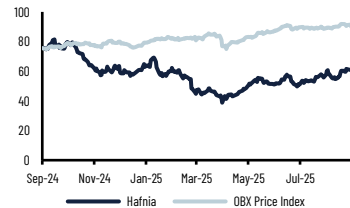


Share information



YTD	1.0%	1 year:	-20.0%
1 month:	6.5%	3 years:	32.3%

Note: *We apply the closing price from 03 September 2025
 Index rebased to 02 September 2024. Source: S&P Capital IQ

Financials

USDm	2023	2024	2025E*
TCE income	1,366.6	1,391.3	994
TCE income growth	1.5%	1.8%	-29%
EBITDA	1,013.0	992.3	588
EBITDA margin	74.1%	71.3%	59%
Net income	793.3	774.0	351
Net income margin	58.0%	55.6%	35%
Cash and equivalents	142	195	N/A
Interest-bearing debt	1,292	1,122	N/A

Note: *Consensus analyst estimates from S&P Capital IQ. Margins calculated against TCE income.

Valuation multiples

	2023	2024	2025E*
P/S (x)	2.6	1.9	3.1
EV/Sales (x)	3.5	2.5	3.9
EV/EBITDA (x)	4.7	3.5	6.6
EV/EBIT (x)	5.6	4.4	10.1
P/E (x)	4.4	3.5	8.7
P/NAV (x)**	0.9	0.7	0.9
Div yield (%)	14.5	21.7	8.9

Note: Multiples for 2023 and 2024 are based on historical numbers. *Multiples in 2025 are based on consensus estimates from S&P Capital IQ. **P/NAV based on Hafnia's self-reported NAV

Company description

Hafnia is one of the largest owners and operators of product and chemical tankers globally. Hafnia is listed in Norway, and the NYSE, as of April 2024. It provides global freight services in the product tanker market, transporting oil products and easy chemicals. Its fleet of around 120 vessels includes MR, LR2, LR1 and handy vessels. Hafnia also manages seven commercial shipping pools, bringing together self-owned and externally-owned vessels and aggregating earnings across vessels.

Investment case

Product tanker markets have been strong since Russia invaded Ukraine, redistributing oil product flows. Markets have stabilized above historical averages, but below peak levels in 2025, supporting ongoing earnings and cash generation.

Hafnia trades in the spot market, occasionally taking tactical longer-term cover contracts. Hafnia remains constructive on the market supported by strong global oil product demand and supply dynamics, and positive spill-overs from rising OPEC+ supply. Vessel supply conditions remain manageable, as the 20% orderbook is partly offset by sanctions, slower new orders and an ageing fleet.

Hafnia's latest Q2 2025 loan-to-value (LTV) of 24%, enables ongoing high shareholder distributions via dividends and share buybacks. The 03/09/2025 announcement of Hafnia's preliminary agreement with Oaktree to acquire 14.5% of TORM shares for USD 311 (pending approvals), is a strategic shift in the capital allocation policy. It may signal a preference to add exposure to a peer trading below NAV rather than acquiring new/second hand vessels in the open market or increasing its own buy-backs.

Hafnia trades roughly in line with its peer group's earnings multiples, but with a slight premium on EV/EBIT, a slight discount on P/E and among the highest dividend yield forecasts for 2025E and 2026E. Hafnia's self-reported NAV reflects a P/NAV around 0.9x below historical levels.

Source [1]: Hafnia Q1 2025 earnings presentation

Key investment reasons

Hafnia maintains plans to return significant cash to shareholders via dividends and/or share buybacks with a total H1 2025 payout ratio of 131% (80% dividends + 51% buybacks). A low leverage ratio LTV supports ongoing high payout ratios, while P/NAV <1.0 may see Hafnia tactically buy back shares in addition to dividends.

Product tanker rates remain above historical averages and have stabilized after easing during H2 2024, with sentiment improving driven by positive spill-overs from OPEC+ supply increases, returning Chinese demand growth, low CPP inventories in Europe, and rising overall oil and CPP supply forecast for 2025.

Vessel supply remains manageable, with the orderbook-to-fleet ratio at ~20%, but with renewed sanctions on an additional 183 dark-fleet, mostly offsetting 2025 newbuild deliveries^[1]. New ordering activity has slowed in 2025 and an aging fleet may support elevated scrapping as environmental regulations tighten.

Key investment risks

Hafnia operates in volatile markets with spot rates prone to significant fluctuations, rising rapidly in 2022, but also declining since H2 2024. A demand shock or shift in the market, such as an end to the sanctions on Russia and the dark fleet, would likely reduce forward analyst estimates. Tariffs can also have an uncertain impact, despite Trump's positive oil industry outlook.

Following the effective closure of the Red Sea due to Houthi attacks on vessels, the oil product trade has shifted. Efficiencies have since reduced the positive impact of redirecting vessels via the Cape of Good Hope. A Red-Sea re-opening and other geopolitical developments in the Middle-East can impact product tanker rates.

There is a risk that an orderbook above expected scrapping leads to vessel supply growth outpacing demand growth. Environmental regulations and aging fleets may increase scrapping from very low levels, however, this has not yet materialized.

Peer group

Company	Price	Total return	Market cap	EV	EV/EBITDA		EV/EBIT		P/E		Div yield	
	(local)	YTD	(USDm)	(USDm)	2025E	2026E	2025E	2026E	2025E	2026E	2025E	2026E
TORM plc	DKK 140.9	9.4%	2,159	2,920	5.7	6.9	8.3	10.0	NA	N/A	12.0%	10.2%
Scorpio Tankers Inc.	USD 51.7	7.0%	2,440	2,783	5.5	5.7	8.8	8.3	9.5	8.9	3.1%	3.3%
Ardmore Shipping Corp.	USD 11.7	-1.7%	476	483	5.6	5.4	10.1	10.1	11.9	12.2	2.2%	2.7%
International Seaways Inc.	USD 46	32.7%	2,270	2,682	6.6	6.4	10.1	9.5	10.6	9.4	7.2%	8.0%
d'Amico Intl Shipping S.A.	EUR 4	8.6%	560	707	5.1	6.2	8.4	11.3	NA	NA	5.2%	3.4%
Median		8.6%	2,159	2,682	5.6	6.2	8.8	10.0	10.6	9.4	5.2%	3.4%
Hafnia Ltd.	NOK 61.3	5.7%	3,045	3,885	6.6	6.6	10.1	10.2	8.9	9.3	8.9%	9.1%
Premium (+) / Discount (-) to peers					18%	7%	15%	1%	-16%	0%		

Note: data from 03/09/2025

Source: S&P Capital IQ

Note: Dividend yield 2025E includes dividend declared in connection with Q1 2025 of USD 0.1015/share and Q2 of USD 0.121/share (ex. dividend date: 04 September 2025).

Appendix

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

Selected product tanker peers overview:

Peer group overview: Hafnia's peer group consists of peers engaged in the ownership and operation of product tankers. The selected peers operate at a similar scale to Hafnia, with Torm also listed in the Nordics.

Scorpio Tankers: Scorpio Tankers is an international owner and operator of product tankers, carrying refined oil products and chemicals worldwide. Scorpio Tankers' owns a combination of LR2, MR and Handymax tankers, with a greater share of its vessels fixed with or plans to be fitted with scrubbers. Scorpio Tanker operates its vessels through commercial pools, together with other shipowners, to benefit from greater vessel utilization. Activities are primarily positioned towards the spot market.

Torm: is an international owner and operator of product tankers, carrying refined oil products and chemicals worldwide. Torm is listed in Copenhagen and on the US Nasdaq, with a focus on the LR2, LR1, and MR vessel segments.

International Seaways Inc: is an international owner and operator of crude tanker and product tanker vessels, transporting dirty and clean petroleum products globally. The company owns or operates a fleet of over 70 vessels across crude tanker and product vessel segments, including, crude tankers: VLCC, Suezmax, Aframax, product tankers: LR2, LR1, and MR. International Seaways is listed on the New York Stock Exchange (NYSE).

Ardmore Shipping Corp: is an international owner and operator of product tankers, carrying refined oil products and chemicals worldwide. Ardmore Shipping is listed on the New York Stock Exchange (NYSE) and focuses on the MR vessel segment, also operating its vessels in commercial shipping pools.

d'Amico International Shipping SA: is an international owner and operator of product tanker vessels, transporting refined crude products globally. The company is listed on the Milan Stock Exchange and owns and charters vessels, operating over 30 vessels, across product tanker vessel segments, including LR1, MR, and Handysize.