TORM

Presentation of Q3 2011 results

SEB Nordic Seminar

10 January 2012

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To understand these risks and uncertainties, please read TORM's announcements and filings with The US Securities and Exchange Commission.

The presentation may include statements and illustrations concerning risks, plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The forward-looking statements in this presentation are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, TORM's examination of historical operating trends, data contained in our records and other data available from third parties. As many of these factors are subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, TORM makes no warranties or representations about accuracy, sequence, timeliness or completeness of the content of this presentation.

Highlights for Q3 2011

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Results

- Q3 loss before tax of USD 70m
- Year-to-date loss before tax of USD 139m

Tanker

- EBIT of USD -34m in Q3 2011 and USD -65m YTD
- LR2 and LR1 suffered from oversupply of vessels and lower demand in the East market
- MR market in the West saw a decrease in US imports

Bulk

- EBIT of USD -16m in Q3 2011 and USD -21m YTD
- First half of Q3 affected by summer market and the aftermath of the Japanese earthquake
- Second half of Q3 saw positive trends from e.g. grain season and Brazilian sugar exports.

S&P

- Continued high inflow of new tonnage in all segments
- Vessel prices under pressure
- No TORM sales or purchases in Q3 2011

Guidance for FY2011

- Forecast for 2011 is a loss before tax of USD 230-250m*

* As per 23 December 2011

TORM is pursuing a comprehensive financing solution involving multiple stakeholders

Q4 UPDATE

Investors

Raising up to USD 300m in equity

Banks

Amending and extending debt repayment schedule

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Preliminary standstill agreement on a deferral of instalments and covenant standstill

Compre-hensive finance solution for TORM

Other stakeholders

Entering into discussions with other main stakeholders

Yards

Minimizing newbuilding program

***

One MR newbuilding cancelled

Two Kamsarmax newbuildings sold

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Finding cost and cash improving initiatives with a cumulative effect of at least USD100m over three years

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Cost program office in place and several initiatives under implementation

Source: Based on company announcements in Q42011

Q3 2011 proved to be challenging

Financials highlights in Q3 2011

USD million	Q3 2011	Q3 2010	2010	2009
P&L				
Gross profit	2	49	180	243
Sale of vessels	-	-	2	33
EBITDA	-17	23	97	203
Profit before tax	-70	-27	-136	-19
Balance				
Equity	958	1,190	1,115	1,247
NIBD	1,836	1,738	1,875	1,683
Cash and cash equivalents	96	143	120	122
Cash flow statement				
Operating cash flow	-21	21	-1	116
Investment cash flow	10	-66	-187	-199
Financing cash flow	-41	67	186	37

- Q3 2011 loss before tax of USD 70m
- Q3 2011 EBITDA of USD -17m vs. Q3 2010 EBITDA of USD 23m – primarily explained by lower freight rate environment in the Tanker and Bulk segments
- Positive investment cash flow of USD 10m from vessel held for sale in Q2 2011

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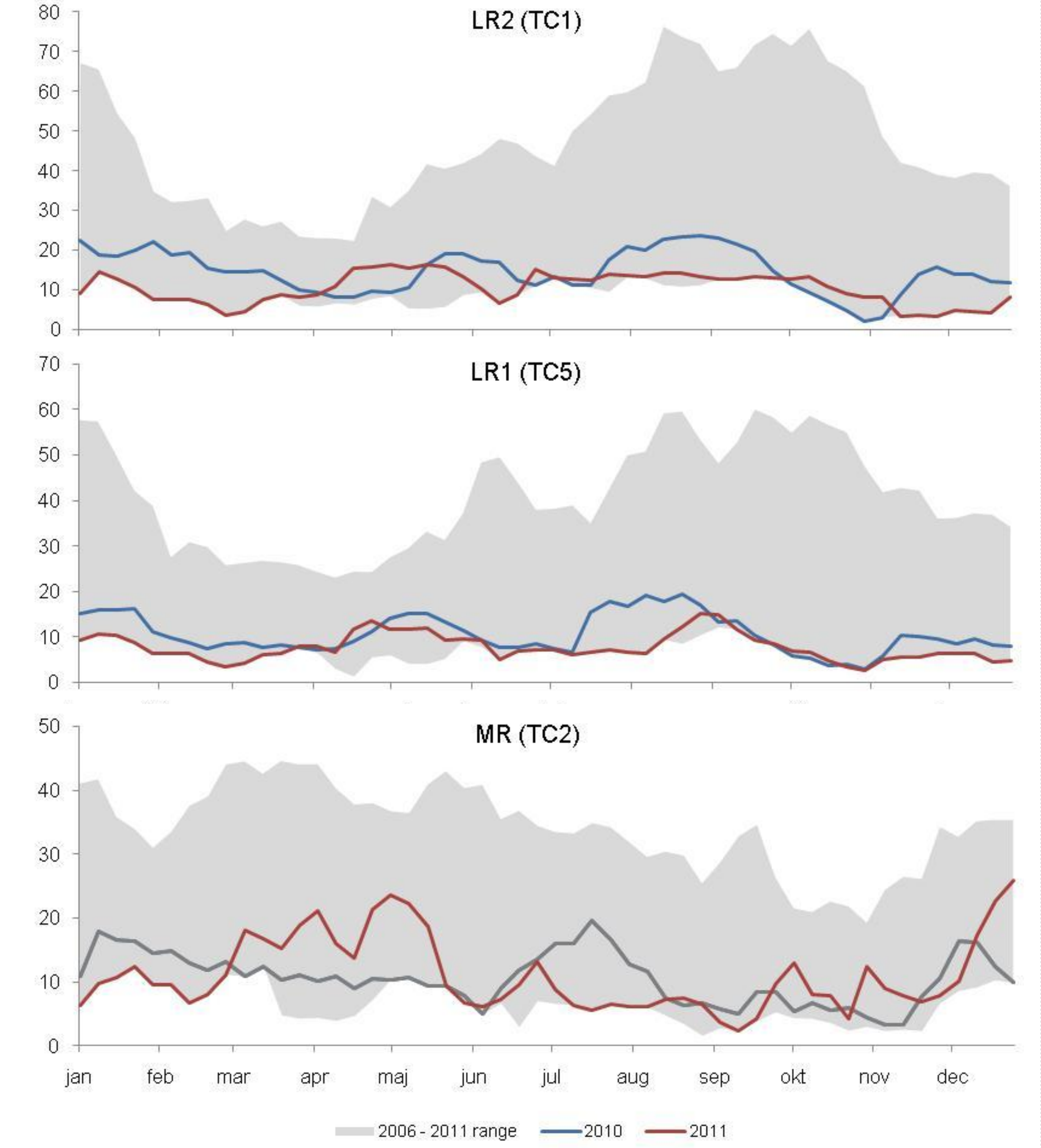
Product tanker freight rates have improved recently in the MR segment and are showing positive momentum

Freight rates in USD ‘000/day

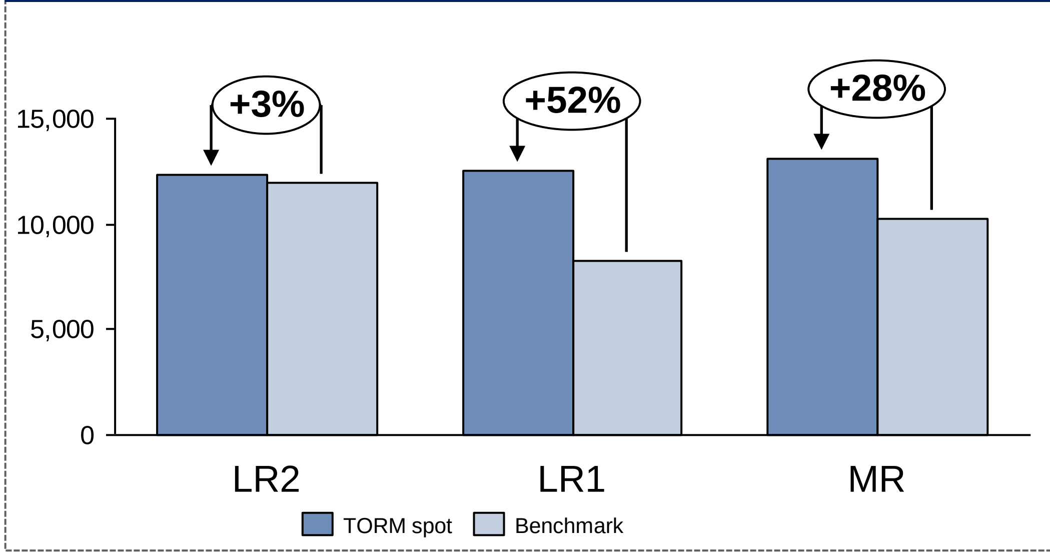


- TORM outperforms the benchmarks
  - Q4 2010-Q3 2011: LR2 +3%, LR1 +52% and MR +28%
  - Q3: LR2 -18%, LR1 +7% and MR +76%
- Q3 2011 positive impacts:
  - Increased Brazilian imports
  - Increased export from the US
- Q3 2011 negative impacts:
  - Lower demand in the East market
  - Weak dirty market
  - Lower US gasoline import
  - Ample tonnage, notably in the East market
  - Release of Strategic Petroleum Reserves
- During the end of Q4 the MR market rebounded strongly and there were a number of positive elements:
  - Brazilian import demand remained high
  - Ad Valorem tax in US drives the usual exports end year
  - Naphtha demand in East came back in December
  - Med Aframax market rebounded in December on Libyan cargoes and Bosporus delays

Source: Clarksons, until 30 December 2011 LR2 : Aframax tanker 80-120,000 dwt , LR1: Panamax tanker 60-80,000 dwt, MR/Handymax tanker 30-60,000 dwt

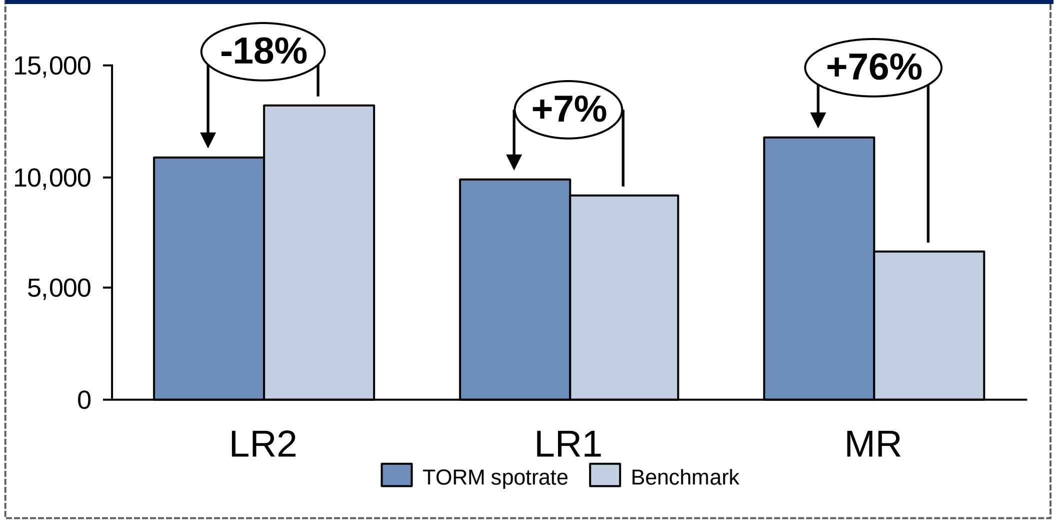
Achieved spot rates are above benchmarks

TORM spot vs benchmark last 12 months (USD/day)



- Achieved spot rates exceed benchmarks
  - Large and high quality fleet
  - Strong worldwide customer base
  - Cooperation on key functions
  - Demonstrating organisational strengths

TORM spot vs benchmark Q3 2011 (USD/day)

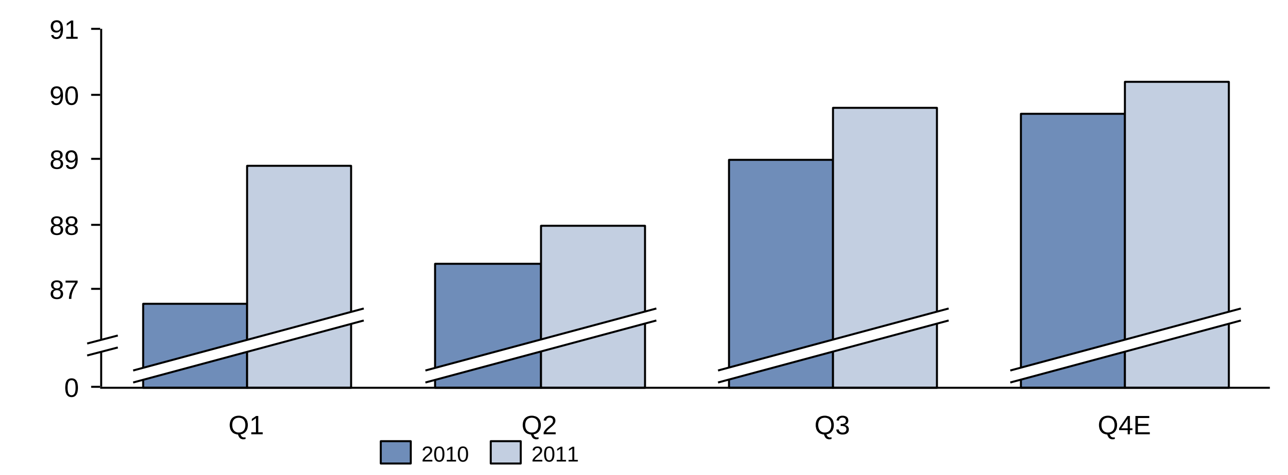


- Strong Q3 outperformance on MR, as TORM benefited from triangulation in weak markets
- LR2 affected by part of the fleet being in the dirty segment which proved to be weaker than the clean segment in Q3 2011
- Difficult to “clean up dirty” vessels in Q3 2011

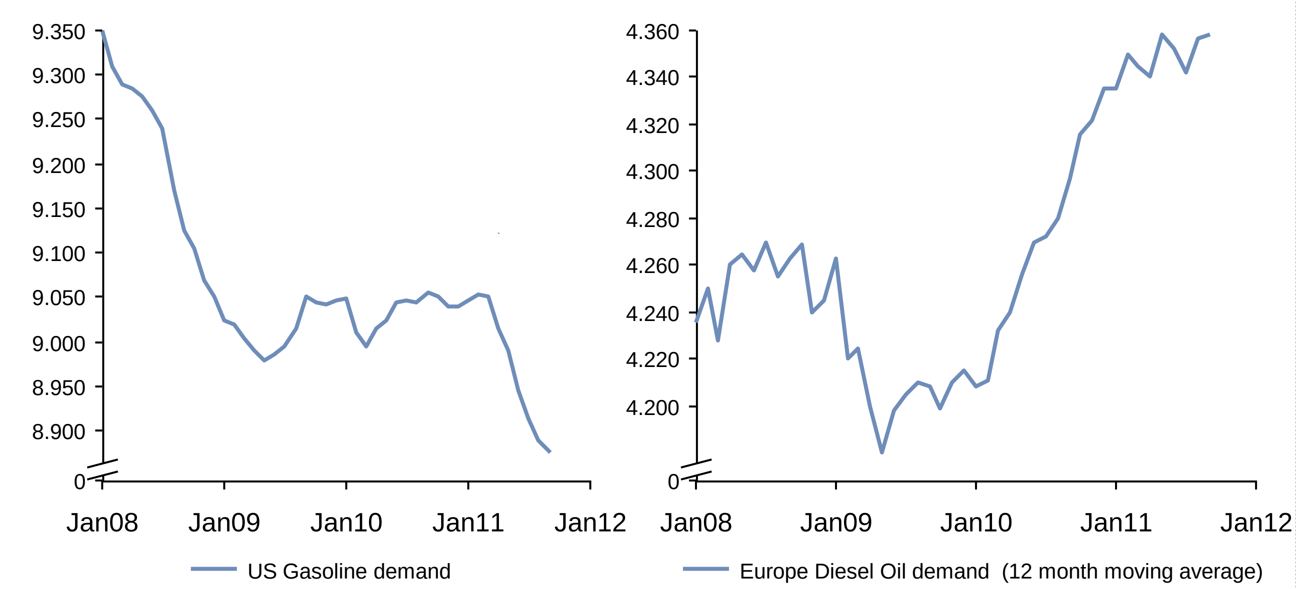
*Benchmarks are based on spot earnings from Clarksons:
- LR2: TC1 (Ras Tanura-> Chiba), LR1: TC5 (Ras Tanura-> Chiba) and MRT: C2 (Rotterdam->NY)

Product market impacted by falling US gasoline demand

Increasing oil demand (mbbl/d)



Motor gasoline demand down and diesel demand stable (tbbl/d)



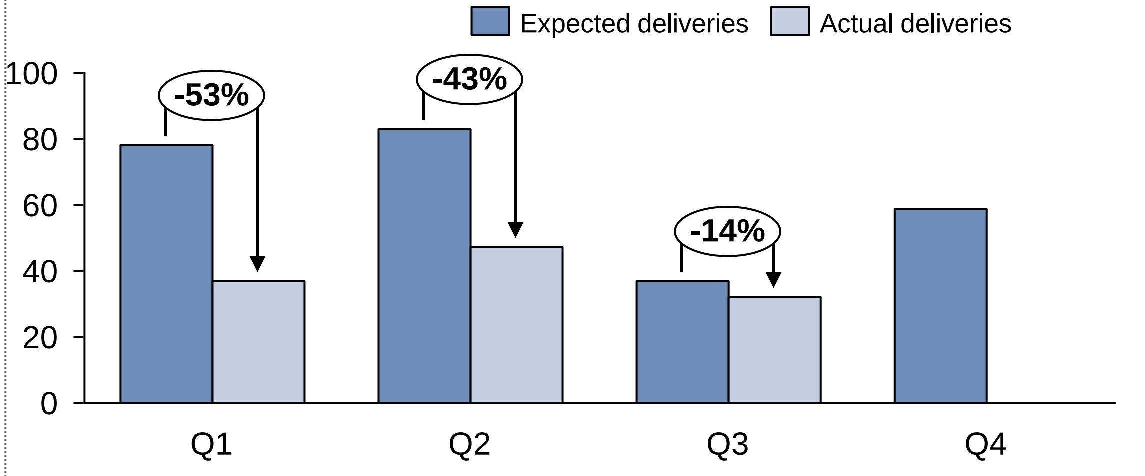
Source: IEA and Factset

- Continued soft increase in world oil demand (Q3 2011 +0.9 % y-o-y increase (0.8 mb/d))
- Oil price picked up again in Q3 and remains at historical high level

- Demand for gasoline continued to decline
- In Q3 2011 US gasoline demand averaged 8.9 mb/d making it the weakest third quarter since 2001
- Demand for diesel in Q3 stable at relative strong level.

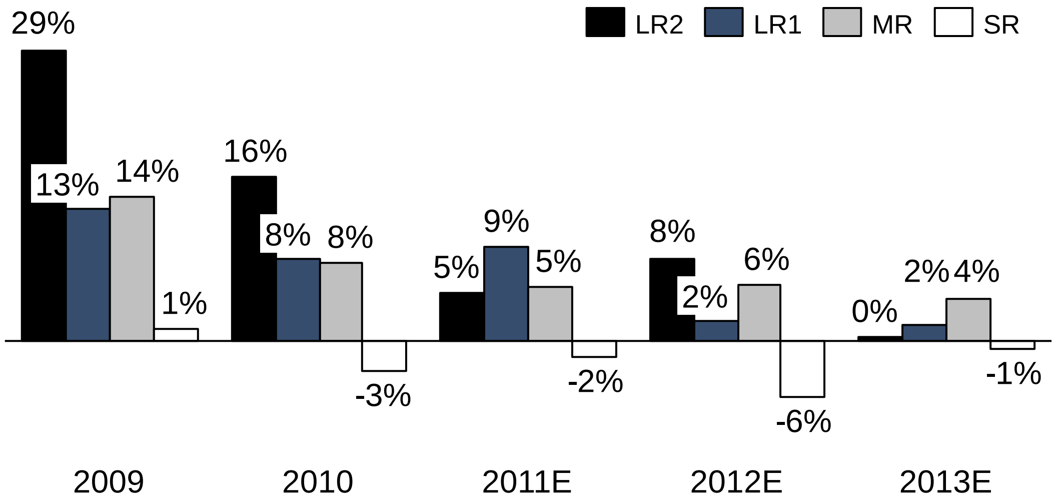
Product tanker supply continues to be affected by slippage

Expected 2011 deliveries affected by slippage (no. of vessels)



- Total deliveries YTD are 116 vessels
- 82 vessels have slipped corresponding to 41% of order book for planned deliveries Q1-Q3 2011
- Q3 had 14% less deliveries than expected

Net fleet growth y-o-y in % of total fleet

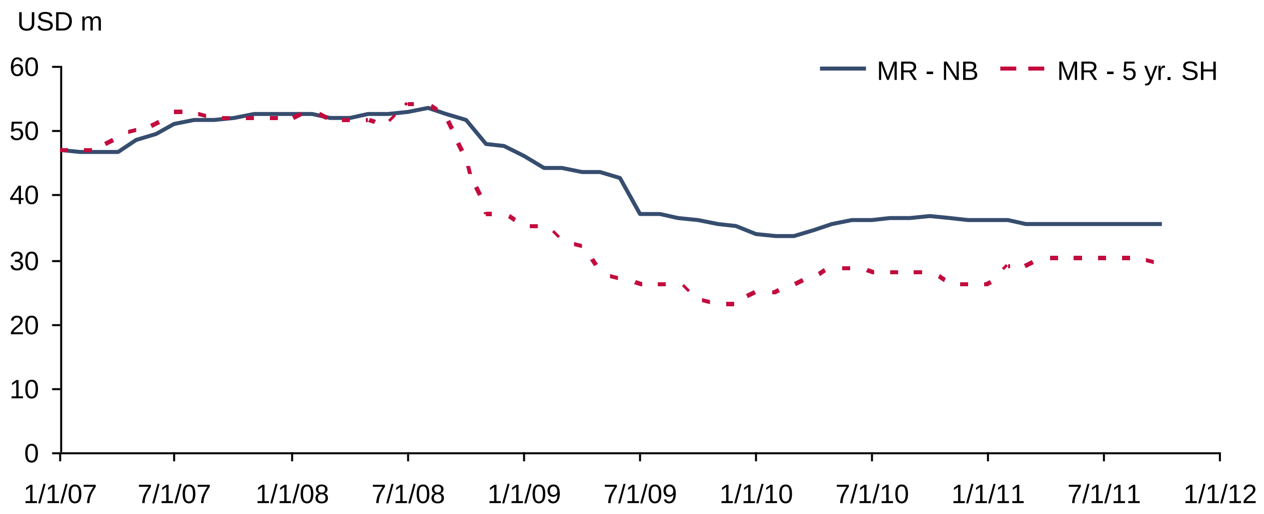


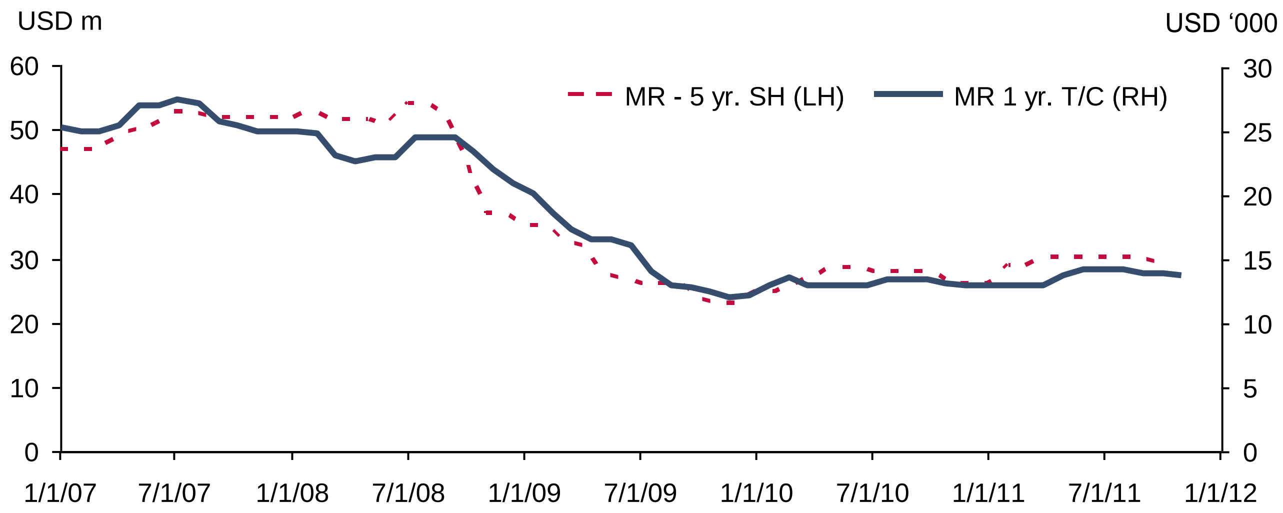
- Net fleet growth is expected to gradually decline to manageable levels in 2012 and 2013
- Scrapping will mostly impact SR leading to a negative fleet growth
- LR1 will have a low growth of ~2% p.a.

Note: Net fleet growth: Gross order book adjusted for scrapping and expected new ordering
Source: Inge stensland

Product tanker vessel prices stable - limited S&P activity

Vessel price development





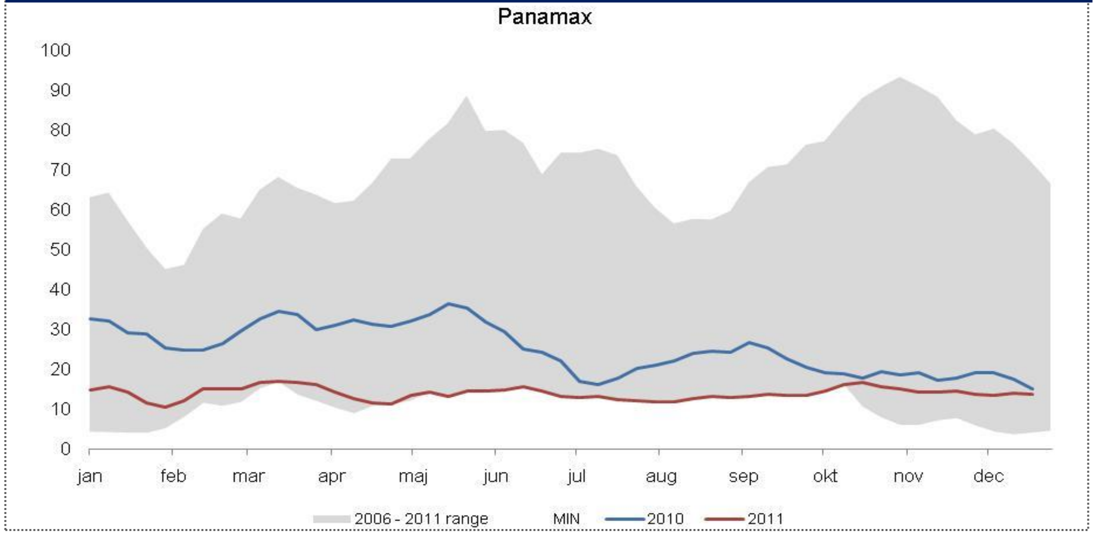
Source: Clarksons, until 15 November 2011

- Stable new building prices from established yards
- New building slots covered until Q1 2013
- Prices for older pre-2000 built vessels under heavy pressure
- Potential distressed assets sales may impact the general price level negatively

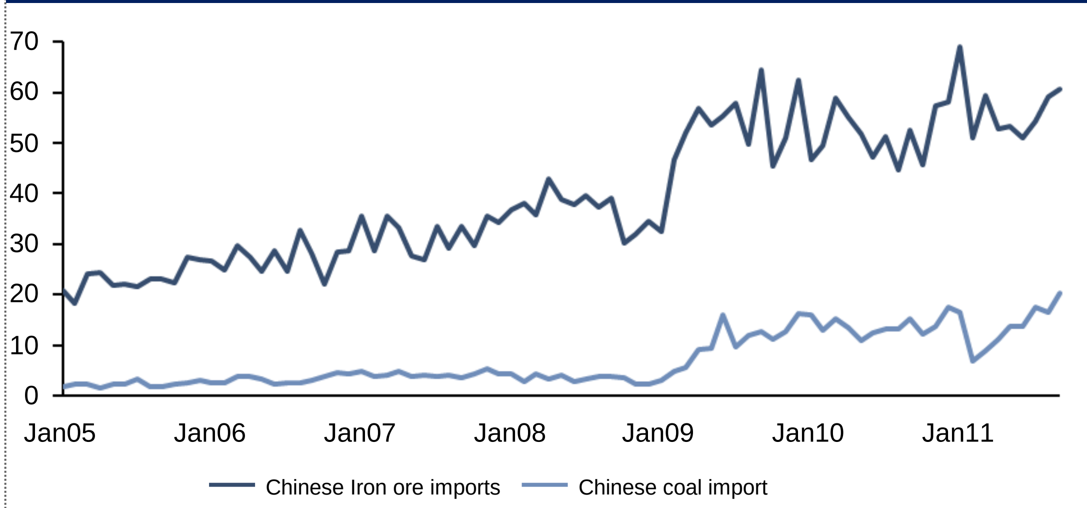
- T/C rates and second-hand prices are well correlated

In dry bulk, Chinese iron ore and coal demand is strong

Freight rate development (USDt/day)



Chinese iron ore and coal import (mt/day)



Source: RS Platou, Clarksons

- Freight rates under pressure in first half of Q3
  - Traditional summer market
  - Aftermath of Japanese earthquake
- Improved freight rates in September from
  - US-led grain season
  - Sugar exports from Brazil
- During Q4 and into 2012 the freight rates have come under pressure again due to continued influx of new tonnage

- Continued high Chinese demand
  - With an avg. of 58 mt/month, Q3 2011 landed the highest third quarter Iron Ore imports quantities ever
  - Chinese coal import in September was record high at 20 m tons
  - Chinese coal consumption YTD avg. 326 m tons per month (up 10% compared to 2010)
  - Coal import margin increasing, but still marginal at 5-6%

High influx of dry bulk tonnage affecting vessel price

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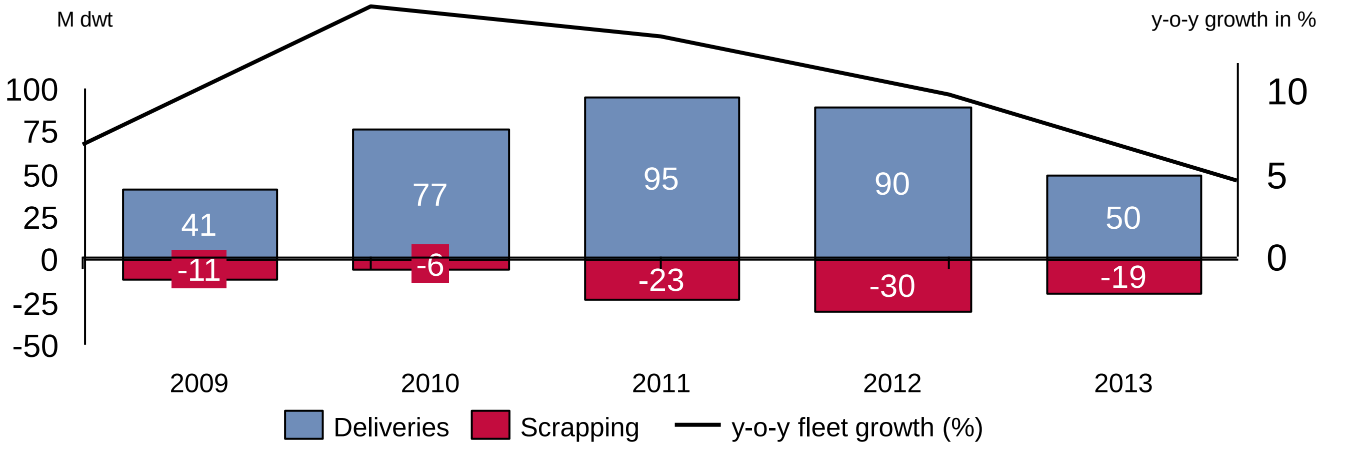
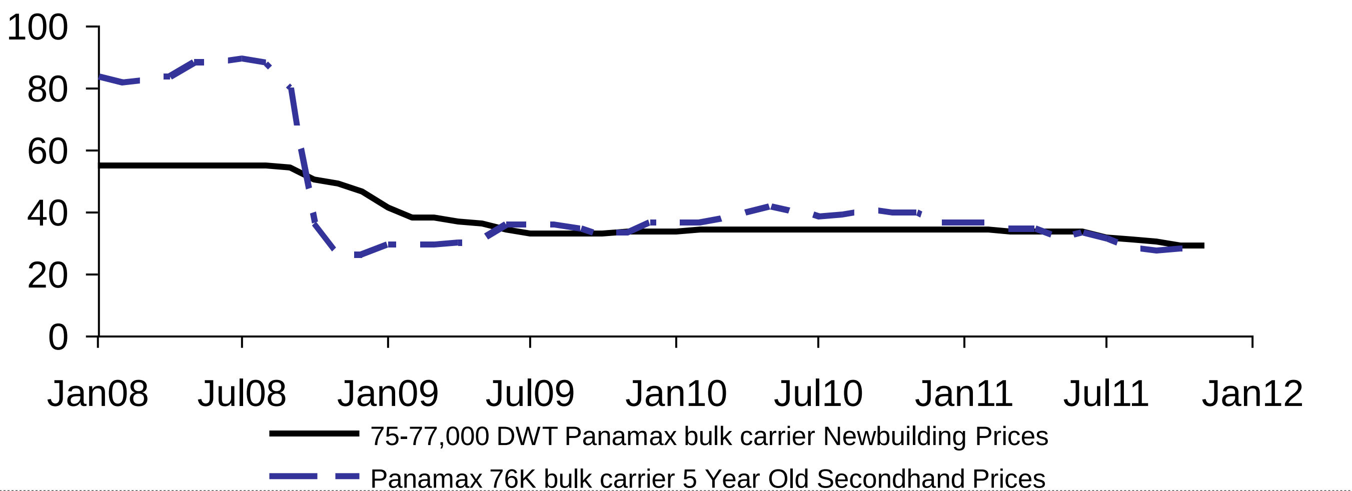
Dry bulk fleet development (m dwt)



- Total bulk carrier order book stands at 35% of the current fleet
- Cancellation and slippage is expected to continue

Panamax newbuilding and second-hand prices (USDm)

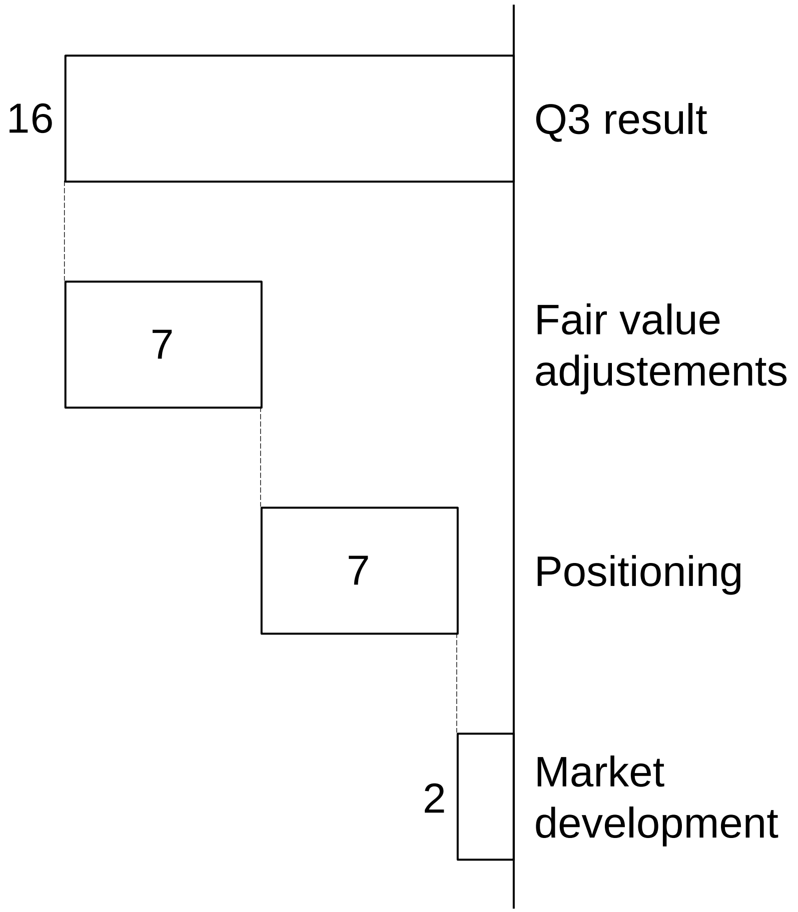


- Decreasing new building prices from Chinese shipyards
- Increased number of second-hand vessels available for sale
- Further softening of second-hand prices
- High level of scrapping activity

Source: RS Platou, Clarksons

TORM's Bulk result was affected by fair value adjustments and positioning of vessels

Q3 2011 result (EBIT) in USD m

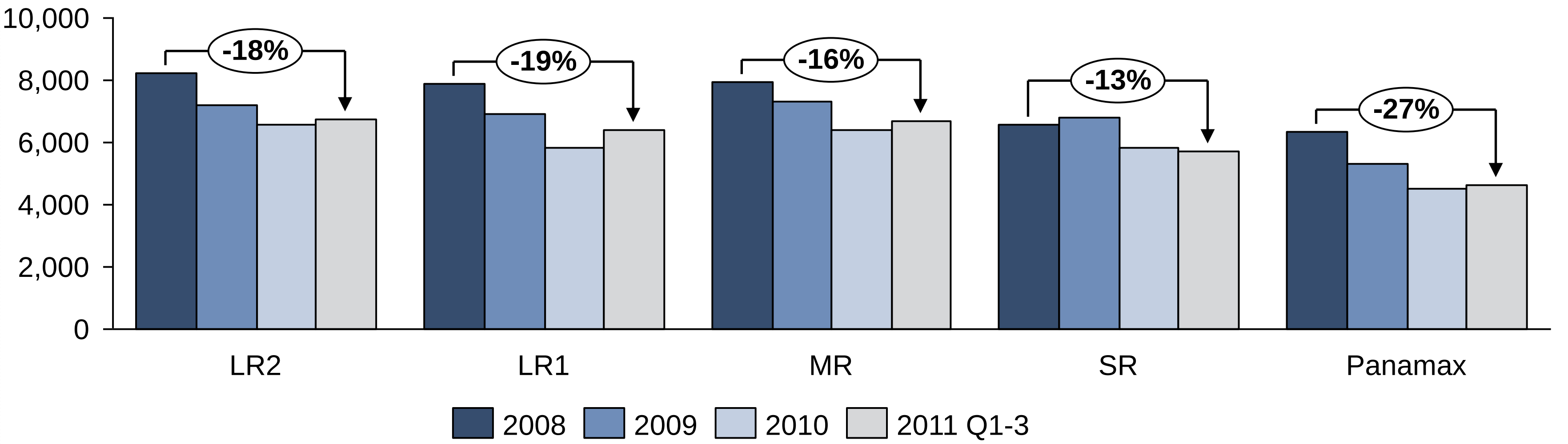


Comments

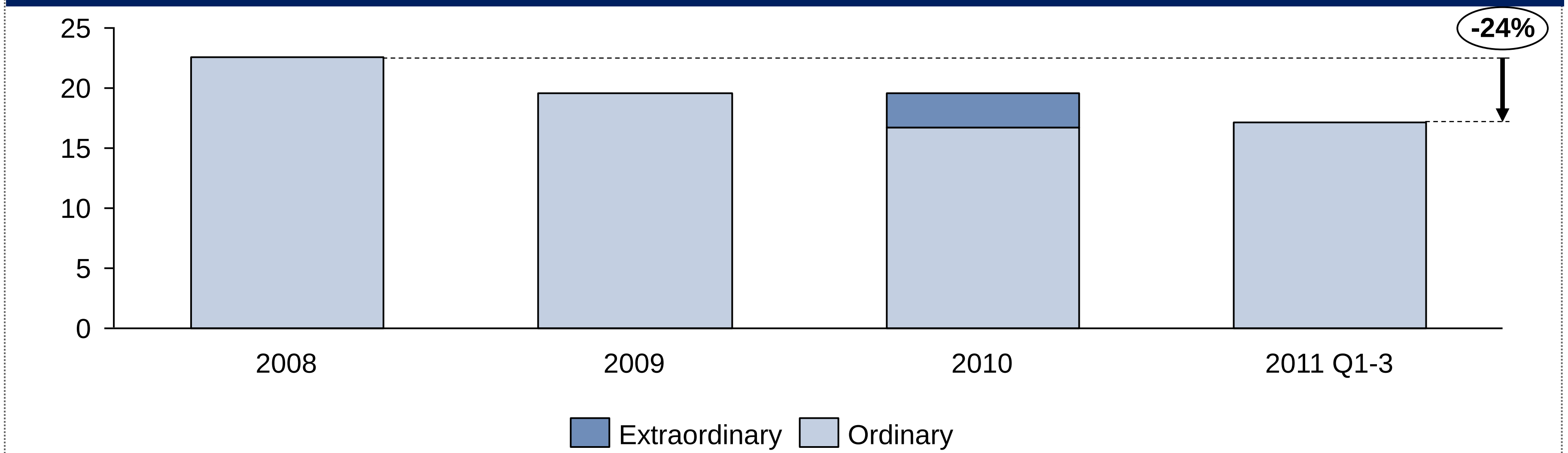
- Loss of USD 16m EBIT
- Unrealised negative bunker and FFA derivatives M-t-M
- Not qualifying for hedge accounting
- Build-up and positioning of fleet (18 vessels) in anticipation of US-led grain season
- Freight rates hedged into Q4 2011
- Effects from freight rates being under pressure – especially in first half of Q3 2011

Continued efficiency focus on OPEX and admin cost

Development in operating cost (USDt/day)

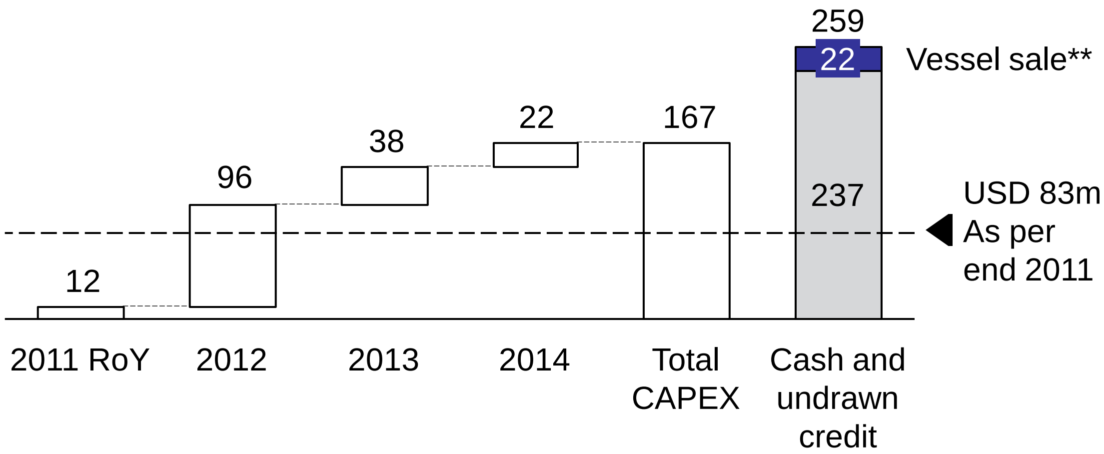


Administrative expenses (quarterly avg. in USDm)



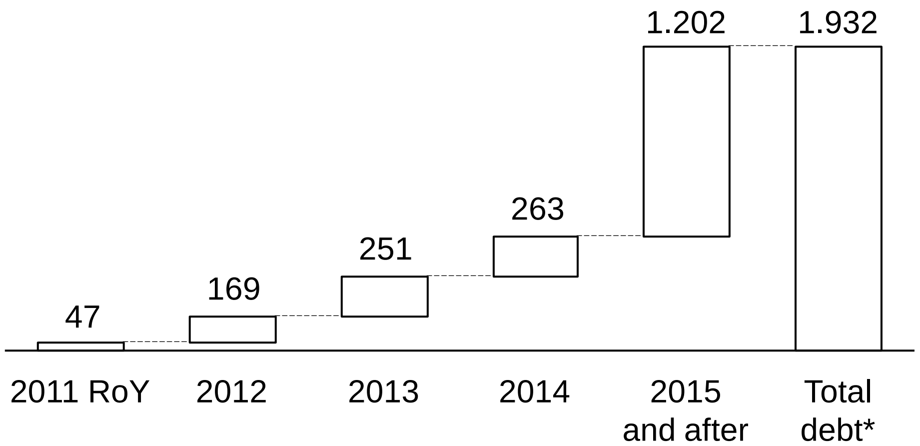
TORMs financial position

Remaining CAPEX and liquidity (per 30 September 2011 in USD m)



- Remaining newbuilding program is four MR and two kamsarmax vessels
- 2 LR2 vessels sold in Q4 with positive cash effect of USD 22m
- Remaining CAPEX reduced to USD 83m during Q4 2011 following cancellation of 1 MR newbuilding and novation of 2 kamsarmax newbuildings

Repayment profile on debt (per 30 September 2011 in USD m)



- TORM has entered into negotiations with main banks in order to restructure debt repayment profile
- TORM's main debt covenants:
  - Min. book equity ratio of 25%
  - Min. book value of equity of DKK 1.25bn (app. USD 250m)
  - Not less than USD 60m in liquidity

* The repayment profile above assumes that the maturity extension announced on 28 June 2011 is completed. If the agreement is not completed the repayment profile will be that payments of USD 510 million in 2015 and USD 60 million in 2014 will fall due in 2013 instead

** The repayment profile excludes the debt repayment related to the recently announced sale of the two LR2 vessels. The net cash effect of USD 22m is net of debt repayments

TORM's forecast for 2011

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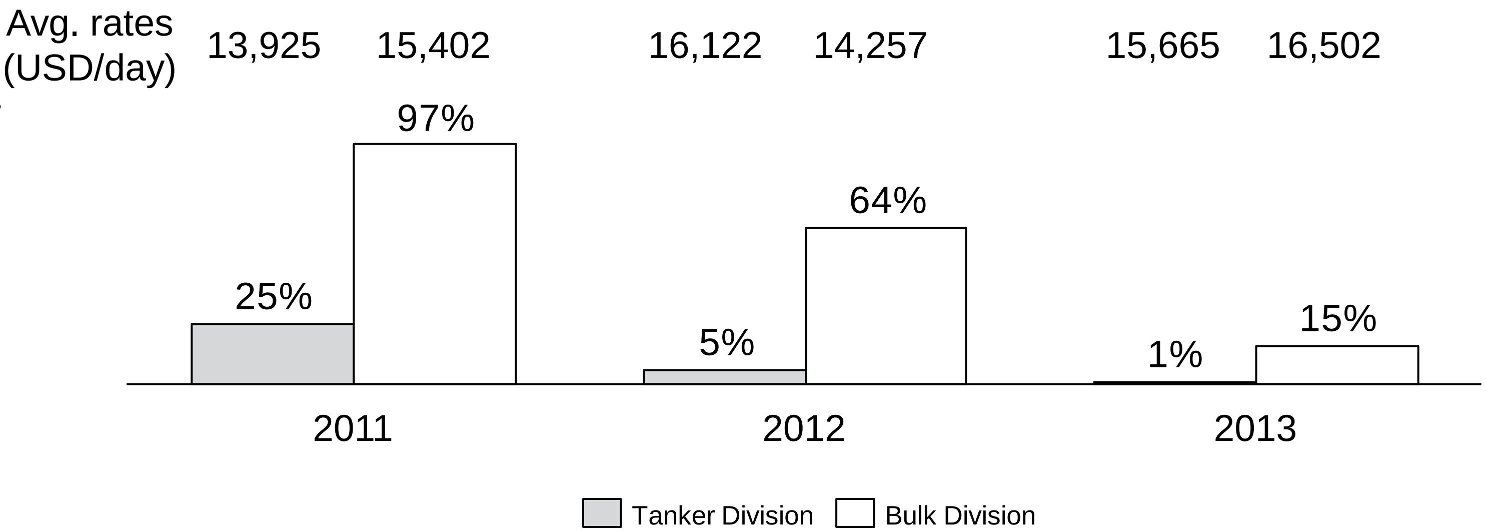
2011 forecast (as per 23 December)

- Forecast for 2011 result before tax to a loss of USD 130-250m

Coverage per 30 September 2011



Change in profit with change in freight rates

USDm	Change in freight rates (USD/day)			
Segment	-2,000	-1,000	1,000	2,000
Tanker	-13	-7	7	13
Bulk	-0	-0	0	0
Total	**-13**	**-7**	**7**	**13**

Appendix

TORM at a glance

Key facts

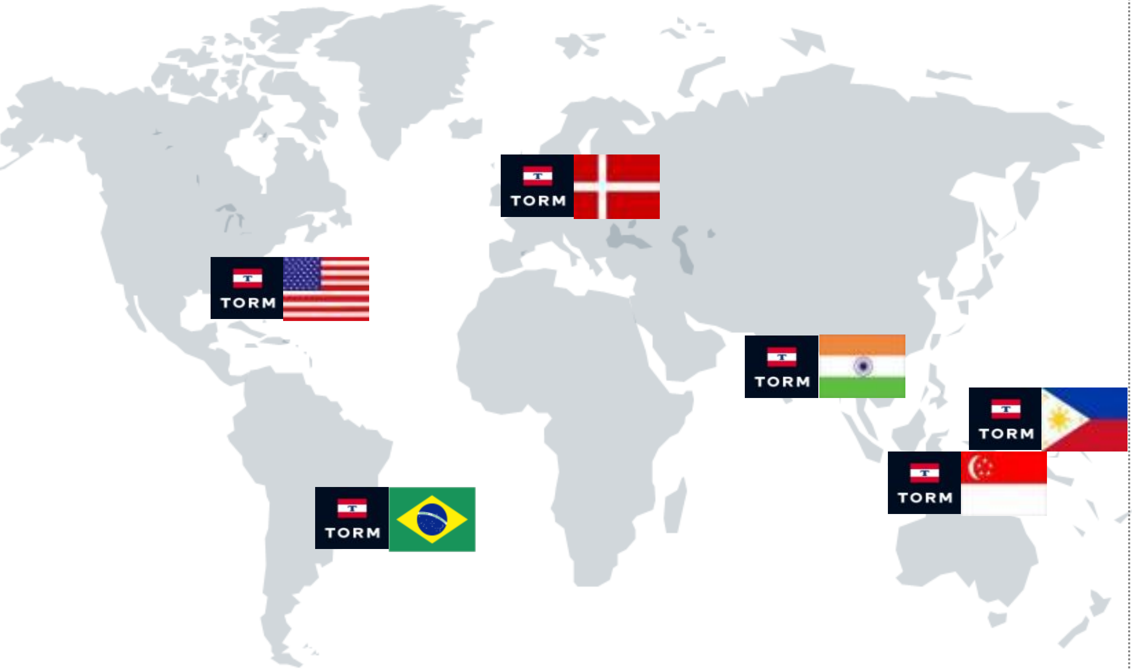
A world leading product tanker company

- A leading product tanker owner
- Growing presence in dry-bulk
- 120 years of history

Listings

- NASDAQ OMX Copenhagen
- NASDAQ in New York

Global footprint based on regional power and presence



TORM Offices: ~315

Seafarers: ~2,900

- 350 Danish seafarers
- 100 Croatian/Italian seafarers
- 1,400 Indian seafarers
- 1,050 Philippine seafarers

TORM's strategy – "Changing Trim"

Strategic cornerstones

Customer | **Leadership**

Resilience | **Sophistication**

Tanker
Build on strength as global leader to benefit from a market recovery

Consistently outperforming spot market benchmarks

Bulk
Expand profitably in all markets conditions

Ensuring a positive profit margin under all market conditions

Ship owning and S&P
Leverage relations & experience to become a leading asset player

Creating value through optionality

TORM offers great value creation potential within the cyclical tramp business

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Commercial excellence	• Consistently beating commercial benchmarks • Leading product tanker player with scale and scope advantages
High quality	• Young and diverse fleet • High vetting quality due to continuous focus on quality and safety
Cost competitive	• OPEX reduced to below industry average • Admin. cost under tight control
Risk management	• High quality “blue chip” customers with low counterparty risk
Significant upside potential	• High operational gearing to benefit from rising market • High financial gearing at attractive financing terms

Detailed key figures overview

Key figures overview

USD million	Q1-Q3 2011	2010	2009	2008	2007	2006	2005
Revenue	938	856	862	1.184	774	604	586
EBITDA	17	97	203	572	288	301	351
Net income	(140)	(135)	(17)	361	792	235	299
Balance							
Total assets	3.119	3.286	3.227	3.317	2.959	2.089	1.810
Long term assets	2.780	2.984	2.944	2.913	2.703	1.970	1.528
Equity	958	1.115	1.247	1.279	1.081	1.281	905
NIBD	1.836	1.875	1.683	1.550	1.548	663	632
Cash and cash equivalents	96	120	122	168	105	32	157
Cash flow statement							
Operating cash flow	(62)	(1)	116	385	188	232	261
Investment cash flow	104	(187)	(199)	(262)	(357)	(118)	(473)
Financing cash flow	(66)	186	37	(59)	242	(239)	303
Financial related key figures							
EBITDA margin	2%	11%	24%	48%	37%	50%	60%
Equity ratio	31%	34%	39%	39%	37%	61%	50%
Return on invested capital (ROIC)	N.A.	-3%	2%	16%	10%	20%	34%

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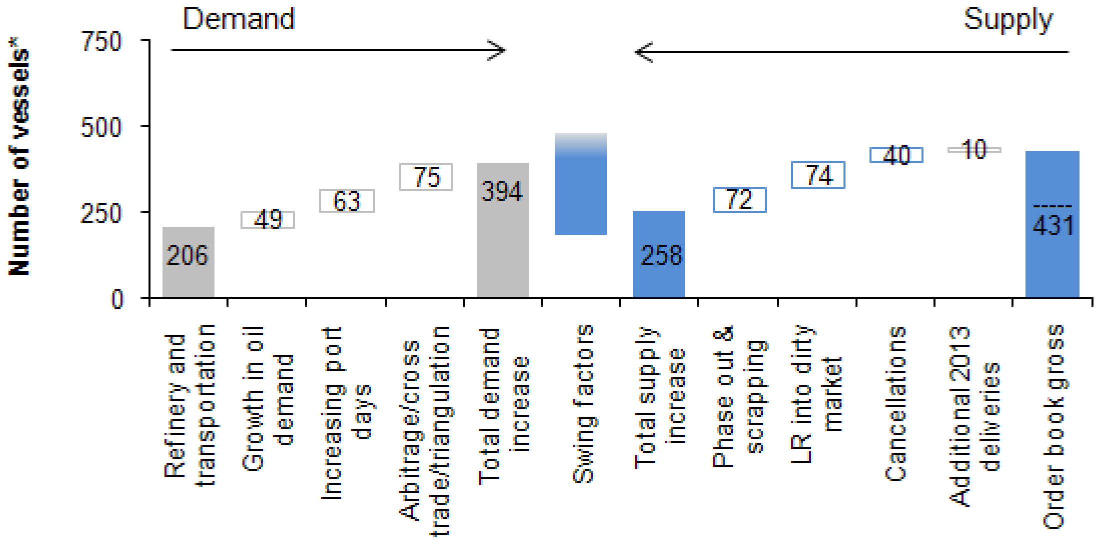
Tanker Demand Will Outgrow Supply From 2011 – 2013

Demand and Supply Development 2011 – 2013



118 delivered in q1-q3 2011 (MR equivalents)

313 to be delivered

Swing factors:
- Order book delays
- Delays in refineries
- Floating storage
- Slow steaming
- Changes in transport patterns
- Embargoes & strikes
- Blockages - water ways/ports
- Refinery disruptions
- Hurricanes

Demand Primarily Affected By…

- Refinery expansions in the Middle East and India & changes in transport patterns
- Increased oil demand
- Increasing port days due to increased activity/bottlenecks
- Arbitrage
- Improving US exports

Supply Primarily Affected By…

- LR into dirty market
  - Some LR1 vessels replacing Panamax phase outs in crude
  - 30% of LR2 vessels trading in the crude
- Phase-out of single hulls and scrapping of old tonnage
- Additional new ordering of 2013 deliveries

(1) All effects are recalculated into MR equivalents – to enable comparision based on their volume relative to MR

Large and modern fleet

PER 30 SEPTEMBER 2011

# of vessels	Current fleet			New buildings and T/C-in deliveries w ith a period >= 12 months				
	Q2 2011	Changes	Q3 2011	Q4 2011	2012	2013	2014	2015
Ow ned vessels								
LR2	11.0	-	11.0	-				
LR1	7.5	-	7.5					
MR	39.0	(1.0)	38.0		2.0	1.0	1.0	
SR	11.0	-	11.0					
Tanker Division	68.5	(1.0)	67.5	-	2.0	1.0	1.0	
Panamax	2.0	-	2.0		1.0	1.0		
Handymax	-	-	-					
Bulk Division	2.0	-	2.0		1.0	1.0		
Total	**70.5**	**(1.0)**	**69.5**	**-**	**3.0**	**2.0**	**1.0**	
TC-in vessels w ith contract period >= 12 months								
LR2	2.0	-	2.0					
LR1	17.0	(1.0)	16.0		-	-		
MR	11.0	1.0	12.0		-	-		
SR	-	-	-					
Tanker Division	30.0	-	30.0		-	-		
Panamax	12.0	1.0	13.0		2.0	1.0	2.0	
Handymax	2.0	-	2.0		-			
Bulk Division	14.0	1.0	15.0		2.0	1.0	2.0	
Total	**44.0**	**1.0**	**45.0**		**2.0**	**1.0**	**2.0**	
TC-in vessels w ith contract period < 12 months								
LR2								
LR1								
MR								
SR								
Tanker Division	-	-	-					
Panamax	9.0	5.0	14.0					
Handymax	8.0	3.0	11.0					
Bulk Division	17.0	8.0	25.0					
Total	**17.0**	**8.0**	**25.0**					
Pools/Commercial managment	26.0	-	26.0					
Total fleet	**157.5**		**165.5**					

Note:
The contract duration is defined based on the contractual minimum period and does not include optional periods.
There is not committed any new buildings or T/C-in vessels w ith delivery after 2014.

Note: The contract duration is defined based on the conractual period and does not include optional periods

Earning days, T/C cost and coverage for 2011, 2012 and 2013

PER 30 SEPTEMBER 2011

	2011	2012	2013	2011	2012	2013
Owned days		Owned days				
LR2	1,001	3,268	3,259			
LR1	638	2,550	2,543			
MR	3,456	14,496	14,781			
SR	980	4,004	3,993			
Tanker Division	6,075	24,318	24,576			
Panamax	182	769	1,423			
Handymax	-	-	-			
Bulk Division	182	769	1,423			
Total	**6,257**	**25,087**	**25,999**			
T/C days		T/C in days			T/C in costs (USD/day)	
LR2	162	732	730	21,108	21,552	21,762
LR1	1,457	4,819	2,979	21,659	21,909	23,881
MR	1,094	3,820	3,575	16,092	15,549	15,594
SR	-	-	-	-	-	-
Tanker Division	2,713	9,371	7,284	19,381	19,288	19,601
Panamax	1,673	4,353	4,148	14,749	15,819	16,143
Handymax	963	696	363	14,233	16,854	15,995
Bulk Division	2,636	5,049	4,511	14,561	15,962	16,131
Total	**5,349**	**14,420**	**11,795**	**17,006**	**18,124**	**18,274**
Total physical days		Total physical days			Covered days	
LR2	1,163	4,000	3,989	268	174	-
LR1	2,095	7,369	5,522	431	751	365
MR	4,550	18,316	18,356	909	586	-
SR	980	4,004	3,993	552	317	-
Tanker Division	8,788	33,689	31,860	2,160	1,828	365
Panamax	1,855	5,122	5,571	1,679	2,388	26
Handymax	963	696	363	1,066	1,308	892
Bulk Division	2,818	5,818	5,934	2,745	3,696	918
Total	**11,606**	**39,507**	**37,794**	**4,905**	**5,524**	**1,283**
Covered days		Covered %			Coverage rates (USD/day)	
LR2	23%	4%	0%	16,522	20,491	-
LR1	21%	10%	7%	15,685	17,308	15,666
MR	20%	3%	0%	12,960	15,152	-
SR	56%	8%	0%	12,878	12,716	-
Tanker Division	25%	5%	1%	13,925	16,122	15,666
Panamax	91%	47%	0%	15,239	13,508	12,565
Handymax	111%	188%	246%	15,660	15,624	16,617
Bulk Division	97%	64%	15%	15,402	14,257	16,502
Total	**42%**	**14%**	**3%**	**14,752**	**14,874**	**16,264**

Fair value of freight rate contracts that are mark-to-market in the income statement (USD m):

Contracts not included above	0.0
Contracts included above	3.0

Management team with an international outlook and many years of shipping experience

Executive Management

Jacob Meldgaard

- CEO of TORM since April 2010
- Previously Executive Vice President of Danish shipping company NORDEN where he was in charge of the company's dry cargo division
- Prior to that he held various positions with J. Lauritzen and A.P. Møller-Mærsk
- More than 20 years of shipping experience

Roland M. Andersen

- CFO of TORM since May 2008
- Previously CFO of Danish mobile and broadband operator Sonofon and prior to that CFO of private-equity-owned Cybercity
- Prior to that he held various positions with A.P. Møller-Mærsk, the latest one as CFO for A.P. Møller-Mærsk Singapore
- More than 10 years of shipping experience

Senior Management

Tina Revsbech

- Head of Tanker Division

Alex Christiansen

- Head of Bulk Division

Claus U. Jensen

- Head of Technical Division

Lars Christensen

- Head of Sale & Purchase Division

Jan Nørgaard Lauridsen

- Regional Managing Director Asia-Pacific

Christian Riber

- Head of Human Resources

The TORM share

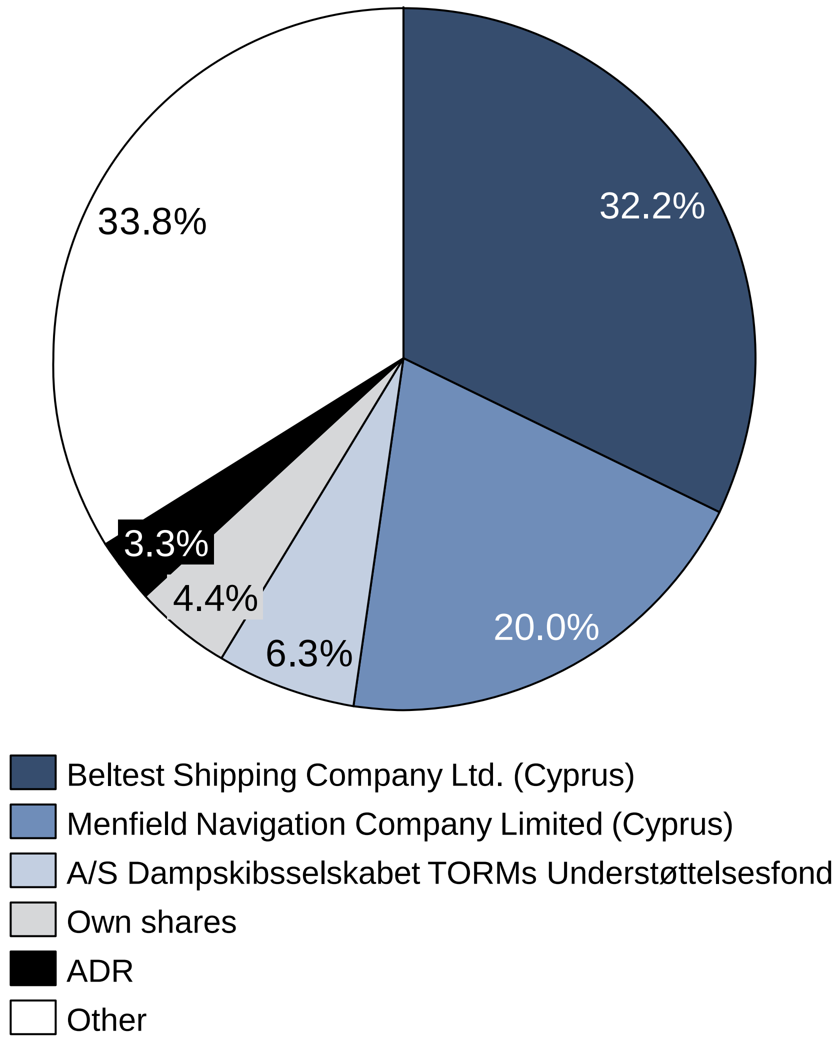
Senior Management

Listings
- On NASDAQ OMX Copenhagen, ticker TORM
- ADR programme on NASDAQ, (USA) ticker “TRMD”

Shares
- One class of shares, each carrying one vote
- Share capital of 72.8m shares of DKK 5 each

For further company information, visit TORM at www.torm.com

Ownership structure (30 September 2011)



Corporate Social Responsibility is a part of daily business in TORM

TORM is actively participating in…

- International Maritime Organisation – Pushes via the Shipowners association is pushing for regulation and standards in the sector
- UN Global Compact – TORM became signatory to the in 2009 as the 1st Danish shipping company
- World Ocean Council – TORM is founding member of the organisation that works for sustainable use of the Ocean across sectors

CARBON DISCLOSURE PROJECT

- Carbon Disclosure Project – TORM is fully compliant member of the project

CSR is a part of the daily business in TORM

CSR integrated in the 'Changing Trim' strategy :

- **Customers:**
  - Customer dialogue about CSR
  - Perform beyond customer expectations
- **Sophistication:**
  - CSR Key Performance Indicators (CO_2 emissions, safety and facilitation payment)
  - Performance dialogue on our CSR work

Set climate targets:

- 20% reduction of CO_2 emissions pr. vessel by 2020 (2008 = index 100)
- 25% reduction of CO_2 emissions from offices pr. employee by 2020 (2008 = index 100)

- TORM published its 2nd CSR Report in March 2011
- More information available on www.torm.com/csr


TORM