



Presentation of Q3 2014 results
Conference call
6 November 2014

Safe Harbor Statement



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Highlights for Q3 2014

Highlights
Tanker market
Dry bulk market
Finance

Q3 2014 Results

- EBITDA of USD 14m (USD 11m)
- Loss before tax of USD -26m (USD -40m)
- Positive operating cash flow of USD 6m (USD 9m) after full interest payment

Tanker

- The product tanker market saw further signs of recovery with especially the larger segments causing the freight rate improvements
- On average, TORM's freight rates for Q3 2014 improved by 19% y-o-y
- Divisional Q3 2014 EBITDA of USD 15m (USD 22m)

Bulk

- Freight rates remained under pressure throughout Q3 2014
- Divisional Q3 2014 EBITDA of USD -1m (USD -11m)

Sale & Purchase

- Price for modern tonnage slightly down in Q3 2014, but with few transactions

Restructuring process

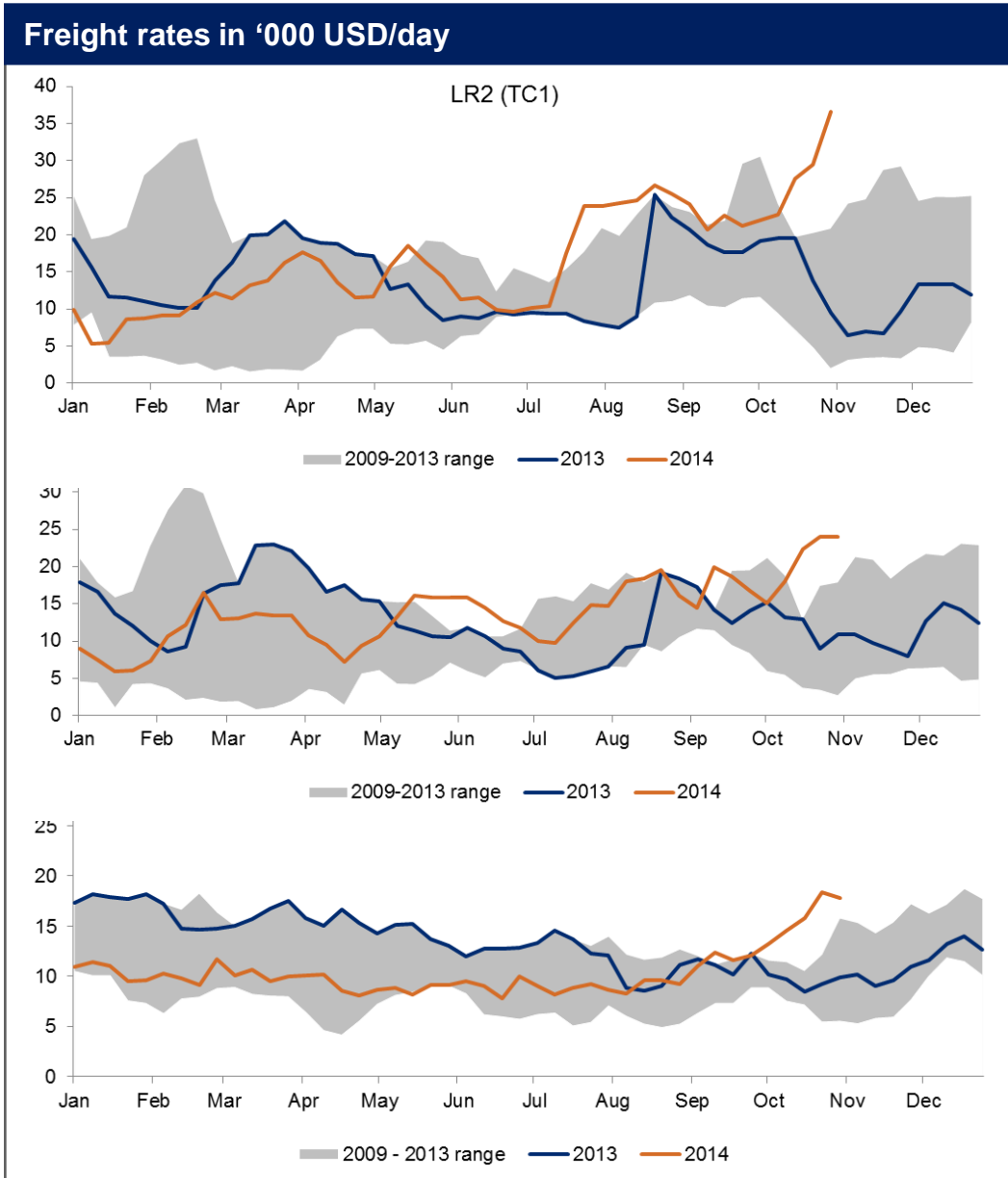
- During October 2014, TORM has entered into an agreement with a group of its lenders, representing 61% of TORM's ship financing, and Oaktree Capital Management regarding a possible restructuring of TORM

Guidance for FY2014

- EBITDA forecast for 2014 upward adjusted to positive USD 70-80m
- Forecast on loss before tax upward adjusted to USD 280-290m
- Results include impairment of USD 193m



Product tanker freight rates



LR1 and LR2

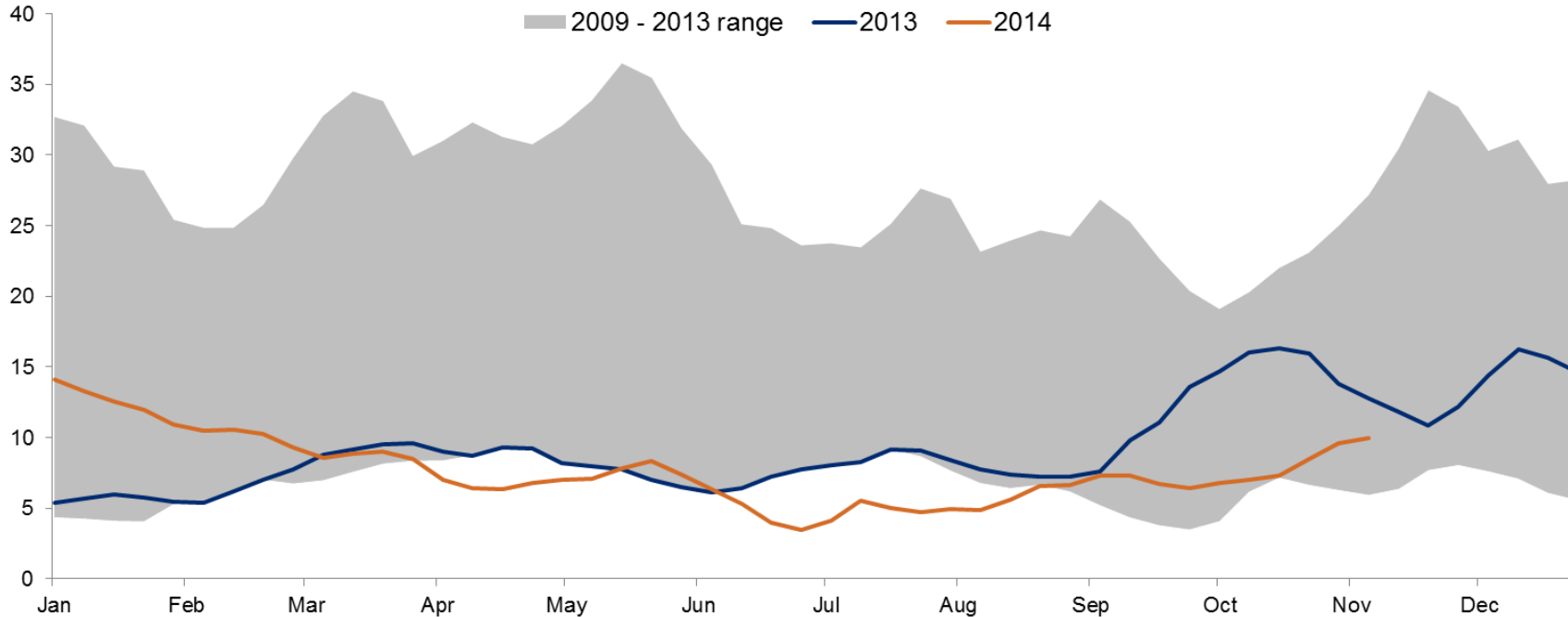
- LR freight rates in the Arabian Gulf improved as a result of increased demand – especially for naphtha
- LR1s continued to “cannibalize” the MR market in the US Gulf

MR

- In the East, the MR freight rates benefitted from new refinery capacity and growing demand – especially in the North East and the Middle East
- In the West, freight rates were subdued due to weaker European demand, US refinery maintenance and an oversupply of tonnage in the Atlantic basin



Panamax freight rates in '000 USD/day



- Spot rates for the relevant bulk segments remained under pressure in Q3 2014 with average Panamax spot rates of USD/day 5,860
- TORM continued to employ its Panamax fleet in the period market and obtained TCE earnings of USD/day 10,426 in Q3 2014
- By early Q4 2014, the 1-year time charter rate was at USD/day ~9,250 for a standard 75,000 dwt Panamax

TORM's financial position



Liquidity

- As at 30 September 2014, TORM's cash and cash equivalents were USD 75m consisting of
 - USD 30m in cash
 - USD 45m in undrawn working capital facility

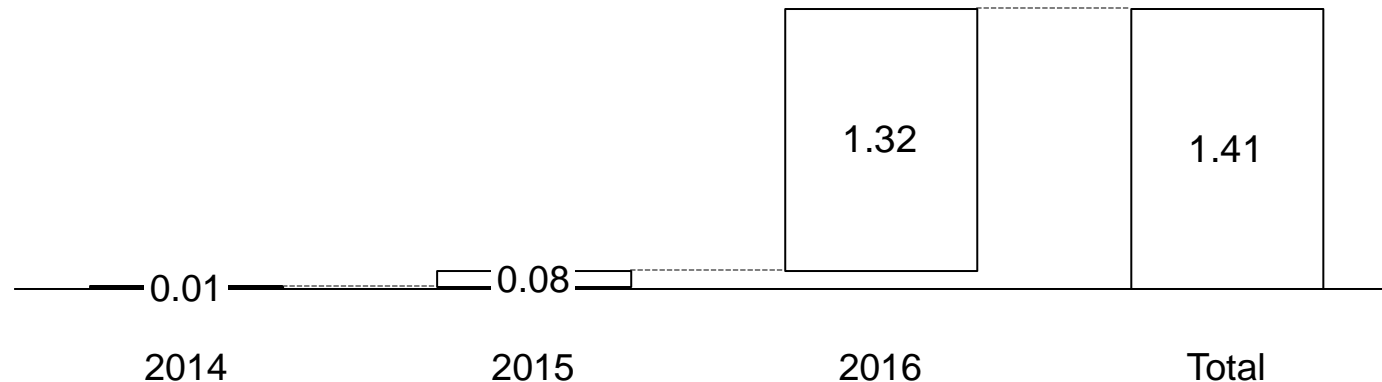
Newbuilding CAPEX

- TORM has no newbuildings on order

Debt situation

- TORM has a total debt of USD 1.41bn incl. drawn part of working capital facility
- TORM's working capital facility of USD 50m has been extended until 31 March 2015. The extension is subject to continued progress in the recapitalization process

USD 1.4 bn. as of 30 September 2014



TORM's forecast for 2014

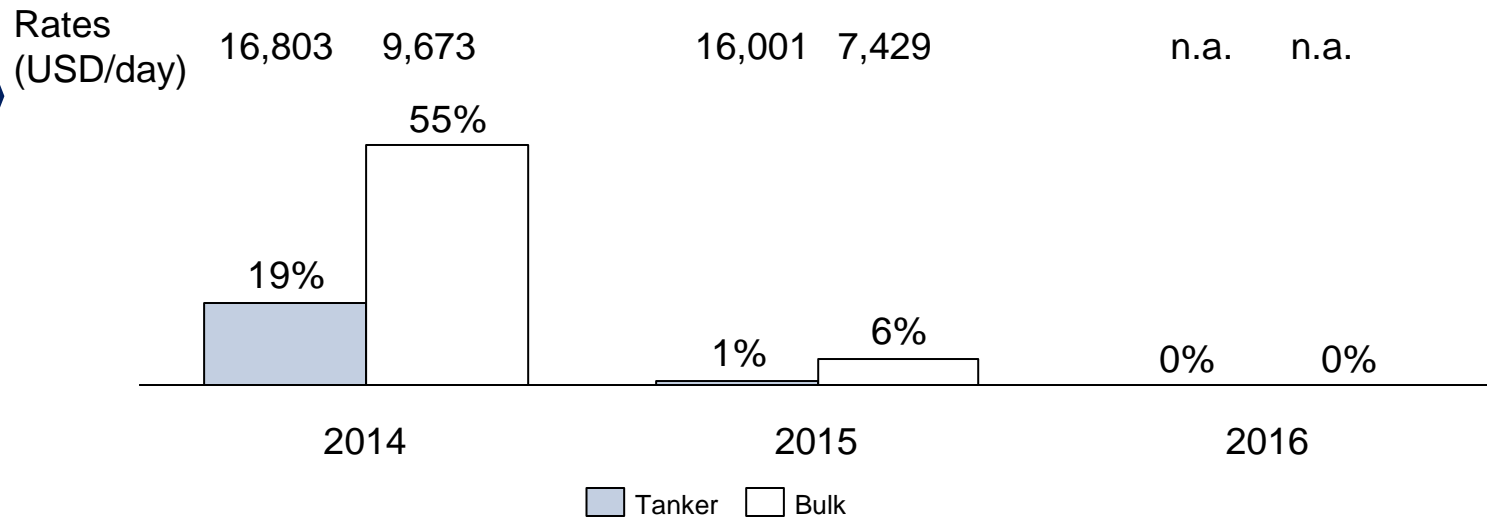


2014 forecast

Forecasts for 2014

	Total, USDm	
EBITDA	70 to	80
Profit before tax*	-280 to	-290

Coverage per 30 September 2014



Earnings sensitivity for 2014 per 30 September 2014

USDm Segment	Change in freight rates (USD/day)			
	-2,000	-1,000	1,000	2,000
Tankers	-7	-4	4	7
Bulk	-1	-0	0	1
Total	-8	-4	4	8

* Includes impairment charges of USD 193m



TORM