

Financial Statement

Concordia Maritime AB (publ) 1 January – 31 December 2006

- Profit after tax SEK 51.9 (57.2) million, including profit of SEK 0.0 (56.2) million on the sale of ships and exchange rate differences of SEK 4.3 (-52.6) million
- Due to a court ruling non-recurring cost of approx. MSEK 30 has affected the result
- Profit per share after tax: SEK 1.09 (1.20)
- Fourth quarter profit after tax SEK 3.9 million (21.7 million, including profit of SEK 2.9 million on the sale of ships)
- Fourth quarter profit per share after tax: SEK 0.08 (0.45)
- Net sales, full year: SEK 381.2 (254.0) million; net sales, fourth quarter: SEK 124.8 (60.5) million
- Proposed dividend: SEK 1.00 (1.00) per share
- Forecast for 2007: SEK 80 million before tax, corresponding to SEK 1.67 per share
- An additional four P-MAX vessels have been ordered during the year

PRESIDENT'S VIEWS

Summary of 2006

In 2006, the company's business activities developed well. Four P-MAX tankers have now been delivered. These vessels have exceeded our customers' expectations. During the year, we placed an order for a further four vessels of this type. This means that the P-MAX fleet consists of ten vessels—four delivered and six on order.

With the signing of an additional charter agreement with TOTAL at the beginning of the year, six of the P-MAX vessels will have employment fixed for five years or more following their delivery. TOTAL's decision to charter a third P-MAX tanker is particularly encouraging in view of the fact that these vessels were developed in close cooperation with the company.

In May, the reduction gear on the chartered VLCC *Stena Vision* broke down. The costs amounting to approx. SEK 10 million, mainly in the form of deductibles, have been charged to the profit as Concordia Maritime has an undertaking relating to the operation of the vessel entered into in conjunction with its sale to Arlington Tankers in 2004. It is anticipated that it will be some months before the vessel is once more deployed in regular traffic.

The dispute between Concordia Maritime and Halliburton originating from the sale of a vessel in 2000 has now finally been settled. The court's decision meant that the buyers was granted 1/3 of the original claim. Since previously made reservations does not cover the full amount payable the operating result is charged with an additional SEK 30 million. At the time of writing, it has not been decided whether or not an appeal will be lodged.

Accordingly, approx. SEK 92 million of the profit for the year of SEK 52.5 million before tax was generated by our new tonnage together with financial income. Items of a non-recurring nature amounting to approx. SEK 40 million have been included in the VLCC operating segment.

Events in 2007

The Panamax tanker *Stena Poseidon*, built in a joint venture with Neste Shipping, was delivered on 17 January, 2007 and simultaneously entered into her ten year charter.

The future

The P-MAX tankers delivered so far generated an EBITDA (earnings before interest, tax, depreciation and amortisation) of about USD 15 million during the year. A further two P-MAX vessels will be delivered at the end of 2007/beginning of 2008.

P-MAX	DWT	ICE CLASS	DELIVERY DATE	EMPLOYMENT
<i>Stena Paris</i>	65,200	1B	Delivered December, 2005	TOTAL, 5 years from delivery
<i>Stena Provence</i>	65,200	1B	Delivered March, 2006	TOTAL, 5 years from delivery
<i>Stena Primorsk</i>	65,200	1B	Delivered May, 2006	Argo Shipping, 10 years from delivery
<i>Stena Performance</i>	65,200	1B	Delivered June, 2006	Hess, 5 years from delivery
<i>Stena President</i>	65,200	1B	4th quarter, 2007	Argo Shipping, 10 years from delivery
<i>Stena Perros</i>	65,200	1B	1st quarter, 2008	TOTAL, 5 years from delivery
<i>Stena Progress</i>	65,200	1B	4th quarter, 2009	Open
<i>Stena Polaris</i>	65,200	1A	4th quarter, 2009	Open
<i>Stena Penguin</i>	65,200	1A	3rd quarter, 2010	Open
<i>Stena Premium</i>	65,200	1B	4th quarter, 2010	Open
PANAMAX				
<i>Stena Poseidon (50%)</i>	74,900	1A	Delivered January, 2007	Neste Oil, 10 years from delivery
<i>Palva (50%)</i>	74,900	1A	1st quarter, 2007	Neste Oil, 10 years from delivery
V-MAX				
<i>Stena Vision</i>	312,600		Time-chartered until 2009	Sunoco and Lukoil, 2009
<i>Stena Victory</i>	312,600		Time-chartered until 2009	Sunoco and Lukoil, 2009
Total	1,427,000			

We anticipate that charter agreements already signed for all the P-MAX and Panamax tankers so far delivered will generate an EBITDA of USD 30-38 million, depending on the outcome of profit-sharing clauses in some contracts. No charter agreements have yet been signed for the four vessels set for delivery in 2009/2010.

Today, Concordia Maritime is mainly a product tanker shipping company with a totally modern fleet. Its financial position is very healthy, with good secured cash flows over a number of years. Our explicit goal is to utilize this position to both expand the business and increase our profitability.

SUMMARY OF 2006

Product tankers

During the year, the sister ships *Stena Paris* and *Stena Provence* were in service with the French oil and energy company TOTAL. Both tankers are chartered to TOTAL for five years. In the first quarter, a 5-year time charter agreement was signed with TOTAL for the *Stena Perros*, which will be delivered in 2008.

Following her delivery, the *Stena Primorsk* entered a 10-year charter with the Russian company Argo Shipping.

The *Stena Performance* entered a 5-year charter with the US oil company Hess Corporation after delivery.

During the year, Concordia Maritime ordered a further four vessels, of which two will be delivered at the end of 2009 and two at the beginning of 2010. A total of ten P-MAX tankers have been ordered, four of which are currently not contracted. In the fourth quarter, it was decided that vessels no. 8 and no. 9 will be built to the higher ice class 1A specifications.

The product tanker segment also includes the two ice-strengthened Panamax tankers, which have been ordered in a joint venture with Neste Shipping. These vessels will be chartered to Neste Oil for ten years. The first, the *Stena Poseidon*, was delivered on 17 January, 2007.

The newbuilding projects are proceeding according to plan. The second Panamax tanker, the *Palva*, will be delivered in the first quarter of 2007.

Large tankers/VLCC

Concordia Maritime has time-chartered the two V-MAX VLCCs *Stena Vision* and *Stena Victory* from Arlington Tankers Ltd. since November, 2004. The charters expire at the end of 2009.

During the second quarter, 2-year time-charter contracts were signed with Litasco, a subsidiary of the Russian oil company Lukoil, for both the V-MAX tankers. The vessels will enter the new charters when their current charters with the US oil company Sunoco expire at the end of 2007. This means that Concordia Maritime has secured employment for the two V-MAX tankers until the time charter with Arlington Tankers expires. After which the company has options on three 1-year extensions.

In conjunction with the scheduled dry-docking of the *Stena Vision* in May, the tanker's reduction gear was found to be damaged. Repairs, including the manufacture of new parts, are in progress and will be completed in a couple of months. For the last six months, up until recently, the vessel has been employed as a floating oil storage facility as well as undertaking a short voyage. No similar damage was found on her sister ship when she was dry-docked.

After a dispute lasting several years, a court in London has ordered Concordia Maritime to pay USD 3.6 million to a subsidiary of the Halliburton group in the US. In addition Concordia Maritime have legal as well as interest expenses. The original claim of USD 11.5 (SEK 91.5) million was for compensation for repair and steel work carried out by the buyer on the *Stena Continent* sold in 2000. During 2006 costs amounting to about SEK 25 million have been charged to the operating result and about SEK 5 million to the financial net.

THE MARKET

Product tanker

The freight rates for product tankers dropped sharply during the fourth quarter. In November, we had the lowest freight rates we have seen in the last four years. In December we saw a recovery. It should be pointed out that this sharp drop did not take place in the case of freight rates for some trades, e.g. imports of petrol to the US.

Large tanker/VLCC

A very strong third quarter was characterised partly by worry about the approaching hurricane season in the US and partly by geopolitical events. During the fourth quarter, it could be noted that there was no hurricane season, that the winter season was delayed and that crude oil stock levels (which had been built up during the third quarter) were unusually high. This resulted in a sharp drop in freight rates.

Shipbuilding market

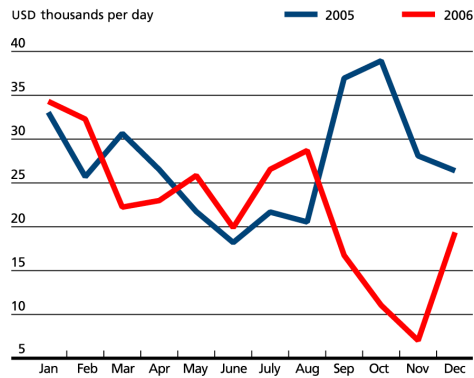
The shipbuilding market continues to be strong. In the VLCC segment, newbuilding prices appear to have stabilised at around USD 125 million, although a slight increase could be discerned in the fourth quarter. Prices in the MR segment also increased somewhat during the fourth quarter but appear to be levelling out at about USD 45 million in the case of vessels with delivery set for 2009-2010.

The second-hand market for tonnage, particularly modern, continued to be even and strong.

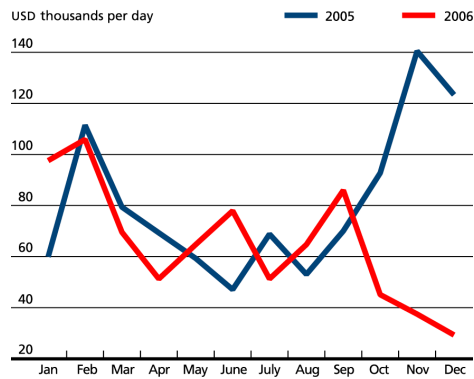
Stena Primorsk visiting her home port Gothenburg, December 2006.



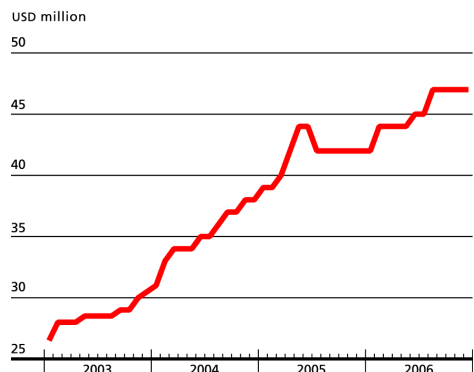
EARNINGS MR



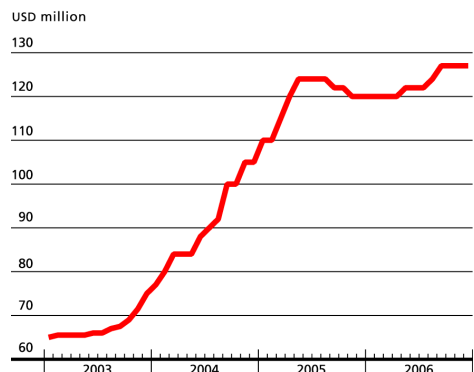
EARNINGS VLCC



SHIPYARD PRICES MR



SHIPYARD PRICES VLCC



Source; Fearnresearch

FINANCIAL SUMMARY

Sales and result

Sales amounted to SEK 381.2 (254.0) million. The result after financial items was SEK 52.5 (42.7) million, which included a profit of SEK 0.0 (56.2) million on the sale of ships. The result after tax was SEK 51.9 (57.2) million, which corresponds to a profit per share after tax of SEK 1.09 (1.20).

Income and result per operating segment

	Total income	Operating Result
Large tanker / VLCC	213.6	-35.9
Including costs of dispute	–	-25.0
Product tanker	167.6	51.9
Others		-11.3
Total	381.2	4.7

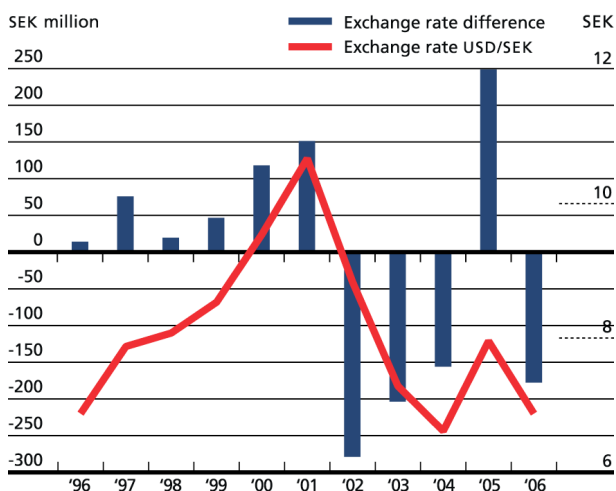
Fourth quarter

Sales during the fourth quarter were SEK 124.8 (60.5) million. The result after financial items was SEK -1.8 (2.0) million, which included a profit of SEK 0.0 (2.9) million from the sale of ships. The profit after tax was SEK 3.9 (21.7) million, which corresponds to a profit per share of SEK 0.08 (0.45).

Equity

Equity per share is SEK 34.09 (37.10). The SEK/USD exchange rate on 31-12-2006 was 6.85 (7.95). The increase in value of the SEK in the SEK/USD exchange rate since the beginning of the year has reduced equity by SEK 177.7 (248.7) million, which corresponds to SEK 3.72 (5.21) per share. This figure includes a positive effect of SEK 77.1 (-52.6) million resulting from hedging USD against SEK. A total of USD 120 million has been hedged against SEK. This amount comprises about half of equity.

EQUITY



The accumulated exchange rate differences, including the effects of hedging, recorded directly to equity amount to SEK -156.0 (21.7) million.

In conjunction with the order for a further four P-MAX tankers, a cash flow hedge, USD against EUR, was entered into for future payments to the shipyard. The change in value is recorded directly to equity under Hedge reserve. The change for the period amounted to SEK 15.4 million.

Liquidity and financing

The Group's disposable liquid funds, including unutilised credit facilities, amounted to SEK 493.8 (314.2) million on 31-12-2006.

During the year, Concordia Maritime refinanced its credit facility. The new credit facility, which has a duration of about seven years, amounts to USD 325 million and will be made available as the P-MAX tankers are delivered. The refinancing resulted in the interest differential being almost halved from 1.25 per cent to 0.75 per cent.

The two Panamax tankers under construction for a joint venture are financed separately with no guarantees furnished by the Parent Company.

Securities and short-term investments

ARLINGTON TANKERS

Concordia Maritime's shareholding consists of 1,534,785 shares, which is equivalent to 10% of the total number of shares. The price of the share on 31-12-2006 was USD 23.37 (31-12-2005: USD 21.75). The holding has been valued at its market value in the balance sheet.

SHORT-TERM INVESTMENTS

Total short-term investments amounted to SEK 517.6 (559.1) million on 31-12-2006. The holdings have been valued at their fair value in the balance sheet and changes in value of SEK -7.4 (6.1) million are included in the result for the period. The liquidation of the hedge funds continued during the fourth quarter concurrently with the investment program. On 31-12-2006, the holding in hedge funds was approx. SEK 31 million.

INVESTMENTS

Investments during the fourth quarter amounted to SEK 63.5 million and consist of advance payments to the shipyard and project costs relating to the vessels on order. A total of SEK 767.2 (492.8) million was invested in the newbuilding program during the year.

Parent Company

The Parent Company's sales totalled SEK 31.7 (1.3) million. Intergroup invoicing accounted for SEK 31.7 (1.3) million of this amount. The result after financial items was SEK 99.9 (-74.7) million. The Parent Company's disposable liquid funds, including unutilised credit facilities, amounted to SEK 522.1 (34.4) million.

FORECAST FOR 2007

In 2007, Concordia Maritime expects to take delivery of a further three vessels. By the end of the year the fleet will consist of five P-MAX and two Panamax tankers. Revenue and profit will be generated by both ship operation and the financial investments (the shareholding in Arlington Tankers and the short-term investments). In 2007, freight rates are expected to fall somewhat from their 2006 level.

The forecast for 2007: a profit before tax of SEK 80 million. This corresponds to SEK 1.67 per share.

RELATED COMPANY TRANSACTIONS AND CHARTER COOPERATION WITH STENA BULK

Concordia Maritime has a small organisation and purchases services from Stena Bulk, an associated company, which conducts similar tanker business. Accordingly, there is an agreement, which regulates the relationship between the two companies with respect to new business. According to the terms of this agreement, Concordia Maritime has the right to choose whether it wishes to participate 0%, 50% or 100% in the deal in question.

Concordia Maritime purchases services on a regular basis from Stena Bulk or other companies in the Stena Sphere in the following areas:

- Vessel charter. Payment is based on a commission of 1.25% on freight rates
- Commission on the purchase and sale of vessels. Payment is based on a commission of 1%
- Operation and manning of the Group's vessels, so-called ship management. Payment is based on a fixed price per year and vessel
- Purchases of bunker oil. Payment is based on a fixed commission per ton purchased
- Administration, marketing, insurance, technical follow-up and development of Concordia Maritime's fleet. Payment is based on a fixed price

per month and vessel. In the case of technical consulting services for newbuilding projects, an hourly rate is charged on current account, which is then charged to the project

- Office rent and office services for Concordia's personnel. A fixed price per year is charged.

All related company transactions take place on commercial terms and at market-related prices.

DIVIDEND

The Board proposes a dividend of SEK 1.00 per share.

REPORTS AND INFORMATION

The Annual General Meeting with shareholders will be held at Lorensbergsteatern in Gothenburg, Sweden, on 26 April, 2007, at 2.00 p.m. The Interim Report for the first three months of the year will be presented in conjunction with the AGM.

In April, the Annual Report for 2006 will be sent to all registered shareholders and be made available at Concordia Maritime AB's offices from 2 April. The Interim Report for the first six months of 2007 will be published on 14 August and the 9-month Report on 19 October. Historical and current reports, together with news and comments on the company and the tanker markets, can be found on our web site www.concordia-maritime.se.

Gothenburg, 15 February, 2007

CONCORDIA MARITIME AB (publ)

Board of Directors



REVIEW REPORT

Introduction

I have reviewed the Year-end Report for 2006 for Concordia Maritime AB (publ), reg. No. 556068-5819. The preparation and presentation of these accounts in accordance with IAS 34 and the provisions of the Swedish Annual Accounts Act is the responsibility of the Board of Directors and the Chief Executive Officer. My responsibility is to express a conclusion on this Interim Report, based on my review.

Scope of the review

I conducted my review in accordance with the Standard on Review Engagements SÖG 2410, Review of Interim Financial Information Performed by the Appointed Auditor of the Entity issued by FAR. A review consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Standards on Auditing in Sweden RS and other generally accepted auditing practices. The procedures performed in a review do not enable me to obtain a level of assurance that would make me aware of all significant matters that might be identified in an audit. Therefore, the conclusion expressed based on a review does not give the same level of assurance as a conclusion expressed based on an audit.

Conclusion

Based on my review, nothing has come to my attention that causes me to believe that the Year-end Report has not, in every significant respect, been prepared in accordance with IAS 34 and the provisions of the Swedish Annual Accounts Act.

Gothenburg, 15 February, 2007

Thord Elmersson
Authorised Public Accountant



Teleconference invitation

Concordia Maritime invites you to a teleconference on 16 February, 2007, 09:30 CET.

The Interim Report for Q4 ,2006 , will be presented and questions answered.

Attending:
Hans Norén, President
Göran Hermansson, Financial Manager

Phone: +44 (0)20 7162 00 25 or
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+46 (0)8 5052 0110

Conference title: Concordia Maritime

For recorded version:

Phone: +44 (0)20 7031 4064 or
+46 (0) 8 505 203 33

Code: 738532 (available until 23 February)

GROUP INCOME STATEMENT

(SEK MILLION)	4 Quarter 2006	4 Quarter 2005	Full year 2006	Full year 2005
Average exchange rate SEK/USD	7.10	7.40	7.38	7.48
Net sales	124.8	60.5	381.2	254.0
Sales ships		2.9		56.2
Total income	124.8	63.4	381.2	310.2
Operating costs ships	-70.0	-61.6	-251.6	-266.9
Seagoing personnel cost	-11.9		-27.4	-0.1
Other external costs	-35.6	-21.9	-53.5	-34.2
Personnel costs	-5.2	-4.9	-10.0	-10.3
Depreciation	-11.7	-0.5	-34.0	-0.5
Total operating costs	-134.4	-88.9	-376.5	-312.0
Operating result	-9.6	-25.5	4.7	-1.8
Dividend	6.5	6.1	25.9	22.6
Interest income and similar items	12.9	26.4	53.9	76.0
Interest costs and similar items	-11.6	-0.9	-36.3	-1.5
Exchange rate differences		-4.1	4.3	-52.6
Financial Net	7.8	27.5	47.8	44.5
Result after Financial Net	-1.8	2.0	52.5	42.7
Tax	5.7	19.7	-0.6	14.5
Result after Tax	3.9	21.7	51.9	57.2

PER SHARE DATA

Shares at end of period	47,729,798	47,729,798	47,729,798	47,729,798
Result per share after tax SEK	0.08	0.45	1.09	1.20
Equity per share	34.09	37.10	34.09	37.10

Stena Poseidon in the Mediterranean Sea, January 2007.



GROUP BALANCE SHEET

(SEK MILLION)	Dec 31 2006	Dec 31 2005
Closing exchange rate SEK/USD	6.87	7.95
ASSETS		
Ships and equipment	1,048.8	304.2
Ships under construction	222.3	384.7
Financial assets	258.3	298.1
Total fixed assets	1,529.4	987.0
Current receivables	157.0	70.8
Short term investments	517.6	559.1
Cash and bank balances	30.2	280.4
Total Current Assets	704.8	910.3
Total Assets	2,234.2	1,897.3
EQUITY AND LIABILITIES		
Equity	1,627.0	1,770.9
Long term provisions	19.6	37.5
Long term liabilities	528.2	23.3
Short term provisions	13.1	28.5
Short term liabilities	46.3	37.1
Total Equity and Liabilities	2,234.2	1,897.3

Stena Primorsk, summer 2006



Q4– 2006, 15 February 2007

SUMMARY OF GROUP'S CASH FLOW ANALYSIS

(SEK MILLION)	4 Quarter 2006	4 Quarter 2005	Full year 2006	Full year 2005
Cash flow from operations				
Result after Financial Net	-1.8	2.0	52.5	42.7
Adjustment items:				
Depreciation	11.7	0.5	34.0	0.5
Result on sales of short term investments	-0.5		0.5	
Result on sale of ships		-2.9		-56.2
Exchange rate differences		-11.2		25.6
Other items	4.0	18.5	14.7	7.9
	13.4	6.9	101.7	20.6
Tax paid	-0.3		-1.7	
Cash flow from operating activities before Changes in working capital	13.1	6.9	100.0	20.6
Change in working capital	-23.1	-2.7	-90.4	-35.3
Cash flow provided by operating activities	-10.0	4.2	9.6	-14.8
Cash flow from investing activities				
Sale of ships		1.2		93.4
Advance payments, delivery and project costs for ships	-63.5	-247.1	-767.2	-492.8
Investment in short term investments	8.9	40.5	-238.3	-386.8
Sale of short term investments	32.7	13.8	198.3	13.8
Cash flow provided by investing activities	-21.9	-191.6	-807.2	-772.4
Cash flow from financing activities				
Utilisation of credit facility	-0.3		539.5	
Dividend			-47.7	-143.2
Other financing	24.5	-48.3	71.8	-48.3
Cash flow provided by financing activities	24.2	-48.3	563.5	-191.5
Cash flow from the period	-7.7	-235.7	-234.1	-978.7
Balance at beginning of period (note 1)	38.9	528.1	280.4	1,123.4
Exchange differences (note 2)	-1.0	-12.0	-16.1	135.7
Balance at end of period	30.2	280.4	30.2	280.4
Note 1. Balance consists of cash and bank balances				
Note 2. Exchange differences related to:				
Balance at the beginning of the year	-14.1	0.2	-34.6	197.4
Cash flow for the period	13.1	-12.2	18.5	-61.7
	-1.0	-12.0	-16.1	135.7

CHANGES IN GROUP EQUITY

(SEK MILLION)	SHARE CAPITAL	RESTRICTED RESERVES	TRANS- LATION RESERVE	HEDGIN RESERVE	FAIR VALUE RESERVE	NON- RESTRICTED EQUITY	TOTAL
CHANGES JAN-DEC, 2006							
Opening balance 01-01-2006	381.8	138.3	21.7		21.3	1,207.8	1 770.9
Change in translation reserve			-177.7		-4.1		-181.8
Dividend						-47.7	-47.7
Change in reserves				15.4	18.3		33.7
Result for the period						51.9	51.9
Closing balance 31 Dec 2006	381.8	138.3	-156.0	15.4	35.5	1,212.0	1,627.0
CHANGES JAN-DEC, 2005							
Opening balance 01-01-2005	381.8	138.3	-227.0		29.9	1,293.8	1,616.8
Change in translation reserve			248.7		5.3		254.0
Dividend						-143.2	-143.2
Change in reserves					-13.9		-13.9
Result for the period						57.2	57.2
Closing balance 31 Dec 2005	381.8	138.3	21.7		21.3	1,207.8	1,770.9

SIX-YEAR SUMMARY

	2006	2005	2004	2003	2002	2001
Profit/Loss items (SEK Million)						
Net sales	381.2	254.0	354.0	649.7	768.6	1,334.6
Operating costs	376.5	312.0	271.2	575.7	877.9	1,043.6
Operating result	4.7	-1.8	729.4	58.9	-98.2	292.5
- of which result on sale of ships		56.2	646.6	-15.1	11.1	1.5
Result after Financial Net	52.5	42.7	740.2	35.1	-142.4	251.9
Cash flow from operating activities	101.7	20.4	136.2	150.5	40.0	392.1
Balance-sheet items						
Ships	1,048.8	304.2	32.5	1,223.9	1,907.0	2 544.3
(Number of ships)	(4)	(1)	(1)	(4)	(6)	(9)
Ships under constructions	222.3	384.7	128.0	55.4	-	-
(Number of ships)	(7)	(6)	(7)	(6)	-	-
Liquid funds	547.8	839.5	1,254.1	40.3	115.2	263.0
Other assets	415.3	368.9	313.4	87.8	216.7	343.0
Interest-bearing liabilities	506.2	0.0	0.0	300.7	926.6	1,261.7
Other liabilities and provisions	101.0	126.4	111.2	80.2	159.3	295.4
Equity	1,627.0	1,770.9	1,616.8	1,026.5	1,153.0	1,593.2
Total assets	2,234.2	1,897.3	1,728.0	1,407.4	2,238.9	3,150.3
Key ratios (%)						
Equity	73	93	94	73	51	51
Return on total capital	4	5	47	3	-4	11
Return on capital employed	5	6	49	3	-4	12
Return on equity	3	3	56	7	-11	16
Equity per share in SEK	34.09	37.10	33.87	21.51	24.16	33.62

Definitions: as in Annual report 2005. Figures for 2001-2003 has not been recalculated according to IFRS

Concordia Maritime AB (publ) is an international tanker shipping company listed on the Stockholm Stock Exchange. The company has ordered ten vessels, which are being built in accordance with the MAX concept. These vessels, P-MAX, are product tankers of about 65,200 dwt.

The MAX concept means that the vessels are designed for maximum loading capacity in shallow waters. In addition to having mandatory double hulls, they have been designed according to a new concept for safer oil transportation with double main engines in two completely separate engine rooms, double rudders and steering gear, two propellers and double control systems.

In 2004, two Panamax tankers of about 75,000 dwt, in which the company has a 50 per cent share, were ordered.

The first six P-MAX vessels and the two Panamax vessels will be delivered by 2008. Another four P-MAX vessels are on order with delivery during 2009/2010.

Concordia Maritime also has two VLCCs, each 313,000 dwt, on time charter for five years. These vessels, V-MAX, which were taken into service in 2001, were originally built for Concordia and are the first vessels built in accordance with the MAX concept.

INNOVATION AND PERFORMANCE

Our mission is to generate a profit by providing our customers with safe, cost-efficient tanker transportation based on innovation and performance.

www.concordia-maritime.se

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