

Market: OMXC Large Cap

Ticker: CPSE:DNORD

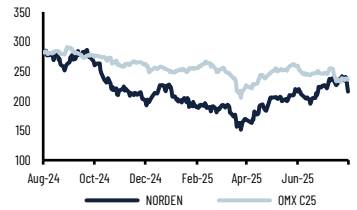
Share price (DKK): 215.8

Market cap (DKK): 6.3bn

Net debt (DKK): 1.8bn

Enterprise value (DKK): 8.0bn

## Share information



|          |       |          |        |
|----------|-------|----------|--------|
| YTD      | 1.6%  | 1 year:  | -23.1% |
| 1 month: | -4.2% | 3 years: | -35.7% |

Note: \*We apply the closing price from 15 August 2025. Index rebased to 16 August 2024. Source: S&P Capital IQ

## Financials

| USDm                  | 2023    | 2024    | 2025E*  |
|-----------------------|---------|---------|---------|
| Revenue               | 3,691.9 | 4,040.1 | N/A     |
| Revenue growth        | -30.5%  | 9.4%    | N/A     |
| EBITDA                | 678.6   | 432.2   | N/A     |
| EBITDA margin         | 18.4%   | 10.7%   | N/A     |
| Net income            | 400.1   | 162.7   | 70-130* |
| Net income margin     | 10.8%   | 4.0%    | N/A     |
| Cash                  | 557.2   | 266.6   | N/A     |
| Interest-bearing debt | 601.8   | 263.7   | N/A     |

Note: \*NORDEN's own 2025 guidance. Includes USD 70m from gains on sales, of which USD 41m H1 2025. Net income guidance upgraded with Q1 2025 from USD 20-100m, and narrowed with Q2 from USD 50-130m

## Valuation multiples

|               | 2023 | 2024 | 2025E*   |
|---------------|------|------|----------|
| P/S (x)       | 0.4  | 0.2  | N/A      |
| EV/Sales (x)  | 0.4  | 0.3  | N/A      |
| EV/EBITDA (x) | 2.5  | 3.0  | N/A      |
| EV/EBIT (x)   | 3.9  | 6.5  | N/A      |
| P/E (x)       | 4.0  | 5.4  | 7.6-14.1 |
| P/NAV (x)**   | 0.9  | 0.5  | 0.6      |
| P/CF (x)      | 1.2  | 0.7  | N/A      |

Note: Multiples for 2023 and 2024 are based on historical numbers. \*\*Multiples in 2025 are based on NORDEN's own guidance. \*\*Based on self-reported NAV.

## Company description

NORDEN is an international shipping company based in Denmark that provides global freight services in the dry cargo (Handy to Capesize) and product tanker (MR) freight markets. It operates a flexible asset-light business model; its Asset Management (AM) unit charters and trades its owned and long-term leased vessels and selected complex logistics projects. Its Freight Services & Trading (FST) trades dry bulk and tank markets on a short-term (<2 years) basis by chartering in vessels to provide global freight services.

## Investment case

NORDEN's flexible asset-light model allows it to capitalize on long-term (via AM) and short-term (FST) market opportunities in the cyclical and volatile dry cargo and tanker shipping markets. The AM unit offers exposure to the underlying markets, via owned and long-term leased (>2 yrs) vessels, that are chartered via spot and longer-term cover contracts also creating value by asset trading. The FST unit trades near-term (<2 yrs) market views by chartering vessels on a shorter-term basis with a greater degree of flexibility.

NORDEN narrowed its guidance toward the top end to USD 70-130m (from USD 50-130m), as 33 in-the-money purchase options support further vessel sale gains USD 29m announced post Q2. The AM unit drove the H1 2025 net profit of USD 84.5m from chartering its owned fleet at good coverage and vessel sales of USD 41m. FST lagged with challenging operator markets, with high charter costs and weaker freight rates compared to H1 2024. FST margins are expected to improve, and may be boosted by a new head of FST and internal controls into 2026, despite remaining negative in H2 2025.

Cash flow remains strong and with NORDEN distributing at least 50% of its net income via dividends/share buy-backs on a quarterly basis. The coverage in AM at profitable rates supports shareholder returns, while further asset sales can also boost cash returns. NORDEN trades at lower multiples than its closest dry cargo peers, however, weaker earnings in the FST unit have dragged on margins comparatively.

## Key investment reasons

NORDEN has delivered a 5-year average ROIC of 24% (10% LTM) and returned significant value to shareholders since 2022. In 2024, it distributed 62% of its net result to shareholders via dividends (DKK 8/share) and share buybacks. Continued cash flow can support ongoing buybacks and dividends at a high payout ratio, despite lower absolute earnings guidance in 2025.

NORDEN calculates an in-house net asset value (NAV) of DKK 337/share (425/share year end 2024), a premium to current levels. Analysts excluding the value of purchase options have a lower NAV; however, if asset values remain high, significant additional gains from vessel sales can still be in H2 2025 and into 2026.

The AM division has locked in coverage at profitable rates, ensuring cash flow to support shareholder returns in 2025. NORDEN's market discount to NAV also drives the company to favour share buy-backs in the near-term, while still optimizing the fleet on a running basis.

## Key investment risks

NORDEN's trading strategies are highly data-driven; however, as seen in 2024, they are prone to markets moving in the opposite direction and black swan events such as Covid-19. Diversifying its trading strategies lessens the impact of such events, as seen by positive FST tanker results offsetting dry cargo weakness.

Shipping markets are cyclical, and the exceptional tanker earnings of recent years have eased. Additional easing may result if the Red Sea opens following a ceasefire between Israel and Palestine. Geopolitics impacts tanker and dry cargo markets, which can create uncertainty and volatility in both directions.

NORDEN currently has significant implied value in extension and purchase options, which it includes in its NAV calculations. Recognizing that value will depend on stable or improving freight rates and asset values, which are not guaranteed. NAV has also declined YTD as vessel values have fallen in 2025.

## Peer group

| Company                             | Price                    | Total return | Market cap   | EV           | EV/EBITDA    | P/E        | EBIT margin (%) |             |             |              |              |
|-------------------------------------|--------------------------|--------------|--------------|--------------|--------------|------------|-----------------|-------------|-------------|--------------|--------------|
|                                     | (local)                  | YTD          | (EURm)       | (EURm)       | 2024         | 2025E      | 2024            | 2025E       | 3-yr avg    | LTM          |              |
| Dry cargo                           | Golden Ocean Group       | USD 8        | -8.4%        | 1,362        | 2,505        | 6.0        | 9.4             | 7.4         | 18.5        | 29.3%        | 21.9%        |
|                                     | Star Bulk Carriers Corp. | USD 18.7     | 25.9%        | 1,822        | 2,641        | 5.1        | 8.0             | 5.0         | 15.4        | 30.0%        | 14.8%        |
|                                     | Diana Shipping Inc.      | USD 1.6      | -20.0%       | 145          | 518          | 6.5        | 6.6             | 43.6        | NA          | 33.8%        | 22.1%        |
| Product tanker                      | TORM plc                 | DKK 128.6    | -2.0%        | 1,688        | 2,340        | 3.3        | 5.6             | 2.7         | NA          | 40.9%        | 26.5%        |
|                                     | Scorpio Tankers Inc.     | USD 45       | -6.9%        | 1,813        | 2,106        | 3.4        | 4.9             | 3.6         | 8.3         | 51.4%        | 30.9%        |
|                                     | Hafnia Ltd.              | NOK 54.7     | -7.6%        | 2,284        | 3,059        | 3.7        | 6.4             | 3.4         | 9.1         | 32.8%        | 23.6%        |
|                                     | <b>Median</b>            |              | <b>-7.2%</b> | <b>1,751</b> | <b>2,223</b> | <b>4.4</b> | <b>6.5</b>      | <b>4.3</b>  | <b>12.2</b> | <b>33.3%</b> | <b>22.8%</b> |
| <b>NORDEN</b>                       | <b>DKK 215.8</b>         | <b>3.8%</b>  | <b>840</b>   | <b>1,079</b> | <b>3.0</b>   | <b>N/A</b> | <b>5.4</b>      | <b>9.8*</b> | <b>8.6%</b> | <b>3.0%</b>  |              |
| Premium (+) / Discount (-) to peers |                          |              |              |              | -31%         | N/A        | 27%             | -20%        |             |              |              |

Note: data from 17/08/2025

Source: S&P Capital IQ



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Investment Case  
One-pager

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**Estimates and assumptions:** The data in the peer group concerning the peer companies has not been calculated by HC Andersen Capital but is instead consensus analyst estimates from S&P Capital IQ. HC Andersen Capital assumes no responsibility for the correctness of the numbers in the peer group; however, considers S&P Capital IQ a credible source of information.

Selected dry cargo and product tanker peers:

Golden Ocean Group: is an international owner and operator of dry bulk carrier vessels with focus on the Capesize and Panamax markets. Its vessels transport a range of major and minor bulk commodities, including ores, coal, grains and fertilisers. Golden Ocean Group owns most of its 90+ vessels, but also charters vessels from third-party owners. The vessels primarily trade in the spot market, with some chartered out on index-linked rate time charters and a few on fixed-rate time charters.

Diana Shipping Corp: Diana Shipping Inc is a Greek-based global provider of shipping transportation services within the dry bulk sector. The company is the owner and operator of around 40 dry bulk vessels across a range of vessel sizes, including Newcastlemax, Capesize, Post-Panamax, Kamsarmax and Panamax vessels. The company's vessels are employed primarily on medium to long-term time charters and transport a range of dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials.

Star Bulk Carriers Corporation: is a leading international owner and operator of dry bulk carrier vessels to transport bulk cargoes, such as iron ore, coal, minerals, grain, and more. Its fleet consists of over 150 dry bulk vessels consisting of Newcastlemax, Capesize, Post Panamax, Kamsarmax, Panamax, Ultramax and Supramax vessels.

Scorpio Tankers: is a leading owner and operator of product tankers, carrying refined oil products such as gasoline, jet fuel, naphtha and diesel oil. Scorpio Tankers operates a fleet of over 100 vessels (either owned, leased or chartered) with a focus on LR2 and MR vessel segments but also operating in the LR1 and handysize segments. Scorpio tankers operates its vessels through its commercial pools on time charters or in the spot market.

Hafnia: is a leading owner and operator of product tankers, listed in Norway, transporting oil products and easy chemicals in global markets, owning over 110 vessels and operating over 200. It manages seven commercial shipping pools, which bring together self-owned and externally-owned vessels to minimise costs and reduce risk by aggregating earnings across all vessels based on a points system.

TORM: is a leading owner and operator of product tankers, listed in Norway, transporting oil products and easy chemicals in global markets, owning around 90 vessels. TORM focuses on the MR LR1 and LR2 segments and primarily employs its fleet in the spot market.