

---

## Change in the share capital and the voting rights of TORM A/S

As stated in announcement no. 1 of 13 January 2016, TORM A/S (“TORM” or the “Company”) has completed a reduction of the Company’s share capital by cancellation of treasury shares acquired through the redemption process in connection with the implementation of the reverse stock split on 24 September 2015.

Pursuant to section 10 of the Executive Order on Issuers’ Disclosure Obligations, it is hereby announced that TORM’s share capital as of today amounts to a total nominal value of DKK 957,396,585.02 divided into 63,826,439 A shares of DKK 15 each, one B Share with special administrative rights and one C Share with special voting rights, each of DKK 0.01.

A total of 95,739,658,501 votes are attached to the A shares and the B share.

Moreover, the C share has 525,000,000,000 votes at the general meeting in respect of certain specified matters set out in article 9.5 of the Articles of Association, including election of members to the Board of Directors (including the Chairman, but excluding the Deputy Chairman) and certain amendments to the Articles of Association proposed by the Board of Directors.

---

### CONTACT

Jacob Meldgaard, CEO, tel.: +45 3917 9200  
Mads Peter Zacho, CFO, tel.: +45 3917 9200  
Morten Agdrup, IR, tel.: +45 2199 5723

### TORM A/S

Tuborg Havnevej 18  
DK-2900 Hellerup, Denmark  
Tel.: +45 3917 9200 / Fax: +45 3917 9393  
[www.torm.com](http://www.torm.com)

---

### ABOUT TORM

TORM is one of the world’s leading carriers of refined oil products. The Company operates a fleet of approximately 80 modern vessels with a strong commitment to safety, environmental responsibility and customer service. TORM was founded in 1889. The Company conducts business worldwide and is headquartered in Copenhagen, Denmark. TORM’s shares are listed on Nasdaq Copenhagen (ticker: TORM A). For further information, please visit [www.torm.com](http://www.torm.com).

### SAFE HARBOR STATEMENTS AS TO THE FUTURE

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 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. The words “believe,” “anticipate,” “intend,” “estimate,” “forecast,” “project,” “plan,” “potential,” “may,” “should,” “expect,” “pending” and similar expressions 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 which 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, changes in charter hire rates and vessel values, changes in demand for “ton miles” of oil carried by oil tankers, 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 requirements for double hull tankers or 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 or acts by terrorists.

Forward-looking statements are based on management’s current evaluation, and TORM is only under an obligation to update and change the listed expectations to the extent required by law.