



Presentation of 2013 results
Conference call 5 March 2014

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Highlights for 2013 and Q4/2013

Highlights
Tanker market
Dry bulk market
Finance

2013 Results

- Full year EBITDA of USD 96m (Up USD 291m compared to 2012), and Q4 had a positive EBITDA of USD 25m
- Profit before tax of USD -166m, which is fully aligned with guidance
- Positive operating cash flow of USD 68m after full interest payments of USD 55m
- Effects materializing from the restructured time charter fleet and TORM's cost program

Tanker

- Freight rates benefitted in Q4/2013 from arbitrage trades of e.g. gasoline, middle distillates and naphtha
- TORM well positioned for the market improvements
- Divisional 2013 EBITDA of USD 126m (2012: USD -20m) and Q4 EBITDA of USD 24m (2012: USD 5m)

Bulk

- Freight rates improved in Q4/2013 from the seasonal restocking of especially iron ore in China
- Divisional 2013 EBITDA of USD -30m (2012: USD -25m) and Q4 EBITDA of USD 1m (2012: USD -13m)
- Scaling down of bulk activities completed

Sale & Purchase

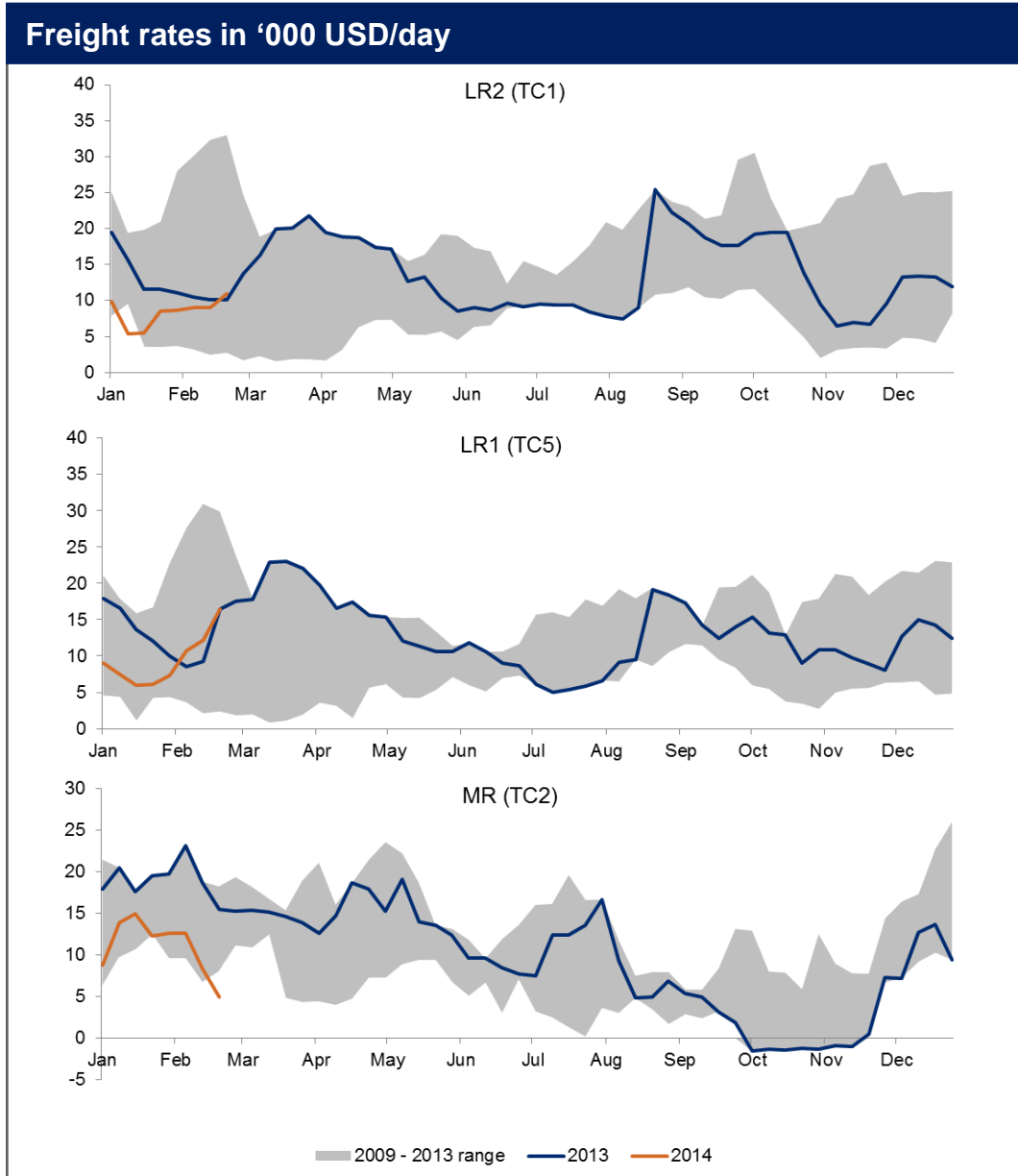
- Prices for modern tonnage trended upwards in 2013 supported by an improving spot market

Guidance for FY2014

- EBITDA forecast for 2014 is positive by USD 90-130m
- Forecast on loss before tax is USD 70-110m
- TORM expects to remain in compliance with the financial covenants for 2014



Product tanker freight rates



LR1 and LR2

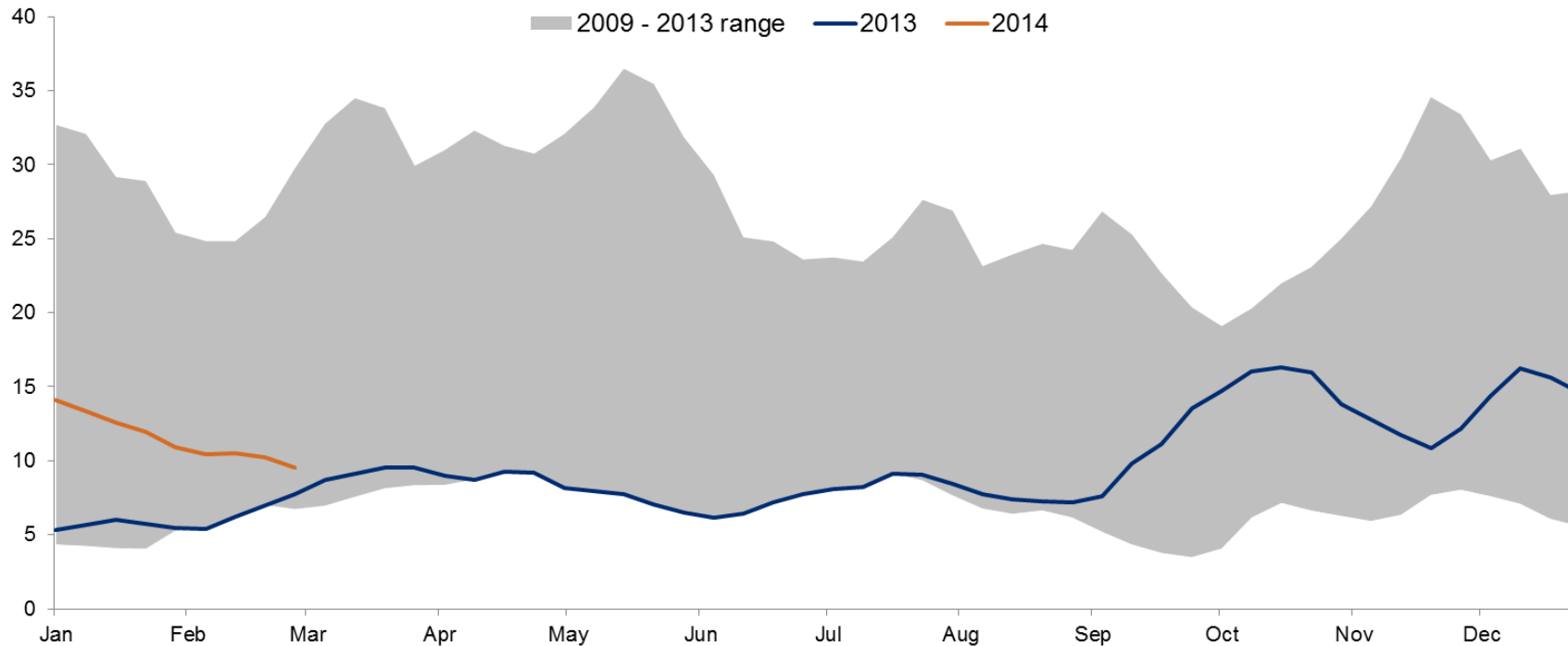
- Positive effects in Q4:
 - Naphtha arbitrage into the East
 - Increasing US Gulf exports moving towards larger vessels
- Negative effects in Q4:
 - Continued oversupply from vessels having cleaned up during the year
 - Middle distillate arbitrages from East to West were mostly limited

MR

- Positive effects in Q4:
 - Increased US export
 - Improved East market in October and November
- Negative effects in Q4:
 - MR US Gulf market cannibalized by LRs
 - Chinese explosion reducing intra-Asia activity
 - Effect from US Ad valorem tax had less effect than in recent years
 - Tonnage supply



Panamax freight rates in '000 USD/day



- During 2H/2013, the bulk market has improved mainly driven by demand from the Chinese steel sector and the global grain trade
- In Q4/2013, the average Panamax spot market increased by 60% compared to the average of Q3/2013
- The 1-year time charter rate moved between USD/day 12,000 and 14,000 during Q4/2013 for a standard 75,000 dwt Panamax

TORM's financial position incl. changed minimum instalment schedule



Liquidity

- As at 31 December 2013, TORM's available liquidity was USD 107m consisting of
 - USD 29m in cash
 - USD 78m in undrawn working capital facility

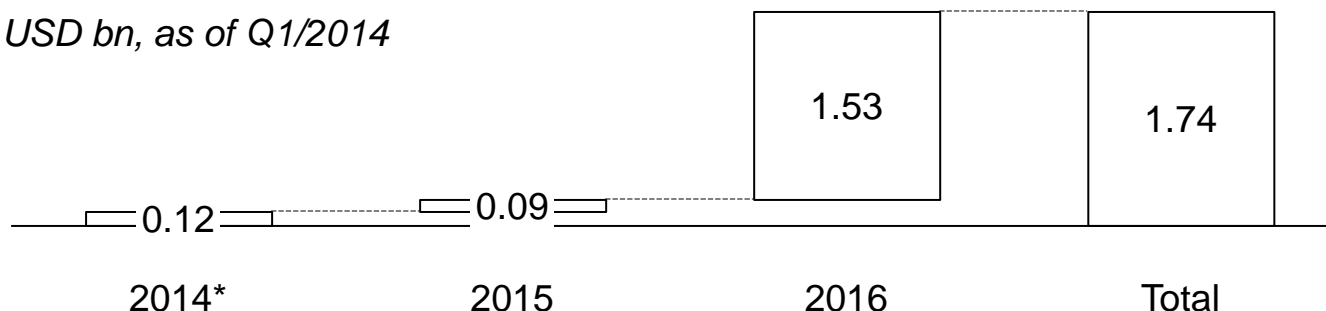
Newbuilding CAPEX

- TORM has no newbuildings on order

Debt situation

- TORM has a total debt of USD 1.7bn incl. drawn part of working capital facility
- A minimum instalment schedule adjusted to commence in Q1/2015 and onwards (cash sweep mechanisms in place)
- TORM has this far fulfilled its obligation under the loan documentation and guidance for 2014 includes full compliance with all financial covenants

USD bn, as of Q1/2014



Costs

- Positive effects from the restructured time charter fleet and the Company's cost program continues

* Repayment of drawn part of working capital facility (USD 0,01bn) and repayment of debt (USD 0,11bn) related to four vessels held-for-sale

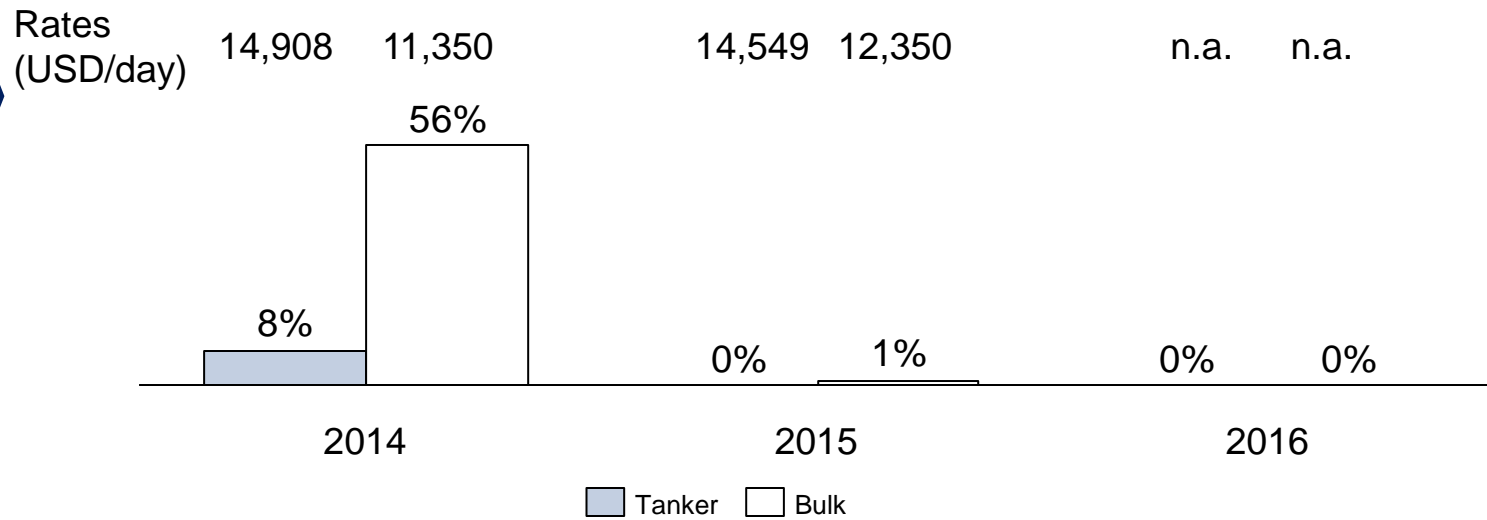
TORM's forecast for 2014



2014 forecast

Forecasts for 2014		Total, USDm
EBITDA		90 to 130
Profit before tax		-70 to -110

Coverage per 31 December 2013



Earnings sensitivity for 2014

USDm Segment	Change in freight rates (USD/day)			
	-2,000	-1,000	1,000	2,000
Tankers	-40	-20	20	40
Bulk	-3	-1	1	3
Total	-42	-21	21	42



TORM