ANNOUNCEMENT NO. 170 – 8 August 2024

INTERIM REPORT
SECOND QUARTER AND FIRST HALF-YEAR 2024



DAMPSKIBSSELSKABET NORDEN A/S 52, STRANDVEJEN, DK-2900 HELLERUP, DENMARK CVR NUMBER 67758919

NORDEN

HIGHLIGHTS - SECOND QUARTER 2024

Results

- NORDEN for the second quarter of 2024 generated a net profit of USD 46 million (USD 108 million).
  - EBITDA of USD 122 million (USD 175 million)
  - Earnings per share of DKK 10 (DKK 21)
- The financial performance was as expected. Assets & Logistics experienced positive contribution from the tanker activities and high earnings coverage in dry cargo, while in Freight Services & Trading margins were temporarily negative.
  - Freight Services & Trading: USD -18 million (USD 34 million)
  - Assets & Logistics: USD 64 million (USD 74 million)
- For the first half-year of 2024 the net profit was USD 108 million (USD 258 million).
- Return on invested capital (ROIC) in the last twelve months (LTM) was 21% (50%).

Business highlights

- Positive market expectations due to an ageing global fleet and limited available shipyard capacity continues to underpin forward rates and especially asset values, which supported the value upside of NORDEN's owned and leased fleet with purchase options.
- The estimated Net Asset Value (NAV) of Assets & Logistics was DKK 451 per share by end of Q2 2024, based on a revised methodology for valuation of the options.
- The Capesize fleet was expanded and renewed by acquiring 2 modern second-hand vessels while capitalising on the market selling an older vessel, bringing the total owned and leased Capesize fleet to 12 vessels including newbuildings.
- Strengthened the Projects & Parcelling activities by entering an agreement to acquire Norlat Shipping, a minor Scandinavian dry bulk operator specialised in shipment of forest products.

Guidance

- NORDEN narrows its expected full-year net profit guidance for 2024 to USD 160-240 million (previously USD 150-250 million). The guidance for 2024 includes gains from sale of vessels from already signed and agreed transactions of USD 61 million (previously USD 59 million).
- For the second half-year of 2024 Assets & Logistics are expected to continue to generate stable earnings from high coverage, especially in dry cargo, while margins in Freight Services & Trading are expected to gradually improve from the level in Q2 2024.
- By early August 2024, NORDEN had a total of 3,700 open tanker vessel days and a total of 7,100 open days in dry cargo, across both businesses for the remainder of 2024.
- In line with NORDENs pay-out policy, the Board has decided to return USD 23 million through an interim dividend of DKK 2 per share and a new share buy-back programme of USD 14 million, which will run until the end of October 2024.

"For the second quarter, NORDEN generated a net profit of USD 46 million and continued positive market developments supported our net asset values. Return on invested capital was 21% for the past twelve months. We have executed on our growth strategy by investing in modern Capesize vessels and in Projects & Parcelling by acquiring Norlat Shipping, while at the same time returning USD 23 million to shareholders for the second quarter. We narrow the full-year guidance range to USD 160-240 million expecting further gradual improvements in margins in our Freight Services & Trading business."

CEO Jan Rindbo

KEY FIGURES AND RATIOS FOR NORDEN

Amounts in USD million	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Income statement					
Revenue	1,032.5	952.7	1,947.5	1,951.9	3,691.9
Contribution margin	139.6	202.7	253.3	447.1	795.4
EBITDA	121.6	174.5	213.3	382.7	678.6
Profit/loss from sale of vessels etc.	7.3	27.0	62.1	68.7	79.0
Depreciation, amortisation and impairment losses, net	-74.7	-87.2	-148.8	-181.0	-335.2
EBIT	54.2	114.2	126.6	270.0	421.6
Financial items, net	-5.6	-4.1	-12.7	-7.2	-11.4
Profit for the period	46.0	108.2	108.0	258.4	400.1
Statement of financial position					
Total assets	2,321.8	2,441.7	2,321.8	2,441.7	2,343.9
Equity	1,246.5	1,250.2	1,246.5	1,250.2	1,197.9
Liabilities	1,075.3	1,191.5	1,075.3	1,191.5	1,146.0
Net working capital	173.6	28.8	173.6	28.8	39.1
Invested capital	1,575.0	1,276.1	1,575.0	1,276.1	1,242.5
Net interest-bearing debt	-328.5	-25.9	-328.5	-25.9	-44.6
Cash and securities	283.6	679.1	283.6	679.1	557.2
Statement of cash flows					
Cash flow from operating activities	135.2	201.1	85.4	347.4	670.8
Cash flow from investing activities	-114.3	-77.3	40.8	35.6	-48.4
- of this investments in property, plant and equipment	-218.2	-132.0	-304.6	-196.4	-272.9
Cash flow from financing activities	-87.2	-222.3	-239.3	-509.5	-932.7
Free cash flow	-156.2	27.6	-206.3	139.0	264.6
Dividend paid to shareholders	8.9	104.2	54.7	215.1	308.9
Share buy-back	21.0	17.0	39.4	75.7	127.5

	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Environmental and social figures					
EEOI (gCO_2/tonnes-mile) [1]	8.4	9.2	8.5	9.2	9.0
LTIR (days per million working hours) [2]	1.1	1.1	1.1	0.5	1.0
Average number of employees (FTEs)	472	443	477	441	466
Share of lowest represented gender	39%	40%	39%	40%	41%
Share-related key figures and financial ratios					
Number of shares of DKK 1 each (incl. treasury shares)	32,000,000	34,000,000	32,000,000	34,000,000	34,000,000
Number of shares of DKK 1 each (excl. treasury shares)	30,767,299	32,616,328	30,767,299	32,616,328	31,567,588
Number of treasury shares	1,232,701	1,383,672	1,232,701	1,383,672	2,432,412
Earnings per share (EPS), DKK [3]	10.4	21.2	24.2	52.4	85.4
Diluted earnings per share (diluted EPS), DKK [3]	10.4	21.2	24.2	51.7	85.0
Book value per share (excluding treasury shares), DKK [3]	282.2	262.7	282.2	262.7	255.9
Share price at end of period, DKK	303.2	340.4	303.2	340.4	321.0
Other key figures and financial ratios					
Gross margin	13.5%	21.3%	13.0%	22.9%	21.5%
Conversion ratio	33.6%	43.0%	25.5%	45.0%	43.1%
EBITDA ratio	11.8%	18.3%	11.0%	19.6%	18.4%
ROIC [4]	20.7%	50.4%	20.7%	50.4%	32.3%
ROE [4]	19.8%	58.7%	19.8%	58.7%	31.0%
Equity ratio	53.7%	51.2%	53.7%	51.2%	51.1%
Total number of vessel days for the Group	45,466	41,148	90,018	83,071	172,116
USD/DKK rate at end of the period	696.6	685.4	696.6	685.4	674.5
USD/DKK average rate for the period	693.1	683.9	689.8	689.2	689.3

For full definitions, please refer to the "Alternative performance measures", "Key figures and finacial ratios" and "ESG accounting policies" sections within the 2023 Annual Report.

1) The Energy Efficiency Operational Indicator (EEOI) is a measurement of energy efficiency and is defined as the amount of CO_2 emitted per tonne of cargo transported 1 nautical mile.

2) Lost-Time Incident Rate (LTIR) is calculated based on the number of work-related accidents, which causes a seafarer to be unable to work for more than 24 hours per 1 million working hours due to work-related injury.

3) Converted at the USD/DKK rate at end of period.

4) Figures are last 12 months.

COMMENTS ON THE DEVELOPMENT OF THE SECOND QUARTER 2024

Earnings results
The time charter equivalent revenue (TCE) in the second quarter of 2024 increased by USD 18 million or 3% to USD 636 million (USD 618 million), driven by the higher activity level and partly offset by higher voyage costs. For the first half-year the TCE was USD 1,178 million (USD 1,253 million).

The contribution margin decreased by USD 63 million or -31% to USD 140 million (USD 203 million) related to the increasing charter costs primarily related to unwinding of the dry cargo position in Freight Services & Trading in the first quarter. The gross margin declined from 21% to 14%. For the first half-year the contribution margin was USD 253 million (USD 447 million) reflecting a margin of 13% (23%).

EBITDA was USD 122 million or USD 53 million lower compared to the same quarter in 2023, reflecting a margin of 12% (18%). For the first half-year the EBITDA was USD 213 million (USD 383 million) reflecting a margin of 11% (20%).

Operating profit (EBIT) was USD 54 million or USD 60 million lower compared to same quarter in 2023, partly offset by lower depreciations related to IFRS 16. Gains from sale of vessels was USD 7 million (USD 27 million) and sublease gains accounted for USD 28 million. For the first half-year the operating profit was USD 127 million (USD 270 million). The conversion ratio, excluding sale gains, was 34% down from 43% in Q2 2023.

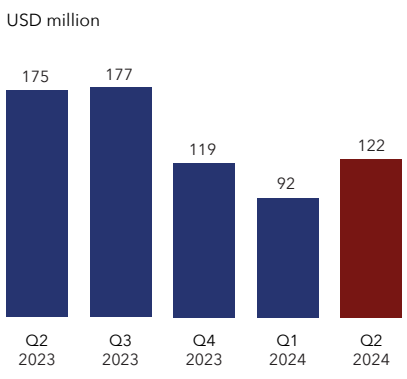
Financial items net, amounted to USD -6 million (USD -4 million), impacted by the higher interest and lower cash position.

The net profit for the second quarter of 2024 amounted to USD 46 million (USD 108 million) with a loss of USD 18 million (USD 34 million) in Freight Services & Trading and Assets & Logistics contributing with USD 64 million (USD 74 million). Net profit for the first half-year was USD 108 million (USD 258 million).

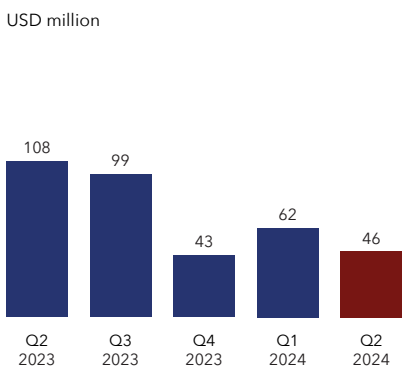
Cash flows and Capital structure
Cash flow from operating activities was USD 135 million (USD 201 million), with positive contribution from reversal of the higher net working capital in the first quarter. For the first half-year the operating cash flow was USD 85 million (USD 347 million) affected by the lower operating profit.

Cash flow from investing activities was USD -114 million (USD -77 million) due to investments in assets of USD 218 million (USD

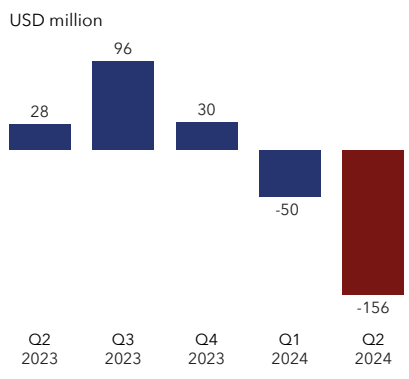
EBITDA for the period



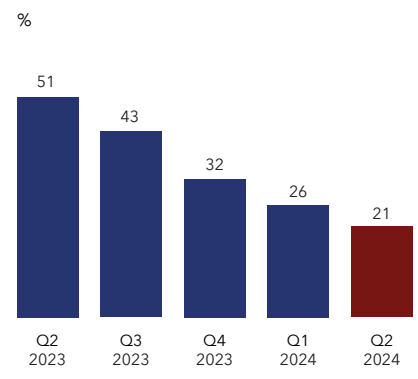
Net Profit for the period



Free Cash flow



Return on invested capital



Note: Numbers based on last twelve months

132 million), proceeds from sale of vessels of USD 61 million (USD 133 million) and change in financial investments (deposits) of USD 92 million (USD -5 million).

Free cash flow was USD -156 million (USD 28 million) negatively impacted by the lower earnings and higher investments, while offset by a reduction in net working capital and proceeds from sale of vessels. Free cash flow for the first half-year was USD -206 million (USD 139 million) affected by the lower operating profit and higher investments.

Net cash flow was USD -66 million (USD -98 million) impacted by cash distribution to shareholders through dividends of USD 9 million (USD 104 million), share buy-backs of USD 21 million (USD 17 million) and instalments on lease liabilities of USD 82 million (USD 96 million). For the first half-year the net cash flow was USD -113 million (USD -126 million) with a total distribution to shareholders of USD 94 million (USD 291 million).

During the second quarter of 2024, cash and cash equivalents decreased to USD 284 million (USD 557 million end FY 2023). Repayment of the outstanding issued bond impacted the cash position by USD 72 million in Q2 2024. As of 30 June 2024, NORDEN had committed credit facilities of USD 200 million of which USD 100 million were undrawn and directly accessible. Net interest-bearing debt increased to USD 329 million compared to USD 45 million by end of full-year 2023.

NORDEN shareholders' share of equity on 30 June 2024 was USD 1,247 million (USD 1,198 million end FY 2023) reflecting the positive net profit for the period and allocation to shareholders during the quarter. The solvency ratio, excluding non-controlling interest, was 54% by the end of June 2024 compared to 51% by the end of full-year 2023.

Update on the Strategic Scorecard

The value creation based on the return on invested capital (ROIC) since Q3 2019 has been 24% per year and 21% in the last twelve months, outperforming our target of average min. 12% per year rolling over five years. The positive returns confirms the long-term value-creation from an agile and flexible business model, despite short-term fluctuations in earnings.

Growing the business in a profitable way is a core part of our strategy and on average we aim at growing the number of vessel days by 5% CAGR per year. In the last twelve months we have had a CAGR of 4%, slightly below our target of 5%. However, since Q3 2018 the CAGR on average has been 7% and we are thus in line with our long-term target.

During the quarter, the profitability in Freight Services & Trading as expected has gradually improved from a very low level and below our average min. target of USD 500 per day. Measuring the development over the past five years the average margin has been USD 1,181 per day and for the last twelve months USD -78 per day.

On the decarbonisation initiatives we have reduced the EEOI by 15% by end of June 2024 compared to our baseline in 2022, confirming that we are on track to deliver on the 2030-target of min. 16%. Fleet renewals in the Capesize segment and investing in fuel efficiency through paint upgrades and other initiatives added positively to the development.

While targeting a total shareholder returns (TSR) of min. 10% per year on average, the returns in the past twelve months have been negative by 2%. NORDEN have in the past five years generated a positive return of 416% or 39% per year.

Strategic scorecard

	Achieved	Target
Value creation	Return on Invested Capital (ROIC) - avg. Q3 2019-Q2 2024: 24%	**Rolling five years** Average a min of **12%** per year
Growth	Total number of vessel days - baseline Q3 2018 - Q2 2019: CAGR 7%	**Rolling five years:** CAGR a min. of **5%** per year
Profitability	Margin per day in FST - avg. per day Q3 2019-Q2 2024: USD 1,181	**Rolling five years:** Average a min. of **USD 500** per day
Decarbonisation	Reduction in emission intensity (EEOI) – baseline FY 2022: 15%	**Target by 2030 latest:** Reduction a min. of. **16%**
Shareholder returns	Total shareholder returns (TSR) - avg. Q3 2019-Q2 2024: 39%	**Rolling five years:** Average a min. of **10%** per year

MARKET DEVELOPMENTS

Dry cargo market

Market development
The dry cargo market continued the positive trend from the past quarters with overall high spot and charter rates and increasing asset values driven by solid demand growth, longer distances for iron import to China, diversions related to the situation around the Red Sea, and positive impact from the increase in container freight rates.

Total demand grew by around 4% Y/Y in tonnes and 7% Y/Y in tonne-miles with tonnes imported to China up 5% Y/Y due to solid demand for import of iron ore of 6% Y/Y and coal of 8% Y/Y. Demand growth from RoW grew by 3% Y/Y driven by higher import of minor bulks.

The spot rates increased with average Supramax spot rates up 39% Y/Y to USD 15,005 per day and despite average Capesize rates being lower compared to Q1 2024, the rates were up 48% Y/Y to USD 22,665 per day.

Period rates and asset prices
Positive market expectations and limited shipyard capacity was reflected in both T/C rates and asset values. The 1-year T/C rate for Supramax and Capesize vessels increased by 16% Y/Y and 48% Y/Y, respectively to USD 15,876 per day and USD 26,263 per day, while 5-year second-hand values increased by 17% for Supramax vessels to USD 33 million and 33% Y/Y for Capesize vessels to USD 62 million.

Market outlook
Secondhand vessel prices are expected to benefit from continued support from a low orderbook and limited yard capacity. Spot markets continuing to be supported by growth, combined with geopolitical disruptions which are leading to longer distances.

Product tanker market

Market development
In general, the tanker market continued the positive trend with freight rates at very attractive levels during the quarter. The product tanker market was still impacted by longer distances due to market inefficiency related to the Russian export ban, underlying demand growth, and diversions from the Red Sea. The situation around the Panama Canal continued to normalise during the quarter. Short-term headwinds from weak crude led to larger tankers switching from crude to clean trades.

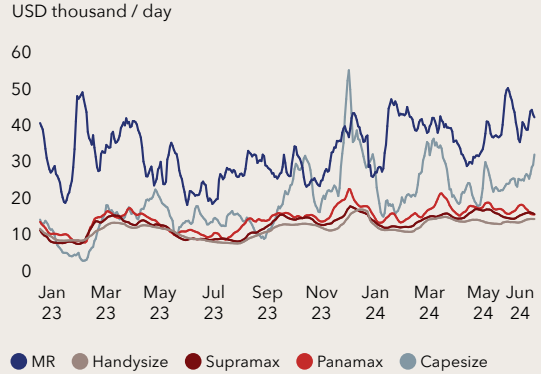
In the first quarter, the average spot rates for MR vessels increased by 28% Y/Y to USD 36,989 per day, with still large differences and fluctuations seen in rates between East and West due to difficulties in ballasting from the situation in the Red Sea. Compared to Q1 2024, average spot rates were marginally lower by 3%.

Period rates and asset prices
The 1-year T/C rate for MR Eco vessels increased by 9% Y/Y to USD 33,546 per day, while asset prices for 5-year MR vessels increased to USD 48 million or 12% Y/Y.

Market outlook
Product tanker market conditions are expected to remain attractive but volatile in the near-term future, driven by low fleet growth and positive vessel demand, based on longer transport distances due to the situation in the Red Sea and senctions on Russian product exports.

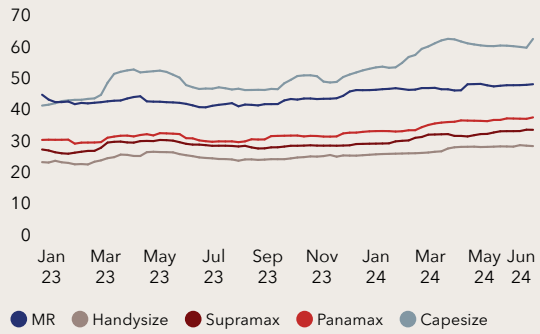
An increase in contracting has increased the orderbook-to-fleet ratio to 16% which will put some downward pressure on rates in 2025/26. However, a stronger expected crude tanker market will keep product tanker rates supported. The crude tanker orderbook is still only 11% and will in combination with anticipated higher OPEC crude exports lead to a better market balance. In addition, the negative effect of crude tankers trading clean should diminish as crude rates increase.

Average spot rates



Source: Baltic Exchange

Asset values
5-year old vessels



Source: VesselsValue

FREIGHT SERVICES & TRADING

Results

As expected the net result in the second quarter gradually improved to USD -18 million (USD 34 million) compared to USD -27 million in the first quarter, with still temporarily negative margins in the dry cargo activities, while the Projects & Parcelling and tanker activities contributed with positive results.

The result per vessel day was USD -420 compared to USD -630 per day in Q1 2024 and below the long-term average result per vessel day since Q3 2019 of USD 1,181 per day. EBITDA for the second quarter was USD 26 million (USD 87 million).

Activity levels were 8% higher in the second quarter compared to the same period last year with 43,138 vessel days (40,114 days) with an average operating fleet of 474 vessels split between 383 dry cargo vessels and 91 product tanker vessels.

Business highlights

The positive market conditions in dry cargo in the second quarter resulted as expected in still negative margins in the dry cargo activities due to higher charter costs from covering the short position from the first quarter, combined with higher voyage costs related to weather and ballast. Margins were further impacted by costs related to new vessel charters and repositioning of tonnage on lower-paying back-haul voyages with expected future benefits.

Looking ahead, the dry cargo position for the remaining part of the year and 2025 is based on positive market expectations which is reflected in the overweight of open vessel days.

The Projects & Parcelling activities continued the positive development with an EBITDA of USD 9 million in Q2 2024 and accumulated an EBITDA of USD 24 million in the first year since the acquisition.

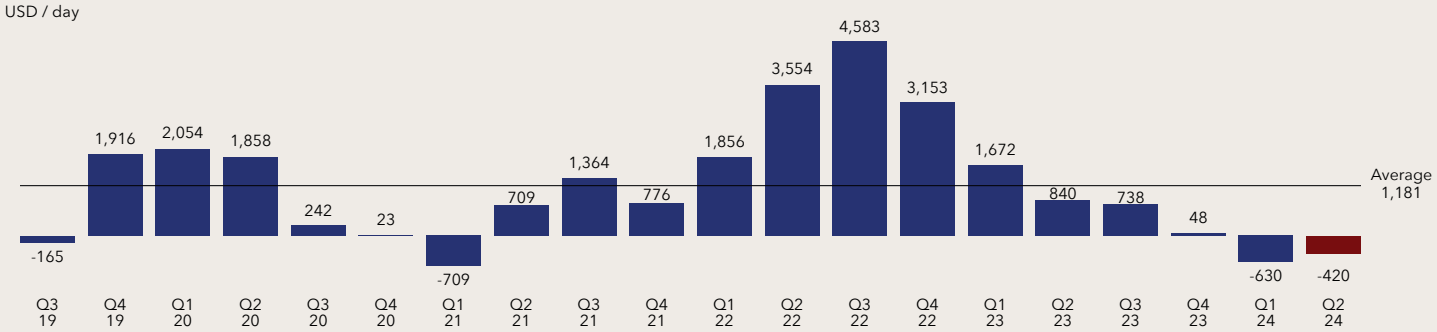
To strengthen and grow the activities and broaden our expertise, NORDEN in July signed an agreement to acquire Norlat Shipping, a minor Scandinavian asset-light dry bulk operator specialised within shipment of forest products with main trading routes from Northern Europe to North Africa and North America. The Norlat acqusition is subject to merger clearance.
In addition, a new office was opened in Houston in the US.

The tanker unit continued solid profitability during the quarter driven by the strong market conditions, although impacted by increasing charter costs adding pressure on margins.

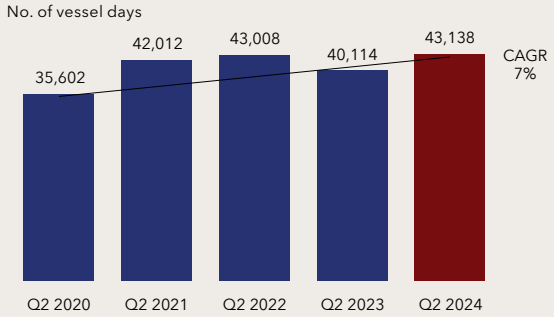
Freight Services & Trading key figures

Amount in USD million	Q2 2024	Q2 2023	Last 4 Quarters
Contribution margin	39.4	109.0	230.6
O/A costs	-13.8	-22.3	-71.9
Profit/loss for period	-18.1	33.7	-13.1
Vessel days	43,138	40,114	167,861
Result per vessel day (USD/day)	-420	840	-78

Net profit per vessel day



Activity levels



ASSETS & LOGISTICS

Results

Assets & Logistics generated a profit of USD 64 million (USD 74 million) with positive contribution from sales gains of USD 7 million (USD 27 million) and sublease gains related to charter-out of vessels of USD 27 million (USD 16 million).

The stable earnings with a contribution margin of USD 100 million (USD 94 million) and EBITDA of USD 96 million (USD 88 million) was generated by entering the quarter with a high earnings coverage, particularly in dry cargo, combined with solid earnings generated from continued positive tanker market.

The estimated Net Asset Value (NAV) for Assets & Logistics by end Q2 was DKK 451 per share, an increase of DKK 79 per share. About DKK 51 per share of the increase is due to a change in methodology for estimating purchase option values now based both on future freight levels and asset prices (see notes). The remaining DKK 28 per share is mainly due to positive asset value development during the quarter.

Business highlights

The business for the remaining part of 2024 continue to have a high coverage across the operated fleet of 82 dry cargo and product tanker vessels with 106% coverage of the dry cargo fleet and 74% coverage in tankers, adding to the high visibility in earnings and cash flow.

By end of the quarter the total owned, including contracted vessels, was 25 vessels split with 18 dry cargo vessels and 7 tanker vessels. During the quarter NORDEN expanded the Capesize fleet based on a positive fundamental view, and by the end of the quarter the Capesize fleet, including leased vessels, consisted of 7 vessels in operation and 5 for future delivery.

As the market expectations to the dry and tanker market conditions are to improve, NORDENs portfolio of extensive optionality for the coming years with 68,168 extension option days and 84 purchase options across both dry cargo and tankers, are adding increasing value upside and agility to the business. Of the current portfolio 50 purchase options can be declared with significant value upside before the end of 2025.

Net asset value of Assets & Logistics [1)]

Amount in USD million	Dry cargo	Tankers	Total
Market value of owned vessels [2)]	1,078	292	1,370
Estimated market value of leased vessels & cover portfolio [3)]	309	329	638
Total Assets & Logistics portfolio value	**1,387**	**621**	**2,008**
Net cash position			176
Instalments			-419
Other net assets (book values) excluding intangibles			225
Total business unit NAV			**1,990**
Business unit NAV per share, DKK			**451**
Market value of owned vessels vs. carrying amounts	118	105	223

1) Including NORDEN's net cash position.
2) Including vessels sold or contracted for future delivery. The market value of each included vessel is based on either broker valuations or sales value, if such a value exists.
3) Including estimated market value of optionality.

Owned vessels in portfolio values and portfolio overview are excl. owned vessels from financial leasing transactions. NAV per share based on USD/DKK rate and share count as of balance sheet at end of quarter, excluding treasury shares held by NORDEN.

During Q2, NORDEN has revised its calculation model for estimating the theoretical value of the leased vessels and cover portfolio, including contracts with extension and purchase optionality. The main change is that the new model, when estimating future asset prices, not only takes into consideration expected future freight levels, but also current asset prices. The estimated values are theoretical since the parameter assumptions used are subjective and cannot be observed in the market. In addition, there is no market where purchase options can be traded, so the theoretical values can only be realised over time. The new calculation model does not affect any reported accounting figures.

Assets & Logistics key figures

Amount in USD million	Q2 2024	Q2 2023	Last 4 Quarters
Contribution margin	100.2	93.7	371.0
O/A costs	-4.2	-5.9	-20.5
EBIT	65.5	76.0	270.6
Profit/loss from sale of vessels	7.3	27.0	72.4
Profit/loss for the period	64.1	74.5	262.8

Assets & Logistics fleet overview

	Dry cargo	Tankers	Total
Active fleet			
Owned vessels	9	7	16
Leased vessels	42	24	66
Total active	51	31	82
Contracted future changes			
Owned vessels (net entries & exits)	9	-	9
Leased vessels (entries only)	16	7	23
Total future changes	25	7	32
Total vessels	76	38	114
Purchase options	54	30	84
Extension option days	47,221	20,947	68,168

Logistics assets	Floating transfer station	Tug-boats	Barges
Total	1	7	3

OUTLOOK FOR 2024

Guidance
Based on a first half-year performance overall in line with expectations, NORDEN narrows the full-year guidance for 2024 of a net profit in the range of USD 160-240 million (previously USD 150-250 million).

The guidance for 2024 includes gains on sale of vessels from already signed and agreed transactions of USD 61 million (previously USD 59 million).

By early August 2024, NORDEN had a total of 3,700 open tanker equivalent vessel days and 7,100 open dry cargo equivalent vessel days for the remainder of 2024 across both business units.

Freight Services & Trading
Expectations are that earnings and margins per day will continue to gradually improve from the level seen in Q2 2024 throughout the rest of the year.

Assets & Logistics
Expectations are that earnings will continue at a relatively stable level throughout the year, driven by the high coverage, especially in dry cargo.

Distribution policy
To distribute minimum 50% of the profit for the full-year, including profit/loss from sale of vessels, through dividends and share buy-back programmes.

For the first half year result of 2024, NORDEN have distributed and announced dividends and share buy-backs of USD 53 million, equal to around 50% of the net profit.

Seasonality and uncertainty
Given the geopolitical and macroeconomic uncertainties in general and the situation around the Red Sea, the freight market uncertainty and volatility is expected to remain high for the rest of the year.

The market fluctuations and timing of back-haul and front-haul voyages can potentially affect the level of margin improvements expected in Freight Service & Trading for the second half-year of 2024.

Events after the reporting date
No significant events have occurred between the reporting date and the publication of the annual report, which have not already been included and adequately disclosed in the quarterly report, and which materially affect the assessment of the Company's and Group's results of operations or financial position.

"NORDEN narrows guidance for full-year net profit to USD 160-240 million"

Financial calendar 2024

31 October Interim report – third quarter

Further information
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Chief Financial Officer
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Forward-looking statements
This interim report contains certain forward-looking statements reflecting Management's present judgement of future events and financial results. Statements relating to 2024 and the years ahead are inherently subject to uncertainty, and NORDEN's realised results may therefore differ from projections. Factors that may cause NORDEN's realised results to differ from the projections in this report include, but are not limited to: Changes to macroeconomic and political conditions – particularly in the Group's principal markets; changes to NORDEN's rate assumptions and budgeted operating expenses; volatility in freight rates and tonnage prices; regulatory changes; counterparty risks; any disruptions to traffic and operations as a result of external events etc.

STATEMENT BY THE BOARD OF DIRECTORS AND EXECUTIVE MANAGEMENT

The Board of Directors and the Executive Management have today reviewed and approved the Interim Report for the period 1 January to 30 June 2024 of Dampskibsselskabet NORDEN A/S.

The interim consolidated financial statements of Dampskibsselskabet NORDEN A/S have been prepared in accordance with IAS 34 Interim Financial Reporting as adopted by the EU and additional Danish disclosure requirements for interim financial reporting of listed companies.

The interim consolidated financial statements have not been subject to audit or review by the Independent Auditors of Dampskibsselskabet NORDEN A/S.

We consider the accounting policies applied to be appropriate and the accounting estimates made to be adequate. Furthermore, we find the overall presentation of the Interim Report to present a true and fair view.

Besides what has been disclosed in the Interim Report, no other significant changes in the Group's risks and uncertainties have occurred relative to what was disclosed in the consolidated annual report for 2023.

In our opinion, the interim consolidated financial statements give a true and fair view of Dampskibsselskabet NORDEN A/S' consolidated assets, equity and liabilities and the financial position at 30 June 2024 as well as the result of Dampskibsselskabet NORDEN A/S' consolidated activities and cash flows for the period 1 January to 30 June 2024.

Furthermore, in our opinion the Management Review gives a fair representation of the Group's activities and financial position as well as a description of the material risks and uncertainties which the Group is facing, relative to the disclosures in the Annual Report for 2023.

Copenhagen, 8 August 2024

Executive Management

Jan Rindbo CEO	Martin Badsted CFO

Board of Directors

Klaus Nyborg Chair	Johanne Riegels Østergård Vice chair	Karsten Knudsen	Robert Hvide Macleod	Ian McIntosh	Vibeke Bak Solok
Henrik Røjel (employee-elected)	Ruhi Hermansen (employee-elected)	Sofie Schønherr (employee-elected)			

INTERIM CONSOLIDATED INCOME STATEMENT

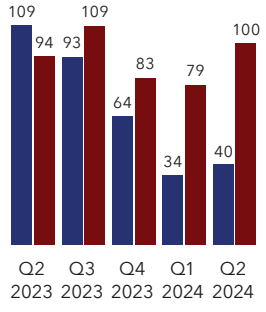
Amounts in USD million	Note	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Revenue	2/3	**1,032.5**	**952.7**	**1,947.5**	**1,951.9**	**3,691.9**
Other operating income		3.5	1.0	11.0	8.7	17.6
Vessel operation costs	4	-896.4	-751.0	-1,705.2	-1,513.5	-2,914.1
Contribution margin		**139.6**	**202.7**	**253.3**	**447.1**	**795.4**
Overhead and administration costs	4	-18.0	-28.2	-40.0	-64.4	-116.8
Profit/loss before depreciation, amortisation and impairment losses, etc. (EBITDA)		**121.6**	**174.5**	**213.3**	**382.7**	**678.6**
Profit/loss from sale of vessels, etc.	11	7.3	27.0	62.1	68.7	79.0
Depreciation, amortisation and impairment losses, net	5	-74.7	-87.2	-148.8	-181.0	-335.2
Profit/loss from investments in joint ventures		-	-0.1	-	-0.4	-0.8
Profit from operations (EBIT)		**54.2**	**114.2**	**126.6**	**270.0**	**421.6**
Financial income	6	7.7	9.4	13.3	21.7	42.0
Financial expenses	6	-13.3	-13.5	-26.0	-28.9	-53.4
Profit before tax		**48.6**	**110.1**	**113.9**	**262.8**	**410.2**
Tax		-2.6	-1.9	-5.9	-4.4	-10.1
Profit for the period		**46.0**	**108.2**	**108.0**	**258.4**	**400.1**
Attributable to:						
Owners of Dampskibsselskabet NORDEN A/S		**46.0**	**108.2**	**108.0**	**258.4**	**400.1**
Earnings per share (EPS)						
Earnings per share (USD)		1.5	3.1	3.5	7.6	12.4
Earnings per share, diluted (USD)		1.5	3.1	3.5	7.5	12.3

INTERIM CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

Amounts in USD million	Note	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Profit for the period		**46.0**	**108.2**	**108.0**	**258.4**	**400.1**
Items which will be reclassified to the income statement:						
Fair value adjustment for the period, cash flow hedges	7	6.5	-6.5	33.8	-49.0	-98.4
Other comprehensive income, total		**6.5**	**-6.5**	**33.8**	**-49.0**	**-98.4**
Total comprehensive income for the period, after tax		**52.5**	**101.7**	**141.8**	**209.4**	**301.7**
Attributable to:						
Owners of Dampskibsselskabet NORDEN A/S		**52.5**	**101.7**	**141.8**	**209.4**	**301.7**

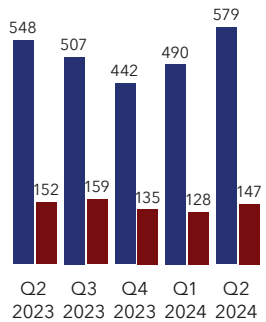
Contribution margin

USD million



T/C-equivalent revenue

USD million



INTERIM CONSOLIDATED STATEMENT OF FINANCIAL POSITION

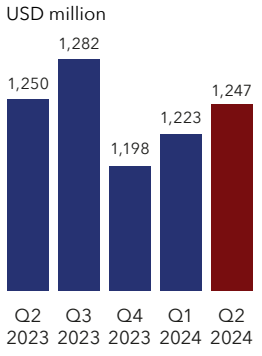
Assets

Amounts in USD million	Note	30/6 2024	30/6 2023	31/12 2023
Goodwill		35.3	33.6	35.3
Other intangible assets		11.6	22.7	15.2
Total intangible assets		**46.9**	**56.3**	**50.5**
Vessels	8	756.1	626.1	503.5
Right-of-use assets	9	290.0	353.0	355.0
Property and equipment		50.1	50.0	49.6
Prepayments on vessels and newbuildings	10	76.9	44.6	37.0
Total tangible assets		**1,173.1**	**1,073.7**	**945.1**
Investments		14.1	-	12.7
Receivables from subleasing		75.0	25.9	17.0
Total financial assets		**89.1**	**25.9**	**29.7**
Total non-current assets		**1,309.1**	**1,155.9**	**1,025.3**
Inventories		158.2	92.5	112.1
Receivables from subleasing		88.1	74.4	77.6
Trade receivables		288.3	274.7	283.6
Other receivables		44.8	40.5	38.0
Prepayments		140.1	124.6	116.5
Cash and cash equivalents		283.6	679.1	557.2
		1,003.1	**1,285.8**	**1,185.0**
Assets held for sale	11	9.6	-	133.6
Total current assets		**1,012.7**	**1,285.8**	**1,318.6**
TOTAL ASSETS		**2,321.8**	**2,441.7**	**2,343.9**

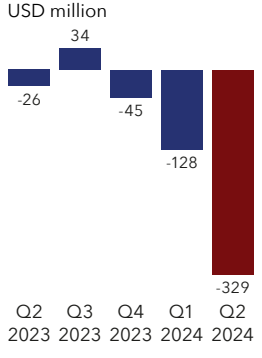
Equity and liabilities

Amounts in USD million	Note	30/6 2024	30/6 2023	31/12 2023
Share capital		5.1	5.4	5.4
Reserve for hedges		-1.5	14.1	-35.3
Retained earnings		1,242.9	1,230.7	1,227.8
Total equity		**1,246.5**	**1,250.2**	**1,197.9**
Loans		108.4	190.0	109.8
Lease liabilities	9	169.2	189.7	153.0
Total non-current liabilities		**277.6**	**379.7**	**262.8**
Loans		102.2	21.5	2.2
Bonds		-	74.0	71.3
Lease liabilities	9	232.3	229.8	265.5
Trade payables		263.3	237.7	261.8
Tax payables		3.8	2.8	6.6
Other payables		95.5	145.2	148.7
Deferred income		93.5	100.8	101.9
		790.6	**811.8**	**858.0**
Liabilities relating to vessels held for sale	11	7.1	-	25.2
Total current liabilities		**797.7**	**811.8**	**883.2**
Total liabilities		**1,075.3**	**1,191.5**	**1,146.0**
TOTAL EQUITY AND LIABILITIES		**2,321.8**	**2,441.7**	**2,343.9**

Equity



Net interest-bearing debt



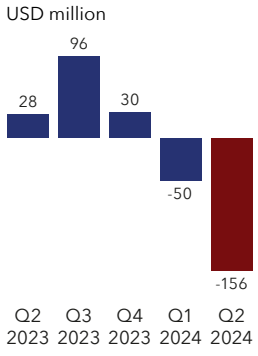
INTERIM CONSOLIDATED STATEMENT OF CASH FLOWS

Amounts in USD million	Note	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Profit for the period		46.0	108.2	108.0	258.4	400.1
Reversal of items from the income statement		47.7	46.3	57.0	94.8	216.0
Change in working capital		8.4	17.8	-134.5	-61.4	-71.7
Instalments on sublease receivables		33.4	30.4	63.6	57.5	130.2
Income tax, paid		-0.3	-1.6	-8.7	-1.9	-3.8
Cash flows from operating activities		**135.2**	**201.1**	**85.4**	**347.4**	**670.8**
Investments in assets, assets held for sale and other tangible assets	8/11	-218.2	-132.0	-304.6	-196.4	-272.9
Prepayments on newbuildings	10	-37.7	-20.3	-39.9	-49.4	-76.8
Investment in joints ventures		-0.1	0.1	-1.4	0.4	-
Acquisition of businesses and investments		-	-56.8	-	-56.8	-69.6
Proceeds from sale of vessels and new-buildings		60.6	132.5	232.2	296.3	388.9
Change in financial receivables		-10.6	3.7	-5.1	6.4	8.5
Change in money market investments, rate agreements >3 mths.		91.7	-4.5	159.6	35.1	-26.5
Cash flows from investing activities		**-114.3**	**-77.3**	**40.8**	**35.6**	**-48.4**
Dividend paid to shareholders		-8.9	-104.2	-54.7	-215.1	-308.9
Acquisition of treasury shares		-21.0	-17.0	-39.4	-75.7	-127.5
Proceeds from loans		175.2	-	175.2	0.3	-
Repayment of bonds		-71.6	-0.1	-71.6	-0.1	-2.4
Repayment of loans		-75.5	-0.3	-75.9	-10.0	-109.6
Instalments on lease liabilities	9	-82.1	-96.1	-163.6	-200.7	-366.7
Financial income, received	6	7.4	8.1	12.9	18.3	35.6
Financial expenses, paid	6	-10.7	-12.7	-22.2	-26.5	-53.2
Cash flow from financing activities		**-87.2**	**-222.3**	**-239.3**	**-509.5**	**-932.7**
Net cash flow		**-66.3**	**-98.5**	**-113.1**	**-126.5**	**-310.3**
Liquidity at beginning of the period		279.2	607.6	326.7	638.3	638.3
Exchange rate adjustments		-0.2	1.1	-0.9	-1.6	-1.3
Change in liquidity for the period		-66.3	-98.5	-113.1	-126.5	-310.3
Liquidity at end period		**212.7**	**510.2**	**212.7**	**510.2**	**326.7**
Cash and cash equivalents with rate agreements of >3 mths, etc.		70.9	168.9	70.9	168.9	230.5
Cash and cash equivalents at end period		**283.6**	**679.1**	**283.6**	**679.1**	**557.2**

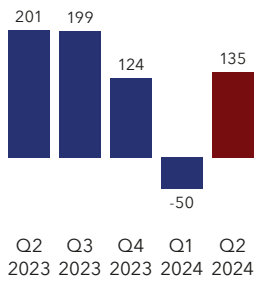
Amounts in USD million	Note	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Cash flow from operating activities		135.2	201.1	85.4	347.4	670.8
Cash flow from investing activities		-114.3	-77.3	40.8	35.6	-48.4
Change in money market investments, rate agreements >3 mths.		-91.7	4.5	-159.6	-35.1	26.5
Instalments on lease liabilities		-82.1	-96.1	-163.6	-200.7	-366.7
Financial income, received		7.4	8.1	12.9	18.3	35.6
Financial expenses, paid		-10.7	-12.7	-22.2	-26.5	-53.2
Free cash flow		**-156.2**	**27.6**	**-206.3**	**139.0**	**264.4**
Acquisition of businesses and investments		-	56.8	-	56.8	69.6
Adjusted free cash flow		**-156.2**	**84.4**	**-206.3**	**195.8**	**334.2**

Amounts in USD million	Note	30/6 2024	30/6 2023	31/12 2023
Cash and cash equivalents at end period can be explained as follows				
Demand deposits and cash balance		123.2	398.5	142.5
Money market investment		137.3	244.0	361.2
Other cash and cash equivalents		23.1	36.6	53.5
		283.6	**679.1**	**557.2**

Free cash flow



Cash flow from operations



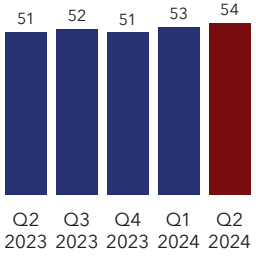
INTERIM CONSOLIDATED STATEMENT OF CHANGES IN EQUITY

	Shareholders of NORDEN			
Amounts in USD million	Share capital	Reserve for hedges	Retained earnings	Total equity
Equity at 1 January 2024	**5.4**	**-35.3**	**1,227.8**	**1,197.9**
Profit for the period	-	-	108.0	108.0
Other comprehensive income, total	-	33.8	-	33.8
Capital reduction	-0.3	-	0.3	-
Acquisition of treasury shares	-	-	-39.4	-39.4
Dividends paid	-	-	-58.9	-58.9
Dividends related to treasury shares	-	-	4.2	4.2
Share-based payment	-	-	0.9	0.9
Changes in equity	**-0.3**	**33.8**	**15.1**	**48.6**
Equity at 30 June 2024	**5.1**	**-1.5**	**1,242.9**	**1,246.5**

	Shareholders of NORDEN			
Amounts in USD million	Share capital	Reserve for hedges	Retained earnings	Total equity
Equity at 1 January 2023	**5.9**	**63.1**	**1,261.7**	**1,330.7**
Profit for the period	-	-	258.4	258.4
Other comprehensive income, total	-	-49.0	-	-49.0
Capital reduction	-0.5	-	0.5	-
Acquisition of treasury shares	-	-	-75.7	-75.7
Dividends paid	-	-	-234.9	-234.9
Dividends related to treasury shares	-	-	19.8	19.8
Share-based payment	-	-	0.9	0.9
Changes in equity	**-0.5**	**-49.0**	**-31.0**	**-80.5**
Equity at 30 June 2023	**5.4**	**14.1**	**1,230.7**	**1,250.2**

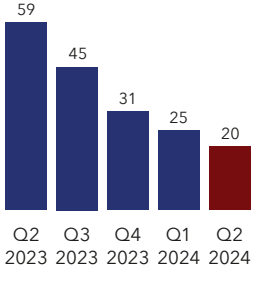
Equity ratio

%



Return on equity

%



NOTES TO THE INTERIM FINANCIAL STATEMENTS

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1. Basis of preparation and changes to NORDEN's accounting policies

1.1 Basis of preparation

The interim consolidated financial statements for the six months ended 30 June 2024 have been prepared in accordance with IAS 34 Interim financial reporting as adopted by the EU and additional Danish disclosure requirements for the interim financial reporting of listed companies.

The interim consolidated financial statements do not include all the information and disclosures required in the annual financial statements and should be read in conjunction with the Group's annual consolidated financial statements for the year ended 31 December 2023.

The accounting policies, judgements and estimates are consistent with those applied in the consolidated annual report for 2023, apart from changes described below.

For a complete description of accounting policies, see the notes to the consolidated financial statements for 2023, pages 100-103 in the consolidated annual report for 2023.

With effect from 1 January 2024, shipping was included in the EU Emissions Trading System (EU ETS). NORDEN complies with the legislation and currently the impact of the EU ETS on our financial statements is immaterial.

1.2 Changes in accounting policies and disclosures

The Group has adopted standards and interpretations effective as of 1 January 2024. The Group has not early adopted any other standard, interpretation or amendments that have been issued but are not yet effective.

Adoption of new or amended IFRS standards
NORDEN has implemented amendments and interpretations to existing standards effective as of 1 January 2024. None of these interpretations or amendments have had any significant effect on the accounting policies applied by NORDEN.

Standards not yet in force
The Group intends to adopt new and amended standards and interpretations, if applicable, when they become effective. New and amended financial reporting standards are either irrelevant or insignificant to NORDEN, except for IFRS 18 Presentation and Disclosure in Financial statements, which was issued in April 2024 and will be effective from 2027. NORDEN is currently evaluating the potential impact of this standard on its financial statements.

Significant accounting estimates and judgements
The accounting estimates and judgements, which Management deems to be significant to the preparation of the consolidated financial statements, are impairment test and non-lease component for leases under IFRS 16 Leases. For further description a reference is made to note 1.4 "Significant accounting estimates and judgements" in the consolidated financial statements for 2023.

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

2. Segment information

	Q2 2024				Q2 2023			
Amounts in USD million	Freight Services & Trading	Assets & Logistics	Eliminations	Total	Freight Services & Trading	Assets & Logistics	Eliminations	Total
Revenue – services rendered, external	961.3	41.3	-	1,002.6	868.2	60.2	-	928.4
Revenue – services rendered, internal	-	91.8	-91.8	-	-	82.0	-82.0	-
Revenue – sublease financial income and gains	1.1	28.8	-	29.9	7.5	16.8	-	24.3
Voyage costs*	-383.1	-15.1	1.6	-396.6	-328.1	-7.5	0.9	-334.7
T/C equivalent revenue	**579.3**	**146.8**	**-90.2**	**635.9**	**547.6**	**151.5**	**-81.1**	**618.0**
Other operating income	3.6	-0.1	-	3.5	1.1	-0.1	-	1.0
Charter hire and OPEX element*	-543.5	-34.3	90.2	-487.6	-439.7	-42.4	81.1	-401.0
Operating costs, owned vessels*	-	-12.2	-	-12.2	-	-15.3	-	-15.3
Contribution margin	**39.4**	**100.2**	**-**	**139.6**	**109.0**	**93.7**	**-**	**202.7**
Overhead and administration costs	-13.8	-4.2	-	-18.0	-22.3	-5.9	-	-28.2
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**25.6**	**96.0**	**-**	**121.6**	**86.7**	**87.8**	**-**	**174.5**
Profit/loss from sale of vessels, etc.	-	7.3	-	7.3	-	27.0	-	27.0
Depreciation, amortisation and impairment losses	-36.9	-37.8	-	-74.7	-48.5	-38.7	-	-87.2
Profit/loss from investments in joint ventures	-	-	-	-	-	-0.1	-	-0.1
Profit from operations (EBIT)	**-11.3**	**65.5**	**-**	**54.2**	**38.2**	**76.0**	**-**	**114.2**
Financial income	1.7	6.0	-	7.7	2.0	7.4	-	9.4
Financial expenses	-6.8	-6.5	-	-13.3	-4.6	-8.9	-	-13.5
Profit before tax	**-16.4**	**65.0**	**-**	**48.6**	**35.6**	**74.5**	**-**	**110.1**
Tax	-1.7	-0.9	-	-2.6	-1.9	-	-	-1.9
Profit for the period	**-18.1**	**64.1**	**-**	**46.0**	**33.7**	**74.5**	**-**	**108.2**

* Included in the item "Vessel operating costs" in the income statement.

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

2. Segment information – continued

	H1 2024				H1 2023			
Amounts in USD million	Freight Services & Trading	Assets & Logistics	Eliminations	Total	Freight Services & Trading	Assets & Logistics	Eliminations	Total
Revenue – services rendered, external	1,795.1	100.3	-	1,895.4	1,794.0	121.7	-	1,915.7
Revenue – services rendered, internal	-	167.8	-167.8	-	-	169.5	-169.5	-
Revenue – sublease financial income and gains	5.1	47.0	-	52.1	16.9	19.3	-	36.2
Voyage costs*	-731.2	-40.6	2.3	-769.5	-686.3	-14.7	1.9	-699.1
T/C equivalent revenue	**1,069.0**	**274.5**	**-165.5**	**1,178.0**	**1,124.6**	**295.8**	**-167.6**	**1,252.8**
Other operating income	11.1	-0.1	-	11.0	8.4	0.3	-	8.7
Charter hire and OPEX element*	-1,006.3	-68.2	165.5	-909.0	-872.2	-81.8	167.6	-786.4
Operating costs, owned vessels*	-	-26.7	-	-26.7	-	-28.0	-	-28.0
Contribution margin	**73.8**	**179.5**	**-**	**253.3**	**260.8**	**186.3**	**-**	**447.1**
Overhead and administration costs	-31.2	-8.8	-	-40.0	-52.6	-11.8	-	-64.4
Profit before depreciation, amortisation and impairment losses, etc. (EBITDA)	**42.6**	**170.7**	**-**	**213.3**	**208.2**	**174.5**	**-**	**382.7**
Profit/loss from sale of vessels, etc.	-	62.1	-	62.1	-	68.7	-	68.7
Depreciation, amortisation and impairment losses	-75.0	-73.8	-	-148.8	-97.3	-83.7	-	-181.0
Profit/loss from investments in joint ventures	-	-	-	-	-	-0.4	-	-0.4
Profit from operations (EBIT)	**-32.4**	**159.0**	**-**	**126.6**	**110.9**	**159.1**	**-**	**270.0**
Financial income	2.6	10.7	-	13.3	5.0	16.7	-	21.7
Financial expenses	-11.2	-14.8	-	-26.0	-10.9	-18.0	-	-28.9
Profit before tax	**-41.0**	**154.9**	**-**	**113.9**	**105.0**	**157.8**	**-**	**262.8**
Tax	-3.9	-2.0	-	-5.9	-4.2	-0.2	-	-4.4
Profit for the period	**-44.9**	**152.9**	**-**	**108.0**	**100.8**	**157.6**	**-**	**258.4**

* Included in the item "Vessel operating costs" in the income statement.

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

3. Segregation of revenue

Amounts in USD million	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Vessel type					
Dry Bulk	870.9	761.4	1,631.1	1,546.5	3,007.8
Tankers	161.6	191.3	316.4	405.4	684.1
Total	**1,032.5**	**952.7**	**1,947.5**	**1,951.9**	**3,691.9**
Type of service					
Voyage charter	832.1	776.4	1,533.7	1,641.5	2,944.5
Time charter	200.4	176.3	413.8	310.4	747.4
Total	**1,032.5**	**952.7**	**1,947.5**	**1,951.9**	**3,691.9**

4. Expenses by nature

Amounts in USD million	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Vessel operating costs	896.4	751.0	1,705.2	1,513.5	2,914.1
Overhead and administration costs	18.0	28.2	40.0	64.4	116.8
Total	**914.4**	**779.2**	**1,745.2**	**1,577.9**	**3,030.9**
These costs can be split by nature:					
Voyage costs excluding bunker oil	150.1	141.9	294.5	279.1	568.3
Bunker oil	246.5	192.8	475.0	420.0	792.2
Service component of right-of-use assets	61.0	64.8	122.5	132.9	257.6
Expenses related to short-term leases	426.6	336.2	786.5	653.5	1,237.3
Operating costs owned vessels	12.2	15.3	26.7	28.0	58.7
Other external costs	6.4	6.7	12.8	12.7	26.5
Staff costs and remuneration	11.6	21.5	27.2	51.7	90.3
Total	**914.4**	**779.2**	**1,745.2**	**1,557.9**	**3,030.9**

5. Depreciation, amortisation and impairment losses, net

Amounts in USD million	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Vessels	8.6	7.8	15.9	14.9	32.6
Right-of-use assets	63.8	79.0	128.5	165.4	294.9
Property and equipment	0.5	0.4	0.8	0.7	1.3
Other intangible assets	1.8	-	3.6	-	6.4
Total	**74.7**	**87.2**	**148.8**	**181.0**	**335.2**

6. Financial income and expenses

Amounts in USD million	Q2 2024	Q2 2023	H1 2024	H1 2023	FY 2023
Interest income	7.4	8.1	12.9	18.3	35.6
Fair value adjustment, derivatives	0.3	-	0.4	-	1.9
Exchange rate adjustments	-	1.3	-	3.4	4.5
Total financial income	**7.7**	**9.4**	**13.3**	**21.7**	**42.0**
Interest expenses	3.2	5.1	7.3	10.6	21.8
Fair value adjustment, derivatives	-	0.8	0.2	2.4	0.2
Exchange rate adjustments	2.6	-	3.6	-	-
Interest expense on lease liabilities	7.5	7.6	14.9	15.9	31.4
Total financial expense	**13.3**	**13.5**	**26.0**	**28.9**	**53.4**

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

7. Fair value adjustment – hedging instruments

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
Fair value of cash flow hedges			
Fair value adjustment at the beginning period	-35.3	63.1	63.1
Fair value adjustment for the period, net	33.8	-49.0	-98.4
Fair value at end of period	**-1.5**	**14.1**	**-35.3**
The fair value of cash flow hedges for the period can be specified as follows:			
Bunker hedging	5.7	0.1	-1.9
FFA hedging	-7.6	13.0	-34.0
Foreign currency risk hedging	0.4	1.0	0.6
Fair value at end of period	**-1.5**	**14.1**	**-35.3**

The fair value measurement hierarchy of hedging is measured based upon significant observable inputs (level 2).

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
As of 30 June 2024, outstanding hedging contains:			
Bunker hedging			
Fair value at 1 January	-1.9	-10.8	-10.8
Fair value adjustments	17.5	5.6	15.1
Realised contracts, transferred to revenue	-0.5	-0.4	27.7
Realised contracts, transferred to operating costs	-9.4	5.7	-33.9
Fair value at end of period	**5.7**	**0.1**	**-1.9**
FFA hedging			
Fair value at 1 January	-34.0	71.9	71.9
Fair value adjustments	3.5	-3.2	-18.5
Realised contracts, transferred to revenue	82.4	-92.8	-19.1
Realised contracts, transferred to operating costs	-59.5	37.1	-68.3
Fair value at end of period	**-7.6**	**13.0**	**-34.0**
Foreign currency risk hedging			
Fair value at 1 January	0.6	2.0	2.0
Fair value adjustments	-0.2	-1.0	-1.4
Fair value at end of period	**0.4**	**1.0**	**0.6**

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

8. Vessels

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
Cost at 1 January	595.7	663.2	663.2
Additions	298.8	112.9	150.6
Disposals	-	-2.4	-2.5
Transferred from prepayments on vessels and newbuildings	-	36.9	65.1
Transferred to tangible assets held for sale	-32.7	-47.6	-280.7
Cost at end of period	**861.8**	**763.0**	**595.7**
Depreciation and impairment losses at 1 January	-92.2	-137.6	-137.6
Depreciation	-15.7	-14.9	-31.4
Impairment of assets	-0.2	-	-1.2
Disposals related to derecognised assets	-	2.4	2.5
Transferred to tangible assets held for sale	2.4	13.2	75.5
Depreciation and impairment losses at end of period	**-105.7**	**-136.9**	**-92.2**
Carrying amount at end of period	**756.1**	**626.1**	**503.5**

The additions for the first half of 2024 was mainly from NORDEN taking delivery of four second-hand Capesize vessels.

NORDEN has conducted an impairment indicator assessment as of 30 June 2024 and found no indication of impairment. Therefore, NORDEN does not find any need to reassess the recoverable amounts.

9. Leases – lessee

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
Right-of-use assets			
Cost at 1 January	1,030.4	1,147.6	1,147.6
Additions	46.9	43.8	92.6
Remeasurements	11.0	24.0	105.7
Disposals	-115.3	-151.0	-315.5
Cost at end of period	**973.0**	**1,064.4**	**1,030.4**
Depreciation at 1 January	-675.4	-693.6	-693.6
Depreciation	-128.5	-165.4	-294.9
Disposals	120.9	147.6	313.1
Depreciation at end of period	**-683.0**	**-711.4**	**-675.4**
Carrying amount at end of period	**290.0**	**353.0**	**355.0**
Lease Liabilities			
Lease liabilities at 1 January	418.5	519.5	519.5
Additions	124.3	71.5	152.7
Remeasurements	23.3	33.1	120.3
Instalments made	-163.6	-200.7	-366.7
Disposals	-1.0	-3.9	-7.3
Lease liabilities at end of period	**401.5**	**419.5**	**418.5**

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

10. Prepayments on vessels and newbuildings

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
Cost at 1 January	37.0	32.1	32.1
Additions	39.9	49.4	76.8
Transferred to vessels	-	-36.9	-65.1
Transferred to tangible assets held for sale	-	-	-6.8
Cost at end of period	**76.9**	**44.6**	**37.0**
Impairment for the period	**-**	**-**	**-**
Carrying amount at end of period	**76.9**	**44.6**	**37.0**

11. Assets held for sale

Amounts in USD million	30/6 2024	30/6 2023	31/12 2023
Cost at 1 January	133.6	110.0	110.0
Additions	15.8	83.2	121.5
Transferred from vessels	30.3	34.4	205.2
Transferred from prepayments on vessels and newbuildings	-	-	6.8
Disposals	-170.1	-227.6	-309.9
Impairment for the period	-	-	-
Carrying amount at end of period	**9.6**	-	**133.6**
Liabilities relating to assets held for sale			
Prepayments received on newbuildings and vessels sold	7.1	.	25.2
Carrying amount at end of period	**7.1**	**-**	**25.2**
Gains from sale of vessels during the year	62.1	68.7	79.0
Losses from sale of vessels during the year	-	-	-
Profit/loss from sale of vessels	**62.1**	**68.7**	**79.0**

During the first half of 2024, NORDEN delivered four MR tankers, one Panamax, one Supramax, and one Capesize vessel to their new owners. The only vessels left under held for sale as of June 30 2024 were one Supramax newbuild and three logistics assets.

12. Related party disclosure

No significant changes have occurred to related parties or types and scale of transactions with these parties other than what is disclosed in the consolidated annual report for 2023.

13. Contingent assets and liabilities

Since the end of 2023, no significant changes have occurred to contigent assets and liabilities other than those referred to in this interim report.

14. Overview of deliveries of owned vessels and CAPEX

Deliveries of owned vessels

Number of vessels	Q3 2024	Q4 2024	H1 2025	H2 2025	H1 2026	H2 2026	H1 2027	H2 2027	Total
Supramax	-	-	-	6	-	-	-	-	6
Capesize	1	-	-	-	-	-	3	-	4
Logistics assets	1	-	-	-	-	-	-	-	1

CAPEX

Amounts in USD million	Q3 2024	Q4 2024	H1 2025	H2 2025	H1 2026	H2 2026	H1 2027	H2 2027	Total
Newbuilding payments and secondhand purchases	68	-	31	152	21	7	140	-	419
Other CAPEX*	1	2	3	3	8	7	-	3	27

Future payments to NORDEN from sold vessels: USD 28.1 million.

* Capex includes ordinary docking as well as acquisition and installation of scrubbers and energy saving devices.

NOTES TO THE INTERIM CONSOLIDATED FINANCIAL STATEMENTS

15. Events after the reporting date

On July 22nd, NORDEN announced that it entered into an agreement to acquire Norwegian dry bulk operator Norlat Shipping. Norlat specializes in the shipment of forest products and other bulk commodities, primarily trading from Northern Europe to North Africa and North America. This acquisition aligns with NORDEN's strategy to enhance its position within projects and parceling, offering more flexible solutions to customers.

The acquisition, which will not affect NORDEN's full-year 2024 guidance, is expected to generate significant commercial synergies by integrating Norlat into NORDEN's Projects & Parcelling team.

Closing of the transaction is subject to relevant regulatory approvals. Further details regarding the impact of this acquisition will be provided in the forthcoming Q3 2024 financial report.

No other events have occurred after the balance sheet date which are expected to have a material impact on the interim consolidated financial statement.