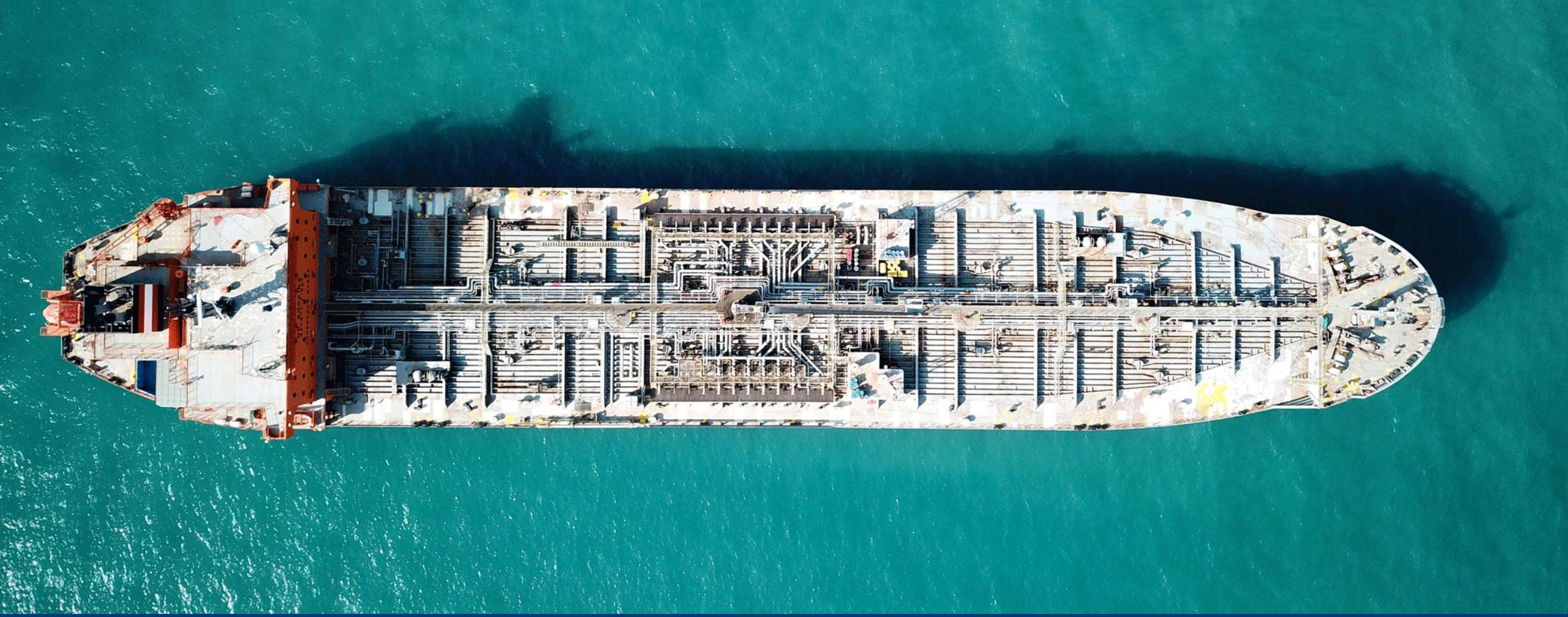


11 NOVEMBER 2020

Q3 2020 RESULTS

TORM

SAFE HARBOR STATEMENT

Matters discussed in this release may constitute forward-looking statements. 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 statements other than statements of historical facts. The words "believe," "anticipate," "intend," "estimate," "forecast," "project," "plan," "potential," "may," "should," "expect," "pending" and similar expressions generally identify forward-looking statements.

The forward-looking statements in this release are based upon various assumptions, many of which are based, in turn, 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 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 COVID-19, including its impact on the demand for petroleum products and the seaborne transportation thereof, the operations of our customers and our business in general, 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, potential liability from pending or future litigation, domestic and international political conditions, potential disruption of shipping routes due to accidents, political events including "trade wars," or acts by terrorists. In light of these risks and uncertainties, you should not place undue reliance 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 to these forward-looking statements to reflect events or circumstances after the date of this release or to reflect the occurrence of unanticipated events.



AGENDA

1	Introduction to TORM and Q3 2020 highlights
2	Product tanker market overview and outlook
3	Financial metrics
4	Asset management & scrubber investments

TORM AT A GLANCE

A world-leading product tanker company

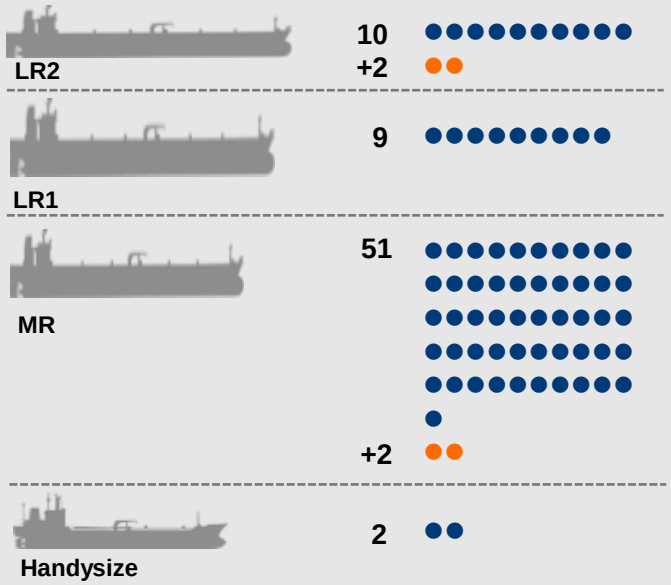
- A leading pure-play product tanker owner
- Large commercial footprint with presence in all key product tanker segments
- Strong capital structure to support disciplined growth strategy
- Dual-listed on Nasdaq in Copenhagen and Nasdaq in New York

One TORM

- Large, global organization with ~340 land-based employees and ~3,100 seafarers
- Integrated in-house operating and technical platform
- Focused on maintaining highest safety, environment and CSR standards, while delivering cost-efficient operations
- Driving performance improvements and creating value for stakeholders

Fleet overview*

72 Owned **4** On order



- On the water
- Contracted newbuildings and second-hand vessels

* As of 11 November 2020, owned vessels include financially leased vessels.

Q3 2020 FINANCIAL HIGHLIGHTS

TORM

PERFORMANCE

TIME CHARTER EQUIVALENT

USD/day	USD/day
16,762	13,392
Q3 2020	Q3 2019

EBITDA

USD	USD
43M	32M
Q3 2020	Q3 2019

ROIC

2.7%	0.4%
Q3 2020	Q3 2019

BALANCE SHEET

as of 30 September 2020

NET ASSET VALUE

USD	USD
867M	887M
Q3 2020	Q3 2019

NET LOAN TO VALUE

49%	50%
Q3 2020	Q3 2019

LIQUIDITY

USD	USD
289M	337M
Q3 2020	Q3 2019

OPERATIONAL LEVERAGE

as of 9 November 2020

OPEN DAYS

2,164
Q4 2020

COVERED DAYS

4,155
Q4 2020

COVERAGE RATES

USD/day
13,274
Q4 2020

THE REFERENCE COMPANY IN THE PRODUCT TANKER SEGMENT

TORM

TORM is a large-scale **tanker owner**, active in all key product tanker segments in order to meet customer needs.

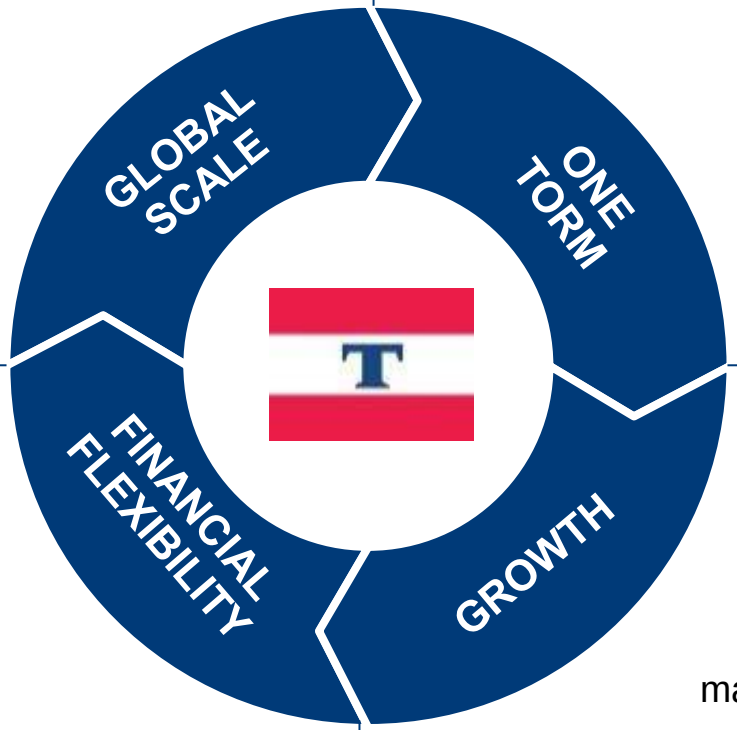
Our product tankers are primarily deployed in the spot market.

Limited charter-in commitment (off-balance sheet).

TORM has a solid capital structure with financial strength to pursue growth.

Competitive advantage when pursuing vessel acquisitions from yards.

Semi-annual distribution policy of 25-50% of net income.



TORM's superior integrated operating platform includes in-house technical and commercial management as preferred by customers.

Second to none responsiveness to our customers, resulting in higher TCEs.

Scale and digitalization driving cost-efficient results.

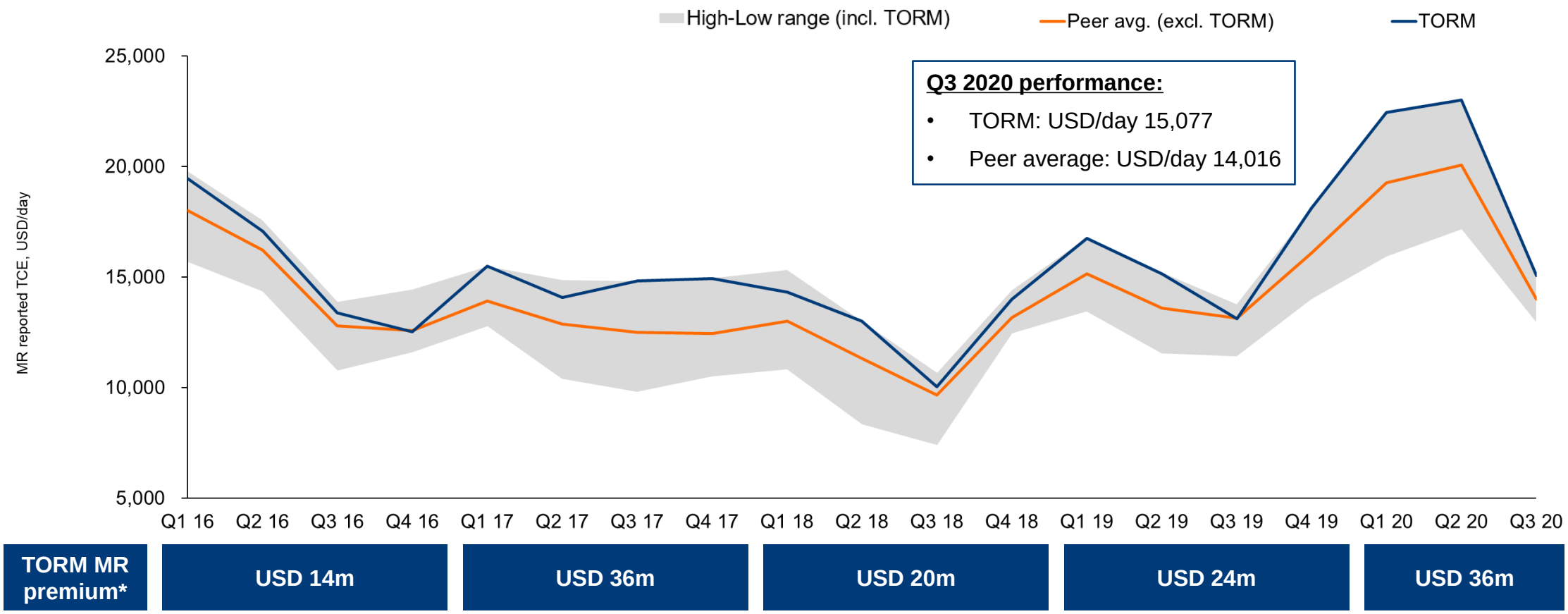
TORM utilizes financial thresholds to pursue **selective fleet growth and renewal.**

Well-positioned to increase competitiveness through asset management, scrubber installations and market consolidation.

In-house S&P team with long-lasting relationships with brokers, yards, financial partners and shipowners.

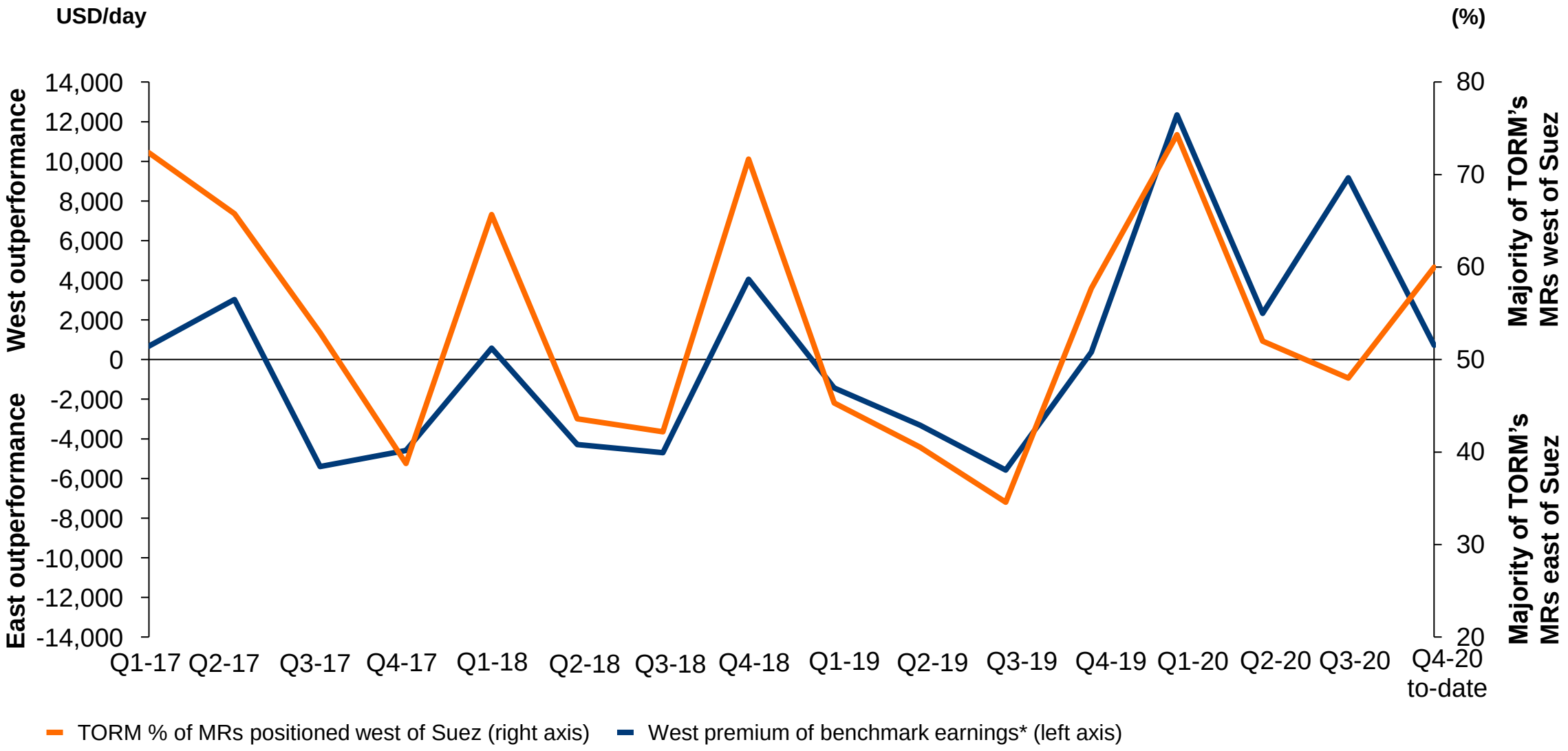
TORM COMMERCIALLY OUTPERFORMS PEERS IN ITS KEY MR SEGMENT CORRESPONDING TO USD 36M IN Q1-Q3 2020

MR reported TCE, USD/day



Note: Peer group is based on Ardmore, d'Amico (composite of LR1, MR and Handy), Diamond S, Frontline 2012, Hafnia Tankers, NORDEN, Maersk Tankers, Teekay Tankers, Scorpio and International Seaways.
For Q3 2020, the peer group only consists of Ardmore, International Seaways, NORDEN and Scorpio. Earning releases from other peers are pending.
* TORM's premium calculation is based on the individual quarters with those vessels in TORM's MR fleet earning TORM's TCE rate compared to the peer average.

TORM'S COMMERCIAL CAPABILITIES ARE FOCUSED ON OPTIMIZING GEOGRAPHICAL POSITIONING



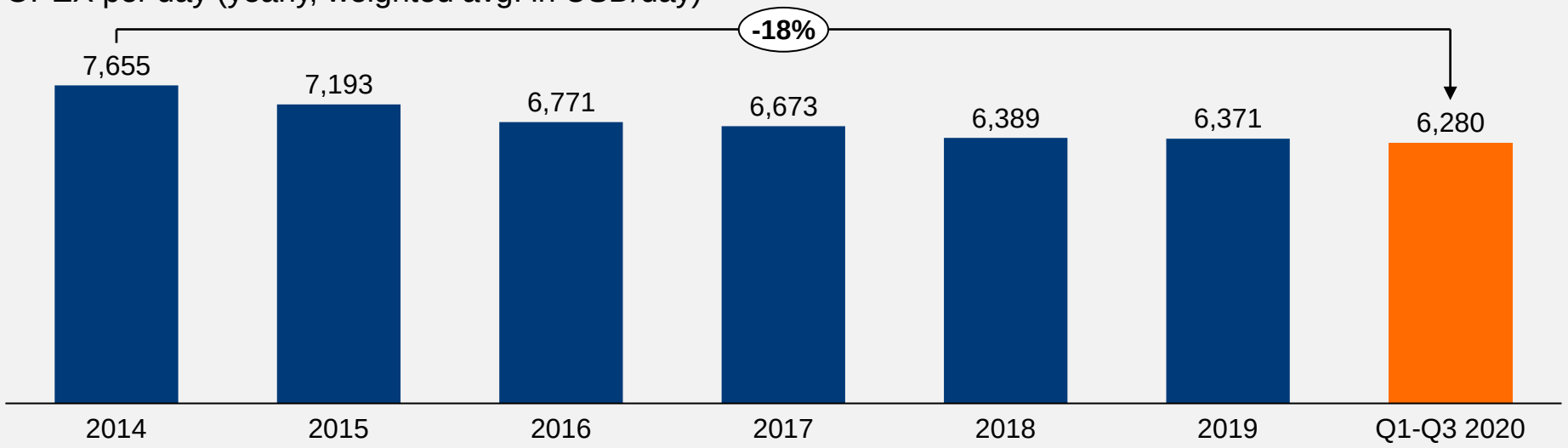
* West premium calculated as spread between Atlantic triangulation (TC2 & TC14) and Transpacific voyage (TC10).
Source: Clarksons, TORM.

COST FOCUS MAINTAINED WITH CURRENT LOW LEVELS PARTLY IMPACTED BY COVID-19 FACTORS

TORM

Significant reduction in OPEX

OPEX per day (yearly, weighted avg. in USD/day)



TORM operates a fully integrated commercial and technical platform

- TORM's operational platform handles commercial and technical operations in-house
- The integrated One TORM business model provides TORM with the highest possible trading flexibility and earning power while maintaining a low costs structure

Compared to the full year 2014, TORM has reduced the OPEX cost base by approx. USD 36m on an annualized basis by an OPEX/day reduction of USD/day 1,375.

TORM maintains a low cost base with an EBITDA break-even rate in Q1-Q3 2020 of USD/day 8,500.

In Q3, TORM experienced an increase in OPEX due to the increased crew change activity as a result of the COVID-19.

CSR HIGHLIGHTS

TORM

TORM remains committed to taking an active role in caring for communities and our environment. It is not just our shared duty, but our shared responsibility. Therefore, TORM continues the work to combat carbon, sulfur and other emissions and remains committed to enabling quality education, as this is a matter of concern for TORM and its employees. We believe that by having all involved stakeholders working together on this, great results can be achieved.





SUSTAINABLE DEVELOPMENT GOALS

GENDER DIVERSITY

34% WOMEN IN THE SHORE-BASED WORKFORCE

22% WOMEN IN LEADERSHIP POSITIONS



93 SCHOLARS SUPPORTED BY TORM AND OUR EDUCATION FOUNDATION

0.42 LOST TIME ACCIDENT FREQUENCY IN 2019

FUEL EFFICIENCY IMPROVEMENT



RESULTS

9.3%

compared to 2015 baseline



TARGET

1%

Additional savings

INDUSTRY COOPERATION AND TRANSPARENCY ARE KEY TO TORM'S CORPORATE SOCIAL RESPONSIBILITY AND INDUSTRY INITIATIVES

TORM

TORM is committed to support…

UN Sustainable Development Goals	TORM supports the SDGs based on an assessment of our CSR activities and areas of impact.
UN Global Compact	TORM became signatory to the UNGC in 2009 as the first Danish shipping company.
Maritime Anti-Corruption Network	TORM is founding member of a global business network working towards a maritime industry free of corruption that enables fair trade.
Danish Shipping	As part of Danish Shipping, TORM is pushing for international regulation and standards on e.g. emissions through the International Maritime Organization.
Getting to Zero Coalition	TORM is supporting the efforts to make commercially viable zero-emission vessels a scalable reality by 2030.

THIRD QUARTER HIGHLIGHTS

Q3/Q1-Q3 FINANCIAL HIGHLIGHTS

- Q3 2020 TCE of USD/day 16,762
- Q3 EBITDA of USD 43.4m
- Q3 Profit before tax of USD 1.0m
- Q3 RoIC of 2.7%
- Q3 EPS of 0.01 USD (0.05 DKK)
- Q1-Q3 2020 TCE of USD/day 21,942
- Q1-Q3 EBITDA of USD 263.9m
- Q1-Q3 Profit before tax of USD 129.2m
- Q1-Q3 RoIC of 12.5%
- Q1-Q3 EPS of 1.72 USD (11.0 DKK)
- Q1-Q3 Dividend of 0.85 USD (5.35 DKK)

VESSEL INVESTMENTS

TORM sold two older MR vessels during Q3 2020.

After Q3 ended, TORM has acquired two Hyundai MIPO 2010-built deepwell MR vessels for a total consideration of USD 32.6m.

As of 11 November 2020, TORM has installed 44 scrubbers out of a total program of 50 scrubbers.

FINANCING

TORM refinanced USD 150m on eight vessels, postponing the maturity to 2027, providing additional financial flexibility and USD 12m in liquidity. The refinancing includes a CO2 emission-linked pricing mechanism aligned with IMO's emission target for 2030

EQUITY INVESTMENT HIGHLIGHTS

TORM

PURE-PLAY PRODUCT TANKER EXPOSURE

~75 vessels deployed in the spot market across all larger product tanker segments.

SUPERIOR COMMERCIAL PERFORMANCE

One TORM approach with in-house commercial and technical management provides superior earnings while maintaining a balanced cost structure.

SOLID CAPITAL STRUCTURE

Conservative balance sheet and a strong liquidity position provide room for potential growth while maintaining break-even rates at low levels and no near-term debt maturities.

SIGNIFICANT OPERATING LEVERAGE

Significant operating leverage through spot-orientation allowing TORM to benefit from increases in TCE rates.

SCRUBBER INVESTMENTS

TORM has committed to install scrubbers on 50 vessels, more than half of our fleet.

POSITIVE MARKET FUNDAMENTALS

Despite market volatility caused by the COVID-19, the market fundamentals remain intact and the market outlook is positive.

AGENDA

TORM

1	Introduction to TORM and Q2 2020 highlights
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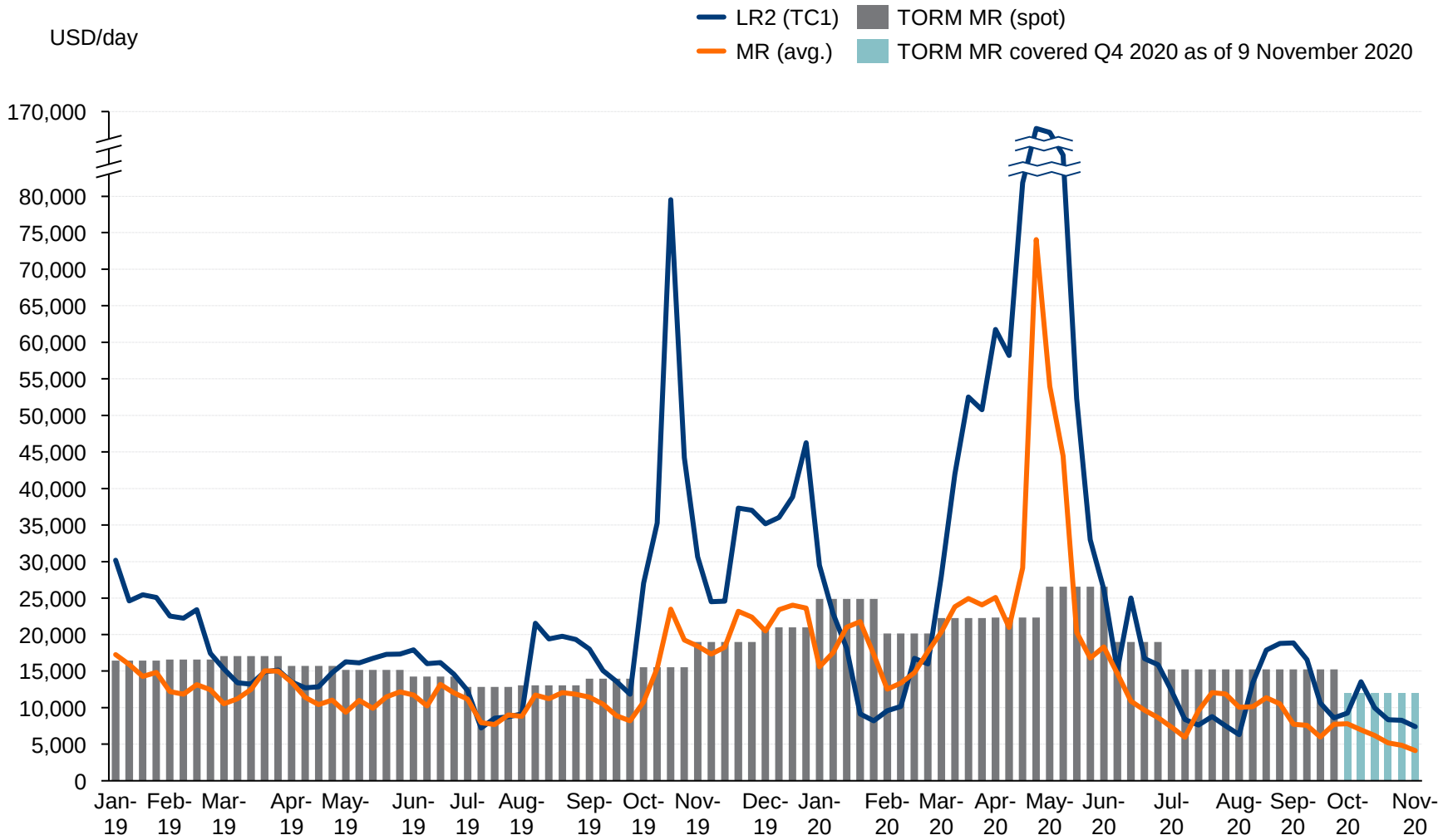
COVID-19 RELATED FACTORS LEAVING PRODUCT TANKER FREIGHT RATES ICE COLD



Q3 2020

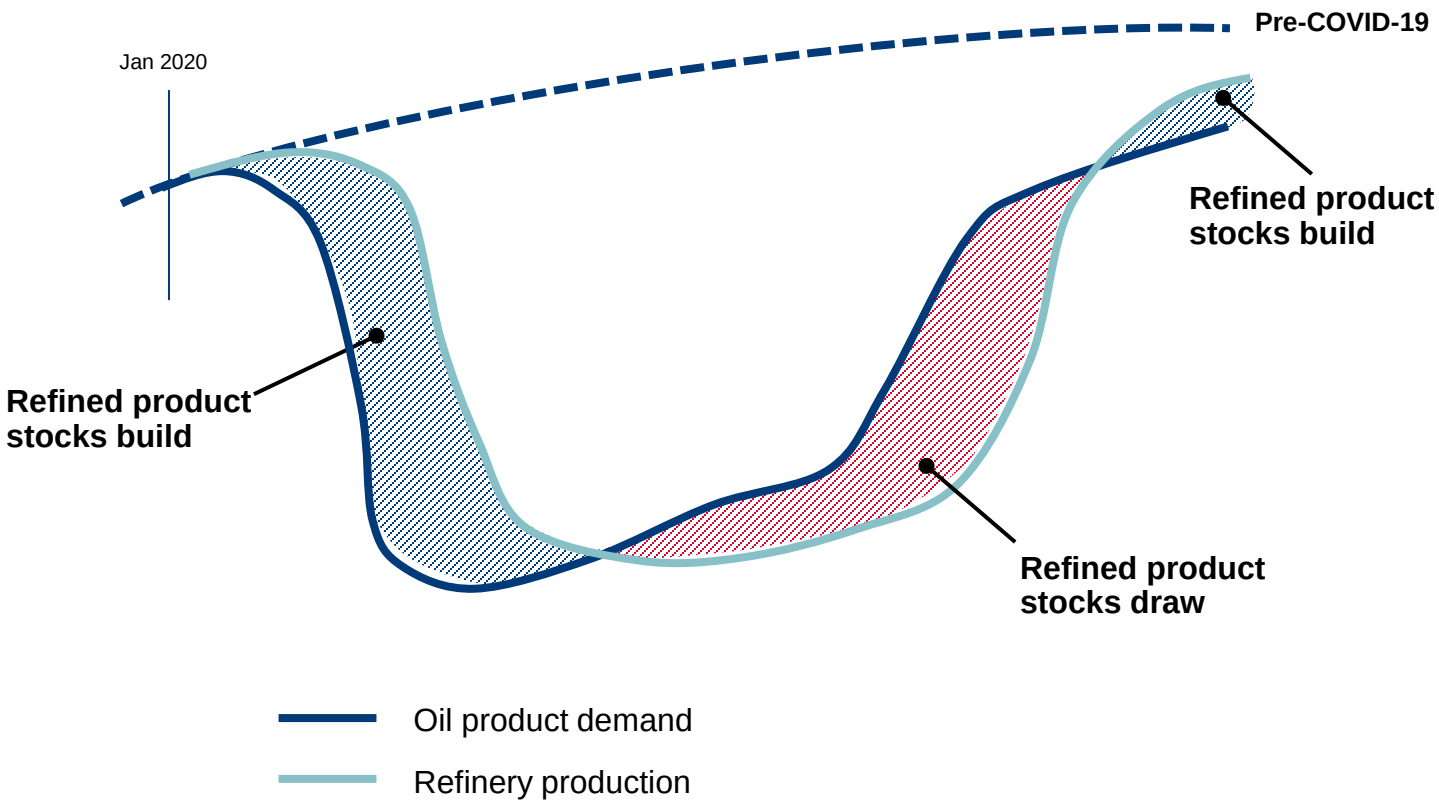
- Unwinding of product tanker floating storage, limiting demand for transportation and releasing tonnage to the market
- Increased market cannibalization by crude newbuildings
- Record high regional rate disparity with a vessel migration from West to East supporting freight rates in the West and negatively affecting in the East

Q4 2020-to-date

- Increasing new COVID-19 cases in the West have led to a slowdown in oil demand recovery and kept refinery runs from ramping up

Source: TORM, Clarksons. Spot earnings: LR2: TC1 Ras Tanura-> Chiba, MR: average basket of Rotterdam->NY, Bombay->Chiba, Mina Al Ahmadi->Rotterdam, Amsterdam->Lome, Houston->Rio de Janeiro, Singapore->Sydney.

THE OIL MARKET HAS MOVED FROM STOCKBUILDING TO STOCKDRAWING PHASE



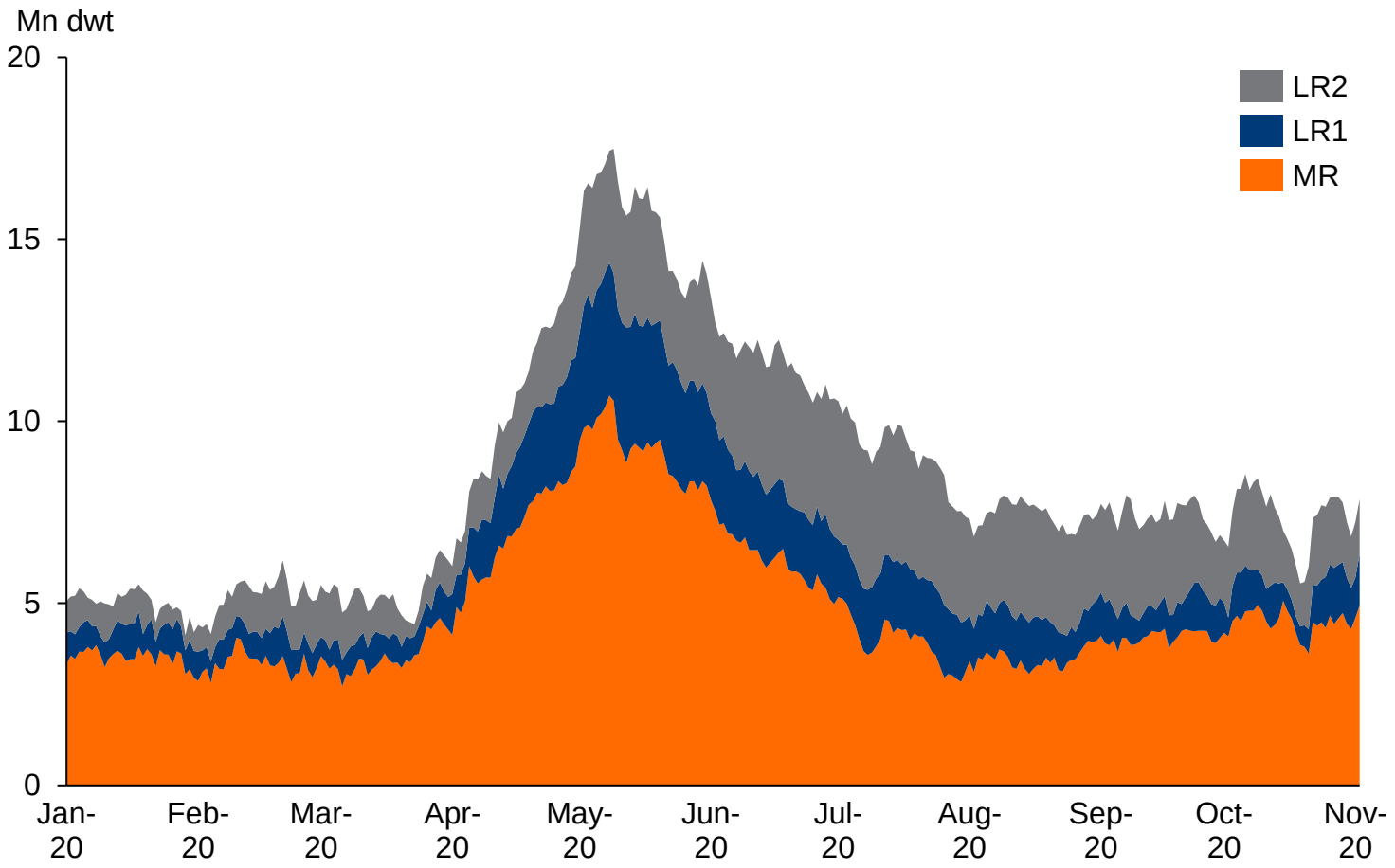
- The COVID-19 pandemic led to an unprecedented oil demand destruction
- Initially, refinery runs have been lagging declines in demand, leading to unprecedented inventory builds bringing the onshore spare storage capacity to its limits
- Demand has started to recover, but weak refinery margins have capped refinery runs, leading to stock draws
- Increasing new COVID-19 cases in the West have led to a slowdown in oil demand recovery, but refineries have kept runs from ramping up, avoiding a large-scale stockbuilding as seen in Q2

Sources: TORM.

FLOATING STORAGE HAS COME DOWN AS A FIRST STEP TOWARDS REBALANCING

TORM

Vessels in floating storage



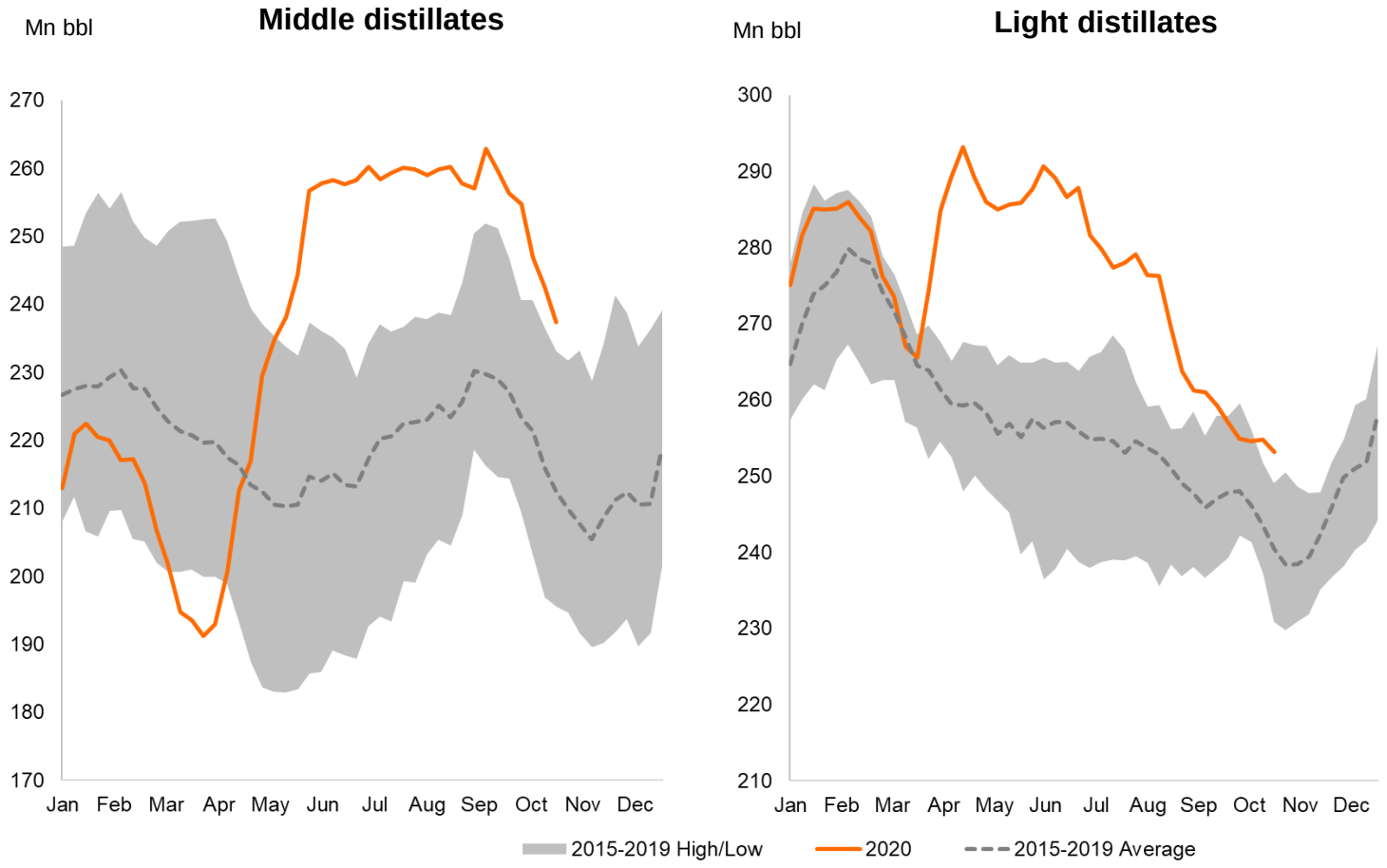
- At its peak in early May, 14% of the clean trading tonnage was tied up in floating storage, with ~90% of this being in logistical floating storage and the remainder being committed floating storage
- Currently, 6% of the clean trading tonnage is in floating storage, slightly above the “normal” level of ~4%
- Temporary pick-ups in floating storage demand could occur, although at a lower magnitude than seen over April-June

Source: TORM. Vessels idle for at least seven days with cargo on board. Latest data as per 2 November 2020.

ONSHORE INVENTORIES HAVE STARTED TO DECLINE AFTER UNPRECEDENTED BUILDS

TORM

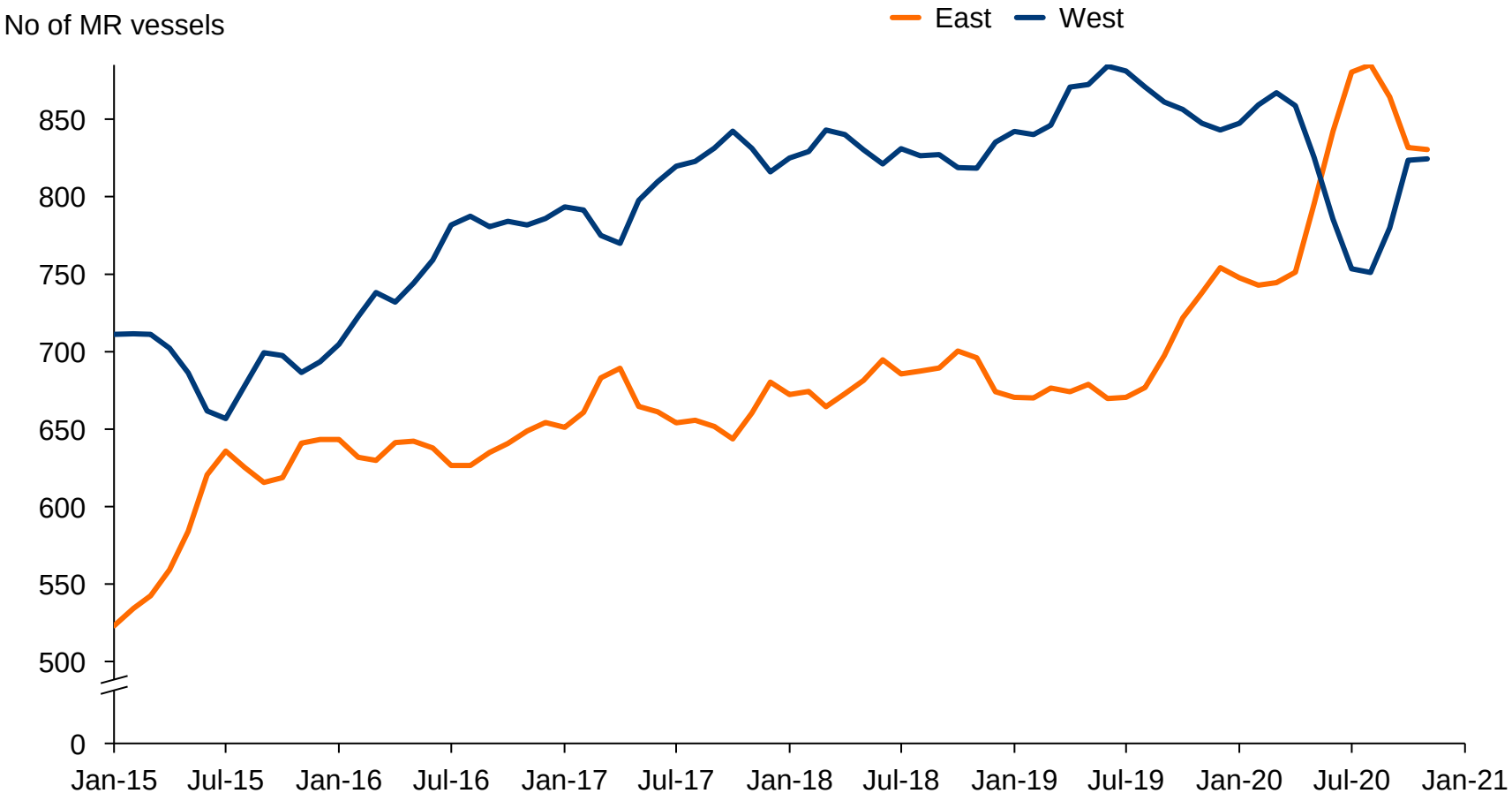
CPP inventories in key trading hubs*



- The COVID-19 caused demand destruction and resulted in a counter-seasonal growth of CPP inventories in the US, ARA and Singapore to an all-time high in Q2
- Since early June, onshore CPP inventories have stabilized and started to decline (mainly light distillates which are currently 5% above 5-year average vs 12% for middle distillates)
- Global stocks: Not all of the inventory draw will replace demand for transportation – around 40% of the cumulative global inventory build since March is China's CPP stocks, much of which is either trade-neutral or trade-creating

Note: Based on weekly data for the US, Amsterdam-Rotterdam-Antwerp (ARA) area and Singapore.
Sources: EIA, Reuters, TORM.

SHIFT IN THE FLEET BALANCE TOWARDS THE EAST LED TO A STRONG OUTPERFORMANCE OF THE WESTERN MARKET IN Q3

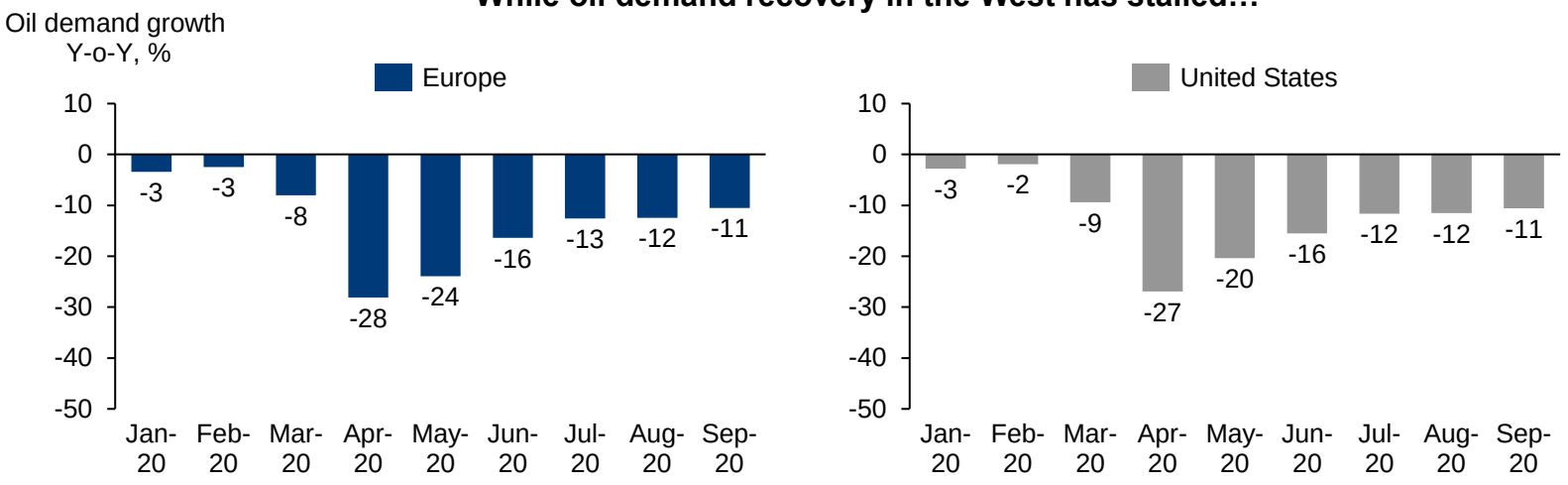


- COVID-19-related decline in oil demand in the West led to record high West-East light distillate flows in Q2
- Reduced exports from China and North Asia due to weak refinery margins capped East-West flows over Q2
- Consequently, the share of MRs in the East rose to 54% in August compared to a historical average of ~45%
- Since August, the fleet in the West has increased by 10% as vessels have moved back

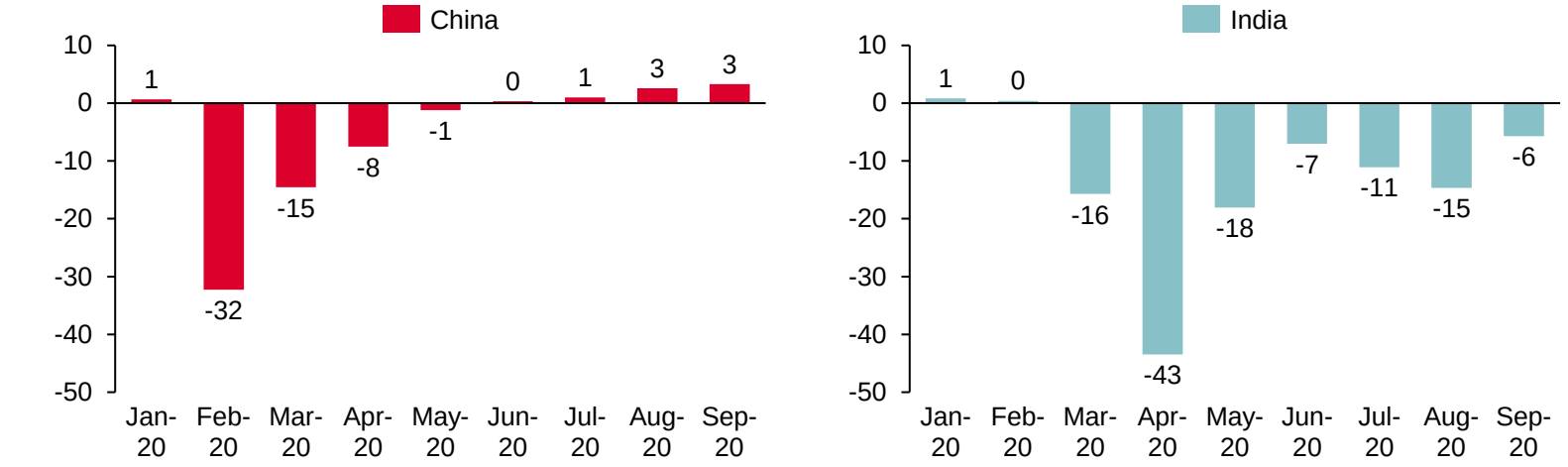
Source: TORM.

OIL DEMAND IN CHINA AND INDIA ON THE REBOUND, ILLUSTRATING A POTENTIAL POST-COVID-19 SITUATION

While oil demand recovery in the West has stalled…



…demand in China and India has shown a comeback



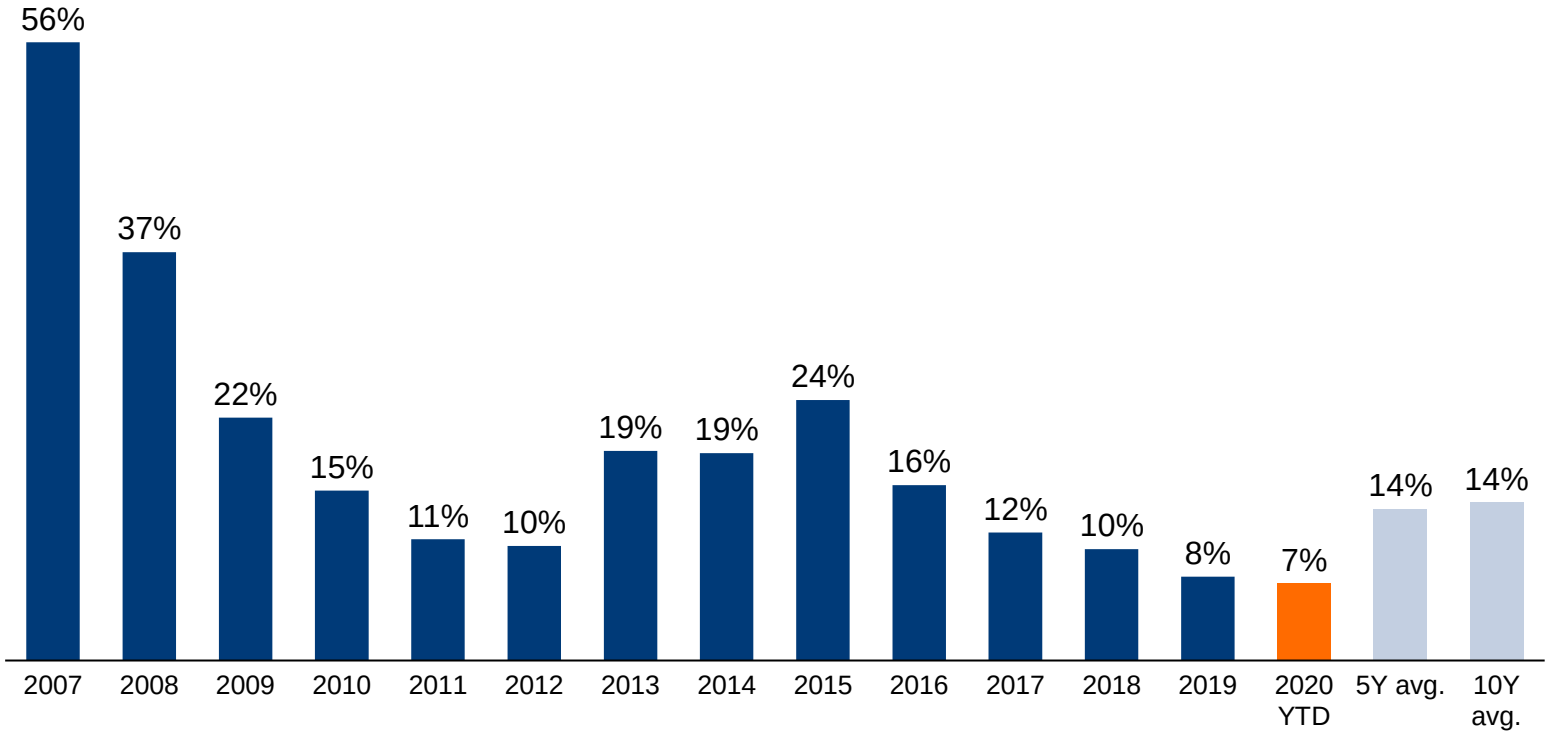
- China's oil demand has recovered to pre-COVID-19 levels on successful control of the virus
- India's demand expected to show a strong pick-up in September
- The second wave of COVID-19 cases in Europe and the third wave in the US have put a break on the oil demand recovery
- News of an effective vaccine candidate undergoing phase 3 trials and surpassing expectations support the return of oil demand to normal levels and avoid the necessity for further lockdowns in the future

Note: September data for China is based on actual figures, for India, Europe and the US on estimates.
Source: WoodMackenzie, compiled by TORM.

LOW TONNAGE SUPPLY GROWTH ALLEVIATING EFFECTS FROM DESTOCKING

TORM

Product tanker order book at historical low level as % of total fleet



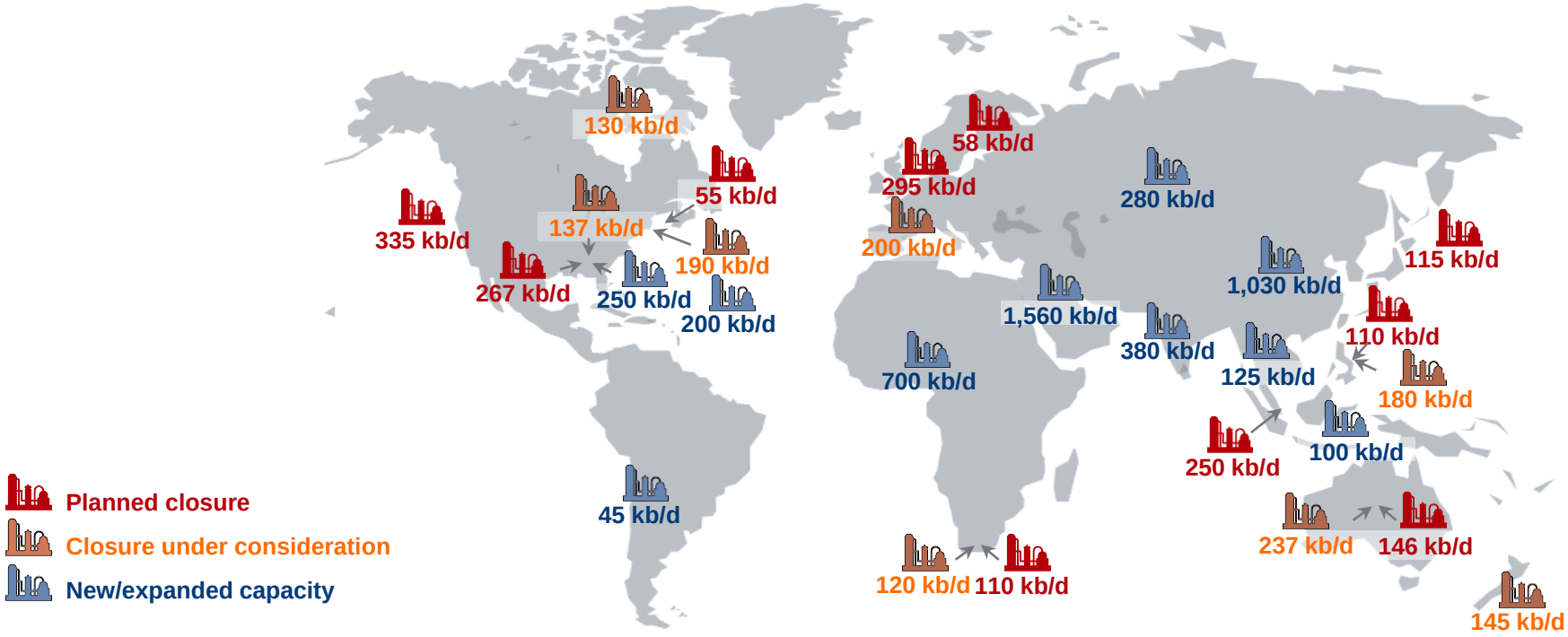
- The order book to fleet ratio is at a historical low of 7%
- Similarly, crude tanker order book is at a historical low of 8%, indicating potentially lower market cannibalization from the crude newbuildings in the medium term
- Ordering activity is expected to remain muted in the short and medium term on uncertainty around COVID-19 as well as next propulsion systems, although early indications suggest increased interest in the VLCC sector

Source: TORM.

COVID-19 HAS LED TO A NEW WAVE OF REFINERY CLOSURES, INCREASING TON-MILES IN THE MEDIUM AND LONG TERM

TORM

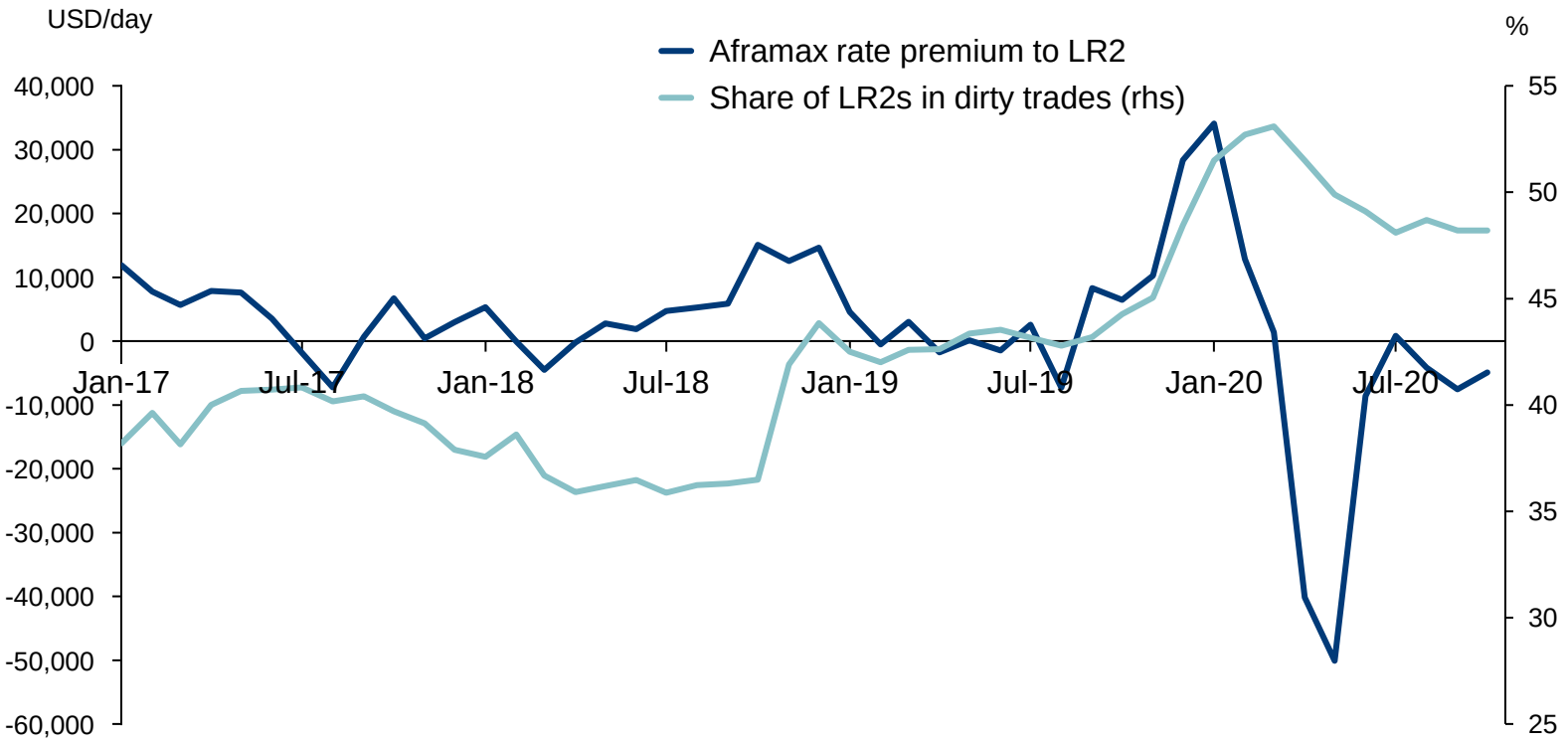
Announced refinery closures and capacity additions in 2020-2023*



- 1.7 mb/d of refinery capacity has been announced to shut down in recent months, with another 1.4 mb/d under consideration
- 3.1 mb/d of potential refinery closures compared with a global capacity expansion of 4.7 mb/d during 2020-2023
- Most of the capacity to be shut down is in the net importing regions while new capacity comes online mainly in the Middle East and Asia, boding well for the ton-mile development in the medium and long term

Note: includes Total's 100 kb/d Grandpruits refinery and Phillips 66' 120 kb/d Rodeo refinery that will be closed down temporarily (until 2023) in order to be converted into renewable fuel plants
Sources: TORM, industry sources.

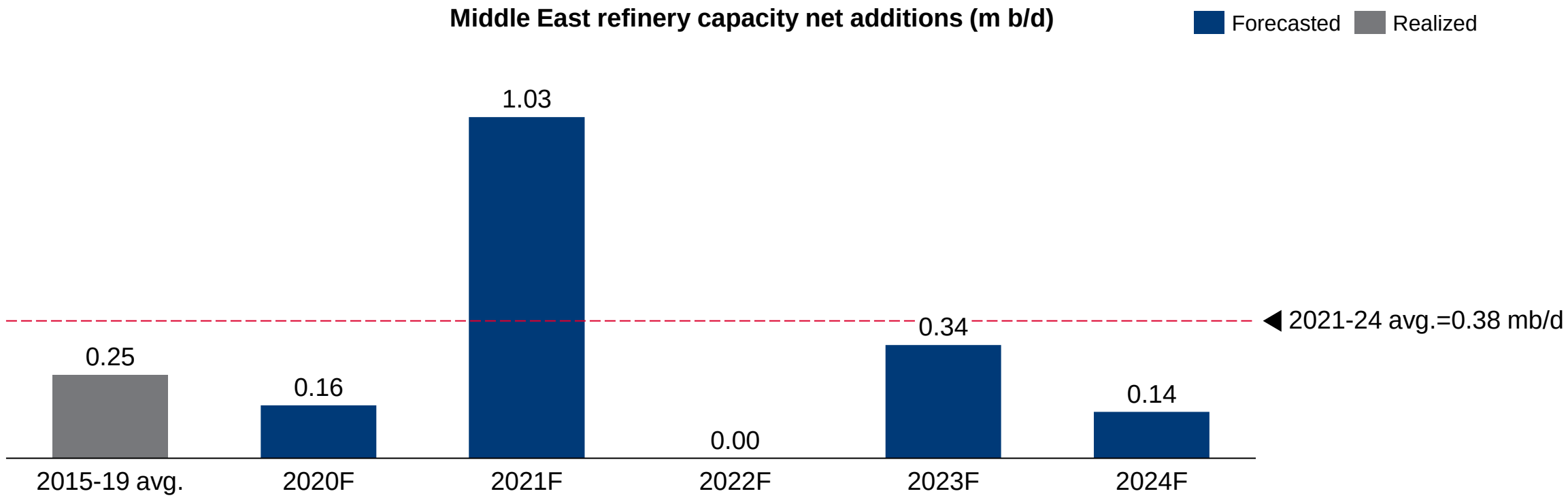
DESPITE SOME LR2 CLEANING-UP, THE SHARE OF TONNAGE IN THE DIRTY TRADE REMAINS RELATIVELY HIGH



- Over Q4 2019 and Q1 2020, the product tanker market was supported by around 40 LR2s switching to dirty trades, resulting in more than 50% of the LR2 fleet trading in dirty
- With the clean tanker rates rising to an all-time high, some LR2s switched back to clean in Q2 2020
- This is nevertheless from a multi-year low number of LR2s in the clean trade, last seen in 2015

Source: Industry sources, Clarksons, TORM.

MIDDLE EAST REFINERY CAPACITY ADDITIONS EXPECTED TO HAVE A POSITIVE LONG-TERM IMPACT



- As oil product demand increases, the ton-mile demand is positively impacted by increasing geographic dislocations between the demand for and supply of clean petroleum products (CPP)
- Middle East refinery capacity additions are expected to accelerate in 2021, placing a renewed pressure on less competitive refineries in e.g. Europe and subsequently leading to increased CPP movements across regions

Source: WoodMackenzie, TORM.

MEDIUM AND LONG TERM DRIVERS REMAIN POSITIVE

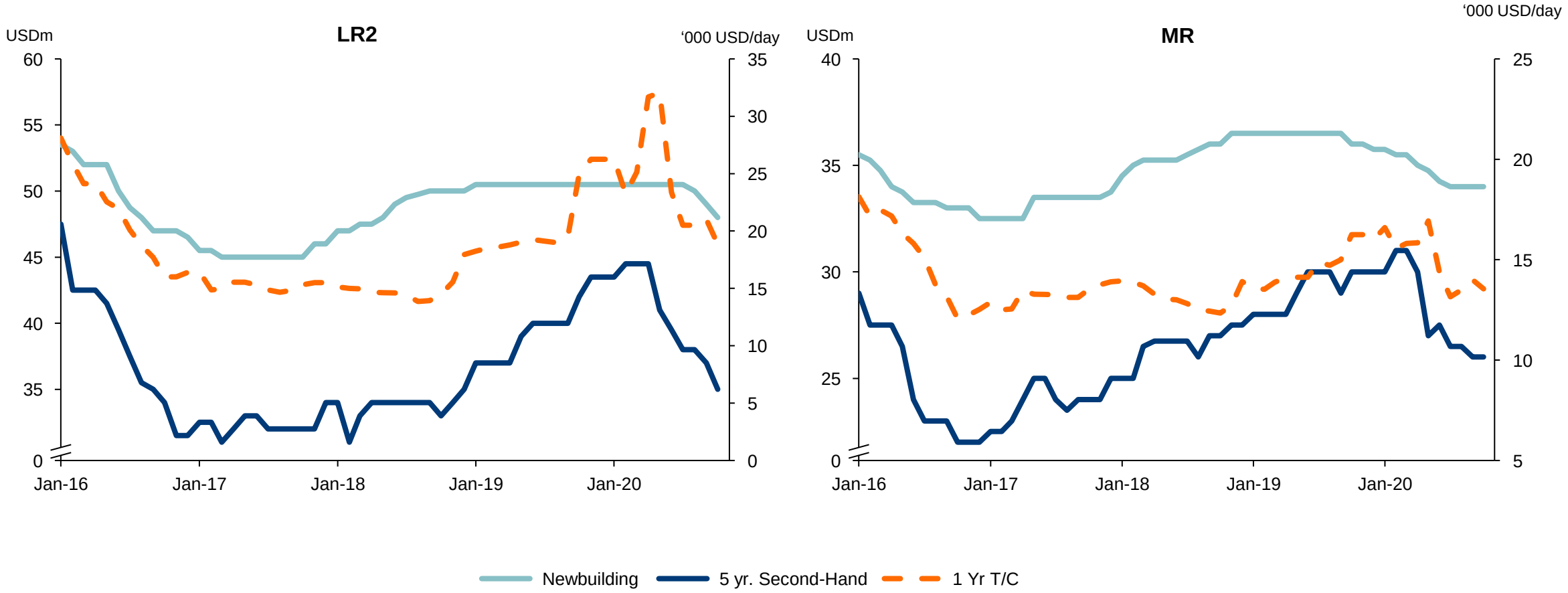
Key medium- to long-term market drivers

- Economic stimulus supporting recovery in oil demand in 2021 and restoring some of the trades distorted by the COVID-19 once the initial stock draw is over
- Refinery consolidation in the West/OECD Asia and capacity additions in the Middle East/Asia potentially increasing sailing distances
- Product tanker order book to fleet ratio at historically low level, and ordering activity expected to remain limited

- Macroeconomic uncertainty related to the fall-out of the COVID-19
- Potential new climate-related regulations impacting oil consumption

Source: TORM.

VESSEL VALUES FOLLOW DECLINES IN MARKET RATES



Source: Clarksons. T/C rate for non-eco, non-scrubber vessels.

AGENDA

TORM

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Q3 2020 FINANCIALS

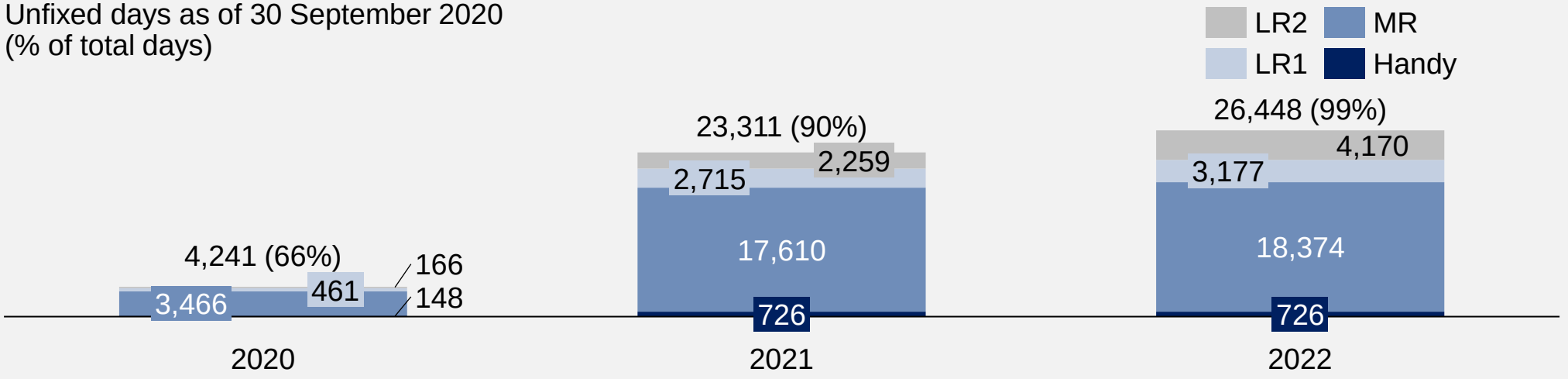
USDm	Q3 2020	Q3 2019	Q1-Q3 2020	Q1-Q3 2019	2019
P&L					
TCE earnings	110	84	443	299	425
Gross profit	63	43	309	172	252
Sale of vessels	1	0	1	1	1
EBITDA	43	32	264	134	202
Profit before tax	1	-9	129	20	167
Profit before tax excl. impairment reversal	1	-9	129	20	47
Balance sheet					
Equity	1,052	852	1,052	852	1,008
NIBD	713	733	713	733	786
Cash and cash equivalents	157	121	157	121	73
Key figures					
Earnings per share (USD)	0.01	-0.12	1.72	0.26	0.62[1)]
Return on Invested Capital	2.7%	0.4%	12.5%	4.2%	4.9%[1)]
Net Asset Value (NAV)	867	887	867	887	1,016
Number of vessels (#)[2)]	73	77	73	77	76
Tanker TCE/day (USD)	16,762	13,392	21,942	15,605	16,526
Tanker OPEX/day (USD)	6,740	6,103	6,280	6,373	6,371

1) Adjusted for impairment reversal of USD 120m.
2) Including financially leased vessels.

SPOT-ORIENTATION PROVIDES SIGNIFICANT OPERATING LEVERAGE

Significant operational leverage

Unfixed days as of 30 September 2020
(% of total days)

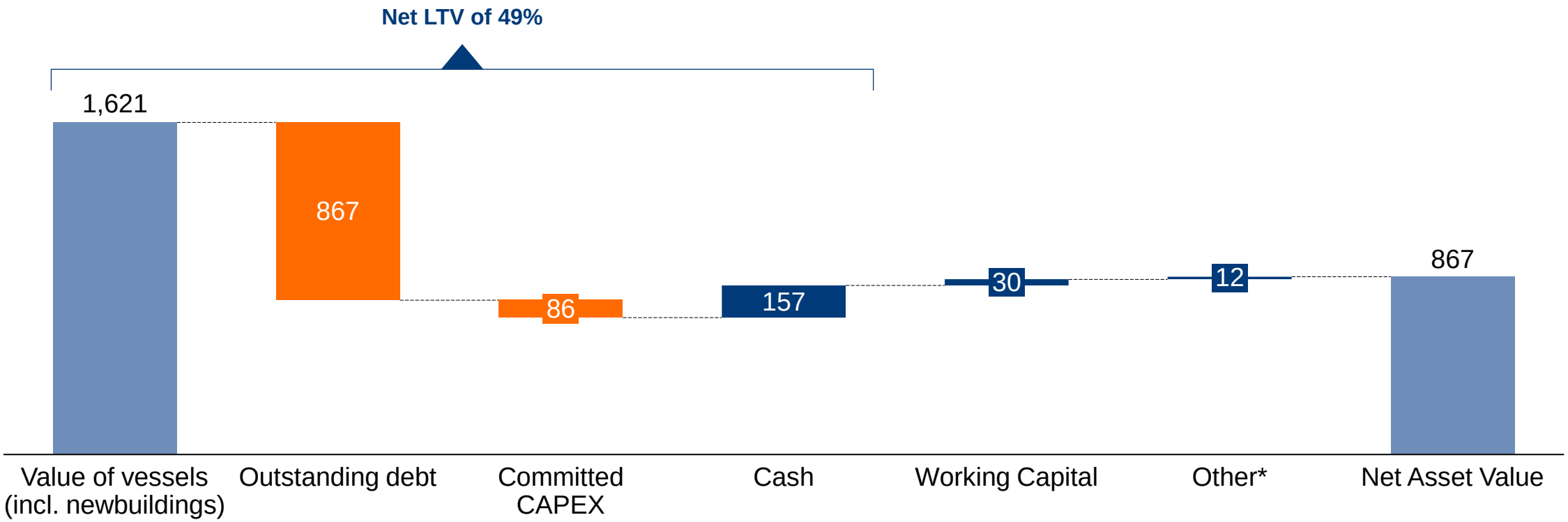


Q4 2020 coverage reflects recent market downturn

USD/day	Q3 2020 TCE per day	Q4 2020 cover as of 9 November 2020	
		% of total days	TCE per day
LR2	23,854	88%	19,025
LR1	20,629	61%	11,948
MR	15,077	63%	11,962
Handy	7,628	35%	11,663
Total	**16,762**	**66%**	**13,274**

NET ASSET VALUE ESTIMATED AT USD 867M WHILE NET LOAN-TO-VALUE OF JUST 49%

30 September 2020 figures, USDm



- Net Loan-to-Value was 49% ensuring a strong capital structure
- Net Asset Value (NAV) was estimated at USD 867m (USD 11.7/DKK 74.2 per share)
- Market cap as of 30 September 2020 was USD 503m, or DKK 43.0 per share**
- Market cap as of 10 November 2020 was USD 552m, or DKK 46.50 per share***

* Other includes Other plant and operating equipment and total financial assets.
** Calculated based on 74,334,414 shares and USD/DKK FX rate of 6.35.
*** Calculated based on 74,334,414 shares and USD/DKK FX rate of 6.30.

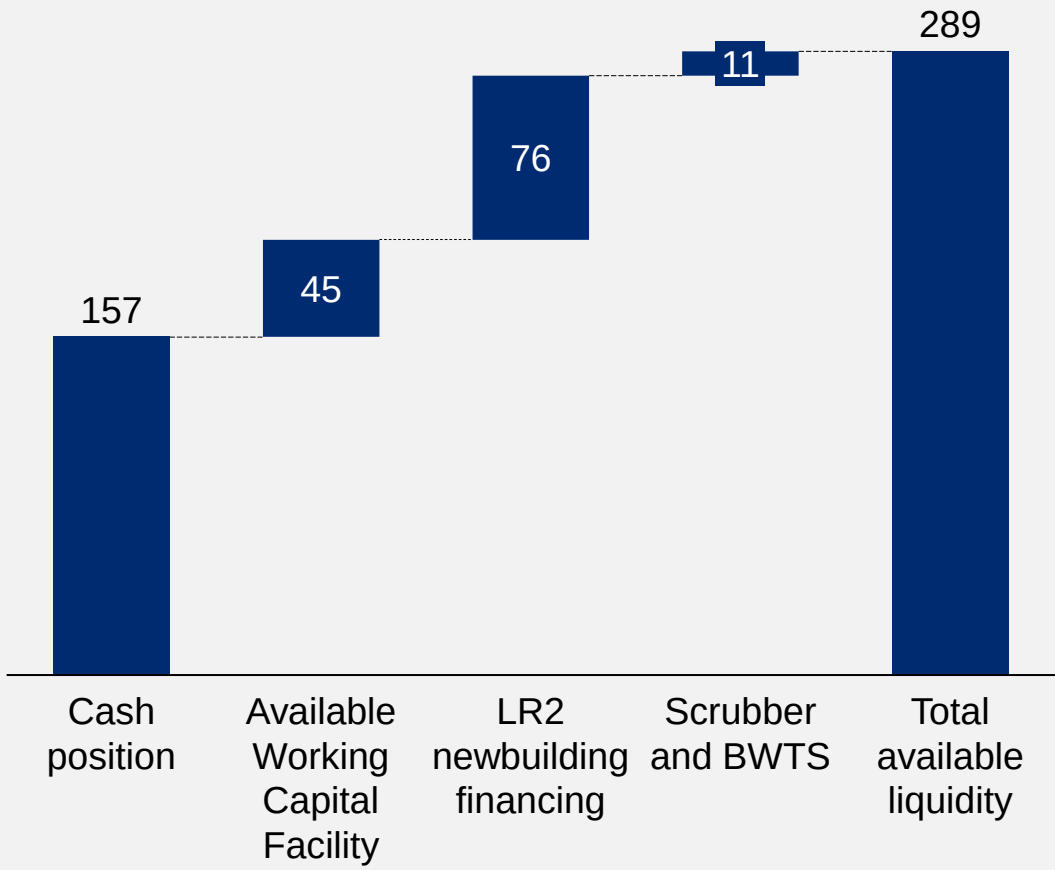
WELL-POSITIONED TO SERVICE FUTURE CAPEX COMMITMENTS AND FURTHER LEVERAGE MARKET OPPORTUNITIES

TORM

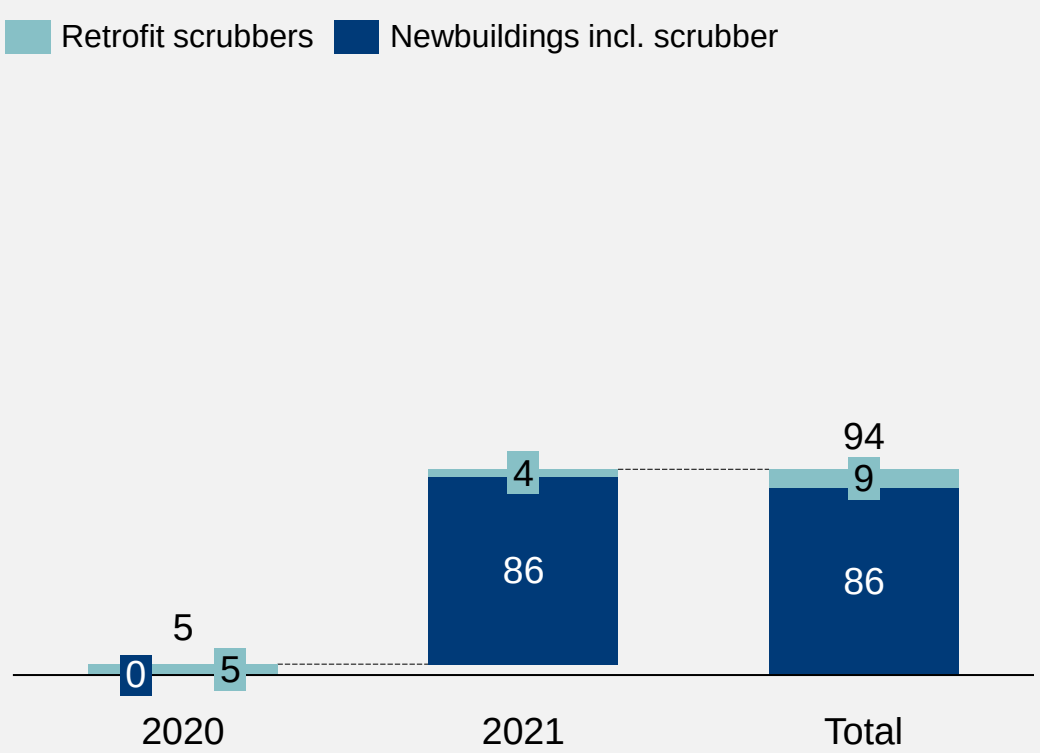
Liquidity and CAPEX as of 30 September 2020

USDm

Available liquidity



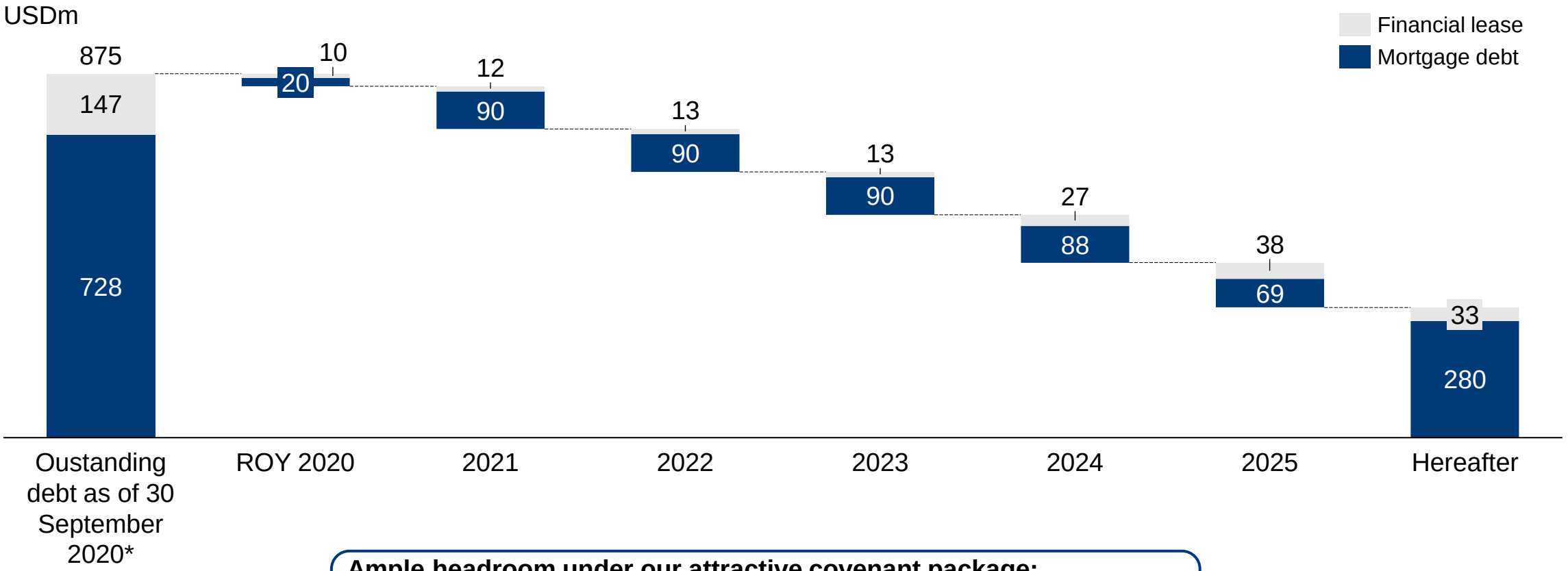
CAPEX commitments



FAVORABLE FINANCING PROFILE WITH NO MAJOR NEAR-TERM MATURITIES

Scheduled debt repayments as of 30 September 2020

– adjusted for USD 150m CO2 emission-linked refinancing concluded during Q4



Ample headroom under our attractive covenant package:

- Minimum liquidity: USD 45m
- Minimum book equity ratio: 25% (adjusted for market value of vessels)

* Financial lease excludes non-vessel related IFRS16 liabilities of USD 8.0m and is adjusted for loan receivables of USD 4.6m.

AGENDA

TORM

1	Introduction to TORM and Q2 2020 highlights
2	Product tanker market overview and outlook
3	Financial metrics
4	Asset management & scrubber investments

TORM IS A LONG-TERM INDUSTRIAL PLAYER WITH FOCUS ON SUPERIOR OPERATIONAL PERFORMANCE

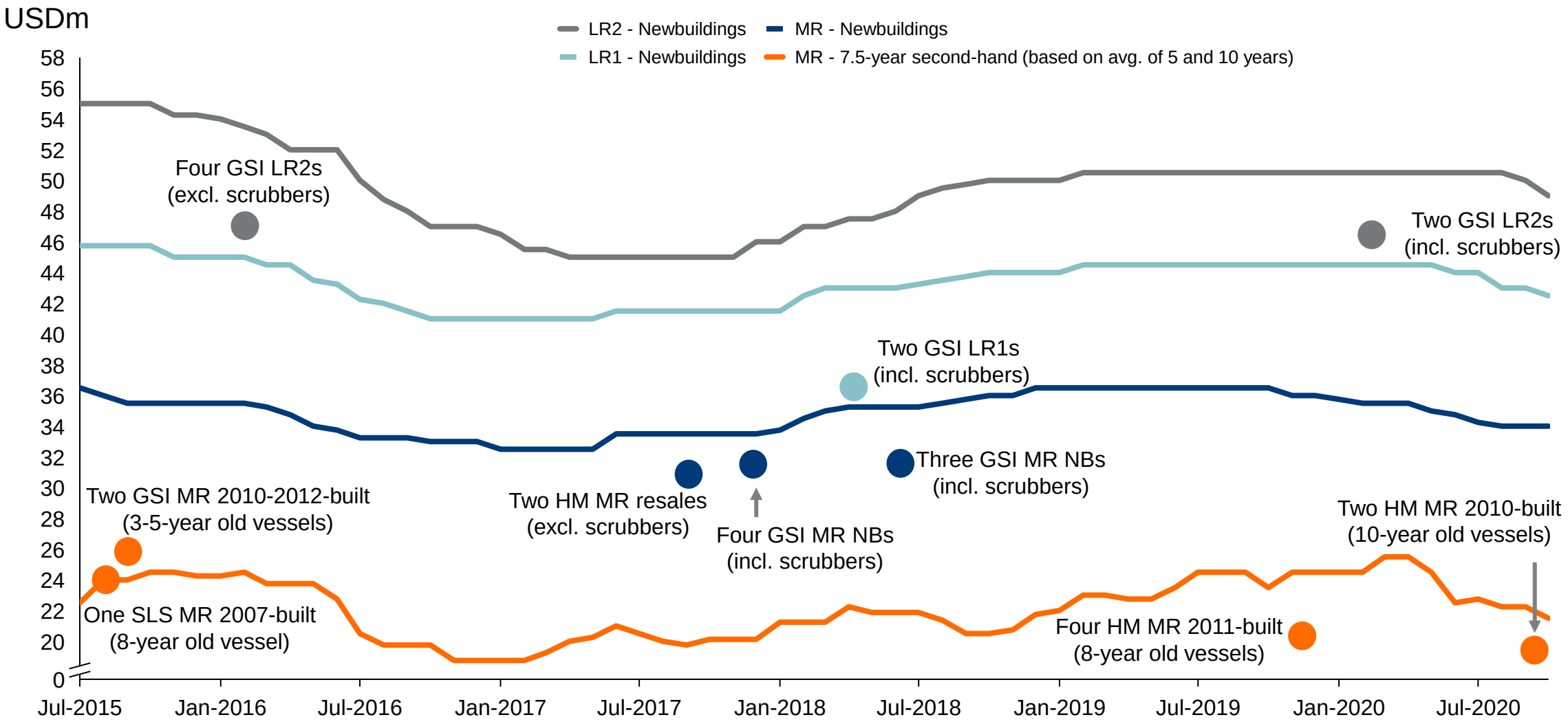
TORM

Long-term industrial player with an integrated operational platform



- Industrial player with a long-term time horizon in the product tanker market
- Prevalent platform through several cycles with superior financial returns
- Optimized asset acquisitions and disposals at market
- Sufficient scale of the integrated One TORM operational platform allows for great benefits
- Long-term relationships with key customer segments:
  - International oil majors
  - State-owned oil companies
  - Trading houses

HISTORICAL VESSEL PURCHASES AND VESSEL VALUE DEVELOPMENT



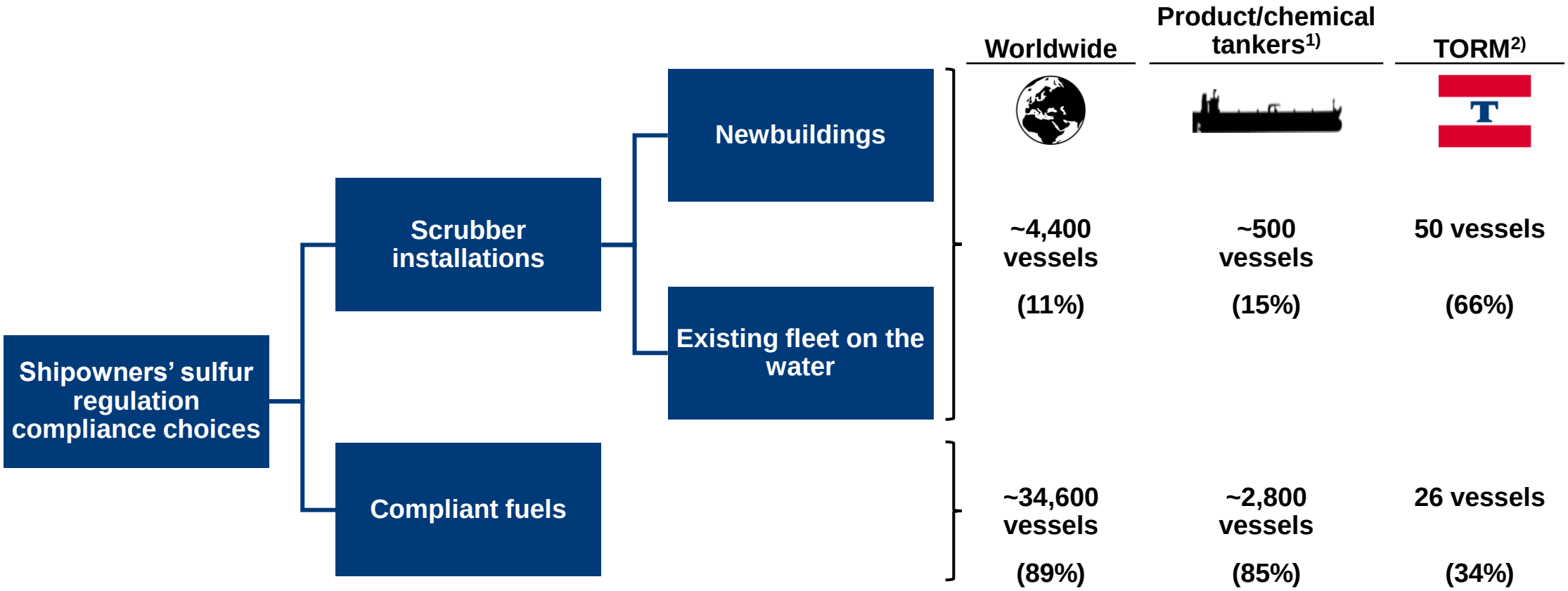
Source: Clarksons, TORM.

TORM'S RECENT VESSEL SALES ARE DONE AT BROKER VALUE

Vessel name	Vessel segment	Delivery date	Age	Sales price, net of commission, USDm	Broker values, USDm
TORM Ohio	Handy	Q3-18	16.7		
TORM Neches	MR	Q3-18	18.0		
TORM Clara	MR	Q4-18	17.9		
TORM Charente	Handy	Q4-18	17.2		
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		
Total			**17.9**	**~157**	**~156**

- Since Q3 2018, TORM has sold 19 vessels at broker value
- Proceeds from vessel sales used for fleet modernization and scrubber investments

THERE ARE TWO MAIN OPTIONS FOR OCEAN-GOING VESSELS TO COMPLY WITH THE IMO 2020 SULFUR REGULATION



- As of 11 November 2020, TORM has installed 44 scrubbers
- The scrubber installations have been conducted on three LR2 vessels, six LR1 vessels and 35 MR vessels
- Two additional scrubbers are expected to be installed within 2020, two additional scrubbers are expected to be installed in 2021 and two will be installed on TORM's two LR2 newbuildings with expected delivery in the fourth quarter of 2021

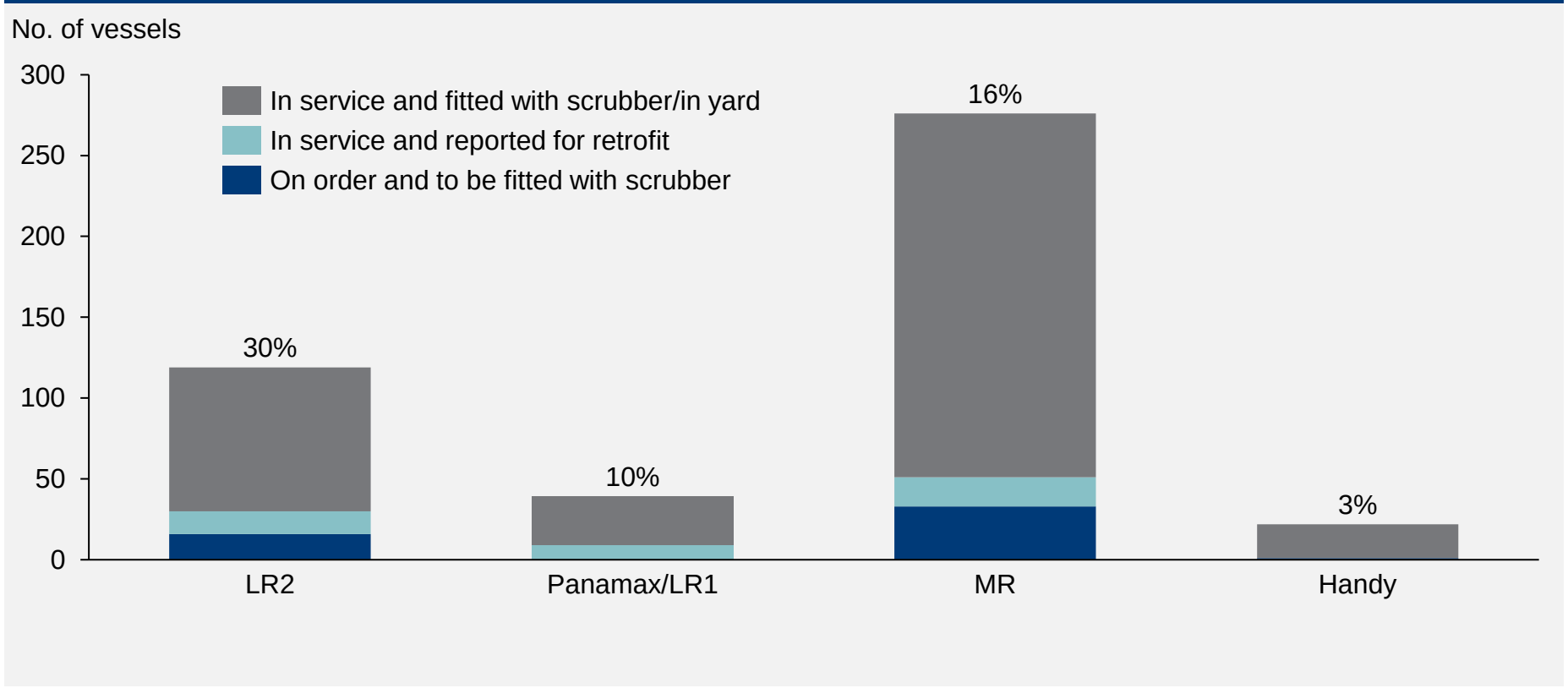
1. Product tankers and chemical tankers 25k dwt+.
2. As of Q4 2021 where the two LR2 newbuildings will be delivered and excluding sold vessels.

Source: IHS, DNV GL's Alternative Fuels Insight platform.

SCRUBBER INSTALLATIONS ACROSS SHIPPING SEGMENTS

TORM

Product tankers to be fitted with scrubbers (% of current fleet)



Source: Clarksons, compiled by TORM.
Note: Product tanker segment does not cover chemical tankers. Data as of 3 November 2020.

50 SCRUBBER INSTALLATIONS WILL BE CONDUCTED SUPPORTED BY TORM'S SCRUBBER JV

TORM's scrubber JV, ME Production China

TORM

Ownership share: 27.5%

ME Production China

MEPRODUCTION

Leading scrubber manufacturer

GSI 广船国际 广船国际有限公司 GUANGZHOU SHIPYARD INTERNATIONAL COMPANY LIMITED

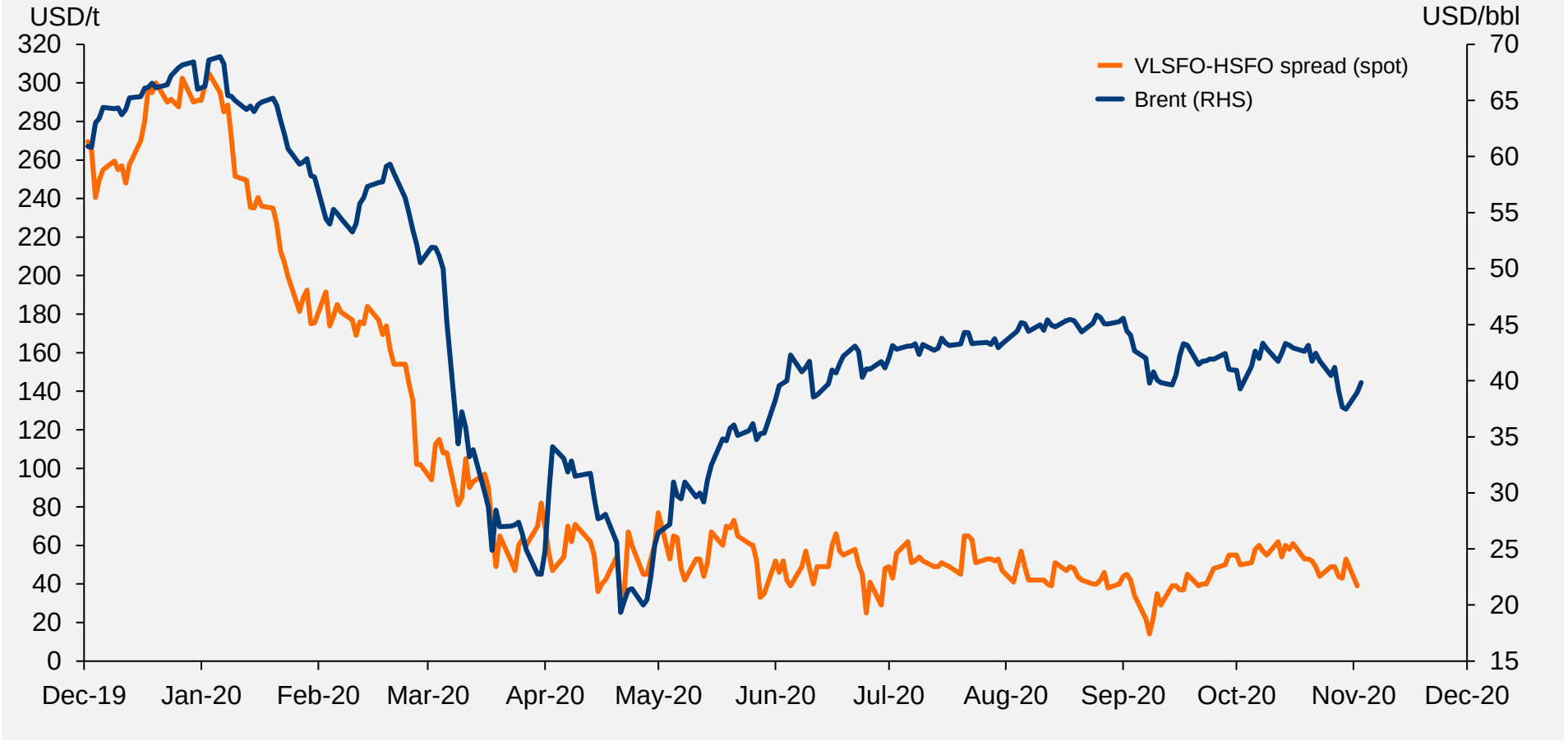
Part of one of the largest shipyards groups



- One of the largest risks with scrubber installations is the potential delay during both the production and the installation phase
- Due to the strategic partnership with ME Production and GSI, TORM has secured production slots at ME Production China
- 44 out of the 50 scrubbers will be delivered from TORM's scrubber JV, ME Production China

FUEL SPREAD HAS NARROWED ALONG WITH LOWER CRUDE OIL PRICE

Price spread between 0.5% compliant fuels and 3.5% HSFO, Rotterdam delivery vs Brent



- The spread between 0.5% compliant fuel and 3.5% HSFO is currently trading at US/ton 62 for BAL2020, and USD/ton 71 for the calendar year 2021[1)]

1. Rotterdam data as of 10 November 2020.

Source: Industry sources.



APPENDIX

TORM

MANAGEMENT TEAM WITH AN INTERNATIONAL OUTLOOK AND MANY YEARS OF SHIPPING EXPERIENCE

Executive Director



Jacob Meldgaard

- Executive Director of TORM plc
- CEO of TORM A/S since April 2010
- Chairman of the Board of Danish Shipping and member of the Board of Danish Ship Finance
- Previously Executive Vice President of the 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. Moller-Maersk
- More than 30 years of shipping experience

Senior Management



Kim Balle

- Chief Financial Officer
- With TORM since 1 December 2019
- Previously CFO of CASA A/S and DLG
- More than 25 years of finance experience



Lars Christensen

- Head of Projects
- With TORM since 2011
- Previously with Navita Ship, Maersk Broker and EA Gibson
- More than 30 years of shipping experience



Jesper S. Jensen

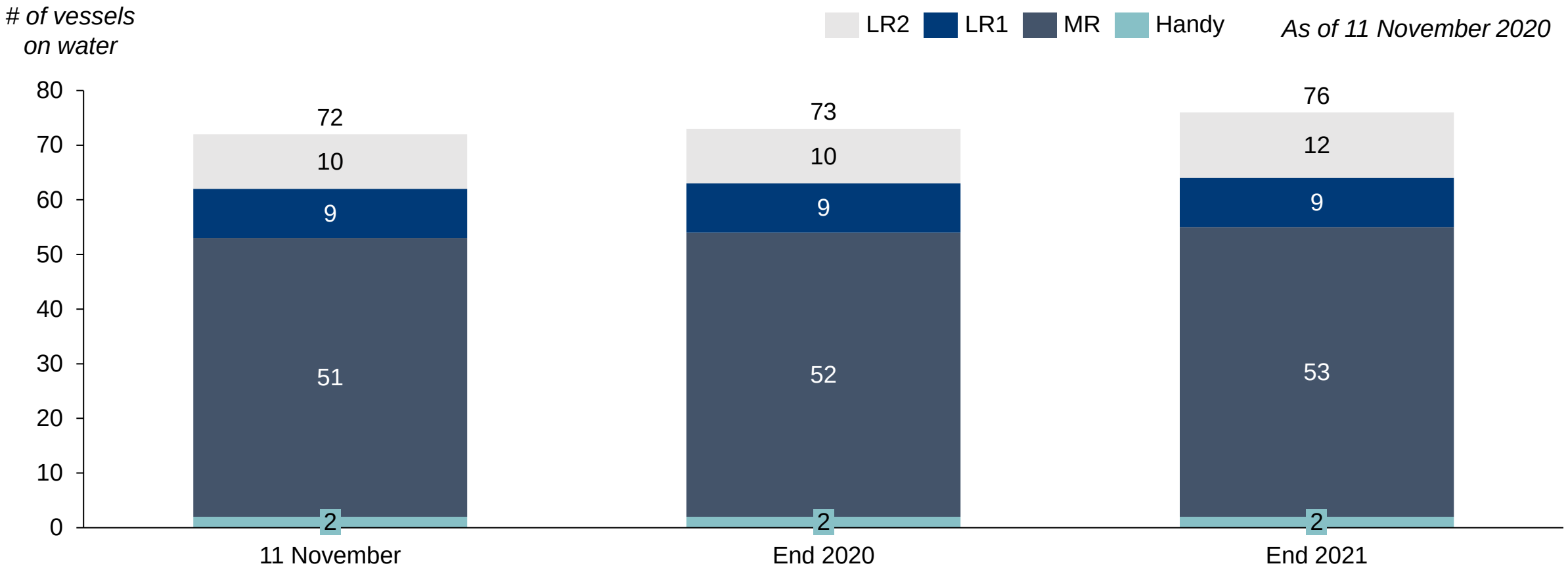
- Head of Technical Division
- With TORM since 2014
- Previously with Clipper and Maersk
- More than 25 years of shipping experience

KEY FIGURES

USDm	Q3 2020	Q3 2019	Q1-Q3 2020	Q1-Q3 2019	2019
Revenue	164	147	642	499	693
EBITDA	43	32	264	134	202
Profit/(loss) before tax	1	-9	129	20	167
Net profit/(loss)	1	-9	128	19	166
Net profit/(loss) excluding impairment charges	1	-9	128	19	46
Balance sheet					
Total assets	2,047	1,834	2,047	1,834	2,004
Equity	1,052	852	1,052	852	1,008
NIBD	713	733	713	733	786
Cash and cash equivalents	157	121	157	121	73
Cash flow statement					
Operating cash flow	53	33	216	126	171
Investment cash flow	27	-142	-70	-225	-323
Financing cash flow	-113	119	-75	82	85
Financial related key figures					
EBITDA margin	27%	22%	41%	27%	29%
Equity ratio	51%	46%	51%	46%	50%
Return on Invested Capital (RoIC)	3%	0%	13%	4%	5%*

* Adjusted for impairment reversal of USD 120m.

FLEET OVERVIEW



	11 November	End 2020	End 2021
Sale and leaseback vessels[1]	8	8	10

1. Sale and leaseback vessels are included in the chart.

BOTH MEDIUM-HAUL REGIONAL TRADE AND LONG-HAUL TRADE ARE SUPPORTED BY THE IMO 2020 REGULATION

Examples of trade routes impacted by the IMO 2020 sulfur regulation

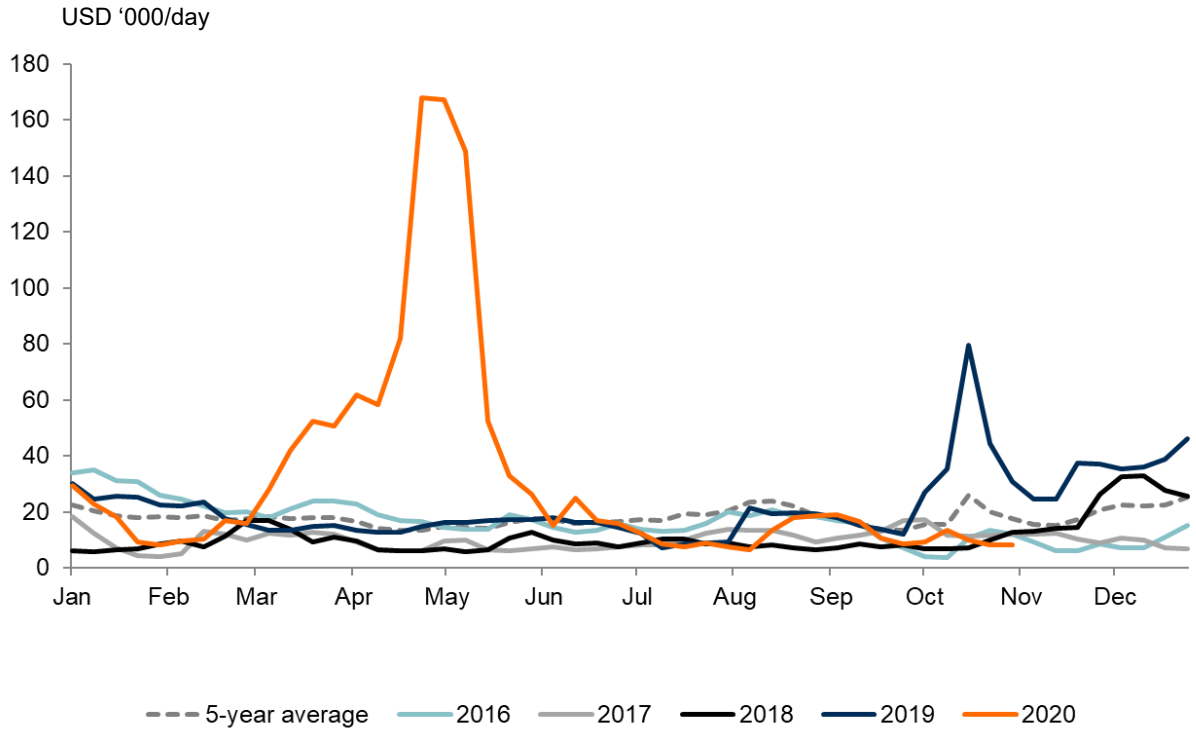


- Increased flexibility to produce additional diesel in net exporting regions and refinery expansion support long-haul and medium-haul trade routes across the world
- Additional routes will be impacted including shorter distance regional and coastal trades

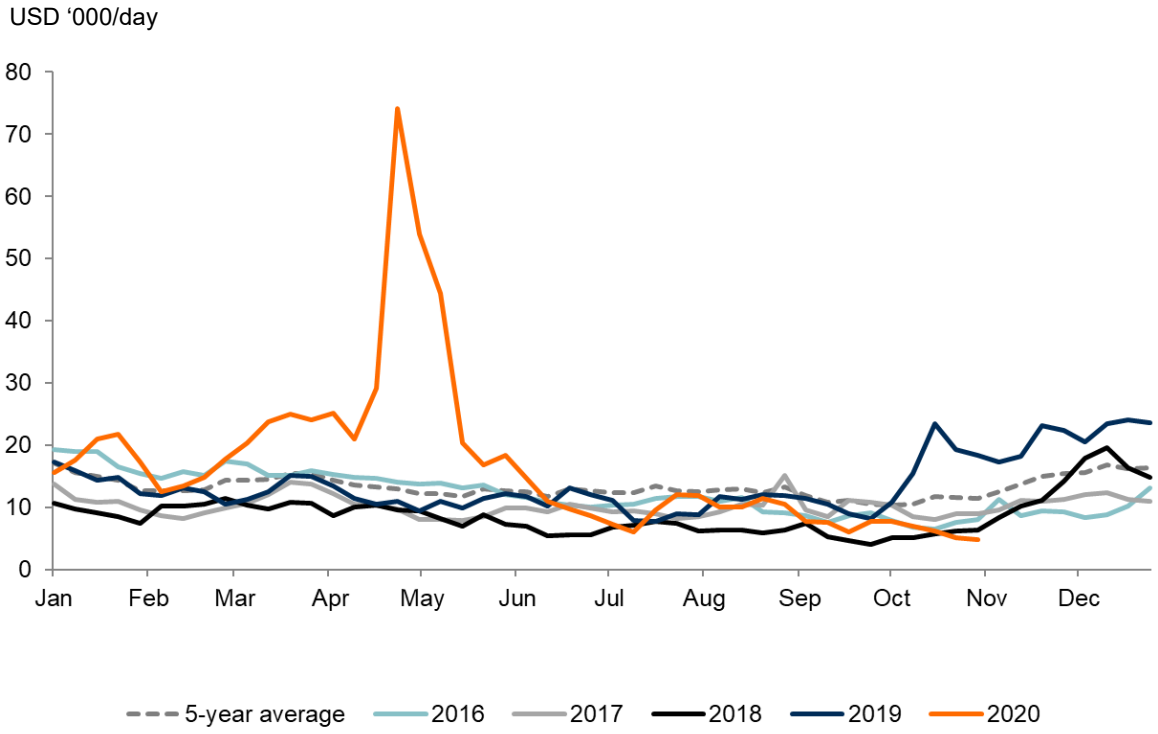
PRODUCT TANKER BENCHMARK FREIGHT RATES

TORM

LR2 (TC1)



MR (average)

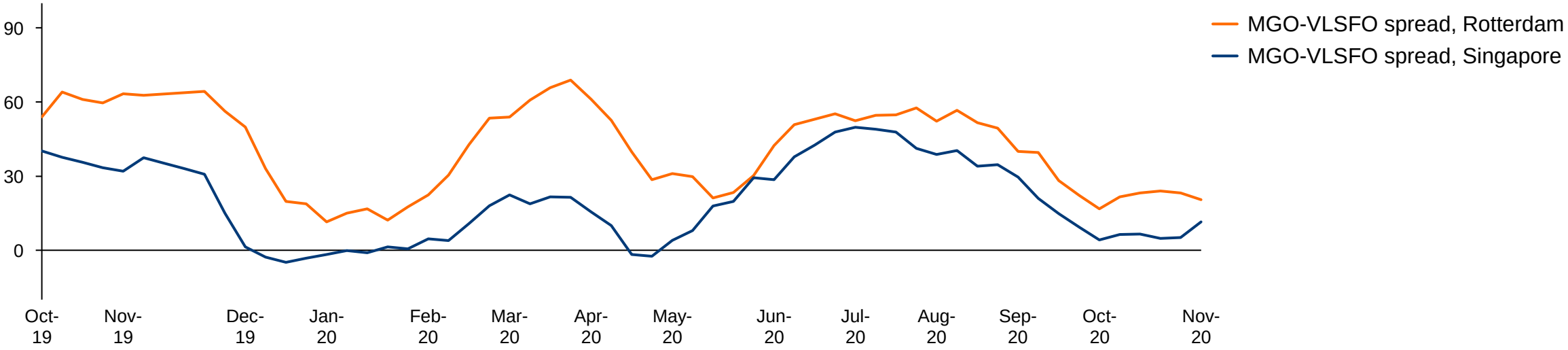


Source: Clarksons. Spot earnings: LR2: TC1 Ras Tanura-> Chiba, MR: average basket of Rotterdam->NY, Bombay->Chiba, Mina Al Ahmadi->Rotterdam, Amsterdam->Lome, Houston->Rio de Janeiro, Singapore->Sydney.

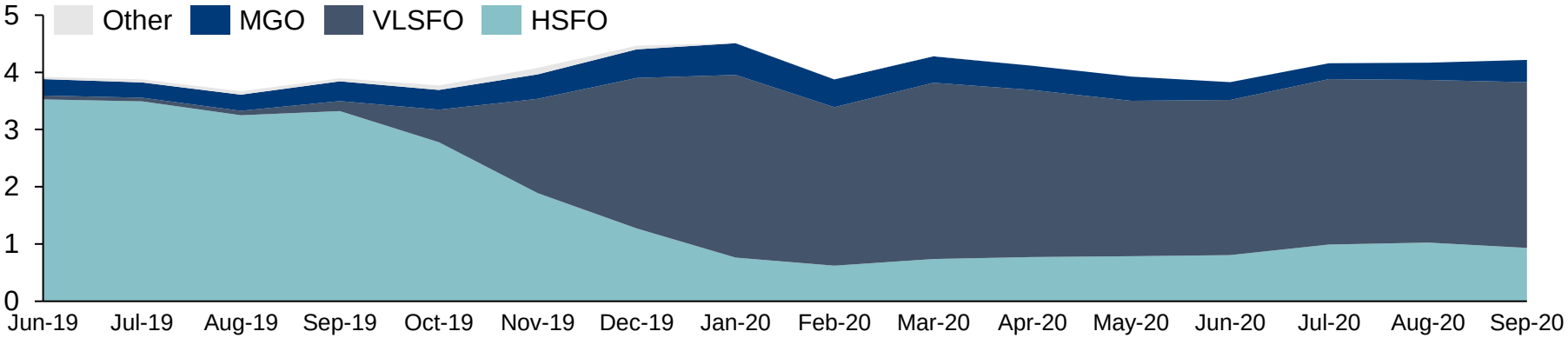
IMO 2020 EFFECTS ON CLEAN TRADING HAVE NOT FULLY UNFOLDED

TORM

MGO and VLSFO price spreads (USD/t)



Bunker sales in Singapore (million tons)



Source: Reuters.

TORM EXPECTS A POSITIVE TCE IMPACT ON THE TORM FLEET DUE TO THE SCRUBBER INVESTMENTS

TORM

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	~11	×	100 (Example)	=	~1,100	0.4
MR Non-eco vessel	~14	×	100 (Example)	=	~1,400	0.5

- 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 90%; based on 2018 actual fuel consumption; assuming 55% steaming ratio.
2) Calculation includes an extra scrubber fuel consumption of 2%.

OAKTREE IS THE MAJORITY SHAREHOLDER WITH A REMAINING FREE FLOAT OF 29%

Share information

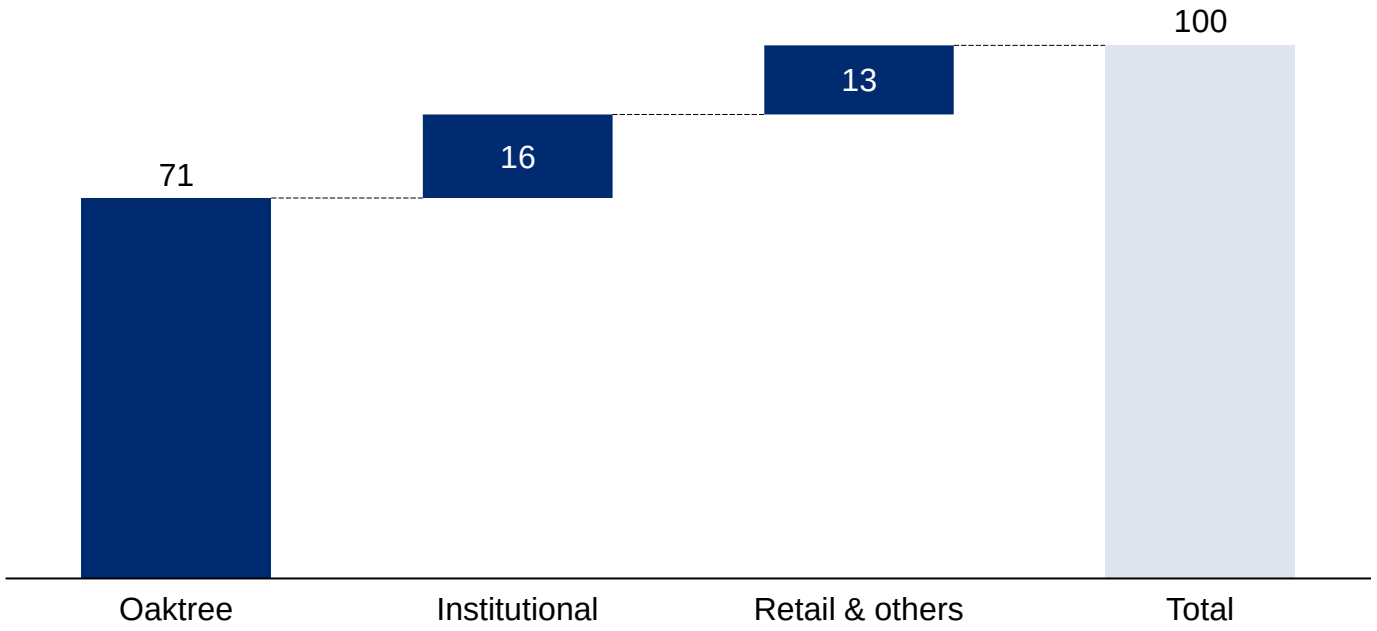
TORM's shares are listed on Nasdaq in Copenhagen and Nasdaq in New York under the tickers TRMD A and TRMD, respectively.

Shares

- 74.8m 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 shareholdings as of November 2020[1] (%)



1. Estimated shareholdings as of April 2020, adjusted for Major Shareholder Announcements.