



Conference call
Presentation of Q4 2011 results
1 March 2012

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TORM

Highlights for Q4 and FY2011

Highlights
Tanker market
Dry bulk market
Finance

Results

- 2011 loss before tax and impairments of USD 251m, which is in line with latest guidance
- Impairment loss of USD 200m relating to tanker vessels (USD 187m) and the investment in FR8 (USD 13m)

Tanker

- EBIT before impairment of USD -42m in Q4 2011 including a loss from vessel sales of USD 13m
- FY 2011 EBIT of USD -294m including impairments
- LR2 and LR1 suffered from oversupply of vessels and lower demand in the East market
- MR market in the West was firmer in Q4 2011

Bulk

- EBIT of USD -47m in Q4 2011 including a loss from vessel sales of USD 41m
- FY 2011 EBIT of USD -68m
- Panamax market was in Q4 2011 relatively steady due to Atlantic grain season and iron ore activity in South America

S&P

- Continued high inflow of new tonnage in all segments, but with a manageable order book for product tankers
- Vessel prices under pressure
- Net loss from vessel sales of USD 54m in Q4 2011

2012

- Result for 2012 is subject to considerable uncertainty given TORM's situation and the changes to the Company's business model that may follow
- Consequently, no earnings guidance until a solution is in place



TORM is pursuing a comprehensive financing solution involving multiple stakeholders

Highlights
Tanker market
Dry bulk market
Finance



Investors

Working on creating the foundation for an equity issue

Banks

Amending and extending debt repayment schedule

Preliminary standstill agreement on a deferral of instalments and covenant standstill

T/C-in portfolio

Initiated discussions with time charter owners aimed at amending the charter-in rates and agreements

Yards

Minimizing newbuilding program

*One MR newbuilding cancelled
Two Kamsarmax newbuildings sold*

**Comprehensive
finance
solution
for TORM**

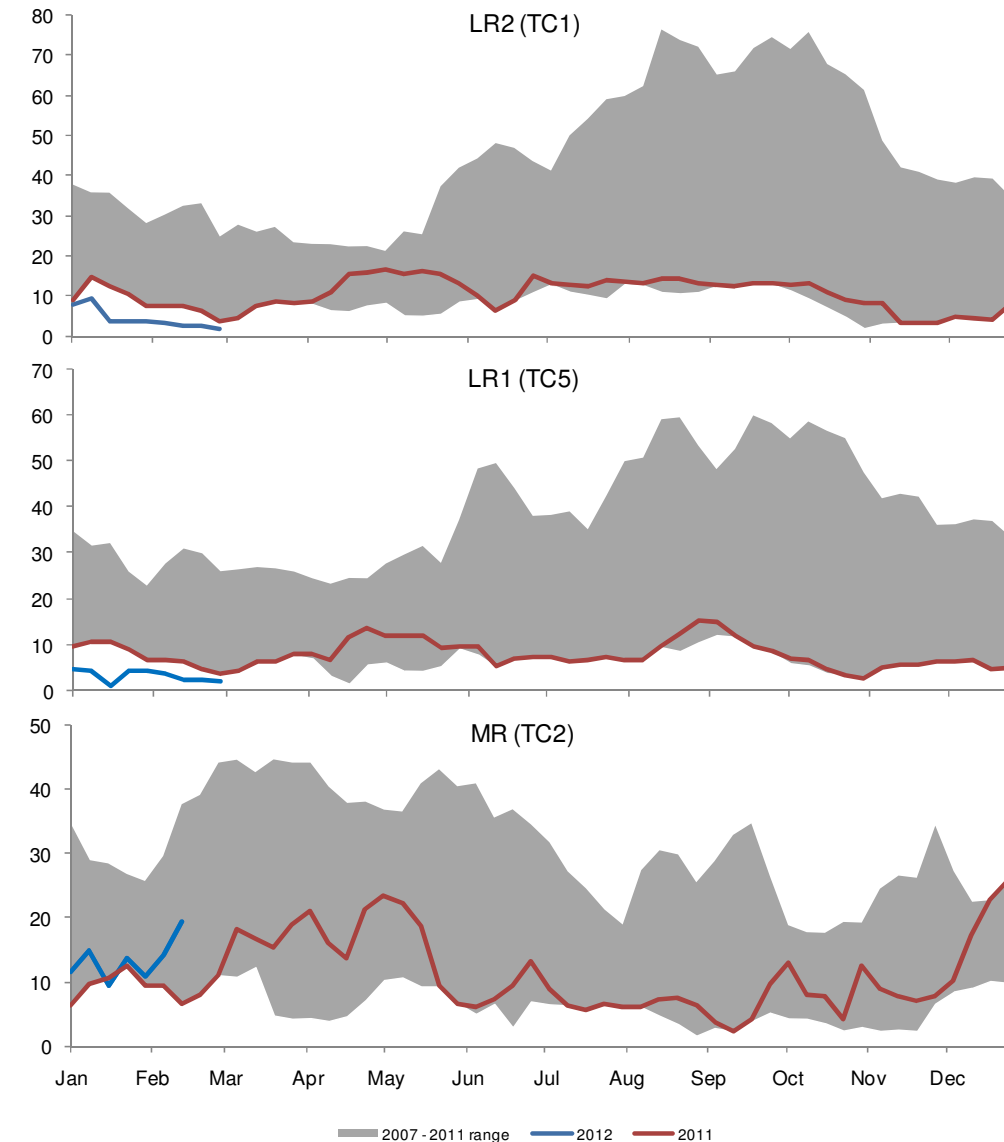
TORM

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

Cost program office in place and several initiatives under implementation

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

Freight rates in USD/day '000



- TORM outperforms the benchmarks
 - 2011: LR2 +7%, LR1 +52% and MR +28%
 - Q4 2011: LR2 +76%, LR1 +49% and MR +21%

• Q4 2011 positive impacts:

- Brazilian import demand remained high
- Increased diesel export from the USA
- Ad Valorem tax in the USA drives the usual exports end year
- Med .Aframax market rebounded in December on Libyan cargoes and Bosphorus delays

• Q4 2011 negative impacts:

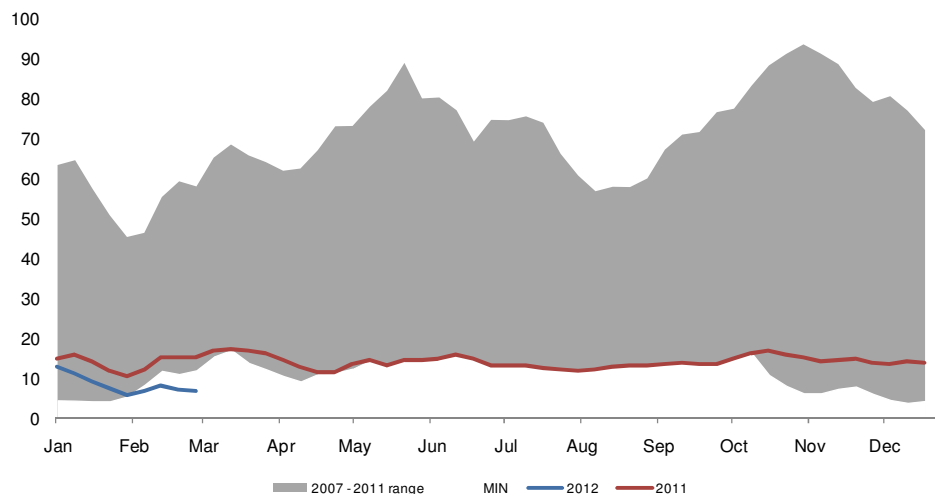
- Lower naphtha demand in the East market affecting LR vessels
- Lower US gasoline import
- Ample tonnage, notably in the East market



In dry bulk, Chinese iron ore and coal demand was strong in Q4 2011, but freight rates have dropped in Q1 2012

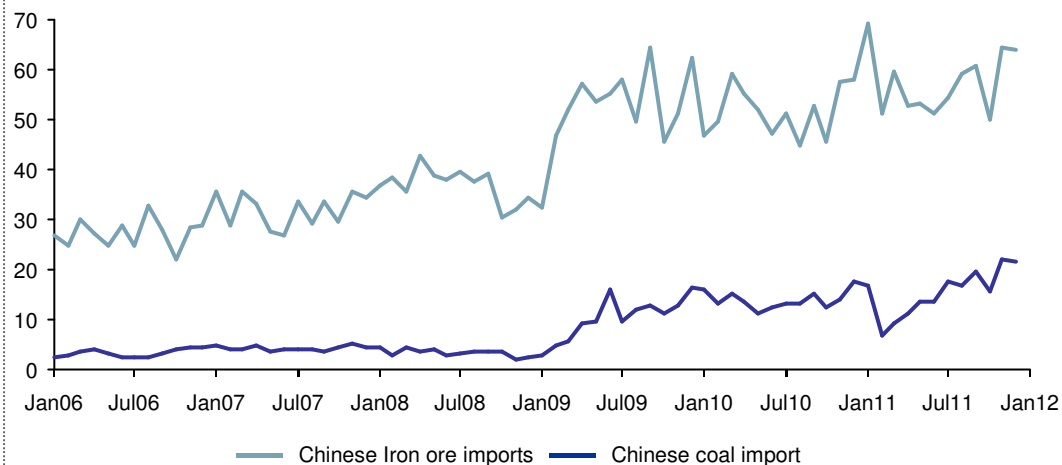
Freight rate development (USDt/day)

Panamax



- The market was relatively steady on both Panamax and Handymax throughout Q4
 - Atlantic grain season
 - Continued sugar and iron ore activity in South America
- The freight rates have come under pressure again in Q1 2012
 - Lower iron ore consumption during the Chinese New Year
 - Continued influx of new tonnage

Chinese iron ore and coal import (mt/day)



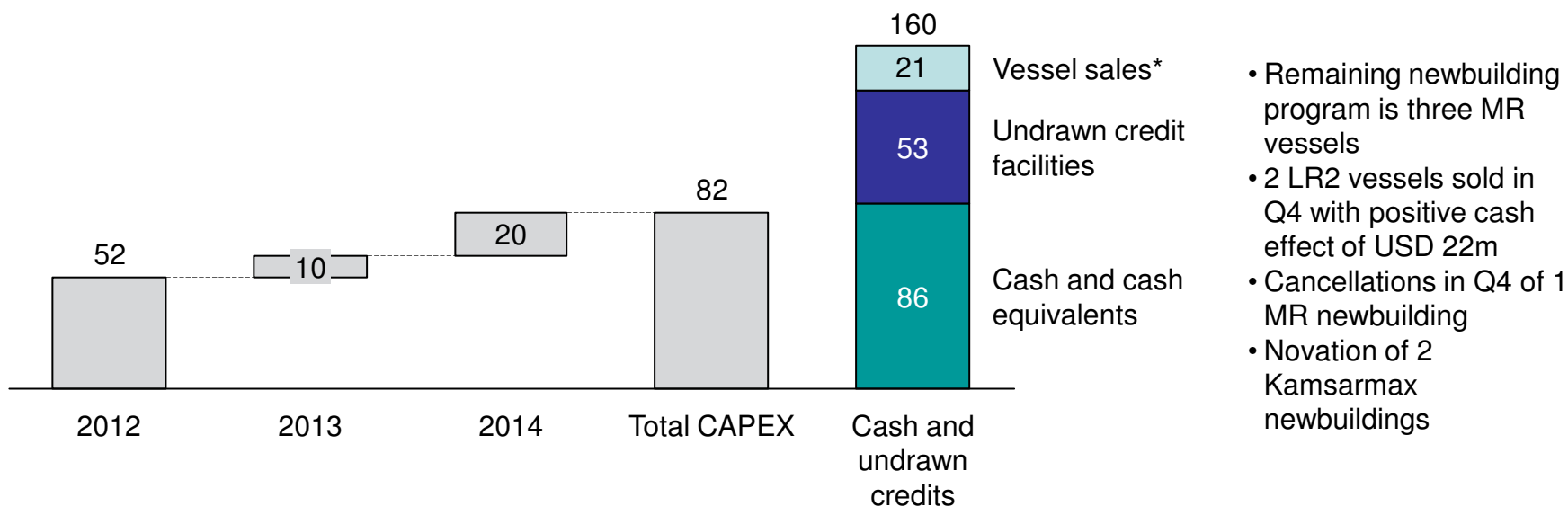
- Continued high Chinese demand
 - Q4 2011 was slightly higher than Q3 with an avg. of 59m tons/month of iron ore imports quantities (build up Chinese New Year)
 - Chinese coal import in November was record high at 22m tons

Source: RS Platou, Clarksons



TORM's financial position

Remaining newbuilding CAPEX and liquidity (per 31 December 2011 in USD m)



- Remaining newbuilding program is three MR vessels
- 2 LR2 vessels sold in Q4 with positive cash effect of USD 22m
- Cancellations in Q4 of 1 MR newbuilding
- Novation of 2 Kamsarmax newbuildings

Key comments on debt (per 31 December 2011)

- TORM has vessel financing of USD 1.9 bn
- As per 31. December 2011, TORM was in breach of its financial covenant relating to an equity ratio. Accordingly TORM's mortgage and bank loans have been reclassified as current liabilities
- TORM seeks to amend and extend the debt repayment schedule

* Liquidity effect from the novation of two Kamsarmax newbuildings



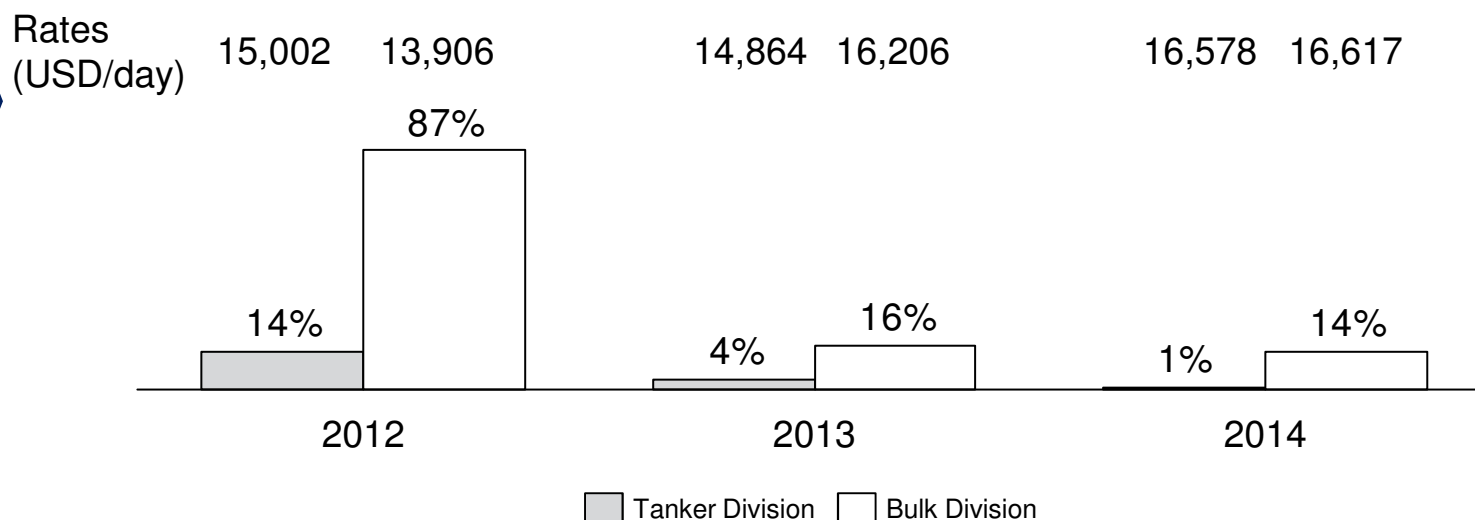
TORM's forecast for 2012



2012 forecast

- Result for 2012 is subject to considerable uncertainty given TORM's situation and the changes to the Company's business model that may follow
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Coverage per 31.12.2011



Change in profit with change in freight rates

USDm Segment	Change in freight rates (USD/day)			
	-2,000	-1,000	1,000	2,000
Tanker	-59	-30	30	59
Bulk	-2	-1	1	2
Total	-61	-30	30	61



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