1st Quarter 2010 Result
Webcast 5 May 2010

ODFJELL

Agenda

- Highlights
- Organisational changes
- 1Q2010 Financials
- Norwegian tonnage tax
- Sevmash
- Market Update
- Prospects

HIGHLIGHTS 1Q2010

- Net result a loss of USD 4 million, EBITDA of USD 49 million and EBIT of USD 10 million
- Stable time-charter results compared to 4Q2009
- Continued strong results from tank terminals
- Contribution of USD 12 million to EBITDA from hedging of bunkers and currency
- Four ships sold for recycling

NEW BOARD OF DIRECTORS

Laurence W. Odfjell
Chairman of the Board

Terje D. Storeng
Board member

Irene Waage Basili
Board member

Bernt Daniel Odfjell
Board member

Christine Rødseter
Board member

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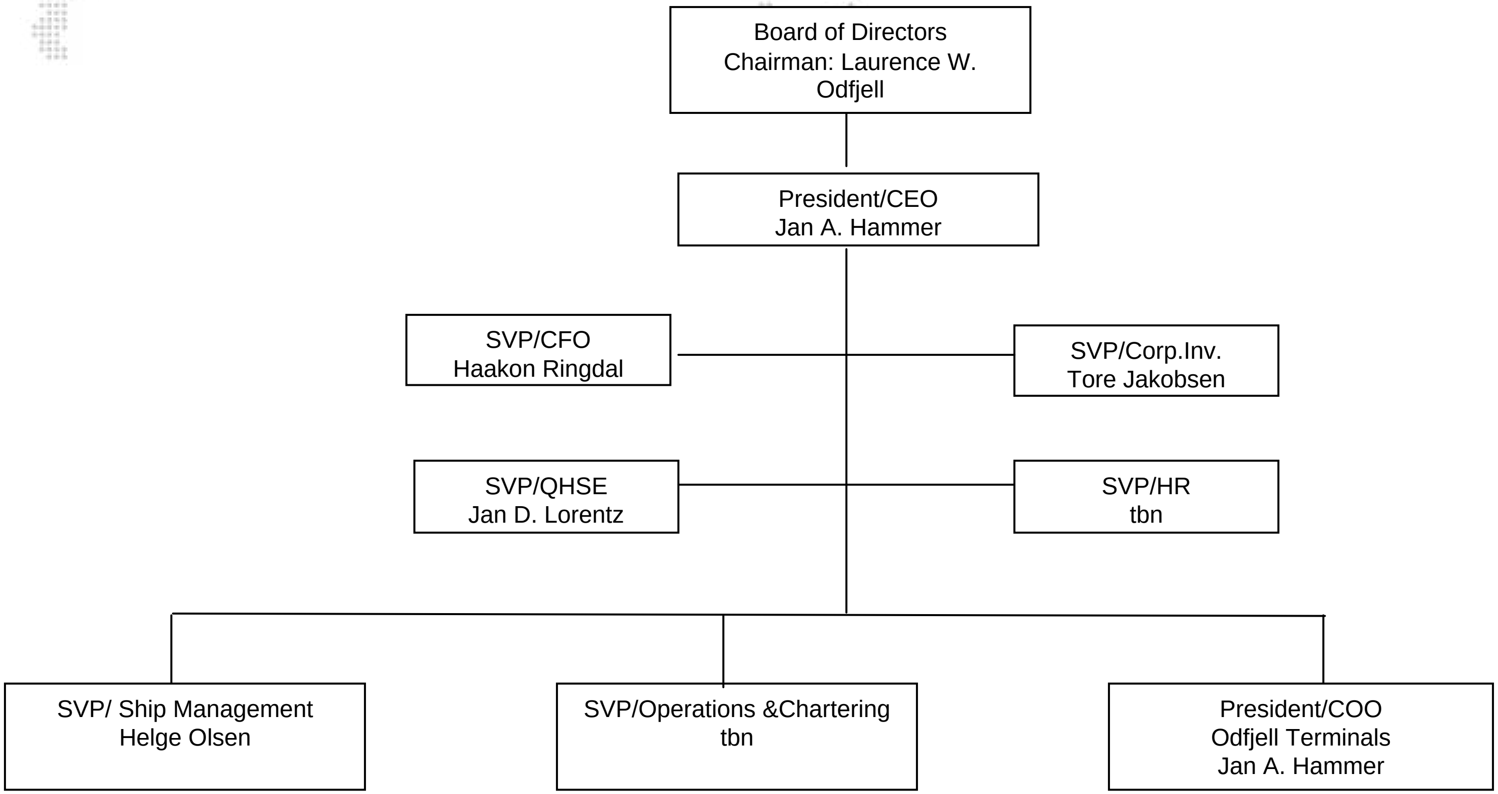
MODIFICATION OF ORGANISATIONAL STRUCTURE



RESULT 1ST QUARTER 2010

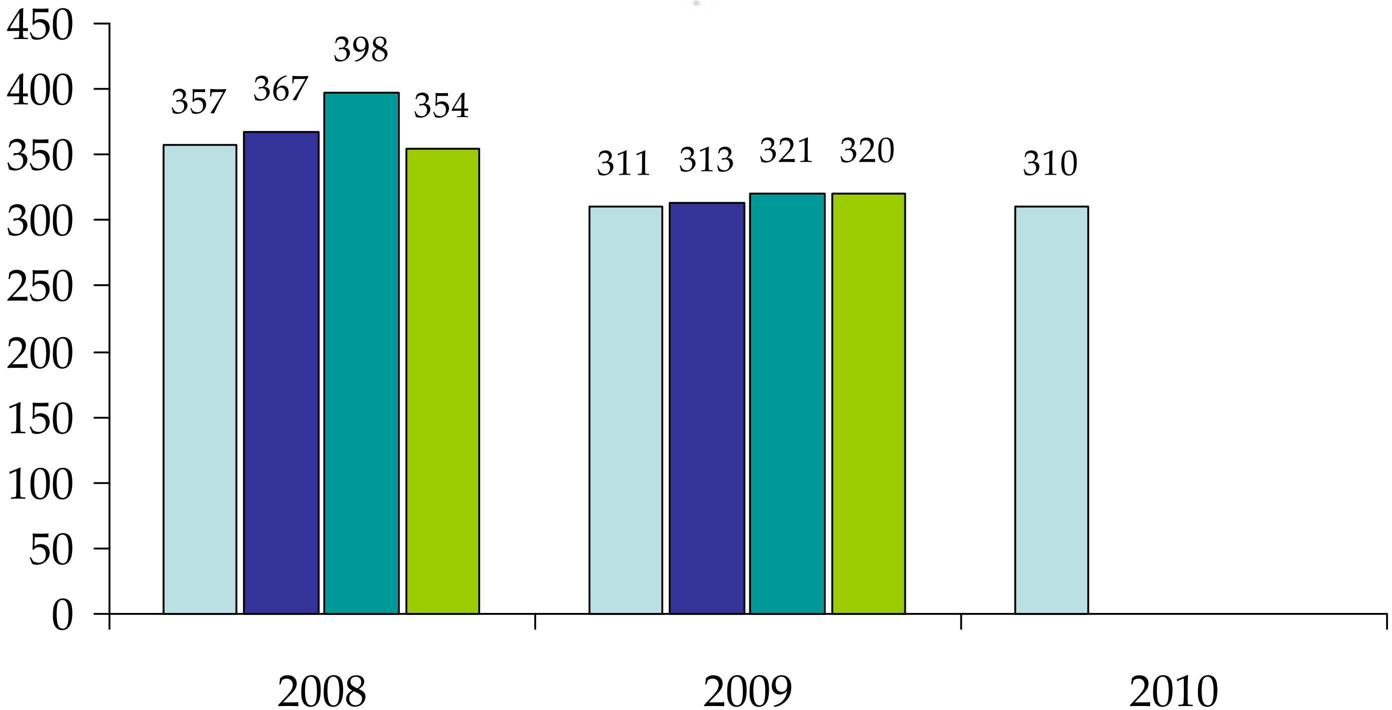
(USD million)	1Q2010	4Q09	Change
Gross Revenue	310	320	(10)
Voyage Expenses	(110)	(124)	14
TC Expenses	(48)	(45)	(3)
Operating Expenses	(75)	(89)	14
General and Administrative Expenses	(28)	(29)	1
Operating Result before Depr. (EBITDA)	49	32	17
Depreciation	(38)	(42)	4
Compensation	0	43	(43)
Impairment Fixed Assets	0	(14)	14
Capital Gain/Loss on Fixed Assets	(1)	0	(1)
Operating Result (EBIT)	10	20	(10)
Net finance	(9)	(6)	(3)
Taxes	(5)	110	(115)
Net Result	(4)	125	(129)

EBITDA 1Q2010 VERSUS 4Q2009

• Parcel Tankers EBITDA	USD 14 mill. higher
• Net revenue	USD 8 mill. higher
• TC expenses	USD 3 mill. higher
• Operating expenses	USD 9 mill. lower
• G&A	Unchanged
• Tank Terminals EBITDA	USD 3 mill. higher
• Net revenue	USD 4 mill. lower
• Operating expenses	USD 5 mill. lower
• G&A	USD 1 mill. lower

GROSS REVENUE

Per Quarter (in USD million)

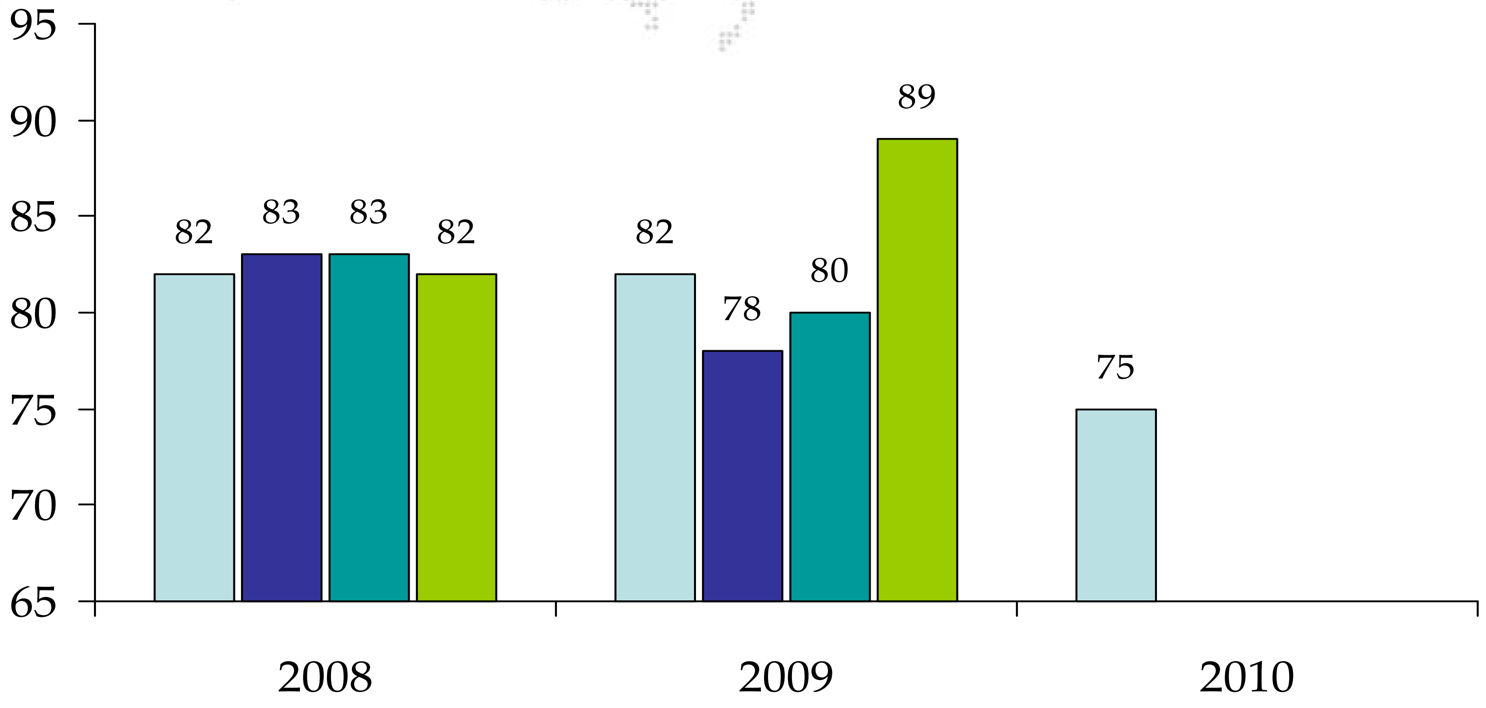


Accumulated		
1,476	1,265	1,240*

*Annualised

OPERATING EXPENSES

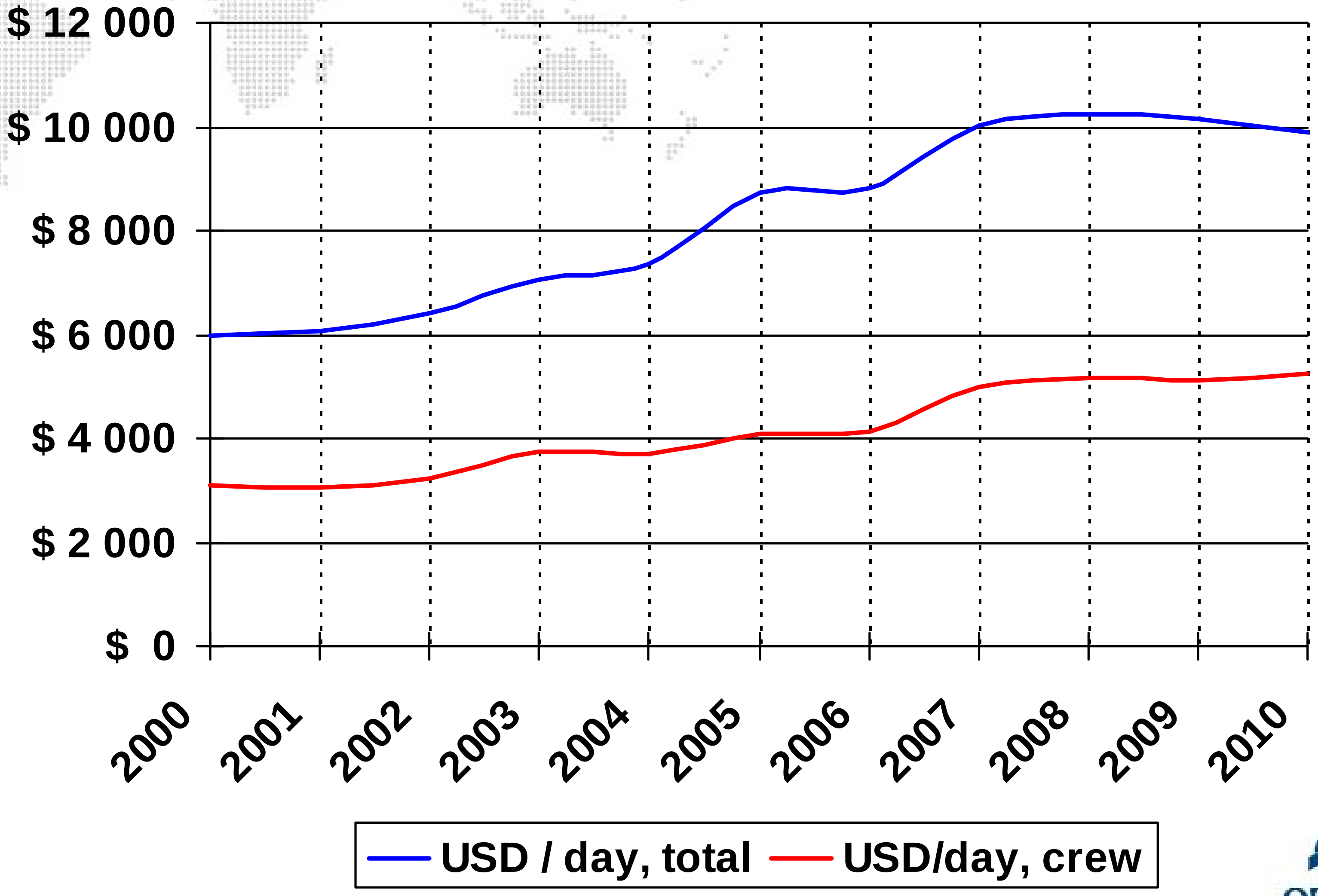
Per Quarter (in USD million)



Accumulated		
330	329	300*

*Annualised

VESSEL OPERATING EXPENSES
(Large Parcel Tankers)



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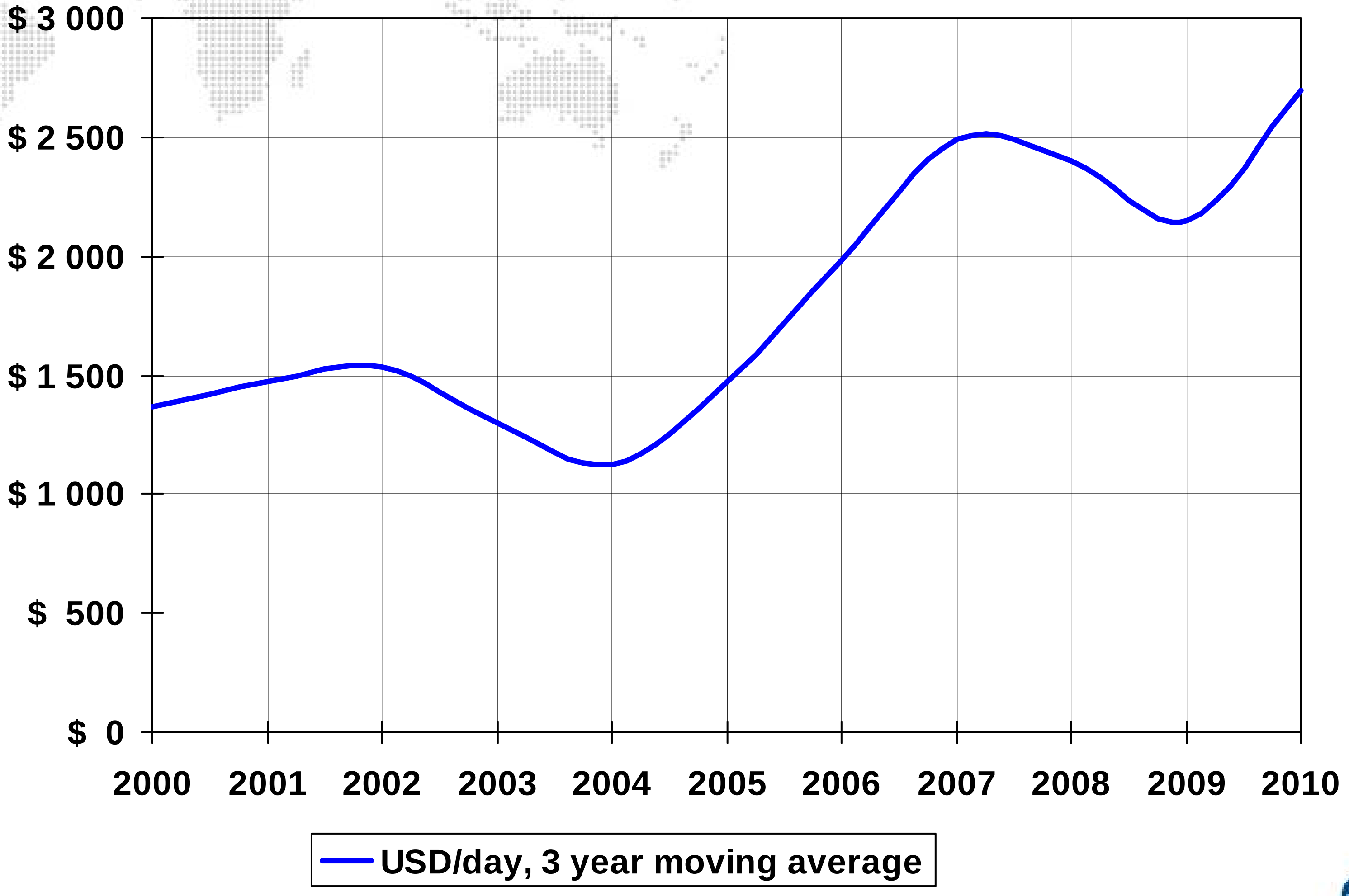
DRY-DOCKING COST
(Large Parcel Tankers)



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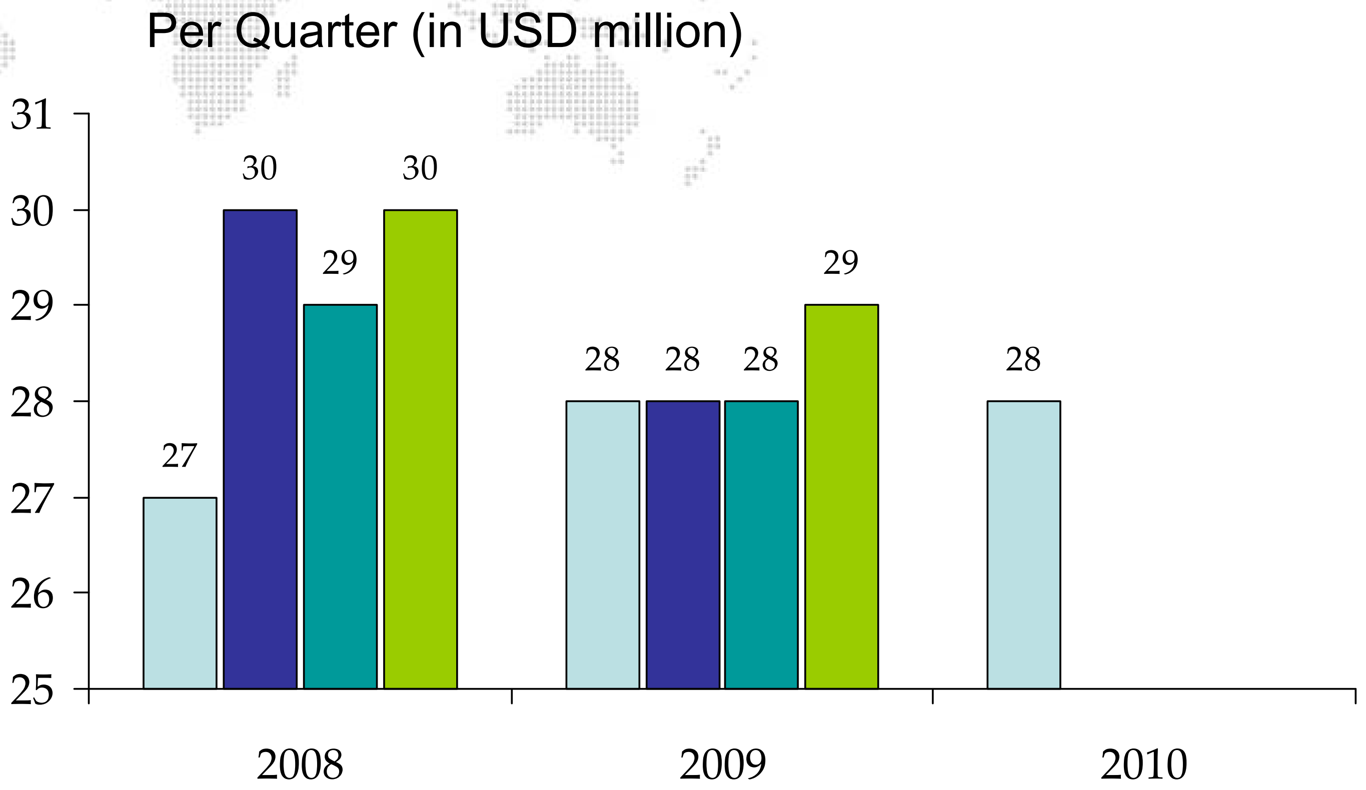
ADMINISTRATIVE EXPENSES



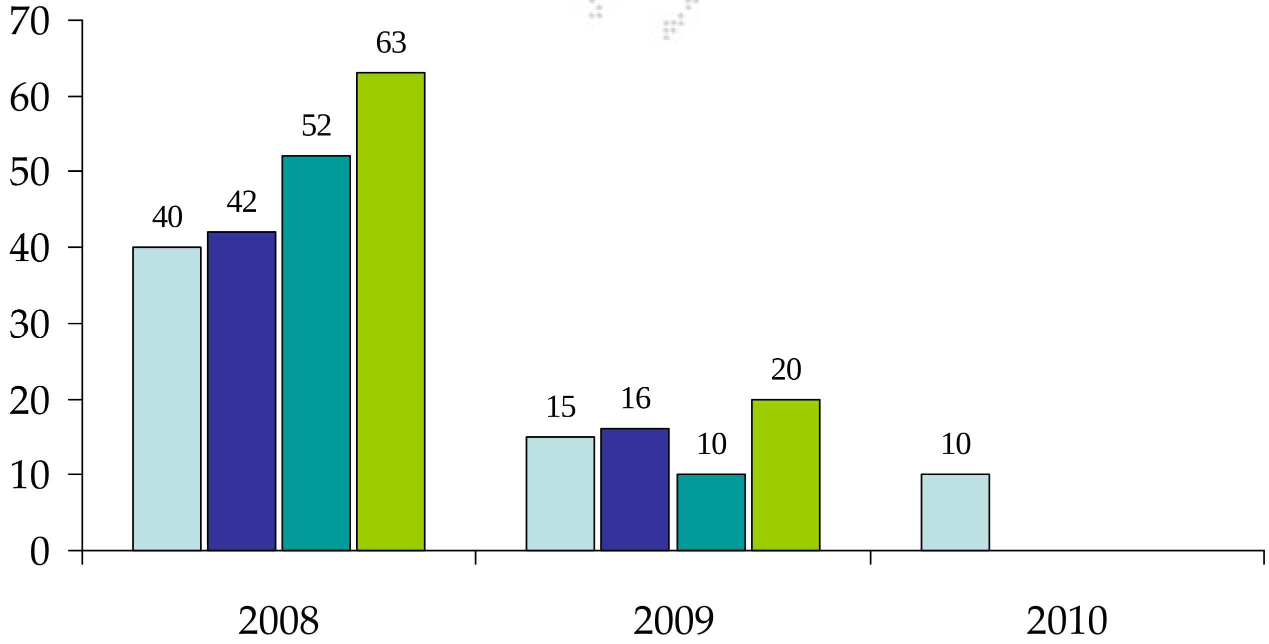
Accumulated

116	113	112*

*Annualised

OPERATING RESULT (EBIT)

Per Quarter (in USD million)

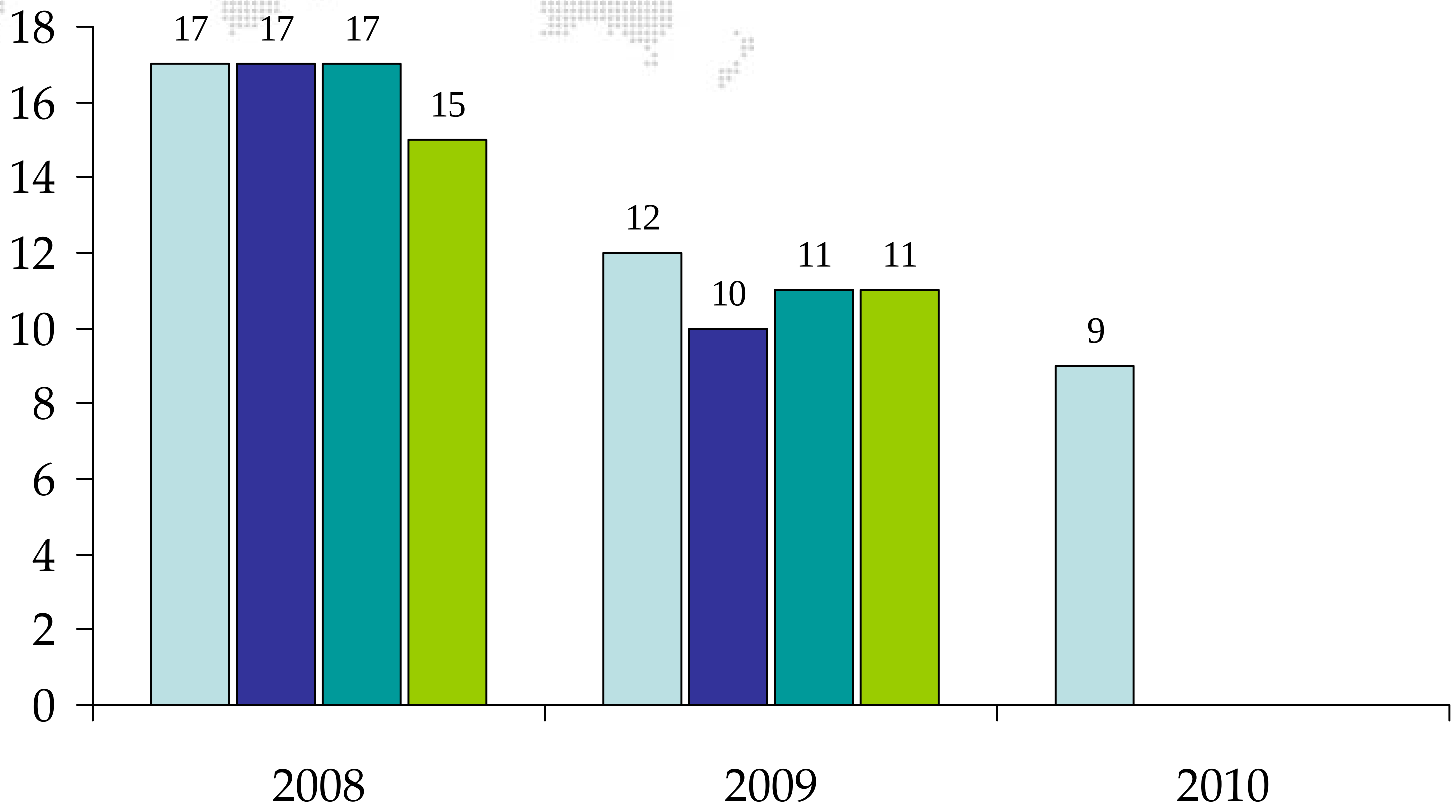


Accumulated		
197	61	40*

*Annualised

NET INTEREST EXPENSES

Per Quarter (in USD million)



Accumulated		
66	44	36*

*Annualised

OPERATING RESULT PER SEGMENT

USD million	1Q09	2Q09	3Q09	4Q09	1Q10
Parcel Tankers	24	25	18	6	19
Tank Terminals	27	27	29	27	30
Sum EBITDA	**51**	**52**	**47**	**32**	**49**

USD million	1Q09	2Q09	3Q09	4Q09	1Q10
Parcel Tankers	(5)	(4)	(11)	14	(11)
Tank Terminals	20	20	21	6	21
Sum EBIT	**15**	**20**	**10**	**20**	**10**

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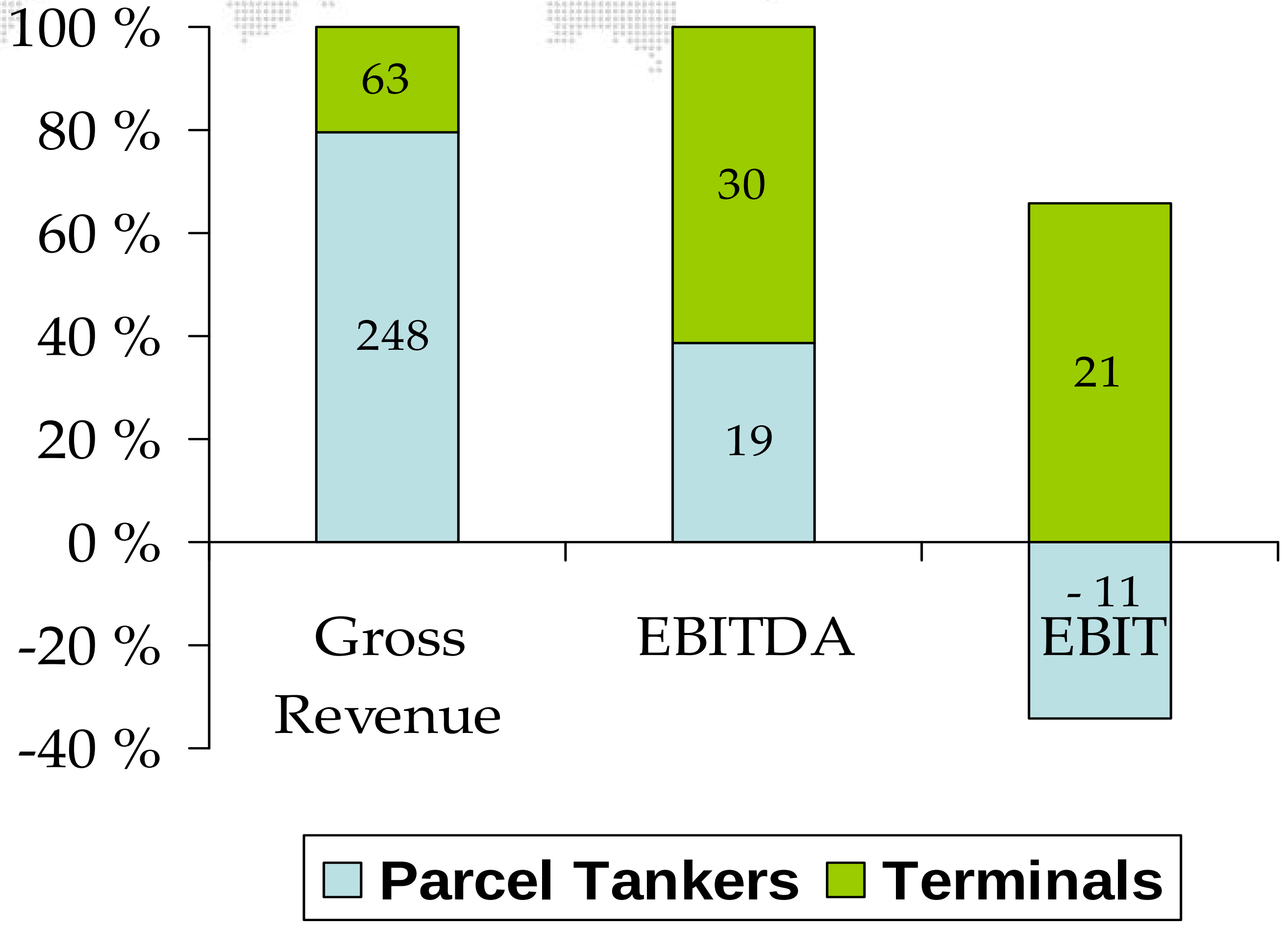
GROSS REVENUE AND EBIT PER SEGMENT



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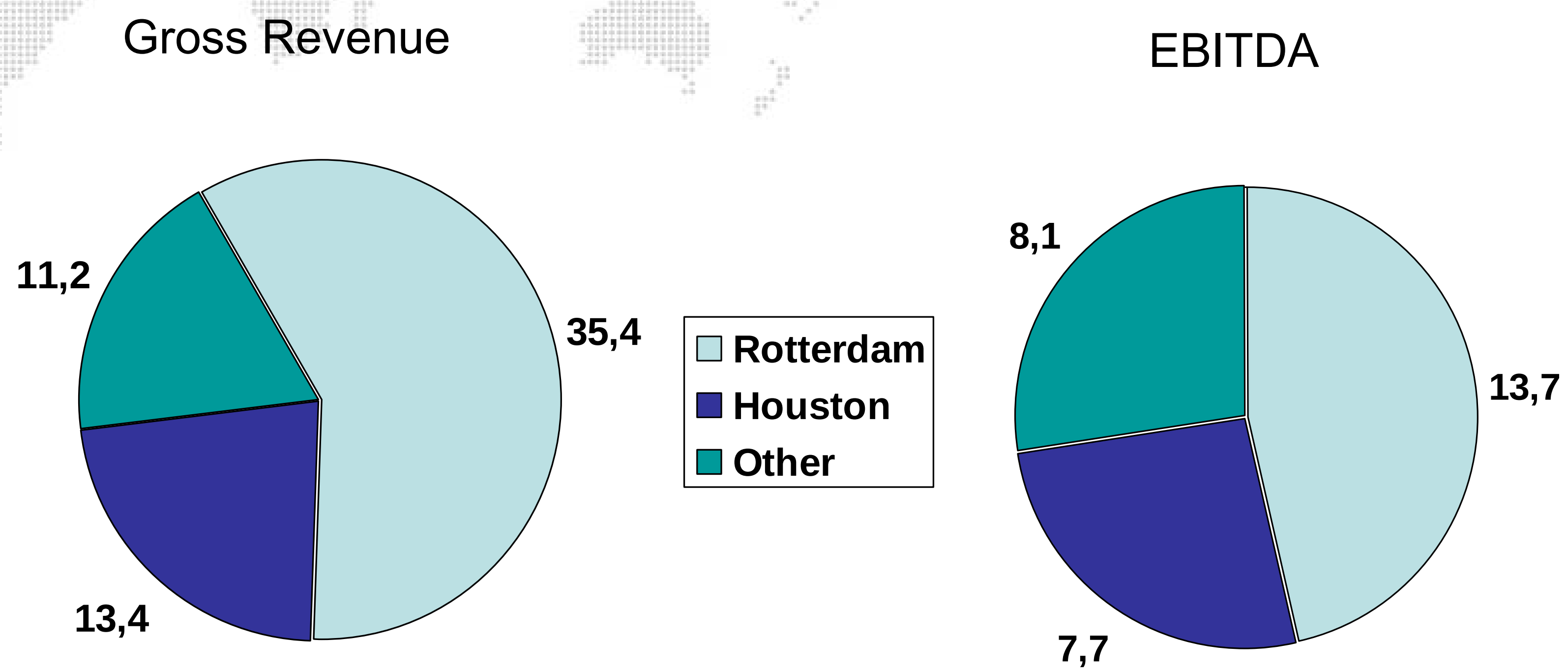
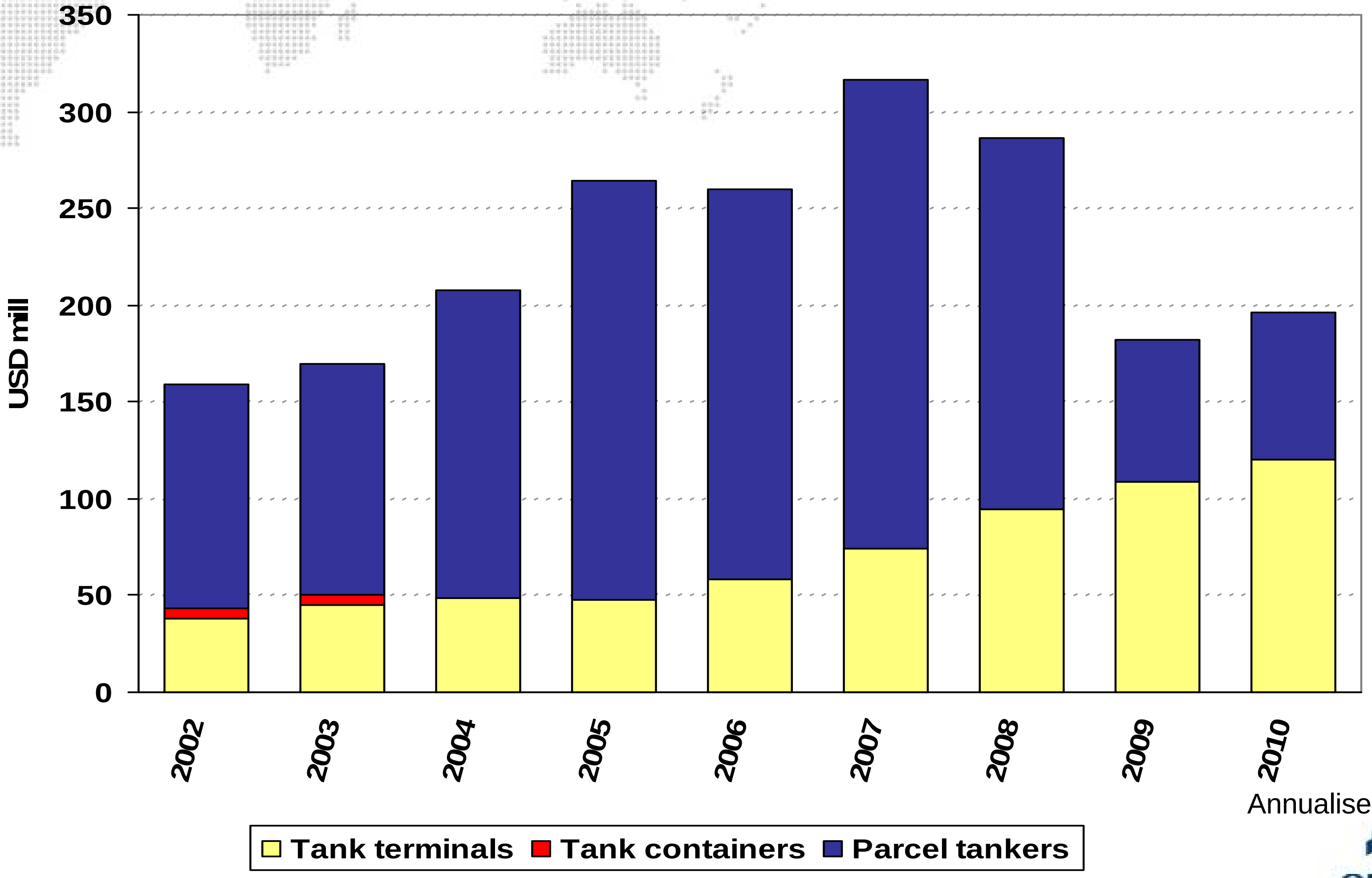
TANK TERMINALS GROSS REVENUE



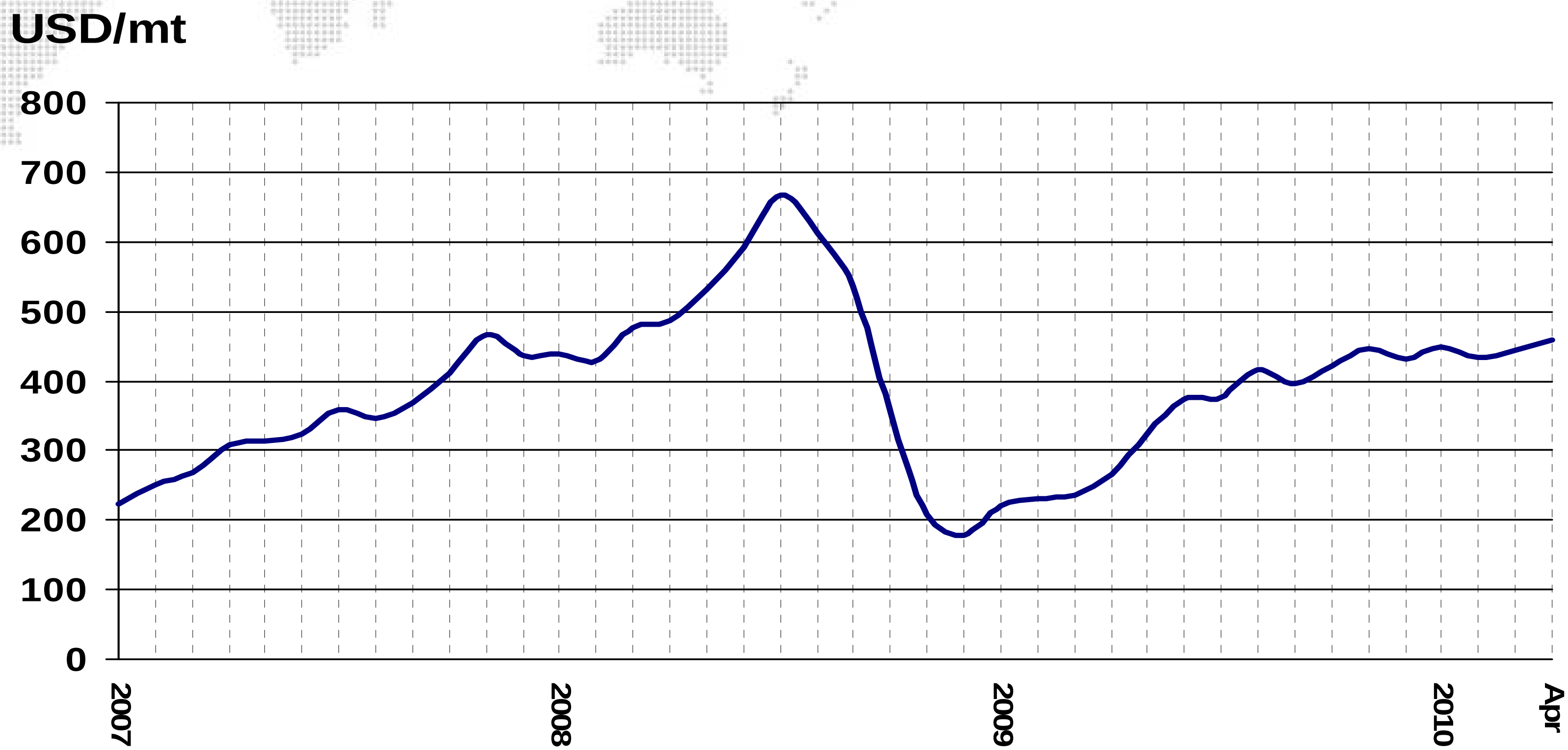
EBITDA



350
300
250
200
150
100
50
0
USD mill
2002
2003
2004
2005
2006
2007
2008
2009
2010
Annualised
Tank terminals
Tank containers
Parcel tankers

BUNKERS

3.5% FOB Rotterdam



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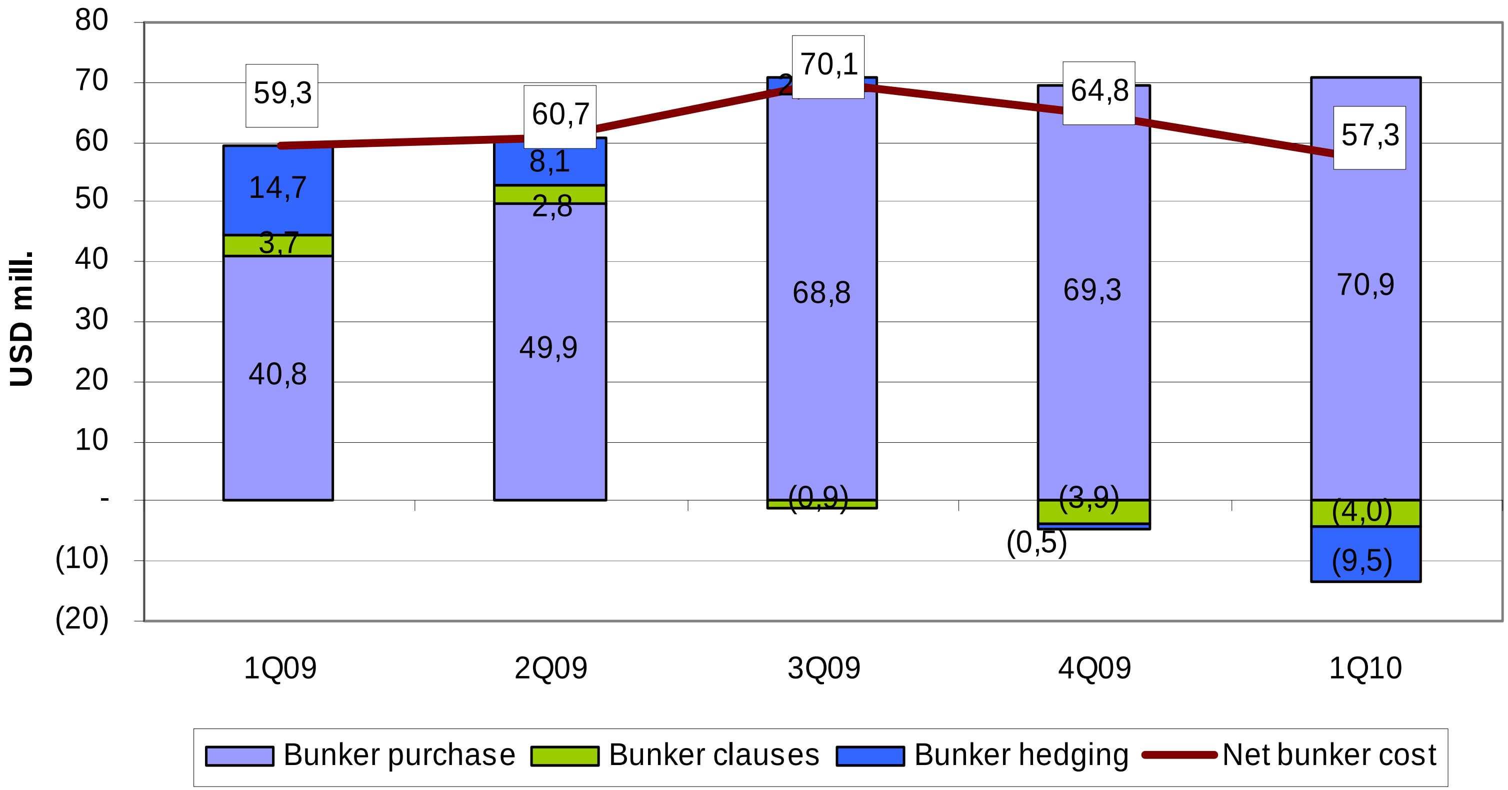
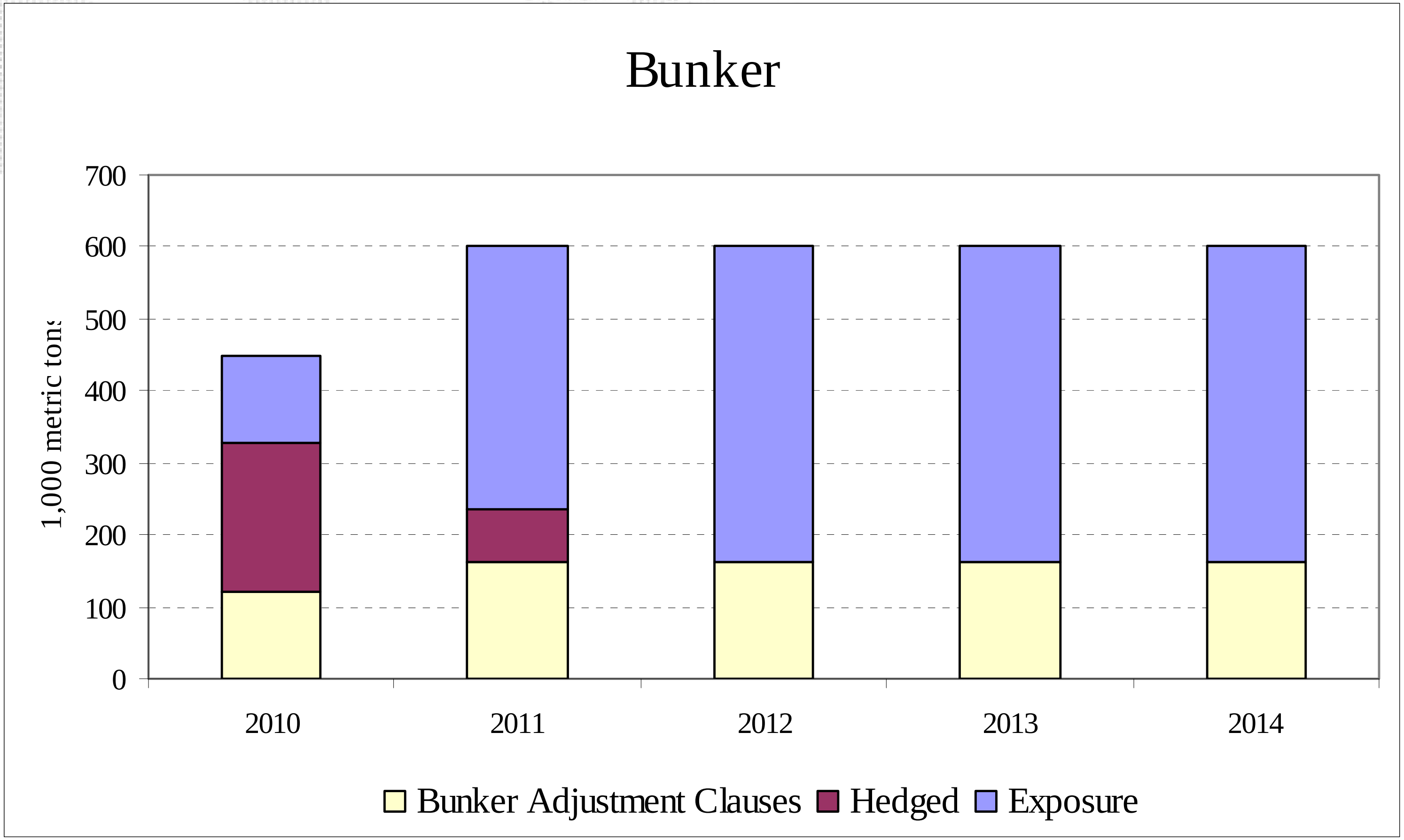
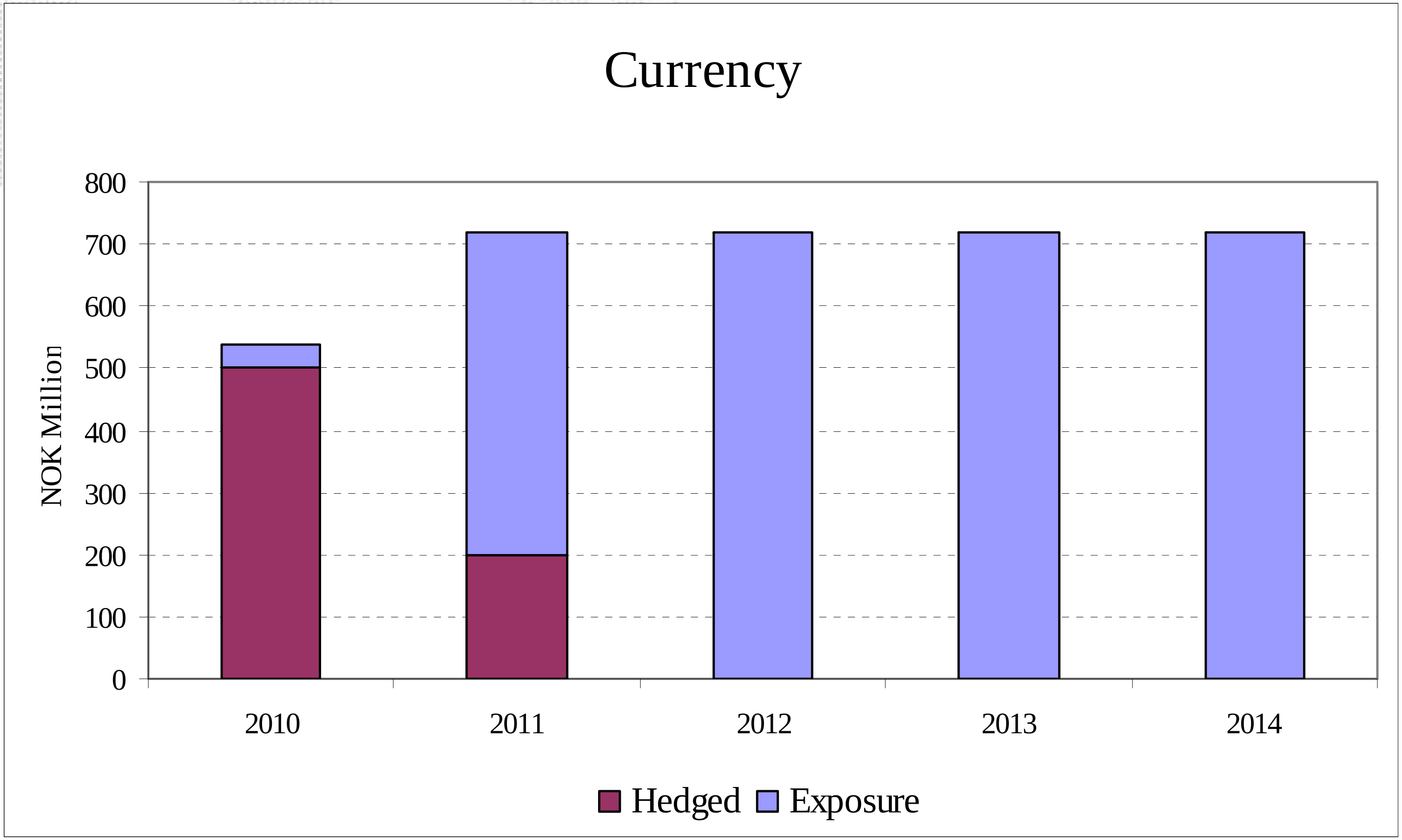
NET BUNKER COST



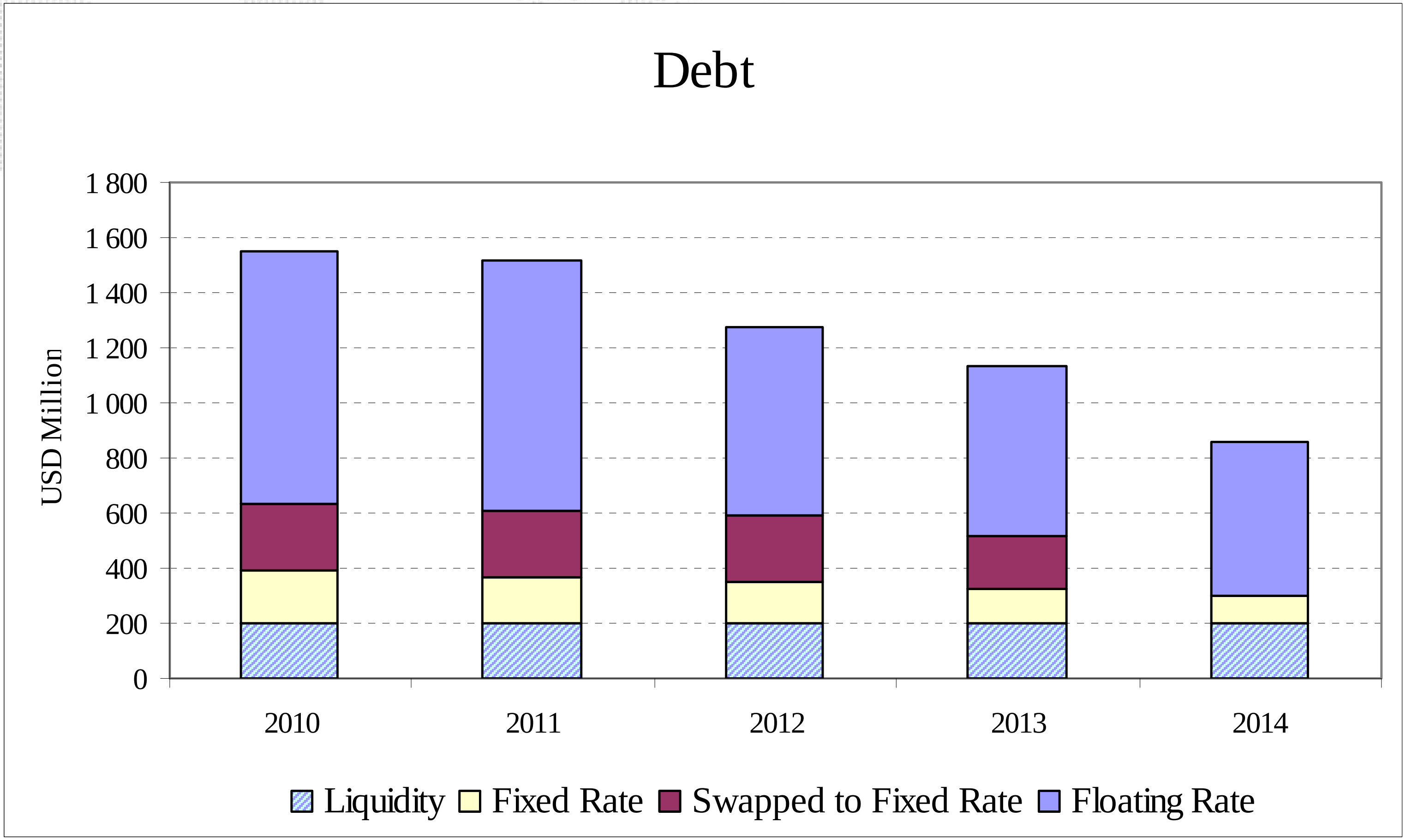
HEDGING – BUNKER



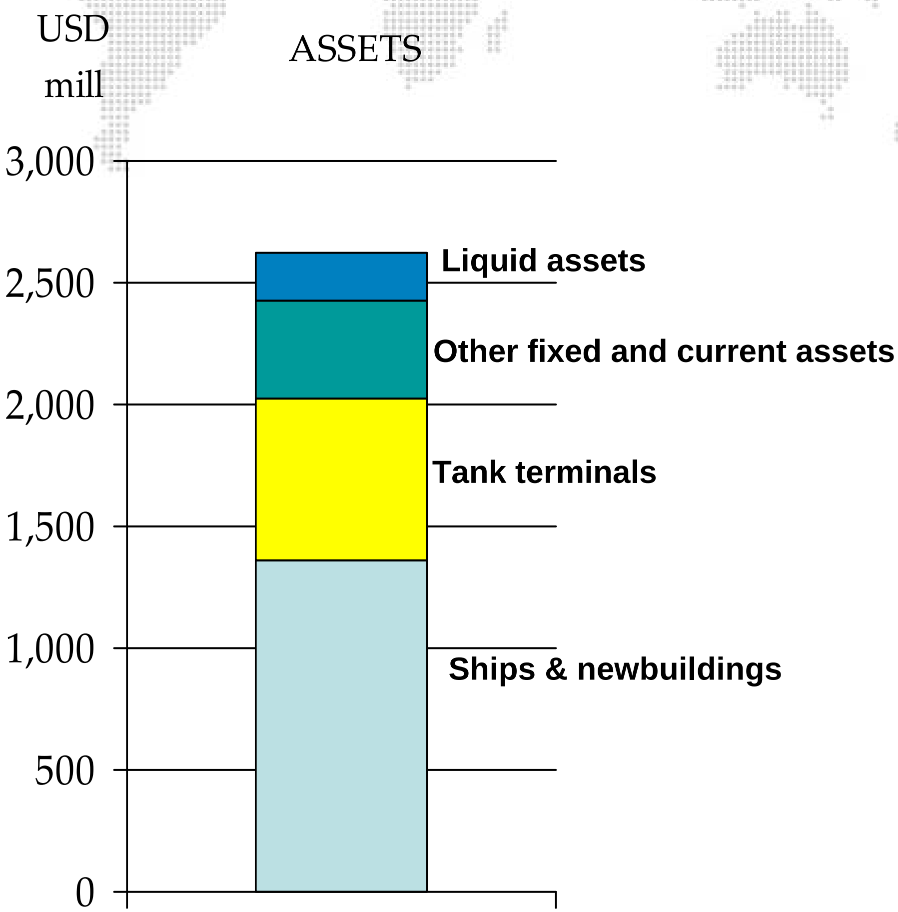
HEDGING – CURRENCY

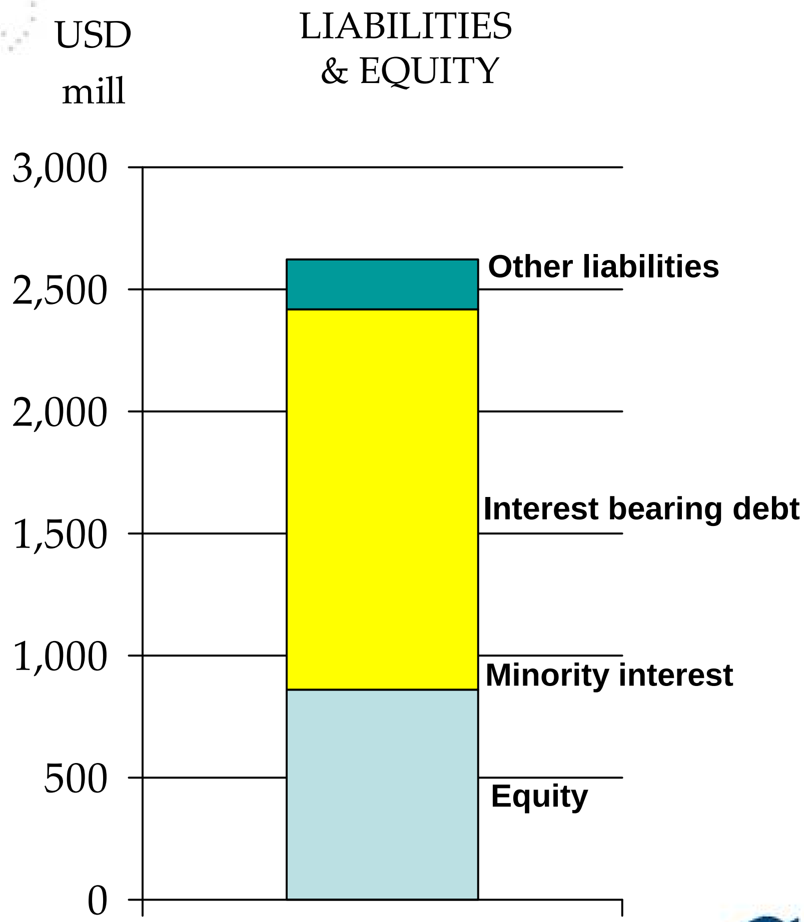


HEDGING – DEBT



BALANCE SHEET





CAPITAL EXPENDITURES (our share)

(In USD million)	2010	2011	2012	2013
China 6 x 9 000 dwt	27	29	6	
Docking	40	40	40	40
Terminals	85	49	46	42
Total	152	118	92	82

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CAPITAL EXPENDITURES – TANK TERMINALS (our share)

(In USD million)	2010	2011	2012	2013
Rotterdam	35	35	38	38
Houston	12	2	8	4
Singapore	7			
Korea*	8	6		
Dalian				
Jiangyin				
Oman	23	6		
Total	85	49	46	42

*Subject 100% financing

PROPOSED NEW NORWEGIAN TONNAGE TAX

- Option to stay in existing system or pay exit-tax to enter new system
- Old system has substantial disadvantages (higher tax when funds are taken out, trapped cash)
- Many disincentives to stay in old system, so paying exit-tax seems likely
- Decision to made before tax return for 2010 is due (early 2011)

EFFECT ON ODFJELL

- Refund taxes paid in 2008 and 2009, NOK 160 million (USD 27 million) received March 2010
- Exit-tax of NOK 272 million (USD 45 million) payable in 2011, 2012 and 2013

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SEVMASH ARBITRATION AWARD UPDATE

- Awarded USD 43.8 million plus 75% of legal expenses.
- Payment due on the day of the award (31.12.09).
- Message received in April that Sevmash do not intend to pay.
- Have asked and obtained assistance from Norwegian authorities.

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FLEET DEVELOPMENT 2010

- In February Odfjell Tankers took the MT Southern Jaguar (19,997 DWT/2009) on two years time charter for worldwide trading.
- During first quarter, four ships, Bow Maasslot, Bow Maasstroom, Bow Power and Bow Fighter were sold for recycling.
- Late April, Odfjell took delivery of one 51,000 DWT IMO 3 product tanker from SLS Shipbuilding Co Ltd, Korea.

Newbuilding at the SLS yard in Korea

Yard	Number	Delivery	Owner
Chuan Dong	6	2011-2012	Odfjell

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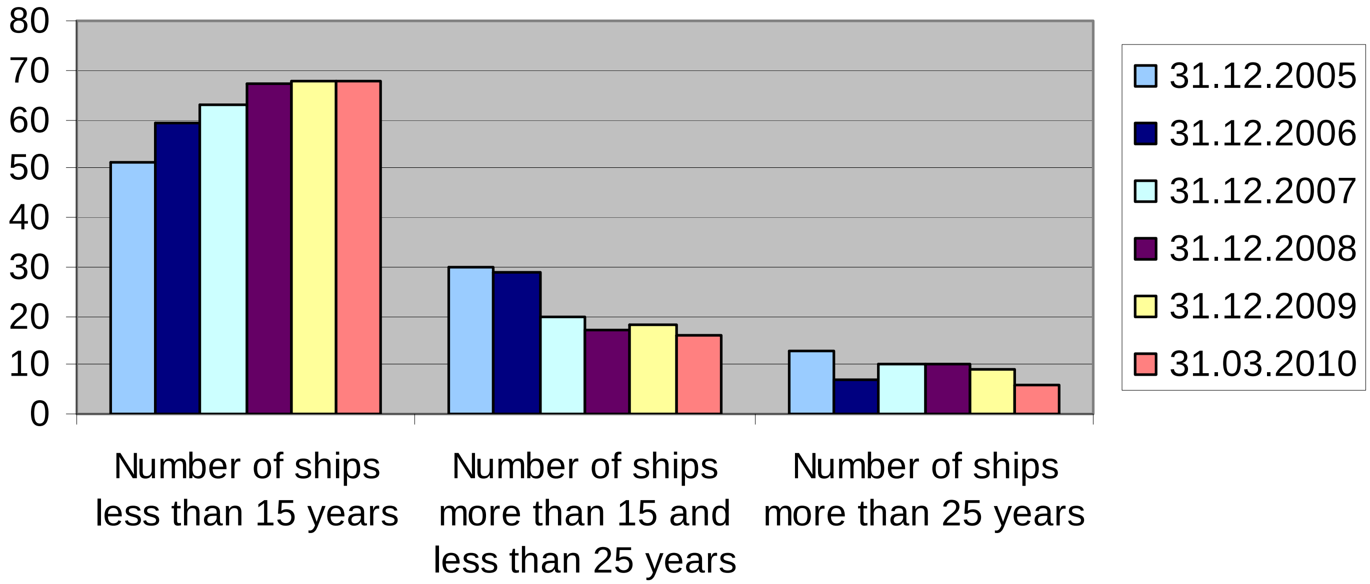
FLEET DEVELOPMENT – VESSEL AGE



TANK TERMINAL DEVELOPMENT 2010

- Completion of the Exir Chemical Terminals PJCCO (Iran) project with a total of 22,000 cbm.
- Expansion construction of two tanks with a total of 10,700 cmb started in Houston.
- Expansion construction of 15 tanks with a total of 63,120 cmb will start at Odfjell Terminals (Korea).

Start up for expansion construction in Houston

Exir Chemical Terminals PJCCO

Location	CBM Expansion	New total	Completion
Houston	10 700	331 300	Q3 2010
Oman	425 000	1 267 500	Q1 2011
Korea	63 120	313 710	Q1 2011

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MARKET UPDATE – HIGHLIGHTS

- Although 1Q10 not satisfactory, March stronger than February and January
- Activity remains good into 2Q10 on exports from Middle East, increased exports from South America, improved phosphoric and sulphuric acid
- Disappointing activity in CPP and in imports to Asia
- Volume shipped was equal to previous quarter, CoA coverage at 44%
- Age restrictions on vessels increasingly an issue

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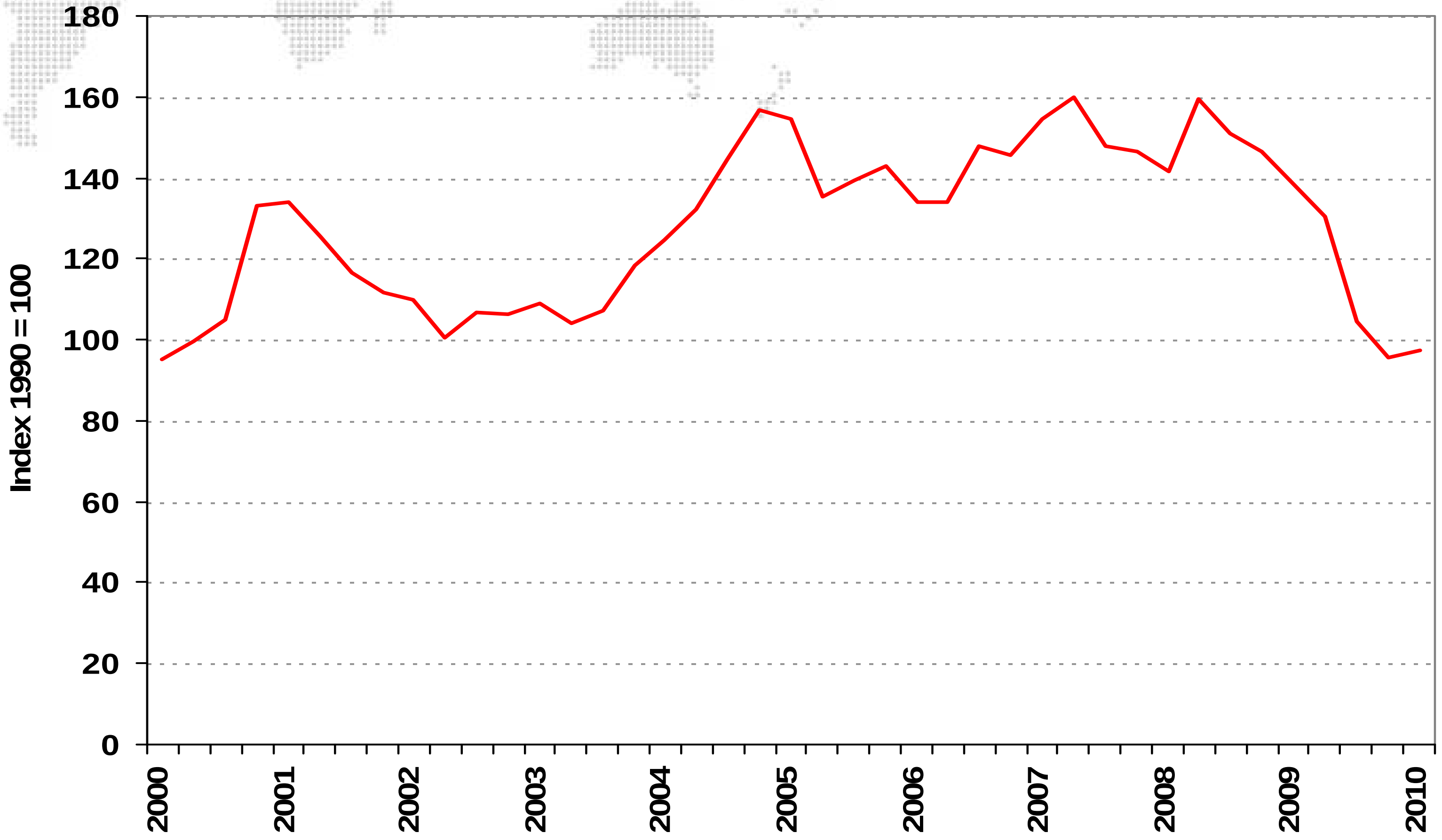
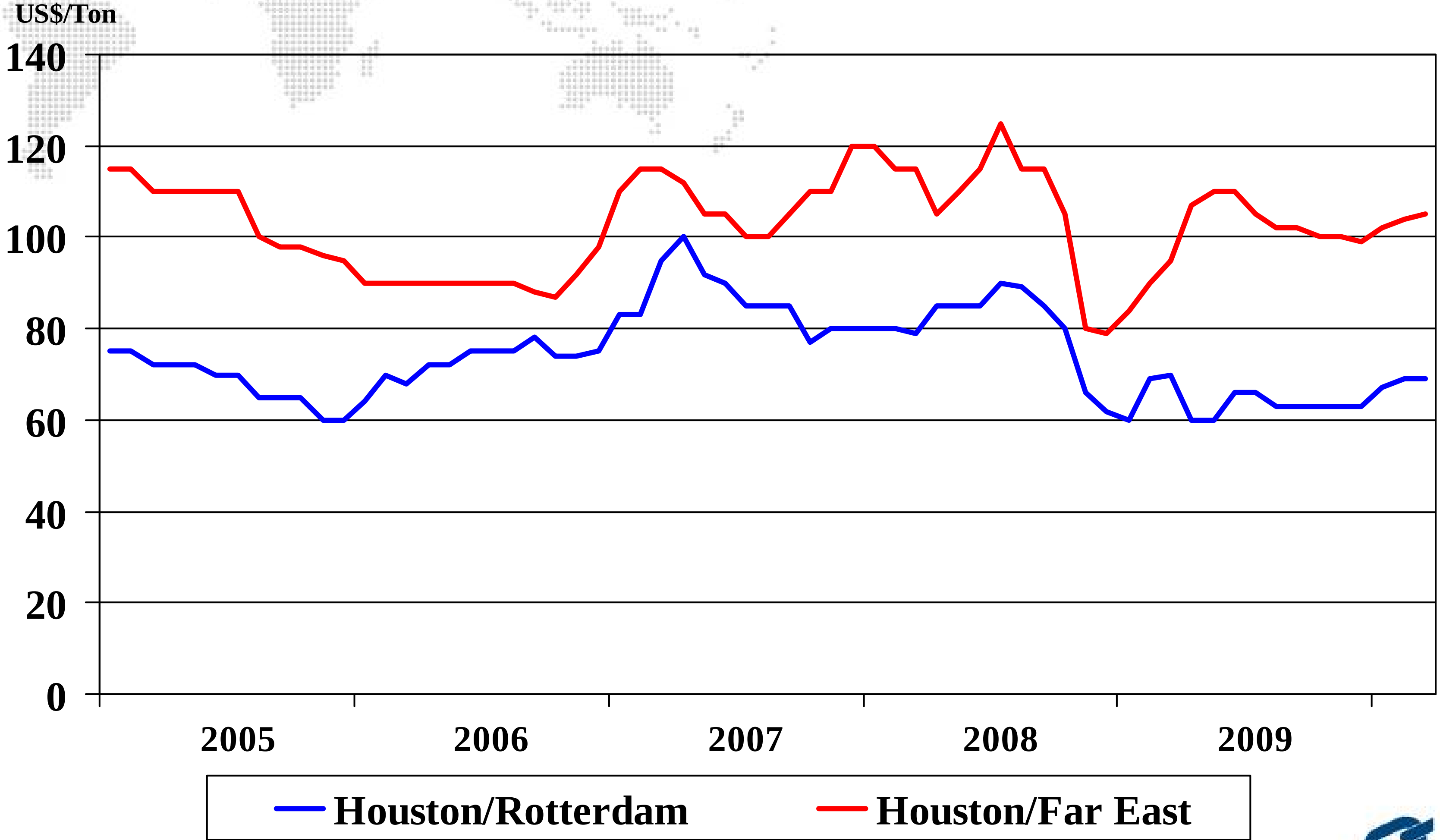


Index 1990 = 100
180
160
140
120
100
80
60
40
20
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010

FREIGHT RATE DEVELOPMENT

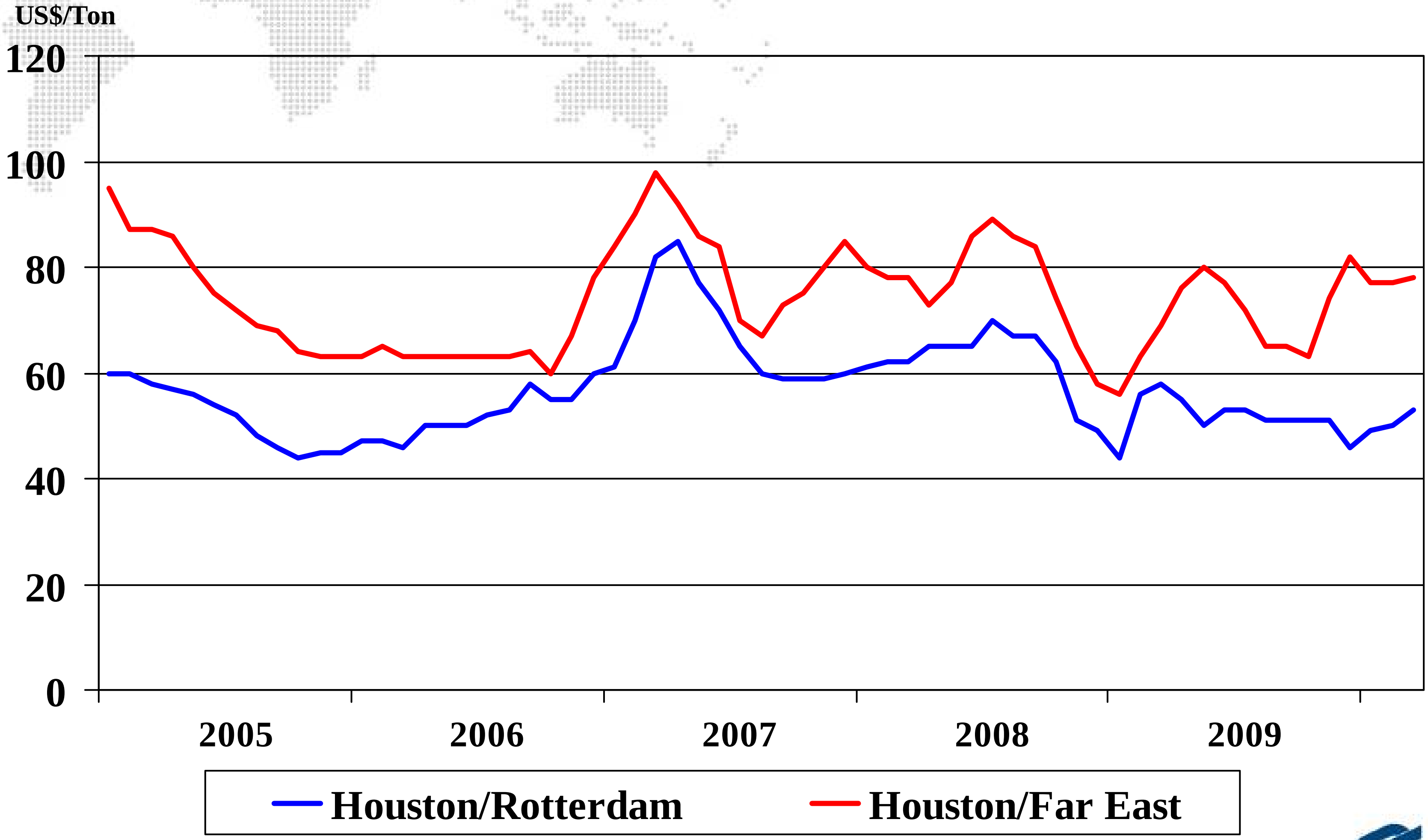
1,000 mts stainless steel grade chemicals



Source: Quincannon Associates, Inc.

FREIGHT RATE DEVELOPMENT

3,000 mts easy grade chemicals



Source: Quincannon Associates, Inc.

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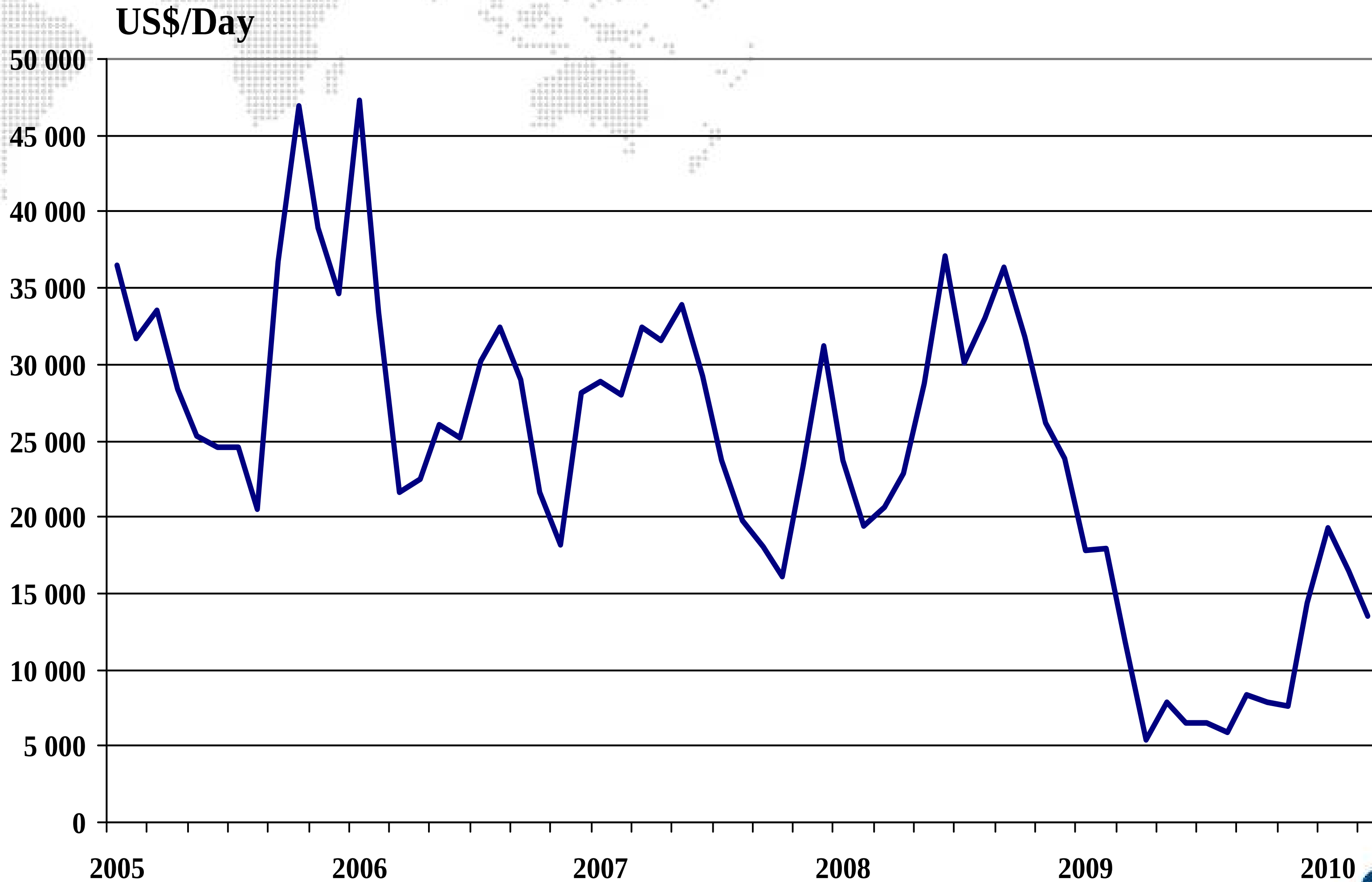
MARKET DEVELOPMENT CPP

Monthly averages



Source: Clarkson

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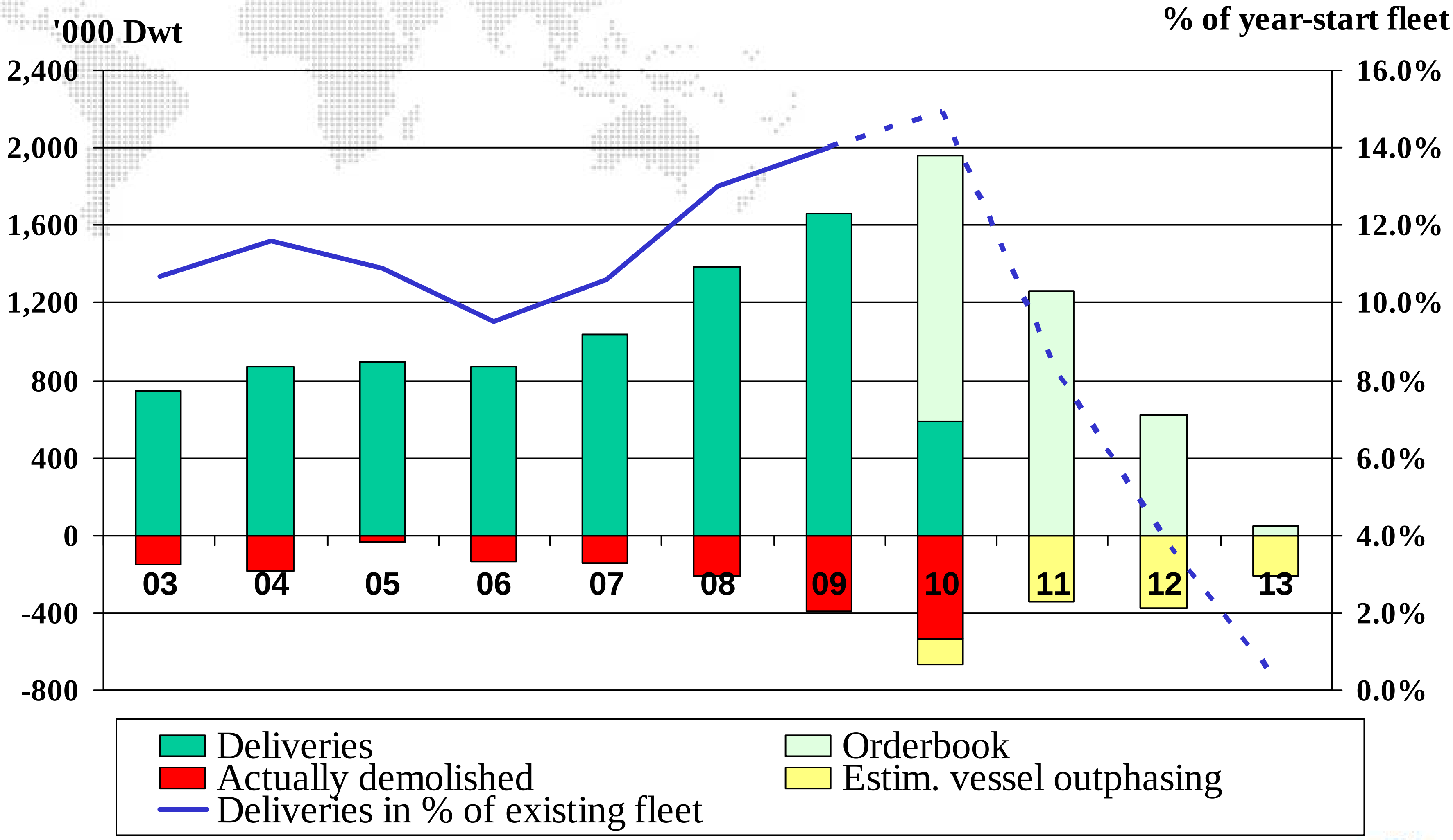
Core Chemical Deep-sea Fleet 2003-2013

Orderbook and estimated demolition per 01.05.10



Source: Odfjell

* Outphasing 30 years (Europe built) and 25 years (Asian built)

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PROSPECTS – ODFJELL

- On the shipping side the recovery is slow.
- Good second quarter activity in certain trades, but pressure on freight rates will probably continue.
- Certain operators are entering new trades.
- Disposal of older units has made our tonnage situation tighter.
- Further fleet reduction (older units).
- Deliveries of newbuildings will continue.
- Ships on order will probably be delayed or not delivered.
- The rise of bunkers prices concerns, and may hamper recovery of out time charter results.
- Continued challenging market, but believe we will see a slow but gradual improvement of our time charter earnings.
- Tank terminal results expected to remain strong.

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Thank you for listening. Questions?

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