
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

Form 6-K

Report of Foreign Private Issuer
Pursuant to Rule 13a-16 or 15d-16 under
the Securities Exchange Act of 1934
For the month of August 2021
Commission File Number 001-32640

DHT HOLDINGS, INC.

(Exact name of Registrant as specified in its charter)

Clarendon House
2 Church Street, Hamilton HM 11
Bermuda
(Address of principal executive offices)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F.

Form 20-F Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1):

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):

Press Releases

The press release issued by DHT Holdings, Inc. (the “Company”) on August 9, 2021 related to its results for the second quarter of 2021 is attached hereto as Exhibit 99.1 and is incorporated herein by reference.

Incorporation by Reference

Exhibit 99.1 to this Report on Form 6-K shall be incorporated by reference into the Company’s registration statement on Form F-3 (file No. 333-239430), initially filed with the Securities and Exchange Commission on June 25, 2020, as amended, to the extent not superseded by information subsequently filed or furnished (to the extent the Company expressly states that it incorporates such furnished information by reference) by the Company under the Securities Act of 1933 or the Securities Exchange Act of 1934, in each case as amended.

EXHIBIT LIST

| Exhibit | Description |
|----------------|------------------------------------|
| 99.1 | Press Release dated August 9, 2021 |

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

DHT Holdings, Inc.

(Registrant)

Date: August 9, 2021

By: /s/ Laila C. Halvorsen

Name: Laila C. Halvorsen

Title: Chief Financial Officer



DHT Holdings, Inc. Second Quarter 2021 Results

HAMILTON, BERMUDA, August 9, 2021 – DHT Holdings, Inc. (NYSE:DHT) (“DHT” or the “Company”) today announced:

FINANCIAL HIGHLIGHTS:

| USD mill. (except per share) | Q2 2021 | Q1 2021 | Q4 2020 | Q3 2020 | Q2 2020 | 2020 | 2019 |
|-----------------------------------|---------|---------|------------------|-------------------|---------|--------------------|-------|
| Shipping revenues | 65.9 | 87.0 | 91.0 | 142.2 | 245.9 | 691.0 | 535.1 |
| Adjusted net revenue ¹ | 45.3 | 71.3 | 77.7 | 117.5 | 202.7 | 550.5 | 347.6 |
| Adjusted EBITDA ² | 21.0 | 46.7 | 51.1 | 92.9 | 178.0 | 450.4 | 254.5 |
| Net income/(loss) after tax | 0.8 | 11.6 | 7.6 ³ | 50.7 ³ | 135.8 | 266.3 ³ | 73.7 |
| EPS – basic | 0.00 | 0.07 | 0.04 | 0.32 | 0.92 | 1.71 | 0.51 |
| EPS – diluted ⁴ | 0.00 | 0.07 | 0.04 | 0.31 | 0.81 | 1.61 | 0.51 |
| Dividend ⁵ | 0.02 | 0.04 | 0.05 | 0.20 | 0.48 | 1.08 | 0.47 |
| Interest bearing debt | 526.2 | 574.7 | 450.0 | 492.4 | 719.2 | 450.0 | 851.0 |
| Cash and cash equivalents | 52.2 | 54.0 | 68.6 | 75.1 | 137.7 | 68.6 | 67.4 |
| Net debt | 473.9 | 520.7 | 381.3 | 417.3 | 581.5 | 381.3 | 783.6 |

QUARTERLY HIGHLIGHTS:

- In the second quarter of 2021, the Company's VLCCs achieved an average rate of \$19,500 per day.
- Adjusted EBITDA for the second quarter of 2021 was \$21.0 million. Net income for the quarter was \$0.8 million which equates to \$0.00 per basic share. The result includes a profit related to sale of vessels of \$13.6 million and non-cash gains in fair value related to interest rate derivatives of \$2.2 million and to the refinancing of \$3.0 million.
- For the first half of 2021, the Company's VLCCs achieved an average rate of \$25,500 per day and net income was \$12.4 million.
- For the second quarter of 2021, the Company will return \$25.8 million to shareholders. The return of capital is comprised of \$22.5 million in the form of share buyback and \$3.4 million in the form of a cash dividend. The cash dividend of \$0.02 per share of outstanding common stock is payable on August 26, 2021 to shareholders of record as of August 19, 2021. This marks the 46th consecutive quarterly dividend. The shares will trade ex-dividend from August 18, 2021.
- On April 12, 2021, the Company took delivery of DHT Osprey, the second of the two VLCCs acquired in January 2021. The first vessel, DHT Harrier, was delivered on February 18, 2021.
- In the second quarter of 2021, the Company entered into three separate agreements to sell its three 2004 built VLCCs, DHT Raven, DHT Lake and DHT Condor, for an aggregate of \$88.75 million. DHT Raven was delivered April 28, DHT Lake was delivered May 11, and DHT Condor was delivered July 8. The Company booked a profit of \$13.6 million in the second quarter of 2021 related to the sale of DHT Raven and DHT Lake and expects to book a profit of about \$1.5 million in the third quarter of 2021 related to the sale of DHT Condor.

- In May 2021, the Company entered into agreement with seven banks for a new \$316.2 million credit facility with Nordea as agent. In June 2021, the Company drew down \$233.8 million under the new facility and repaid the total outstanding under the old facility, amounting to \$175.9 million. The new facility bears interest at a rate equal to Libor + 1.90% and has final maturity in January 2027. Additionally, the facility includes an uncommitted “accordion” of \$250 million.
- In June 2021, the Company paid down a total of \$99.5 million on the ABN Amro Credit Facility. The total comprised of a) \$60.0 million repayment under the revolving tranche, b) \$33.4 million prepayment of all regular installments for 2022, and c) \$6.1 million repayment of the loan on DHT Condor.

Interest bearing debt - Notional amount

| USD mill. | |
|--|--------------|
| Opening balance January 1, 2021 | 454.7 |
| Scheduled repayments | (2.6) |
| Repayment in connection with sale of vessel | (6.1) |
| Repayment in connection with refinancing | (175.9) |
| Drawdown Nordea Credit Facility | 233.8 |
| Prepayment ABN Amro 2022 installments | (33.4) |
| Drawdown under revolving credit facilities *) | 125.0 |
| Prepayment under revolving credit facility **) | (60.0) |
| Balance notional debt as of June 30, 2021 (***) | 535.5 |

*) Consist of \$65.0 million under the 2017 Nordea Credit Facility and \$60.0 million under the ABN Amro Credit Facility which were drawn in the first quarter of 2021 to partly fund the acquisition of DHT Harrier and DHT Osprey.

**) Prepayment of \$60 million under the ABN Amro Credit Facility in the second quarter of 2021.

***) Please also see Note 4 – Interest bearing debt.

OPERATIONAL HIGHLIGHTS:

| | Q2 2021 | Q1 2021 | Q4 2020 | Q3 2020 | Q2 2020 | 2020 | 2019 |
|--------------------------------|-----------|----------|----------|----------|----------|----------|----------|
| Operating days ⁶ | 2,513.4 | 2,471.6 | 2,484.0 | 2,484.0 | 2,457.0 | 9,882.0 | 9,855.0 |
| Scheduled off hire days | 99.8 | 231.9 | 180.0 | 20.6 | 5.8 | 255.5 | 352.6 |
| Unscheduled off hire days | 2.6 | 1.4 | 4.1 | 18.5 | 16.2 | 77.7 | 33.9 |
| Revenue days ⁷ | 2,325.3 | 2,238.3 | 2,299.9 | 2,444.9 | 2,435.0 | 9,548.8 | 9,468.5 |
| Spot exposure ⁸ | 48.5% | 38.2% | 39.3% | 60.8% | 70.1% | 63.5 % | 83.1% |
| VLCC time charter rate per day | \$ 28,200 | \$39,400 | \$41,700 | \$53,000 | \$62,700 | \$50,400 | \$38,400 |
| VLCC spot rate per day | \$ 10,200 | \$18,700 | \$19,200 | \$44,900 | \$92,100 | \$62,000 | \$36,400 |

- Scheduled off hire for the quarter was 100 days as the Company took advantage of the weak freight market to bring forward dry dockings and planned installations of scrubbers and ballast water treatment systems.
- Our business remains impacted by the Covid-19 virus outbreak with operational challenges related to our seafarers and our ability to change crews at regular intervals. There are still numerous restrictions affecting crew changes with strict transit and quarantine procedures and a limited number of geographical options to execute crew changes. We continue to do everything we reasonably can to facilitate safe and regular crew changes.

The virus outbreak led to reduced global consumption of refined oil products resulting in a build-up of shore-based inventories of both feedstock and end products. Further, leading oil producers have reduced supply with the view to rebalance the oil markets. As such, demand is partly being satisfied by drawing down on inventories, resulting in reduced demand for transportation. We note that as of late, decreases in inventories and estimates of demand are slowly resuming indicating a recovery in demand for oil transportation in the conceivable future.

- As of June 30, 2021, DHT had a fleet of 27 VLCCs. The total dwt of the fleet was 8,363,707. For more details on the fleet, please refer to the web site: <https://www.dhtankers.com/fleetlist/>

SUBSEQUENT EVENT HIGHLIGHTS:

- On July 8, 2021, DHT Condor was delivered to its new owner and the Company expects to book a profit of about \$1.5 million in the third quarter of 2021 related to the sale.

OUTLOOK:

- Thus far in the third quarter of 2021, 64% of the available VLCC days have been booked at an average rate of \$22,100 per day on a discharge to discharge basis (not including any potential profit splits on time charters).
- The Company will continue to take advantage of the weak freight market to bring forward dry dockings and planned installations of scrubbers and ballast water treatment systems. Scheduled off hire is expected to be in the range between 80 and 100 days during the third quarter of 2021.

Footnotes:

¹Shipping revenues net of voyage expenses.

² Shipping revenues net of voyage expenses, vessel operating expenses and general and administrative expenses. As showed in the table for reconciliation of non-GAAP measures.

³Q4 2020 includes impairment charge of \$7.6 million. Q3 2020 includes impairment charge of \$ 4.9 million. 2020 includes impairment charge of \$12.6 million.

⁴Diluted shares include the dilutive effect of the convertible senior notes and restricted shares granted to management and members of the board of directors.

⁵Per common share.

⁶Operating days are the aggregate number of calendar days in the period in which the vessels are owned by the Company or chartered by the Company.

⁷Revenue days are the aggregate number of calendar days in the period in which the vessels are owned by the Company or chartered by the Company less days on which a vessel is off hire.

⁸ As % of total operating days in period.

SECOND QUARTER 2021 FINANCIALS

The Company reported shipping revenues for the second quarter of 2021 of \$65.9 million compared to shipping revenues of \$245.9 million in the second quarter of 2020. The decrease from the 2020 period to the 2021 period includes \$168.9 million attributable to lower tanker rates and \$11.1 million attributable to a decrease in total revenue days as a result of scheduled off hire in connection with special surveys and scrubber installations. The Company took advantage of the weak freight market to bring forward dry dockings and planned installations of scrubbers and ballast water treatment systems.

Voyage expenses for the second quarter of 2021 were \$20.7 million, compared to voyage expenses of \$43.2 million in the second quarter of 2020. The decrease was due to fewer vessels in the spot market representing a \$15.3 million decrease in bunker expenses, a \$2.5 million decrease in port cost and a \$2.1 million decrease in broker commission.

Vessel operating expenses for the second quarter of 2021 were \$19.6 million compared to \$19.7 million in the second quarter of 2020.

Depreciation and amortization, including depreciation of capitalized survey expenses, was \$32.2 million for the second quarter of 2021, compared to \$30.8 million in the second quarter of 2020. The increase was due to increased depreciation related to scrubbers of \$1.4 million.

The Company recorded a profit of \$13.6 million for the second quarter of 2021 related to the sale of DHT Raven and DHT Lake.

General & administrative expense ("G&A") for the second quarter of 2021 was \$4.7 million, consisting of \$3.8 million cash and \$0.9 million non-cash charge, compared to \$5.0 million in the second quarter of 2020, consisting of \$3.1 million cash and \$1.9 million non-cash charge. Non-cash G&A includes accrual for social security tax.

Net financial expenses for the second quarter of 2021 were \$1.7 million compared to \$11.2 million in the second quarter of 2020. The decrease was mainly due a \$4.0 million decrease in interest expenses due to reduced outstanding debt and a reduction in 3-Month Libor, a \$3.0 million gain related to the debt modification, in addition to a non-cash gain of \$2.2 million related to interest rate derivatives in the second quarter of 2021 compared to a non-cash loss of \$0.1 million in the second quarter of 2020.

As a result of the foregoing, the Company had net income in the second quarter of 2021 of \$0.8 million, or income of \$0.00 per basic share and \$0.00 per diluted share, compared to net income in the second quarter of 2020 of \$135.8 million, or an income of \$0.92 per basic share and \$0.81 per diluted share. The decrease from the 2020 period to the 2021 period was mainly due to lower tanker rates.

Net cash provided by operating activities for the second quarter of 2021 was \$33.9 million compared to \$186.6 million for the second quarter of 2020. The change of \$152.7 million is comprised of a \$135.0 million decrease in net income, a \$20.0 million decrease in non-cash items included in net income, partially offset by a \$2.3 million increase in changes in operating assets and liabilities.

Net cash provided by investing activities was \$40.1 million in the second quarter of 2021 comprising \$57.5 million related to sale of vessels, partially offset by \$17.3 million related to investment in vessels. Net cash used in investing activities was \$9.7 million in the second quarter of 2020 and was mainly related to investment in vessels.

Net cash used in financing activities for the second quarter of 2021 was \$75.8 million comprising \$175.9 million related to repayment of long-term debt in connection with refinancing, \$93.4 million related to prepayment of long-term debt, \$22.5 million related to purchase of treasury shares, \$6.8 million related to cash dividend paid, \$6.1 million related to repayment of long-term debt in connection with sale of vessel and \$1.9 million related to scheduled repayment of long-term debt, partially offset by \$230.9 million related to issuance of long-term debt. Net cash used in financing activities for the second quarter of 2020 was \$115.0 million comprising \$59.2 million related to prepayment of long-term debt, \$51.5 million related to cash dividend paid and \$17.7 million related to scheduled repayment of long-term debt, partially offset by \$13.5 million related to issuance of long-term debt.

As of June 30, 2021, the cash balance was \$52.2 million, compared to \$68.6 million as of December 31, 2020.

The Company monitors its covenant compliance on an ongoing basis. As of the date of the most recent compliance certificates submitted for the second quarter of 2021, the Company is in compliance with its financial covenants.

As of June 30, 2021, the Company had 167,918,183 shares of common stock outstanding compared to 170,798,328 shares as of December 31, 2020.

The Company declared a cash dividend of \$0.02 per common share for the second quarter of 2021 payable on August 26, 2021 for shareholders of record as of August 19, 2021.

FIRST HALF 2021 FINANCIALS

The Company reported shipping revenues for the first half of 2021 of \$152.9 million compared to \$457.9 million in the first half of 2020. The decrease from the 2020 period to the 2021 period includes \$282.0 million attributable to lower tanker rates and \$22.9 million attributable to decreased total revenue days.

Voyage expenses for the first half of 2021 were \$36.4 million compared to voyage expenses of \$102.6 million in the first half of 2020. The decrease was due to fewer vessels in the spot market representing a \$53.2 million decrease in bunker expenses, a \$8.2 million decrease in port expenses and a \$3.7 million decrease in broker commission.

Vessel operating expenses for the first half of 2021 were \$38.6 million, compared to \$39.5 million in the first half of 2020. The decrease was mainly related to up-storing of spares and consumables in 2020 in relation to IMO2020.

Depreciation and amortization, including depreciation of capitalized survey expenses, was \$64.2 million for the first half of 2021, compared to \$61.1 million in the first half of 2020. The increase was mainly due to increased depreciation related to scrubbers of \$2.3 million and increased depreciation related to capitalized survey expenses of \$1.1 million.

The Company recorded a profit of \$13.6 million for the first half of 2021 related to the sale of DHT Raven and DHT Lake.

G&A for the first half of 2021 was \$10.2 million, consisting of \$7.4 million cash and \$2.8 million non-cash charge, compared to \$9.3 million, consisting of \$6.5 million cash and \$2.8 million non-cash charge for the first half of 2020.

Net financial expenses for the first half of 2021 were \$4.6 million, compared to \$36.7 million in the first half of 2020. The decrease was due to a non-cash gain of \$5.7 million related to interest rate derivatives in the first half of 2021 compared to a non-cash loss of \$13.1 million in the first half of 2020, a \$10.2 million decrease in interest expenses due to reduced outstanding debt and a reduction in 3-Month Libor and a \$3.0 million gain related to the debt modification recorded in the second quarter of 2021.

The Company had net income for the first half of 2021 of \$12.4 million, or income of \$0.07 per basic share and \$0.07 per diluted share compared to net income of \$208.0 million, or income of \$1.41 per basic share and \$1.26 per diluted share in the first half of 2020. The difference between the two periods mainly reflects higher tanker rates.

Net cash provided by operating activities for the first half of 2021 was \$44.8 million compared to \$317.2 million for the first half of 2020. The decrease was mainly due to net income of \$12.4 million in the first half of 2021 compared to net income of \$208.0 million in the first half of 2020, \$41.6 million related to changes in operating assets and liabilities and \$35.3 million related to items included in net income not affecting cash flows.

Net cash used in investing activities for the first half of 2021 was \$101.0 million comprising \$158.5 million related to investment in vessels, partially offset by \$57.5 million related to sale of vessels. Net cash used in investing activities for the first half of 2020 was \$12.8 million comprising \$12.4 million related to investment in vessels and \$0.4 million related to investment in property, plant and equipment.

Net cash provided by financing activities for the first half of 2021 was \$39.8 million comprising \$355.9 million related to issuance of long-term debt, partially offset by \$175.9 million related to repayment of long-term debt in connection with refinancing, \$93.4 million related to prepayment of long-term debt, \$22.5 million related to purchase of treasury shares, \$15.4 million related to cash dividends paid, \$6.1 million related to repayment of long-term debt in connection with sale of vessel and \$2.6 million related to scheduled repayment of long-term debt. Net cash used in financing activities for the first half of 2020 was \$234.1 million comprising \$116.9 million related to prepayment of long-term debt, \$98.5 million related to cash dividends paid, \$31.9 million related to scheduled repayment of long-term debt, partially offset by \$13.5 million related to issuance of long-term debt.

As of June 30, 2021, our cash balance was \$52.2 million, compared to \$68.6 million as of December 31, 2020.

As of June 30, 2021, the Company had 167,918,183 shares of our common stock outstanding compared to 170,798,328 as of December 31, 2020.

RECONCILIATION OF NON-GAAP FINANCIAL MEASURES

The Company assesses the financial performance of its business using a variety of measures. Certain of these measures are termed “non-GAAP measures” because they exclude amounts that are included in, or include amounts that are excluded from, the most directly comparable measure calculated and presented in accordance with IFRS, or are calculated using financial measures that are not calculated in accordance with IFRS. These non-GAAP measures include “Adjusted Net Revenue”, “Adjusted EBITDA” and “Adjusted spot time charter equivalent per day”. The Company believes that these non-GAAP measures provide useful supplemental information for its investors and, when considered together with the Company’s IFRS financial measures and the reconciliation to the most directly comparable IFRS financial measure, provide a more complete understanding of the factors and trends affecting the Company’s operations. In addition, DHT’s management measures the financial performance of the Company, in part, by using these non-GAAP measures, along with other performance metrics. The Company does not regard these non-GAAP measures as a substitute for, or as superior to, the equivalent measures calculated and presented in accordance with IFRS. Additionally, these non-GAAP measures may not be comparable to other similarly titled measures used by other companies and should not be considered in isolation or as a substitute for analysis of the Company’s operating results as reported under IFRS.

| USD in thousands except time charter equivalent per day | Q2 2021 | Q1 2021 | Q4 2020 | Q3 2020 | Q2 2020 | 2020 | 2019 |
|---|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| Reconciliation of adjusted net revenue | | | | | | | |
| Shipping revenues | 65,940 | 86,983 | 90,992 | 142,196 | 245,942 | 691,039 | 535,068 |
| Voyage expenses | (20,689) | (15,705) | (13,268) | (24,691) | (43,220) | (140,564) | (187,500) |
| Adjusted net revenue | 45,251 | 71,278 | 77,724 | 117,506 | 202,721 | 550,475 | 347,568 |
| Reconciliation of adjusted EBITDA | | | | | | | |
| Net income/(loss) after tax | 808 | 11,611 | 7,627 | 50,672 | 135,824 | 266,281 | 73,680 |
| Income tax expense | (26) | 160 | 196 | 127 | 152 | 900 | 131 |
| Other financial (income)/expenses | (2,805) | 644 | 81 | 181 | 147 | 1,334 | 1,790 |
| Fair value (gain)/loss on derivative financial liabilities | (2,247) | (3,430) | (2,403) | (2,611) | 444 | 8,074 | 9,863 |
| Interest expense | 7,049 | 6,033 | 6,296 | 8,863 | 11,022 | 38,408 | 55,332 |
| Interest income | (0) | (1) | (12) | (3) | (98) | (212) | (1,077) |
| Share of profit from associated companies | (346) | (344) | (344) | (340) | (303) | (1,193) | (852) |
| (Profit)/loss, sale of vessel | (13,597) | - | - | - | - | - | - |
| Impairment charges | - | - | 7,640 | 4,920 | - | 12,560 | - |
| Depreciation and amortization | 32,160 | 31,995 | 32,028 | 31,117 | 30,774 | 124,245 | 115,584 |
| Adjusted EBITDA | 20,995 | 46,668 | 51,108 | 92,926 | 177,962 | 450,397 | 254,452 |
| Reconciliation of adjusted spot time charter equivalent per day* | | | | | | | |
| Spot time charter equivalent per day | 10,200 | 18,700 | 19,200 | 44,900 | 92,100 | 62,000 | |
| IFRS 15 impact on spot time charter equivalent per day** | (600) | (1,400) | 1,300 | (4,200) | (4,900) | (2,600) | |
| Adjusted spot time charter equivalent per day | 9,600 | 17,300 | 20,500 | 40,600 | 87,200 | 59,400 | |

* Per revenue days. Revenue days are the aggregate number of calendar days in the period in which the vessels are owned by the Company or chartered by the Company less days on which a vessel is off hire.

** For vessels operating on spot charters, voyage revenues are calculated on a discharge-to-discharge basis. Under IFRS 15, spot charter voyage revenues are calculated on a load-to-discharge basis. IFRS 15 impact refers to the timing difference between discharge-to-discharge and load-to-discharge basis.

EARNINGS CONFERENCE CALL AND WEBCAST INFORMATION

The Company will host a conference call and webcast which will include a slide presentation at 8:00 a.m. EST/14:00 CET on Tuesday August 10, 2021 to discuss the results for the quarter.

All shareholders and other interested parties are invited to join the conference call, which may be accessed by calling +1 646 741 3167 within the United States, +47 21 56 30 15 within Norway and +44 (0) 207 192 8338 for international callers. The passcode is "9862427".

The webcast, which will include a slide presentation, will be available on the following link:

<https://edge.media-server.com/mmc/p/si5fhfd2> and can also be accessed in the Investor Relations section on DHT's website at <http://www.dhtankers.com>.

An audio replay of the conference call will be available until August 17, 2021 at 19:00 CET. To access the replay, dial +1 917 677 7532 within the United States, +47 21 03 42 35 within Norway or +44 (0) 333 300 9785 for international callers and enter "9862427" as the confirmation code.

ABOUT DHT HOLDINGS, INC.

DHT is an independent crude oil tanker company. Our fleet trades internationally and consists of crude oil tankers in the VLCC segment. We operate through our integrated management companies in Monaco, Singapore and Norway. You shall recognize us by our business approach with an experienced organization with focus on first rate operations and customer service, quality ships, prudent capital structure to accommodate staying power through the business cycles, a combination of market exposure and fixed income contracts for our fleet, a counter cyclical philosophy with respect to investments, employment of our fleet and capital allocation and a transparent corporate structure maintaining a high level of integrity and good governance. For further information: www.dhtankers.com.

FORWARD LOOKING STATEMENTS

This press release contains certain forward-looking statements and information relating to the Company that are based on beliefs of the Company's management as well as assumptions, expectations, projections, intentions and beliefs about future events, in particular regarding dividends (including our dividend plans, timing and the amount and growth of any dividends), daily charter rates, vessel utilization, the future number of newbuilding deliveries, oil prices and seasonal fluctuations in vessel supply and demand. When used in this document, words such as "believe," "intend," "anticipate," "estimate," "project," "forecast," "plan," "potential," "will," "may," "should" and "expect" and similar expressions are intended to identify forward-looking statements but are not the exclusive means of identifying such statements. These statements reflect the Company's current views with respect to future events and are based on assumptions and subject to risks and uncertainties. Given these uncertainties, you should not place undue reliance on these forward-looking statements. These forward-looking statements represent the Company's estimates and assumptions only as of the date of this press release and are not intended to give any assurance as to future results. For a detailed discussion of the risk factors that might cause future results to differ, please refer to the Company's Annual Report on Form 20-F, filed with the Securities and Exchange Commission on March 25, 2021.

The Company undertakes no obligation to publicly update or revise any forward-looking statements contained in this press release, whether as a result of new information, future events or otherwise, except as required by law. In light of these risks, uncertainties and assumptions, the forward-looking events discussed in this press release might not occur, and the Company's actual results could differ materially from those anticipated in these forward-looking statements.

CONTACT:

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DHT HOLDINGS, INC.

UNAUDITED INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS

AS OF JUNE 30, 2021

CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION

(\$ in thousands)

| | Note | | June 30, 2021 (Unaudited) | December 31, 2020 (Audited) |
|--|------|-----------|---------------------------|--------------------------------|
| ASSETS | | | | |
| Current assets | | | | |
| Cash and cash equivalents | | \$ | 52,241 | 68,641 |
| Accounts receivable and accrued revenues | 7 | | 17,031 | 30,060 |
| Capitalized voyage expenses | | | 431 | 1,039 |
| Prepaid expenses | | | 6,775 | 6,685 |
| Bunkers, lube oils and consumables | | | 20,577 | 11,854 |
| Asset held for sale | 5 | | 28,035 | - |
| Total current assets | | \$ | 125,090 | 118,279 |
| Non-current assets | | | | |
| Vessels and time charter contracts | 5 | \$ | 1,510,086 | 1,476,436 |
| Advances for vessels and vessel upgrades | 5 | | 7,927 | 17,269 |
| Other property, plant and equipment | | | 4,324 | 4,772 |
| Investment in associate company | | | 5,858 | 5,233 |
| Total non-current assets | | \$ | 1,528,195 | 1,503,710 |
| TOTAL ASSETS | | \$ | 1,653,285 | 1,621,989 |
| LIABILITIES AND EQUITY | | | | |
| Current liabilities | | | | |
| Accounts payable and accrued expenses | | \$ | 14,102 | 18,503 |
| Derivative financial liabilities | 4 | | 8,526 | 9,073 |
| Current portion long-term debt | 4 | | 9,783 | 3,396 |
| Other current liabilities | | | 713 | 721 |
| Deferred shipping revenues | 8 | | 4,474 | 16,236 |
| Total current liabilities | | \$ | 37,598 | 47,929 |
| Non-current liabilities | | | | |
| Long-term debt | 4 | \$ | 516,399 | 446,562 |
| Derivative financial liabilities | 4 | | 9,470 | 14,601 |
| Other non-current liabilities | | | 3,608 | 3,957 |
| Total non-current liabilities | | \$ | 529,477 | 465,120 |
| TOTAL LIABILITIES | | \$ | 567,076 | 513,049 |
| Equity | | | | |
| Common stock at par value | 6 | \$ | 1,679 | 1,708 |
| Additional paid-in capital | | | 1,273,691 | 1,291,505 |
| Accumulated deficit | | | (191,695) | (188,709) |
| Translation differences | | | 106 | 169 |
| Other reserves | | | 2,403 | 4,248 |
| Total equity attributable to the Company | | | 1,086,184 | 1,108,921 |
| Non-controlling interest | | | 25 | 19 |
| Total equity | | \$ | 1,086,209 | 1,108,940 |
| TOTAL LIABILITIES AND EQUITY | | \$ | 1,653,285 | 1,621,989 |

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements

CONDENSED CONSOLIDATED INCOME STATEMENT (UNAUDITED)
(\$ in thousands except per share amounts)

| | | Q2 2021 | Q2 2020 | 1H 2021 | 1H 2020 |
|--|------|------------------------|------------------------|------------------------|------------------------|
| | Note | Apr. 1 - Jun. 30, 2021 | Apr. 1 - Jun. 30, 2020 | Jan. 1 - Jun. 30, 2021 | Jan. 1 - Jun. 30, 2020 |
| Shipping revenues | 3 | \$ 65,940 | 245,942 | 152,923 | 457,850 |
| Operating expenses | | | | | |
| Voyage expenses | | (20,689) | (43,220) | (36,395) | (102,605) |
| Vessel operating expenses | | (19,585) | (19,721) | (38,640) | (39,548) |
| Depreciation and amortization | 5 | (32,160) | (30,774) | (64,155) | (61,100) |
| Profit / (loss), sale of vessel | | 13,597 | - | 13,597 | - |
| General and administrative expense | | (4,671) | (5,039) | (10,226) | (9,334) |
| Total operating expenses | | \$ (63,508) | (98,754) | (135,818) | (212,587) |
| Operating income | | \$ 2,432 | 147,188 | 17,105 | 245,263 |
| Share of profit from associated companies | | 346 | 303 | 690 | 510 |
| Interest income | | 0 | 98 | 1 | 196 |
| Interest expense | | (7,049) | (11,022) | (13,082) | (23,249) |
| Fair value gain/(loss) on derivative financial liabilities | | 2,247 | (444) | 5,677 | (13,088) |
| Other financial (expense)/income | | 2,805 | (147) | 2,161 | (1,072) |
| Profit/(loss) before tax | | \$ 781 | 135,976 | 12,553 | 208,560 |
| Income tax expense | | 26 | (152) | (133) | (577) |
| Net income/(loss) after tax | | \$ 808 | 135,824 | 12,419 | 207,982 |
| Attributable to owners of non-controlling interest | | 5 | 5 | 6 | 4 |
| Attributable to the owners of parent | | \$ 803 | 135,819 | 12,413 | 207,979 |
| Basic net income/(loss) per share | | 0.00 | 0.92 | 0.07 | 1.41 |
| Diluted net income/(loss) per share | | 0.00 | 0.81 | 0.07 | 1.26 |
| Weighted average number of shares (basic) | | 170,930,454 | 147,152,294 | 171,108,064 | 147,046,601 |
| Weighted average number of shares (diluted) | | 171,031,128 | 169,954,997 | 171,191,021 | 169,248,476 |

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements

CONDENSED CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME (UNAUDITED)
(\$ in thousands except per share amounts)

| | Note | Q2 2021 Apr. 1 - Jun. 30, 2021 | Q2 2020 Apr. 1 - Jun. 30, 2020 | 1H 2021 Jan. 1 - Jun. 30, 2021 | 1H 2020 Jan. 1 - Jun. 30, 2020 |
|---|------|--------------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|
| Net income/(loss) after tax | \$ | 808 | 135,824 | 12,419 | 207,982 |
| Other comprehensive income/(loss): | | | | | |
| <i>Items that will not be reclassified subsequently to income statement:</i> | | | | | |
| Remeasurement of defined benefit obligation (loss) | | - | - | - | - |
| Total | \$ | - | - | - | - |
| <i>Items that may be reclassified subsequently to income statement:</i> | | | | | |
| Exchange gain/(loss) on translation of foreign currency denominated associate and subsidiary | | (63) | 63 | (121) | (98) |
| Total | \$ | (63) | 63 | (121) | (98) |
| Other comprehensive income/(loss) | \$ | (63) | 63 | (121) | (98) |
| Total comprehensive income/(loss) for the period | \$ | 745 | 135,887 | 12,298 | 207,884 |
| Attributable to owners of non-controlling interest | \$ | 5 | 5 | 6 | 4 |
| Attributable to the owners of parent | \$ | 740 | 135,882 | 12,292 | 207,880 |

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements

CONDENSED CONSOLIDATED STATEMENT OF CASH FLOW (UNAUDITED)
(\$ in thousands)

| | Note | Q2 2021 | Q2 2020 | 1H 2021 | 1H 2020 |
|---|------|--------------------|-------------------|-------------------|-------------------|
| | | Apr. 1 - Jun. 30, | Apr. 1 - Jun. 30, | Jan. 1 - Jun. 30, | Jan. 1 - Jun. 30, |
| | | 2021 | 2020 | 2021 | 2020 |
| CASH FLOW FROM OPERATING ACTIVITIES | | | | | |
| Net income / (loss) after tax | | \$ 808 | 135,824 | 12,419 | 207,982 |
| Items included in net income not affecting cash flows | | 14,641 | 34,621 | 45,185 | 80,446 |
| <i>Depreciation and amortization</i> | | 32,160 | 30,774 | 64,155 | 61,100 |
| <i>Amortization of upfront fees</i> | | 827 | 1,833 | 1,262 | 3,625 |
| <i>(Profit) / loss, sale of vessel</i> | | (13,597) | - | (13,597) | - |
| <i>Fair value (gain) / loss on derivative financial liabilities</i> | | (2,247) | 444 | (5,677) | 13,088 |
| <i>Compensation related to options and restricted stock</i> | | 892 | 1,874 | 2,781 | 3,142 |
| <i>(Gain) / loss modification of debt</i> | | (3,049) | - | (3,049) | - |
| <i>Share of profit in associated companies</i> | | (346) | (303) | (690) | (510) |
| Income adjusted for non-cash items | | \$ 15,449 | 170,446 | 57,605 | 288,429 |
| Changes in operating assets and liabilities | | 18,477 | 16,132 | (12,809) | 28,811 |
| <i>Accounts receivable and accrued revenues</i> | | 12,756 | (11,396) | 13,028 | 10,418 |
| <i>Capitalized voyage expenses</i> | | 129 | 2,398 | 609 | 2,471 |
| <i>Prepaid expenses</i> | | 289 | (362) | (90) | (521) |
| <i>Accounts payable and accrued expenses</i> | | 4,810 | (1,707) | (5,866) | (7,556) |
| <i>Deferred shipping revenues</i> | | 1,777 | 10,381 | (11,762) | 9,451 |
| <i>Bunkers, lube oils and consumables</i> | | (1,305) | 16,779 | (8,723) | 14,585 |
| <i>Pension liability</i> | | 22 | 40 | (5) | (38) |
| Net cash provided by operating activities | | \$ 33,926 | 186,578 | 44,795 | 317,240 |
| CASH FLOW FROM INVESTING ACTIVITIES | | | | | |
| Investment in vessels | | (17,328) | (9,648) | (158,461) | (12,417) |
| Proceeds from sale of vessels | | 57,476 | - | 57,476 | - |
| Investment in property, plant and equipment | | (38) | (34) | (47) | (345) |
| Net cash provided by/(used in) investing activities | | \$ 40,110 | (9,682) | (101,032) | (12,761) |
| CASH FLOW FROM FINANCING ACTIVITIES | | | | | |
| Cash dividends paid | 6 | (6,837) | (51,503) | (15,400) | (98,526) |
| Repayment principal element of lease liability | | (153) | (85) | (305) | (213) |
| Issuance of long-term debt | 4 | 230,946 | 13,500 | 355,946 | 13,500 |
| Purchase of treasury shares | 6 | (22,469) | - | (22,469) | - |
| Scheduled repayment of long-term debt | 4 | (1,889) | (17,744) | (2,565) | (31,938) |
| Prepayment of long-term debt | 4 | (93,378) | (59,178) | (93,378) | (116,940) |
| Repayment of long-term debt refinancing | 4 | (175,933) | - | (175,933) | - |
| Repayment of long-term debt, sale of vessels | 4,5 | (6,061) | - | (6,061) | - |
| Net cash (used in)/provided by financing activities | | \$ (75,773) | (115,011) | 39,837 | (234,117) |
| Net (decrease)/increase in cash and cash equivalents | | (1,737) | 61,885 | (16,400) | 70,361 |
| Cash and cash equivalents at beginning of period | | 53,978 | 75,832 | 68,641 | 67,356 |
| Cash and cash equivalents at end of period | | \$ 52,241 | 137,717 | 52,241 | 137,717 |
| Specification of items included in operating activities: | | | | | |
| Interest paid | | 3,747 | 8,506 | 6,953 | 20,008 |
| Interest received | | 0 | 98 | 1 | 196 |

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements

SUMMARY CONSOLIDATED STATEMENT OF CHANGES IN EQUITY (UNAUDITED)

(\$ in thousands except shares)

| | Note | Shares | Stock | Paid-in Additional Capital | Treasury Shares | Accumulated Deficit | Translation Differences | Other Reserves | Non- Controlling Interest | Total Equity |
|--|------|--------------------|-----------------|----------------------------------|--------------------|------------------------|----------------------------|-------------------|---------------------------------|---------------------|
| Balance at January 1, 2020 | | 146,819,401 | \$ 1,468 | \$ 1,169,537 | \$ - | \$ (240,165) | \$ 73 | \$ 1,531 | 5 | \$ 932,449 |
| Net income/(loss) after tax | | | | | | 207,979 | | | 4 | 207,982 |
| Other comprehensive income/(loss) | | | | | | - | (98) | | | (98) |
| Total comprehensive income/(loss) | | | | | | 207,979 | (98) | | 4 | 207,884 |
| Cash dividends declared and paid | | | | | | (98,526) | | | | (98,526) |
| Compensation related to options and restricted stock | | 601,530 | 6 | 2,383 | | | | 753 | | 3,142 |
| Balance at June 30, 2020 | | 147,420,931 | \$ 1,474 | \$ 1,171,920 | \$ - | \$ (130,712) | \$ (25) | \$ 2,284 | 9 | \$ 1,044,950 |

| | | | | | | | | | | |
|--|----------|--------------------|-----------------|---------------------|-------------|---------------------|---------------|-----------------|-----------|---------------------|
| Balance at January 1, 2021 | | 170,798,328 | \$ 1,708 | \$ 1,291,505 | \$ - | \$ (188,709) | \$ 169 | \$ 4,248 | 19 | \$ 1,108,940 |
| Net income/(loss) after tax | | | | | | 12,413 | | | 6 | 12,419 |
| Other comprehensive income/(loss) | | | | | | - | (63) | | | (63) |
| Total comprehensive income/(loss) | | | | | | 12,413 | (63) | | 6 | 12,356 |
| Cash dividends declared and paid | | | | | | (15,400) | | | | (15,400) |
| Purchase of treasury shares | 6 | | | | (22,469) | | | | | (22,469) |
| Retirement of treasury shares | 6 | (3,721,841) | (37) | (22,432) | 22,469 | | | | | - |
| Compensation related to options and restricted stock | | 841,696 | 8 | 4,619 | | | | (1,846) | | 2,781 |
| Balance at June 30, 2021 | 6 | 167,918,183 | \$ 1,679 | \$ 1,273,691 | \$ - | \$ (191,695) | \$ 106 | \$ 2,403 | 25 | \$ 1,086,209 |

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements

NOTES TO THE CONDENSED CONSOLIDATED FINANCIAL STATEMENTS
FOR THE PERIOD ENDED JUNE 30, 2021

Note 1 – General information

DHT Holdings, Inc. (“DHT” or the “Company”) is a company incorporated under the laws of the Marshall Islands whose shares are listed on the New York Stock Exchange. The Company’s principal executive office is located at Clarendon House, 2 Church Street, Hamilton HM 11, Bermuda. The Company is engaged in the ownership and operation of a fleet of crude oil carriers.

The financial statements were approved by the Company’s Board of Directors (the “Board”) on August 6, 2021 and authorized for issue on August 9, 2021.

Note 2 – General accounting principles

The condensed consolidated interim financial statements do not include all information and disclosures required in the annual financial statements and should be read in conjunction with DHT’s audited consolidated financial statements included in its Annual Report on Form 20-F for 2020. The interim results are not necessarily indicative of the results for the entire year or for any future periods.

The condensed consolidated interim financial statements have been prepared in accordance with IAS 34 “Interim Financial Reporting” as issued by the International Accounting Standards Board (“IASB”).

The condensed consolidated interim financial statements have been prepared on a historical cost basis, except for derivative financial instruments that have been measured at fair value. The accounting policies applied in these condensed consolidated interim financial statements are consistent with those presented in the 2020 audited consolidated financial statements.

These condensed consolidated interim financial statements have been prepared on a going concern basis.

Application of new and revised International Financial Reporting Standards (“IFRSs”)

New and revised IFRSs that are not mandatorily effective (but allow early application) for the financial year beginning January 1, 2021 are listed below. The standards are not expected to have any material impact on the financial statements:

- o IFRS 17 Insurance Contracts
- o Amendments to IFRS 10 and IAS 28 Sale or Contribution of Assets between an Investor and its Associates or Joint Venture
- o Amendments to IAS 1 Classification of Liabilities as Current or Non-current
- o Amendments to IFRS 3 Reference to the Conceptual Framework
- o Amendments to IAS 16 Property, Plant and Equipment – Proceeds before Intended Use
- o Amendments to IAS 37 Onerous Contracts – Cost to Fulfilling a Contract
- o Annual Improvements to IFRS Standards 2018-2020 Cycle - Amendments to IFRS 1 First-time Adoption of International Financial Reporting Standards, IFRS 9 Financial Instruments, IFRS 16 Leases and IAS 41 Agriculture

Note 3 – Segment reporting

Since DHT's business is limited to operating a fleet of crude oil tankers, management has organized the entity as one segment based upon the service provided. Consequently, the Company has one operating segment as defined in IFRS 8, Operating Segments.

The below table details the Company's shipping revenues:

| \$ in thousands | Q2 2021 | Q2 2020 | 1H 2021 | 1H 2020 |
|--------------------------|---------------|----------------|----------------|----------------|
| Time charter revenues* | 34,032 | 46,640 | 90,844 | 67,802 |
| Voyage charter revenues | 31,908 | 199,302 | 62,079 | 390,048 |
| Shipping revenues | 65,940 | 245,942 | 152,923 | 457,850 |

* The portion of time charter revenue related to technical management services, equaling \$10.0 million in the second quarter of 2021, \$6.8 million in the second quarter of 2020, \$22.0 million in the first half of 2021 and \$10.3 million in the first half of 2020 is recognized in accordance with IFRS 15 Revenue from Contracts with Customers. The remaining portion of time charter revenue is recognized in accordance with IFRS 16 Leases.

As of June 30, 2021, the Company had 27 vessels in operation; 12 vessels were on time charters and 15 vessels operating in the spot market.

Information about major customers:

For the period from April 1, 2021 to June 30, 2021 five customers represented \$9.8 million, \$8.4 million, \$6.4 million, \$5.8 million, and \$5.7 million, respectively, of the Company's total revenues. The five customers in aggregate represented \$36.1 million, equal to 55 percent of the total revenue of \$65.9 million for the period from April 1, 2021 to June 30, 2021.

For the period from January 1, 2021 to June 30, 2021 five customers represented \$19.2 million, \$16.8 million, \$16.7 million, \$14.7 million and \$13.0 million, respectively, of the Company's revenues. The five customers in aggregate represented \$80.4 million, equal to 53 percent of the total revenue of \$152.9 million for the period from January 1, 2021 to June 30, 2021.

For the period from April 1, 2020 to June 30, 2020 five customers represented \$27.0 million, \$25.4 million, \$20.7 million, \$20.5 million and \$19.2 million, respectively, of the Company's revenues. The five customers in aggregate represented \$112.8 million, equal to 46 percent of the total revenue of \$245.9 million for the period from April 1, 2020 to June 30, 2020.

For the period from January 1, 2020 to June 30, 2020 five customers represented \$53.9 million, \$46.3 million, \$36.5 million, \$27.0 million and \$23.7 million, respectively, of the Company's revenues. The five customers in aggregate represented \$187.4 million, equal to 41 percent of the total revenue of \$457.8 million for the period from January 1, 2020 to June 30, 2020.

Note 4 – Interest bearing debt

As of June 30, 2021, DHT had interest bearing debt totaling \$526.2 million.

Scheduled debt repayments (USD thousands) and margin above Libor

| \$ in thousands | Margin above Libor | Q3 2021 | Q4 2021 | 2022 | 2023 | Thereafter | Total |
|-------------------------------------|--------------------|--------------|--------------|---------------|---------------|----------------|----------------|
| ABN Amro Credit Facility * | 2.40% | - | - | - | 30,811 | 199,256 | 230,067 |
| Credit Agricole Credit Facility | 2.19% | 676 | 676 | 2,703 | 32,433 | - | 36,488 |
| Danish Ship Finance Credit Facility | 2.00% | - | 1,213 | 2,427 | 2,427 | 29,120 | 35,187 |
| Nordea Credit Facility ** | 1.90% | 1,250 | 1,250 | 5,000 | 26,591 | 199,709 | 233,800 |
| Total | | 1,926 | 3,139 | 10,129 | 92,262 | 428,085 | 535,541 |
| Unamortized upfront fees bank loans | | | | | | | (9,359) |
| Total interest bearing debt | | | | | | | 526,182 |

* \$100.0 mill. undrawn as of June 30, 2021.

** \$82.4 mill. undrawn as of June 30, 2021.

ABN Amro Credit Facility

In April 2018 the Company entered into a credit facility with ABN Amro, Nordea, Credit Agricole, DNB, ING, Danish Ship Finance, SEB, DVB and Swedbank as lenders for the financing of eleven VLCCs and two newbuildings. In June 2021, DVB's part of the facility was transferred to SEB. The credit facility is guaranteed by DHT Holdings, Inc. and borrowings bear interest at a rate equal to Libor + 2.40%. In March 2020 and September 2020, the Company prepaid \$57.8 million and \$42.2 million, respectively, under the revolving credit facility tranche. In March 2021, the Company drew down \$60 million under the revolving credit facility tranche in relation to the delivery of DHT Osprey and \$60 million was repaid in June 2021. The current outstanding is repayable in quarterly installments of \$7.7 million through Q2 2024 with a final payment of \$183.9 with the last installment.

In June 2020 and June 2021, the Company prepaid \$33.4 million and \$33.4 million, under the ABN Amro Credit Facility. The voluntary prepayment was made for all regular installments for 2021 and 2022, respectively. In addition, in June 2021, \$6.1 million was repaid in connection with the sale of DHT Condor.

The credit facility contains a covenant requiring that at all times the charter-free market value of the vessels that secure the credit facility be no less than 135% of borrowings. Also, DHT covenants that, throughout the term of the credit facility, DHT, on a consolidated basis, shall maintain:

- Value adjusted* tangible net worth of \$300 million
- Value adjusted* tangible net worth shall be at least 25% of value adjusted total assets
- Unencumbered consolidated cash of at least the higher of (i) \$30 million and (ii) 6% of our gross interest-bearing debt

* Value adjusted defined as an adjustment to reflect the difference between the carrying amount and the market valuations of the Company's vessels (as determined quarterly by an approved broker).

Credit Agricole Credit Facility

In June 2015, the Company entered into a credit agreement with Credit Agricole for the financing of the DHT Scandinavia and the newbuilding DHT Tiger that was delivered in January 2017. In June 2016, the Company made a voluntary prepayment of \$5.0 million and in September 2020, the Company prepaid the outstanding loan totaling \$12.7 million on DHT Scandinavia.

The \$48.7 million financing of DHT Tiger was drawn in 2016 in advance of the delivery of the DHT Tiger which took place in January 2017 and is repayable in quarterly installments of \$0.7 million with a final payment of \$29.7 in December 2023. The loan bears interest at Libor plus a margin of 2.1875%.

The credit agreement is guaranteed by DHT and contains a covenant requiring that at all times the charter-free market value of the vessels that secure the credit facility be no less than 135% of borrowings. Also, DHT covenants that, throughout the term of the credit facility, DHT, on a consolidated basis, shall maintain:

- Value adjusted* tangible net worth of \$200 million
- Value adjusted* tangible net worth shall be at least 25% of value adjusted total assets
- Unencumbered consolidated cash of at least the higher of (i) \$20 million and (ii) 6% of our gross interest-bearing debt

* Value adjusted defined as an adjustment to reflect the difference between the carrying amount and the market valuations of the Company's vessels (as determined quarterly by an approved broker).

Danish Ship Finance Credit Facility

In November 2014 the Company entered into a credit facility totaling \$49.4 million with Danish Ship Finance ("DSF") as lender and DHT Holdings, Inc. as guarantor for the financing of the VLCC newbuilding DHT Jaguar delivered in Q4 2015. The full amount of the credit facility was drawn in November 2015. Borrowings bear interest at a rate equal to Libor + 2.25% and are repayable in 10 semiannual installments of \$1.3 million each from May 2016 to November 2020.

The credit facility contains a covenant requiring that at all times the charter-free market value of the vessel that secure the credit facility be no less than 135% of borrowings. Also, DHT covenants that, throughout the term of the credit facility, DHT, on a consolidated basis, shall maintain:

- Value adjusted* tangible net worth of \$300 million
- Value adjusted* tangible net worth shall be at least 25% of value adjusted total assets

- Unencumbered consolidated cash of at least the higher of (i) \$30 million and (ii) 6% of our gross interest-bearing debt

* Value adjusted defined as an adjustment to reflect the difference between the carrying amount and the market valuations of the Company's vessels (as determined quarterly by an approved broker).

In April 2020 the Company agreed to a \$36.4 million refinancing with Danish Ship Finance. The new loan will be in direct continuation of the existing loan and the new facility will bear interest at a rate equal to Libor + 2.00%. The facility is repayable in 10 semiannual installments of \$1.2 million each from November 2020 and a final payment of \$24.3 million in November 2025. The credit facility contains a covenant requiring that at all times the charter-free market value of the vessel that secure the credit facility be no less than 135% of borrowings. Also, DHT covenants that, throughout the term of the credit facility, DHT, on a consolidated basis, shall maintain:

- Value adjusted* tangible net worth of \$300 million
- Value adjusted* tangible net worth shall be at least 25% of value adjusted total assets
- Unencumbered consolidated cash of at least the higher of (i) \$30 million and (ii) 6% of our gross interest-bearing debt

* Value adjusted defined as an adjustment to reflect the difference between the carrying amount and the market valuations of the Company's vessels (as determined quarterly by an approved broker).

2017 Nordea Credit Facility

\$204 million of the \$300 million credit facility was borrowed during the second quarter of 2017 in connection with delivery of the nine VLCCs in water from BW. The final \$96 million was borrowed in connection with the delivery of the two VLCC newbuildings from DSME in the second quarter of 2018. The credit facility was guaranteed by DHT Holdings, Inc. and the Company paid interest at a rate equal to Libor + 2.40%. In March 2019, the Company prepaid \$35 million under the revolving credit facility tranche and in November 2019, the Company prepaid the outstanding amounts on DHT Lake and DHT Raven, totaling \$22.3 million. In August 2020, the Company prepaid \$37.0 million under the revolving credit facility tranche and in January 2021 and February 2021, the Company drew down \$15 million and \$50 million, respectively, under the revolving credit facility tranche in relation to the delivery of DHT Harrier.

In September 2018, the Company secured commitment to a \$50 million scrubber financing structured through an increase of the \$300 million secured credit facility entered into in the second quarter of 2017. In connection with the prepayment of DHT Lake and DHT Raven in November 2019, the facility was reduced to \$45.0 million.

In May and November 2020, the Company prepaid \$25.8 million and \$25.8 million under the Nordea Credit Facility. The voluntary prepayments were made for all regular installments for 2021 and 2022, respectively.

In June 2021, the Company repaid the total outstanding of \$175.9 million related to the 2017 Nordea Credit Facility in connection with the drawdown of the 2021 Nordea Credit Facility.

2021 Nordea Credit Facility

In May 2021, the Company entered into a \$316.2 million credit facility with Nordea, ING, ABN Amro, Danish Ship Finance, DNB, Credit Agricole and SEB as lenders for the financing of twelve VLCCs. In June 2021, the Company drew down \$119.8 million related to the term loan tranche and \$114.0 million related to the revolving credit facility tranche. The credit facility is guaranteed by DHT Holdings, Inc. and borrowings bear interest at a rate equal to Libor + 1.90%. The credit facility is repayable in quarterly installments of \$1.25 million from the third quarter of 2021 through the fourth quarter of 2022, and with quarterly installments of \$6.65 million from the first quarter of 2023 with a final payment of \$5.9 million in the first quarter of 2027. Additionally, the facility includes an uncommitted "accordion" of \$250 million.

The credit facility contains a covenant requiring that at all times the charter-free market value of the vessels that secure the credit facility be no less than 135% of borrowings. Also, DHT covenants that, throughout the term of the credit facility, DHT, on a consolidated basis, shall maintain:

- Value adjusted* tangible net worth of \$300 million
- Value adjusted* tangible net worth shall be at least 25% of value adjusted total assets
- Unencumbered consolidated cash of at least the higher of (i) \$30 million and (ii) 6% of our gross interest-bearing debt

* Value adjusted defined as an adjustment to reflect the difference between the carrying amount and the market valuations of the Company's vessels (as determined quarterly by an approved broker).

Derivatives - interest rate swaps

Measurement of fair value

Only derivatives are classified and measured at fair value in the statement of financial position. Fair value measurement is based on Level 2 in the fair value hierarchy as defined in IFRS 13 *Fair Value Measurement*. Such measurement is based on techniques for which all inputs that have a significant effect on the recorded fair value are observable. Future cash flows are estimated based on forward interest rates (from observable yield curves at the end of the reporting period) and contract interest rates, discounted at a rate that reflects the credit risk of various counterparties.

As of June 30, 2021, the Company has nine amortizing interest rate swaps totaling \$345.8 million with maturity ranging from the second quarter 2023 to the third quarter 2023. The average fixed interest rate is 2.95%. As of June 30, 2021, the fair value of the derivative financial liability related to the swaps amounted to \$18.0 million.

| \$ in thousands | Expires | Notional amount | Current liability | Non-current liability | Fair value |
|-------------------------------------|---------------|-----------------|-------------------|-----------------------|---------------|
| | | Q2 2021 | Q2 2021 | liability Q2 2021 | Q2 2021 |
| Swap pays 2.987%, receive floating | Apr. 20, 2023 | 40,800 | 1,059 | 853 | 1,913 |
| Swap pays 3.012%, receive floating | Apr. 20, 2023 | 40,800 | 1,069 | 861 | 1,931 |
| Swap pays 3.019%, receive floating | Sep. 29, 2023 | 29,459 | 719 | 898 | 1,618 |
| Swap pays 3.019%, receive floating | Sep. 29, 2023 | 28,545 | 695 | 868 | 1,563 |
| Swap pays 2.8665%, receive floating | Sep. 29, 2023 | 44,975 | 1,067 | 1,334 | 2,401 |
| Swap pays 2.8785%, receive floating | Jun. 30, 2023 | 39,389 | 962 | 962 | 1,925 |
| Swap pays 2.885%, receive floating | Sep. 29, 2023 | 44,333 | 1,063 | 1,328 | 2,390 |
| Swap pays 2.897%, receive floating | Sep. 30, 2023 | 39,568 | 944 | 1,182 | 2,127 |
| Swap pays 3.020%, receive floating | Sep. 29, 2023 | 37,883 | 947 | 1,183 | 2,130 |
| Total carrying amount | | 345,753 | 8,526 | 9,470 | 17,996 |

Covenant compliance

As of the date of the most recent compliance certificates submitted to the banks, the Company is in compliance with its financial covenants.

Note 5 – Vessels

The carrying values of the vessels may not represent their fair market value at any point in time since the market prices of second-hand vessels tend to fluctuate with changes in charter rates and the cost of constructing new vessels. Historically, both charter rates and vessel values have been cyclical. The carrying amounts of vessels held and used by us are reviewed for potential impairment or reversal of prior impairment charges whenever events or changes in circumstances indicate that the carrying amount of a particular vessel may not accurately reflect the recoverable amount of a particular vessel.

| Cost of Vessels | |
|------------------------------------|------------------|
| \$ in thousands | |
| At January 1, 2021 | 2,121,455 |
| Additions | 68,038 |
| Transferred from vessels upgrades | 101,225 |
| Transferred to asset held for sale | (54,875) |
| Retirement* | (94,464) |
| At June 30, 2021 | 2,141,379 |

| Depreciation, impairment and amortization | |
|--|----------------|
| \$ in thousands | |
| At January 1, 2021 | 645,020 |
| Depreciation and amortization | 63,703 |
| Transferred to asset held for sale | (26,840) |
| Retirement* | (50,590) |
| At June 30, 2021 | 631,293 |

| Carrying Amount | |
|-------------------------|------------------|
| \$ in thousands | |
| At January 1, 2021 | 1,476,436 |
| At June 30, 2021 | 1,510,086 |

*Relates to the sale of DHT Lake and DHT Raven in addition to completed depreciation of drydocking for DHT Amazon, DHT Bauhinia, DHT Europe, DHT Lion, DHT Peony, DHT Puma, DHT Redwood and DHT Tiger.

| Cost of advances of vessels and vessel upgrades | |
|--|--------------|
| \$ in thousands | |
| At January 1, 2021 | 17,269 |
| Additions | 91,883 |
| Transferred to vessels | (101,225) |
| At June 30, 2021 | 7,927 |

| Carrying Amount | |
|-------------------------|--------------|
| \$ in thousands | |
| At January 1, 2021 | 17,269 |
| At June 30, 2021 | 7,927 |

Cost of advances of vessels and vessel upgrades relates to prepaid scrubbers, drydockings and ballast water treatment systems.

Vessel held for sale

In April 2021, the Company agreed to the sale of DHT Condor for a price of \$30.25 million. DHT Condor was delivered to its new owner on July 8, 2021. The vessel is presented as an asset held for sale as of June 30, 2021 and had a carrying value of \$28.0 million of that date. The outstanding debt of \$6.1 million was repaid in the second quarter of 2021 and we will record a gain of about \$1.5 million in the third quarter of 2021 in connection with the sale.

Note 6 – Stockholders equity and dividend payment

| | Common stock | Preferred stock |
|---|---------------------|------------------------|
| Issued at June 30, 2021 | 167,918,183 | - |
| Numbers of shares authorized for issue at June 30, 2021 | 250,000,000 | 1,000,000 |
| Par value | \$ 0.01 | \$ 0.01 |

Common stock:

Each outstanding share of common stock entitles the holder to one vote on all matters submitted to a vote of stockholders.

Stock repurchases

In the second quarter of 2021, the Company purchased 3,721,841 of its own shares in the open market for an aggregate consideration of \$22.5 million, at an average price of \$6.025. The shares have been retired upon receipt.

Dividend payment

Dividend payment as of June 30, 2021:

| Payment date | | Total Payment | | Per common share |
|--|-----------|---------------------|-----------|------------------|
| May 26, 2021 | \$ | 6.8 million | \$ | 0.04 |
| February 25, 2021 | \$ | 8.6 million | \$ | 0.05 |
| Total payment as of June 30, 2021 | \$ | 15.4 million | \$ | 0.09 |

Dividend payment as of December 31, 2020:

| Payment date | | Total Payment | | Per common share |
|--|-----------|----------------------|-----------|------------------|
| November 25, 2020 | \$ | 34.2 million | \$ | 0.20 |
| September 2, 2020 | \$ | 82.0 million | \$ | 0.48 |
| May 26, 2020 | \$ | 51.5 million | \$ | 0.35 |
| February 25, 2020 | \$ | 47.0 million | \$ | 0.32 |
| Total payment as of December 31, 2020 | \$ | 214.7 million | \$ | 1.35 |

Note 7 – Accounts receivable and accrued revenues

Accounts receivable and accrued revenues totaling \$17.0 million as of June 30, 2021 consists of mainly accounts receivable with no material amounts overdue.

Note 8 – Deferred shipping revenues

Deferred shipping revenues relates to charter hire payments paid in advance. As of June 30, 2021, \$4.5 million was recognized as deferred shipping revenues in the condensed consolidated statement of financial position.

Note 9 - Financial risk management, objectives and policies

Note 9 in the 2020 annual report on Form 20-F provides for details of financial risk management objectives and policies.

The Company's principal financial liability consists of long-term debt with the main purpose being to partly finance the Company's assets and operations. The Company's financial assets mainly comprise cash.

The Company is exposed to market risk, credit risk and liquidity risk. The Company's senior management oversees the management of these risks.

Note 10 – Subsequent events

On August 6, 2021, the Board approved a dividend of \$0.02 per common share related to the second quarter 2021 to be paid on August 26, 2021 for shareholders of record as of August 19, 2021.

On July 8, 2021, DHT Condor was delivered to its new owner and the Company expects to book a profit of about \$1.5 million in the third quarter of 2021 related to the sale.