Teekay Tankers

Third Quarter 2023 Earnings Presentation

November 2, 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 timing of and our expectations regarding vessel acquisitions and deliveries (including the exercise of repurchase options under our sale-leaseback arrangements) and tanker contracts; estimated changes in global oil demand and supply, and the various contributing factors thereto (including seasonal demand) and impacts thereof; global refinery throughput levels; management's view of the strength of the tanker market and the tanker rate environment, and the Company's ability to benefit from strong spot tanker rates, generate significant free cash flow, create shareholder value and increase its strategic optionality; crude oil and refined product tanker market fundamentals, including the balance of supply and demand in the oil and tanker markets and the volatility of such markets; forecasted changes in global oil supply and the factors contributing thereto; 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; management's expectation regarding free cash flow and other financial statement items; anticipated drydock, equipment installation and off-hire schedules; 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, and import and other restrictions; the impact of geopolitical tensions and conflicts, including the recently-declared Hamas-Israel war, and changes in global economic conditions; 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; 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

Total adjusted EBITDA[(1)] of $106.1 million, compared to $91.8 million in Q3-22

Adjusted net income[(1)] of $76.6 million, or $2.24 per share, compared to $57.9 million, or $1.70 per share, in Q3-22

For every $5,000 above TNK's FCF[(2)] breakeven of approximately $16,000 per day, expected to generate $2.60[(3)] of annual FCF per share

Declared fixed quarterly dividend of $0.25 per share

Repurchased four vessels previously on sale-leaseback arrangements for $57.2 million

Market Activity

Highest third quarter spot rates in 15 years despite reduced exports from OPEC+ and seasonal factors

Spot tanker rates have firmed significantly through early Q4-23, while positive long-term fleet supply fundamentals point to continued strength over the next 2 to 3 years

Extended one in-chartered vessel for an additional 12 months at $21,250 per day

- Eight vessels chartered-in at an average rate of approximately $25,400 per day.
- Two vessels chartered-out at an average rate of approximately $43,500 per day.

(1) These are non-GAAP financial measures. Please see Teekay Tankers' Q3-23 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. This is a non-GAAP financial measure.
(3) Annualized FCF for 12 months ending September 30, 2024 assuming 51 vessels continue to operate in the spot market.

Q3-23 Spot Rates Remain Firm, Exhibiting Normal Seasonality

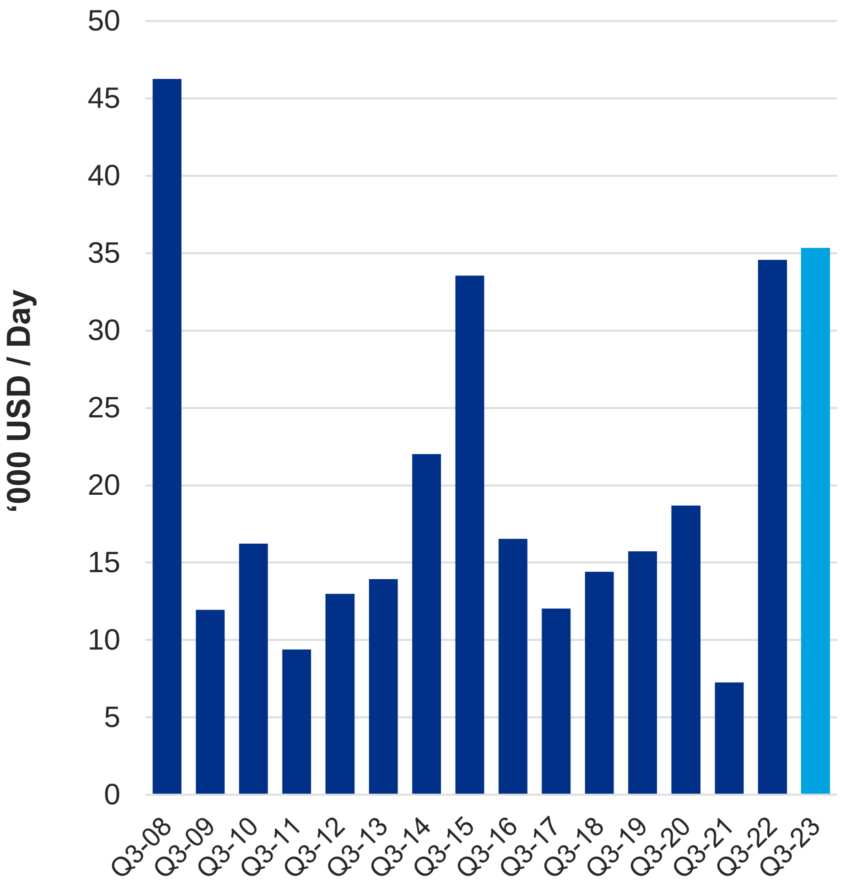
Spot rates historically strong despite falling in the second half of the quarter due to reduced OPEC+ exports and normal seasonality:

- Reduced Russian crude oil exports as more oil was diverted to domestic refineries to meet summer demand
- Voluntary supply cut of 1 mb/d from Saudi Arabia, which primarily impacted VLCC demand
- Lower refinery demand due to seasonal maintenance

Average mid-size tanker spot rates in Q3-23 were the highest for a third quarter since 2008

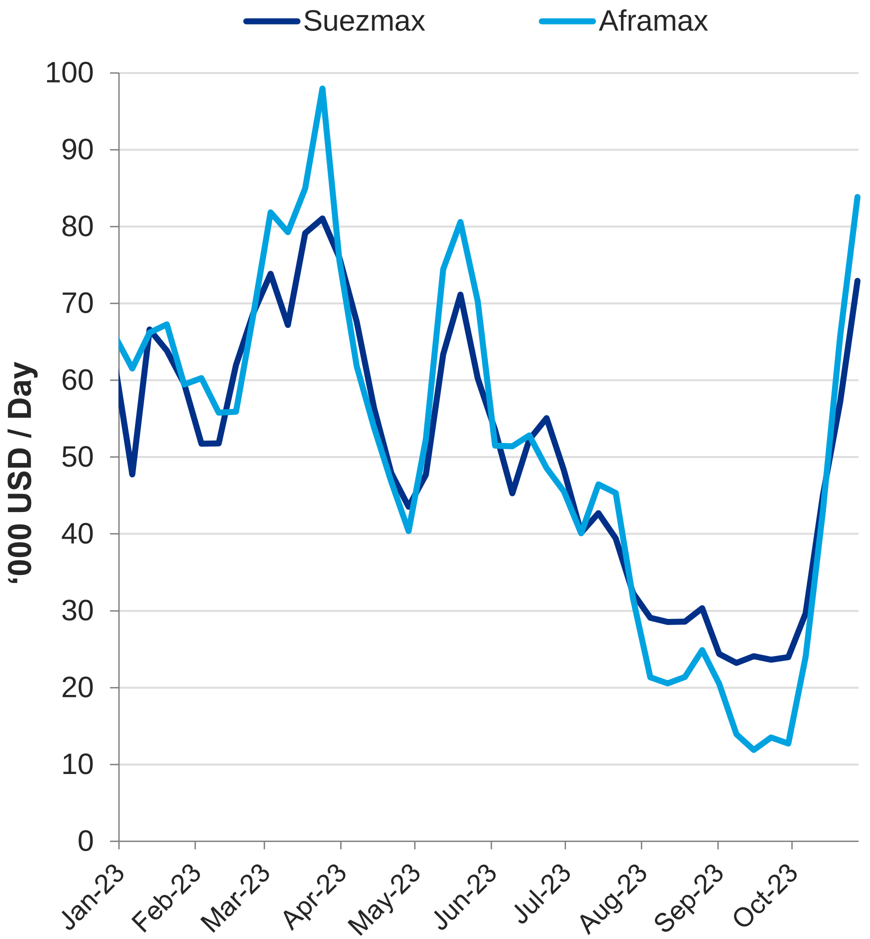
Seaborne crude oil volumes are rising again at the start of Q4-23, giving renewed support to rates

TNK's Third Quarter Average Mid-Size Tanker Spot Rates



Source: Internal

Benchmark Crude Mid-Size Tanker Spot Rates

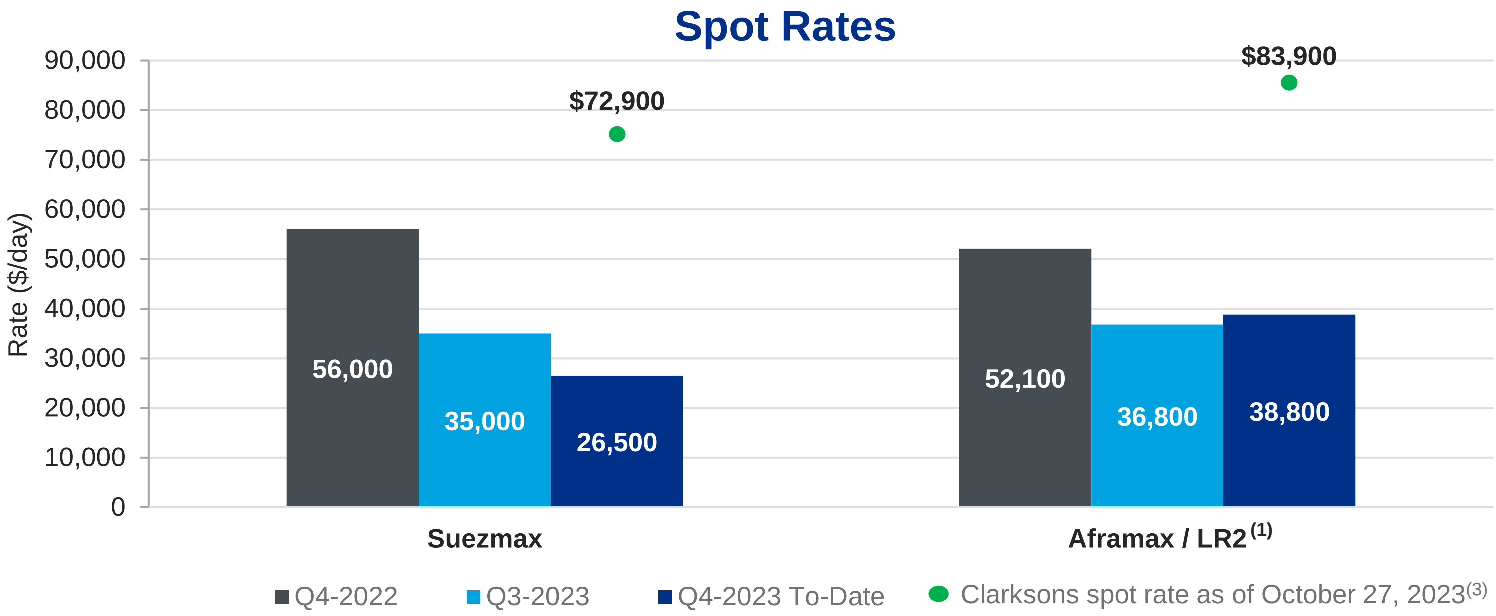


Source: Clarksons (basis 2010-built, excludes Black Sea and Baltic Sea routes)

Q4-23 To-Date Spot Rates

Exercised a one-year extension option for one chartered-in vessel. Currently eight vessels chartered-in at an average rate of $25,400 per day, mark-to-market value of approximately $56 million(2)

Current mid-sized tanker spot rates significantly higher than booked to-date rates



	Suezmax	Aframax / LR2(1)
Q4-23 spot ship days available	2,153	2,242
Q4-23 % spot ship days booked to-date	42%	37%

(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 chartered-in rates and the current average published time charter rates for similar periods from Clarksons, Braemar, Galbraiths and Poten & Partners on October 30, 2023, multiplied by the remaining days of each chartered-in agreement, including extension options on three Aframaxes in 2023.
(3) Clarksons spot rate basis 2010-built vessel, excludes Black Sea and Baltic Sea routes

Conditions in Place For Another Strong Winter Tanker Market

Crude oil export volumes have recovered from Q3-23 lows and are set to rise further during Q4-23:

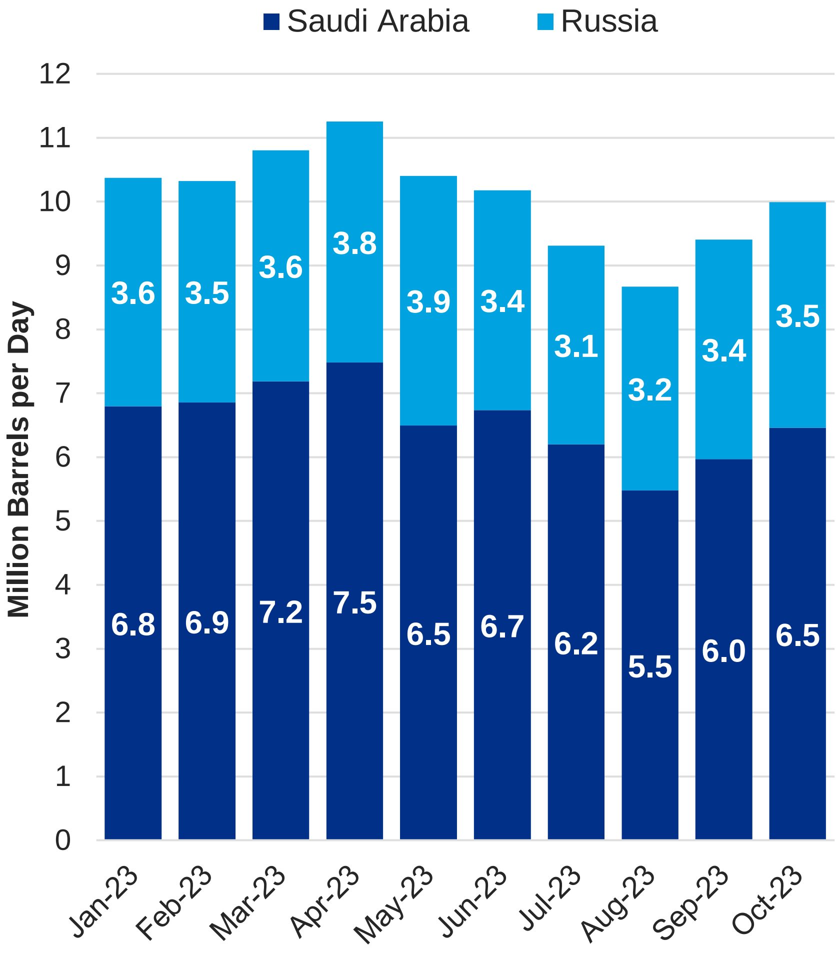
- Russian crude oil exports +0.4 mb/d from Q3 lows, boosting demand for Aframaxes / Suezmaxes
- Saudi Arabian crude oil exports +1.0 mb/d from Q3 lows despite voluntary supply cut
- Firm exports from the U.S. Gulf, with the U.S. Gulf / Caribs market set to benefit further from the return of Venezuelan crude oil exports

Chartering activity is increasing as refiners prepare for the strong winter demand season:

- Global refinery throughput set to increase by 2.4 mb/d between October and December

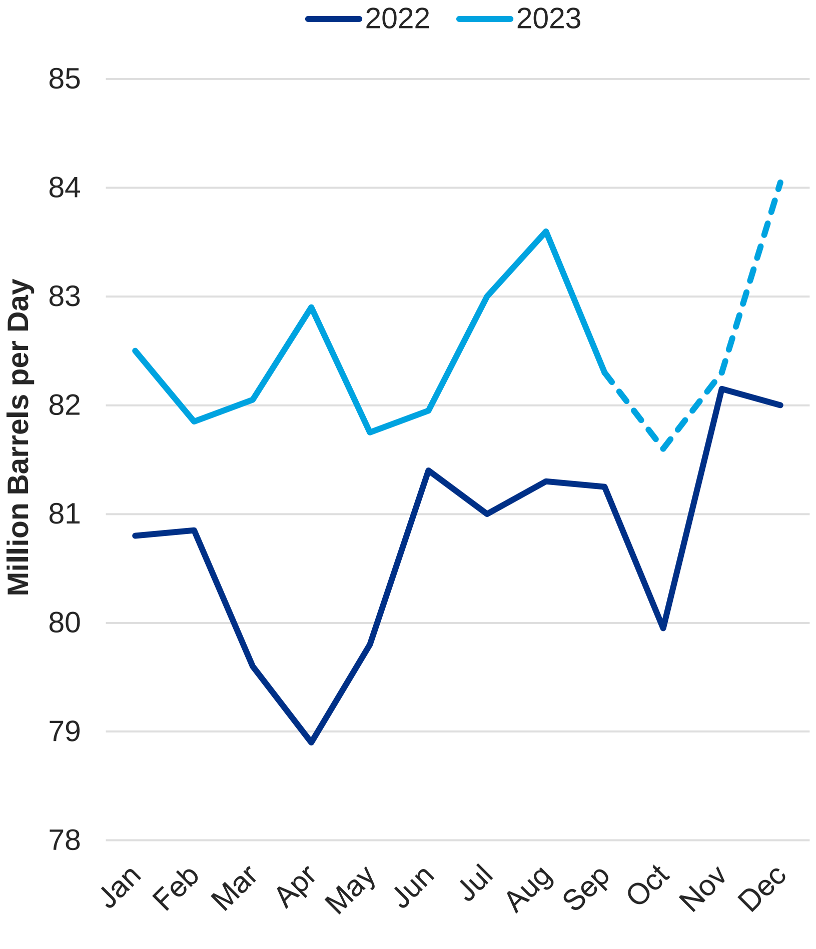
Normal winter market factors, such as weather delays, could provide further support to rates

Saudi / Russian Crude Oil Exports



Source: Kpler

Global Refinery Throughput



Source: IEA

Tanker Fleet Supply Fundamentals Remain Very Strong

The tanker orderbook remains near historic low levels and shipyard capacity is limited:

- Tanker orderbook is 6% of the fleet, delivering over the next 3.5 years
- Vessels ordered now will not deliver until 2027

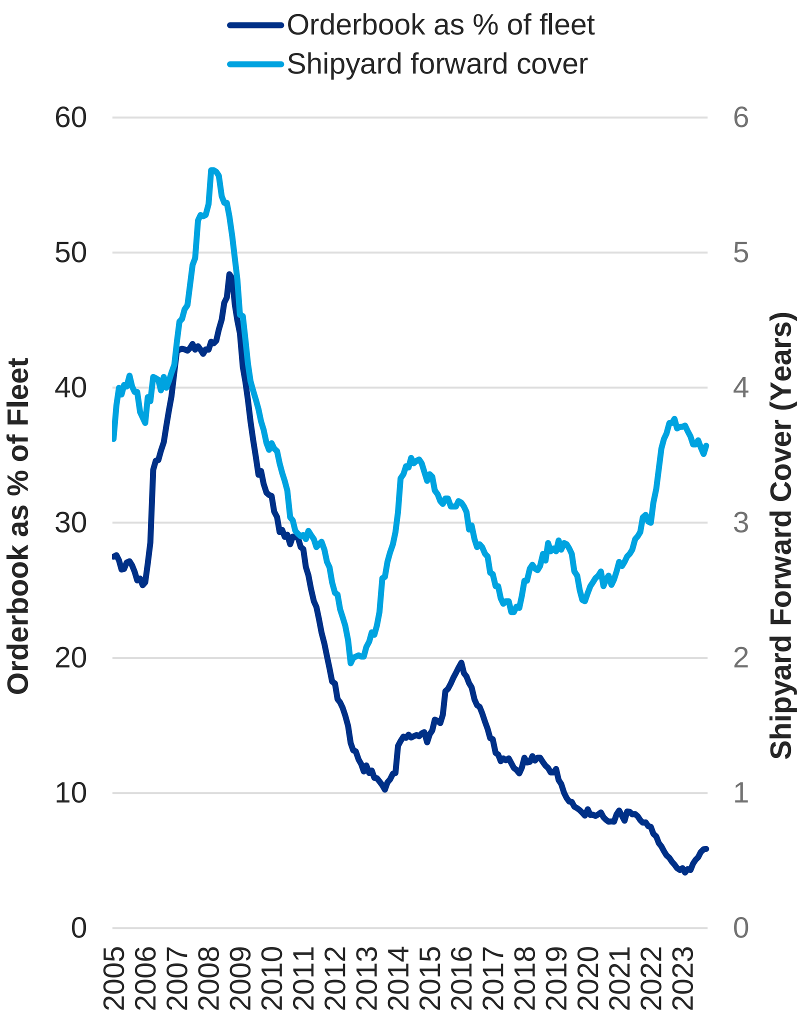
The pace of tanker ordering in 2023-to-date is in line with long-term average levels

A significant portion of the tanker fleet is reaching replacement age:

- 11% of the mid-size tanker fleet is currently aged 20 years or older
- A further 14% of the fleet reaches age 20 in the period 2024-2026

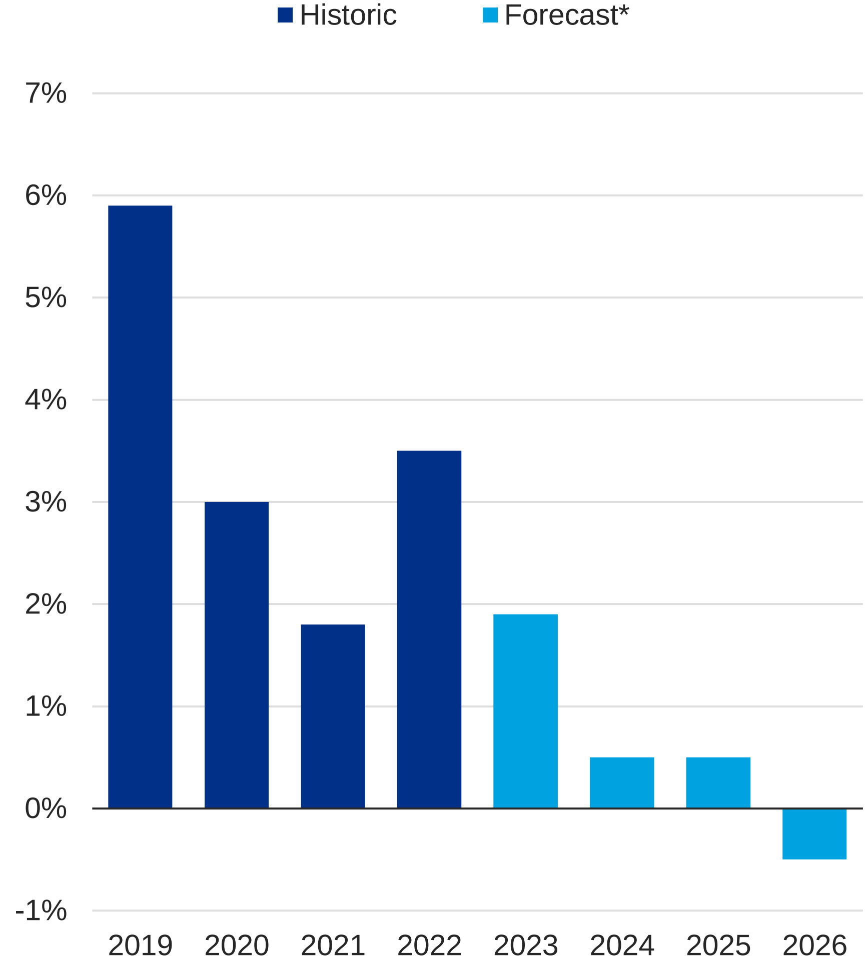
Tanker fleet growth is projected to be negligible for at least the next three years based on the current orderbook and a conservative recycling estimate

Favourable Orderbook Dynamics



Source: Clarksons

Low Tanker Fleet Growth Through 2026



Source: Clarksons / Internal Estimates

*Based on current orderbook and internal ship recycling assumptions

Creating Significant Shareholder Value and Strategic Optionality

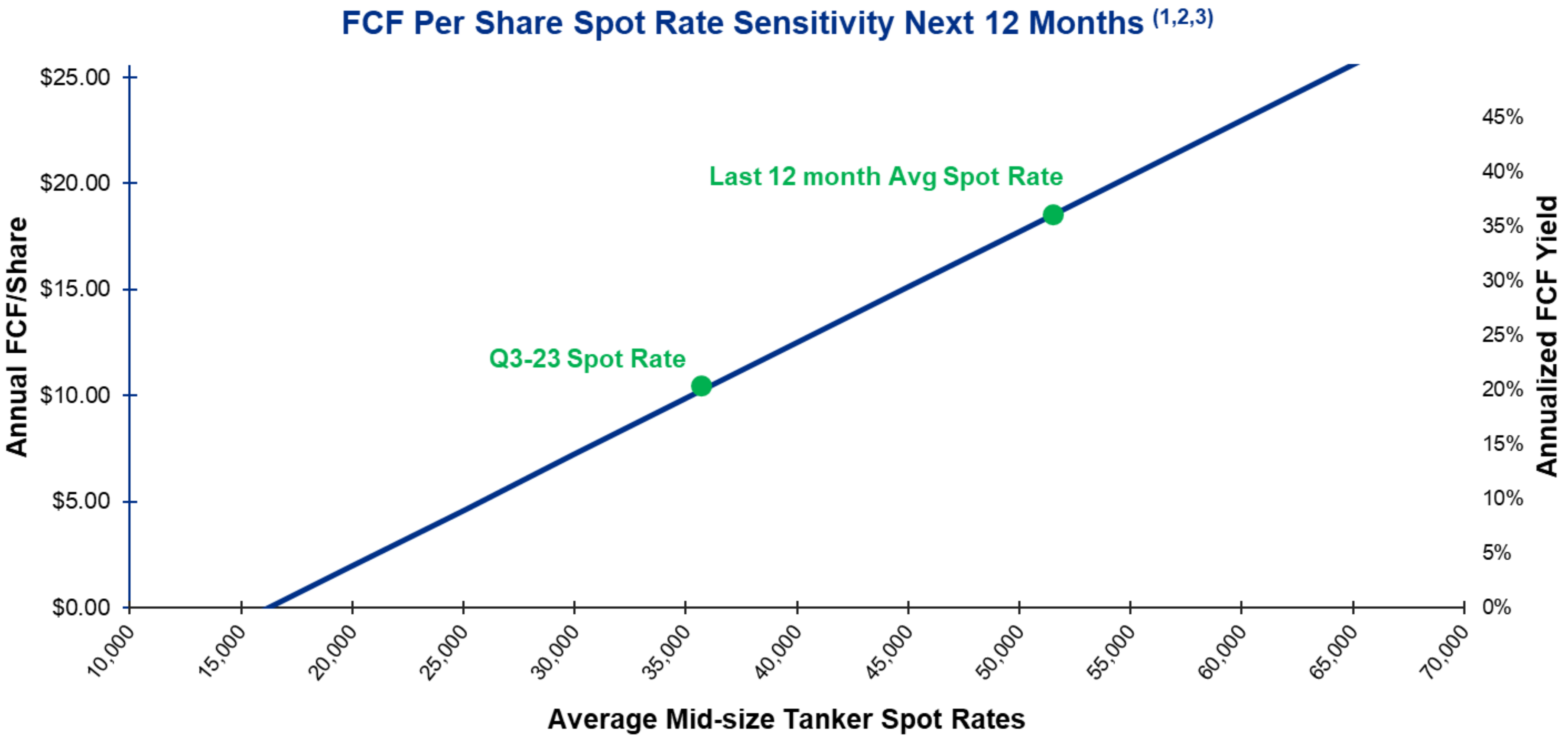
96% of the 53-vessel fleet trading in the strong spot market

- Generated $98 million of FCF[(1)] in Q3-23
- Based on LTM average realized spot rates, annualized FCF[(1)(2)] forecast is approximately $18.27 per share, resulting in a FCF yield of approximately 36%[(3)]

Since March 2023, repurchased 19 vessels previously under sale-leaseback arrangements for $364 million.

- Vessels were refinanced under previously announced $350 million revolving credit facility
- Remaining eight vessels on sale-leaseback arrangements have purchase options totaling $137 million available beginning in Q1-24

Q3-23 net cash[(4)] of $83 million compared to net debt[(4)] of $28 million in the prior quarter

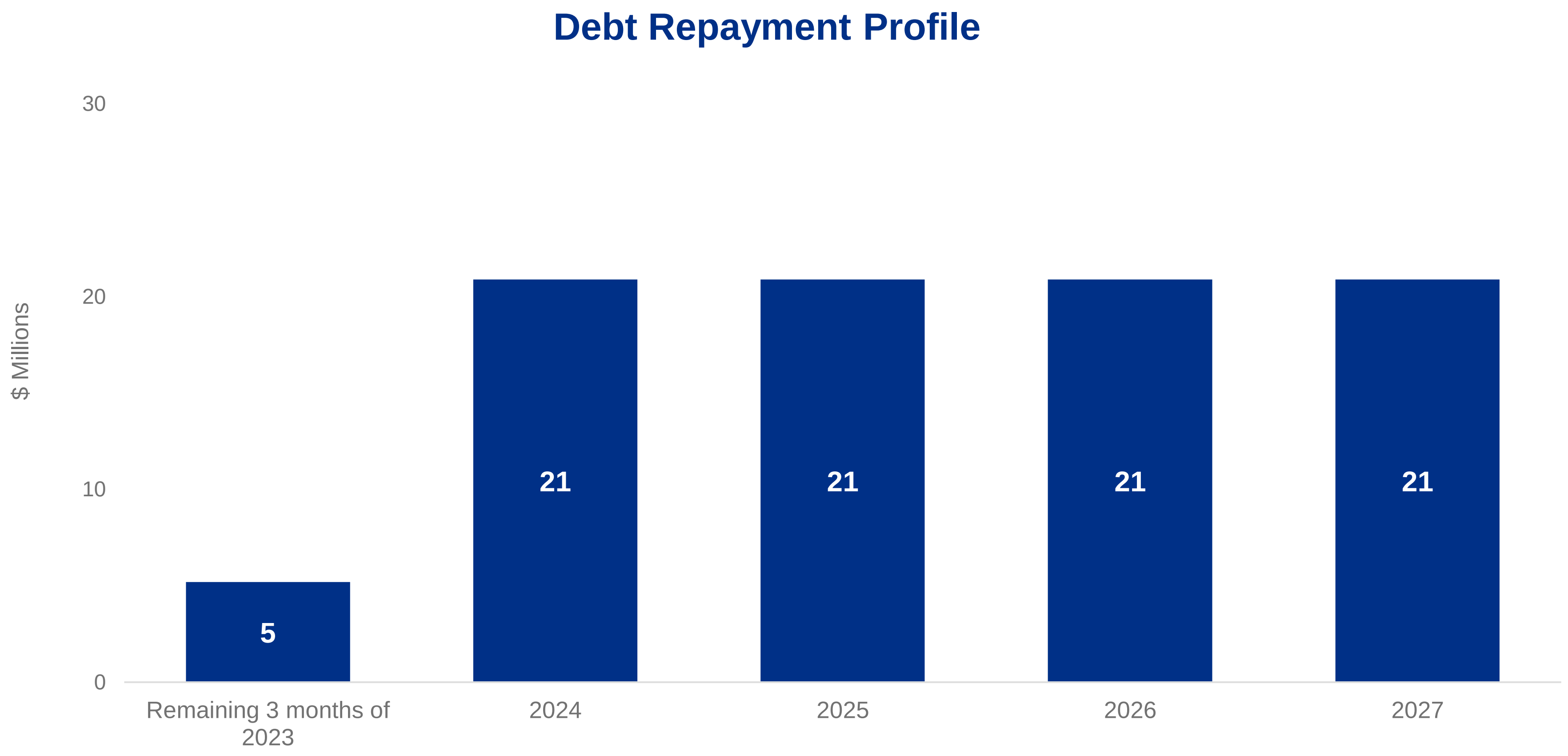


(1) Free cash flow (FCF) represents net income, plus depreciation and amortization, unrealized losses from derivatives, non-cash items, FCF from equity-accounted investments and any write-offs or other non-recurring items, less unrealized gains from derivatives, other non-cash items, dry-docking expenditures and other capital expenditures. This is a non-GAAP financial measure. See appendix slide 16 for the reconciliation to the comparable GAAP measure.
(2) For 12 months ending September 30, 2024 assuming 51 vessels operating in the spot market.
(3) Free Cash Flow (FCF) yield is calculated by annualizing free cash flow for a given quarter and dividing by TNK's closing share price on November 1, 2023 of $51.41.
(4) Net cash and net debt are non-GAAP financial measures and represent (a) cash and cash equivalents and restricted cash, less (b) short-term debt, current and long-term debt and current and long-term obligations related to finance leases.

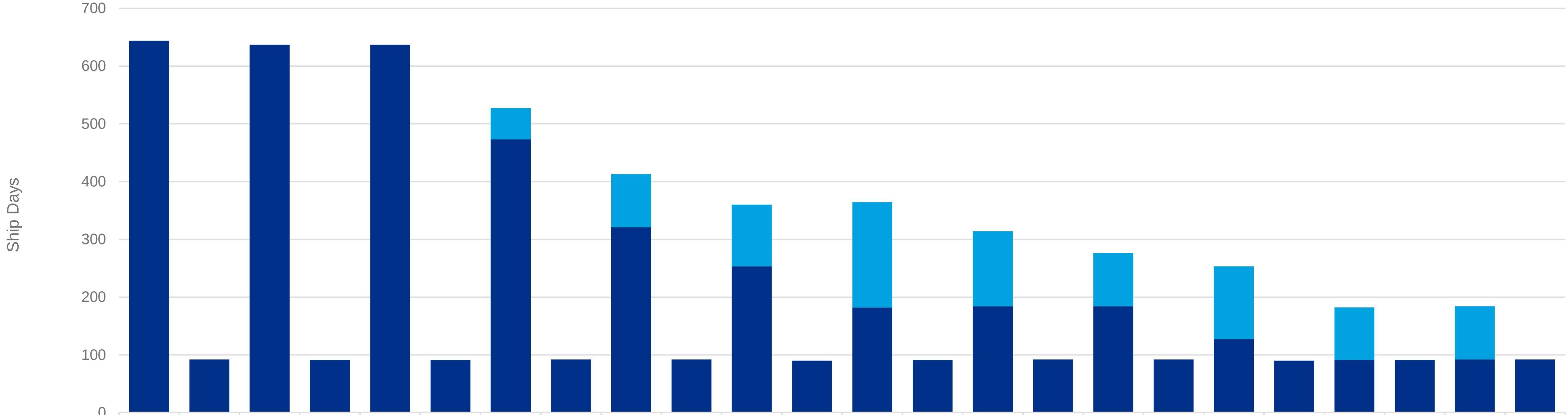
Appendix

Debt Repayment Profile

Scheduled debt repayments are related to the eight remaining vessels in sale-leaseback arrangements, which have purchase options available in Q1-24



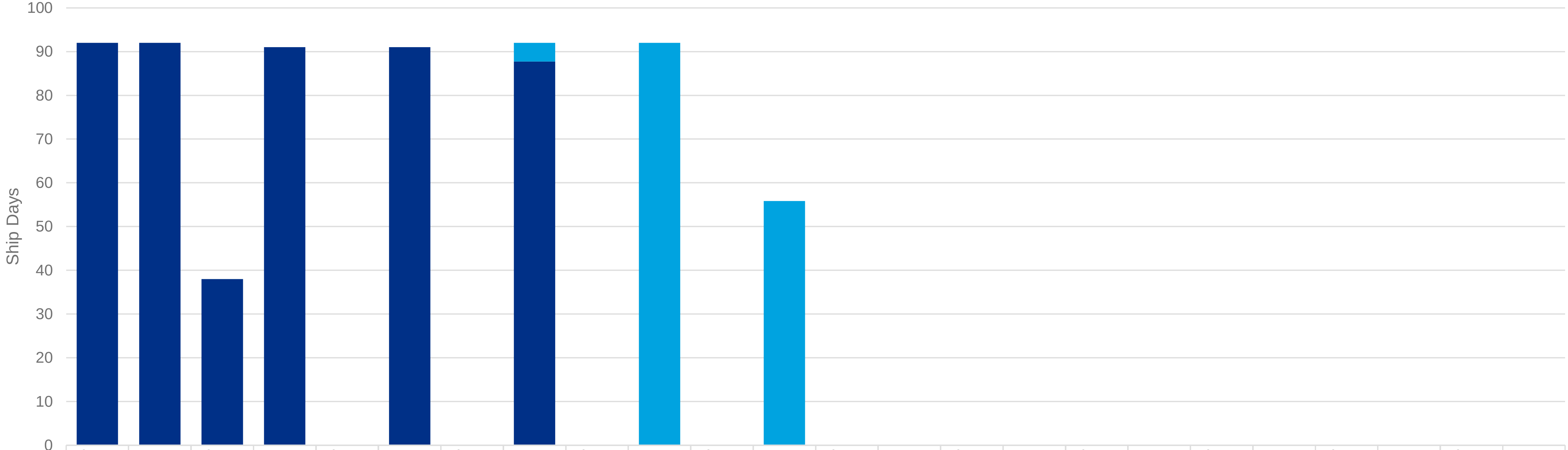
Fleet In-Charters



	Q4-2023		Q1-2024		Q2-2024		Q3-2024		Q4-2024		Q1-2025		Q2-2025		Q3-2025		Q4-2025		Q1-2026		Q2-2026		Q3-2026	
	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	54	0	92	0	107	0	182	0	130	0	92	0	126	0	91	0	92	0
Firm Days	644	92	637	91	637	91	473	92	321	92	253	90	182	91	184	92	184	92	127	90	91	91	92	92
Rate (1)	24,229	32,250	24,443	32,250	24,443	32,250	26,094	32,250	28,401	32,250	29,369	32,250	29,775	32,250	29,478	32,250	29,200	32,250	29,044	32,250	25,925	32,250	25,925	32,250

(1) The weighted average rate for the firm and optional period hire rates

Fleet Out-Charters[1]



	Q4-2023		Q1-2024		Q2-2024		Q3-2024		Q4-2024		Q1-2025		Q2-2025		Q3-2025		Q4-2025		Q1-2026		Q2-2026		Q3-2026	
	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	4	0	92	0	56	0	0	0	0	0	0	0	0	0	0	0	0
Firm Days	92	92	38	91	0	91	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rate[2]	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	0	0	0	0

(1) Based on existing charters excluding expected drydock / off-hire days noted on slide 17
(2) The weighted average rate for the firm and optional period hire rates

Q4-23 Outlook

Income Statement Item	Q3-23 in thousands adjusted basis[1]	Q4-23 Outlook[1] (expected changes from Q3-23)
Net revenues [2]	172,584	Decrease of approximately 115 spot market revenue days, primarily due to more scheduled dry dockings in Q4-23. Refer to Slide 5 for Q4-23 booked to-date spot tanker rates. Refer to Slide 12 for a summary of fleet out-charter employment.
Time-charter hire expenses	(19,378)	Increase of approximately $0.5 million, primarily due to an increase in daily hire rates resulting from the exercise of extension options for three in-chartered tankers during Q3-23 and Q4-23.
Interest expense	(6,440)	Decrease of approximately $2 million, primarily due to lower finance lease obligation balances, and the write-off of capitalized financing costs related to the repurchase of four sale-leaseback vessels and the voluntary cancellation of one revolving credit facility in Q3-23.

(1) Changes described are after adjusting Q3-23 for items included in Appendix A of Teekay Tankers' Q3-23 Earnings Release (see slide 15 of this earnings presentation for the Consolidated Adjusted Line Items for Q3-23).
(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q3-23 Earnings Release for a definition and reconciliation of this term.

Adjusted Net Income(1)

Q3-23 vs Q2-23

(In thousands of U.S. dollars)

Statement Item	Q3-2023 (unaudited)	Q2-2023 (unaudited)	Variance	Comments
Revenues	285,858	370,646	(84,788)	
Voyage expenses	(113,274)	(118,082)	4,808	
Net revenues (2)	172,584	252,564	(79,980)	Decrease primarily due to lower overall spot TCE rates, partially offset by more calendar days in Q3-23.
Vessel operating expenses	(36,366)	(37,800)	1,434	Decrease primarily due to the timing of repair and maintenance activities.
Time-charter hire expenses	(19,378)	(18,691)	(687)	
Depreciation and amortization	(24,565)	(24,384)	(181)	
General and administrative expenses	(10,700)	(12,118)	1,418	Decrease primarily due to the timing of expenditures.
Income from operations	81,575	159,571	(77,996)	
Interest expense	(6,440)	(5,450)	(990)	Increase primarily due to the write-off of capitalized financing costs related to the repurchase of four sale-leaseback vessels and the voluntary cancellation of one revolving credit facility during Q3-23, partially offset by lower interest payments related to the repurchase of six other sale-leaseback vessels during Q2-23.
Interest income	3,119	1,771	1,348	Increase primarily due to higher interest income earned on larger cash balances during Q3-23.
Equity income	666	1,120	(454)	
Other (expense) income	(82)	547	(629)	
Income tax expense	(2,227)	(8,121)	5,894	Decrease in income tax expense primarily due to vessel trading activities and the regular assessment of tax positions.
Adjusted net income	76,611	149,438	(72,827)	

(1) Refer to slide 15 for the Q3-23 reconciliations of non-GAAP financial measures to the most directly comparable financial measures under United States generally accepted accounting principles (*GAAP*). For the Q2-23 reconciliation, please refer to the Q2-23 earnings presentation.

(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q3-23 Earnings Release for a definition and reconciliation of this term.

Consolidated Adjusted Statement of Income

Q3-23

(In thousands of U.S. dollars)

Statement Item	As Reported	Appendix A Items[1]	As Adjusted
Revenues	285,858	-	285,858
Voyage expenses	(113,274)	-	(113,274)
Net revenues [2]	172,584	-	172,584
Vessel operating expenses	(36,366)	-	(36,366)
Time-charter hire expenses	(19,378)	-	(19,378)
Depreciation and amortization	(24,565)	-	(24,565)
General and administrative expenses	(10,700)	-	(10,700)
Income from operations	81,575	-	81,575
Interest expense	(6,440)	-	(6,440)
Interest income	3,119	-	3,119
Equity income	666	-	666
Other expense	(82)	-	(82)
Income tax recovery (expense)	2,528	(4,755)	(2,227)
Net income	81,366	(4,755)	76,611

(1) Please refer to Appendix A in Teekay Tankers Q3-23 Earnings Release for a description of Appendix A items.
(2) Net revenues is a non-GAAP financial measure. Please refer to the Teekay Tankers Q3-23 Earnings Release for a definition and reconciliation of this term.

Reconciliation of Non-GAAP Financial Measure – Free Cash Flow

(In thousands of U.S. dollars)

	Three Months Ended September 30, 2023 (unaudited)
Net income - GAAP basis	81,366
Add:	
Depreciation and amortization	24,565
Proportionate share of free cash flow from equity-accounted joint venture	1,180
Less:	
Equity income	(666)
Dry-docking and capital expenditures	(8,352)
Free Cash Flow	98,093

Drydock & Off-hire Schedule[1][2][3]

Teekay Tankers	March 31, 2023 (A)		June 30, 2023 (A)		September 30, 2023 (A)		December 31, 2023 (E)		Total 2023 (E)		Total 2024 (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	Vessels	Total Off-hire Days
Spot Tanker	-	13	1	54	2	92	5	175	8	334	16	560
Fixed-Rate Tanker	-	-	-	-	-	-	-	-	-	-	-	-
Other - Unplanned Offhire	-	119	-	51	-	1	-	31	-	202	-	153
	-	132	1	105	2	93	5	206	8	536	16	713

(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.