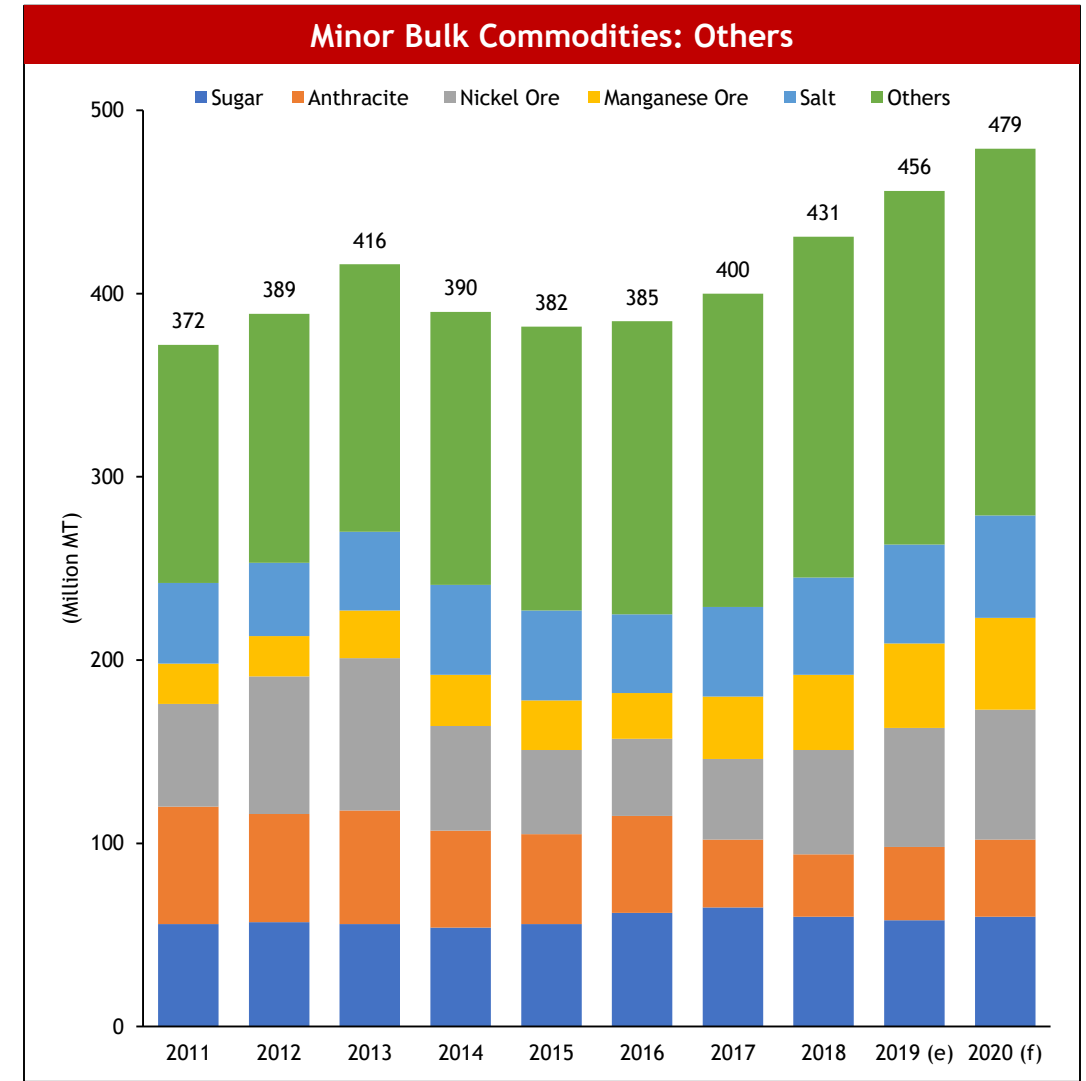
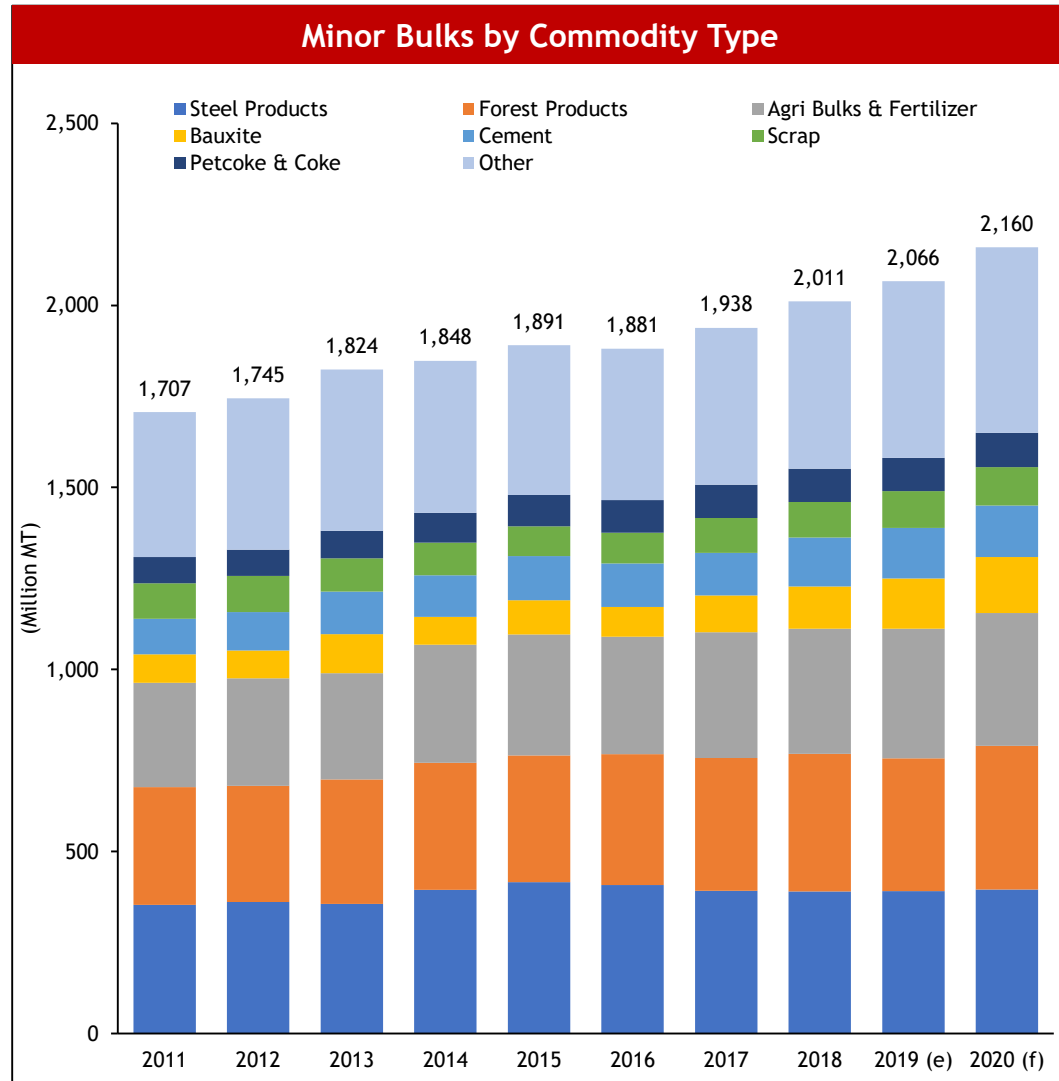


Market Update

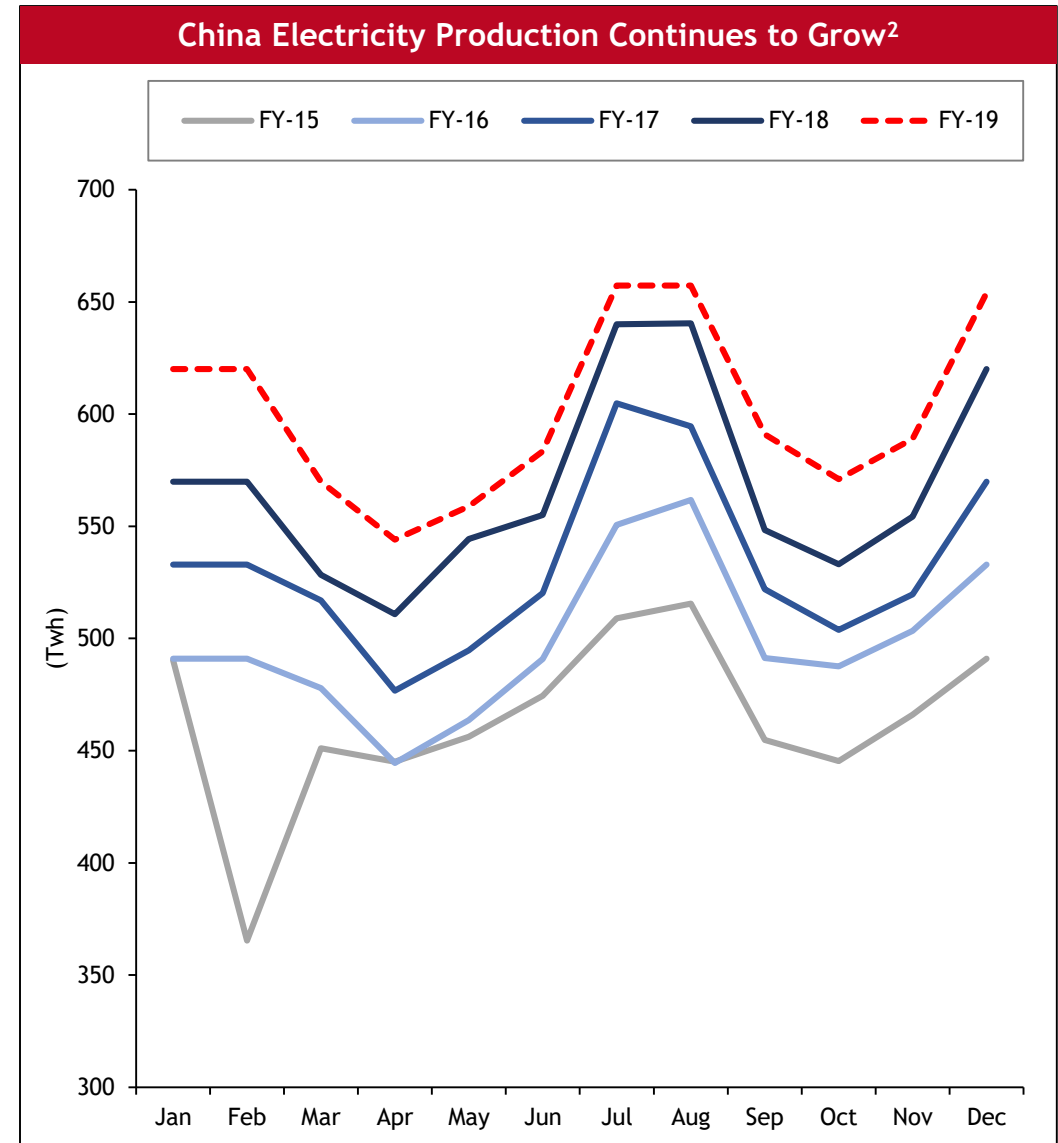
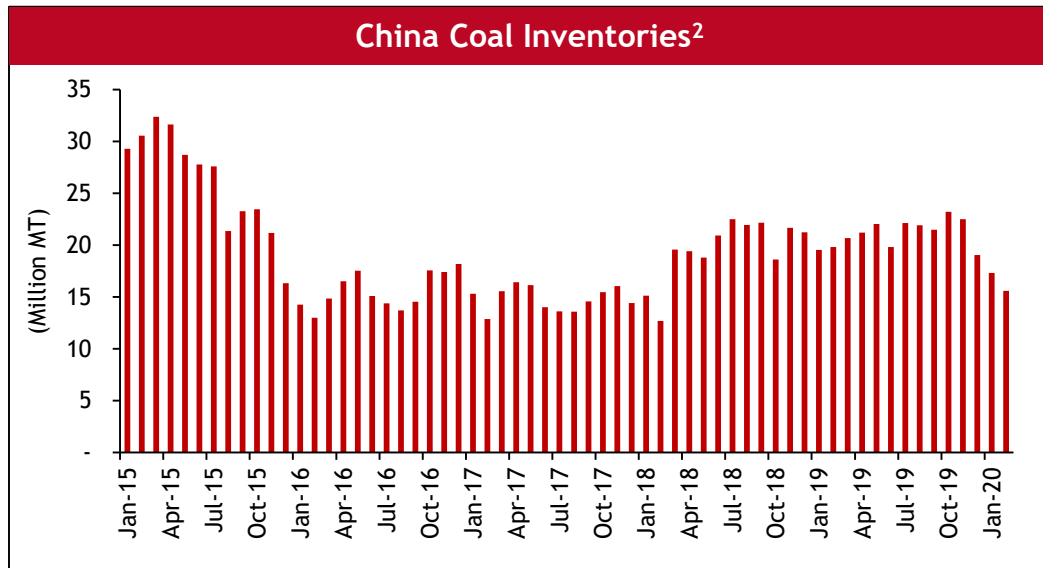
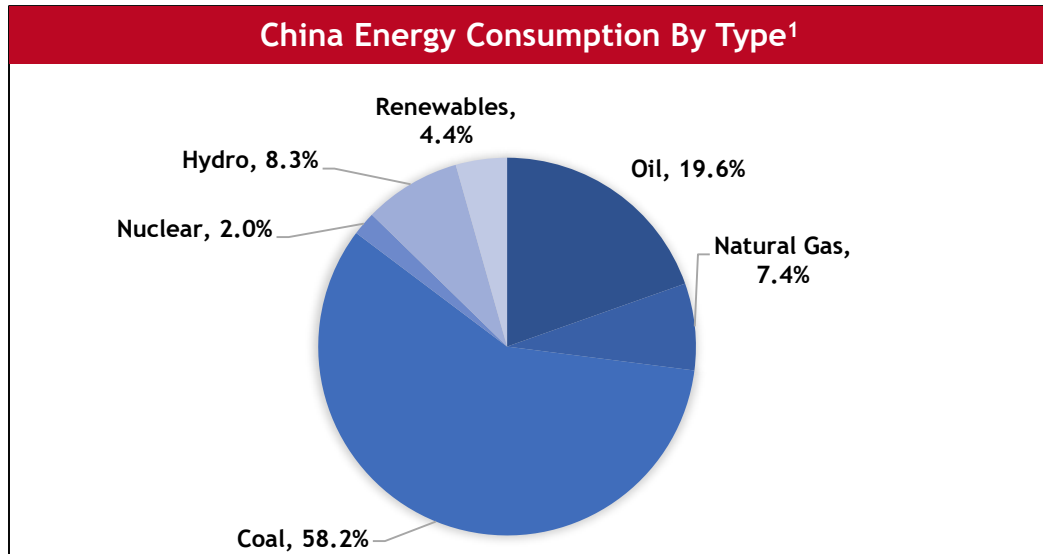
Dry Bulk Market Continues to Grow



Mid Size Segments offer Cargo Diversification

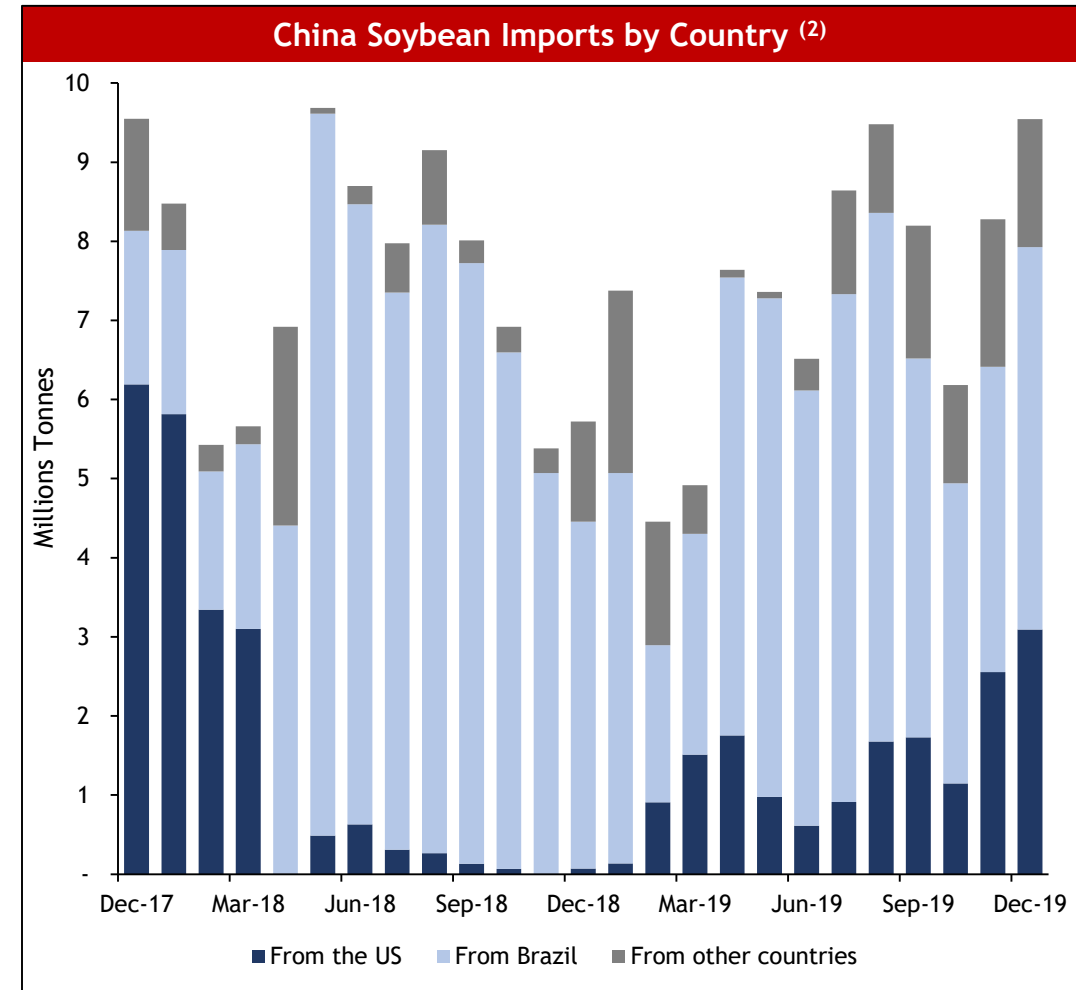
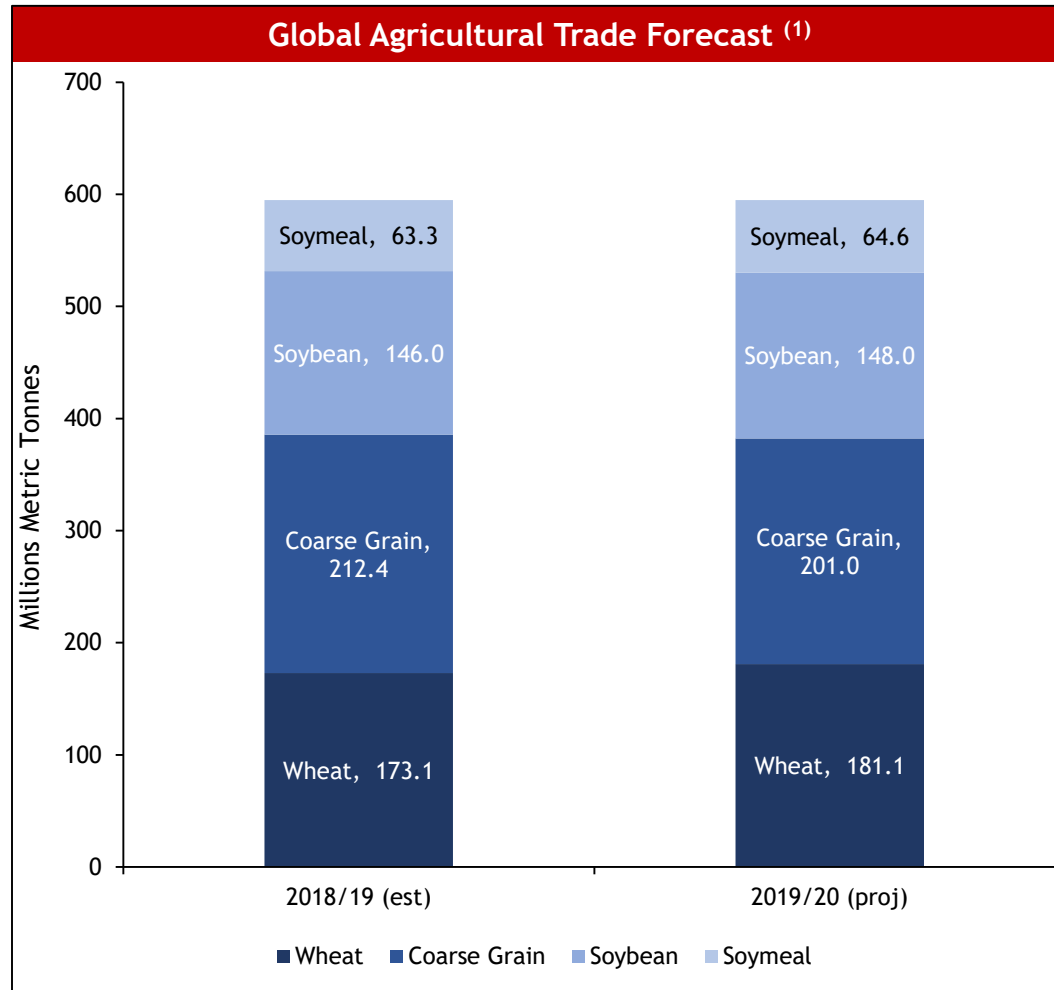


Key Indicators Still Supportive: Coal

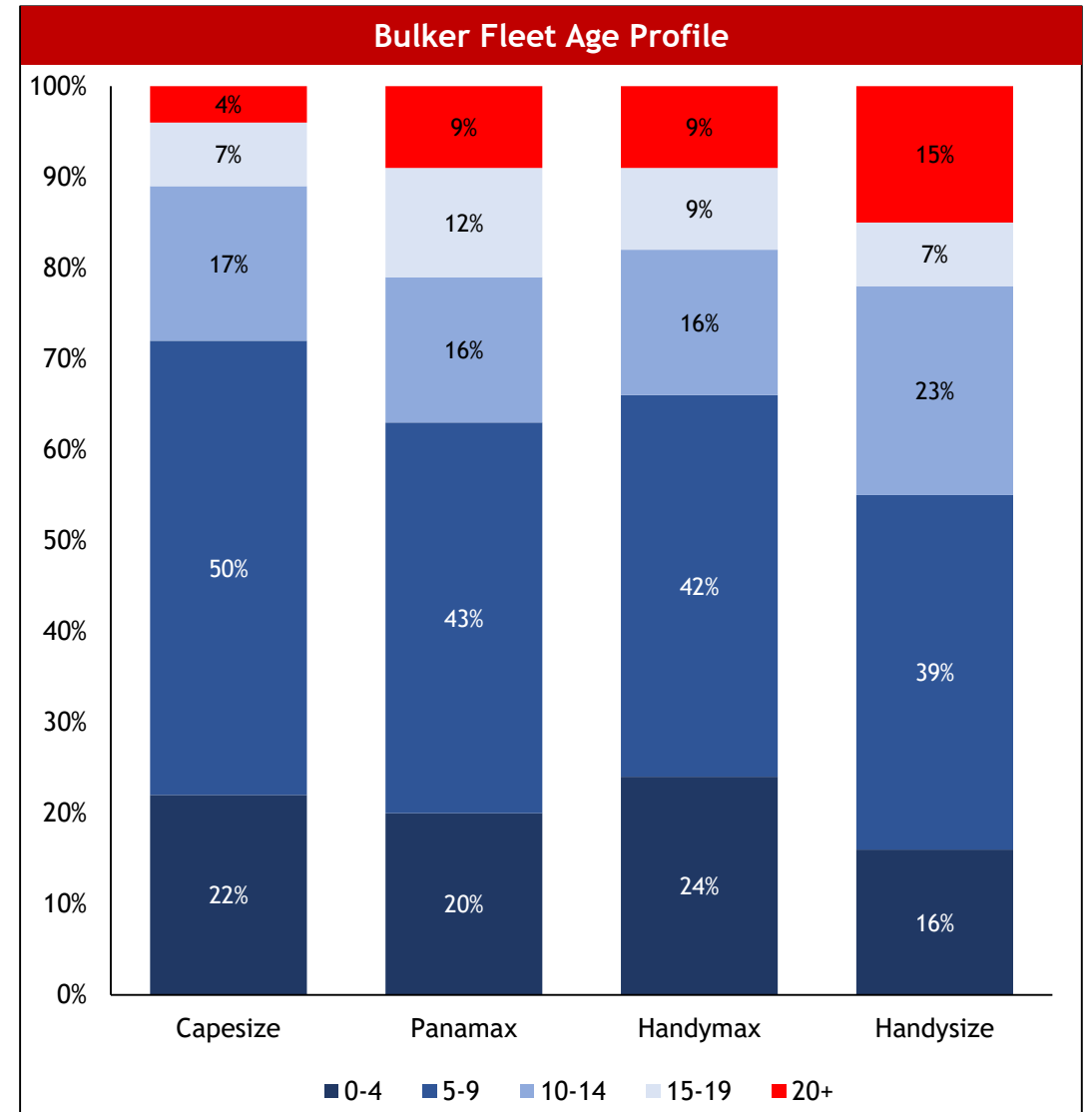
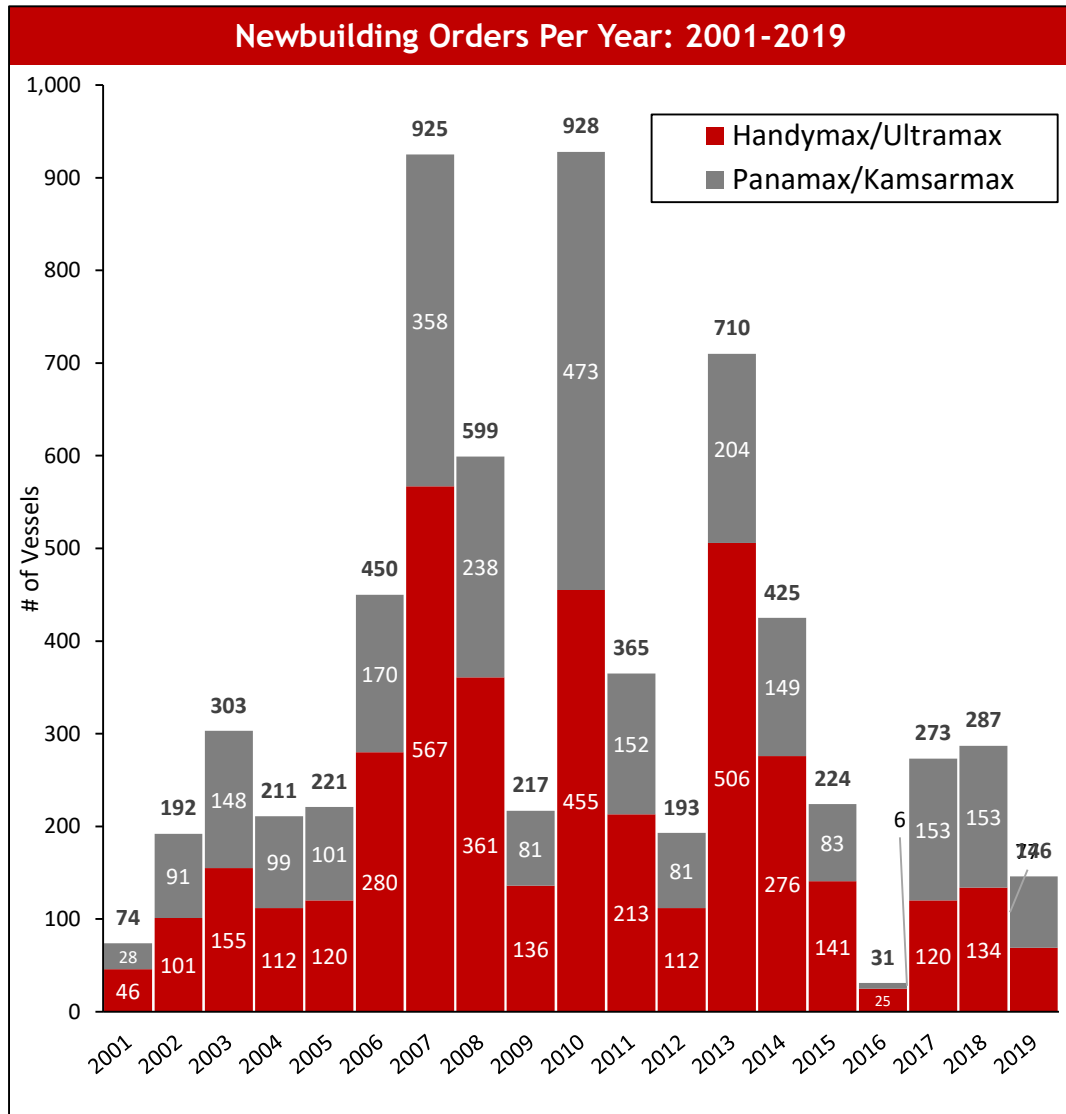


Key Indicators Still Supportive: Grain

USDA predicts a 1% increase in the global agricultural product trade in 2019/2020



Limited Contracting & Expected Scrapping





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