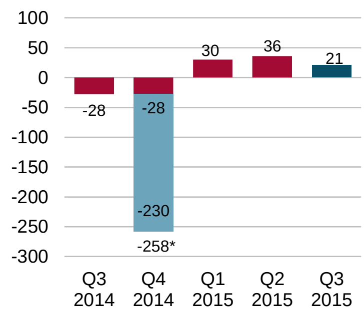
INTERIM REPORT
THIRD QUARTER OF 2015

Announcement no. 18 – 11 November 2015

- Group EBIT Q3 2015: USD 21 million – in line with expectations (Q3 2014: USD -28 million).
- Record result for Tankers: EBIT Q3 USD 37 million (USD -2 million).
- Continued weak dry cargo market: EBIT Q3 USD -9 million (USD -22 million).
- TCEs in both segments considerably above market rates.
- Result for the period Q3 2015: USD 10 million (USD -46 million).
- Unchanged vessel values.
- New strategy adopted.
- Continued focus on optimisation of newbuilding programme and cost savings.
- Declining rates in Q4 provides difficult start to 2016.
- Expectations for the 2015 EBIT result maintained and specified at USD 70 to 90 million.

EBIT

(USD million)



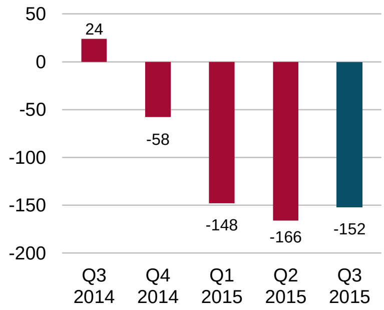
*Including provision of USD 230 million for onerous contracts

TCE earnings vs. market

	1 year T/C	Spot
Dry Cargo	+22%	+24%
Tankers	+28%	-

Added value (incl. joint ventures)

(USD million)



CEO Jan Rindbo in comment:

"NORDEN's tanker business has achieved a record result. Low oil prices and strong demand have kept tanker rates up also during the third quarter, which is otherwise considered to be low season.

The strong tanker result provides comfort during a time, when the dry cargo market continues to be very challenging, and consequently NORDEN has reduced its exposure to the market by adjusting its newbuilding programme and by chartering vessels for shorter periods.

Our initiated cost focus continues with good results, and we look forward to implementing our new strategy "Focus and Simplicity", which sets out to make NORDEN market leader within Supramax and Panamax vessels."

A telephone conference will be held today at 3:30 p.m. (CET), where CEO Jan Rindbo and CFO Martin Badsted will comment on the report. It is requested that all participants have joined the meeting by latest 3:25 p.m. (CET) - Danish participants please dial in on +45 3271 1659, overseas participants please dial in on +44 (0) 20 3427 1906 or +1 212 444 0896. The telephone conference will be shown live at www.ds-norden.com, where the accompanying presentation will also be available.

For further information: CEO Jan Rindbo, tel. +45 3315 0451.

NORDEN

KEY FIGURES AND RATIOS FOR THE GROUP

USD million	1/1-30/9 2015	1/1-30/9 2014	Change Q1-Q3 2014-2015	1/1-31/12 2014
INCOME STATEMENT				
Revenue	1,279.6	1,514.5	-16%	2,038.1
Costs	-1,139.1	-1,540.3	-26%	-2,299.6
Earnings before depreciation, etc. (EBITDA)[1)]	140.5	-25.9	-	-261.5
Profits from the sale of vessels, etc.	0.1	0.0	-	0.0
Depreciation and write-downs	-51.2	-50.2	2%	-68.2
Earnings from operations (EBIT)	86.7	-77.4	-	-335.5
Fair value adjustment of certain hedging instruments	17.9	-21.8	-	-61.9
Net financials	-8.8	-10.1	-13%	-15.2
Results before tax	95.8	-109.3	-	-412.5
Results for the period	92.1	-113.7	-	-415.6
STATEMENT OF FINANCIAL POSITION				
Non-current assets	1,181.0	1,238.7	-5%	1,221.0
Total assets	1,809.4	1,810.5	-	1,778.0
Equity	1,230.9	1,443.3	-15%	1,139.3
Liabilities	578.5	367.2	58%	638.7
Invested capital	1,140.5	1,405.5	-19%	1,131.6
Net interest-bearing assets	90.4	37.8	-	7.7
Cash and securities	358.8	279.3	28%	238.3
CASH FLOWS				
From operating actitivies	58.7	-16.7	-	-46.0
From investing activities	-100.1	24.1	-	66.2
- hereof investments in property, equipment and vessels	-115.1	-89.3	-29%	-110.4
From financing activities	37.6	-68.2	-	-79.4
Change in cash and cash equivalents for the period	-3.8	-60.7	-94%	-59.2
FINANCIAL AND ACCOUNTING RATIOS				
Share-related key figures and financial ratios:				
Number of shares of DKK 1 each (including treasury shares)	42,200,000	42,200,000	-	42,200,000
Number of shares of DKK 1 each (excluding treasury shares)	40,467,615	40,460,055	-	40,460,055
Number of treasury shares	1,732,385	1,739,945	-	1,739,945
Earnings per share (EPS) (DKK)	2.3 (15)	-2.8 (-15)	-	-10.3 (-58)
Diluted earnings per share (diluted EPS) (DKK)	2.3 (15)	-2.8 (-15)	-	-10.3 (-58)
Book value per share (excluding treasury shares) (DKK[2)])	30.4 (203)	35.7 (211)	-15%	28.2 (172)
Share price at end of period, DKK	147.2	151.3	-3%	131.4
Price/book value (DKK[2)])	0.7	0.7	-	0.8
Other key figures and financial ratios:				
EBITDA ratio[1)]	11.0%	-1.7%	-	-12.8%
ROIC	10.2%	-7.4%	-	-26.7%
ROE	10.4%	-10.0%	-	-30.3%
Equity ratio	68.0%	79.7%	-15%	64.1%
Total no. of ship days for the Group	57,736	64,002	-10%	83,866
USD/DKK rate at end of period	665.88	591.52	13%	612.14
Average USD/DKK rate	670.03	550.72	22%	561.90

1) The ratios were computed in accordance with "Recommendations and Financial Ratios 2015" published by the Danish Society of Financial Analysts. However, "Profits from the sale of vessels, etc." has not been included in EBITDA.

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

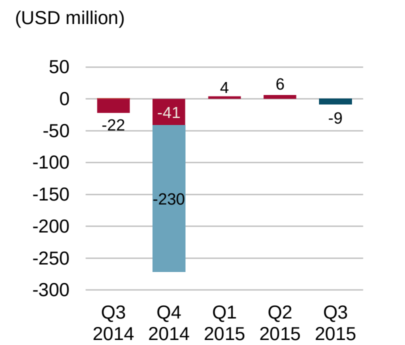
COMMENTS ON THE DEVELOPMENT OF THE GROUP FOR THE PERIOD

- EBIT in Dry Cargo USD -9 million and EBIT in Tankers USD 37 million
- Cash and securities USD 359 million at 30 September
- Reduced short-term exposure to the market

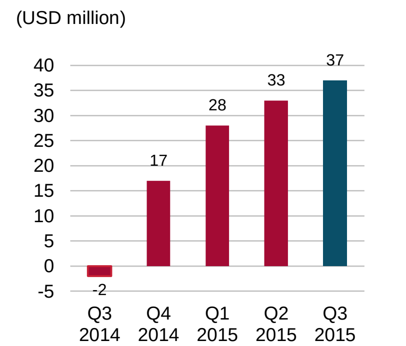
EBIT USD 21 million

In the third quarter of 2015, NORDEN realised an EBIT of USD 21 million against USD -28 million in the same period last year. In the continuously strong tanker market, NORDEN's Tanker Department has achieved an EBIT of USD 37 million against USD -2 million for the same quarter of 2014. In the dry cargo market, the rates continued to be weak, though better compared to the first half-year, and NORDEN's Dry Cargo Department generated an EBIT for the third quarter of USD -9 million (USD -22 million).

EBIT Dry Cargo



EBIT Tankers



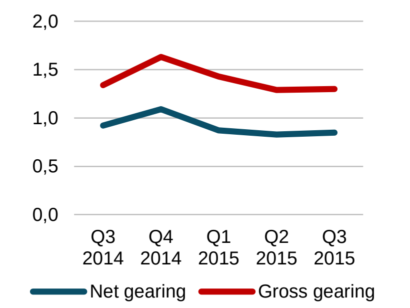
In the third quarter of 2015, NORDEN had a total change in short-term and long-term cash and cash equivalents of USD 18 million after raising loans of USD 52 million net. Cash flows from operating activities before working capital amounted to USD 16 million. The effect from the change in working capital was extraordinarily affected by prepaid hire, and cash flows from operating activities therefore totalled USD -3 million. Cash flows from investment activities amounted to USD -29 million.

Improved financial position

At the end of the quarter, the Company had cash and securities of USD 359 million, and during the recent year, the Company has thus increased the value of cash and securities by USD 80 million. To this can be added undrawn credit facilities, which at the end of the quarter amounted to USD 345 million. In comparison, there are outstanding net commitments related to the newbuilding programme of USD 256 million due in the period 2015-2019.

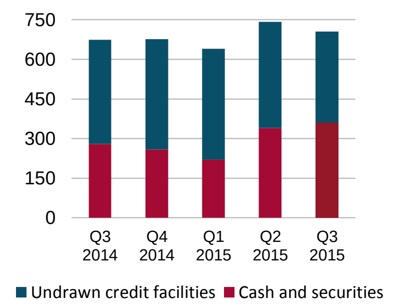
NORDEN's net commitments increased by USD 33 million to USD 1,040 million during the quarter mainly due to lower expected earnings from coverage contracts. At the same time, the increase in net commitments has meant higher net gearing, which was 0.85 at the end of the quarter.

Gearing



Financial resources

(USD million)



Active fleet of 246 vessels

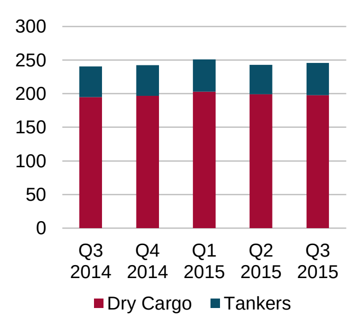
At the end of the third quarter, the active fleet totalled 246 vessels, which is on par with the number of vessels at the end of the first half-year, when the active fleet comprised 243 vessels. NORDEN has reduced its short-term exposure to the dry cargo market by increased use of vessels for single trips, redelivery of long-term charters and optimisation of the newbuilding programme.

From the core fleet in Dry Cargo, 2 long-term chartered vessels with purchase option have thus been redelivered. Besides the adjustments to the newbuilding programme described in the latest quarterly report, at the beginning of the fourth quarter, NORDEN sold 1 Panamax newbuilding with delivery in the first quarter of 2016 and contracted 1 Supramax newbuilding to be delivered in 2019.

During the past 6 months, NORDEN has thus optimised the order book in Dry Cargo by selling 4 newbuildings with delivery in 2015, 2016 and 2017 and taken advantage of the attractive newbuilding prices to contract 3 even more modern vessels with later delivery in 2018/2019.

In Tankers, 1 MR newbuilding has been delivered and 1 secondhand Handysize tanker has been purchased.

Active fleet



Core fleet adjustments

	Q1	Q2	Q3	Q4 (YTD)
Sales	3xMR tankers	2xSMX N/B, del. 2015/16	1xSMX N/B, del. 2017	1xPMX N/B, del. 2016
Contracting		1xSMX N/B, del. 2018	1xSMX N/B, del. 2018	1xSMX N/B, del. 2019
Purchase			1xHandysize tanker, blt. 2007	
Timecharters		2x3 year T/C, N/B LR1 del. 2017 2x4 year T/C, N/B MR del. 2017/18		2x5 year T/C, N/B MR del. 2017 1x3 year T/C, MR del. 2015

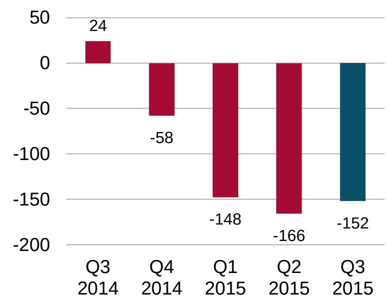
"Del." is short for "delivery", "blt." is short for "built".

Development in ship values

Based on valuations from 3 independent brokers, the market value of NORDEN's owned vessels and newbuildings (including vessels in joint ventures) was estimated at USD 1,287 million at the end of the quarter, corresponding to an average increase in valuations of 1% compared to the last quarter. The market value of owned vessels is thus USD 152 million below carrying amounts and costs.

Added value (incl. joint ventures)

(USD million)



The theoretical value of NORDEN's purchase and extension options is estimated at USD 65 million at the end of the third quarter against USD 43 million at the end of the first half-year. The increase is primarily due to expectations in the market of higher forward T/C rates for the Panamax vessel type compared to the first half-year. A sensitivity analysis shows that a drop in T/C rates and vessel prices of 10% would result in a decrease of 12% to USD 57 million whereas an increase of 10% would result in an increase of 13% to USD 73 million.

Impairment test

Calculated without vessels in joint ventures and sold assets, the market value of NORDEN's owned vessels is USD 147 million below carrying amounts and costs, which amount to a total of USD 1,150 million. The difference is distributed with USD -138 million in Dry Cargo and USD -9 million in Tankers. The Company has therefore performed a routine impairment test based on value in use. On this background, no further indication of impairment of carrying amounts was found nor any need to reverse previous write-downs.

Strategy process completed

The Company has completed the strategy process and adopted the strategy "Focus and Simplicity", which confirms NORDEN as an operator within both dry cargo and product tankers. A vital part of the strategy is focusing efforts and investments on business areas, where NORDEN with a skilled and global organisation close to the customers can create most value for its shareholders.

Global Industry Leader

The strategy process has established that within dry cargo, the vessel types Supramax and Panamax make up the area where NORDEN performs the best compared to the market, and where NORDEN based on its extensive network of local offices on 5 continents, detailed market knowledge and a good reputation will be able to best expand its already strong market position. Supplemental to the Supramax and Panamax business areas, NORDEN will maintain its operation of Handysize vessels, as it offers considerable overlap and therefore synergy with the operation of Supramax vessels with regard to expertise and customers.

The goal in the dry cargo segment is to make NORDEN Global Industry Leader within Supramax and Panamax. By concentrating efforts and investments and with intensified customer focus and a larger fleet, NORDEN will be able to offer increased flexibility and reliability to customers within these two vessel types.

At the same time, focus will continue to be on long-term relations, and the vision to be preferred partner remains in force. NORDEN is not just to be first choice among customers within Supramax and Panamax, but also be the preferred operator to perform the task at hand – first choice, last refusal. By focusing on Supramax and Panamax and increasing the fleet size within these vessel types, NORDEN will also be able to schedule the execution of tasks with more flexibility and by doing so benefit from economies of scale.

Within tankers, the vessel types Handysize and MR will continue to be in focus, and here too the ambition is to be first choice. The operation of NORDEN's product tankers will continue under Norient Product Pool, which is 50% owned by NORDEN. In its 10 years of existence, Norient Product Pool has grown to become one of the world's largest product tanker pools, consistently able to generate earnings considerably above market average owing to a comprehensive fleet, a strong brand and a global network of offices manned by skilled employees.

Ownership and operation of these 4 vessel types will be considered as NORDEN's primary business area supplemented by operation of Handysize dry cargo vessels. The newly established department Asset Management will ensure that NORDEN utilises all attractive opportunities to invest in the 4 vessel types in the primary business area, while no further investments will be made in other tonnage.

The already announced and initiated cost saving measures continue with good progress.

SEGMENT INFORMATION

USD '000	Q3 2015				Q3 2014			
	Dry Cargo	Tankers	Un-allocated	Total	Dry Cargo	Tankers	Un-allocated	Total
Revenue – services rendered	298.8	101.3	0	400.1	352.3	99.3	0	451.6
Voyage costs	-147.6	-12.2	0	-159.8	-176.9	-39.9	0	-216.8
Contribution margin	**151.2**	**89.1**	**0**	**240.3**	**175.4**	**59.4**	**0**	**234.8**
Other operating income, net	1.9	0	0	1.9	1.8	0.0	0	1.8
Vessel operating costs	-141.9	-43.1	0	-185.0	-184.3	-49.6	0	-233.9
Costs	-7.6	-1.5	-6.6	-15.7	-9.0	-1.5	-2.9	-13.4
Profit before depreciation, etc. (EBITDA)	**3.6**	**44.5**	**-6.6**	**41.5**	**-16.1**	**8.3**	**-2.9**	**-10.7**
Profits from the sale of vessels, etc.	-3.2	0	0	-3.2	0	0	0	0
Depreciation	-8.4	-8.1	-0.5	-17.0	-8.5	-9.8	-0.5	-18.8
Share of results of joint ventures	-1.1	0.6	0	-0.5	2.5	-0.6	0	1.9
Profit before operations (EBIT)	**-9.1**	**37.0**	**-7.1**	**20.8**	**-22.1**	**-2.1**	**-3.4**	**-27.6**
Fair value adjustment of certain hedging instruments	-4.6	0	0	-4.6	-10.8	0	0	-10.8
Financial income	0	0	0.3	0.3	0	0	3.2	3.2
Financial expenses	0	0	-5.2	-5.2	0	0	-8.9	-8.9
Tax for the period	-1.1	-0.1	0	-1.2	-1.3	-0.2	0.0	-1.5
Results for the period	**-14.8**	**36.9**	**-12.0**	**10.1**	**-34.2**	**-2.3**	**-9.1**	**-45.6**

USD '000	Q1-Q3 2015				Q1-Q3 2014			
	Dry Cargo	Tankers	Un-allocated	Total	Dry Cargo	Tankers	Un-allocated	Total
Revenue – services rendered	930,3	349,3	0	1,279.6	1,233.8	280,7	0	1,514.5
Voyage costs	-447.7	-92.1	0	-539.8	-612.1	-110.1	0	-722.2
Contribution margin	**482.6**	**257.2**	**0**	**739.8**	**621.7**	**170.6**	**0**	**792.3**
Other operating income, net	4.7	0	0	4.7	6.1	0.1	0	6.2
Vessel operating costs	-426.1	-138.9	0	-565.0	-636.4	-146.3	0	-782.7
Costs	-23.8	-4.4	-10.8	-39.0	-28.2	-4.9	-8.6	-41.7
Profit before depreciation, etc. (EBITDA)	**37.4**	**113.9**	**-10.8**	**140.5**	**-36.8**	**19.5**	**-8.6**	**-25.9**
Profits from the sale of vessels, etc.	-7.0	7.1	0	0.1	0	0	0	0
Depreciation	-25.4	-24.2	-1.6	-51.2	-24.6	-24.0	-1.5	-50.1
Share of results of joint ventures	-4.0	1.3	0	-2.7	-1.1	-0.3	0	-1.4
Profit before operations (EBIT)	**1.0**	**98.1**	**-12.4**	**86.7**	**-62.5**	**-4.8**	**-10.1**	**-77.4**
Fair value adjustment of certain hedging instruments	17.9	0	0	17.9	-21.8	0	0	-21.8
Financial income	0	0	4.0	4.0	0	0	6.8	6.8
Financial expenses	0	0	-12.8	-12.8	0	0	-16.9	-16.9
Tax for the period	-3.4	-0.2	-0.1	-3.7	-3.9	-0.4	-0.1	-4.4
Results for the period	**15.5**	**97.9**	**-21.3**	**92.1**	**-88.2**	**-5.2**	**-20.3**	**-113.7**

USD '000	Q1-Q3 2015				Q1-Q3 2014			
	Dry Cargo	Tankers	Un-allocated	Total	Dry Cargo	Tankers	Un-allocated	Total
Vessels	522.7	553.7	0	1,076.4	561.8	520.2	0	1,082.0
Other tangible assets	0	0	55.5	55.5	0	0	53.1	53.1
Prepayments on vessels and newbuildings	24.2	0	0	24.2	8.6	71.9	0	80.5
Investments in joint ventures	20.7	4.2	0	24.9	19.9	3.2	0	23.1
Non-current assets	**567.6**	**557.9**	**55.5**	**1,181.0**	**590.3**	**595.3**	**53.1**	**1,238.7**
Current assets	**219.6**	**50.0**	**358.8**	**628.4**	**238.3**	**54.2**	**279.3**	**571.8**
- hereof tangible assets held for sale	4.8	0	0	4.8	0	19.8	0	19.8
Total assets	**787.2**	**607.9**	**414.3**	**1,809.4**	**828.6**	**649.5**	**332.4**	**1,810.5**

DRY CARGO

- EBIT USD -9 million (USD -22 million)
- Earnings better than the market: +22% above the 1-year T/C rates and +24% above the spot market
- Continued challenging market conditions

NORDEN's earnings outperformed the market

In the third quarter, the Dry Cargo Department realised an EBIT of negative USD 9 million, which is an improvement from the third quarter of 2014 when EBIT constituted a loss of USD 22 million. EBIT was negatively impacted by a loss of USD 3.2 million relating to the sale of vessels. T/C earnings in Dry Cargo were 22% above average 1-year T/C rates and 24% above average spot rates from the Baltic Exchange.

Earnings cover large variations within the different vessel types which NORDEN operates. The smaller vessel types, Handysize and Supramax, performed best with earnings 39% and 34%, respectively, above the 1-year T/C rates, whereas NORDEN's limited Capesize fleet was negatively affected by expensive bunker inventories in connection with redeliveries from long-term charter and realised earnings which were 53% below the 1-year T/C rates.

Challenging market but better than the first half-year

The dry cargo market was still challenging in the third quarter of 2015, but rates did, however, increase compared to the historically low levels seen in the first half-year of 2015.

Increased iron ore trade and stabilized coal imports

The improved average rates seen in the third quarter were mainly driven by increasing Chinese imports. The significant destocking of iron ore inventories seen in the first half-year was halted and import volumes from both Australia and Brazil increased. Imports of coal to China continued to drop compared to last year's volumes, but the decrease in the third quarter was not as drastic as seen in the first half-year. The decrease compared to the third quarter of 2014 was 10% against almost 40% in the first half-year.

Strong season for Chinese minor bulk trade

Another driver behind the improved market compared to the first half-year of 2015 was the positive development in the Chinese import of minor bulks. Malaysia has replaced the bauxite exports from Indonesia lost in 2014 due to an export ban, and in September, Chinese bauxite imports reached the highest level since the fourth quarter of 2013. Strong Brazilian soybean production also added positively to the dry cargo market and led to record high Chinese soybean imports. However, the large import volumes have increased the risk that the American grain export in the fourth quarter will be smaller than previously expected.

In an attempt to prevent the coal shortage experienced in 2014, India has built record stockpiles of coal during the first half-year. The large stockpiles of coal has led to a decrease in India's coal imports in the third quarter.

Employment and rates, Dry Cargo, Q3 2015

Vessel type	Capesize	Post-Panamax	Panamax	Supramax	Handysize	Total**
NORDEN ship days	276	718	6,925	5,032	2,203	15,154
NORDEN T/C (USD per day, net)	5,458	8,385	9,066	10,324	8,929	9,366
1-year T/C (USD per day)*	11,590	8,153	7,792	7,709	6,413	7,650
NORDEN vs. 1-year T/C	-53%	+3%	+16%	+34%	+39%	+22%

* Source: Clarksons, less standard broker commission of 3.75% (Capesize, Post-Panamax and Panamax) and 5% (Supramax and Handysize). ** Weighted average NORDEN T/C is calculated as freight income less voyage costs (such as broker commission, bunkers and port costs), but before payment of pool management fees in cases where the vessel type is operated in a pool.

Fleet growth of 3%

Although the scrapping activity has slowed in the third quarter, the annual scrapping level continues to be at approximately 4%. Net fleet growth is expected to be approximately 3% for the whole of 2015.

Continued challenging market conditions for the rest of the year

Despite the fact that the recent increase in Chinese imports led to temporarily improved rates compared to the very low levels seen in the first half-year of 2015, the improvement was not enough to seriously change the fact that the dry cargo market is extremely weak.

The improved rate levels, which typically occur in the peak season in the fourth quarter, have consequently not materialised, and this provides a difficult starting point for 2016, which NORDEN expects to offer continued challenging market conditions.

At present, it is, however, not considered attractive to significantly increase coverage for 2016 since the forward rates for 2016 are already at a very low level.

NORDEN's Dry Cargo fleet and values at 30 September 2015

Vessel type	Capesize	Post-Panamax	Panamax	Supramax	Handysize	Total
Vessels in operation						
Owned vessels	2.0	4.0	4.0	4.0	12.0	**26.0**
Chartered vessels with purchase option	1.0	4.0	10.5	14.0	10.0	**39.5**
Total active core fleet	**3.0**	**8.0**	**14.5**	**18.0**	**22.0**	**65.5**
Chartered vessels without purchase option	0.0	0.6	58.5	55.3	17.9	**132.3**
Total active fleet	**3.0**	**8.6**	**73.0**	**73.3**	**39.9**	**197.8**
Vessels to be delivered						
Owned vessels	0.0	0.0	3.0	5.5	0.0	**8.5**
Chartered vessels with purchase option	1.0	0.0	4.0	4.0	0.0	**9.0**
Total for delivery to core fleet	**1.0**	**0.0**	**7.0**	**9.5**	**0.0**	**17.5**
Chartered vessels over 3 years without purchase option	0.0	0.0	0.0	0.0	0.0	**0.0**
Total to be delivered	**1.0**	**0.0**	**7.0**	**9.5**	**0.0**	**17.5**
Total gross fleet	**4.0**	**8.6**	**80.0**	**82.8**	**39.9**	**215.3**
Dry Cargo fleet values at 30 September 2015 (USD million)						
Market value of owned vessels and newbuildings*	36	72	171	277	186	**742**
Theoretical value of purchase and extension options	15	3	24	18	2	**62**

* Active vessels and newbuildings including joint ventures, assets held for sale and charterparties, if any.

85% coverage for the rest of the year

At the end of the third quarter, the Dry Cargo Department's coverage for the rest of 2015 was at 85%, which corresponds to 1,893 open ship days.

Coverage and capacity, Dry Cargo, at 30 September 2015

	2015 Q4	2016	2017	2015 Q4	2016	2017
Owned vessels						
Capesize	184	726	697			
Post-Panamax	368	1,452	1,382			
Panamax	368	1,698	2,046			
Supramax	380	1,535	1,604			
Handysize	1,104	4,281	4,304			
Total	**2,404**	**9,692**	**10,033**			
Chartered vessels				**Costs for T/C capacity (USD per day)**		
Capesize	92	366	212	11,887	12,220	11,373
Post-Panamax	368	1,464	1,460	9,520	9,757	9,985
Panamax	5,161	10,432	6,325	9,243	10,321	11,909
Supramax	3,368	6,370	4,943	9,356	10,263	11,029
Handysize	1,059	3,553	2,429	7,707	8,504	8,250
Total	**10,048**	**22,185**	**15,369**	**9,154**	**10,008**	**10,858**
				Costs for gross capacity (USD per day)*		
Total capacity	**12,452**	**31,877**	**25,402**	**8,405**	**8,571**	**8,656**
Coverage				**Revenue from coverage (USD per day)**		
Capesize	179	0	0	10,750	0	0
Post-Panamax	623	345	0	9,540	8,077	0
Panamax	4,309	5,363	2,670	9,874	12,869	15,427
Supramax	3,778	3,787	907	10,138	11,145	13,855
Handysize	1,670	1,747	1,191	11,025	12,997	14,456
Total	**10,559**	**11,242**	**4,768**	**10,146**	**12,161**	**14,885**
Coverage in %						
Capesize	65%	0%	0%			
Post-Panamax	85%	12%	0%			
Panamax	78%	44%	32%			
Supramax	101%	48%	14%			
Handysize	77%	22%	18%			
Total	**85%**	**35%**	**19%**			

* Costs include the impact of provision for onerous contracts made in 2014 as well as cash running costs of owned vessels. On NORDEN´s website, a statement excluding provisions can be found.

Costs are excluding administrative expenses. For vessel types which are operated in a pool, the T/C equivalent is after management fee. With regard to the Dry Cargo pools, NORDEN receives the management fee as "Other operating income".

TANK

- EBIT USD 37 million (USD -2 million)
- Record high EBIT result for NORDEN's tanker business
- Market driven by strong demand for gasoline and stockpiling

Record high EBIT result for the quarter

The positive development in the market continued in the third quarter and resulted in a new record high EBIT result for NORDEN's tanker fleet of USD 37 million (USD -2 million). NORDEN thus achieved average earnings of USD 21,566 per day for the Handysize fleet and USD 25,045 per day for the MR fleet. This was 26% and 29%, respectively, higher than the 1-year T/C rates.

Demand and refineries kept momentum

In the third quarter, the tanker fleet was positioned towards the spot market and benefitted from the continued high rates for oil transportation despite the third quarter historically being considered low season. The positive factors from this year's first two quarters thus continued into the third quarter, which also saw high refinery activitiy and increased trade arising from the continued low oil prices and an increase in consumption. The American refineries i.a. had an average capacity utilisation of an impressive 94% (source: EIA), which is high in view of the season. Capacity utilisation in Europe was equally high compared to last year with, for instance, 87% in August against 83% last year (source: IEA)

Strong gasoline demand resulted in more cargoes

Gasoline demand was strong in the third quarter – especially in the USA and China – and gasoline constituted half the total growth in demand for refined oil products for the quarter (source: IEA). This was to the benefit of the product tanker sector by way of more cargoes and attractive spot rates in both the Atlantic and the Pacific. The intensive production of gasoline also entailed an increased production of especially diesel, which also contributed positively to the demand for transportation – i.a. diesel exports out of China were historically high in September. Diesel consumption, however, was not sufficient enough to absorb the increased production, as a result of which diesel stockpiles in most regions grew considerably during the third quarter. This applies, for instance, to diesel stockpiles in Europe, which went up by 21 million barrels compared to the same time last year and reached their highest level since the beginning of 2010. The same trend applied to the American diesel stockpiles, which went up by 25 million barrels – a rise not seen since the beginning of 2012 (source: JODI & IEA).

Increasing exports of refined products from the Middle East

Saudi Arabia continues to increase exports of refined products and in 2015, diesel exports up to and including the month of August have been approximately 50% higher than in 2014 (source: JODI). The Middle Eastern refined oil products are, as expected, to an increasing extent transported to Europe. The new refinery capacity in the Middle East is expected to benefit the product tanker fleet in the years to come, as previous export of crude oil out of the Middle East will gradually be replaced by exports of the region's own refined oil products.

Employment and rates, Tankers, Q3 2015

Vessel type	MR	Handysize	Total**
NORDEN ship days	2,355	1,474	3,829
NORDEN T/C (USD per day, net)	25,045	21,566	23,706
1-year T/C (USD per day)*	19,425	17,063	18,516
NORDEN vs. 1-year T/C	+29%	+26%	+28%

* Source: Clarksons, less standard broker commission of 2.5%. ** Weighted average NORDEN T/C is calculated as freight income less voyage costs (such as broker commission, bunkers and port costs), but before payment of pool management fee.

NORDEN

Fleet growth still marked by low scrapping activities

Delivery of newbuildings to the world product tanker fleet during the course of the third quarter was stable and in line with previous expectations. At the same time, scrapping activities stayed low at only a third of the scrapping level seen during the same period last year (source: Clarksons). Given the current development, a net fleet growth of 6-7% can be expected for the product tanker fleet in 2015, which is somewhat higher than in recent years. The LR1 and LR2 fleets have, however, contributed to balancing the supply of product tankers, as several vessels within these vessel types have switched to transportation of crude oil due to attractive rates.

The order book for product tankers as well as crude oil tankers have seen an increase as the market has improved – i.a. 50 VLCCs are in line for delivery next year while LR2 constitutes the largest share in the order book for product tankers.

Stockpiles create uncertainty

Although rates in the third quarter dropped to the lowest level in 2015, rates continued to be above the historical average for the season. Continued favourable market conditions are expected for the winter season, but it is uncertain whether the large stockpiles of i.a. diesel in Europe will put a damper on winter's customary import demand.

Lower margins for the refineries may also lead to lower activity in the oil product trade, and the beginning of the fourth quarter has so far offered declining rates compared to the level seen in the third quarter.

NORDEN's Tanker fleet and values at 30 September 2015

Vessel type	LR1	MR	Handysize	Total
Vessels in operation				
Owned vessels	0.0	9.0	12.0	**21.0**
Chartered vessels with purchase option	0.0	7.0	0.0	**7.0**
Total active core fleet	**0.0**	**16.0**	**12.0**	**28.0**
Chartered vessels without purchase option	0.0	16.1	4.0	**20.1**
Total active fleet	**0.0**	**32.1**	**16.0**	**48.1**
Vessels to be delivered				
Owned vessels	0.0	0.0	1.0	**1.0**
Chartered vessels with purchase option	1.0	3.0	0.0	**4.0**
Total for delivery to core fleet	**1.0**	**3.0**	**1.0**	**5.0**
Chartered vessels over 3 years without purchase option	0.0	0.0	0.0	0.0
Total to be delivered	**1.0**	**3.0**	**1.0**	**5.0**
Total gross fleet	**1.0**	**35.1**	**17.0**	**53.1**
Tanker fleet values at 30 September 2015 (USD million)				
Market value of owned vessels and newbuildings*	0	298	247	**545**
Theoretical value of purchase and extension options	1	2	0	**3**

* Active vessels and newbuildings including joint ventures, assets held for sale and charterparties, if any.

Continued high spot exposure

The Tanker Department has covered 34% of the ship days for the rest of 2015, corresponding to 2,599 open ship days. Forward rates have gradually increased to reasonable levels, and on that background, NORDEN examines the possibilities for taking long-term coverage.

Capacity and coverage, Tankers, at 30 September 2015

	2015 Q4	2016	2017	2015 Q4	2016	2017
Owned vessels		**Ship days**				
LR1	0	0	0			
MR	828	3,231	3,237			
Handysize	1,187	4,663	4,674			
Total	**2,015**	**7,894**	**7,911**			
Chartered vessels					**Costs for T/C capacity (USD per day)**	
LR1	0	0	489	0	0	18,600
MR	1,610	4,745	1,816	14,761	15,640	16,538
Handysize	291	42	0	14,546	14,189	0
Total	**1,901**	**4,787**	**2,305**	**14,728**	**15,627**	**16,976**
					Costs for gross capacity (USD per day)*	
Total capacity	**3,916**	**12,681**	**10,216**	**10,710**	**10,210**	**9,188**
Coverage					**Revenue from coverage (USD per day)**	
LR1	0	0	0	0	0	0
MR	756	647	386	16,068	16,348	16,421
Handysize	561	470	353	16,336	17,016	15,360
Total	**1,317**	**1,117**	**739**	**16,182**	**16,629**	**15,914**
Coverage in %						
LR1			0%			
MR	31%	8%	8%			
Handysize	38%	10%	8%			
Total	**34%**	**9%**	**7%**			

* Including cash running costs of owned vessels.
Costs are excluding administrative expenses. For vessel types which are operated in a pool, the T/C equivalent is after management fee.

OUTLOOK FOR 2015

NORDEN maintains its full-year estimate

Overall, NORDEN's expectations for EBIT are maintained, but considering that relatively few open days remain of the year, expectations for EBIT are narrowed to USD 70 to 90 million (USD 70 to 100 million).

At the beginning of the fourth quarter, NORDEN sold a Kamsarmax newbuilding with an accounting loss for 2015 of USD 4 million. Apart from this, expectations for EBIT in Dry Cargo are unchanged and are narrowed to USD -25 to -10 million (USD -25 to 0 million).

After solid spot earnings in Tankers in the third quarter and with the expectation that the market will continue at a high level for the remainder of the year, expectations for Tankers are narrowed to an EBIT of USD 100 to 120 million (USD 90 to 120 million).

Expectations for CAPEX are changed to USD 20 to 30 million.

Expectations for 2015

(USD million)	Dry Cargo	Tankers	Group
EBIT	-25 to -10	100 to 120	70 to 90
Of which profit from the sale of vessels	-11	7	-4
CAPEX			20 to 30

Sale of vessels

NORDEN continues to examine the possibilities for making further adjustments to the owned fleet and the newbuilding programme, and such transactions might affect the expectations for both EBIT and CAPEX.

Risks and uncertainties

At the beginning of November, there were approximately 1,700 open ship days in Dry Cargo, and a change of USD 1,000 per day in expected T/C equivalents would mean a change in earnings of approximately USD 1.7 million. Earnings in Dry Cargo are also sensitive to possible counterparty risks and changes in the rate level between regions and vessel types.

Earnings expectations in Tankers primarily depend on the development in the spot market. Based on 1,800 open ship days in Tankers at the beginning of November, a change of USD 1,000 per day in expected T/C equivalents would mean a change in earnings of approximately USD 1.8 million.

Forward-looking statements

This report includes forward-looking statements reflecting management's current perception of future trends and financial performance. The statements for the rest of 2015 and the years to come naturally carry some uncertainty, and NORDEN's actual results may therefore differ from expectations. Factors that may cause the results achieved to differ from the expectations are, among other things, but not exclusively, changes in the macroeconomic and political conditions – especially in the Company's key markets – changes in NORDEN's assumptions of rate development and operating costs, volatility in rates and vessel prices, changes in legislation, possible interruptions in traffic and operations as a result of external events, etc.

MANAGEMENT'S STATEMENT

The Board of Directors and the Executive Management today reviewed and approved the interim report for the third quarter of 2015 of Dampskibsselskabet NORDEN A/S.

The interim report is prepared in accordance with the International Financial Reporting Standard IAS 34 on interim reports and the general Danish financial disclosure requirements for listed companies. In line with previous policies, the interim report is not audited or reviewed by the auditors.

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 Company's risks and uncertainties have occurred relative to what was disclosed in the consolidated annual report for 2014.

In our opinion, the interim report gives a true and fair view of the Group's assets, equity and liabilities, the financial position as well as the result of the Group's activities and cash flows for the interim period.

Furthermore, the management commentary 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.

Hellerup, 11 November 2015

Executive Management

Jan Rindbo Chief Executive Officer	Martin Badsted Executive Vice President & CFO	Ejner Bonderup Executive Vice President

Board of Directors

Klaus Nyborg Chairman	Erling Højsgaard Vice Chairman	Alison J. F. Riegels
Karsten Knudsen	Arvid Grundekjøn	Lars Enkegaard Biilmann
Thorbjørn Joensen	Jonas Visbech Berg Nissen	

INCOME STATEMENT

Note	USD ’000	2015	2014	2014
		Q1-Q3	Q1-Q3	Q1-Q4
	Revenue	1,279,590	1,514,484	2,038,107
	Costs	-1,139,107	-1,540,338	-2,299,563
	Earnings before depreciation, etc. (EBITDA)	**140,483**	**-25,854**	**-261,456**
	Profits from the sale of vessels, etc.	65	4	-4
	Depreciation and write-downs	-51,186	-50,163	-68,189
	Share of results of joint ventures	-2,704	-1,365	-5,848
	Earnings from operations (EBIT)	**86,658**	**-77,378**	**-335,497**
2	Fair value adjustment of certain hedging instruments	17,877	-21,809	-61,864
	Net financials	-8,776	-10,110	-15,152
	Results before tax	**95,759**	**-109,297**	**-412,513**
	Tax for the period	-3,705	-4,448	-3,121
	Results for the period	**92,054**	**-113,745**	**-415,634**
	Attributable to:			
	Shareholders of NORDEN	92,054	-113,745	-415,634
	Earnings per share (EPS), USD	**2.3**	**-2.8**	**-10.3**
	Diluted earnings per share, USD	**2.3**	**-2.8**	**-10.3**

STATEMENT OF COMPREHENSIVE INCOME

Note	USD ’000	2015	2014	2014
		Q1-Q3	Q1-Q3	Q1-Q4
	Results for the period, after tax	92,054	-113,745	-415,634
	Items which will be reclassified to the income statement:			
	Value adjustment of hedging instruments	-1,055	1,126	294
	Fair value adjustment of securities	-456	751	-597
	Tax on fair value adjustment of securities	0	0	-320
	Other comprehensive income, total	-1,511	1,877	-623
	Total comprehensive income for the period, after tax	**90,543**	**-111,868**	**-416,257**
	Attributable to:			
	Shareholders of NORDEN	90,543	-111,868	-416,257

INCOME STATEMENT BY QUARTER

Note	USD '000	2015	2015	2014	2014	2014
		Q3	Q1	Q4	Q3	Q2
	Revenue	400,115	423,572	455,903	523,623	451,594
	Costs	-358,585	-371,876	-408,646	-759,225	-462,330
	Earnings before depreciation, etc. (EBITDA)	**41,530**	**51,696**	**47,257**	**-235,602**	**-10,736**
	Profits from the sale of vessels, etc.	-3,182	1,824	1,423	-8	6
	Depreciation and write-downs	-16,968	-17,029	-17,189	-18,026	-18,794
	Share of results of joint ventures	-568	-678	-1,458	-4,483	1,892
	Earnings from operations (EBIT)	**20,812**	**35,813**	**30,033**	**-258,119**	**-27,632**
2	Fair value adjustment of certain hedging instruments	-4,691	12,636	9,932	-40,055	-10,834
	Net financials	-4,860	-3,372	-544	-5,042	-5,656
	Results before tax	**11,261**	**45,077**	**39,421**	**-303,216**	**-44,122**
	Tax for the period	-1,203	-1,642	-860	1,327	-1,471
	Results for the period	**10,058**	**43,435**	**38,561**	**-301,889**	**-45,593**
	Attributable to:					
	Shareholders of NORDEN	10,058	43,435	38,561	-301,889	-45,593
	Earnings per share (EPS), USD	**0.2**	**1.1**	**1.0**	**-7.5**	**-1.1**
	Diluted earnings per share, USD	**0.2**	**1.1**	**1.0**	**-7.5**	**-1.1**

STATEMENT OF COMPREHENSIVE INCOME BY QUARTER

Note	USD '000	2015	2015	2015	2014	2014
		Q3	Q2	Q1	Q4	Q3
	Results for the period, after tax	10,058	43,435	38,561	-301,889	-45,593
	Items which will be reclassified to the income statement:					
	Value adjustment of hedging instruments	-1,246	1,124	-933	-832	1,569
	Fair value adjustment of securities	-139	-194	-123	-1,348	-144
	Tax on fair value adjustment of securities	0	0	0	-320	0
	Other comprehensive income, total	-1,385	930	-1,056	-2,500	1,425
	Total comprehensive income for the period, after tax	**8,673**	**44,365**	**37,505**	**-304,389**	**-44,168**
	Attributable to:					
	Shareholders of NORDEN	8,673	44,365	37,505	-304,389	-44,168

STATEMENT OF FINANCIAL POSITION

Note	USD '000	2015	2014	2014
		30/9	30/9	31/12
	ASSETS			
3	Vessels	1,076,366	1,081,968	1,050,064
	Property and equipment	55,465	53,144	53,822
4	Prepayments on vessels and newbuildings	24,180	80,528	97,845
	Investments in joint ventures	24,949	23,013	19,250
	Non-current assets	**1,180,960**	**1,238,653**	**1,220,981**
	Inventories	55,017	101,970	72,499
	Receivables from joint ventures	3,592	1,099	5,831
	Receivables and accruals	206,177	169,627	223,485
	Securities	37,786	51,381	39,872
	Cash and cash equivalents	321,025	227,968	198,394
		623,597	**552,045**	**540,081**
5	Tangible assets held for sale	4,835	19,800	16,954
	Current assets	**628,432**	**571,845**	**557,035**
	Total assets	**1,809,392**	**1,810,498**	**1,778,016**
	EQUITY AND LIABILITIES			
	Share capital	6,706	6,706	6,706
	Reserves	6,000	10,011	7,511
	Retained earnings	1,218,184	1,426,576	1,125,074
	Equity	**1,230,890**	**1,443,293**	**1,139,291**
	Bank debt	236,474	213,863	202,908
	Provisions	89,457	648	149,986
	Prepayments received on vessels for resale	5,100	0	0
	Non-current liabilities	**331,031**	**214,511**	**352,894**
	Bank debt	31,909	27,647	27,647
	Provisions	69,309	0	80,474
	Trade payables	59,992	87,015	85,394
	Liabilities in joint ventures	0	0	20
	Other payables, deferred income and company tax	71,261	38,032	92,296
		232,471	**152,694**	**285,831**
	Liabilities relating to tangible assets held for sale	15,000	0	0
	Current liabilities	**247,471**	**152,694**	**285,831**
	Liabilities	**578,502**	**367,205**	**638,725**
	Total equity and liabilities	**1,809,392**	**1,810,498**	**1,778,016**

NORDEN

STATEMENT OF CASH FLOWS

Note	USD '000	2015	2014	2015	2014	2014
		Q1-Q3	Q1-Q3	Q3	Q3	Q1-Q4
	Results for the period	92,054	-113,745	10,058	-45,593	-415,634
	Change in provisions	-60,078	0	-19,923	0	230,169
	Reversal of items without effect on cash flow	30,540	79,707	26,097	30,202	138,609
	Cash flows before change in working capital	62,516	-34,038	16,232	-15,391	-46,856
	Change in working capital *	-3,863	17,332	-19,663	24,883	825
	Cash flows from operating activities	**58,653**	**-16,706**	**-3,431**	**9,492**	**-46,031**
	Investments in vessels, etc.	-41,869	-29,112	-7,251	-9,174	-19,997
	Additions in prepayments on newbuildings	-63,370	-60,219	-21,240	-23,900	-90,415
	Additions in prepayments received on sold vessels	20,100	0	5,100	0	0
	Investments in associates	-9,842	-5,550	-5,500	-4,000	-5,550
	Proceeds from the sale of vessels, etc.	111,697	73	-2	21	19,875
	Sale of securities	0	25,329	0	0	35,839
	Change in cash and cash equivalents with rate agreements of more than 3 months etc.	-116,774	93,594	-19,613	-13,211	126,445
	Cash flows from investing activities	**-100,058**	**24,115**	**-48,506**	**-50,264**	**66,197**
	Dividend paid to shareholders	0	-37,719	0	0	-37,719
	Acquisition of treasury shares	0	-14,203	0	-1	-14,203
	Sale of treasury shares	0	1,258	0	0	1,260
	Additions of bank debt	56,366	0	56,366	0	0
	Installments on/payment of bank debt	-18,733	-17,491	-4,374	-3,134	-28,714
	Cash flows from financing activities	**37,633**	**-68,155**	**51,992**	**-3,135**	**-79,376**
	Change in cash and cash equivalents for the period	**-3,772**	**-60,746**	**55**	**-43,907**	**-59,210**
	Cash and cash equivalents at beginning of period	**137,379**	**218,775**	**144,284**	**188,424**	**218,775**
	Exchange rate adjustments	9,629	-23,927	-1,103	-10,415	-22,186
	Change in cash and cash equivalents for the period	-3,772	-60,746	55	-43,907	-59,210
	Cash and cash equivalents at the end of the period	**143,236**	**134,102**	**143,236**	**134,102**	**137,379**
	Cash and cash equivalents with rate agreements of more than 3 months etc.	177,789	93,866	177,789	93,866	61,015
	Cash and cash equivalents according to the statement of financial position	**321,025**	**227,968**	**321,025**	**227,968**	**198,394**

* Including prepayments on T/C contracts (USD 53 million) as per 30 September 2015.

NORDEN

STATEMENT OF CHANGES IN EQUITY

Note	USD '000	Share capital	Reserves	Retained earnings	Group equity
	Equity at 1 January 2015	**6,706**	**7,511**	**1,125,074**	**1,139,291**
	Total comprehensive income for the period	0	-1,511	92,054	90,543
	Share-based payment	0	0	1,056	1,056
	Changes in equity	**0**	**-1,511**	**93,110**	**91,599**
	Equity at 30 September 2015	**6,706**	**6,000**	**1,218,184**	**1,230,890**
	Equity at 1 January 2014	**6,833**	**8,134**	**1,589,850**	**1,604,817**
	Total comprehensive income for the period	0	1,877	-113,745	-111,868
	Acquisition of treasury shares	0	0	-14,203	-14,203
	Sale of treasury shares	0	0	1,258	1,258
	Distributed dividends	0	0	-39,833	-39,833
	Dividends, treasury shares	0	0	2,114	2,114
	Capital reduction	-127	0	127	0
	Share-based payment	0	0	1,008	1,008
	Changes in equity	**-127**	**1,877**	**-163,274**	**-161,524**
	Equity at 30 September 2014	**6,706**	**10,011**	**1,426,576**	**1,443,293**
	Equity at 1 January 2014	**6,833**	**8,134**	**1,589,850**	**1,604,817**
	Total comprehensive income for the period	0	-623	-415,634	-416,257
	Acquisition of treasury shares	0	0	-14,203	-14,203
	Sale of treasury shares	0	0	1,260	1,260
	Capital reduction	-127	0	127	0
	Distributed dividends	0	0	-39,833	-39,833
	Dividends, treasury shares	0	0	2,114	2,114
	Share-based payment	0	0	1,393	1,393
	Changes in equity	**-127**	**-623**	**-464,776**	**-465,526**
	Equity at 31 December 2014	**6,706**	**7,511**	**1,125,074**	**1,139,291**

NOTES

1. Significant accounting policies

Basis of accounting

The interim report comprises the summarised consolidated financial statements of Dampskibsselskabet NORDEN A/S.

Accounting policies

The interim report has been prepared in accordance with the international financial reporting standard IAS 34 on interim reports and additional Danish disclosure requirements for the financial statements of listed companies.

The consolidated annual report for 2014 has been prepared in accordance with the International Financial Reporting Standards (IFRS). Accounting policies have not changed in relation to this.

For a complete description of accounting policies, see also pages 57-59 in the consolidated annual report for 2014.

New financial reporting standards (IFRS) and interpretations (IFRIC)

NORDEN has implemented the new standards and interpretations which are in force for financial years starting on 1 January 2015 or later. The changes are of no importance to NORDEN's results or equity in the interim report and disclosure in the notes.

At the end of July 2015, IASB has issued the following new financial reporting standards and interpretations, which have not been adopted by the EU, but which are estimated to be of relevance to NORDEN:

- IFRS 15 regarding revenue recognition – New common standard regarding revenue recognition. Revenue is recognised as control is transferred to the buyer.
- IFRS 9 regarding financial instruments – The number of categories of financial assets is reduced to three; amortised cost category, fair value through other comprehensive income category or fair value through income statement category. Simplified rules on hedge accounting will be introduced, and writing down of receivables must be based on expected loss.
- IASB's annual minor improvements prepared 2012-2014.
- Amendments to IAS 1 including minor amendments relating to the presentation of the annual accounts.

NORDEN expects to implement the amended and new standards and interpretations when they become mandatory.

Significant choices and assessments in the accounting policies and significant accounting estimates

Management's choices and assessments in the accounting policies in respect of vessel leases, recognition of revenue and voyage costs, impairment test and onerous contracts are significant. Management's accounting estimates of receivables, contingent assets and liabilities and useful lives and residual values of tangible assets are also significant. For a description of these, see page 58 of the consolidated annual report for 2014.

Risks

For a description of NORDEN's risks, see note 2 "Risk management" in the consolidated annual report for 2014 pages 59-62.

2. Fair value adjustment of certain hedging instruments

USD '000	2015	2014	2015	2014	2014
	Q1-Q3	Q1-Q3	Q3	Q3	Q1-Q4
Bunker hedging:					
Fair value adjustment for:					
2014	0	-3,184	0	-2,532	-6,081
2015	-1,884	-1,563	-8,414	-1,694	-27,540
2016	-4,016	-258	-4,709	-439	-4,026
2017	-1,294	-125	-1,388	-285	-2,936
2018-2019	-1,113	-65	-1,126	-192	-1,978
	-8,307	-5,195	-15,637	-5,142	-42,561
Realised fair value adjustment reclassified to "Vessel operating costs"*	25,631	-658	7,814	-173	3,512
Total	**17,324**	**-5,853**	**-7,823**	**-5,315**	**-39,049**
Forward Freight Agreements:					
Fair value adjustment for:					
2014	0	-3,817	0	183	-3,927
2015	-3,180	-8,274	1,738	-3,622	-11,656
2016	-3,381	-5,733	598	-3,067	-8,694
	-6,561	-17,824	2,336	-6,506	-24,277
Realised fair value adjustment reclassified to "Revenue"*	7,114	1,868	796	987	1,462
Total	**553**	**15,956**	**3,132**	**-5,519**	**-22,815**
Total	**17,877**	**-21,809**	**-4,691**	**-10,834**	**-61,864**

* As the hedging instruments are realised, the accumulated fair value adjustments are reclassified to operations in the same item as the hedged transaction. For further information, see the section "Significant accounting policies" in the consolidated annual report for 2014.

3. Vessels

USD '000	2015	2014	2014
	30/9	30/9	31/12
Cost at 1 January	1,618,544	1,614,716	1,614,716
Additions for the period	35,614	28,160	17,791
Disposals for the period	-21,086	0	0
Transferred during the period from prepayments on vessels and newbuildings	127,888	44,250	57,129
Transferred during the period to tangible assets held for sale	-76,634	-29,459	-71,092
Cost	1,684,326	1,657,667	1,618,544
Depreciation at 1 January	-344,870	-313,153	-313,153
Depreciation for the period	-49,544	-46,547	-62,573
Transferred depreciation of tangible assets held for sale	5,924	7,611	30,856
Depreciation	-388,490	-352,089	-344,870
Write-downs at 1 January	-223,610	-223,610	-223,610
Reversed write-downs of tangible assets held for sale	4,140	0	0
Write-downs	-219,470	-223,610	-223,610
Carrying amount	**1,076,366**	**1,081,968**	**1,050,064**

For the development of the fleet and added value, see the management commentary.

4. Prepayments on vessels and newbuildings

USD '000	2015	2014	2014
	30/9	30/9	31/12
Cost at 1 January	97,845	64,559	64,559
Additions for the period	63,370	60,219	90,415
Transferred during the period to vessels	-127,888	-44,250	-57,129
Transferred during the period to other items	-260	0	0
Transferred during the period to tangible assets held for sale	-5,707	0	0
Carrying amount	**27,360**	**80,528**	**97,845**
Write-downs at 1 January	0	0	0
Write-downs for the period	-3,180	0	0
Write-downs	-3,180	0	0
Carrying amount	**24,180**	**80,528**	**97,845**

5. Tangible assets held for sale

USD '000	2015	2014	2014
	30/9	30/9	31/12
Carrying amount at 1 January	16,954	0	0
Additions for the period from vessels	66,570	21,848	40,236
Additions for the period from prepayments on vessels and newbuildings	5,707	0	0
Additions for the period	2,969	0	0
Disposals for the period	-83,525	0	-19,803
Write-downs for the period	-3,840	-2,048	-3,479
Carrying amount	**4,835**	**19,800**	**16,954**

6. Write-down of vessels, etc.

Expressed as the average of 3 independent broker valuations, the net selling price of the Group's fleet and newbuildings, excluding vessels in joint ventures and assets held for sale, totaled USD 1,150 million at the end of the third quarter, which was USD 147 million below the carrying amounts. The cash generating units (CGUs) Dry Cargo and Tankers were USD 138 million and USD 9 million, respectively, below the carrying amounts. The difference between the highest and the lowest valuations calculated per vessel is USD 142 million, and the valuations are thus subject to considerable uncertainty.

Consequently, the usual calculation of value in use (VIU) has been made in order to assess whether there is a need for write-downs of the Group's fleet and newbuildings and/or for further provisions for onerous T/C contracts.

VIU for both CGUs is calculated by comparing the recoverable amounts obtainable from continued operation of the fleets of the 2 CGUs, calculated as the present value of total estimated cash flows over the remaining useful lives of owned and chartered vessels, including COAs entered into, T/C coverage and expected rate levels for uncovered capacity.

Management's expected rates are based on expected short- and long-term rates. In the short term, i.e. 2-3 years, own rate assumptions are used while rate assumptions in the longer term are based on 20-year historical average rates with the 4 highest/lowest observations removed. As the Company has taken delivery of new vessels and consequently has obtained a higher degree of operational experience with newer vessel designs, i.a. increased fuel efficiency, this value has been included.

Due to the large number of open ship days, the VIU calculation is very sensitive to even small fluctuations in freight rates. As an indication of this sensitivity, a fluctuation of USD 1,000 per day in freight rates would change the CGU values by USD 180 million in Dry Cargo and USD 100 million in Tankers.

In the long term, the dry cargo market is expected to improve due to increased scrapping of old tonnage as well as increasing demand, i.a. as a result of the recovering world economy. Net fleet growth in 2015 is expected to be around 3% and consequently lower than in 2014. Since the end of the second quarter, forward rates (BDI index) have decreased somewhat, while the spot market in the third quarter has been stronger than in the first half-year. At the same time, the decline in vessel values has levelled off, and previous quarters' large drops in values do not seem to continue.

In Tankers, the 1 to 3-year period rates have continued to be high in the third quarter, but have been declining after the end of the quarter. Long-term we expect rate levels in line with the historic average levels described above. It is, however, possible that large fluctuations in the market will take place.

Against this background, management assesses that VIU of both CGUs supports the carrying amounts, and there is consequently no need for further write-downs or provisions for onerous time charter contracts.

7. Related party transactions

No significant changes have occurred to closely related parties or types and scale of transactions with these parties other than what is disclosed in the consolidated annual report for 2014.

8. Contingent assets and liabilities

Since the end of 2014, no significant changes have occurred to contingent assets and liabilities other than those referred to in this interim report.

9. Overview of deliveries to the core fleet and fleet values

Expected delivery of the Company's core fleet at 30 September 2015

USD '000	2015	2016				2017				2018	2019	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			Total
Dry Cargo												
Capesize											(1.0)	**1.0**
Panamax		1.0 (1.0)	(1.0)		(2.0)			2.0				**7.0**
Supramax		(2.0)	0.5		(1.0)	(1.0)				4.0	1.0	**9.5**
Tankers												
LR1							(1.0)					**1.0**
MR				(1.0)					(1.0)	(1.0)		**3.0**
Handysize	1.0											**1.0**
Total	**1.0**	**4.0**	**1.5**	**1.0**	**3.0**	**1.0**	**1.0**	**2.0**	**1.0**	**5.0**	**2.0**	**22.5**

Note: Figures in brackets are deliveries of chartered vessels with purchase option. whereas deliveries from the Company's newbuilding programme are stated without brackets. Figures are adjusted for ownership share. Totals have been calculated for the core fleet as a whole.

Fleet values at 30 September 2015

USD million						
Dry Cargo	Number	Average dwt,	Carrying amount/cost	Broker estimated value of owned vessels*	Broker estimated value of charter party	Added value
Capesize	2.0	178,000	52	36		-16
Post-Panamax	4.0	114,000	119	72		-47
Panamax	7.0	79,000	164	141	30	7
Supramax	12.5	61,000	300	277		-23
Handysize	12.0	35,000	250	168	18	-64
Tankers						
MR	9.0	50,000	294	298		4
Handysize	12.0	42,000	260	247		-13
Total	**58.5**		**1,439**	**1,239**	**48**	**-152**

* Including joint ventures and assets held for sale but excluding charter party, if any.

10. Significant events after the reporting date

Between the end of the quarter and the publication of this interim report, other than the developments disclosed in the interim review, no significant events have occurred which have not been recognised and adequately disclosed and which materially affect the results for the period or the statement of financial position.