SECOND QUARTER 2012 AND

FIRST HALF YEAR 2012 RESULTS

Highlights second quarter

- Awilco LNG reported freight income of MUSD 12.4 (MUSD 17.7 in Q1 2012) and an EBITDA of MUSD 3.0 (MUSD 11.8 in Q1 2012)

- Earnings affected by dry dock of WilPower from May until to 20 June

- In April WilGas was fixed for a two year contract to Petrobras. The contract will commence on expiry of the existing contract in early November 2012

- Third and final pre-delivery installment on Newbuilding no. 2 was paid in May, and thus all pre-delivery newbuilding installments have been paid.

- The existing overdraft facility was increased to MUSD 20 and prolonged until end April 2013

- Vessel utilization of 68 % (including off-hire), compared to 88 % previous quarter

Subsequent events

- WilPower idle from 20 June due to seasonal low market activity

- Market affected by seasonal low during the summer months, however, long term fundamentals remain strong

Key Financial figures

USD million	Q2’12	Q1'12	Q4'11	2011
Freight income	12.4	17.7	16.8	30.7
Voyage related expenses	2.4	1.2	0.7	10.0
EBITDA	3.0	11.8	10.9	4.1
Net profit/(loss)	(2.2)	11.9	7.7	(3.3)
Total assets	205.4	194.2	182.2	182.2
Total equity	181.3	183.5	171.6	171.6
Interest bearing debt	10.4	0.0	0.0	0.0
Book equity ratio	88 %	94 %	94 %	94 %

FINANCIAL REVIEW

Income statement second quarter

Fleet utilization for the quarter ended at 68 %, compared to 88 % in the previous quarter. Excluding dry dock, fleet utilization for the quarter ended at 87 %, compared to 99 % in Q1 2012. Freight income for the quarter was MUSD 12.4 compared to MUSD 17.7 last quarter. As a consequence of dry dock of WilPower, voyage related expenses increased to MUSD 2.4 in the quarter, compared to MUSD 1.2 in Q1 2012.

Operating expenses increased with MUSD 2.1 to MUSD 5.8, from MUSD 3.8 in Q1. The increase is due to minor repairs of all three second generation vessels. Administration expenses for the quarter were MUSD 1.2, compared to MUSD 1.0 in the previous quarter. The slight increase in administration expenses is a result of increased number of staff during the quarter.

EBITDA for the quarter was MUSD 3.0, compared to MUSD 11.8 in the previous quarter. The reduction is both due to lower utilization, increased voyage related expenses and minor repairs. Depreciation for the quarter was MUSD 1.6 compared to MUSD 2.2 in previous quarter, whereby the decrease is due to different timing of scheduled dry dock of the vessels. In connection with the dry docking of WilPower in Q2, replacements and renewals of certain parts and equipment was performed in order to improve the vessel’s international trading capabilities, general technical and appearance. In relation to this, an impairment loss of MUSD 1.4 was recognized in Q2 due to de-recognition of the replaced parts and equipment relating to certain components. Net finance income was MUSD -0.1, mainly related to unrealized foreign exchange effects. Profit before tax for the quarter was MUSD 0.0, compared to MUSD 9.9 in Q1 2012. Income tax expense for the period amounted to MUSD 2.1, compared to a negative expense of MUSD 2.0 in the previous quarter. The income tax expense in the period was mainly due to recognition of deferred tax liabilities regarding unrealized foreign exchange effects in the parent company, in addition to an income tax payable of MUSD 0.4 due to asymmetrical tax treatment of the parent company and its subsidiaries. Net loss for the period was MUSD 2.2, compared to a net profit of MUSD 11.9 in Q1 2012.

Income statement first half year

The Company and its’ subsidiaries were established in the first half of 2011, and the income statement for this period is affected by this. For the first half of 2012, freight income was MUSD 30.2, compared to MUSD 1.6 in the first half of 2011. Voyage related expenses were MUSD 3.5 (MUSD 1.8), operating expenses MUSD 9.6 (MUSD 5.0) and administration expenses were MUSD 2.2 (MUSD 1.1). EBITDA in the first half of 2012 was MUSD 14.9, an increase from MUSD -6.2 in the first half of 2011. Profit before tax was MUSD 9.8 (MUSD -6.2). Payable income tax for the period was USD 0.4 (MUSD 0.1). Net profit for the period was MUSD 9.7, compared to MUSD -6.3 in the first half of 2011.

Statement of financial position

Book value of the vessels and vessels under construction was MUSD 196.7 as at 30 June 2012, representing an increase of MUSD 26.2 from 31 March 2012 and 47.7 from 31 December 2011. The increase reflects the installment and supervision costs on the newbuildings, dry dock of WilEnergy in Q1 and WilPower in Q2 and replacement of certain parts and equipment on WilPower, offset by ordinary depreciation and the impairment loss on certain WilPower equipment and components. Total dry dock expense for WilPower in Q2 amounted to MUSD 9.5, of which MUSD 4.3 was capitalized as dry dock (periodic maintenance) and MUSD 5.3 as an increase in vessel book value.

Total current assets were MUSD 8.5 as at 30 June 2012, compared to MUSD 23.6 as at 31 March 2012. Cash and cash equivalents was MUSD 3.6 at end of Q2 (MUSD 20.0 Q1), trade receivables MUSD 1.2 (MUSD 2.8 Q1) and inventories MUSD 1.7 (MUSD 0.4 Q1). The reduction in cash in Q2 is mainly due to payment of the last pre-delivery installment on newbuilding no 2.

Total equity at 30 June 2012 was MUSD 181.3, a decrease of MUSD 2.2 from end of Q1. The group has drawn MUSD 10.4 of the available MUSD 20.0 overdraft facility as at 30 June 2012. Total current liabilities increased with MUSD 11.7 from MUSD 10.8 last quarter to MUSD 22.4 as at 30 June 2012, mainly due to utilization of the overdraft facility and an increase in trade payables relating to dry dock of WilPower.

MARKET UPDATE

The short term LNG freight market continued to firm during the first part of the quarter, and modern vessels were reported chartered at rates above USD 160,000 per day, while older tonnage were reported at USD 80,000 per day. Towards the end of the quarter the market was less active and rates softened.

Angola, which was scheduled to start production in May, was struck by fire and production start has reportedly been postponed until September. As a result of the delayed startup of Angola, the vessels dedicated for the Angola LNG project have been available in the short term market.

Lower demand for power generation in Japan this summer, most likely due to restrictions on use of electricity imposed in June combined with full inventories, has led to lower demand for LNG in the short term.

Maintenance of several liquefaction plants has also reduced the need for LNG carriers leading to a drop in demand for ships and as well as leaving more ships available for short term charter.

The result of above factors has been lower market activity and declining rates for short term employment at the end of the quarter and during the summer months.

The mid-, to long term period market was relatively stable during the quarter due to limited vessel availability for term business, indicating that the softening market is likely a seasonal factor.

Natural gas has increasingly become an important source of energy due to being the cleanest fossil fuel as well as its competitive pricing compared to oil and coal.

Historically liquefaction capacity has been a limiting factor for LNG shipping. Over the last years growth in liquefaction capacity has increased and increased production from existing production facilities through de-bottlenecking and optimization has increased the demand for LNG vessels. In addition ton-miles have increased due to a change in trading pattern, also leading to increased demand for LNG carriers.

New liquefaction production coming on stream in 2012 is estimated to about 10 mtpa, of which about 4.2 mtpa is to be produced from the Pluto field in Australia and 5.8 mtpa from Angola. Pluto has started production, while Angola, as mentioned above, has been delayed

According to shipbrokers, the orderbook for LNG carriers above 100,000 cbm is currently 73, of which 1 is to be delivered in 2012 and 18 in 2013.

ORGANIZATION

Awilco LNG ASA was established in February 2011. The principal activity of Awilco LNG ASA and its subsidiaries is to invest in and operate LNG transportation vessels. The three second generation vessels were delivered to the company during first half 2011, and two newbuilding vessels are due to be delivered during second half of 2013. During the quarter three employees were hired and at the end of the quarter the Company had seven employees.

The Company handles the commercial operation of the vessels from its main office in Oslo.

Technical management of the three existing vessels is handled through an agreement with V.Ships LNG in the UK. The Company is in the process of further developing the organization in order to handle the technical management of the newbuildings and thereby become a fully integrated shipping company.

In 2011 the Company entered into an administrative management agreement with Awilhelmsen Management AS, and a supervisory technical management agreement with Wilhelmsen Marine Services AS.

VESSEL AND NEWBUILDING STATUS

Existing vessels

The Company announced 19 April 2012 that WilGas was fixed for a two year contract with Brazilian oil major Petrobras. The contract will commence on expiry of the existing contract in early November this year.

The Company announced 19 April 2012 that it had mutually agreed with the charters of WilPower that the dry docking of the vessel was rescheduled from July to May. As it became obvious that the dry dock would prevent the vessel from being able to load the Charterers next intended cargo it was later agreed to cancel the remaining charter period as per the terms of the prevailing contract. As a consequence of the cancelled contract and no new immediate contract obligations, the scope of the dry dock was re-defined to include additional work in order to improve certain trading restrictions on the ship as well as the general technical and cosmetic appearance of the vessel. The vessel entered dry dock at the end of April and left the yard on 20 June. The vessel is currently marketed for employment.

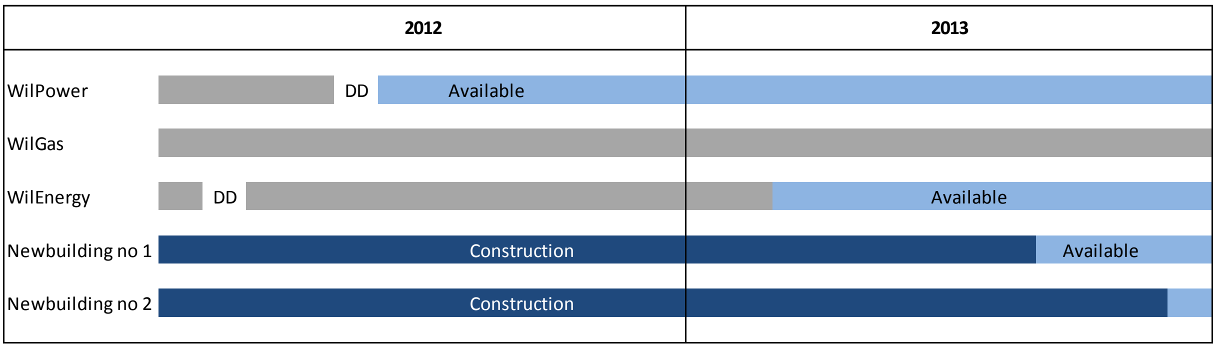
WilEnergy is on contract until February 2013.

Newbuildings

Awilco LNG has entered into firm newbuilding contracts for two 155,900 cbm LNG carriers with Daewoo Shipbuilding and Marine Engineering (DSME), with delivery in August and November 2013. The construction cost is approximately MUSD 200 per vessel. The financing of the first three installments have been paid without any debt, while the last installment is likely to be a combination of cash flow generated from operations and debt. Awilco LNG has as per today, the first newbuilding to be delivered which is not committed to a contract.

Awilco LNG will not require long term debt financing prior to delivery of the vessels. Thus, the Company aims to secure employment for the newbuildings prior to obtaining financing. On delivery of the newbuildings in 2013, the Company targets 60 - 70 percent debt financing of the newbuildings.

Contract overview



OUTLOOK

Awilco LNG believes that after a summer with somewhat lower market activity, the market will strengthen as we enter into the historically stronger fall market. Awilco LNG has secured contracts for the existing vessels totaling about MUSD 60 for 2012. The Company has one vessel available for the second half of 2012, and is thus in position to take advantage of the anticipated strong market for the remainder of 2012. Awilco LNG also has the first newbuilding to be delivered which is not committed to a contract in August 2013.

STATEMENT OF RESPONSIBILITY

We confirm that, to the best of our knowledge, the condensed set of financial statements for the first half year of 2012 has been prepared in accordance with IAS 34 Interim Financial Reporting, and gives a true and fair view of Awilco LNG ASA's consolidated assets, liabilities, financial position and income statement, and that the interim report includes a fair review of the information required under the Norwegian Securities Trading Act section 5-6 fourth paragraph.

Oslo, 27 August 2012

Sigurd E. Thorvildsen *Chairman of the board*	Jon-Aksel Torgersen *Board member*	Henrik Fougner *Board member*
Annette Malm Justad *Board member*	Synne Syrrist *Board member*	Jon Skule Storheill *CEO*

Interim Condensed Consolidated Income Statement

In USD thousands, except per share figures	Note	Q2 2012 (unaudited)	Q1 2012 (unaudited)	Q2 2011 (unaudited)	1.1 - 30.6 2012 (unaudited)	2.2 - 30.6 2011 (audited)
Freight income	2	12 423	17 748	1 607	30 172	1 607
Voyage related expenses	5	2 369	1 172	1 792	3 541	1 792
Net freight income		10 055	16 576	(185)	26 631	(185)
Operating expenses		5 822	3 751	4 022	9 573	4 954
Administration expenses	5	1 185	1 019	668	2 204	1 060
Earnings before interest, taxes, depr. and amort. (EBITDA)		**3 047**	**11 807**	**(4 875)**	**14 854**	**(6 199)**
Depreciation and amortization		1 609	2 197	547	3 806	580
Impairment of vessel parts and equipment	4	1 386	-	-	1 386	-
Earnings before interest and taxes		**52**	**9 610**	**(5 423)**	**9 662**	**(6 779)**
Finance income		161	433	286	595	626
Finance expenses		251	165	44	417	59
Net finance income/(expense)		**(90)**	**268**	**242**	**178**	**567**
Profit/(loss) before taxes		**(38)**	**9 878**	**(5 181)**	**9 840**	**(6 212)**
Income tax expense	6	(2 116)	1 976	(97)	(140)	(109)
Profit/(loss) for the period		**(2 154)**	**11 854**	**(5 278)**	**9 700**	**(6 321)**
Earnings per share in USD attributable to ordinary equity holders of Awilco LNG ASA:						
Basic, profit/(loss) for the period		(0,03)	0,17	(0,10)	0,14	(0,14)
Diluted, profit/(loss) for the period		(0,03)	0,17	(0,10)	0,14	(0,14)

Statement of Comprehensive Income

Profit/(loss) for the period	(2 154)	11 854	(5 278)	9 700	(6 321)
Other comprehensive income:					
Other comprehensive income items	-	-	-	-	-
Total comprehensive income/(loss) for the period	(2 154)	11 854	(5 278)	9 700	(6 321)

Interim Condensed Consolidated Statement of Financial Position

In USD thousands	Note	30.06.2012 (unaudited)	31.03.2012 (unaudited)	31.12.2011 (audited)	30.06.2011 (audited)
ASSETS					
Non-current assets					
Deferred tax assets	6	-	24	-	-
Vessels	4	76 808	71 287	69 856	71 196
Vessels under construction	4	119 928	99 249	79 230	39 345
Other fixed assets		95	98	104	-
Total non-current assets		196 831	170 658	149 190	110 541
Current assets					
Trade receivables		1 166	2 807	3 847	1 387
Inventory		1 666	382	381	5 223
Other short term assets		2 136	396	374	777
Cash and cash equivalents		3 574	19 979	28 427	59 037
Total current assets		8 541	23 565	33 029	66 424
TOTAL ASSETS		**205 372**	**194 223**	**182 219**	**176 965**
EQUITY AND LIABILITIES					
Equity					
Share capital	3	48 420	48 420	48 420	48 420
Share premium	3	126 463	126 463	126 463	125 808
Retained earnings		6 436	8 590	(3 264)	(6 321)
Total equity		181 318	183 472	171 618	167 907
Non-current liabilities					
Deferred tax liabilities	6	1 617	-	1 859	-
Total non-current liabilities		1 617	-	1 859	-
Current liabilities					
Short-term interest bearing debt	4	10 400	-	-	-
Trade payables		6 767	5 776	2 241	6 157
Income tax payable	6	504	130	119	-
Provisions and accruals		4 767	4 846	6 382	2 901
Total current liabilities		22 437	10 751	8 742	9 058
TOTAL EQUITY AND LIABILITIES		**205 372**	**194 223**	**182 219**	**176 965**

Interim Consolidated Statement of Changes in Equity

For the period ended 30 June 2012

In USD thousands	Share capital	Share premium	Retained earnings	Total equity
Equity at 1 January 2012	48 420	126 463	(3 264)	171 618
Profit/(loss) for the period	-	-	9 700	9 700
Other comprehensive income for the period	-	-	-	-
Total comprehensive income	-	-	*9 700*	*9 700*
Balance as at 30 June 2012 (unaudited)	48 420	126 463	6 436	181 318

For the period ended 30 June 2011

In USD thousands	Share capital	Share premium	Retained earnings	Total equity
Equity at incorporation, 2 February 2011	3 506	167	-	3 673
Profit/(loss) for the period	-	-	(6 321)	(6 321)
Other comprehensive income for the period	-	-	-	-
Total comprehensive income	-	-	*(6 321)*	*(6 321)*
Share issue	44 914	128 175	-	173 089
Transaction costs	-	(2 534)	-	(2 534)
Balance as at 30 June 2011 (audited)	48 420	125 808	(6 321)	167 907

Interim Condensed Consolidated Cash Flow Statement

In USD thousands	Note	Q2 2012 (unaudited)	Q1 2012 (unaudited)	1.1 - 30.6 2012 (unaudited)	2.2 - 30.6 2011 (audited)
Cash Flows from Operating Activities:					
Profit/(loss) before taxes		(38)	9 878	9 840	(6 212)
Items included in profit/(loss) not affecting cash flows:					
Depreciation and amortization		1 609	2 197	3 806	580
Impairment of vessel parts and equipment	4	1 386	-	1 386	-
Changes in operating assets and liabilities:					
Trade receivables, inventory and other short term assets		(1 382)	1 016	(366)	(7 387)
Accounts payable, accrued expenses and deferred revenue		818	2 102	2 920	8 941
i) Net cash provided by / (used in) operating activities		**2 393**	**15 193**	**17 586**	**(4 078)**
Cash Flows from Investing Activities:					
Investment in vessels	4	(8 516)	(3 622)	(12 138)	(71 776)
Investment in vessels under construction	4	(20 679)	(20 019)	(40 698)	(39 345)
Investment in other fixed assets		(3)	-	(3)	-
ii) Net cash provided by / (used in) investing activities		**(29 198)**	**(23 641)**	**(52 839)**	**(111 121)**
Cash Flows from Financing Activities:					
Issuance of shares, net of transaction costs	3	-	-	-	131 601
Issuance of shareholder loan		-	-	-	38 954
Proceeds from borrowings	4	10 400	-	10 400	-
iii) Net cash provided by / (used in) financing activities		**10 400**	**-**	**10 400**	**170 555**
Net change in cash and cash equivalents (i+ii+iii)		(16 405)	(8 448)	(24 853)	55 356
Cash and cash equivalents at start of period		19 979	28 427	28 427	3 681
Cash and cash equivalents at end of period		**3 574**	**19 979**	**3 574**	**59 037**
Interest paid		-	-	-	-
Interest received		15	37	52	58

Notes to the Interim Condensed Consolidated Financial Statements

Note 1 - Corporate information, basis for preparation and accounting policies

Corporate information

Awilco LNG ASA (the Company) is a public limited liability company incorporated and domiciled in Norway. The Company was incorporated 2 February 2011, and it's registered office is Beddingen 8, 0250 Oslo, Norway.

The consolidated financial statements of the Company comprise the Company and its subsidiaries, together referred to as the Group. The principal activity of the Group is the investment in and operation of LNG transportation vessels. The Group owns and operates three second generation LNG carriers, and has two LNG carrier newbuildings currently on order at the Daewoo yard.

The interim condensed consolidated financial statements have not been subject to audit or review.

Basis for preparation

The interim condensed consolidated financial statements for the three months and first half year ended 30 June 2012 are prepared in accordance with International Accounting Standard 34 Interim Financial Reporting as issued by the International Accounting Standards Board (IASB) and as adopted by the European Union (EU). The interim condensed consolidated financial statements do not include all of the information and footnotes required by International Financial Reporting Standards (IFRS) for a complete set of financial statements, and the interim condensed consolidated financial statements should be read in conjunction with the Group's annual consolidated financial statements for the period ended 31 December 2011, which includes a detailed description of the applied accounting policies.

Significant accounting policies

The accounting policies adopted in the preparation of the interim condensed consolidated financial statements are consistent with those applied in the preparation of the Group’s annual consolidated financial statements for the year ended 31 December 2011, except for the adoption of new standards, amendments and interpretations effective and adopted as of 1 January 2012 (none of these had a material impact on the Group’s financial statements) and except from the presentation of certain vessel management fees, which have been reclassified from Administration expenses to Operating expenses from 2012 onwards.

Note 2 - Segment information

Operating segments:

The Group currently owns and operates three vessels. For management purposes, the Group's business is currently not organized into separate operating segments and hence only has one reporting segment, the LNG vessel market.

Information about major customers:

The Group had two customers each contributing with more than 10 per cent of the Group's freight income in the 2nd quarter 2012. The contribution from the two customers in percentage of total freight income varies from 41 to 51 per cent. In the first half of 2012, three customers contributed with more than 10 per cent of the Group's freight income, varying between 26 and 34 per cent of the total.

Note 3 - Share capital

The number of issued shares was 67,788,874 at 30 June 2012. There were no changes in shares issued in the first half of 2012. The share capital is denominated in NOK, and the nominal value per share is NOK 4 (in US dollars 0.74). All issued shares are of equal rights.

Note 4 - Significant events

Contract status
WilGas has been extended on a two year contract with Petrobras. The contract will commence on expiry of the existing contract early November 2012, and the vessel is on contract until November 2014.

Investment in Vessels and Vessels under construction
Investment in vessels:
Dry dock of WilPower was rescheduled from July to May, and the vessel completed dry dock and left the yard on 20 June. Total capital expenditure relating to the dry dock was MUSD 9.5, whereby MUSD 4.3 was capitalized as dry dock and MUSD 5.3 was capitalized as an increase in vessel book value. The latter mainly relates to replacement of parts/equipment and minor parts of components of the vessel, in addition to installation of some new equipment. Due to the replacement of these parts/equipment the replaced parts have been derecognized, and an impairment loss on certain components of the vessel of MUSD 1.4 has been recognized in profit/(loss) in the 2nd quarter.

WilEnergy performed scheduled dry dock in the 1st quarter on time and within budget. The charter was commenced subsequent to the drydocking.

Newbuilding contracts:
The Company has entered into two newbuilding contracts, and MUSD 19 was paid at steel cutting to the yard in both the 1st and 2nd quarters. The construction cost of the vessels is approx. MUSD 400 (MUSD 200 each), and all pre delivery installments have been paid as at 30 June 2012. The remaining installments totalling MUSD 280 is payable upon delivery in the second half of 2013.

Administrative and finance
Establishment of inhouse technical management:
A joint venture with the Company and related party Wilhelmsen Marine Services AS (WMS) is in the process of being established. The joint venture will perform technical management of the newbuldings upon delivery, and will be owned partly by the Company and partly by WMS.

Hiring of CEO:
CEO Mr. Storheill was permanently employed by the Company with effect from 1 January 2012.

Extension and increase in overdraft facility:
The existing overdraft facility was increased from MUSD 15 to MUSD 20 and prolonged until end April 2013. MUSD 10.4 was drawn on the credit facility as at 30 June 2012, and the remaining MUSD 9.6 is freely available. Securities pledged include assignment of earnings, insurances, account receivables, certain bank accounts and mortgage of the vessels WilPower and WilEnergy. There are certain financial covenants related to the overdraft facility.

Note 5 - Related parties

a) Agreements:

Related party	Description of service	Note
Wilhelmsen Marine Services AS	Supervisory Technical Management	1
Awilco AS	Chief Executive Officer (CEO)	2
Awilhelmsen Management AS	Administrative Services	3
Astrup Fearnley Group	Ship Brokering Services	4

(1) The Group pays Wilhelmsen Marine Services AS (WMS) a management fee of USD 75 400 per year per sailing vessel and cost + 5 % for supervision of construction of newbuildings (cost being time accrued for the persons involved). The fixed fee is subject to consumer price index regulation. The agreements can be terminated by both parties with three months notice.
WMS is 100% owned by Awilco AS.

(2) The CEO of the Company was during 2011 hired from Awilco AS. The estimated yearly cost under this agreement was approximately USD 550 000, including variable salary costs. The agreement was terminated with effect from 1 January 2012, see note 4.

(3) The Group pays Awilhelmsen Management AS (AWM) a fee of USD 201 000 per year.
This fee covers functions such as accounting and general administrative support, and is subject to consumer price index regulation. The agreement can be terminated by both parties with six months notice. AWM is 100% owned by Awilhelmsen AS, which own 100% of Awilco AS.

(4) One of the Company's Board Members is also the General Manager of the Astrup Fearnley Group. The Astrup Fearnley Group deliveres shipbrokering services on a competitive basis to the Group.

b) Purchases from related parties:

In USD thousands

Related party	Q2 2012	Q2 2011	1.1 - 30.6 2012	2.2 - 30.6 2011
Wilhelmsen Marine Services AS	1 111	43	1 425	113
Awilco AS	-	120	84	317
Awilhelmsen Management AS	50	37	100	100
Astrup Fearnley Group	102	-	263	-

Expenses from related parties are included as part of Administration expenses in the income statement, except from fees paid to WMS for supervision of newbuildings, which are capitalized as cost price on the Vessels under construction, and commisions paid to the Astrup Fearnley Group, which are included in Voyage related expenses.

Note 6 - Tax

The Company's subsidiaries, in which the vessels are held, are subject to Norwegian tonnage tax (NTT). Companies subject to NTT are exempt from ordinary tax on their shipping income. In lieu ordinary taxation, the subsidiaries subject to NTT are taxed on a notional basis based on the net tonnage of the companies' vessels. Income and expenses not derived from the operation of the vessels in international waters, such as finance income and expenses, are partially taxed according to ordinary corporate tax in Norway based on the relative composition of financial assets to total assets of the subsidiaries' balance sheets.

The Company is subject to ordinary corporate tax, and income tax and deferred tax liabilities recognised as at 30 June 2012 mainly relates to tax positions of the Company.

Note 7 - Events after the balance sheet date

There are no material events after the balance sheet date.