

## Scania Interim Report January–September 2007

- Order bookings remain strong
- Net sales increased by 16 percent in the nine month period and 21 percent in the third quarter
- Net income increased by 42 percent, resulting in earnings per share of SEK 7.31
- Deliveries of vehicles are expected to total some 75,000 units during 2007
- Scania predicts continued strong demand for transport equipment

### Key figures

Units	Nine months			Change in %	Q 3	
	2007	2006			2007	2006
Trucks and bus chassis						
– Order bookings	<b>68,086</b>	49,481		38	<b>18,264</b>	13,544
– Deliveries	<b>53,873</b>	46,783		15	<b>16,295</b>	14,959
<b>Net sales and earnings</b>						
SEK m. (unless otherwise stated)	EUR m.*					
<b>Net sales, Scania Group</b>	6,509	<b>59,947</b>	51,731	16	<b>19,907</b>	16,507
Operating income, Vehicles and Services	876	<b>8,064</b>	5,790	39	<b>2,426</b>	1,883
Operating income, Financial Services	41	<b>378</b>	374	1	<b>126</b>	134
Operating income	917	<b>8,442</b>	6,164	37	<b>2,552</b>	2,017
<b>Income after financial items</b>	897	<b>8,265</b>	6,005	38	<b>2,375</b>	1,912
<b>Net income for the period</b>	635	<b>5,847</b>	4,115	42	<b>1,754</b>	1,281
Operating margin, percent		<b>14.1</b>	11.9		<b>12.8</b>	12.2
Return on equity, percent		<b>31.4</b>	23.5			
Return on capital employed, Vehicles and Services, percent		<b>37.3</b>	30.1			
Earnings per share, SEK	0.79	<b>7.31</b>	5.14	42	<b>2.19</b>	1.60
Cash flow, Vehicles and Services	461	<b>4,240</b>	5,330		1,390	2,072
Number of employees, 30 September		<b>34,650</b>	32,211			

**Number of shares: 800 million**

\* Translated to euros at a balance sheet date exchange rate of SEK 9.21 = EUR 1.00, solely for the convenience of the reader.

Unless otherwise stated, all comparisons refer to the corresponding period of last year.

This report is also available at [www.scania.com](http://www.scania.com).



## Scania, first nine months of 2007 – comments of the President and CEO

Scania's revenue increased by 16 percent during the first nine months of 2007 and by 21 percent in the third quarter. The strong growth was mainly due to higher volume of vehicles and services as well as a higher share of vehicles with Euro 4 and Euro 5 engines and price increases. Net income strengthened by 42 percent and earnings per share rose to SEK 7.31 (5.14). Return on capital employed amounted to 37.3 percent.

Order bookings increased by 38 percent and deliveries rose by 15 percent to 53,873 vehicles. Scania expects to deliver about 75,000 vehicles during 2007 and predicts continued strong demand for services.

The demand for vehicles and services is high in most markets where Scania operates and we expect demand for heavy trucks to remain strong. So far there are no signs that the recent credit market turmoil has affected our customers' businesses. Lead times remain long among chassis manufacturers as well as manufacturers of superstructures and trailers.

There is a shortage of transport capacity in Europe, with high demand for both new and used trucks. Transport prices have increased for the first time in many years, due to the shortage of transport capacity. Investments in the new European Union (EU) member countries, Russia and the other countries of the Commonwealth of Independent States (CIS) are expected to remain high for several years ahead.

Scania's production units are operating at a very high level of capacity utilisation after the sharp increase in the production rate during 2007. By the end of 2009 Scania will have gradually boosted its technical production capacity to 100,000 vehicles per year. In a longer perspective, Scania can increase its capacity to some 130,000-140,000 vehicles.

Service-related sales increased sharply as a result of high economic activity and a growing population of Scania vehicles. The shortage of transport capacity is also leading to a larger number of older vehicles on the roads requiring service. To meet the very high workload at service workshops, we are focusing on improving efficiency and raising capacity. Scania will invest about SEK 1 billion annually during the coming years in expansion of the service network, primarily in the markets of central and eastern Europe including Russia.

There is a shortage of drivers in Europe. To meet the increased need for well trained drivers, Scania is launching a pan-European driver training concept, in line with the EU's directive on mandatory periodic training. Driver training is an important means of raising productivity among our customers as well as enhancing road safety and environmental performance. Scania also organises driver competitions around the world on the art of driving safely and fuel efficiently. A total of some 40,000 drivers are expected to participate in these competitions.

Scania is the first truck manufacturer in the world to launch engines that meet Euro 5 emission standards without aftertreatment, two years ahead of legislation. The new engine platform has been developed for exhaust gas recirculation (EGR) and Scania XPI, the new injection system. This is to ensure that the engines will meet established targets and standards for performance and fuel efficiency, as well as for consistent environmental performance, robustness and convenient operation.

We are now broadening our truck range with the new G-series in order to strengthen our position in the construction sector and in important fast-growing markets. Our broadened truck range, together with the new engine platform, will contribute to continued future growth.

Scania expects continued strong growth with good profitability and cash flow. This means that Scania's financial outlook remains unchanged: an annual increase in sales averaging about 10 percent during 2007–2009 and an operating margin of 12–15 percent. Return on capital employed is expected to surpass 30 percent.

## Market overview

### Trucks

Scania's order bookings in the first nine months of 2007 amounted to 62,538 (45,205) trucks, an increase of 38 percent.

In western Europe, order bookings rose by 43 percent to 36,133 (25,205) units. During the third quarter, order bookings rose by 54 percent. Order bookings increased in nearly all markets and especially in Great Britain. During the third quarter of last year, order bookings were affected by limited production capacity of vehicles with Euro 3 engines.

In central and eastern Europe, order bookings rose by 74 percent to 12,313 (7,093) trucks. During the third quarter, order bookings rose by 60 percent. The upturn was explained primarily by the markets in Russia and Poland, together with generally higher demand in most other markets.

The total market for heavy trucks in the EU 27 (25 European Union members plus Norway and Switzerland) rose by 5 percent during the first nine months of 2007 to about 239,800 units. Scania truck registrations amounted to some 32,600 units, equivalent to a market share of about 13.6 (12.9) percent.

In Latin America, order bookings rose by 20 percent during the first nine months of 2007.

Order bookings in Asia rose by 9 percent during the first nine months. In the third quarter, order bookings increased by 27 percent.

In Africa and other markets, order bookings decreased by 24 percent during the first nine months, due to cancellation of orders in certain African markets.

The transition to the P-, G- and R-series in the Latin American production system affected order bookings in Asia, Africa and Latin America in the third quarter.

### Buses and coaches

During the first nine months of 2007, Scania's order bookings for buses and coaches rose by 30 percent to 5,548 (4,276) units. In Europe, demand strengthened by 7 percent compared to the year-earlier period. In Latin America, order bookings rose by 56 percent, while other markets rose by 33 percent.

During the third quarter, order bookings rose by 7 percent to 1,434 (1,342) units. In Europe, demand decreased by 4 percent. In Latin America, order bookings rose by 35 percent. The increase was explained by a positive trend in most markets. In other markets (Asia, Africa and the Pacific), order bookings decreased by 3 percent.

### Engines

Order bookings for engines rose by 14 percent to 5,256 (4,602) units during the first nine months. Deliveries rose by 17 percent to 5,357 (4,576) units.

### Number of Scania truck registrations, Scania's 10 largest markets, January–September

	2007	2006	Change in %
Brazil	<b>4,601</b>	3,782	22
Germany	<b>3,785</b>	3,494	8
Russia*	<b>3,544</b>	1,645	115
Great Britain	<b>3,455</b>	4,724	-27
France	<b>3,084</b>	2,851	8
Spain	<b>2,924</b>	2,328	26
Poland	<b>2,340</b>	1,126	108
Italy	<b>2,058</b>	2,304	-11
Netherlands	<b>1,874</b>	2,199	-15
Sweden	<b>1,847</b>	1,669	11

\*refers to delivered trucks

### Scania's market share, heavy trucks, Scania's 10 largest markets, percent, January–September

	2007	2006
Brazil	<b>21.9</b>	25.7
Germany	<b>7.1</b>	7.1
Russia	<b>Not available</b>	n/a
Great Britain	<b>17.2</b>	16.5
France	<b>9.3</b>	8.2
Spain	<b>11.2</b>	9.8
Poland	<b>16.1</b>	13.2
Italy	<b>11.3</b>	12.8
Netherlands	<b>18.4</b>	19.2
Sweden	<b>42.9</b>	44.6

## Deliveries

During the first nine months of 2007, Scania delivered 48,791 (42,452) trucks, an increase of 15 percent.

During the third quarter, deliveries rose by 8 percent to 14,579 (13,531) trucks. The upturn was mainly attributable to central and eastern Europe, where deliveries rose by 54 percent. During the third quarter of 2006, deliveries were positively affected by about 1,000 trucks, due to production disturbances and delayed deliveries earlier in the year related to the concentration of axle and gearbox production.

Deliveries of bus chassis totalled 5,082 (4,331) units during the first nine months. In the third quarter, deliveries increased by 20 percent to 1,716 (1,428) units.

## Net sales

Net sales rose by 16 percent to SEK 59,947 m. (51,731) during the first nine months of 2007. Currency rate effects had a negative impact on sales of around SEK 670 m. During the third quarter, net sales rose by 21 percent to SEK 19,907 m. (16,507). Sales were positively influenced by a higher share of vehicles with Euro 4 and Euro 5 engines, price increases and higher service sales. Currency rate effects amounted to about SEK -120 m.

**New vehicle sales revenue** rose by 17 percent during the first nine months and by 17 percent in the third quarter. **Service revenue** during the first nine months increased by 11 percent in Swedish kronor to SEK 11,158 m. (10,080), equivalent to 12 percent in local currencies. During the third quarter, service revenue was SEK 3,796 m. (3,250), an upturn of 17 percent. The upturn was the same in local currencies.

## Earnings

**Scania's operating income** rose by 37 percent to SEK 8,442 m. (6,164) during the first nine months of 2007. In the third quarter, operating income rose by 27 percent to SEK 2,552 m. (2,017).

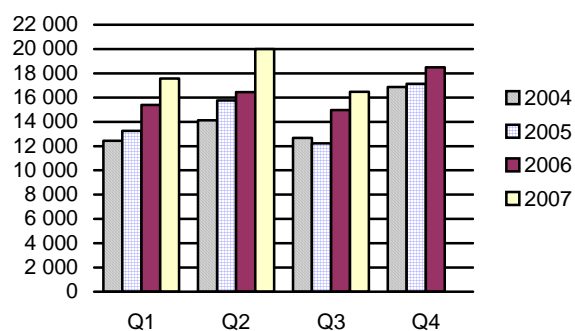
### Operating income in Vehicles and Services

increased by 39 percent to SEK 8,064 m. (5,790) during the first nine months. Higher vehicle volume, a higher share of vehicles with Euro 4 and Euro 5 engines and to some extent higher prices as well as higher service revenue, contributed to the earnings improvement. This was offset somewhat by negative currency rate effects.

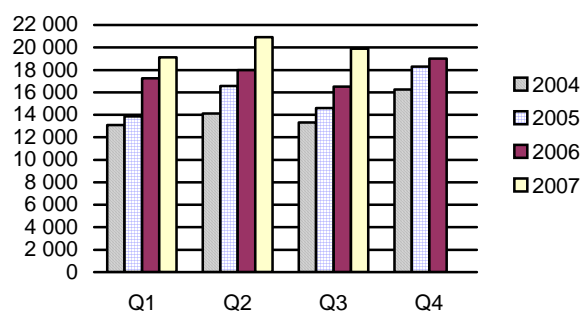
### Net sales by market (SEK m.), Scania's 10 largest markets, January–September

	2007	2006	Change in %
Great Britain	6,362	6,547	-3
Brazil	4,762	4,021	18
Germany	3,473	3,180	9
France	3,385	2,931	15
Russia	3,050	1,438	112
Spain	2,999	2,532	18
Norway	2,793	2,235	25
Sweden	2,645	3,330	-21
Netherlands	2,640	2,955	-11
Italy	2,314	2,442	-5

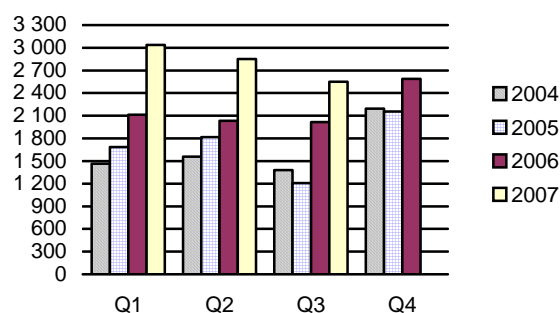
### Vehicles delivered (units)



### Net sales (SEK m.)



### Operating income (SEK m.)



Scania's research and development expenditures amounted to SEK 2,322 m. (2,046). After adjusting for SEK 252 m. (91) in capitalised expenditures and SEK 306 m. (270) in amortisation of previously capitalised expenditures, recognised expenses increased to SEK 2,376 m. (2,225).

Compared to the first nine months of 2006, currency spot rate effects amounted to about SEK -245 m. Currency hedging income amounted to SEK -125 m. During the first nine months of 2006, the impact of currency hedgings on earnings was SEK 25 m. Compared to the first nine months of 2006, the total currency rate effect was thus SEK -395 m.

Operating income in the third quarter increased by 29 percent to SEK 2,426 m. (1,883) for Vehicles and Services. The improvement was attributable to higher volume, a higher share of vehicles with Euro 4 and Euro 5 engines and higher prices. This was partly offset by pay increases, negative currency rate effects and higher raw material costs as well as costs related to the concentration of axle and gearbox production. The strong growth in service revenue also contributed to the earnings improvement. Research and development expenses decreased by SEK 15 m. compared to the same quarter of last year mainly because of higher capitalised expenditures.

Compared to the third quarter of 2006, currency spot rate effects totalled about SEK -20 m. Currency hedging income amounted to SEK -110 m. During the third quarter of 2006, the impact of currency hedgings on earnings was SEK 60 m. Compared to the third quarter of 2006, the total currency rate effect was thus SEK -190 m.

**Operating income in Financial Services** amounted to SEK 378 m. (374) during the first nine months of 2007. The positive effects of portfolio growth were partly offset by lower interest rate margins and increased operating expenses due to continued expansion, especially in new markets. During the third quarter, operating income was SEK 126 m. (134). The somewhat lower operating income was mainly related to increased bad debt expenses. However, overdue payments and bad debt expenses continue to be at historically low levels. At the end of September, the size of the customer finance portfolio amounted to SEK 35,358 m., which represents an increase of about SEK 3,517 m. since the end of 2006. In local currencies, the portfolio increased by 10 percent, equivalent to SEK 3,406 m.

**Scania's net financial items** totalled SEK -177 m. (-159). Net interest items amounted to SEK -158 m. (-173). Other financial income and expenses amounted to SEK -19 m. (14). This included SEK -11 m. (37) in valuation effects related to financial instruments where hedge accounting was not applied.

The Scania Group's **tax expenses** in the first nine months of 2007 were equivalent to 29.3 (31.5) percent of income after financial items. Tax expenses during the third quarter were positively influenced by nonrecurring items. These items refer to positive tax effects related to loss carry-forwards and provisions for tax litigation. **Net income for the period** increased by 42 percent during the first nine months and amounted to SEK 5,847 m. (4,115) corresponding to a net margin of 9.8 percent (8.0). Earnings per share amounted to SEK 7.31 (5.14) per share. In the third quarter, net income amounted to SEK 1,754 m. (1,281).

## Cash flow, Vehicles and Services

Scania's cash flow in Vehicles and Services amounted to SEK 4,240 m. (5,330) in the first nine months of 2007. During the third quarter, cash flow amounted to SEK 1,390 m. (2,072).

During the first nine months, tied-up working capital increased by SEK 176 m., mainly due to higher vehicle volume and longer lead times at manufacturers of superstructures and trailers.

Net investments amounted to SEK 3,474 m. (2,668), including SEK 252 m. (91) in capitalisation of development expenditures. During the period, net investments were affected by acquisitions totalling SEK 268 m. (-). Net debt at the end of September totalled SEK 1,863 m., compared to a net cash position of SEK 2,371 m. at the end of September 2006.

## Parent Company

The assets of the Parent Company, Scania AB, consist of shares in Scania CV AB. Scania CV AB is the parent company of the Group that comprises all production and sales and service companies as well as other companies. During the first nine months, Scania AB reported an income after financial items of SEK 104 m. (84).

## Miscellaneous

### Number of employees

The number of employees at the end of September 2007 was 34,650, compared to 32,820 at the end of 2006. Higher volume of vehicles and services was the main reason behind the increase.

### Redemption procedure

The Annual General Meeting of Shareholders 2007 approved a share split and a share redemption, which were completed in June. Each Scania share was divided into four Scania shares and one redemption share. The redemption shares were redeemed for a cash amount of SEK 35 per share. The number of shares in Scania, after the split and redemption, amounts to 400,000,000 A shares and 400,000,000 B shares compared with 100,000,000 A shares and 100,000,000 B shares before the split. Together with the regular dividend of SEK 3,000 m., this means that SEK 10,000 m. has been repaid to the shareholders in 2007. In conjunction with the share split, Scania carried out a reduction in its share capital by withdrawing redemption shares, followed by a bonus issue, which restored the share capital to its original level.

### Essential risks and uncertainty factors

The section entitled "Risks and risk management at Scania" in the Annual Report for 2006 describes Scania's strategic, operational and financial risks. Note 2 of the same report provides a detailed account of key judgements and estimates. The risks that have the greatest impact on financial reporting for the Group and the Parent Company are summarised as follows:

#### a) Sales with obligations

About 10 percent of the vehicles Scania sells are delivered with residual value obligations or repurchase obligations. These are recognised as operating lease contracts, with the consequence that recognition of revenue and earnings is allocated over the life of the obligation (contract). Major changes in the market value of used vehicles thus affect Scania's successive income recognition. In case the as yet unrecognised profit on a sold vehicle does not cover the effects of a possible downturn in market value, a provision in the required amount is made.

#### b) Credit risks

In its Financial Services operations, Scania has an exposure in the form of contractual future payments. This exposure is reduced by the collateral Scania has in the form of the right to repossess the underlying vehicle. In case the market value of the collateral does not cover the exposure to the customer, Scania runs a credit risk. Reserves for probable losses in Financial Services operations are set aside in the estimated amounts required.

### Accounting principles

Scania applies International Financial Reporting Standards (IFRSs) as adopted by the European Commission for application in the EU. Scania's interim report is designed in accordance with IAS 34, "Interim Financial Reporting", and RR 31, "Interim Reporting for Groups". Accounting principles and calculation methods are unchanged from those applied in the Annual Report for 2006. Interpretation URA 43 of the Emerging Issues Task Force, Swedish Financial Accounting Standards Council, "Accounting for Special Payroll Tax and Tax on Investment Returns", was published late in March 2007. URA 43 had no effect on the income statement and balance sheet for the report period, and its effect in 2006 was not significant.

### Acquisitions of businesses

Up to the publication date of this report, Scania acquired three businesses with a total purchase price of SEK 268 m. Late in March, the company acquired 100 percent of a dealership in Austria with 42 employees. Early in April, Scania acquired the operations for distribution and service of its trucks and buses in the Portuguese market, with 250 employees. Late in April, the company acquired a dealership in

Poland with 26 employees. Since these acquisitions have little impact on Scania's earnings and financial position, a complete account in compliance with IFRS 3 will be presented in the Annual Report for 2007.

### **Annual General Meeting**

The AGM will be held on Monday, 5 May 2008 in Södertälje, Sweden.

Södertälje, 29 October 2007

LEIF ÖSTLING  
President and CEO

## **Review Report**

To the Board of Directors of Scania AB (publ)

### **Introduction**

We have reviewed the interim report for Scania AB (publ) for the period from January 1, 2007 to September 30, 2007. It is the Board of Directors and the Managing Director who are responsible for the presentation of this interim report in accordance with IAS 34 and the Swedish Annual Accounts Act. Our responsibility is to express a conclusion on this interim report based on our review.

### **The scope of the review**

We conducted our review in accordance with the Standard on Review Engagements, SÖG 2410, Review of the Interim Financial Information Performed by the Independent Auditor of the Entity, issued by the Federation of Authorized Public Accountants. A review of the interim report consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially smaller and less in scope compared to an audit conducted according to Standards on Auditing in Sweden (RS) and other generally accepted auditing practices. The procedures performed in a review do not enable us to obtain a level of assurance that would make us aware of all significant matters that might be identified in an audit. Accordingly, the conclusion expressed based on a review does not constitute the same level of assurance as a conclusion based on an audit.

### **Conclusion**

Based on our review, nothing has come to our attention that causes us to believe that the interim report, in all material respects, is not prepared for the Group in accordance with IAS 34 and the Swedish Annual Accounts Act and for the parent company in accordance with the Swedish Annual Accounts Act.

Stockholm October 29, 2007

Ernst & Young AB

Lars Träff  
Authorized Public Accountant

## Financial information from Scania

Scania's Year-end Report for 2007 will be published on 6 February 2008.

*This report contains forward-looking statements that reflect management's current views with respect to certain future events and potential financial performance. Such forward-looking statements involve risks and uncertainties that could significantly alter future results. These statements are based on certain assumptions, including assumptions related to general economic and financial conditions in the company's markets and levels of demand for the company's products.*

*This report does not imply that the company has undertaken to revise these forward-looking statements, beyond what is required under the company's registration contract with the OMX Nordic Exchange Stockholm AB, if and when circumstances arise that will lead to changes compared to the date when these statements were issued.*

*In the interim report for January-June 2007, the following was stated by Leif Östling, President and CEO:*

*"The demand for vehicles and services is rising in virtually all markets where Scania operates and we expect demand for heavy trucks to remain strong. Scania's production units are currently fully utilised and investments of some SEK 2,000 m. to significantly increase capacity are in progress. By the end of 2009 our technical production capacity will reach 100,000 vehicles. The increase will be gradual and Scania plans to raise its production rate by some 5 percent during the final months of 2007, from a current annual rate of 80,000 vehicles."*

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The information in this Interim Report is that which Scania is required to disclose under the Securities Exchange and Clearing Operations Act and/or the Financial Instruments Trading Act. It was released for publication at 12.00 CET on October 29, 2007.



## Income statement

Amounts in SEK m. unless otherwise stated	Nine months			Change in %	Q3		Full year 2006	Okt 06 - Sep 07
	EUR m.*	2007	2006		2007	2006		
<b>Vehicles and Services</b>								
Net sales	6 509	<b>59 947</b>	51 731	16	<b>19 907</b>	16 507	70 738	78 954
Cost of goods sold	-4 760	<b>-43 843</b>	-38 503	14	<b>-14 846</b>	-12 128	-52 255	-57 595
Gross income	1 749	<b>16 104</b>	13 228	22	<b>5 061</b>	4 379	18 483	21 359
Research and development expenses	-258	<b>-2 376</b>	-2 225	7	<b>-690</b>	-705	-3 023	-3 174
Selling expenses	-509	<b>-4 687</b>	-4 408	6	<b>-1 616</b>	-1 466	-6 016	-6 295
Administrative expenses	-102	<b>-944</b>	-808	17	<b>-295</b>	-322	-1 189	-1 325
Share of income in associated companies and joint ventures	-4	<b>-33</b>	3		<b>-34</b>	-3	5	-31
<b>Operating income, Vehicles and Services</b>	876	<b>8 064</b>	5 790	39	<b>2 426</b>	1 883	8 260	10 534
<b>Financial Services</b>								
Interest and lease income	321	<b>2 955</b>	2 617	13	<b>1 002</b>	880	3 527	3 865
Interest and depreciation expenses	-241	<b>-2 224</b>	-1 933	15	<b>-747</b>	-661	-2 608	-2 899
Interest surplus	80	<b>731</b>	684	7	<b>255</b>	219	919	966
Other income	24	<b>225</b>	162	39	<b>98</b>	65	232	295
Other expenses	-18	<b>-165</b>	-126	31	<b>-74</b>	-49	-179	-218
Gross income	86	<b>791</b>	720	10	<b>279</b>	235	972	1 043
Selling and administrative expenses	-36	<b>-332</b>	-297	12	<b>-114</b>	-98	-416	-451
Bad debt expenses	-9	<b>-81</b>	-49	65	<b>-39</b>	-3	-63	-95
<b>Operating income, Financial Services</b>	41	<b>378</b>	374	1	<b>126</b>	134	493	497
<b>Operating income</b>	917	<b>8 442</b>	6 164	37	<b>2 552</b>	2 017	8 753	11 031
Interest income	37	<b>341</b>	398	-14	<b>100</b>	103	632	575
Interest expenses	-55	<b>-499</b>	-571	-13	<b>-197</b>	-169	-863	-791
<b>Net interest items</b>	-18	<b>-158</b>	-173	-9	<b>-97</b>	-66	-231	-216
Other financial income	4	<b>34</b>	86	-60	<b>-66</b>	-30	142	90
Other financial expenses	-6	<b>-53</b>	-72	-26	<b>-14</b>	-9	-81	-62
<b>Other financial items</b>	-2	<b>-19</b>	14	-236	<b>-80</b>	-39	61	28
<b>Net financial items</b>	-20	<b>-177</b>	-159	11	<b>-177</b>	-105	-170	-188
<b>Income after financial items</b>	897	<b>8 265</b>	6 005	38	<b>2 375</b>	1 912	8 583	10 843
Income taxes	-262	<b>-2 418</b>	-1 890	28	<b>-621</b>	-631	-2 644	-3 172
<b>Net income for the period</b>	635	<b>5 847</b>	4 115	42	<b>1 754</b>	1 281	5 939	7 671
Attributable to:								
Scania shareholders	635	<b>5 847</b>	4 115		<b>1 754</b>	1 281	5 939	7 671
Minority interest	0	<b>0</b>	0		<b>0</b>	0	0	0
Includes depreciation of	-251	<b>-2 309</b>	-2 286		<b>-752</b>	-769	-3 023	-3 046
Number of shares: 800 million								
Earnings per share, SEK (no dilution) <sup>1</sup>		<b>7,31</b>	5,14		<b>2,19</b>	1,60	7,42	9,59
Return on equity, percent <sup>1,2</sup>		<b>31,4</b>	23,5		<b>12,8</b>	12,2	12,4	14,0
Operating margin, percent		<b>14,1</b>	11,9		<b>12,8</b>	12,2	12,4	14,0

Acquired companies have the following accumulated effect in 2007:

"Net sales", SEK +186 m.; "Gross income", SEK +30 m.; "Expenses", SEK -47 m.; "Operating income", SEK -17 m.; and "Income after financial items", SEK -19 m.

<sup>1</sup> Attributable to Scania shareholders' part of earnings

<sup>2</sup> Calculations are based on rolling 12-months income.

\* Translated solely for the convenience of the reader at a closing exchange rate of SEK 9.21 = EUR 1.00.

## Net sales and deliveries, Vehicles and Services

Amounts in SEK m. unless otherwise stated	Nine months			Change in %	Q3		Full year 2006	Okt 06 - Sep 07
	EUR m.	2007	2006		2007	2006		
<b>Net sales</b>								
Trucks	3 990	<b>36 745</b>	30 687	20	<b>11 279</b>	9 589	43 021	49 079
Buses *	569	<b>5 238</b>	5 127	2	<b>1 784</b>	1 599	6 766	6 877
Engines	94	<b>862</b>	707	22	<b>344</b>	214	1 024	1 179
Service-related products	1 212	<b>11 158</b>	10 080	11	<b>3 796</b>	3 250	13 595	14 673
Used vehicles	413	<b>3 800</b>	3 768	1	<b>1 315</b>	1 230	5 189	5 221
Miscellaneous	292	<b>2 710</b>	2 124	28	<b>1 017</b>	837	3 032	3 618
Delivery sales value	6 570	<b>60 513</b>	52 493	15	<b>19 535</b>	16 719	72 627	80 647
Adjustment for lease income <sup>3</sup>	-61	<b>-566</b>	-762		<b>372</b>	-212	-1 889	-1 693
Net sales	6 509	<b>59 947</b>	51 731	16	<b>19 907</b>	16 507	70 738	78 954
<b>Net sales <sup>4</sup></b>								
Western Europe	3 846	<b>35 425</b>	33 627	5	<b>11 597</b>	10 435	45 475	47 273
Central and eastern Europe	1 099	<b>10 119</b>	5 445	86	<b>3 498</b>	1 940	8 293	12 967
Latin America	789	<b>7 267</b>	6 371	14	<b>2 407</b>	2 175	8 420	9 316
Asia	423	<b>3 895</b>	3 327	17	<b>1 264</b>	1 087	4 603	5 171
Other markets	352	<b>3 241</b>	2 961	9	<b>1 141</b>	870	3 947	4 227
Net sales	6 509	<b>59 947</b>	51 731	16	<b>19 907</b>	16 507	70 738	78 954
<b>Total delivery volume, units</b>								
Trucks		<b>48 791</b>	42 452	15	<b>14 579</b>	13 531	59 344	65 683
Buses*		<b>5 082</b>	4 331	17	<b>1 716</b>	1 428	5 937	6 688
Engines		<b>5 357</b>	4 576	17	<b>2 178</b>	1 496	6 546	7 327

<sup>3</sup> Refers to the difference between sales recognised as revenues and sales value based on deliveries.

<sup>4</sup> Revenues from external customers by location of customers.

\* Including body-built buses and coaches.

## Quarterly data, earnings

Amounts in SEK m. unless otherwise stated	2007				2006			
	EUR m.	Q3	Q2	Q1	Q4	Q3	Q2	Q1
<b>Vehicles and Services</b>								
Net sales	2 161	19 907	20 911	19 129	19 007	16 507	17 978	17 246
Cost of goods sold	-1 612	-14 846	-15 367	-13 630	-13 752	-12 128	-13 521	-12 854
Gross income	549	5 061	5 544	5 499	5 255	4 379	4 457	4 392
Research and development expenses	-75	-690	-905	-781	-798	-705	-791	-729
Selling expenses	-175	-1 616	-1 581	-1 490	-1 608	-1 466	-1 514	-1 428
Administrative expenses	-32	-295	-340	-309	-381	-322	-251	-235
Share of income in associated companies and joint ventures	-4	-34	2	-1	2	-3	6	0
<b>Operating income, Vehicles and Services</b>	263	2 426	2 720	2 918	2 470	1 883	1 907	2 000
<b>Financial Services</b>								
Interest and lease income	108	1 002	1 010	943	910	880	871	866
Interest and depreciation expenses	-81	-747	-768	-709	-675	-661	-636	-636
Interest surplus	27	255	242	234	235	219	235	230
Other income	11	98	60	67	70	65	43	54
Other expenses	-8	-74	-32	-59	-53	-49	-35	-42
Gross income	30	279	270	242	252	235	243	242
Selling and administrative expenses	-12	-114	-113	-105	-119	-98	-101	-98
Bad debt expenses	-4	-39	-26	-16	-14	-3	-16	-30
<b>Operating income, Financial Services</b>	14	126	131	121	119	134	126	114
<b>Operating income</b>	277	2 552	2 851	3 039	2 589	2 017	2 033	2 114
Interest income	11	100	105	136	234	103	133	162
Interest expenses	-21	-197	-133	-169	-292	-169	-195	-207
<b>Net interest items</b>	-10	-97	-28	-33	-58	-66	-62	-45
Other financial income	-7	-66	84	16	56	-30	54	62
Other financial expenses	-2	-14	-12	-27	-9	-9	-41	-22
<b>Other financial items</b>	-9	-80	72	-11	47	-39	13	40
<b>Net financial items</b>	-19	-177	44	-44	-11	-105	-49	-5
<b>Income after financial items</b>	258	2 375	2 895	2 995	2 578	1 912	1 984	2 109
Income taxes	-68	-621	-887	-910	-754	-631	-597	-662
<b>Net income for the period</b>	190	1 754	2 008	2 085	1 824	1 281	1 387	1 447
Attributable to: Scania shareholders	190	1 754	2 008	2 085	1 824	1 281	1 387	1 447
Minority interest	0	0	0	0	0	0	0	0
Earnings per share, SEK *		2,19	2,51	2,61	2,28	1,60	1,73	1,81
Operating margin, in percent		12,8	13,6	15,9	13,6	12,2	11,3	12,3

\* Attributable to Scania shareholders' part of earnings

## Balance sheet by business segment

Amounts in SEK m.  
unless otherwise stated

	2007				2006			
	EUR m.	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
<b>Vehicles and Services</b>								
<b>Assets</b>								
<b>Non-current assets</b>								
Intangible non-current assets	274	<b>2 528</b>	2 586	2 477	2 452	2 486	2 568	2 647
Tangible non-current assets	1 945	<b>17 916</b>	17 565	17 367	17 104	16 950	16 660	16 872
Lease assets	445	<b>4 103</b>	4 078	4 030	3 775	4 149	3 881	3 875
Shares and participations	24	<b>217</b>	247	196	173	150	136	129
Interest-bearing receivables	83	<b>765</b>	343	304	241	285	269	303
Other receivables <sup>5</sup>	164	<b>1 510</b>	1 773	1 641	1 485	1 976	1 838	1 796
<b>Current assets</b>								
Inventories	1 278	<b>11 769</b>	11 798	11 664	10 100	10 073	10 461	10 748
Interest-bearing receivables	50	<b>458</b>	635	505	496	860	461	531
Other receivables <sup>6</sup>	1 329	<b>12 239</b>	12 324	11 513	10 737	10 942	11 712	11 578
Short-term investments	132	<b>1 213</b>	1 526	3 984	911	1 105	368	791
Cash and cash equivalents	353	<b>3 248</b>	2 279	1 544	9 761	8 444	1 970	5 389
<b>Total assets</b>	<b>6 077</b>	<b>55 966</b>	55 154	55 225	57 235	57 420	50 324	54 659
<b>Equity and liabilities</b>								
<b>Equity</b>								
Scania shareholders	2 020	<b>18 608</b>	17 266	25 018	22 966	21 373	20 211	22 147
Minority interest	0	<b>4</b>	5	5	5	8	8	8
Total equity	2 020	<b>18 612</b>	17 271	25 023	22 971	21 381	20 219	22 155
<b>Interest-bearing liabilities</b>	696	<b>6 410</b>	6 527	0	6 463	7 391	2 263	5 174
<b>Non-current liabilities</b>								
Provisions for pensions	404	<b>3 719</b>	3 694	3 645	3 590	3 575	3 522	3 487
Other provisions	258	<b>2 376</b>	2 202	2 273	3 174	3 400	3 357	3 230
Other liabilities <sup>7</sup>	243	<b>2 234</b>	2 930	2 383	2 554	2 855	2 776	3 024
<b>Current liabilities</b>								
Provisions	218	<b>2 012</b>	2 110	1 942	1 123	1 097	1 038	1 071
Other liabilities <sup>8</sup>	2 238	<b>20 603</b>	20 420	19 959	17 360	17 721	17 149	16 518
<b>Total equity and liabilities</b>	<b>6 077</b>	<b>55 966</b>	55 154	55 225	57 235	57 420	50 324	54 659
<sup>5</sup> Including derivatives with positive value for hedging of borrowings	33	<b>301</b>	269	197	99	349	284	253
<sup>6</sup> Including derivatives with positive value for hedging of borrowings	23	<b>215</b>	101	59	365	253	257	216
<sup>7</sup> Including derivatives with negative value for hedging of borrowings	25	<b>229</b>	317	409	213	207	327	356
<sup>8</sup> Including derivatives with negative value for hedging of borrowings	22	<b>201</b>	256	192	125	182	116	129
Net cash (-) / Net debt (+) excl. provisions for pensions, incl. derivatives as above	202	<b>1 863</b>	2 925	-5 183	-4 335	-2 371	-173	-990

## Balance sheet by business segment

Amounts in SEK m. unless otherwise stated	2007				2006			
	<i>EUR m.</i>	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
<b>Financial Services</b>								
<b>Assets</b>								
<b>Non-current assets</b>								
Intangible non-current assets	2	16	15	12	12	13	13	12
Tangible non-current assets	3	31	30	28	26	24	23	23
Lease assets	826	7 605	7 775	7 706	7 379	6 933	6 803	7 073
Financial receivables	2 016	18 573	18 171	17 403	16 358	16 197	15 587	15 171
Other receivables	2	17	343	473	221	165	206	202
<b>Current assets</b>								
Financial receivables	997	9 180	9 071	8 645	8 104	7 531	7 494	7 463
Other receivables	97	891	709	613	590	592	586	460
Cash and cash equivalents	16	149	159	166	173	185	148	260
<b>Total assets</b>	<b>3 959</b>	<b>36 462</b>	<b>36 273</b>	<b>35 046</b>	<b>32 863</b>	<b>31 640</b>	<b>30 860</b>	<b>30 664</b>
<b>Equity and liabilities</b>								
<b>Equity</b>								
Scania shareholders	398	3 662	3 280	3 365	3 163	3 265	3 139	3 156
Total equity	398	3 662	3 280	3 365	3 163	3 265	3 139	3 156
<b>Interest-bearing liabilities</b>	<b>3 337</b>	<b>30 730</b>	<b>30 872</b>	<b>29 666</b>	<b>27 805</b>	<b>26 636</b>	<b>25 738</b>	<b>25 692</b>
<b>Non-current liabilities</b>								
Provisions for pensions	2	17	17	16	15	14	13	14
Other provisions	64	594	609	604	577	591	582	594
Other liabilities	2	15	19	24	13	20	14	11
<b>Current liabilities</b>								
Provisions	0	0	0	1	2	1	1	1
Other liabilities	156	1 444	1 476	1 370	1 288	1 113	1 373	1 196
<b>Total equity and liabilities</b>	<b>3 959</b>	<b>36 462</b>	<b>36 273</b>	<b>35 046</b>	<b>32 863</b>	<b>31 640</b>	<b>30 860</b>	<b>30 664</b>

## Balance sheet by business segment

Amounts in SEK m.  
unless otherwise stated

	2007				2006			
	EUR m.	30 Sep	30 Jun	31 Mar	31 Dec	30 Sept	30 Jun	31 Mar
<b>Eliminations</b>								
<b>Assets</b>								
Lease assets	-163	<b>-1 500</b>	-1 566	-1 541	-1 488	-1 408	-1 374	-1 352
Other current receivables	-122	<b>-1 122</b>	-852	-787	-532	-447	-703	-589
Short-term investments				-2 732				
<b>Total assets</b>	<b>-285</b>	<b>-2 622</b>	-2 418	-5 060	-2 020	-1 855	-2 077	-1 941
<b>Equity and liabilities</b>								
Other current liabilities	-285	<b>-2 622</b>	-2 418	-2 325	-2 020	-1 855	-2 077	-1 941
Interest-bearing liabilities				-2 735				
<b>Total equity and liabilities</b>	<b>-285</b>	<b>-2 622</b>	-2 418	-5 060	-2 020	-1 855	-2 077	-1 941

### Scania Group

#### Assets

##### Non-current assets

Intangible non-current assets	276	<b>2 544</b>	2 601	2 489	2 464	2 499	2 581	2 659
Tangible non-current assets	1 948	<b>17 947</b>	17 595	17 395	17 130	16 974	16 683	16 895
Lease assets	1 108	<b>10 208</b>	10 287	10 195	9 666	9 674	9 310	9 596
Shares and participations	24	<b>217</b>	247	196	173	150	136	129
Interest-bearing receivables	2 099	<b>19 338</b>	18 514	17 707	16 599	16 482	15 856	15 474
Other receivables <sup>9</sup>	166	<b>1 527</b>	2 116	2 114	1 706	2 141	2 044	1 998

##### Current assets

Inventories	1 278	<b>11 769</b>	11 798	11 664	10 100	10 073	10 461	10 748
Interest-bearing receivables	1 047	<b>9 638</b>	9 706	9 150	8 600	8 391	7 955	7 994
Other receivables <sup>10</sup>	1 304	<b>12 008</b>	12 181	11 339	10 795	11 087	11 595	11 449
Short-term investments	132	<b>1 213</b>	1 526	1 252	911	1 105	368	791
Cash and cash equivalents	369	<b>3 397</b>	2 438	1 710	9 934	8 629	2 118	5 649
<b>Total assets</b>	<b>9 751</b>	<b>89 806</b>	89 009	85 211	88 078	87 205	79 107	83 382

#### Total equity and liabilities

##### Equity

Scania shareholders	2 418	<b>22 270</b>	20 546	28 383	26 129	24 638	23 350	25 303
Minority interest	0	<b>4</b>	5	5	5	8	8	8
<b>Total equity</b>	<b>2 418</b>	<b>22 274</b>	20 551	28 388	26 134	24 646	23 358	25 311

##### Non-current liabilities

Interest-bearing liabilities	2 888	<b>26 603</b>	23 270	17 172	17 918	19 536	18 652	20 345
Provisions for pensions	406	<b>3 736</b>	3 711	3 661	3 605	3 589	3 535	3 501
Other provisions	322	<b>2 970</b>	2 811	2 877	3 751	3 991	3 939	3 824
Other liabilities <sup>11</sup>	245	<b>2 249</b>	2 949	2 407	2 567	2 875	2 790	3 035

##### Current liabilities

Interest-bearing liabilities	1 145	<b>10 537</b>	14 129	9 759	16 350	14 491	9 349	10 521
Provisions	218	<b>2 012</b>	2 110	1 943	1 125	1 098	1 039	1 072
Other liabilities <sup>12</sup>	2 109	<b>19 425</b>	19 478	19 004	16 628	16 979	16 445	15 773
<b>Total equity and liabilities</b>	<b>9 751</b>	<b>89 806</b>	89 009	85 211	88 078	87 205	79 107	83 382

<sup>9</sup> Including derivatives with positive value for hedging of borrowings

	33	<b>301</b>	269	197	99	349	284	253
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<sup>10</sup> Including derivatives with positive value for hedging of borrowings

	23	<b>215</b>	101	59	365	253	257	216
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<sup>11</sup> Including derivatives with negative value for hedging of borrowings

	25	<b>229</b>	317	409	213	207	327	356
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<sup>12</sup> Including derivatives with negative value for hedging of borrowings

	22	<b>201</b>	256	192	125	182	116	129
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Equity/assets ratio, percent		<b>24,8</b>	<b>23,1</b>	33,3	29,7	28,3	29,5	30,4
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## Statement of recognised income and expense and changes in equity

Amounts in SEK m. unless otherwise stated	EUR m.	Nine months		Full year
		2007	2006	2006
Exchange rate difference for the year	30	272	-353	-661
Hedge reserve				
in equity	-9	-82	222	340
Cash flow hedge reserve transferred to sales revenue in income statement	14	128	-20	-103
Actuarial gains and losses related to pension liabilities recognised directly in equity	-	0	0	-68
Tax attributable to items recognised directly in equity	-3	-25	-54	-46
<b>Total income and expense recognised directly in equity</b>	<b>32</b>	<b>293</b>	<b>-205</b>	<b>-538</b>
<b>Net income for the period</b>	<b>635</b>	<b>5 847</b>	<b>4 115</b>	<b>5 939</b>
<b>Total recognised income and expense for the period</b>	<b>667</b>	<b>6 140</b>	<b>3 910</b>	<b>5 401</b>
Attributable to:				
Scania AB shareholders	667	6 141	3 911	5 402
Minority interest	0	-1	-1	-1
Equity, 1 January	2 837	26 134	23 736	23 736
Total recognised income and expense for the period	667	6 140	3 910	5 401
Dividend	-326	-3 000	-3 000	-3 000
Redemption	-760	-7 000	-	-
Change in minority interest related to Ainax	-	-	-	-3
<b>Total equity at the end of the period</b>	<b>2 418</b>	<b>22 274</b>	<b>24 646</b>	<b>26 134</b>
Attributable to:				
Scania AB shareholders	2 418	22 270	24 638	26 129
Minority interest	0	4	8	5



## Cash flow statement

Amounts in SEK m. unless otherwise stated	Nine months			2007			2006			
	EUR m.	2007	2006	Q3	Q2	Q1	Q4	Q3	Q2	Q1
<b>Operating activities</b>										
Income after financial items	897	8 265	6 005	2 375	2 895	2 995	2 578	1 912	1 984	2 109
Items not affecting cash flow	284	2 617	2 409	874	883	860	827	806	835	768
Taxes paid	-279	-2 565	-1 885	-737	-865	-963	-667	-521	-755	-609
<b>Cash flow from operating activities before change in working capital</b>	902	8 317	6 529	2 512	2 913	2 892	2 738	2 197	2 064	2 268
of which: Vehicles and Services	857	7 890	6 182	2 336	2 780	2 774	2 691	2 071	1 941	2 170
Financial Services	45	427	347	176	133	118	47	126	123	98
Change in working capital etc., Vehicles and Services	-19	-176	1 816	421	287	-884	63	916	924	-24
<b>Cash flow from operating activities</b>	883	8 141	8 345	2 933	3 200	2 008	2 801	3 113	2 988	2 244
<b>Investing activities</b>										
Net investments, Vehicles and Services	-377	-3 474	-2 668	-1 367	-1 281	-826	-1 142	-915	-797	-956
Net investments in credit portfolio etc., Financial Services	-360	-3 316	-1 982	-559	-1 344	-1 413	-1 532	-838	-678	-466
<b>Cash flow from investing activities</b>	-737	-6 790	-4 650	-1 926	-2 625	-2 239	-2 674	-1 753	-1 475	-1 422
<b>Cash flow from Vehicles and Services</b>	461	4 240	5 330	1 390	1 786	1 064	1 612	2 072	2 068	1 190
<b>Cash flow from Financial Services</b>	-315	-2 889	-1 635	-383	-1 211	-1 295	-1 485	-712	-555	-368
<b>Financing activities</b>										
Change in net debt from financing activities	224	2 059	6 370	-9	10 107	-8 039	1 221	5 181	-2 029	3 218
Dividend to shareholders	-326	-3 000	-3 000	-	-3 000	-	-	-	-3 000	-
Redemption	-760	-7 000	-	-	-7 000	-	-	-	-	-
<b>Cash flow from financing activities</b>	-862	-7 941	3 370	-9	107	-8 039	1 221	5 181	-5 029	3 218
<b>Cash flow for the year</b>	-716	-6 590	7 065	998	682	-8 270	1 348	6 541	-3 516	4 040
<b>Cash and cash equivalents at beginning of period</b>	1 079	9 934	1 599	2 438	1 710	9 934	8 628	2 118	5 649	1 599
<b>Exchange rate differences in cash and cash equivalents</b>	6	53	-36	-39	46	46	-42	-31	-15	10
<b>Cash and cash equivalents at end of period</b>	369	3 397	8 628	3 397	2 438	1 710	9 934	8 628	2 118	5 649





## Number of employees

	2007			2006			
	30 Sep	30 Jun	31 Mar	31 Dec	30 Sep	30 Jun	31 Mar
Production and corporate units	17 303	17 198	17 005	16 517	16 106	15 935	15 481
Research and development	2 326	2 275	2 243	2 174	2 161	2 127	2 111
Sales and service companies	14 553	14 412	13 985	13 682	13 510	13 344	13 247
<b>Vehicles and Services</b>	<b>34 182</b>	<b>33 885</b>	<b>33 233</b>	<b>32 373</b>	<b>31 777</b>	<b>31 406</b>	<b>30 839</b>
<b>Financial Services</b>	<b>468</b>	<b>455</b>	<b>464</b>	<b>447</b>	<b>434</b>	<b>429</b>	<b>420</b>
<b>Total number of employees</b>	<b>34 650</b>	<b>34 340</b>	<b>33 697</b>	<b>32 820</b>	<b>32 211</b>	<b>31 835</b>	<b>31 259</b>



## Quarterly data, units by geographic area

	2007			2006				
	Q3	Q2	Q1	Full year	Q4	Q3	Q2	Q1
<b>Order bookings, trucks</b>								
Western Europe	9 910	12 023	14 200	38 642	13 437	6 447	8 155	10 603
Central and eastern Europe	3 449	3 853	5 011	11 568	4 475	2 156	2 686	2 251
Latin America	1 924	2 611	2 994	9 036	2 755	1 977	2 217	2 087
Asia	1 307	1 547	2 178	6 389	1 770	1 030	1 642	1 947
Other markets	240	295	996	2 774	767	592	789	626
<b>Total</b>	<b>16 830</b>	<b>20 329</b>	<b>25 379</b>	<b>68 409</b>	<b>23 204</b>	<b>12 202</b>	<b>15 489</b>	<b>17 514</b>
<b>Trucks delivered</b>								
Western Europe	7 197	9 092	8 648	34 396	9 708	7 295	8 545	8 848
Central and eastern Europe	3 175	4 091	3 532	8 830	3 177	2 062	2 014	1 577
Latin America	2 292	2 772	1 946	7 957	2 042	2 196	1 991	1 728
Asia	1 347	1 632	1 220	5 546	1 359	1 348	1 660	1 179
Other markets	568	677	602	2 615	606	630	661	718
<b>Total</b>	<b>14 579</b>	<b>18 264</b>	<b>15 948</b>	<b>59 344</b>	<b>16 892</b>	<b>13 531</b>	<b>14 871</b>	<b>14 050</b>
<b>Order bookings, buses*</b>								
Western Europe	473	585	428	1 999	655	458	390	496
Central and eastern Europe	89	93	107	569	251	126	130	62
Latin America	491	589	920	1 643	358	365	509	411
Asia	226	312	505	1 462	725	185	268	284
Other markets	155	277	298	816	224	208	136	248
<b>Total</b>	<b>1 434</b>	<b>1 856</b>	<b>2 258</b>	<b>6 489</b>	<b>2 213</b>	<b>1 342</b>	<b>1 433</b>	<b>1 501</b>
<b>Buses delivered*</b>								
Western Europe	471	455	497	2 282	538	513	641	590
Central and eastern Europe	119	123	62	428	161	100	109	58
Latin America	677	575	397	1 679	313	509	470	387
Asia	211	393	453	879	433	121	223	102
Other markets	238	185	226	669	161	185	133	190
<b>Total</b>	<b>1 716</b>	<b>1 731</b>	<b>1 635</b>	<b>5 937</b>	<b>1 606</b>	<b>1 428</b>	<b>1 576</b>	<b>1 327</b>

\* Including body-built buses and coaches.

## Parent company Scania AB, Financial statements

Amounts in SEK m. unless otherwise stated	Nine months		Full year	
	EUR m.	2007	2006	2006
<b>Income statement</b>				
Operating income*	-4	-41	0	0
Financial income and expenses	15	145	84	10 110
Withdrawal from tax allocation reserve	-	-	-	634
Income taxes	-5	-47	-24	-224
<b>Net income for the period</b>	<b>6</b>	<b>57</b>	<b>60</b>	<b>10 520</b>

Amounts in SEK m. unless otherwise stated	2007		2006	
	EUR m.	30 Sep	31 Dec	30 Sep
<b>Balance sheet</b>				
<b>Assets</b>				
<b>Financial non-current assets</b>				
Shares in subsidiaries	912	8 401	8 401	8 484
<b>Current assets</b>				
Due from subsidiaries	523	4 814	14 722	5 390
<b>Total assets</b>	<b>1 435</b>	<b>13 215</b>	<b>23 123</b>	<b>13 874</b>
<b>Equity and liabilities</b>				
Equity	1 306	12 029	21 972	12 081
Untaxed reserves	124	1 140	1 140	1 774
<b>Current liabilities</b>				
Tax liabilities	5	46	11	19
<b>Total shareholders' equity and liabilities</b>	<b>1 435</b>	<b>13 215</b>	<b>23 123</b>	<b>13 874</b>

Amounts in SEK m. unless otherwise stated	2007		2006	
	EUR m.	30 Sep	31 Dec	30 Sep
<b>Equity</b>				
Equity, 1 January	2 386	21 972	14 997	14 997
Net income for the period	6	57	10 520	84
Group contributions, net	-	-	-545	-
Dividend	-326	-3 000	-3 000	-3 000
Redemption	-760	-7 000	-	-
<b>Total equity at the end of the period</b>	<b>1 306</b>	<b>12 029</b>	<b>21 972</b>	<b>12 081</b>

\* Refers to administrative expenses