Teekay Tankers

First Quarter 2023 Earnings Presentation

May 11, 2023

Forward-Looking Statements

This presentation contains forward-looking statements within the meaning of Section 27A of the U.S. Securities Act of 1933, as amended, and Section 21E of the U.S. Securities Exchange Act of 1934, as amended. All statements included in this report, other than statements of historical fact, are forward-looking statements. When used in this report, the words "expect", "believe", "anticipate", "plan", "intend", "estimate", "may", "will" or similar words are intended to identify forward-looking statements. Readers are cautioned not to place undue reliance on these forward-looking statements and any such forward-looking statements are qualified in their entirety by reference to the following cautionary statements. All forward-looking statements speak only as of the date hereof and are based on current expectations and involve a number of assumptions, risks and uncertainties that could cause actual results to differ materially from such forward-looking statements. Forward-looking statements contained in this release include, among others, statements regarding: the Company's updated capital allocation plan, including its ability to position itself to pursue the priorities of balance sheet strength, well-timed fleet reinvestments and returning capital to shareholders, including through quarterly cash dividends; the timing of payments of cash dividends; any future dividends; the expected amount and timing of repurchases of the Company's Class A common shares under the Company's share repurchase program, and the ability of the Company to utilize this program to optimize shareholder returns; the funding and expecting timing of the Company's repurchase of certain vessels following exercise of related purchase options; management's expectations regarding Chinese economic growth and crude oil imports, and related impacts on the tanker market; management's view of the strength of the tanker market and the tanker rate environment, and on the Company's ability to use its operating leverage and spot market exposure to benefit from current tanker market conditions; crude oil and refined product tanker market fundamentals, including the balance of supply and demand in the oil and tanker markets and the continued volatility of such markets; the Company’s ability to continue to benefit from strong spot tanker rates, generate significant free cash flow and create shareholder value; expectation of an increase in relative global oil demand and the various contributing factors thereto and impact thereof; forecasted changes in global oil supply from non-OPEC+ and OPEC+ sources and the factors contributing thereto; the timing and impact of publicly-announced oil supply cuts; the outlook for the global economy, driven by various factors; forecasts of worldwide tanker fleet growth or contraction, vessel scrapping levels, and newbuilding tanker orders, including the factors contributing thereto and the timing thereof, and the Company’s general outlook on tanker supply and demand fundamentals; the Company's expectations regarding tanker charter-in contracts, including the timing of commencement, expiry or extensions thereof; the impact of the invasion of Ukraine by Russia on the economy, our industry and our business, including as a result of sanctions, import and other restrictions; and the Company's liquidity and market position.

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: potential changes to or termination of the Company's capital allocation plan or dividend policy; the declaration by the Company's Board of Directors of any future cash dividends on the Company's common shares; the Company's available cash and the levels of its capital needs; changes in the Company's liquidity and financial leverage; changes in tanker rates, including spot tanker market rate fluctuations, and in oil prices; changes in the production of, or demand for, oil or refined products and for tankers; changes in trading patterns affecting overall vessel tonnage requirements; non-OPEC+ and OPEC+ production and supply levels; the status of Russia's invasion of Ukraine and related sanctions, import and other restrictions; greater or less than anticipated levels of tanker newbuilding orders and deliveries and greater or less than anticipated rates of tanker scrapping; the potential for early termination of charter contracts on existing vessels in the Company's fleet; the inability of charterers to make future charter payments; delays of vessel deliveries or purchases or of the debt refinancing; changes in applicable industry laws and regulations and the timing of implementation of new laws and regulations and the impact of such changes; increased costs; and other factors discussed in Teekay Tankers’ filings from time to time with the United States Securities and Exchange Commission, including its Annual Report on Form 20-F for the fiscal year ended December 31, 2022. 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

Financial Update

Total adjusted EBITDA[(1)] of $205.8 million, up $25.7 million from Q4-22

Adjusted net income[(1)] of $174.9 million, or $5.13 per share, compared to $147.5 million, or $4.33 per share, in Q4-22

Net debt reduced by $164 million from the prior quarter to $182 million

Completed revolving credit facility for up to $350 million to refinance 19 vessels

Capital Allocation

Generated $193.8 million of FCF[(2)] in Q1-23

- $18.9 million in FCF generation from eight chartered-in vessels in Q1-23
- For every $5,000 above TNK's FCF[(2)] breakeven of approximately $15,000 per day, expect to generate $2.64[(3)] FCF per share

Returning capital to shareholders:

- Fixed quarterly dividend of $0.25/share
- Special dividend of $1.00/share
- $100 million share repurchase program

Tanker Market

Spot tanker rates in Q1-23 were the highest ever recorded for the first quarter of the year and remain firm, though volatile, in early Q2-23

Record high US crude oil exports and continued strong Russian crude oil exports are supporting mid-size tanker tonne-mile demand

Global oil demand remains on track for 2 mb/d growth in 2023 driven by a post-COVID rebound in China

Positive fleet supply fundamentals, with low fleet growth virtually ensured for the next 2-3 years

(1) These are non-GAAP financial measures. Please see Teekay Tankers' Q1-23 earnings release for definitions and reconciliations to the comparable GAAP measures.
(2) Free cash flow (FCF) represents net income, plus depreciation and amortization, unrealized losses from derivatives, non-cash items, FCF from equity-accounted investments and any write-offs or other non-recurring items, less unrealized gains from derivatives, other non-cash items, dry docking expenditures and other capital expenditures.
(3) Annualized FCF for 12 months ending March 31, 2024 assuming 51 vessels operating in the spot market.

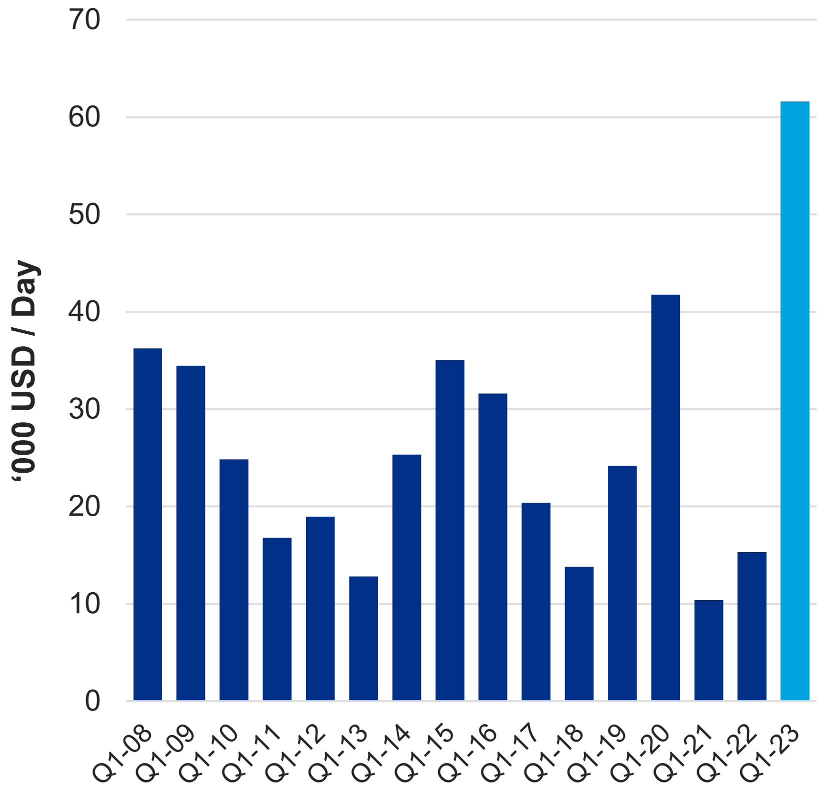
Spot Tanker Rates Remain Elevated, Though Volatile

Spot tanker rates in Q1-23 were the highest on record for a first quarter due to a number of factors:

- Record high US Gulf crude oil exports
- Recovery in Chinese crude oil imports including an increase in long-haul imports from the Atlantic basin
- Increase in Russian crude oil exports with almost all volumes moving long-haul to Asia on mid-sized tankers

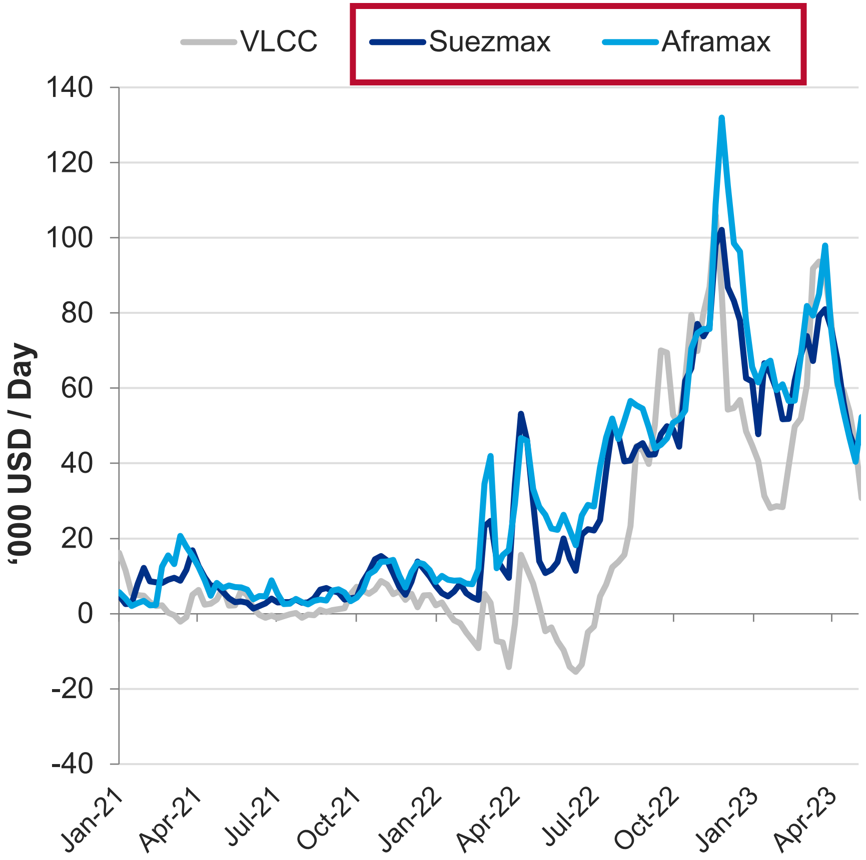
Rates remain very firm at the start of Q2-23, with high levels of volatility

TNK's First Quarter Average Mid-Size Tanker Rates



Source: Teekay Tankers
(average of Suezmax, Aframax, and LR2 spot rates)

Benchmark Crude Tanker Spot Rates



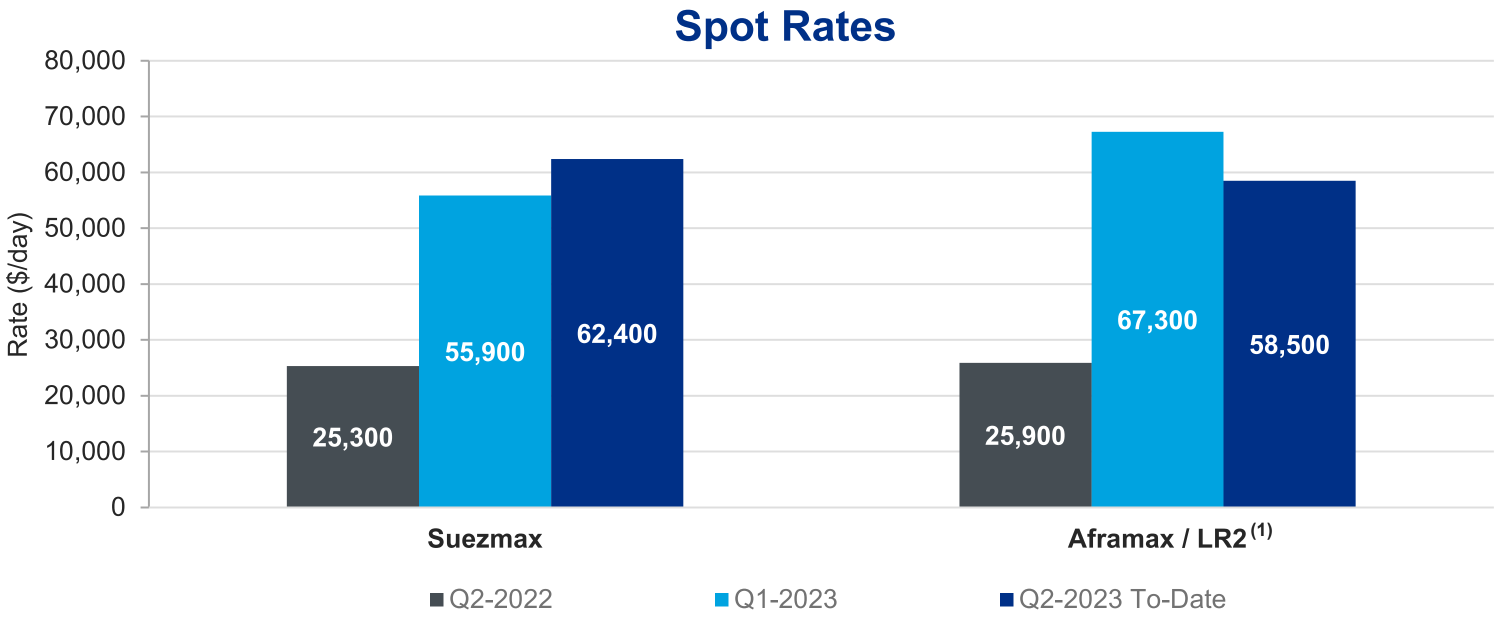
Source: Clarksons
(basis 2010-built, excludes Black Sea and Baltic Sea routes)

Q1-23 saw TNK's highest ever first quarter spot tanker rates

Q2-23 To-Date Spot Rates

Historically strong spot rates continued in early Q2-23

Currently eight vessels chartered-in at an average of $24,300 per day, mark-to-market value of approximately $68.3 million(2)



	Suezmax	Aframax / LR2(1)
Q2-23 spot ship days available	2,263	2,212
Q2-23 % spot ship days booked to-date	44%	41%

(1) Earnings and percentage booked to-date include Aframax RSA, non-RSA voyage charters and full-service lightering (FSL) for all Aframax and LR2 vessels whether trading in the clean or dirty spot market.
(2) Mark-to-market is the present value of difference between TNK's charter-in rates and the current average published time charter rates from Clarksons, Braemar, Galbraiths and Poten & Partners on May 8, 2023, multiplied by the remaining days of each charter-in, including extension options on three Aframaxes in 2023.

Strong US and Russian Crude Oil Exports Supporting Mid-Size Tanker Demand

US crude oil exports at a record high of 4.0 mb/d in Q1-23 with some weeks reaching over 5 mb/d

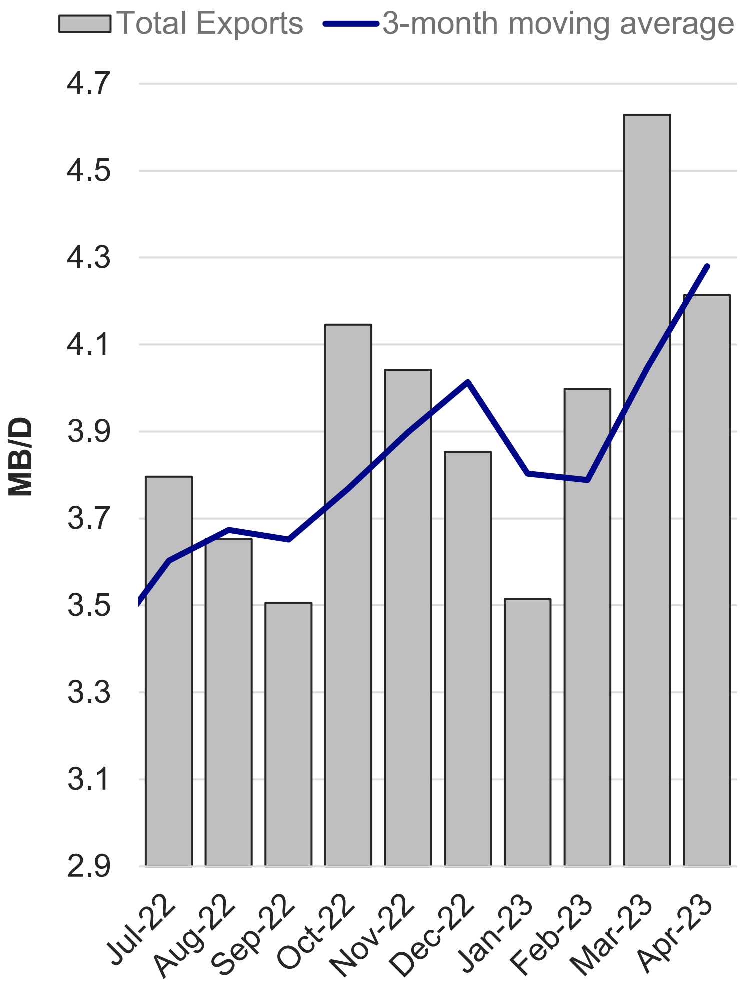
US crude exports partly moving to Europe directly on mid-sized tankers with additional volumes being lightered from Aframax to VLCC for onward transportation to Asia

Russian crude oil exports in Q1-23 up 0.5 mb/d quarter-on-quarter and remain firm in the early part of Q2-23

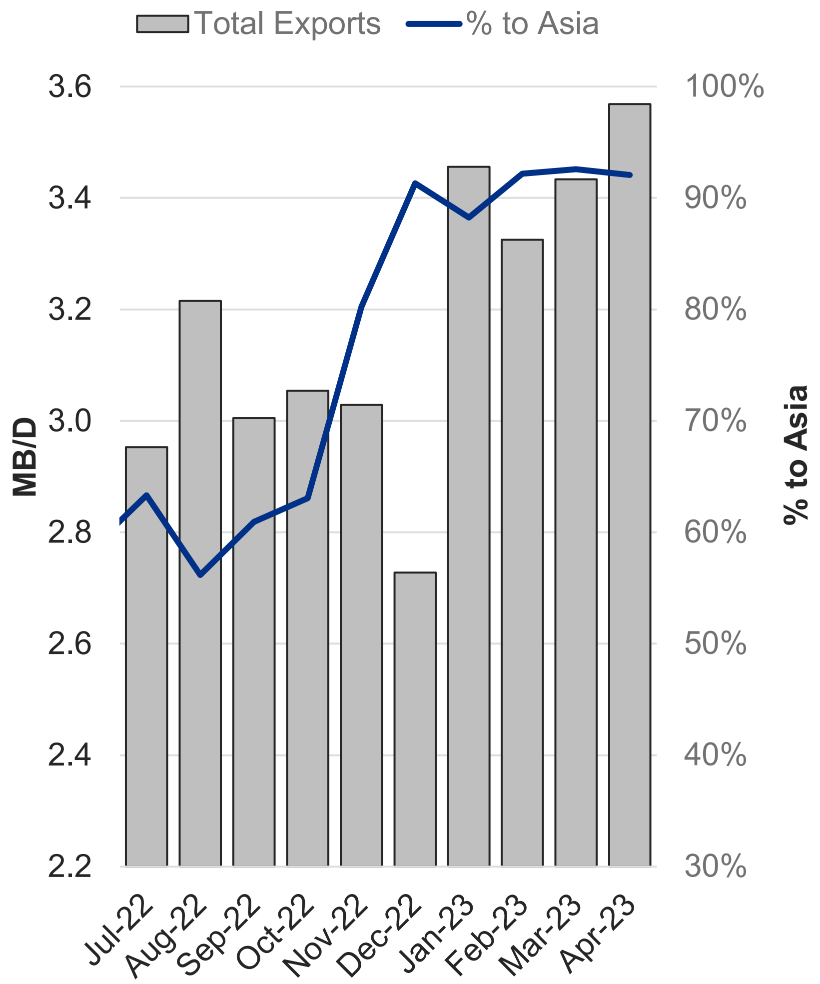
Russian oil production cut of 0.5 mb/d from March 2023 has not impacted crude oil exports

More than 90% of Russian oil exports are now moving long-haul to Asia following the implementation of the EU import ban

Monthly US Crude Oil Exports



Monthly Russian Crude Oil Exports



Source: Kpler

Strong Oil Demand Growth in 2023 Led by China

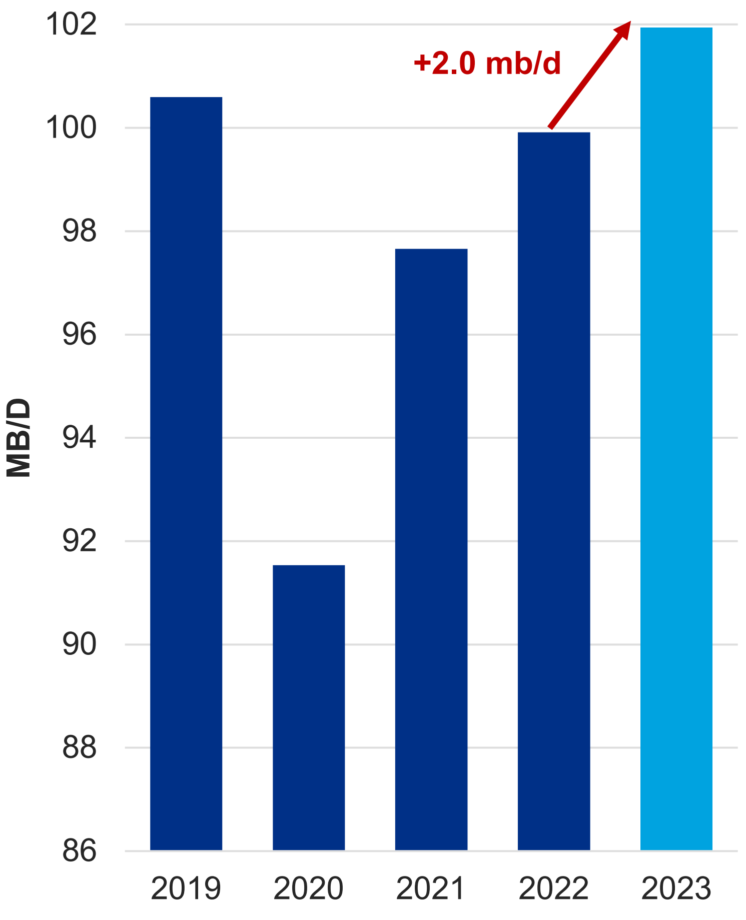
Global oil demand projected to grow by 2 mb/d in 2023 with 90% of growth coming from non-OECD led by a post-COVID rebound in China

Chinese GDP growth of 4.5% in Q1-23 was the fastest in a year and potentially signals an acceleration in Chinese economic growth

OPEC+ announced a supply cut of 1.16 mb/d from May onwards in response to lower oil prices

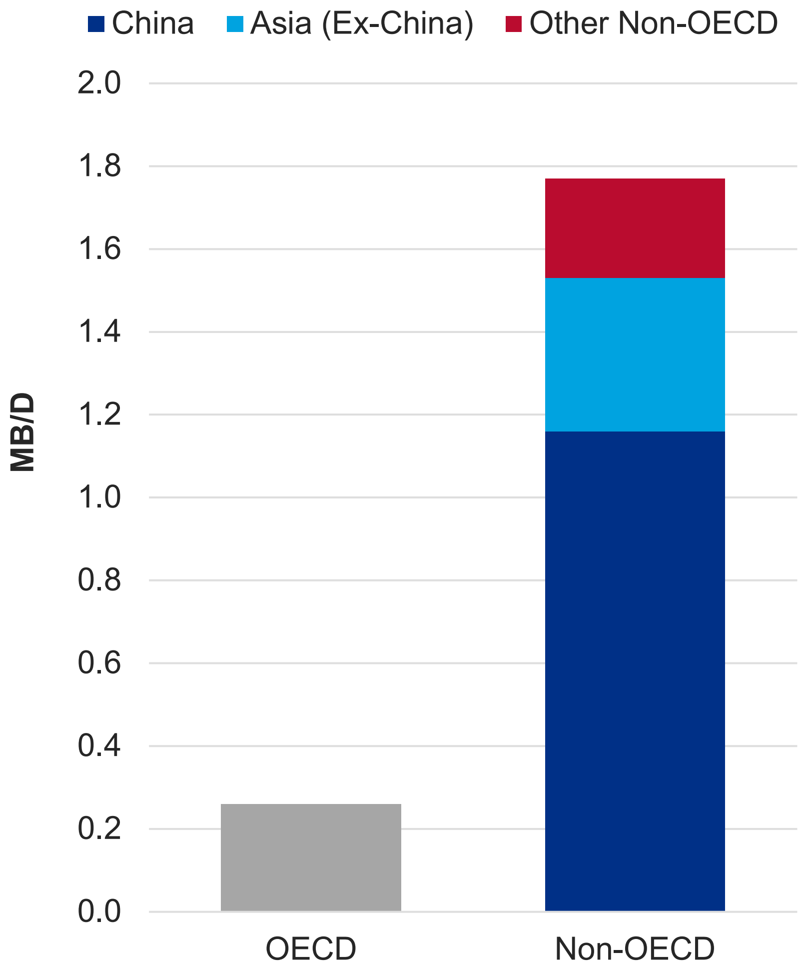
- OPEC+ cuts are predominantly from the Middle East, impacting VLCCs more than mid-sized tankers
- Impact on tanker demand may be partially offset by an increase in long-haul movements from West-East
- Oil inventories projected to draw by close to 2 mb/d in 2H-2023 which could lead to a reversal of OPEC+ cuts in order to meet growing demand

Global Oil Demand



Source: IEA

2023 Oil Demand Growth by Region



Source: IEA

Low Tanker Fleet Growth Through 2025 Supports an Extended Market Upturn

Tanker orderbook as a proportion of the existing fleet remains at a record low of approximately 4%

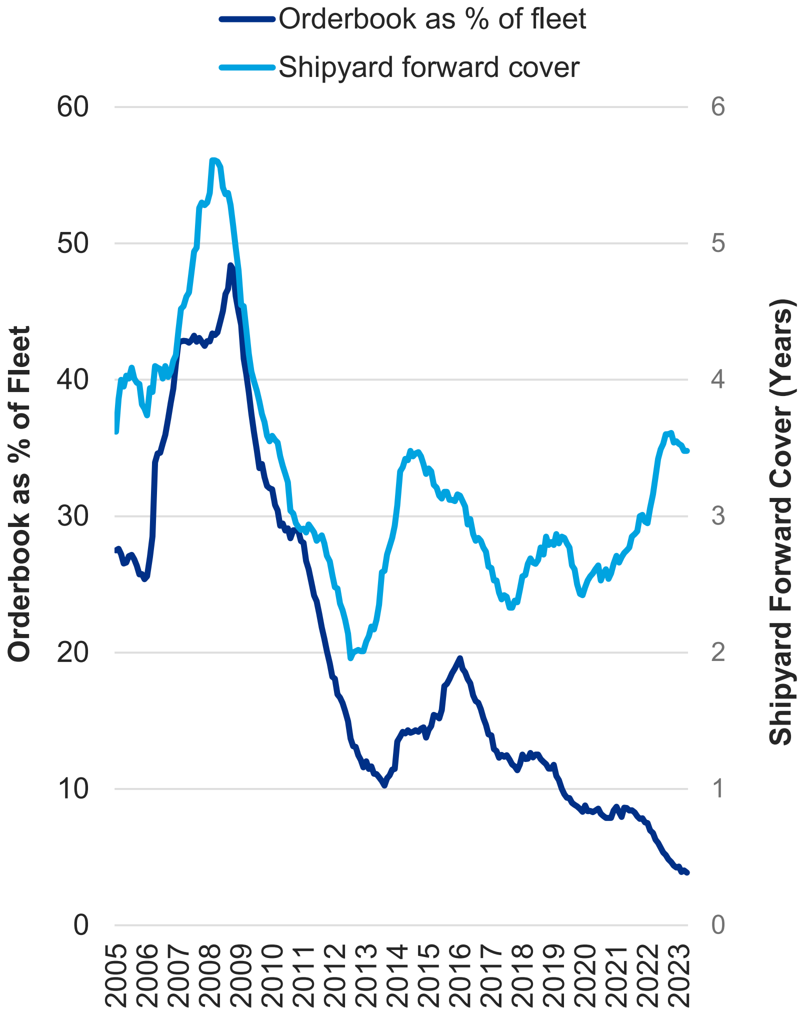
Shipyard forward orderbook cover currently at 3.5 years, the highest since late 2009, with yards largely booked through 2025 and taking orders for 2026

Small orderbook and a lack of shipyard capacity until 2026 virtually ensures low tanker fleet growth for the next 2-3 years

Projected fleet growth of around 2% in 2023 with negligible levels of growth expected in 2024 and 2025

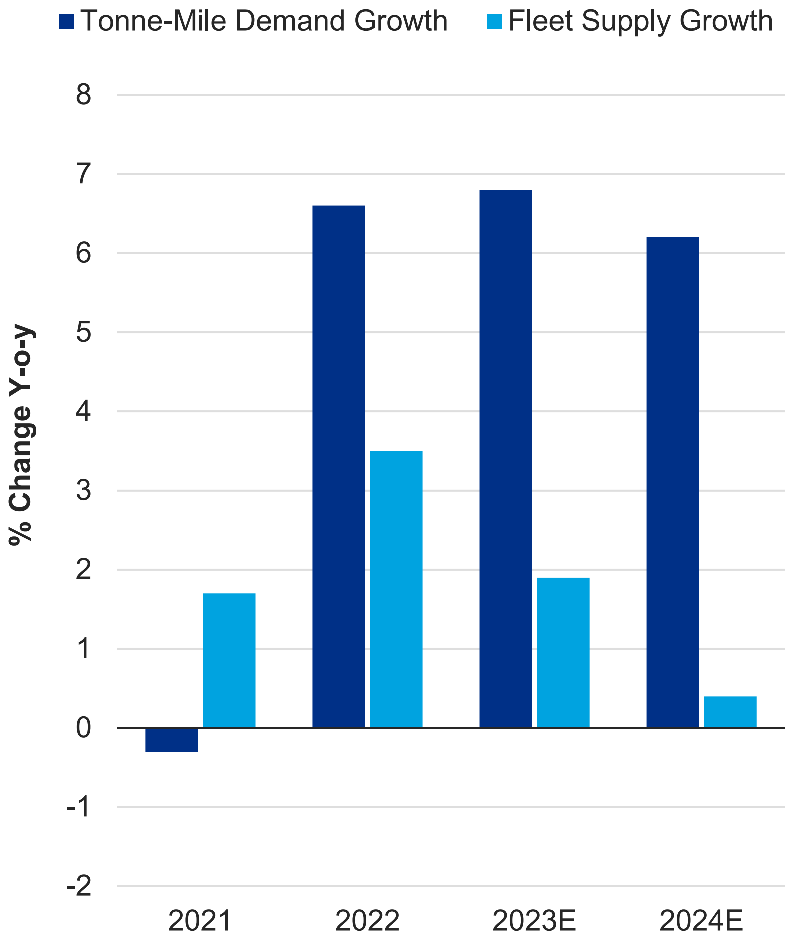
Tanker demand is expected to outstrip tanker fleet growth over the medium term which should support high levels of fleet utilization and strong spot tanker rates

Favourable Orderbook Dynamics



Source: Clarksons

Tanker Demand Set to Outstrip Fleet Supply Growth in 2023 / 24



Source: Clarksons (Tonne-Mile Growth); Clarksons / Internal Estimates (Fleet Growth)

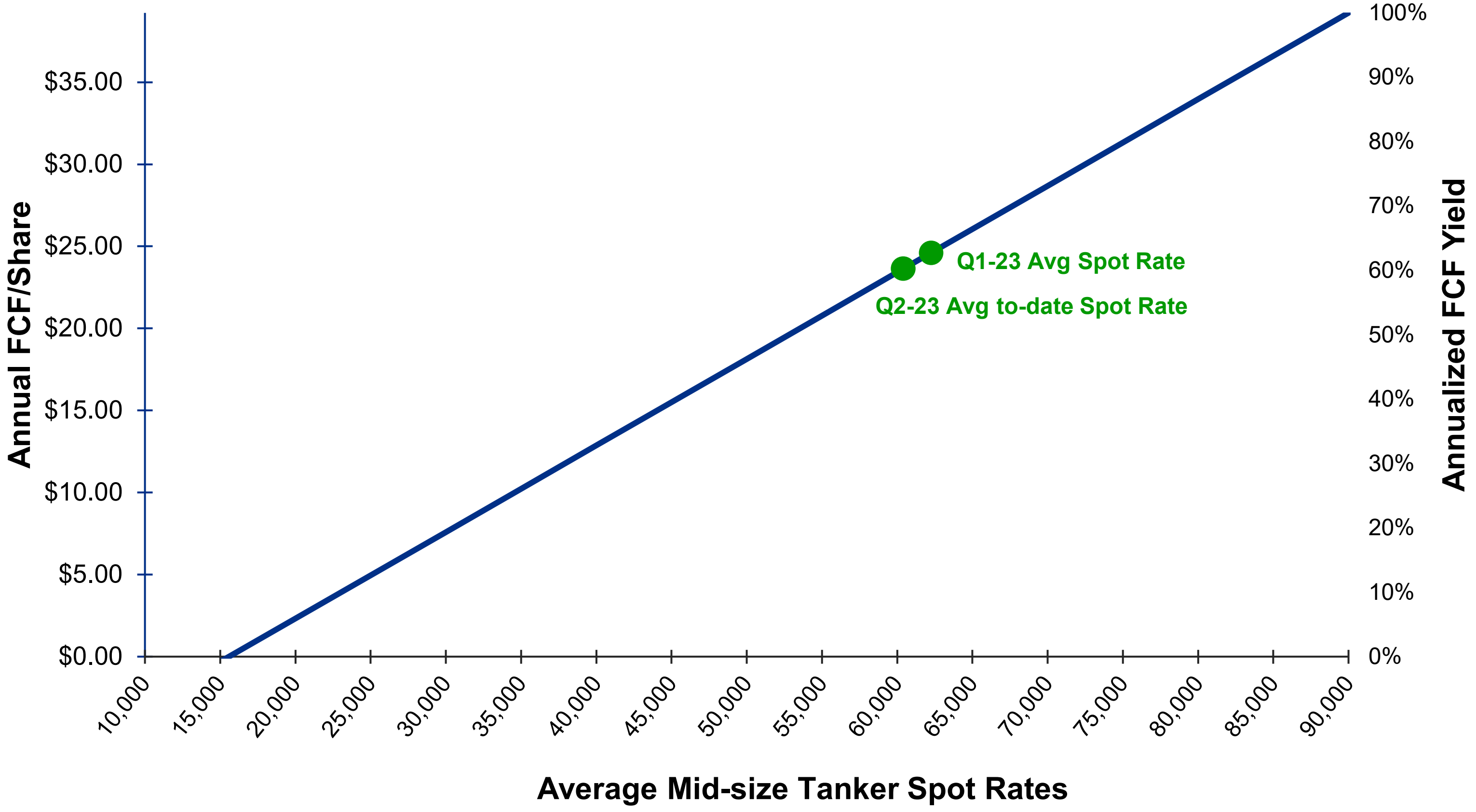
High Operating Leverage Positions TNK for Significant Free Cash Flow Generation

51 vessels (96% of the fleet) trading in the spot market coupled with positive fundamentals positions the Company to generate significant cash flows and to rapidly increase shareholder value

- Based on Q1-23 avg spot rate, annualized FCF[1] would be approximately $24 per share resulting in a FCF yield over 60%[2]

Completed revolving credit facility for up to $350 million to refinance up to 19 vessels which is expected to reduce TNK's break-even rate by $400 per day[4]

FCF Per Share Spot Rate Sensitivity Next 12 Months [1,2,3]



(1) Free cash flow (FCF) represents net income, plus depreciation and amortization, unrealized losses from derivatives, non-cash items, FCF from equity-accounted investments and any write-offs or other non-recurring items, less unrealized gains from derivatives, other non-cash items, dry docking expenditures and other capital expenditures.
(2) Free Cash Flow (FCF) yield is calculated based on annualizing free cash flow for a given quarter divided by TNK's closing share price on May 10, 2023 of $39.11.
(3) For 12 months ending March 31, 2024 assuming 51 vessels operating in the spot market.
(4) Breakeven rate is expected to be reduced by approximately $400 per day after 19 vessels in sale leaseback arrangements are refinanced by the revolving credit facility

Updated Capital Allocation Plan

2022 capital allocation plan focused on improving balance sheet strength. Since the beginning of 2022:

- ✓ FCF[1] generation of $482 million
- ✓ Net debt[2] reduced by $402 million to $182 million
- ✓ Net debt to Capitalization reduced from 41.1% to 12.8%
- ✓ Liquidity improved from $145 million to $332 million

TNK has updated its capital allocation plan given recent accelerated deleveraging and positive tanker fundamentals

1. Continued focus on financial strength for future fleet reinvestment

2. Return capital to shareholders

$0.25/share fixed quarterly dividend

Fixed dividend returns capital to shareholders while maintaining a focus on balance sheet strength

$1.00/share special dividend

Special dividend paid based on strong financial results in recent quarters, rapid deleveraging, and continued strength in tanker market fundamentals

$100 million share repurchase program

Provides another lever to create shareholder value; to be used opportunistically to take advantage of equity market dislocations when TNK has excess capital

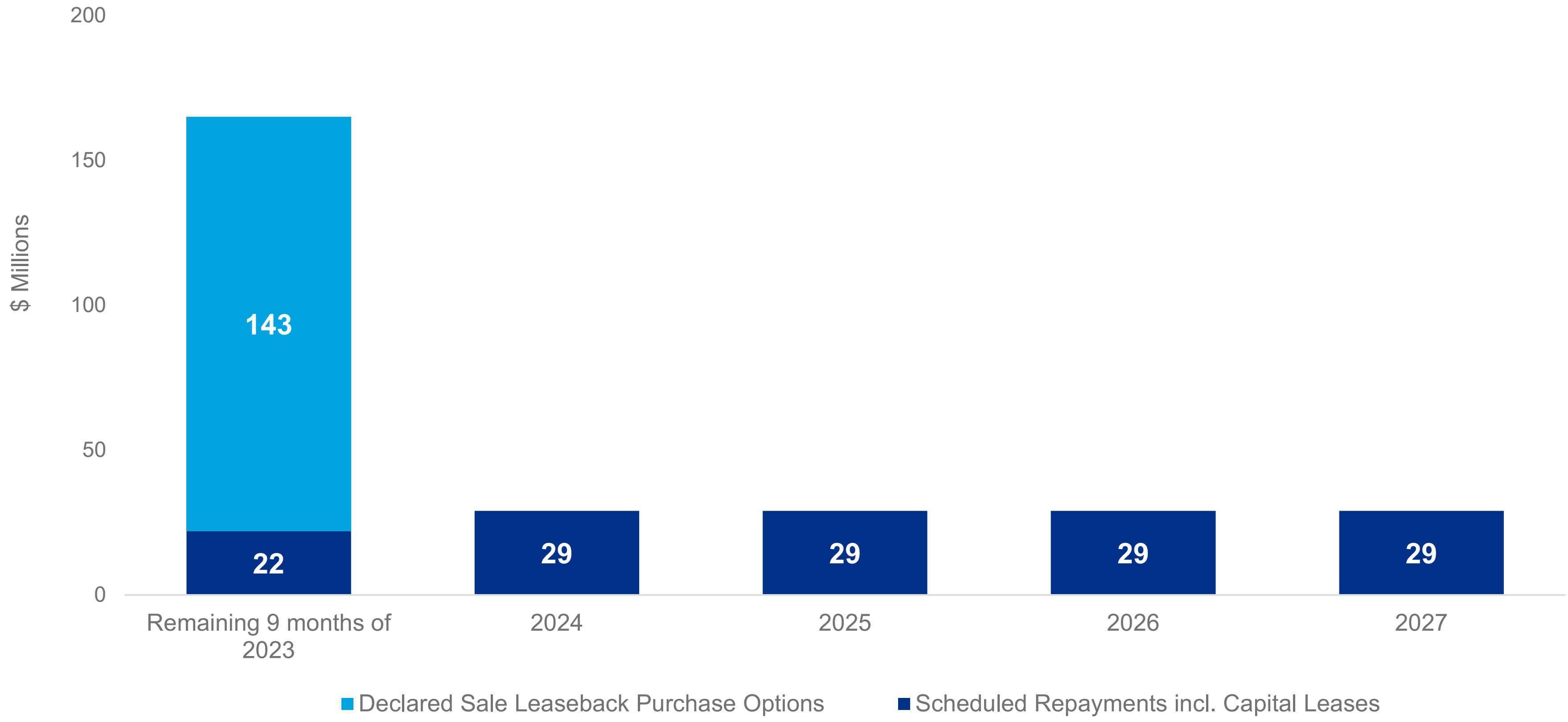
(1) Free cash flow (FCF) represents net income, plus depreciation and amortization, unrealized losses from derivatives, non-cash items, FCF from equity-accounted investments and any write-offs or other non-recurring items, less unrealized gains from derivatives, other non-cash items, dry docking expenditures and other capital expenditures.

(2) Net debt is a non-GAAP financial measure and represents short-term, current and long-term debt and current and long-term obligations related to finance leases less cash and cash equivalents and restricted cash.

Appendix

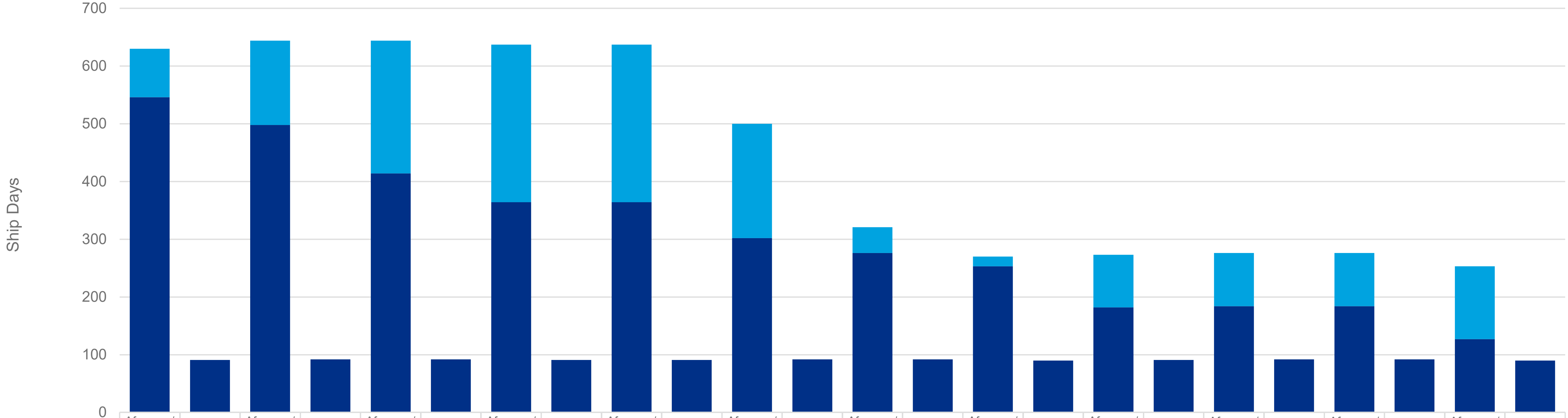
Debt Repayment Profile

Debt Repayment Profile(1,2,3)



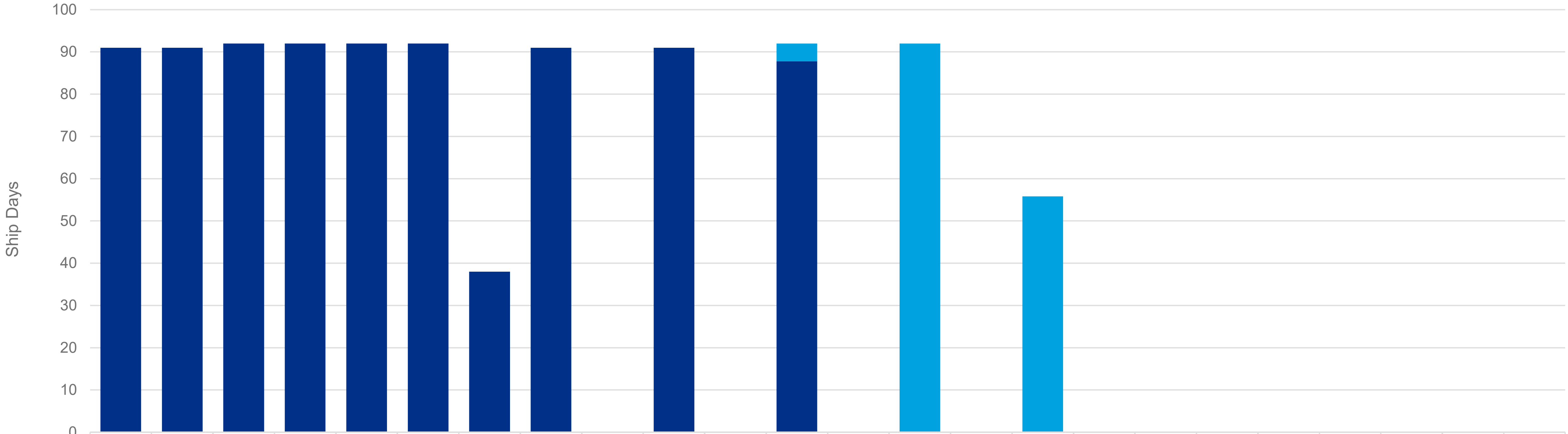
(1) Purchase options of $143 million is expected to be paid with existing liquidity or cash by end Q2-23.
(2) Excludes working capital loan facility which is expected to be continually extended for periods of six months.
(3) Repayment profile based on current drawn amounts.

Fleet In-Charters



	Q2-2023		Q3-2023		Q4-2023		Q1-2024		Q2-2024		Q3-2024		Q4-2024		Q1-2025		Q2-2025		Q3-2025		Q4-2025		Q1-2026	
	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax
Optional days	84	0	146	0	230	0	273	0	273	0	198	0	45	0	17	0	91	0	92	0	92	0	126	0
Firm Days	546	91	498	92	414	92	364	91	364	91	302	92	276	92	253	90	182	91	184	92	184	92	127	90
Rate	23,232	32,250	23,346	32,250	23,768	32,250	23,982	32,250	23,982	32,250	24,838	32,250	27,512	32,250	28,659	32,250	29,200	32,250	29,200	32,250	29,200	32,250	29,044	32,250

Fleet Out-Charters(1)



	Q2-2023		Q3-2023		Q4-2023		Q1-2024		Q2-2024		Q3-2024		Q4-2024		Q1-2025		Q2-2025		Q3-2025		Q4-2025		Q1-2026	
	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax	Aframax / LR2	Suezmax
Optional days	0	0	0	0	0	0	0	0	0	0	0	4	0	92	0	56	0	0	0	0	0	0	0	0
Firm Days	91	91	92	92	92	92	38	91	0	91	0	88	0	0	0	0	0	0	0	0	0	0	0	0
Rate	48,500	38,475	48,500	38,475	48,500	38,475	48,500	38,475	0	38,475	0	38,475	0	38,475	0	38,475	0	0	0	0	0	0	0	0

Firm Days Optional days

(1) Based on existing charters excluding expected drydock / off-hire days noted on slide 18

Q2-23 Outlook

Income Statement Item	Q1-23 in thousands adjusted basis[1]	Q2-23 Outlook[1] (expected changes from Q1-23)
Net revenues [2]	270,460	Increase of approximately 240 net revenue days, consisting of an increase of 255 spot days and a decrease of 15 fixed days, primarily due to three in-chartered tankers that were delivered during Q1-23 and the return of one in-chartered tanker that was off hire for dry dock during Q1-23, as well as more calendar days in Q2-23 compared to Q1-23. Refer to Slide 5 for Q2-23 quarter to-date spot tanker rates. Refer to Slide 14 for a summary of fleet out-charter employment.
Time-charter hire expenses	(12,945)	Increase of approximately $6 million, primarily due to three in-chartered tankers that were delivered during Q1-23 and the return of one in-chartered tanker that was off hire for dry dock during Q1-23.
General and administrative expenses	(12,269)	Decrease of approximately $1 million, primarily due to the timing of expenditures.
Interest expense	(9,228)	Decrease of approximately $3 million, primarily due to lower interest payments related to the repurchase of nine sale-leaseback vessels during Q1-23 and the planned repurchase of another six sale-leaseback vessels during Q2-23.

(1) Changes described are after adjusting Q1-23 for items included in Appendix A of Teekay Tankers' Q1-23 Earnings Release and realized gains and losses on derivatives (see slide 17 of this earnings presentation for the Consolidated Adjusted Line Items for Q1-23).
(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q1-23 Earnings Release for a definition of this term.

Adjusted Net Income[1]

Q1-23 vs Q4-22

(In thousands of U.S. dollars)

Statement Item	Q1-2023 (unaudited)	Q4-2022 (unaudited)	Variance	Comments
Revenues	394,647	368,145	26,502	
Voyage expenses	(124,187)	(131,989)	7,802	
Net revenues [2]	270,460	236,156	34,304	Increase primarily due to higher overall spot TCE rates in Q1-23 and four chartered-in vessels that were delivered to us during Q1-23 and late Q4-22, partially offset by fewer calendar days and more dry-dock and off-hire days in Q1-23.
Vessel operating expenses	(38,182)	(36,209)	(1,973)	Increase primarily due to the timing of repair and maintenance activities as well as the timing of certain crewing-related costs.
Time-charter hire expenses	(12,945)	(8,035)	(4,910)	Increase primarily due to four chartered-in vessels that were delivered to us during Q1-23 and late Q4-22, partially offset by one chartered-in vessel that was off-hire for dry dock during Q1-23.
Depreciation and amortization	(23,975)	(24,459)	484	
General and administrative expenses	(12,269)	(10,942)	(1,327)	Increase primarily due to the timing of expenditures.
Income from operations	183,089	156,511	26,578	
Interest expense	(9,228)	(9,291)	63	
Interest income	2,230	920	1,310	Increase primarily due to higher interest income earned on cash balances during Q1-23.
Equity income	1,130	1,708	(578)	
Other (expense) income	(21)	566	(587)	
Income tax expense	(2,282)	(2,901)	619	
Adjusted net income	174,918	147,513	27,405	

(1) Refer to slide 17 for the Q1-23 reconciliations of non-GAAP financial measures to the most directly comparable financial measures under United States generally accepted accounting principles (*GAAP*). For the Q4-22 reconciliation, please refer to the Q4-22 earnings presentation.
(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q1-23 Earnings Release for a definition of this term.

Consolidated Adjusted Statement of Income

Q1-23

(In thousands of U.S. dollars)

Statement Item	As Reported	Appendix A Items [1]	Reclassification for Realized Gain/ Loss on Derivatives	As Adjusted
Revenues	394,657	-	(10)	394,647
Voyage expenses	(124,187)	-	-	(124,187)
Net revenues [2]	270,470	-	(10)	270,460
Vessel operating expenses	(38,182)	-	-	(38,182)
Time-charter hire expenses	(12,945)	-	-	(12,945)
Depreciation and amortization	(23,975)	-	-	(23,975)
General and administrative expenses	(12,269)	-	-	(12,269)
Restructuring charges	(1,248)	1,248	-	-
Income from operations	181,851	1,248	(10)	183,089
Interest expense	(11,218)	1,494	496	(9,228)
Interest income	2,230	-	-	2,230
Realized and unrealized loss on derivative instruments	(98)	584	(486)	-
Equity income	1,130	-	-	1,130
Other expense	(2,245)	2,224	-	(21)
Income tax expense	(2,282)	-	-	(2,282)
Net income	169,368	5,550	-	174,918

(1) Please refer to Appendix A in Teekay Tankers Q1-23 Earnings Release for a description of Appendix A items.
(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q1-23 Earnings Release for a definition of this term

Drydock & Off-hire Schedule(1)(2)(3)

Teekay Tankers	March 31, 2023 (A)		June 30, 2023 (E)		September 30, 2023 (E)		December 31, 2023 (E)		Total 2023 (E)	
Segment	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days	Vessels	Total Off-hire Days
Spot Tanker	-	13	1	43	6	210	-	-	7	266
Fixed-Rate Tanker	-	-	-	-	-	-	-	-	-	-
Other - Unplanned Offhire	-	119	-	33	-	51	-	51	-	254
	-	132	1	76	6	261	-	51	7	520

(1) Includes vessels scheduled for drydocking, ballast water treatment system installation, and an estimate of unscheduled off-hire.
(2) In the case that a vessel drydock & off-hire straddles between quarters, the drydock has been allocated to the quarter in which majority of drydock days occur.
(3) Vessel count only reflects the vessels with drydock and/or ballast water treatment system installation related off-hire.