



10 November 2022

Appendix to conference call presentation Q3 2022



Safe Harbor Statement

Matters discussed in this release may constitute forward looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements reflect our current views with respect to future events and financial performance and may include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. Words such as, but not limited to, “believe”, “anticipate”, “intend”, “estimate”, “forecast”, “project”, “plan”, “potential”, “may”, “should”, “expect”, “pending” and similar expressions or phrases may identify forward-looking statements.

The forward-looking statements in this release are based upon various assumptions, many of which are, in turn, based upon further assumptions, including without limitation, management’s examination of historical operating trends, data contained in our records and other data available from third parties. Although the Company believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies that are difficult or impossible to predict and are beyond our control, the Company cannot guarantee that it will achieve or accomplish these expectations, beliefs or projections.

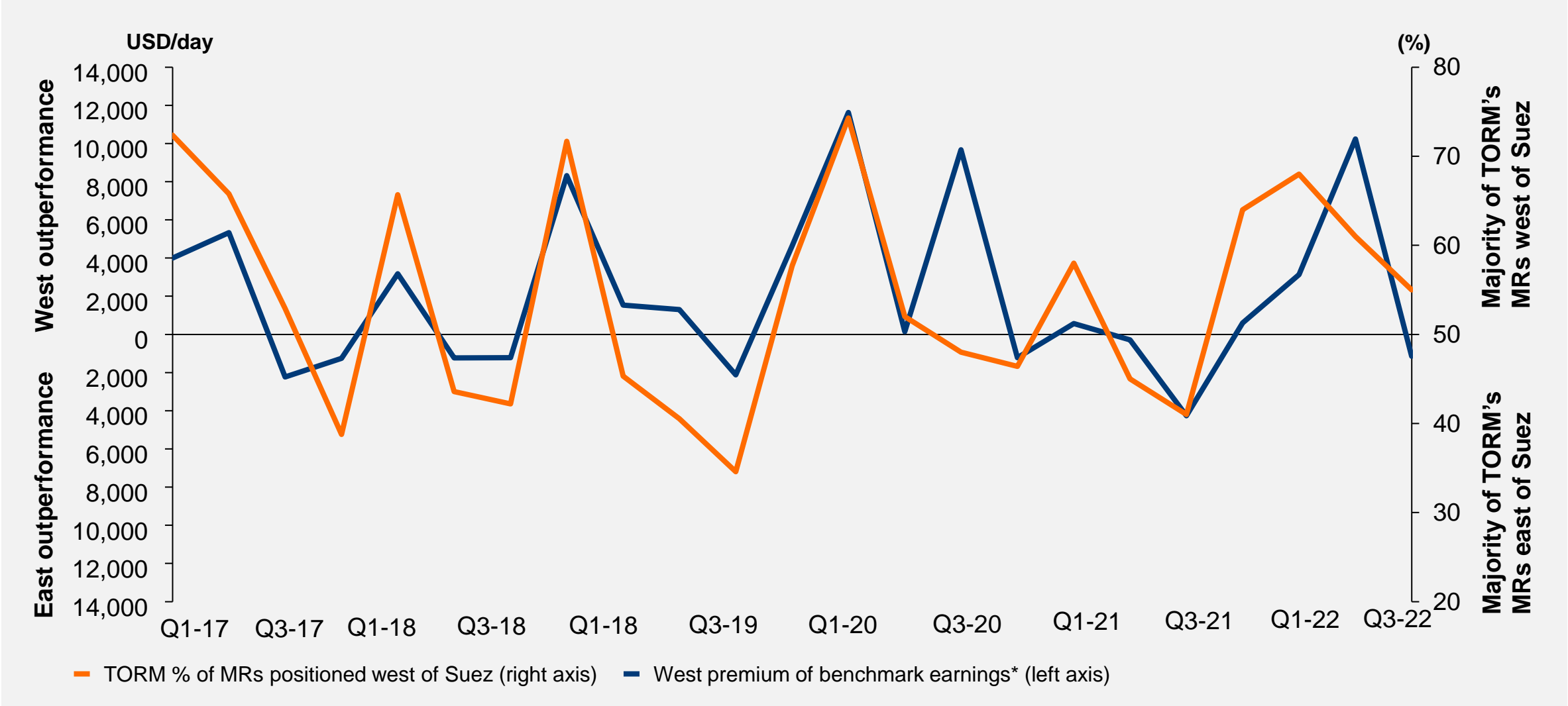
Important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include, but are not limited to, the strength of the world economy and currencies, general market conditions, including fluctuations in charter hire rates and vessel values, the duration and severity of the ongoing COVID-19 pandemic, including its impact on the demand for petroleum products and the seaborne transportation of these and the ability to change crew and operate a vessel with COVID-19 infected crew, the operations of our customers and our business in general, the failure of our contract counterparties to meet their obligations, changes in demand for “ton-miles” of oil carried by oil tankers and changes in demand for tanker vessel capacity, the effect of changes in OPEC’s petroleum production levels and worldwide oil consumption and storage, changes in demand that may affect attitudes of time charterers to scheduled and unscheduled dry-docking, changes in TORM’s operating expenses, including bunker prices, dry-docking and insurance costs, changes in the regulation of shipping operations, including actions taken by regulatory authorities including but not limited to CO2 tariffs or trade tariffs, potential liability from pending or future litigation, domestic and international political conditions, potential disruption of shipping routes due to accidents, weather, political events including “trade wars”, the geopolitical crisis related to Russia and Ukraine or acts of terrorism.

In light of these risks and uncertainties, undue reliance should not be placed on forward-looking statements contained in this release because they are statements about events that are not certain to occur as described or at all. These forward-looking statements are not guarantees of our future performance, and actual results and future developments may vary materially from those projected in the forward-looking statements.

Except to the extent required by applicable law or regulation, the Company undertakes no obligation to release publicly any revisions or updates to these forward-looking statements to reflect events or circumstances after the date of this release or to reflect the occurrence of unanticipated events. Please see TORM’s filings with the U.S. Securities and Exchange Commission for a more complete discussion of certain of these and other risks and uncertainties. The information set forth herein speaks only as of the date hereof, and the Company disclaims any intention or obligation to update any forward-looking statements as a result of developments occurring after the date of this communication.

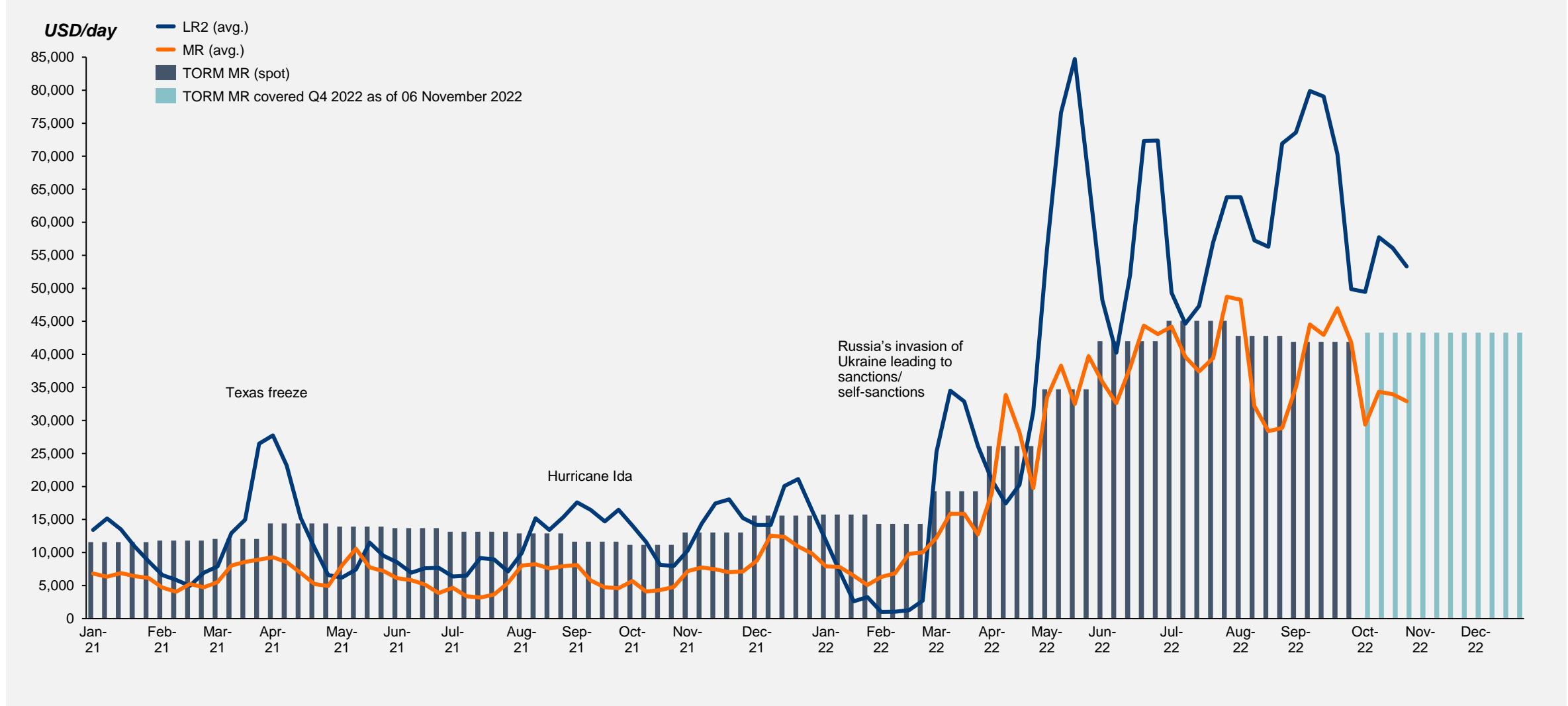


TORM's commercial capabilities are focused on optimizing geographical positioning



* West premium calculated as spread between Atlantic triangulation (TC2 & TC14) and East MR basket containing Transpacific voyage (TC10), Singapore-Sydney voyage (TC7) and AG-East Africa voyage (TC17).
Source: Clarksons, TORM.

Geopolitical tensions creating a stronger tanker market



Key drivers point towards a strong product tanker market



Demand

Supply

Key drivers

- Sanctions on Russia leading to trade recalibration towards longer distances, increasing ton-miles by at around 7%
- Refinery dislocation adding further 3% to ton-miles
- The need to replenish inventories adding to trade volumes

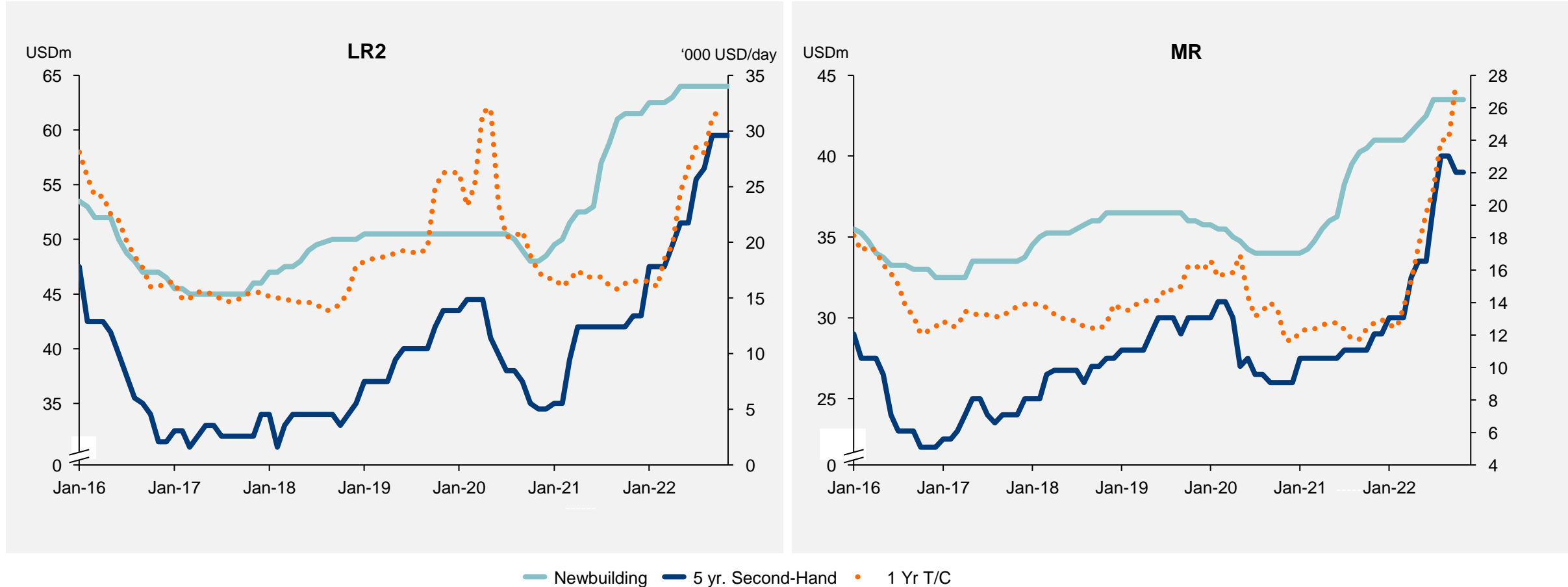
- Historically low order book to fleet ratio meaning low fleet growth
- High newbuilding prices and limited shipyard space limiting ordering activity
- Tailwinds for the product tanker market from a stronger crude tanker market

Risks

- Economic slowdown and inflationary pressure leading to oil demand destruction
- Intensified political instability

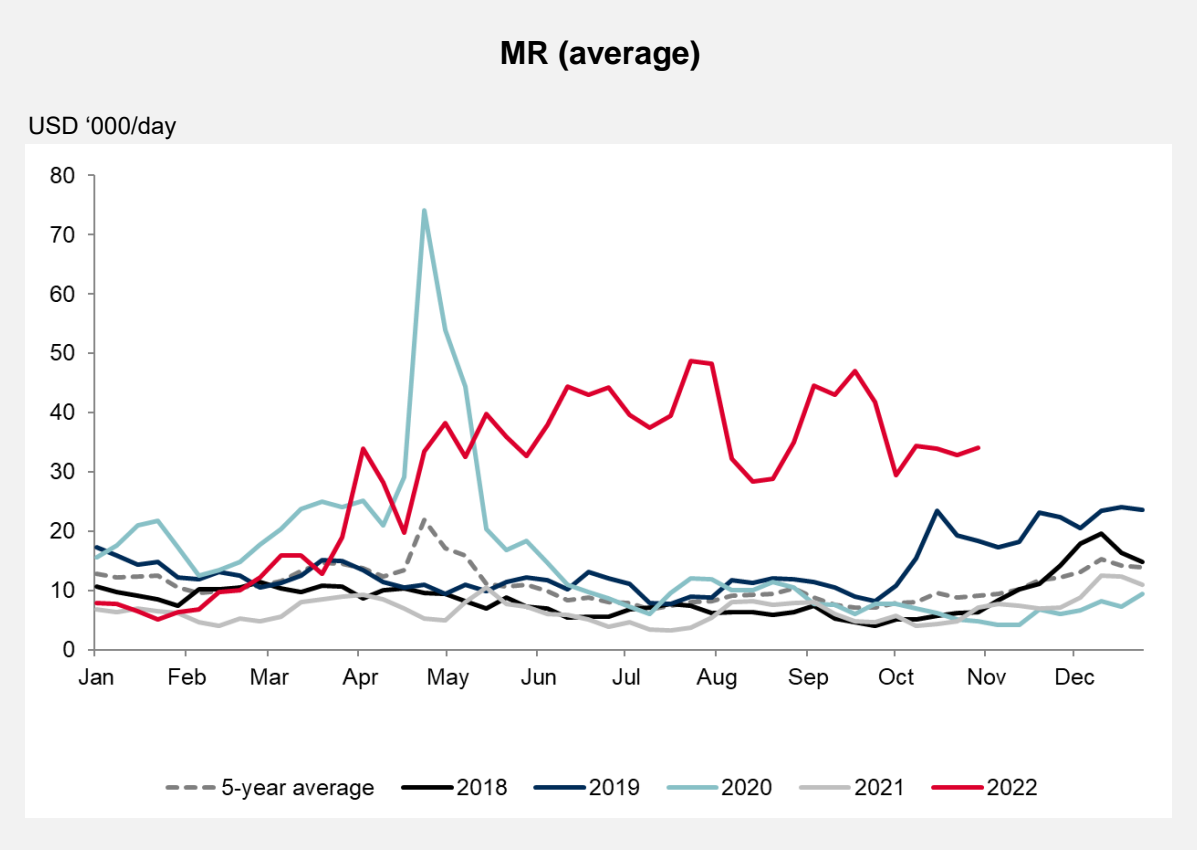
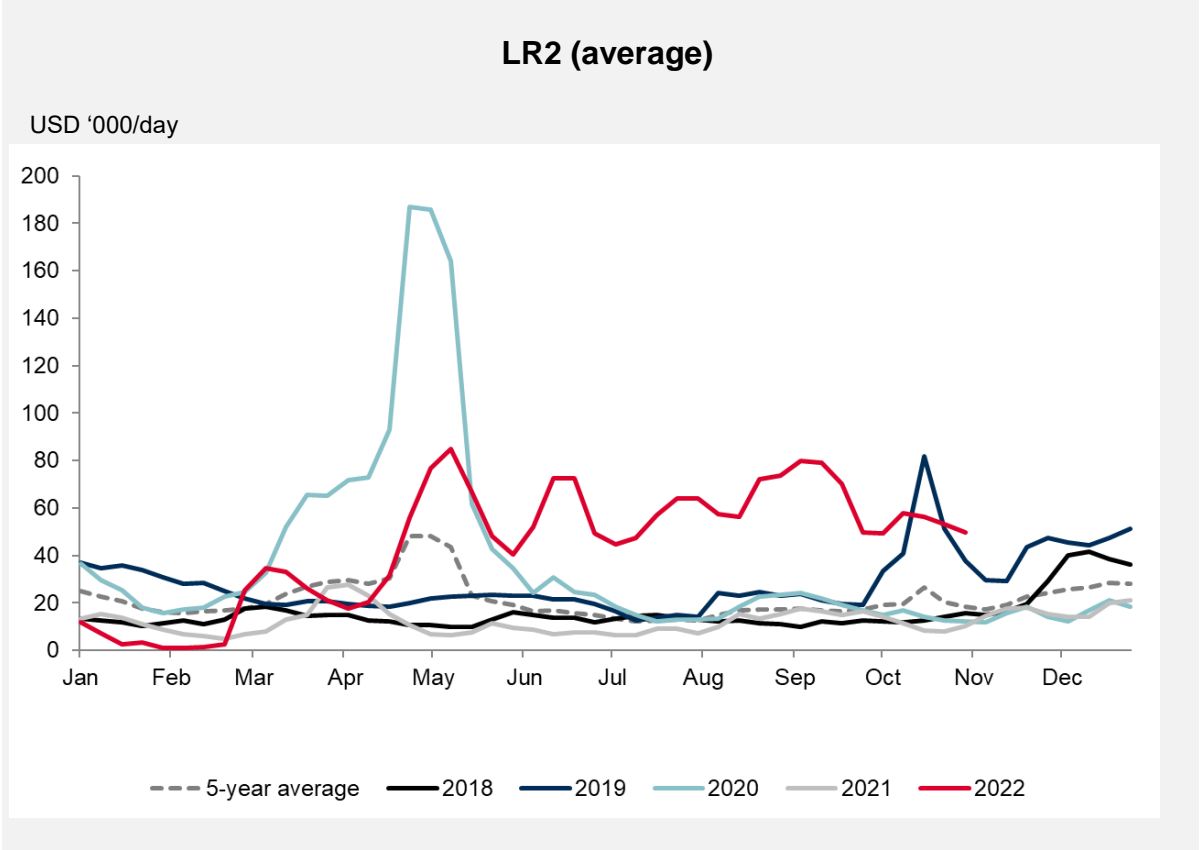
- High earnings could lead to higher ordering activity (delivery from 2025 onwards)

Since the start of 2021, vessel values for modern tonnage have increased by 40-70%



- Since the start of 2021, product tanker newbuilding prices have increased by 30% and vessel values for modern tonnage by 40-70%

Product tanker benchmark freight rates



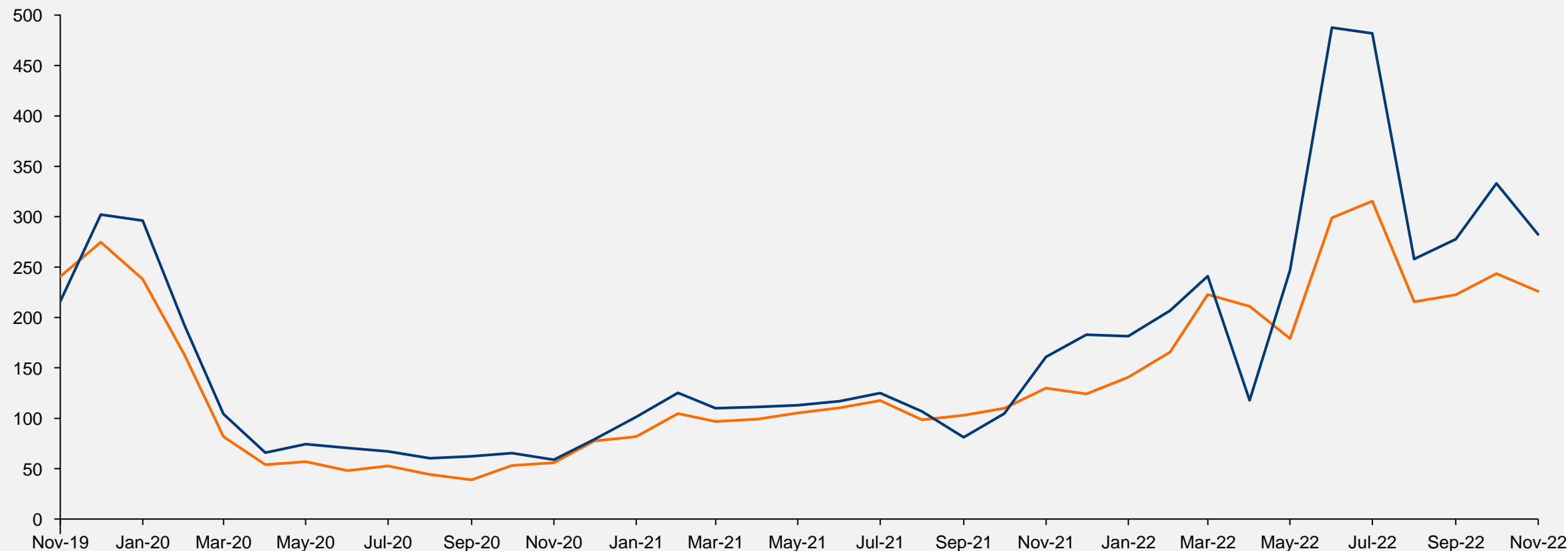
Source: Clarksons. Spot earnings: LR2: average of Clarksons LR2 East combination (Ras Tanura->Chiba->Ulsan->Singapore) and East-West combination (Ulsan->Singapore->Mina Al Ahmadi->Rotterdam->Skikda->Chiba); MR: average basket of Rotterdam->NY, Bombay->Chiba, Mina Al Ahmadi->Rotterdam, Amsterdam->Lome, Houston->Rio de Janeiro, Singapore->Sydney.

Bunker fuel spreads



VLSFO and HSFO price spreads (USD/t)

VLSFO-HSFO spread, Rotterdam VLSFO-HSFO spread, Singapore



TORM's recent vessel sales are done at around broker value



Vessel name	Vessel segment	Delivery date	Age	Sales price, net of commission, USDm	Broker values, USDm
4 vessels sold during 2018 : TORM Ohio, TORM Neches, TORM Clara, TORM Charente with average age of 17.5 years old					
TORM Amazon	MR	Q1-19	17.1		
TORM Cecilie	MR	Q1-19	18.1		
TORM Gunhild	MR	Q2-19	20.0		
TORM San Jacinto	MR	Q3-19	17.0		
TORM Saone	Handy	Q3-19	15.0		
TORM Garonne	Handy	Q4-19	15.7		
TORM Rosetta	MR	Q4-19	16.7		
TORM Loire	Handy	Q1-20	15.9		
TORM Mary	MR	Q2-20	18.1		
TORM Gertrud	MR	Q3-20	17.6		
TORM Kristina	LR2	Q3-20	21.5		
TORM Helene	LR2	Q3-20	23.0		
TORM Gerd	MR	Q3-20	17.8		
TORM Caroline	MR	Q3-20	17.9		
TORM Vita	MR	Q4-20	18.3		
TORM Camilla	MR	Q4-20	17.3		
TORM Carina	MR	Q2-21	17.8		
TORM Emilie	LR1	Q2-22	17.5		
TORM Horizon	MR	Q2-22	17.7		
TORM Tevere	Handy	Q2-22	16.6		
TORM Gyda	Handy	Q3-22	13.2		
TORM Gudrun	LR2	Q2-22	22.0		
TORM Ingeborg	LR2	Q3-22	18.7		
TORM Valborg	LR2	Q3-22	19.4		
TORM Moselle	MR	Q3-22	19.4		
Total			17.9	~278	~272

- Since Q3 2018, TORM has sold 29 vessels at broker values
- Net sale price of USD 278m compared to broker value of USD 272m underlines TORM's ability to sell vessels at attractive prices.

TORM expects a positive TCE Impact on the TORM fleet due to the scrubber investments



Vessel type	Avg. fuel consumption, tons/day ¹⁾		Compliant fuel and HSFO fuel spread assumption, USD/t		TCE impact per vessel, USD/day ²⁾	Annual TCE impact per vessel, USDm
MR Eco vessel	~12	×	200 <i>Example</i>	=	~2,400	0.9
MR Non-eco vessel	~14	×	200 <i>Example</i>	=	~2,800	1.0

- Scrubber vessels are expected to have lower fuel costs which, in turn, will positively impact the TCE compared to non-scrubber vessels
- The financial effect will be bigger for the larger vessels with higher fuel consumption
- Decided scrubber investments are based on attractive business cases with a short payback time and with corresponding high IRRs

1) Assumptions: 365 operational days per year, MR scrubber utilization of 80%; based on 2020-2022 actual fuel consumption; assuming 50% steaming ratio.

2) Calculation includes an extra scrubber fuel consumption of 1.5%.

Oaktree is the majority shareholder with remaining free float of ~34%



Share information

TORM's shares are listed on Nasdaq in Copenhagen and Nasdaq in New York under the tickers TRMD A and TRMD, respectively.

Shares

- 82.13m⁽¹⁾ A-shares, one B-share and one C-share
- The B- and the C-shares have certain voting rights
- A-shares have a nominal value of USD/share 0.01

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

Estimated shareholding as of November 2022 (%)

