OMX Nordic Exchange Copenhagen A/S
Nikolaj Plads 6
DK-1067 Copenhagen K

Announcement no. 31
20 August 2008

Interim report – first half-year 2008

First half-year – highlights

- The profit for the first half-year was USD 598 million. The profit is 110% up on the same period last year and is the best half-year result in the Company's history. The profit for the period of DKK 2.9 billion - translated - corresponds to earnings of DKK 68 per share.
- The profit is influenced by profits from the sale of 5 vessels totalling USD 177 million and a positive fair value adjustment of certain hedging instruments of USD 103 million, primarily as a consequence of the high oil prices at the end of June.
- EBITDA for the first half-year increased by 57% to USD 303 million. The increase is a result of a considerably higher freight income in a strong and volatile dry cargo market combined with increased activity in the Dry Cargo Department. The Tanker Department's EBITDA decreased primarily due to higher costs of chartered tonnage and a weak spot market in the first quarter.
- The profit was achieved in volatile markets in both the dry cargo and tanker segments. The first quarter was influenced by a substantial adjustment in the very strong dry cargo market and a weak winter tanker market. On the other hand, the second quarter was favourable for both the dry cargo and tanker segments.
- In the first half-year, the Company's operations generated a positive cash flow of USD 323 million.
- At the end of the first half-year, the active fleet consisted of 220 vessels, and the number of vessels for delivery amounted to 97 units.
- At the beginning of August, 87% of the year's known capacity in the Dry Cargo Department and 42% of the known capacity in the Tanker Department had been covered. For 2009, the coverage was 53% in the Dry Cargo Department and 19% in the Tanker Department.
- At the end of the first half-year of 2008, the Company's total theoretical Net Asset Value (including the value of charter parties with purchase or extension option) is estimated to be DKK 652 per share against DKK 452 per share at the end of the first half-year of 2007.
- NORDEN increases its profit guidance for 2008 by USD 65 million and expects it to be in the range of USD 950-1,030 million, including realised profits from the sale of vessels of USD 269 million and a fair value adjustment of certain hedging instruments (IAS 39) of USD 30 million. Previously, the annual profit for 2008 was expected to be in the range of USD 885-965 million. EBITDA is revised upwards for the tanker segment with a total of USD 15 million. The remaining part is ascribed to the development of IAS 39 which is adjusted upwards with USD 50 million.

Mogens Hugo
Chairman of the Board

Carsten Mortensen
President & CEO

Today at 11.00 hours (CET), NORDEN will hold an information meeting at 52, Strandvejen, DK-2900 Hellerup, where CEO Carsten Mortensen, Executive Vice President Jacob Meldgaard and Senior Vice President Martin Badsted will comment on the first half-year and the expectations for the whole year.

Furthermore, a telephone conference will be held at 16.00 hours (CET). By 15.55 hours (CET) at the latest, Danish participants should dial +45 3271 4767 while participants from abroad should dial +44 (0) 208 817 9301 or +1 718 354 1226. The telephone conference can also be followed live at www.ds-norden.com where the accompanying presentation also is available.

Further information:
CEO Carsten Mortensen, tel. +45 3315 0451.

Contents

Key figures and ratios for the Group

Key figures are in USD '000	2008 1/1-30/6	2007 1/1-30/6	Change First half-year 2007-2008	2007 1/1-31/12
INCOME STATEMENT				
Freight income (revenue)	2,228,120	1,103,761	102%	2,933,140
Costs	-1,925,308	-910,738	111%	-2,395,648
Profit before depreciation, etc. (EBITDA)	**302,812**	**193,023**	**57%**	**537,492**
Profit from sale of vessels, etc.	177,110	115,349	54%	163,132
Depreciation	-12,789	-10,044	27%	-19,567
Share of results of joint ventures	1,478	579	155%	1,611
Profit from operations (EBIT)	**468,611**	**298,907**	**57%**	**682,668**
Fair value adjustment of certain hedging instruments	103,158	-7,825	n.a.	19,884
Net financials	32,984	8,504	288%	22,745
Profit before tax	**604,753**	**299,586**	**102%**	**725,297**
Profit for the period	**597,808**	**285,170**	**110%**	**703,340**
Profit for the period for the NORDEN shareholders	**597,809**	**285,109**	**110%**	**703,228**
BALANCE SHEET				
Non-current assets	846,340	538,118	57%	589,894
Total assets	1,809,964	1,107,497	63%	1,609,443
Equity (including minority interests)	1,580,338	889,370	78%	1,311,200
Non-current liabilities	94,303	139,821	-33%	85,396
Current liabilities	135,323	78,306	73%	212,847
Invested capital	1,129,667	620,414	82%	786,290
Net interest-bearing debt	-450,671	-268,956	68%	-524,910
CASH FLOWS				
From operating activities	323,403	174,808	85%	466,696
From investing activities, including vessels	-102,764	23,855	-531%	-4,605
From financing activities	-338,422	-126,877	167%	-176,214
Change in cash and cash equivalents for the period	**-117,783**	**71,786**	**-264%**	**285,877**
FINANCIAL AND ACCOUNTING RATIOS				
Number of shares of DKK 1 each (excluding treasury shares)	42,384,889	41,894,580	1%	41,897,860
Earnings per share (EPS) (DKK)	14.0 (68)	6.7 (38)	110%	16.6 (91)
Diluted earnings per share (diluted EPS) (DKK)	13.9 (68)	6.6 (37)	111%	16.4 (89)
Intrinsic value per share (excluding treasury shares) (DKK[1)])	37 (176)	21 (117)	76%	31 (159)
Equity ratio	87.3%	80.1%	9%	81.5%
Share price at period-end, DKK	510	357	43%	564
Price/intrinsic value	2.89	3.06	-6%	3.55
Net Asset Value per share excl. purchase options for vessels (DKK[1)])	65.0 (308)	36.0 (198)	80%	57.3 (291)
Theoretical Net Asset Value per share[2)] (DKK[1)])	138 (652)	82 (452)	68%	121 (614)
USD rate at period-end	473.29	551.07	-14%	507.53
Average USD rate	487.81	561.01	-13%	544.56

1) Translated at the USD/DKK rate at period-end.
2) Please note that the calculation is subject to significant uncertainty. See the section "Fleet development and values" for further information with regard to calculation model and assumptions.

The ratios were computed in accordance with the 2005 guidelines issued by the Danish Association of Financial Analysts, entitled "Anbefalinger og nøgletal 2005" except from Theoretical Net Asset Value, which is not defined in the guidelines.

Comments on the development of the period for the Group

Activity and earnings

In the first half-year, the Company's freight income (revenue) was USD 2,228 million, a 102% increase compared to the same period last year. The increase is primarily due to higher freight rates in the dry cargo segment and an increased number of ship days in both the tanker and the dry cargo segments. The number of ship days has increased by 36% to 38,790.

The profit before depreciation and profit from vessel sales (EBITDA) was USD 303 million in the first half-year (first half 2007: USD 193 million). The EBITDA margin for the period amounted to 14% (17%).

The profit from operations (EBIT) was USD 469 million (USD 299 million), including profits from the sale of vessels amounting to USD 177 million (USD 115 million).

Net financials amounted to net USD 33 million (USD 9 mio.). This includes realised exchange rate gains of USD 25 million in connection with the Group's payment of dividends for 2007 of DKK 1.5 billion in the second quarter. Hedging has been undertaken as part of NORDEN's finance policy on hedging of substantial financial risks.

Fair value adjustment of certain hedging instruments amounted to net USD 103 million (USD -8 million), relating to FFAs and bunker hedging. The main part of the value adjustment, USD 86 million, concerns unrealised profits from bunker hedging contracts which cover the period until 2012. Please see note 2 for further specification.

For the first half-year, the profit was USD 598 million (USD 285 million). The result yields a rate of return on equity of 83% (p.a.).

Cash flows

During the first half-year, the Company's available funds decreased by USD 118 million (USD 72 million). The Company's operations generated a positive cash flow of USD 323 million (USD 175 million), whereas the cash flows from the investing and financing activities were USD -103 million (USD 24 million) and USD -338 million (USD -127 million), respectively.

The investing activity mainly relates to investments in vessels and newbuildings of USD -363 million and proceeds from the sale of vessels of USD 303 million. The financing activity primarily relates to payment of dividends of USD -311 million and acquisition/sale of treasury shares of net USD -24 million.

Equity

The Company's equity amounted to USD 1,580 million at the end of the half-year and has thus been increased by USD 269 million during the period.

The change in equity since the beginning of the year is primarily due to the profit for the period of USD 598 million, net acquisition of treasury shares of USD -24 million, payment of dividends of USD -311 million, share-based payment and fair value adjustment of hedging instruments of USD 5 million recognised in equity.

Net commitments

The Company's total net commitments were USD 1,266 million (USD 1,121 million) at the end of the first half-year. The increase of commitments by way of new contracts and charter contracts (costs) is equalled by increased coverage of the future capacity (income). Net commitments are defined as the present value of future payments in respect of, among other things, timecharters (excluding daily operating costs), lenders and shipyards, less expected known freight payments received (excluding daily operating costs) and cash and cash equivalents.

Net present values

At period-end in USD million	H1 2008	H1 2007
Future payments	-4,197	-2,700
Expected known payments received including cash and cash equivalents	2,931	1,579
Net commitments	-1,266	-1,121

Equity development 1 January – 30 June

USD ’000	**2008**	**2007**
Equity at 1 January	1,311,200	713,538
Profit for the period	597,808	285,170
Acquisition/sale of treasury shares	-23,660	-69,335
Value adjustment, hedging instruments	1,627	-1,853
Paid dividend	-310,531	-38,880
Share-based payment	3,894	730
Equity at period-end	**1,580,338**	**889,370**

Fleet development and corporate values

The gross fleet, consisting of the active fleet as well as vessels for delivery, counted 317 vessels at the end of the first half-year against 310 vessels at the end of 2007.

During the half-year, the core fleet of owned vessels and vessels chartered in for more than three years expanded by 11 units to 181 vessels, 84 of which formed the active core fleet and 97 on order.

During the half-year, the Company's active bulkcarrier fleet reached the level of end-2007 after a temporary reduction due to the significant adjustment in the market. In line with the strategy of adjusting capacity to the market conditions, NORDEN reduced the fleet in the beginning of the half-year, particularly of Panamax vessels on short-term charter. When the dry cargo market started to rise, the Company restored the fleet capacity to gain advantage of the favourable market.

At the end of the half-year, the number of bulkcarriers for delivery had risen to 82 units.

The build-up of the order book was primarily within Handysize and Post-Panamax where the Company is focusing on the build-up of a critical mass.

The Company's active tanker fleet counted 27 vessels at the end of the first half-year against 23 at the end of 2007. The increase took place within all three product tanker segments.

At the end of the half-year, Norient Product Pool operated a total of 55 active units, 36 of which are ice-class vessels. At the same time, the total order book of the two pool partners comprised 27 units, 5 of which are expected to be delivered during the remainder of the year.

At 30 June, the Company's 16 owned vessels and the contracts for 41 newbuildings are estimated to have an added value of USD 1,177 million over the carrying amount of the vessels and newbuilding prices. This corresponds to USD 27.8 (DKK 131) per share, excluding the Company's stock of treasury shares. Consequently, Net Asset Value per share is USD 65.0 (DKK 308) per share against USD 36.0 (DKK 198) for the year-earlier period.

NORDEN's fleet

At 30 June 2008

	Dry Cargo Department						Tanker Department	Product tankers				Total
Vessel type	Capesize	Post-Panamax	Panamax	Handymax	Handysize	Total	Aframax	LR1	MR	Handysize	Total	
Size (dwt)	>150,000	85-120,000	65-82,500	40-60,000	25-40,000		80-120,000	60-75,000	42-60,000	27-42,000		
Vessels in operation												
Owned vessels	2	-	2	6 [A]	-	**10**	-	-	1 [A]	5	**6**	**16**
Chartered vessels with purchase option	3	-	13	14	1	**31**	-	-	4 [A]	-	**4**	**35**
Chartered vessels, for at least three years	-	-	3	9	6	**18**	-	1	2	12	**15**	**33**
Total active core fleet	**5**	**0**	**18**	**29**	**7**	**59**	**0**	**1**	**7**	**17**	**25**	**84**
Other chartered vessels	1	-	75	46	12	134	2	-	-	-	2	136
Total active fleet	**6**	**0**	**93**	**75**	**19**	**193**	**2**	**1**	**7**	**17**	**27**	**220**
Vessels to be delivered to core fleet												
Newbuildings (owned)	-	4	2	11 [B]	18 [D]	**35**	-	-	3	3	**6**	**41**
Chartered vessels with purchase option	-	4	4	14 [C]	7	**29**	-	-	8	-	**8**	**37**
Chartered vessels, for at least three years	-	4	-	7 [E]	7	**18**	-	-	-	1	**1**	**19**
Total for delivery to core fleet	**0**	**12**	**6**	**32**	**32**	**82**	**0**	**0**	**11**	**4**	**15**	**97**
Total gross fleet	**6**	**12**	**99**	**107**	**51**	**275**	**2**	**1**	**18**	**21**	**42**	**317**

A Of which 1 unit sold.
B Of which 4 units are 50%-owned. 5 units sold, of this 2 units 50%-owned.
C Of which 2 units are in 50% joint venture.
D Of which 2 units are 50%-owned.
E Of which 1 unit is in 50% joint venture.

Fleet values (before tax)

At 30 June 2008

USD million	Owned (active and newbuildings)				Calculated value of charter parties with purchase and extension option				
Dry cargo	Number	Carrying amount/ cost	Market value*	Added value	Number	Charter party	Purchase and extension option	Value of charter party and option	Theoretical NAV
Capesize	2	67	227	160	3	362	139	501	661
Post-Panamax	4	219	304	85	4	46	81	127	212
Panamax	4	157	280	123	17	793	329	1,122	1,245
Handymax	17	441	916	475	28	875	346	1,221	1,696
Handysize	18	572	725	153	8	-5	7	2	155
Product tanker									
MR	4	174	201	27	12	58	52	110	137
Handysize	8	257	411	154	0			-	154
Total	**57**	**1,887**	**3,064**	**1,177**	**72**	**2,128**	**954**	**3,082**	**4,259**
DKK per share				**131**				**344**	**475**
Equity excl. minority interests per share									**176**
Total theoretical Net Asset Value per share									**652**

* Including charter party, if any.

The determination of the theoretical value of the charter parties including purchase option is subject to considerable uncertainty, the value being dependent on the future development in freight rates and tonnage values as well as deviations in other assumptions.

Theoretical value of purchase options

The Company's vessels on long-term charters with purchase or extension option are estimated to have a theoretical value at 30 June of USD 3,082 million, or USD 72.7 (DKK 344) per share. This is an increase of 16% relative to the end of 2007 and of 60% relative to the end of the first half of 2007.

The theoretical value of the long-term timecharters with purchase or extension option depends on the level of the model's market rate input during the first 5 years. If this level is assumed to be 10% higher or 10% lower, the theoretical value could be estimated to be 15% higher and 13% lower, respectively.

Including the added value of owned vessels and newbuildings, the total theoretical Net Asset Value was thus DKK 652 per share (DKK 452) at 30 June. The value is up by 6% since the beginning of the year and 44% since the end of the first half-year of 2007.

NORDEN's valuation of purchase and extension options follows standard pricing of American options, which simulates future scenarios for freight rates (T/C rates) and vessel prices under assumptions of price volatility and correlation between the change in T/C rates and the change in vessel prices.

In each segment, the volatility and the correlation are assumed to be constant over time and are estimated based on historical T/C rates and vessel prices. An important input to the model is the T/C rate curve for each segment. The curve consists of three elements:

Market rates for the first five years, a linear interpolated rate curve between year 5 and year 10 and a long-term constant rate level from year 10 onwards based on the median of the historical T/C rates since 1989. In addition, market prices are used for interest rates, exchange rates and operating costs. On the basis of the future scenarios for T/C rates and vessel prices, the optimum value of the purchase and extension option for each vessel is determined.

Purchase options under which the price of the vessel is stated in JPY are translated at the forward USD/JPY rate before the pricing.

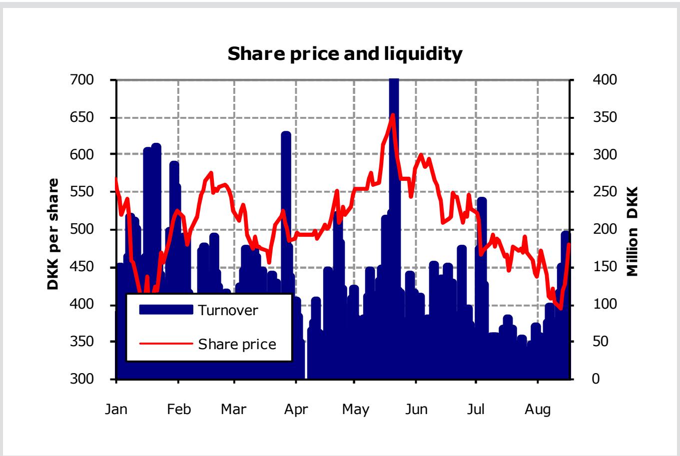
The determination of the theoretical value of charter parties including purchase options is subject to considerable uncertainty, the value being dependent on the future development in freight rates and tonnage values as well as deviations in other assumptions.

Activity with regard to the core fleet
Second quarter 2008

Contracted during	Vessel type	Delivery	NORDEN's share
Newbuildings			
Q2	Panamax	Q4 2010	100%
Q2	Panamax	Q2 2011	100%
Q2	Handysize bulkcarrier	Q4 2010	100%
Q2	Handysize bulkcarrier	Q1 2011	100%
Q2	Handysize bulkcarrier	Q3 2011	100%
Q2	Handysize bulkcarrier	Q4 2011	100%
Q2	Handysize bulkcarrier	Q4 2011	100%
Q2	Handysize bulkcarrier	Q4 2011	100%
Long-term charters with purchase option			
Q2	Handymax	Q1 2013	100%
Long-term charters without purchase option			
Q2	Post-Panamax	Q4 2010	
Q2	Post-Panamax	Q4 2010	
Q2	Post-Panamax	Q4 2011	
Q2	Post-Panamax	Q4 2011	
Sale (agreed upon or recognised during the second quarter)			
Q1	Panamax	Q2 2008	100%
Q4 2007	Handymax	Q2 2008	100%
Q1	Handymax	Q2 2008	100%
Q2	Handymax	Q3 2008	100%

The share

The price of the NORDEN share fell by 10% from year-end to the end of the first half-year, when the price was DKK 510 per share. Mid-August, NORDEN is among the 9 most traded



shares on OMX Nordic Exchange Copenhagen.

At the Company's extraordinary general meeting on 28 May, the proposal of the Board of Directors to make several changes in the Company's articles of association was finally adopted. An extraordinary general meeting was necessary due to a lack of quorum at the Company's ordinary general meeting.

Further major events

With effect from 9 June 2008, CFO and member of the Board of Management, Ivar H. Myklebust, resigned from his position at the Company, see company announcement no. 30/2008.

After 116 years at 49, Amaliegade, Copenhagen, NORDEN moved into its new domicile, "Bryghuset" (Brewhouse), at 52, Strandvejen in Hellerup north of Copenhagen on 9 June 2008.

Segment information

	Second quarter 2008				Second quarter 2007			
USD '000	**Dry cargo**	**Tankers**	**Not allocated**	**Total**	**Dry cargo**	**Tankers**	**Not allocated**	**Total**
Freight income	1,106,389	62,411	0	1,168,800	578,417	49,101	0	627,518
Costs	-934,901	-43,662	-8,488	-987,051	-488,057	-30,612	-3,440	-522,109
Result before depreciation, etc. (EBITDA)	**171,488**	**18,749**	**-8,488**	**181,749**	**90,360**	**18,489**	**-3,440**	**105,409**
Profit from sale of vessels, etc.	122,249	0	-265	121,984	0	47,194	-9	47,185
Depreciation	-3,905	-1,976	-451	-6,332	-3,208	-1,341	-342	-4,891
Share of results of joint ventures	30	1,206	0	1,236	-76	176	0	100
Profit from operations (EBIT)	**289,862**	**17,979**	**-9,204**	**298,637**	**87,076**	**64,518**	**-3,791**	**147,803**
Fair value adjustment of certain hedging instruments	102,234	0	0	102,234	-1,727	0	0	-1,727
Net financials	0	0	307	307	0	0	5,572	5,572
Profit before tax	**392,096**	**17,979**	**-8,897**	**401,178**	**85,349**	**64,518**	**1,781**	**151,648**
Profit for the period	**392,096**	**17,979**	**-12,438**	**397,637**	**85,349**	**64,518**	**-331**	**149,536**

	First half-year 2008				First half-year 2007			
USD '000	**Dry cargo**	**Tankers**	**Not allocated**	**Total**	**Dry cargo**	**Tankers**	**Not allocated**	**Total**
Freight income	2,113,659	114,461	0	2,228,120	1,005,581	98,180	0	1,103,761
Costs	-1,825,212	-87,031	-13,065	1,925,308	-843,239	-60,863	-6,636	-910,738
Result before depreciation, etc. (EBITDA)	**288,447**	**27,430**	**-13,065**	**302,812**	**162,342**	**37,317**	**-6,636**	**193,023**
Profit from sale of vessels, etc.	177,375	0	-265	177,110	38,176	77,182	-9	115,349
Depreciation	-8,411	-3,522	-856	-12,789	-6,396	-2,977	-671	-10,044
Share of results of joint ventures	71	1,407	0	1,478	-99	678	0	579
Profit from operations (EBIT)	**457,482**	**25,315**	**-14,186**	**468,611**	**194,023**	**112,200**	**-7,316**	**298,907**
Fair value adjustment of certain hedging instruments	103,158	0	0	103,158	-7,825	0	0	-7,825
Net financials	0	0	32,984	32,984	0	0	8,504	8,504
Profit before tax	**560,640**	**25,315**	**18,798**	**604,753**	**186,198**	**112,200**	**1,188**	**299,586**
Profit for the period	**560,640**	**25,315**	**11,853**	**597,808**	**186,198**	**112,200**	**-13,228**	**285,170**

Dry cargo

Market trends
In the first half-year, the dry cargo market was influenced by extremely high volatility. Baltic Dry Index (BDI) began the year at 9,000, but at the end of January, it fell back to a level of 5,600. Subsequently, the market rebounded, and a new record was set on 23 May when the index reached 11,793 – a twofold increase since the end of January. Compared with the same half-year in 2007, the Baltic Dry Index was 53% higher on average. The average BDI in the second quarter was only 5% lower than the record in the fourth quarter of 2007, and it was thus the second highest quarter ever. Both the spot as well as the period market are still at very high levels.

Prolonged iron ore price negotiations between the Australian and Brazilian mining companies and the Chinese steel mills were completed in June resulting in price increases of 65-97%, which are the highest increases ever. The development is powered by a widespread and strong demand for iron ore and steel for the construction of e.g. infrastructure. Earlier this year, this also meant that pricing agreements on coking coal, which is an important ingredient in the production of steel, fell into place with increases of 200-300%.

During the half-year, Chinese iron ore imports went up by 23% compared to the same period the previous year (source: Bloomberg). An unusually large amount came from India due to the lengthy negotiations with the Australian mining companies. R.S. Platou assesses that the global coal export increased by 5% compared to the first half-year of 2007 despite the fact that several of the largest coal exporters were affected by weather-related disruption which lead to scarcity in a tightly balanced coal market.

The tonnage supply in the first half-year rose by 6.4% compared to the same period last year, whereas the tonnage demand rose by 8.4%. The increased demand consisted of 6.5% organic growth, while the remaining growth is attributed to longer transport distances and bottleneck problems in ports and railway infrastructure (source: R.S. Platou).

As a result of the difficulties in adjusting the infrastructure, bottleneck problems are expected to influence the balance between supply and demand on the dry cargo market for some time.

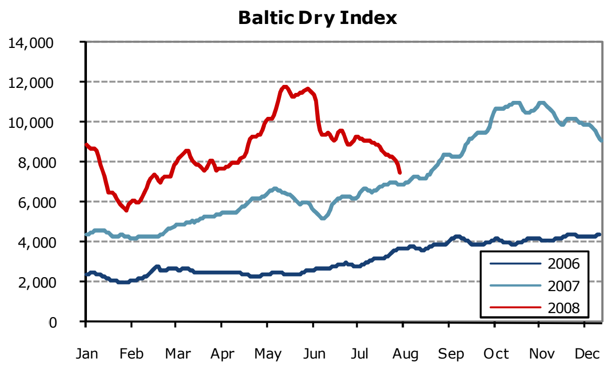
During the half-year, prices of secondhand tonnage in Handysize increased by 23%, while the other segments overall remained unchanged (source: Clarksons). Several factors in the strong market have meant that the price of secondhand tonnage is up to 60% higher than the price of newbuildings for delivery in 3-4 years.

At the end of the half-year, the newbuilding order book for the dry cargo market was approximately 67% of the active global fleet. As previously mentioned, however, the many newbuildings on order for delivery in 2009-2011 are subject to increasing uncertainty. Sharply increasing steel and coal prices, higher financing costs and scarcity of vital components are making it less financially viable to complete the contracts concluded, particularly for new shipyards.

In July, IMF revised its prognosis for growth in the global GDP upwards from 3.7% to 4.1%. Both the industrial and developing countries are expected to have a higher growth rate than previously assumed in April. IMF still anticipates a heavy growth of 7-8% in emerging markets which are the countries that have the largest impact on the dry cargo market.

NORDEN still expects the dry cargo market in 2008 to be above the 2007 level and to continue to be a very volatile market.

Financial highlights
For the first half-year, the Dry Cargo Department's EBITDA was USD 288 million (USD 162 million). The 78% increase over the same period last year was due to both significantly higher realised T/C equivalents and more ship days. The EBITDA margin dropped from 16% to 14% as a result of increasing short-term charter costs combined with more ship days employed in the highly volatile spot market.



Employment and rates, dry cargo

	Number of ship days, NORDEN		T/C equivalent (USD per day)		
	Incl. single voyages	Excl. single voyages	NORDEN	Spot T/C avg. market*	NORDEN T/C vs. spot
First half 2008					
Capesize	988	988	53,278	146,286	-64%
Panamax	18,107	16,490	59,713	66,413	-10%
Handymax	11,868	10,901	46,208	55,299	-16%
Handysize	3,407	3,127	35,796	38,454	-7%
Total	34,370	31,506			
First half 2007					
Capesize	1,028	1,028	43,538	86,487	-50%
Panamax	12,170	11,940	34,160	41,289	-17%
Handymax	11,982	10,802	28,897	36,486	-21%
Handysize	1,710	1,687	24,981	25,380	-2%
Total	26,890	25,457			
First half 2008 vs. first half 2007					
Capesize	-4%	-4%	22%	69%	
Panamax	49%	38%	75%	61%	
Handymax	-1%	1%	60%	52%	
Handysize	99%	85%	43%	52%	
Total	28%	24%			

* Source: Baltic Exchange.

In the first half-year, NORDEN gained large profits from the sale of vessels. The profit for the first half-year comprises realised profits from the sale of 5 vessels totalling 177 million (USD 38 million). Accordingly, the total operating profit (EBIT) was USD 457 million (USD 194 million).

In the first half-year, the Company entered into agreements for the sale of 4 bulkcarriers, 2 of which were delivered during the period, 1 is to be delivered in the third quarter of 2008 and 1 will be delivered directly ex yard in 2010.

Fleet capacity measured by the number of ship days rose by 28% over the year-earlier period. This improvement is principally the result of a 49% higher level of activity in the Panamax segment and a doubled level of activity in the Handysize segment relative to the first half-year of 2007.

The realised T/C equivalents (daily freight income) in the Company's two largest segments, Panamax and Handymax, were 75% and 60% above the level for the first half-year of 2007, respectively. In relation to the spot market average, the Company’s high coverage of capacity meant that the realised T/C equivalents were below the spot market in all segments.

Business development

During the first half-year, the Company's focus on the Handysize and Post-Panamax segments was further strengthened by 14 new agreements for future delivery of tonnage. The new agreements related to 6 owned newbuildings and 8 long-term charters, all to be delivered in 2010-11.

Furthermore, NORDEN extended the collaboration with Interorient Navigation Company Ltd. to include the joint commercial operation of the two companies' Handysize and Post-Panamax bulkcarrier fleets. The Norient Handy Bulker Pool will begin operation in the spring of 2009 with some 30 vessels while the Norient Post-Panamax Pool will begin operation in the autumn of 2009, when the first vessels are delivered and marketed.

This collaboration will ensure that NORDEN will more quickly reach the same critical mass in the Handysize and Post-Panamax segments as the Company has already achieved in the Handymax and Panamax segments. Furthermore, the collaboration ensures a wider geographical cover, a broader, more flexible offering of services to customers and significant economies of scale.

At the end of the period, the department had covered 84% (2007: 84%) of the total known capacity for the rest of 2008, measured in ship days. At the same date, coverage for 2009 was 55%.

At the beginning of August, the Company had secured 87% coverage for 2008 and 53% for 2009.

Tankers

Market trends

During the first half-year, the product tanker market increased by 35%, measured by the Baltic Clean Tanker Index (BCTI). The BCTI was on average 4% up on the year-earlier period. The product tanker market was characterised by high volatility in the first half-year. After a weak winter market in the first quarter, rates increased significantly resulting in a satisfactory second quarter.

As in the first half of 2007, the Atlantic market was higher than the Pacific market in the first half of 2008. This was among other things caused by the unusually long maintenance work of the North American refineries which lead to a record low utilisation rate. Higher crude prices started squeezing the refineries' earnings, and after completion of the maintenance work, they focused to a higher extent than usual on the production of diesel because of the large petrol stocks. The transatlantic arbitrage trade resulted in higher levels of export of diesel to Europe and South America as well as increased petrol imports to the USA.

Furthermore, the product tanker market was strengthened by the fact that several larger product tankers chose to carry crude oil – as a result of high freight rates within the transport of crude oil.

The number of delivered newbuildings from Asian yards contributed to a lower Pacific market, which, however, to some extent was supported by increased Chinese import of crude oil and oil products.

The tonnage supply in NORDEN's three product tanker segments grew by 5% during the half-year (source: SSY). Despite the increased supply, the strong demand contributed to a very favourable development on the product tanker market from the first to the second quarter of 2008. Until now, the declining global growth and higher oil prices have only been visible in terms of declining growth in the demand for oil as the growth in the demand for tanker tonnage was strong during the period.

The market's belief in a future strong market is still emphasised by increasing prices of newbuildings despite the growing supply of tonnage. The prices of secondhand tonnage remained largely unchanged throughout the half-year.

A strong second quarter makes NORDEN adjust its expectations of the tanker market in 2008 upwards. The Company now expects a market marginally below the 2007 level.

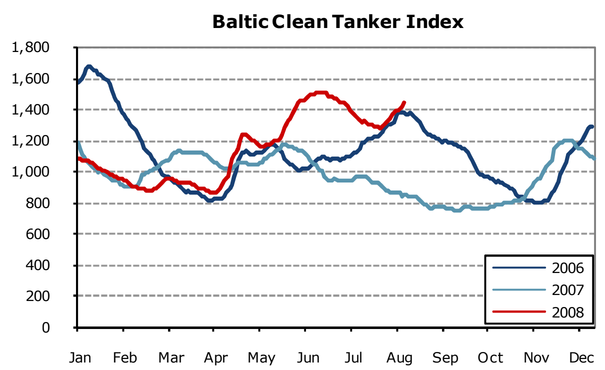
Financial highlights

In the first half-year, the tanker market's EBITDA was USD 27 million (USD 37 million), equalling an EBITDA margin of 24% (38%). The profit is primarily a result of satisfactory earnings in the second quarter.

Earnings were affected by the very volatile spot market with declining market rates in the first quarter and heavily increasing rates in the second quarter which, as a whole, resulted in lower realised T/C equivalents in the product tanker segments while the Aframax segment was on the same level as the year-earlier period. The department's profit was more influenced than usual by the spot market and had more ships employed in the spot market due to the low coverage throughout the period. The lower EBITDA margin is also partly caused by increasing costs of a greater share of chartered vessels.

NORDEN sold no tankers in the first half-year. The total operating profit (EBIT) was USD 25 million against USD 112 million in the same period last year, when the Company realised profits from the sale of vessels of USD 77 million.

Fleet capacity measured by the number of ship days rose by 39% over the year-earlier period. The improvement was particularly seen in the Handysize product tanker segment, in which the activity was up by 72% relative to the first half-year of 2007 due to the doubling of the number of long-term chartered vessels. The lower capacity in the Aframax segment was primarily the result of a large part of chartered tonnage being off-hire during the second half of the period.



Employment and rates, tankers

	Number of ship days, NORDEN		T/C equivalent (USD per day)		
	Total number of ship days	Of which, employed in the spot market	NORDEN	12-month T/C avg. market*	NORDEN T/C vs. 12-month T/C
First half 2008					
Aframax	298	298	36,431	31,981	14%
Product tanker - LR1	139	139	27,906	26,962	4%
Product tanker - MR	1,158	753	24,389	23,087	6%
Product tanker - Handysize	2,825	1,843	23,993	21,538	11%
Total	4,420	3,033			
First half 2007					
Aframax	514	455	36,564	32,433	13%
Product tanker - LR1	-	-	-	-	-
Product tanker - MR	1,023	650	29,097	25,375	15%
Product tanker - Handysize	1,642	1,043	27,360	23,154	18%
Total	3,179	2,148			
First half 2008 vs. first half 2007					
Aframax	-42%	-35%	0%	-1%	
Product tanker - LR1	-	-	-	-	
Product tanker - MR	13%	16%	-16%	-9%	
Product tanker - Handysize	72%	77%	-12%	-7%	
Total	39%	41%			

* Source: ACM Shipbroker Ltd.

The realised T/C equivalents in the Aframax segment remained unchanged relative to the same period last year, whereas T/C equivalents in the MR and Handysize product tanker segments were 16% and 12% lower, respectively.

Business development
During the half-year, Norient Product Pool initiated activities in the LR1 segment and has taken delivery of 3 LR1 1A ice-class vessels.

At the end of the half-year, the department had covered 37% (2007: 44%) of the total known capacity for the rest of 2008, measured in ship days. At the same date, coverage for 2009 was 16%.

At the beginning of August, the Company had secured 42% coverage for 2008 and 19% for 2009.

Expectations

Expectations for 2008

The Group
NORDEN increases the expected annual profit for 2008 to be in the range of USD 950-1,030 million, including realised profits from the sale of vessels of USD 269 million and a fair value adjustment of certain hedging instruments (IAS 39) of USD 30 million. Previously, the annual profit for 2008 was expected to be in the range of USD 885-965 million. EBITDA is revised upwards for the tanker segment with a total of USD 15 million. The remaining part is ascribed to the development of IAS 39 which is adjusted upwards with USD 50 million.

The cash flow effect of gross investments in 2008, defined as known prepayments on newbuildings and vessels and payments in connection with the declaration of purchase options, is expected to be USD 545 million, primarily as a result of more newbuilding contracts, purchase of one vessel and declaration of one purchase option.

Dry cargo
The Dry Cargo Department still expects an EBIT in the range of USD 840-910 million, including profits from the sale of vessels of USD 233 million.

Tankers
The Tanker Department makes an upward adjustment of EBITDA of USD 15 million and expects it to be in the range of USD 45-55 million as a result of a satisfactory second quarter and continuously reasonable rates into the third quarter. The department now expects an EBIT in the range of USD 75-85 million, including profits from the sale of vessels of USD 36 million.

Expectations for 2008

USD million	**Dry cargo**	**Tankers**	**Total**
EBITDA	**625-695**	**45-55**	**650-710**
Realised profits from the sale of vessels	233	36	269
EBIT	**840-910**	**75-85**	**895-975**
Fair value adjustment of certain hedging instruments	30	0	30
Profit after tax			**950-1,030**

Forward-looking statement

The report includes forward-looking statements reflecting the management's current perception of future trends and financial performance. The statements for 2008 and the years to come naturally carry some uncertainty, and NORDEN's actual results may therefore differ from the expectations. Factors that may cause the results achieved to differ from the expectations are, among other things, but not exclusively so, changes in the macro-economic 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. The interim report is not intended to be a solicitation to purchase or trade in shares in Dampskibsselskabet NORDEN A/S.

Capacity and coverage, at 30 June 2008

Dry cargo

	Ship days				NORDEN's avg. T/C equivalents (USD per day)			
	2008 Q3-Q4	2009	2010	2011+	2008 Q3-Q4	2009	2010	2011+
Gross capacity					Costs for gross capacity*			
Capesize	1,104	1,947	1,825	11,041	31,233	21,935	16,329	16,493
Post-Panamax	0	0	1,064	47,146	0	0	19,267	19,976
Panamax	13,926	9,794	5,900	44,713	51,435	29,701	13,068	13,479
Handymax	9,748	11,163	13,368	130,244	30,044	13,984	13,218	11,647
Handysize	2,890	6,038	8,304	146,897	21,352	16,049	14,331	11,494
Total	**27,668**	**28,942**	**30,461**	**380,041**	**39,950**	**20,268**	**13,890**	**12,977**
Coverage					Revenue from coverage			
Capesize	-1,104	-1,793	-949	-1,939	61,282	54,817	60,583	65,442
Post-Panamax	0	0	0	0	0	0	0	0
Panamax	-12,880	-8,801	-2,837	-3,633	57,410	47,920	40,598	32,392
Handymax	-8,069	-4,896	-2,665	-1,562	41,962	33,010	36,484	36,432
Handysize	-1,104	-363	-30	0	35,461	37,106	25,013	0
Total	**-23,157**	**-15,852**	**-6,481**	**-7,133**	**51,165**	**43,848**	**41,759**	**42,258**
Net capacity								
Capesize	0	153	876	9,103				
Post-Panamax	0	0	1,064	47,146				
Panamax	1,046	993	3,063	41,080				
Handymax	1,679	6,267	10,703	128,682				
Handysize	1,785	5,675	8,274	146,897				
Total	**4,510**	**13,089**	**23,980**	**372,907**				
Coverage in %								
Capesize	100%	92%	52%	18%				
Post-Panamax	0%	0%	0%	0%				
Panamax	92%	90%	48%	8%				
Handymax	83%	44%	20%	1%				
Handysize	38%	6%	0%	0%				
Total	**84%**	**55%**	**21%**	**2%**				

*Costs for owned vessels are stated as calculated T/C equivalent.

Tankers

	Ship days				NORDEN's avg. T/C equivalents (USD per day)			
	2008 Q3-Q4	2009	2010	2011+	2008 Q3-Q4	2009	2010	2011+
Gross capacity					Costs for gross capacity*			
Aframax	61	0	0	0	28,523	0	0	0
LR1	183	365	365	61	27,950	27,950	27,950	27,950
MR	1,278	2,342	3,300	42,249	15,812	15,371	15,332	16,327
Handysize	2,981	6,509	6,159	50,096	15,935	15,885	15,456	11,767
Total	**4,502**	**9,216**	**9,825**	**92,406**	**16,557**	**16,232**	**15,879**	**13,863**
Coverage					Revenue from coverage			
Aframax	0	0	0	0	0	0	0	0
LR1	-9	0	0	0	35,000	0	0	0
MR	-399	-229	-46	0	24,464	21,931	21,995	0
Handysize	-1,267	-1,226	-294	-109	23,029	21,230	21,408	22,000
Total	**-1,675**	**-1,456**	**-340**	**-109**	**23,433**	**21,340**	**21,488**	**22,000**
Net capacity								
Aframax	61	0	0	0				
LR1	174	365	365	61				
MR	878	2,113	3,254	42,249				
Handysize	1,714	5,283	5,866	49,987				
Total	**2,827**	**7,761**	**9,485**	**92,297**				
Coverage in %								
Aframax	0%	0%	0%	0%				
LR1	5%	0%	0%	0%				
MR	31%	10%	1%	0%				
Handysize	42%	19%	5%	0%				
Total	**37%**	**16%**	**3%**	**0%**				

*Costs for owned vessels are stated as calculated T/C equivalent.

INTERIM REPORT THE FIRST HALF-YEAR OF 2008 - THE GROUP

Statement

The Board of Directors and the Board of Management today reviewed and approved the interim report for the first half-year of 2008 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 requirements. In line with previous policies, the interim report is not audited or auditor-reviewed.

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.

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

Copenhagen, 20 August 2008

Board of Management

Carsten Mortensen
President & CEO

Board of Directors

Mogens Hugo
Chairman

Alison J. F. Riegels
Vice Chairman

Einar K. Fredvik

Erling Højsgaard

Karsten Knudsen

Dag Rasmussen

Lars Enkegaard Biilmann

Benn Pyrmont Johansen

Bent Torry Sørensen

Income statement

USD '000	2008	2007	2008	2007
	1/1-30/6	1/1-30/6	1/4-30/6	1/4-30/6
Freight income (revenue)	2,228,120	1,103,761	1,168,800	627,518
Costs	-1,925,308	-910,738	-987,051	-522,109
Profit before depreciation, etc. (EBITDA)	**302,812**	**193,023**	**181,749**	**105,409**
Profit from sale of vessels, etc.	177,110	115,349	121,984	47,185
Depreciation	-12,789	-10,044	-6,332	-4,891
Share of results of joint ventures	1,478	579	1,236	100
Profit from operations (EBIT)	**468,611**	**298,907**	**298,637**	**147,803**
Fair value adjustment of certain hedging instruments note 2)	103,158	-7,825	102,234	-1,727
Net financials	32,984	8,504	307	5,572
Profit before tax	**604,753**	**299,586**	**401,178**	**151,648**
Tax on the profit for the period	-6,945	-14,416	-3,541	-2,112
Profit for the period	**597,808**	**285,170**	**397,637**	**149,536**
Attributable to:				
Shareholders of NORDEN	597,809	285,109	397,638	149,505
Minority interests	-1	61	-1	31
Total	**597,808**	**285,170**	**397,637**	**149,536**
Earnings per share (EPS), USD	**14.03**	**6.69**	**9.38**	**3.53**
Diluted earnings per share, USD	**13.94**	**6.62**	**9.32**	**3.49**

Income statement per quarter

USD '000	2008	2008	2007	2007	2007
	2nd quarter	1st quarter	4th quarter	3rd quarter	2nd quarter
Freight income (revenue)	1,168,800	1,059,320	1,050,063	779,316	627,518
Costs	-987,051	-938,257	-843,052	-641,858	-522,109
Profit before depreciation, etc. (EBITDA)	**181,749**	**121,063**	**207,011**	**137,458**	**105,409**
Profit from sale of vessels, etc.	121,984	55,126	26,949	20,834	47,185
Depreciation	-6,332	-6,457	-5,022	-4,501	-4,891
Share of results of joint ventures	1,236	242	1,664	-632	100
Profit from operations (EBIT)	**298,637**	**169,974**	**230,602**	**153,159**	**147,803**
Fair value adjustment of certain hedging instruments note 2)	102,234	924	-11,571	39,280	-1,727
Net financials	307	32,677	7,884	6,357	5,572
Profit before tax	**401,178**	**203,575**	**226,915**	**198,796**	**151,648**
Tax on the profit of the period	-3,541	-3,404	-4,395	-3,146	-2,112
Profit for the period	**397,637**	**200,171**	**222,520**	**195,650**	**149,536**
Attributable to:					
Shareholders of NORDEN	397,638	200,171	222,501	195,618	149,505
Minority interests	-1	0	19	32	31
Total	**397,637**	**200,171**	**222,520**	**195,650**	**149,536**
Earnings per share (EPS), USD	**9.38**	**4.72**	**5.25**	**4.62**	**3.53**
Diluted earnings per share, USD	**9.32**	**4.69**	**5.18**	**4.55**	**3.49**

Balance sheet

USD '000	2008	2007	2007
	30/6	30/6	31/12
ASSETS			
Land and buildings note 3)	49,296	4,314	5,571
Vessels note 4)	332,632	266,473	277,814
Financially leased vessels	0	26,808	0
Fixtures, fittings and equipment	6,950	3,802	4,436
Prepayments on vessels and newbuildings note 5)	432,268	213,016	281,318
Investments in joint ventures	25,194	19,724	20,755
Other receivables	0	3,981	0
Non-current assets	**846,340**	**538,118**	**589,894**
Inventories	35,151	19,380	44,988
Receivables	332,424	110,574	267,010
Receivables from joint ventures	5,017	4,160	9,008
Securities note 6)	26,522	2,738	3,172
Cash and cash equivalents	518,999	387,845	619,388
	918,113	**524,697**	**943,566**
Tangible assets held for sale note 7)	45,511	44,682	75,983
Current assets	**963,624**	**569,379**	**1,019,549**
Total assets	**1,809,964**	**1,107,497**	**1,609,443**
EQUITY AND LIABILITIES			
Share capital	7,087	7,321	7,087
Reserves	5,286	-352	3,659
Retained earnings	1,567,892	879,949	1,300,380
Equity (NORDEN's shareholders)	**1,580,265**	**886,918**	**1,311,126**
Minority interests	73	2,452	74
Equity	**1,580,338**	**889,370**	**1,311,200**
Bank debt	66,203	90,873	68,796
Leasing liabilities	0	23,292	0
Prepayments received on vessels for resale	28,100	25,656	16,600
Non-current liabilities	**94,303**	**139,821**	**85,396**
Provisions for docking costs (bareboat)	0	0	0
Current portion of non-current debt	5,187	7,462	5,187
Trade payables	54,097	22,074	84,510
Other payables and deferred income	48,327	48,770	76,191
	107,611	**78,306**	**165,888**
Liabilities relating to tangible assets held for sale	27,712	0	46,959
Current liabilities	**135,323**	**78,306**	**212,847**
Liabilities	**229,626**	**218,127**	**298,243**
Total equity and liabilities	**1,809,964**	**1,107,497**	**1,609,443**

Cash flow statement

USD '000	2008	2007	2008	2007
	1/4-30/6	1/4-30/6	1/1-30/6	1/1-30/6
Profit for the period	**397,637**	**149,536**	**597,808**	**285,170**
Reversal of items with no effect on available funds	-188,931	-39,071	-265,585	-89,153
Cash flows before change in working capital	**208,706**	**110,465**	**332,223**	**196,017**
Change in working capital	-2,281	976	-8,820	-21,209
Cash flows from operating activities	**206,425**	**111,441**	**323,403**	**174,808**
Investments in vessels, etc.	-67,283	-30,207	-161,993	-65,920
Investments in joint ventures	0	0	-2,962	-1,612
Additions in prepayments on newbuildings	-127,567	-111,586	-198,333	-129,026
Additions in prepayments received on sold vessels	-12,940	0	-7,747	0
Hereof held in restricted accounts	0	0	-11,500	0
Acquisition of securities	-23,564	0	-23,564	0
Sale of securities	0	0	222	0
Proceeds from the sale of vessels, etc.	193,904	90,422	303,113	220,413
Cash flows from investing activities	**-37,450**	**-51,371**	**-102,764**	**23,855**
Dividend paid to shareholders	-310,531	-38,880	-310,531	-38,880
Distribution to minority shareholders	0	0	0	0
Acquisition of treasury shares	-22,865	-69,355	-37,997	-69,355
Sale of treasury shares	14,337	0	14,337	0
Instalments on bank loans and vessel loans	-1,025	31,970	-4,231	-18,662
Cash flows from financing activities	**-320,084**	**-76,245**	**-338,422**	**-126,877**
Change in cash and cash equivalents for the period	**-151,109**	**-16,175**	**-117,783**	**71,786**
Cash and cash equivalents at period-begin	**665,358**	**403,864**	**602,788**	**314,943**
Exchange rate adjustments	-23,350	156	5,894	1,116
Change in cash and cash equivalents for the period	-151,109	-16,175	-117,783	71,786
Cash and cash equivalents at period-end	**490,899**	**387,845**	**490,899**	**387,845**

Statement of changes in equity

USD '000	Share capital	Reserves	Retained earnings	Equity (NORDEN's shareholders)	Minority interests	The Group's equity
Equity at 1 January 2007	**7,321**	**1,501**	**702,325**	**711,147**	**2,391**	**713,538**
Value adjustment of hedging instruments	0	-1,853	0	-1,853	0	-1,853
Net gains recognised directly in equity	**0**	**-1,853**	**0**	**-1,853**	**0**	**-1,853**
Profit for the period	0	0	285,109	285,109	61	285,170
Total recognised income for the period	**0**	**-1,853**	**285,109**	**283,256**	**61**	**283,317**
Acquisition of treasury shares	0	0	-69,335	-69,335	0	-69,335
Sale of treasury shares	0	0	0	0	0	0
Distributed dividends	0	0	-42,218	-42,218	0	-42,218
Dividends, treasury shares	0	0	3,338	3,338	0	3,338
Share-based payments	0	0	730	730	0	730
Changes in equity	**0**	**-1,853**	**177,624**	**175,771**	**61**	**175,832**
Equity at 30 June 2007	**7,321**	**-352**	**879,949**	**886,918**	**2,452**	**889,370**
Equity at 1 January 2008	**7,087**	**3,659**	**1,300,380**	**1,311,126**	**74**	**1,311,200**
Value adjustment of hedging instruments	0	1,824	0	1,824	0	1,824
Fair value adjustment of securities	0	-197	0	-197	0	-197
Net gains recognised directly in equity	**0**	**1,627**	**0**	**1,627**	**0**	**1,627**
Profit for the period	0	0	597,809	597,809	-1	597,808
Total recognised income for the period	**0**	**1,627**	**597,809**	**599,436**	**-1**	**599,435**
Acquisition of treasury shares	0	0	-37,997	-37,997	0	-37,997
Sale of treasury shares	0	0	14,337	14,337	0	14,337
Distributed dividends	0	0	-325,647	-325,647	0	-325,647
Dividends, treasury shares	0	0	15,116	15,116	0	15,116
Share-based payments	0	0	3,894	3,894	0	3,894
Changes in equity	**0**	**1,627**	**267,512**	**269,139**	**-1**	**269,138**
Equity at 30 June 2008	**7,087**	**5,286**	**1,567,892**	**1,580,265**	**73**	**1,580,338**

Statement of changes in equity (continued)

USD '000	Share capital	Reserves	Retained earnings	Equity (NORDEN's shareholders)	Minority interests	The Group's equity
Equity at 1 January 2007	**7,321**	**1,501**	**702,325**	**711,147**	**2,391**	**713,538**
Value adjustment of hedging instruments	0	1,729	0	1,729	0	1,729
Fair value adjustment of securities	0	429	0	429	0	429
Net gains recognised directly in equity	**0**	**2,158**	**0**	**2,158**	**0**	**2,158**
Profit for the period	0	0	703,228	703,228	112	703,340
Total recognised income for the period	**0**	**2,158**	**703,228**	**705,386**	**112**	**705,498**
Acquisition of treasury shares	0	0	-69,335	-69,335	0	-69,335
Capital reduction	-234	0	234	0	0	0
Distributed dividends	0	0	-42,218	-42,218	0	-42,218
Dividends, treasury shares	0	0	3,338	3,338	0	3,338
Distribution to minority shareholders	0	0	0	0	-2,429	-2,429
Share-based payment	0	0	2,808	2,808	0	2,808
Changes in equity	**-234**	**2,158**	**598,055**	**599,979**	**-2,317**	**597,662**
Equity at 31 December 2007	**7,087**	**3,659**	**1,300,380**	**1,311,126**	**74**	**1,311,200**

Notes to the financial statements

1. 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 accounting policies are consistent with those applied to the annual report for 2007, prepared in accordance with the International Financial Reporting Standards (IFRS). For a full description of accounting policies, see pages 58-64 of the annual report for 2007.

New IAS/IFRSs
Effective on 1 January 2008, NORDEN has adopted IFRIC 11 "Group and treasury share transactions". The change has no effect on the profit for the period or on equity.

New financial reporting standards
The IASB has approved the following new financial reporting standards and interpretations, taking effect for financial years beginning on or after 1 January 2008 and which are deemed to be relevant to NORDEN:

IFRS 8 on segment information and related changes to IAS 34 (taking effect on 1 January 2009) under which segment information should be based on internal management reporting. Furthermore, the IASB has adopted amendments to IAS 1 on the presentation of statements of changes in equity, etc. in the annual report and changes to IAS 23 to the effect that borrowing costs are to be included in the cost of certain tangible assets. The changes to IAS 1 and IAS 23 are yet to be adopted by the EU. IFRS 8 will be examined in detail to determine which disclosures are required.

Crucial choices and judgment in the accounting policies and critical accounting estimates
Management's choices and judgment in the accounting policies in respect of vessel leases and the recognition of pool income are critical. Management's accounting estimates of useful lives and residual values of tangible assets are also critical. For a description of these, see pages 58-59 of the annual report for 2007.

2. Fair value adjustment of certain hedging instruments

USD '000	2008	2007
	1/1-30/6	1/1-30/6
Bunker hedging:		
Fair value adjustment for:		
2007	0	9,247
2008	39,517	1,335
2009	29,749	205
2010	13,297	0
2011	2,961	0
2012	1,062	0
	86,586	10,787
Realised fair value adjustment reclassified to "Vessel operating costs"*	-11,496	-3,105
Total	**75,090**	**7,682**
Forward Freight Agreements:		
Fair value adjustment for:		
2007	0	-21,031
2008	6,330	0
2009	1,106	0
	7,436	-21,031
Realised fair value adjustment reclassified to "Revenue"*	20,632	5,524
Total	**28,068**	**-15,507**
Total	**103,158**	**-7,825**

*As the hedging instruments are realised, the accumulated fair value adjustments are reclassified to profit from operations in the same item as the hedged transaction. For further information, see the section "Accounting policies" in the annual report for 2007.

3. Land and buildings

The increase in land and buildings is due to the purchase of the Company's new domicile on 52, Strandvejen, also see interim review.

4. Vessels

USD '000	2008 30/6	2007 30/6	2007 31/12
Cost at 1 January	305,991	369,771	369,771
Transferred during the period from prepayments on vessels and newbuildings	44,504	31,046	33,010
Transferred during the period to tangible assets held for sale	-30,059	-96,489	-96,489
Additions for the period	51,267	33,746	51,992
Disposals for the period	-36	-52,189	-52,293
Cost	371,667	285,885	305,991
Depreciation at 1 January	-28,177	-40,605	-40,605
Depreciation for the period	-11,829	-9,265	-18,030
Reversed depreciation on vessels disposed of	0	8,525	8,525
Reversed depreciation on tangible assets held for sale	971	21,933	21,933
Depreciation	-39,035	-19,412	-28,177
Carrying amount	**332,632**	**266,473**	**277,814**

For the development of the fleet and added value, see the interim review.

5. Prepayments on vessels and newbuildings

USD '000	2008 30/6	2007 30/6	2007 31/12
Cost at 1 January	281,318	97,117	97,117
Additions for the period	198,333	160,072	233,723
Disposals for the period	-867	0	-3,385
Transferred during the period to vessels	-44,504	-31,046	-33,010
Transferred during the period to tangible assets held for sale	-2,012	-13,127	-13,127
Carrying amount	**432,268**	**213,016**	**281,318**

6. Securities

In the second quarter, the Company has invested in low risk bonds (Moody's: AA) as a part of the placement of surplus cash.

7. Tangible assets held for sale

USD '000	2008 30/6	2007 30/6	2007 31/12
Carrying amount at 1 January	75,983	18,014	18,014
Additions for the period from prepayments on vessels and newbuildings	2,012	13,127	13,127
Additions for the period to tangible assets held for sale	63,241	266	62,403
Additions for the period from vessels*	29,088	74,556	101,364
Disposals for the period	-124,813	-61,241	-118,925
Carrying amount	**45,511**	**44,682**	**75,983**

*At the end of 2007, the item "Additions for the period from vessels" includes USD 26,808 regarding vessels held on financial leases.

8. Related party transactions

A cost of USD 1.8 million has been included in the income statement for the second quarter of 2008. It concerns the full pay and severance pay in connection with the resignation of the CFO in the period.

In addition, no significant changes have occurred in closely related parties or types and scale of transactions with these parties other than disclosed in the annual report of 2007.

9. Contingent liabilities

No significant changes have occurred to contingent assets and liabilities since the end of 2007.

10. Significant events after the balance sheet 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 profit for the period or the balance sheet.