



DHT



DHT Holdings, Inc.

Sustainability Report

July 2022

2021 in Numbers

Number of Vessels in the Fleet	Shipping Capacity, DWT	Average Fleet age, Years	Distance Travelled, NM
26	8,051,413	8.9	1,853,818
Operating Days	Number of Port Calls	Number of Seafarers	Number of Onshore Employees
9,777	609	676	18
Number of Oil Spills	Fuel Consumed, MT	AER	EEOI
0	356,548	1.94	4.13

About DHT

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, Norway and Singapore. You may recognize us by our renowned business approach as an experienced organization with focus on first rate operations and customer service; our quality ships; our prudent capital structure that promotes staying power through the business cycles; our combination of market exposure and fixed income contracts for our fleet; our counter cyclical philosophy with respect to investments, employment of our fleet and capital allocation; and our transparent corporate structure maintaining a high level of integrity and good governance.

United Nations Sustainable Development Goals

The 17 United Nations Sustainable Development Goals promotes prosperity, and that the fight against poverty must go together with strategies building on economic growth. It addresses topics such as health, education, social protection, as well as climate change and environmental protection. Eight of the 17 goals have been identified as topics where DHT could have an impact. This directly relate to our operations, the company's employees, and the environment the company operates in. DHT endorses sustainability and strives to take the necessary steps to improve conditions for the affected stakeholders of the industry the company operates in.



ESG Sustainability Reporting Standards

This sustainability report will provide insights to matters concerning the environmental and social impacts of the company's operations, as well as the company's corporate governance.

We have chosen to apply the Sustainability Accounting Standards Board (SASB) for Marine Transportation for most of this report. The SASB Foundation has issued industry-specific standards to assist companies in disclosing financially material and useful sustainability information. Topics that we find to be relevant to our stakeholders, but not covered by SASB, have been added to complement the SASB Standards.

United Nations Sustainable Development Goals

3 GOOD HEALTH AND WELL-BEING



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We are committed to good health and the well-being of everyone working within DHT. To support this commitment, we have strong focus on safety both ashore and at sea, seeking to prevent human injuries or loss of life.

- We have a Health, Safety and Environment Protection Policy implemented across our operations
- We are a Signatory to the Neptune Declaration on Seafarer Wellbeing and Crew Change
- We are a Signatory to the Gulf of Guinea declaration on the Suppression of Piracy
- Our technical manager, Goodwood Ship Management owned 53%¹ by DHT, are accredited with the ISO 45001 standard and certified by American Bureau of Shipping (ABS)
- Numerous welfare initiatives for our seafarers

4 QUALITY EDUCATION



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We are committed to offer everyone working within DHT the best possible training and professional development to help them succeed in their jobs and careers. This commitment includes:

- Proactively promote a safety culture and engage in the highest level of training to prevent human injuries or loss of life, and to avoid harm to the environment
- In-house training facility equipped to provide updates to both deck and machinery disciplines
- Training initiatives for our seafarers through seminars, onboard on-the-job training with trainers sailing onboard as well as refresher training at our in-house training facility
- In-house ship specific navigational training courses
- Marine resources managements courses
- Offering graduates cadet programs with potential careers within DHT

Our technical manager, Goodwood Ship Management owned 53%¹ by DHT, has a dedicated training department and a wholly owned training facility to ensure that both seafarers and relevant shore staff get trained as per our objectives in an ongoing manner using both internal management systems and external resources to develop best practices.

5 GENDER EQUALITY



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We are committed to offer equal opportunities within DHT. The onshore staff consist of 39% females and 61% males.¹ Further, one out of two Executive Officers is female, as well as 33% of the members of the board.¹

8 DECENT WORK AND ECONOMIC GROWTH



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We are committed to provide decent work, fair and inclusive treatment and social dialogue for our employees. The high retention rate of our seafarers is a testament to our policies and practices.

12 RESPONSIBLE CONSUMPTION AND PRODUCTION



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We are committed to minimize consumption of chemicals and manage waste in a responsible manner. Our technical manager, Goodwood Ship Management owned 53%¹ by DHT, has implemented an Environment and Energy Management Plan and a Garbage Management Plan that supports our commitment.

¹ As of the date of this report

13 CLIMATE ACTION



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We are committed to minimize the emissions resulting from operating our ships. We own and operate a single class of ships, Very Large Crude Carriers (VLCCs), offering the most energy efficient form of seaborne transportation of crude oil with the smallest emission footprint per unit transported. The philosophy and management of our ownership of ships have a long-term focus on high quality, life-cycle operations combined with fleet renewal through divestments and investments to progress our operational efficiency.

As of the date of this report, the company's exhaust gas cleaning system installation program on the vessels with engines pre-dating 2015 has been completed. Four ships also have waste heat recovery systems installed, reducing fuel consumption, hence reducing emissions.

Our technical manager, Goodwood Ship Management owned 53%² by DHT, are accredited with both the ISO 14001 Environmental Management and the ISO 50001 Energy Management standards, certified by ABS

- Goodwood has a Health, Safety and Environment Protection Policy and a Health, Safety and Environmental Plan implemented across its operations
- Goodwood has an Environment and Energy Management Plan implemented across its operations

14 LIFE BELOW WATER



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We are committed to minimize our impact on the oceans by targeting zero spills of hydrocarbons and no overboard disposal of chemicals and waste, and our fleet is coated with tin-free paints. Well maintained quality ships manned by well-trained crews operating up-to date systems in accordance with up-to date procedures both onboard and ashore, reflect and support our commitment. As of the date of this report, 25 of our ships are fitted with ballast water treatment plants, to reduce or eliminate invasive aquatic species in ships ballast water when loading and discharging ballast water in different geographical areas. The remaining vessel will install equivalent equipment during its next scheduled IOPP survey, but in any case, no later than September 2024 being the regulatory deadline.

- Our technical manager, Goodwood Ship Management owned 53%² by DHT, is accredited with ISO 14001 Environmental Management, certified by ABS
- Goodwood has a Garbage Management Plan implemented

16 PEACE, JUSTICE AND STRONG INSTITUTIONS



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We are committed to act honestly and ethically and to comply with all relevant antitrust and fair-dealing laws. We have adopted and implemented the following policies in our operations:

- Antitrust, Competition & Fair-dealing Policy
- Code of Business Conducts and Ethics
- DHT Sanctions Policy
- Nominating and Corporate Governance Guidelines
- Insider Trading Policy

No staff can enter any business transactions with counterparties not listed on the pre-approved list of customers.

Our governance and corporate structure align management and shareholder interests, with the company being compliant with the listing standards of the New York Stock Exchange applicable for foreign private issuers. Our corporate governance practices do not significantly differ from those followed by U.S. companies listed on the New York Stock Exchange. Our management companies are owned by the parent company and there are no related party transactions with management and board.

All our board members are independent by the Security and Exchange Commission's (SEC) definition and none of the executives are represented on the board.

Our technical manager, Goodwood Ship Management owned 53%² by DHT, is accredited with ISO 27001, standard for Cyber Risk and Security, certified by ABS.

² As of the date of this report

Environmental Management

All shipping companies carry risks related to emissions to air and spills to the environment. We take it upon us to be amongst the best-in-class in managing these risks, and as such, be one of the most respected operators of large oil tankers.

We believe our focus on owning and operating quality ships, managed by well trained and highly qualified personnel supported by a robust architecture of policies, plans and procedures, and implementation of these policies, plans and procedures, to be the key and overarching risk mitigators.



Emission

We own and operate a single class of ships; Very Large Crude Carrier (VLCC). VLCC's offer the most energy efficient form of seaborne transportation of crude oil with the smallest emission footprint per unit transported. Emissions from oil transportation using oil tankers are a function of vessel design, technology, condition of the ship, type of fuel, and operational mode such as speed. Further, weather and ocean conditions as well as local regulations may impact the operational mode of a ship.

As an organization, we are constantly looking to educate ourselves on technological developments and their potential improvements in combination with their business viability. Since 2015, we have expanded our fleet with 12 modern ships powered by the latest in engine designs, thereby reducing fuel consumption and emissions to air. Alongside this effort, we have invested in exhaust gas cleaning systems on our ships with older engine designs. The company has now completed the planned program on the vessels with engines pre-dating the fuel and emission efficient electronically controlled engines that entered the market from 2015. The systems can clean the Sulphur content down to 0.1%, lower than the 0.5% regulatory requirement.

There are numerous discussions on what will be the fuels of the future and several solutions are being researched and developed by the industry, a development we follow closely. The sheer size of large oil tankers and the power required to navigate safely through the oceans and ports in a variety of weather and ocean conditions, present numerous challenges. The industry and its stakeholders need to build conviction of the fuels of the future and develop infrastructures to deliver these fuels to a global fleet of ships that often tramps without fixed sailing schedules.

We hope the research and development efforts in establishing what will be the technologies and fuels for the future will gain traction, allowing us to confidently make investments in credible and economically viable solutions.

We identified 2021 as a year for both investments and divestments. As for investments, and in line with our countercyclical investment philosophy, we target modern secondhand vessels built in 2015 or newer. These types of vessels are fitted with the latest in engine designs, thereby reducing fuel consumption and emissions to air. In 2021, we acquired two ships of this design, both built in 2016. With regards to divestments in 2021, we planned to sell our oldest ships, ships with higher fuel consumption and emissions, and sold our three oldest ships, all built in 2004. As a result of these investments and divestments, the average age of our fleet decreased to 8.9 years and the EEOI for our fleet decreased 7% from an EEOI of 4.46 in 2020 to an EEOI of 4.13 in 2021.

For 2021, the CO₂ emissions from our ships were reduced by 15% compared to 2020.

We subscribe to EEOI as the most relevant metric for operational efficiency, a metric developed by the International Maritime Organization (IMO). AER, however, is a carbon intensity metric calculated in accordance with the Poseidon Principles, principles set out

by a group of financial institutions, representing a meaningful portion of the banks financing the shipping industry, to measure their exposure to the industry. It is somewhat similar to EEOI but is an approximation of cargo carried by utilizing the vessel's designed carrying capacity in place of the actual cargo carried and assumes the vessel is continuously carrying full capacity of cargo. As such, AER is a measure of the supply of shipping capacity and not in-service carbon intensity as ships are rarely fully utilized in terms of capacity and many ships operate on ballast legs for several voyages a year without cargo onboard.

On 1 January 2020, a new limit on the Sulphur content in the fuel oil used on board ships came into force. Known as "IMO 2020", the rule limits the Sulphur content in the fuel oil used on board ships operating outside designated emission control areas to 0.5% m/m (mass by mass) - a significant reduction from the previous limit of 3.5%. Within specific designated Emission Control Areas (ECA), the limits were already stricter at 0.1% Sulphur content. This new limit was made compulsory by the International Maritime Organization (IMO) following an amendment to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). DHT is in full compliance with the IMO 2020.

2021 Sulphur oxide (SO_x) emissions from our ships have decreased by an estimated 12 % compared to 2020.

Ballast Water Treatment System

The IMO put the Ballast Water Treatment Convention into force in September 2017. The objective is to reduce or eliminate invasive aquatic species in ships' ballast water when loading and discharging ballast water in different geographical areas. All ships above 400 GRT will be required to install a type-approved ballast water treatment system (BWTS) at their first mandatory International Oil Pollution Prevention (IOPP) survey after September 2019, but in any case, no later than September 2024.

We currently have 25 systems installed and in operations. The remaining ship in our fleet will install the system at her next IOPP survey and will have this operational ahead of the September 2024 deadline.

Spills

The company had zero spills to the environment in 2021.

Recycling Policy

We uphold the following policy with respects to retiring a ship from its trading life:

"If the company were to sell a ship for demolition, the company shall prepare the ship to facilitate safe and environmentally sound recycling in accordance with the Hong Kong Convention. It should be sold in accordance with the "BIMCO Recyclecon" terms, "Standard Contract for the Sale of Vessels for Green Recycling" and with the commitment from the Buyer to provide the company with certification from the Ship Recycling Facility that its Ship Recycling Facility Plan is in compliance with and will be executed in accordance with the Hong Kong Convention."

Sustainability Report

Greenhouse Gas Emission to Air

		Unit	Reference	2019	2020	2021
Fuel Consumption	Total fuel consumption (HFO, LSFO and MGO)	1) Metric tonnes	optional	442,792	419,718	356,548
	CO ₂	2) Metric tonnes	TR-MT-110a.1	1,380,843	1,314,772	1,116,710
Emission	(1) Total energy consumed, (2) percentage high sulphur heavy fuel oil, (3) percentage renewables	3) Gigajoules (GJ), Percentage	TR-MT-110a.3	(1) 19,220,881 (2) 95% (3) 0%	(1) 18,248,198 (2) 62% (3) 0%	(1) 15,503,238 (2) 64% (3) 0%

Activity Metrics

		Unit	Reference	2019	2020	2021
Fleet Data	Number of shipboard employees	4) Number	TR-MT-000.A	675	675	676
	Total distance traveled by vessels	5) Nautical miles (NM)	TR-MT-000.B	2,137,032	1,970,517	1,853,818
	Operating days	6) Days	TR-MT-000.C	9,855	9,882	9,777
	Deadweight tons (DWT)	7) Thousand deadweight tons	TR-MT-000.D	8,368,612	8,368,612	8,051,413
	Number of vessels in fleet by year end	Number	TR-MT-000.E	27	27	26
	Number of port calls	Number	TR-MT-000.F	628	621	609
	Exhaust gas cleaning system installed by year end	8) Units	Optional	12	14	17
	Percentage of fleet implementing ballast water (1) exchange (2) treatment by year end	9) Percentage (units)	TR-MT-160a.2	(1) 52% (14 units) (2) 48% (13 units)	(1) 41% (11 units) (2) 59% (16 units)	(1) 7.7% (2 units) (2) 92.3% (24 units)

Efficiency Numbers

		Unit	Reference	2019	2020	2021
Fleet Efficiency	AER (Annual Efficiency Ratio)	10) gCO ₂ / DWT NM	Optional	2.08	2.15	1.94
	EEOI (Energy Efficiency Operational Index)	11) gCO ₂ / cargo ton-miles	Optional	4.36	4.46	4.13
	EEDI (Energy Efficiency Design Index)	12) Grams of CO ₂ per ton-nautical mile	TR-MT-110a.4	2.18	2.18	2.16

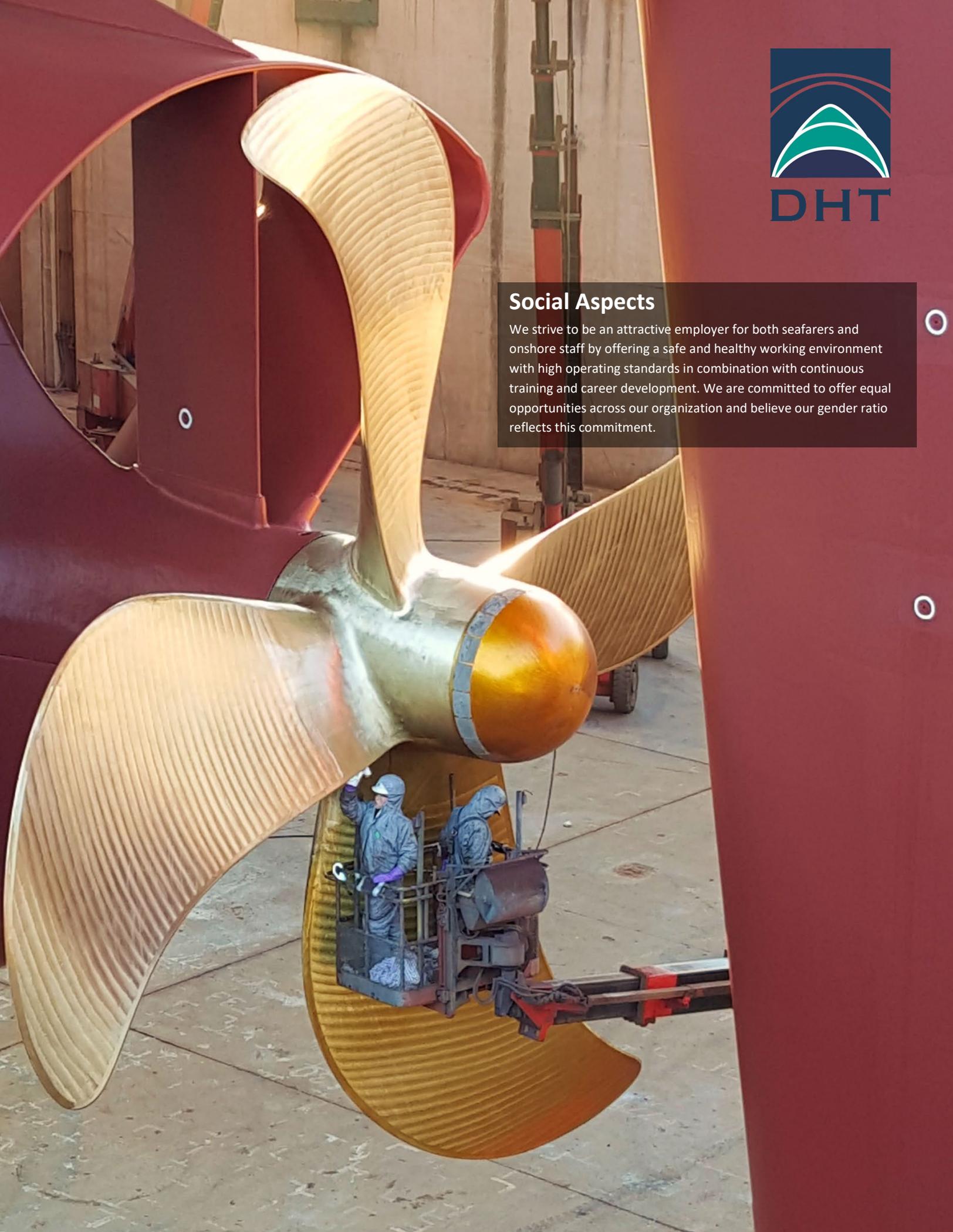
Ecological Impacts

		Unit	Reference	2019	2020	2021
Potential and actual ecological interference	Shipping duration in marine protected areas	13) Number of travel days	TR-MT-160a.1	933	556	237
	Spills and releases to the environment	14) Number, Cubic meters (m ³)	TR-MT-160a.3	0	0	0



Social Aspects

We strive to be an attractive employer for both seafarers and onshore staff by offering a safe and healthy working environment with high operating standards in combination with continuous training and career development. We are committed to offer equal opportunities across our organization and believe our gender ratio reflects this commitment.



All our vessels, save for one vessel flying the French flag, are managed by our integrated technical manager which is owned 53%³ by DHT, Goodwood Ship Management. Goodwood is located at the same premises as DHT's offices in Singapore. DHT is represented on the board of Goodwood, with two out of three directors.³

Seafarer recruitment is based on competence, and senior officers shall always have an appropriate experience and training relevant for our vessels. All officers employed onboard our tankers shall meet the requirements of Oil Companies International Marine Forum's (OCIMF) vessel inspection questionnaire crew matrix and specific requirements of applicable clients. Through screening, selection process, continuous training and welfare provisions, we have built up a pool of qualified, well trained and experienced seafarers to ensure safe and reliable operations. We have invested in and built up our own training center offering training through a variety of courses amongst others supported by our in-house full mission bridge simulator and engine simulator.

We are a signatory to the Neptune Declaration on Seafarer Wellbeing and Crew Change in a worldwide call to action to end the unprecedented crew change crisis caused by COVID-19. The Neptune Declaration is developed by a taskforce of stakeholders from across the maritime value chain, with a commitment to work together to resolve

the crew change crisis. It defines four main ambitions to facilitate crew changes and keep global supply chains functioning:

- Recognize seafarers as key workers and give them priority access to COVID-19 vaccines
- Establish and implement gold standard health protocols based on existing best practice
- Increase collaboration between ship operators and charterers to facilitate crew changes
- Ensure air connectivity between key maritime hubs for seafarer

We are a Signatory to the Gulf of Guinea declaration on the Suppression of Piracy. Pirate attacks are today a threat for the crewmembers sailing the Gulf of Guinea. By being a Signatory, we support antipiracy law enforcement by non-regional naval forces, building antipiracy capacity for the Gulf of Guinea coastal States' law enforcement forces, implementation of effective shipboard defensive measures, as well as increasing effective law enforcement activity ashore to disrupt the underlying criminal enterprises where they are based.

Serious accidents

There were no serious accidents in 2021.

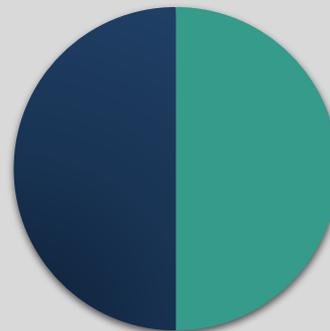
Gender Diversification

Onshore Organization



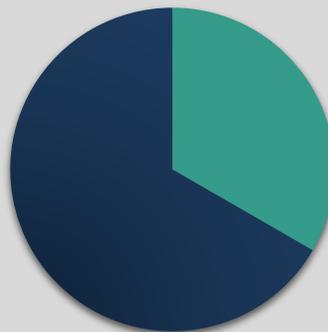
■ Female ■ Male

Executive Officers



■ Female ■ Male

Board of Directors



■ Female ■ Male

*Facts and figures as of the date of this report

³ As of the date of this report

Sustainability Report

Employee Health and Safety

		Unit	Reference	2019	2020	2021
Employee Health & Safety	Lost Time Incident Rate (LTIR) 15)	Rate	TR-MT-320a.1	0.16	0.16	0.32
	Total Recordable Case Frequency (TRCF) 16)	Rate	Optional	0.48	0.16	0.48

Accident and Safety Management

		Unit	Reference	2019	2020	2021
Accident & Safety Management	Number of marine casualties classified as very serious 17)	Number, Percentage (%)	TR-MT-540a.1	0	1	0
	Number of Conditions of Class or Recommendations 18)	Number	TR-MT-540a.2	0	1	0
	Number of port state control (1) deficiencies per inspection and (2) detentions 19)	Rate, Number	TR-MT-540a.3	Deficiencies per inspection: 1.06 Detentions: 0	Deficiencies per inspection: 0.27 Detentions: 0	Deficiencies per inspection: 0.0 Detentions: 0

Gender Diversification and Employee Turnover

		Unit	Reference	2019	2020	2021
Number of employees	Total number of employees (onshore organization)	Number	GRI 102-7i	18	18	18
Gender diversification	Onshore gender diversification as of end of year	Percentage (%)	GRI 405-1	Female 33% Male 67%	Female: 33% Male: 67%	Female: 33% Male: 67%
	Executive Officers gender diversification as of end of year	Percentage (%)	GRI 405-1	Female: 33% Male: 67%	Female: 33% Male: 67%	Female: 33% Male: 67%
	Board of Directors, end of year	Percentage (%)	GRI 405-1	Female: 20% Male: 80%	Female: 20% Male: 80%	Female: 20% Male: 80%
Employee Turnover	Seafarer retention rate, Officers 20)	Percentage (%)	optional	93.1%	94.2%	91.8%
	Seafarer retention rate, Crew 20)	Percentage (%)	optional	91.8%	94.0%	92.3%
	Onshore retention rate	Percentage (%)	optional	Executive officers: 100% Total Onshore: 95%	Executive officers: 100% Total Onshore: 100%	Executive officers: 100% Total Onshore: 100%

Governance

We are committed to act honestly and ethically and to comply with all relevant antitrust and fair-dealing laws.



Sustainability Report

Our governance and corporate structure align management and shareholder interests, with the company being compliant with the listing standards of the New York Stock Exchange applicable for foreign private issuers. Even though we are a “Foreign Private Issuer”, our corporate governance practices do not significantly differ from those followed by U.S. companies listed on the New York Stock Exchange. Our management companies are owned by the parent company and there are no related party transactions with management and board.

All our board members are independent by the Security and Exchange Commission’s (SEC) definition and none of the executives are represented on the board. The board holds regular executive sessions without the presence of management.

Our corporate governance structure and policies are outlined in the following policy documents:

- Antitrust, Competition & Fair-dealing Policy
- Code of Business Conducts and Ethics
- DHT Sanctions Policy
- Nominating and Corporate Governance Guidelines
- Insider Trading Policy

The members of the board are receiving a fixed compensation and a stock compensation. Senior management are compensated with a fixed remuneration, a discretionary bonus and a stock compensation plan of restricted common stocks that are subject to vesting conditions. This is described more in detail in the annual report (20-F) and the Proxy Statements. The annual discretionary bonus consideration includes, inter alia, operational targets with the objective to minimize risks related to spills to the environment, occupational health and safety, accidents and damage to property.

Business Ethics							
		Unit	Reference	2019	2020	2021	
Business Ethics	Ports calls in countries that are amongst the 20 lowest rankings in Transparency International’s Corruption Perception Index	21)	Number	TR-MT-510a.1	24	18	16
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption		Reporting currency	TR-MT-510a.2	0	0	0

Board of Directors							Attendance		
Name	Born	Position	Since	Current term expiry	Independent	Shareholding**	2019	2020	2021
Erik A. Lind	1955	Class III Director and Chairman	Q3 2005	2024	Yes	158,629	100%	100%	100%
Einar Michael Steimler	1948	Class II Director	Q1 2010	2022	Yes	75,141	100%	100%	100%
Joseph H. Pyne	1947	Class II Director	Q3 2015	2022	Yes	222,986	100%	100%	100%
Jeremy Kramer	1961	Class I Director	Q2 2017	2023	Yes	73,855	100%	100%	100%
Sophie Rossini	1981	Class III Director	Q4 2020	2024	Yes	-	n/a	100%	100%
Susan Reedy*	-	n/a	-	-	No	n/a	100%	100%	n/a
Anders Onarheim*	-	n/a	-	-	Yes	n/a	100%	n/a	n/a

*As of 31.12.2021 neither Susan Reedy nor Anders Onarheim are members of the Board of Directors

**As per Form 20-F 2021

SASB Reference

Sustainability Disclosure Topics & Accounting Metrics					
Topic	Accounting Metric	Category	Unit of Measure	SASB Reference Code	Page in this report
Greenhouse Gas Emissions	Gross global Scope 1 emissions	Quantitative	Metric tons (t) CO ₂ -e	TR-MT-110a.1	8
	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	Discussion and Analysis	n/a	TR-MT-110a.2	7
	(1) Total energy consumed, (2) percentage heavy fuel oil, (3) percentage renewable	Quantitative	Gigajoules (GJ), Percentage (%)	TR-MT-110a.3	8
	Average Energy Efficiency Design Index (EEDI) for new ships	Quantitative	Grams of CO ₂ per ton-nautical mile	TR-MT-110a.4	8
Ecological Impacts	Shipping duration in marine protected areas or areas of protected conservation status	Quantitative	Number of travel days	TR-MT-160a.1	8
	Percentage of fleet implementing ballast water (1) exchange (2) treatment	Quantitative	Percentage (%)	TR-MT-160a.2	8
	(1) Number and (2) aggregate volume of spills and releases to the environment	Quantitative	Number, Cubic meters (m ³)	TR-MT-160a.3	8
Employee Health & Safety	Lost time incident rate (LTIR)	Quantitative	Rate	TR-MT-320a.1	11
Business Ethics	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Quantitative	Number	TR-MT-510a.1	13
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Quantitative	Reporting currency	TR-MT-510a.2	13
Accident & Safety Management	Number of marine casualties, percentage classified as very serious	Quantitative	Number, Percentage (%)	TR-MT-540a.1	11
	Number of Conditions of Class or Recommendations	Quantitative	Number	TR-MT-540a.2	11
	Number of port state control (1) deficiencies and (2) detentions	Quantitative	Number	TR-MT-540a.3	11

Activity Metrics					
Topic	Accounting Metric	Category	Unit of Measure	SASB Reference Code	Page in this report
Activity Metrics	Number of shipboard employees	Quantitative	Number	TR-MT-000.A	8
	Total distance traveled by vessels	Quantitative	Nautical miles (nm)	TR-MT-000.B	8
	Operating days	Quantitative	Days	TR-MT-000.C	8
	Deadweight tons	Quantitative	Thousand deadweight tons	TR-MT-000.D	8
	Number of vessels in company fleet	Quantitative	Number	TR-MT-000.E	8
	Number of port calls	Quantitative	Number	TR-MT-000.F	8

Assumptions

1) Total fuel consumption

Total amount of fuel consumed by the company's fleet during the calendar year. The number includes all fuel types consumed for main and auxiliary machinery. The fuel consumption is verified by the vessel's respective classification society with an accompanying certification of compliance.

2) CO₂ emissions

Reported CO₂ emission is based on total fuel consumption of the fleet for the period derived from each vessel's daily reported fuel consumption numbers with conversion factors provided by IMO for the various fuel types. Reported direct greenhouse emissions from the ships, CO₂, are reported in accordance with Scope 1, as defined by EPA.

3) Energy consumption

Energy consumption includes energy directly consumed by the company's ships during the reporting period and is calculated as fuel consumed and conversion factors provided by DEFRA.

4) Number of shipboard employees

The reported number reflects the size of the crew onboard each of the company's vessels at any time, multiplied by the number of vessels in the company's fleet.

5) Total distance traveled by vessels

The total distance sailed by all owned vessels in the fleet, whether in service or not and correspond with the certified numbers reported to each ship's flag state.

6) Operating days

Operating days are calculated as the aggregate number of calendar days in the period in which the vessels are owned by the company.

7) Deadweight tons (DWT)

Deadweight tons is the sum of the maximum assigned carrying capacity of the company's ships.

8) Exhaust Gas Cleaning Systems (EGCS)

We have fitted all but one of our ships built before 2015 with EGCS. All these systems can clean the Sulphur content in the exhaust down to 0.1%, enabling these ships to operate with the EGCSs within emission control areas (ECA) and ports, where permitted. All the company's ships have configured the fuel tank lay-out allowing various grades of fuel to be carried enabling the ships to consume low Sulphur fuels in areas where EGCSs are not applicable

9) Ballast Water Treatment Systems (BWTS)

These systems are installed to reduce or eliminate invasive aquatic species in ships' ballast water when loading and discharging ballast water in different geographical areas. We have as of the date of this report, 25 systems installed and in operations. The remaining ship in our fleet will install ballast water treatment systems in accordance with the convention at their next IOPP survey and as such will have this installed and operational ahead of the September 2024 deadline.

10) Annual Efficiency Ratio (AER)

Grams of CO₂ emissions divided by total distance travelled multiplied by the carrying capacity of the ship.

11) Energy Efficiency Operational Index (EEOI)

Grams of CO₂ emission divided by ton-miles, calculating the number of tons transported over the distance travelled.

12) Energy Efficiency Design Index (EEDI)

All vessels built from 2015 and onwards have EEDI assigned. Each ship's EEDI value is the product of power installed, specific fuel consumption, and carbon conversion, divided by the product of available capacity and vessel speed at design load. The average EEDI numbers in this report are the average of the individual EEDI numbers for the applicable vessels.

13) Shipping duration in marine protected areas

A marine protected area is defined by the International Union for Conservation of Nature (IUCN) as any area of the intertidal or subtidal terrain, together with its overlying water and associated flora, fauna, and historical and cultural features, which has been reserved by law or other effective means to protect

part or all of the enclosed environment. Shipping duration is the sum of the travel days (24-hour periods or fractions thereof) for the company's ships, including time spent docked at ports, presented here as time spent in Emission Control Areas (ECA).

14) Spills

Total number of spills include all releases overboard, intentional, and accidental caused by the company or events outside of the company's control. Number is recorded on a gross basis, not netted for the amount that was subsequently recovered, evaporated, or otherwise lost.

15) Lost Time Incident Rate (LTIR)

A lost time incident is an incident that results in absence from work beyond the date or shift when it occurred. Is calculated as: (lost time incidents) / (1,000,000 hours worked). This includes all seafarers on the company's vessels

16) Total Recordable Case Frequency (TRCF)

This is the sum of all work-related incidents and fatalities, lost time injuries, restricted work injuries and medical treatment injuries multiplied by one million and divided over the number of exposure hours.

17) Very serious marine casualties

A very serious marine casualty is defined as a marine casualty involving the total loss of the ship, a death, or severe damage to the environment.

18) Number of Conditions of Class or Recommendations

Defined as requirements imposed by an Administration (or its delegate, such as a Classification Society) that are to be carried out within a specific time limit in order to retain vessel Class. The scope of disclosure includes all Conditions of Class regardless of whether they resulted in withdrawal, suspension, or invalidation of a vessel's Class certificate.

19) Port state control deficiencies and detentions

The rate shown represent total number of deficiencies received from regional port state control (PSC) organizations per port state control inspection. A detention is defined as an intervention action by the port state, taken when the condition of a ship or its crew does not correspond substantially with the applicable conventions.

20) Seafarer retention rate

Calculations based on the Intertanko retention rate formula. The retention rate represents the total retention numbers from our technical managers weighted for number of DHT vessels deployed with either V.Ships France or Goodwood

21) Number of calls at ports in countries that are amongst the 20 lowest rankings in Transparency International's Corruption Perception Index

Total of number of port calls in the 20 countries with the lowest score in the Transparency International's Corruption Perception Index (CPI).

Disclaimer

This report contains certain estimates, calculations, forward-looking statements and other information relating to us that are based on beliefs of our management as well as assumptions made by us and information currently available to us, including, but not limited to, statements regarding our business plans and objectives (including with respect to sustainability and other ESG matters); our strategies and systems for implementing such plans and objectives; our commitments to and our expectations and priorities for certain initiatives and policies; and measurements of our performance with respect to such matters. When used in this report, words such as “believe,” “intend,” “anticipate,” “estimate,” “project,” “forecast,” “plan,” “potential,” “will,” “may,” “should,” “expect” and similar expressions are intended to identify forward-looking statements but are not the exclusive means of identifying such statements. Inclusion of information in this report is not an indication that we deem such information to be material or important to an understanding of our business or an investment decision with respect to our securities. These forward-looking statements reflect our current views with respect to future events and performance and the statements and estimates contained in this report are based on assumptions and knowledge and information available at the time of preparation of this report and are subject to risks and uncertainties. It is believed that the estimates and statements reflected in this report are reasonable, but they may be affected by a wide range of variables that could cause actual results to differ materially from those currently anticipated or estimated. Given these uncertainties, you should not place undue reliance on these forward-looking statements. These forward-looking statements represent our estimates and assumptions only as of the date of this report and are not intended to give any assurance as to future results.

Factors that might cause future results to differ, or otherwise impact our operational, sustainability or ESG-related performance, include, but are not limited to, the following: our future financial condition and liquidity, including our ability to make required payments under our credit facilities and comply with our loan covenants; our ability to finance our capital expenditures, acquisitions and other corporate activities; our future operating or financial results and future revenues and expenses; expectations relating to dividend payments and our ability to make such payments; future, pending or recent acquisitions, business strategy, areas of possible expansion and expected capital spending or operating expenses; tanker industry trends, including charter rates and vessel values and factors affecting vessel supply and demand; expectations about the availability of vessels to purchase, or the time which it may take to construct new vessels or vessels’ useful lives; the availability of insurance on commercially reasonable terms; DHT’s and its subsidiaries’ ability to comply with operating and financial covenants and to repay their debt under the secured credit facilities; our ability to obtain additional financing and to obtain replacement charters for our vessels; fluctuations in currencies and interest rates; changes in production of or demand for oil and petroleum products, either globally or in particular regions; the severity and duration of the COVID-19 pandemic, including governments’ related responses to the outbreak which could cause business disruptions and continued declines in production of or demand for oil and petroleum products, either globally or in particular regions; greater than anticipated levels of newbuilding orders or less than anticipated rates of scrapping of older vessels; the availability of existing vessels to acquire or newbuilds to purchase, or the time that it may take to construct and take delivery of new vessels, including our newbuild vessels currently on order, or the useful lives of our vessels; the availability of key employees and crew, the length and number of off-hire days, drydocking requirements and fuel and insurance costs; competitive pressures within the tanker industry; changes in trading patterns for particular commodities significantly impacting overall tonnage requirements; changes in the rate of growth of the world and various regional economies; risks incident to vessel operation, including discharge of pollutants; unanticipated changes in laws and regulations; delays and cost overruns in construction projects; any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach; potential liability from future litigation; corruption, piracy, militant activities, political instability, terrorism, ethnic unrest and regionalism in countries where we may operate; our business strategy and other plans and objectives for future operations; any non-compliance with the U.S. Foreign Corrupt Practices Act of 1977, or other applicable regulations relating to bribery; and other factors discussed in our most recent Annual Report on Form 20-F, which is on file with the Securities and Exchange Commission, and available on the investor relations page of DHT’s website.

Forward-looking statements speak only as of the date they are made, and we undertake no obligation to publicly update or revise any forward-looking statements contained in this report, 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 report might not occur, and our actual results could differ materially from those anticipated in these forward-looking statements.