

Mitsui O.S.K. Lines, Ltd.

Financial Highlights: The First Quarter Ended June 30, 2009

1. Consolidated Financial Highlights (from April 1, 2009 to June 30, 2009)

(All financial information has been prepared in accordance with accounting principles generally accepted in Japan)

(1) Operational Results

	(¥Million)		(US\$ Thousand)
	Q1/ FY2009	Q1/ FY2008	Q1/ FY2009
Revenues	297,472	507,509	3,098,344
Operating income / (loss)	(12,267)	73,218	(127,768)
Ordinary income / (loss)	(11,499)	82,263	(119,769)
Net income	(13,014)	55,338	(135,548)
	(¥)		(US\$)
Net income / (loss) per share	(10.88)	46.25	(0.113)
Diluted net income per share	—	44.54	—

(2) Financial Position

	(¥Million)		(US\$ Thousand)
	Q1/ FY2009	FY2008	Q1/ FY2009
Total Assets	1,827,728	1,807,079	19,036,850
Total Net Assets	733,011	695,021	7,634,736
Shareholders' Equity / Total assets	36.1%	34.5%	36.1%
	(¥)		(US\$)
Shareholders' Equity per share	551.38	521.23	5.743

* Shareholders' Equity is defined as follows.

Shareholders' Equity = Total Net Assets - (Share subscription rights + Minority interests)

2. Dividends

	(¥)		
	Dividend per share		
	Interim	Year end	Annual
FY2008	15.50	15.50	31.00
FY2009 (Forecast)			

* Dividend per share FY2009 is yet to be determined.

3. Forecast of Consolidated Results for Fiscal Year ending March 31, 2010

	(¥Million)		(US\$ Thousand)
	1H/FY2009	FY2009	FY2009
Revenues	640,000	1,350,000	14,061,035
Operating income / (loss)	(5,000)	50,000	520,779
Ordinary income / (loss)	(5,000)	50,000	520,779
Net income / (loss)	(7,000)	30,000	312,467
	(¥)		(US\$)
Net income / (loss) per share	(5.85)	25.07	0.261

* Underlying Assumption of the Forecast for the FY2009

The above forecast is made assuming the exchange rate and the bunker price for the FY2009.

Q2/FY2009

Exchange Rate 1US\$=¥93.00

Bunker Price US\$ 410/MT

2H/FY2009

Exchange Rate 1US\$=¥93.00

Bunker Price US\$ 410/MT

(Translation of foreign currencies)

The Japanese yen amounts for Q1/ FY2009 have been translated into U.S. dollars using the prevailing exchange rate at June, 2009, which was ¥96.01 to U.S. \$1.00, solely for the convenience of readers.

(The convenience translations should not be construed as representations that the Japanese yen amounts have been, could have been, or could in the future be, converted into U.S. dollars at this or any other rate of exchange.)

4. Business Performance

(Billions of Yen)

	First quarter of FY2008	First quarter of FY2009	Year-on-year comparison (variance)
	From Apr. 1 to Jun. 30, 2008	From Apr. 1 to Jun. 30, 2009	
Revenue	507.5	297.4	-210.0 / -41.4%
Operating income/loss	73.2	-12.2	-85.4 / --%
Ordinary income/loss	82.2	-11.4	-93.7 / --%
Net income/loss	55.3	-13.0	-68.3 / --%
Exchange rate (three-month average)	¥101.74/US\$	¥97.21/US\$	-¥4.53/US\$
Bunker price (three-month average)	US\$560/MT	US\$313/MT	-US\$247 /MT

A look at the global economy during the first quarter of fiscal year (FY) 2009 (April 1 to June 30, 2009) reveals signs of a recovery in China as it implements economic stimulus measures and, on the other hand, economic hardships is continuing in developed countries and other regions. In the U.S., the recession pushed forth unabated against a backdrop of low consumer spending, decreasing capital investment, a lackluster housing market, deteriorating employment conditions and other factors. Europe's downward trend also proceeded as consumer spending worsened and exports declined, among others. In Japan, although there are signs of a halt in the economy's free fall, uncertainties abound as exports falter, capital investment decreases and consumer spending remains low.

In the area of ocean shipping, the dry bulker market showed signs of a strong recovery as momentum gained from the latter part of May on the heels of increased iron ore imports in China and daily hire rates for Cape-size bulkers temporarily exceeded US\$100,000/day at the beginning of June. Contrastingly, in the tanker market, the fall in crude oil demands following the collapse of Lehman Brothers kept crude oil tankers at a lower-than-expected range, while the markets for LPG carriers and petrochemical product tankers (MR-type) also declined. In the container trade, the crisis plaguing the economy since last year led to stagnant cargo trade in the main East/West routes and other routes and a weak freight rate market. This resulted in the recording of large deficits by many containership operating companies, which are implementing fare revisions of freight rates for normalizing the business environment.

After their sharp decrease subsequent to the Lehman Shock, crude oil prices gradually inched back up from the first quarter to as high as US\$73/barrel (WTI) at one time in

the middle of June, however, they generally remained at a low level. The average bunker price during the first quarter also fell greatly from US\$560/MT in the same period of the previous year down to US\$313/MT, while the average exchange rate during the first quarter was ¥97.21/US\$, signifying a weakened dollar compared to the same period of the previous year.

As a result of the above, business performance over the first quarter greatly deteriorated compared to the same period of the previous fiscal year resulting in a deficit. The chart below shows consolidated revenue, operating income/loss, and ordinary income/loss by segment for the first quarter of FY2009, along with comparisons to the same period of the previous year and a corresponding summary.

Upper: Revenue, Middle: Operating Income, Lower: Ordinary Income

(Billions of Yen)

	First quarter of FY2008	First quarter of FY2009	Year-on-year comparison (variance)
	From Apr. 1 to Jun. 30, 2008	From Apr. 1 to Jun. 30, 2009	
Bulkships	273.0	155.4	-117.5 / -43.1%
	72.1	4.3	-67.8 / -94.0%
	75.0	4.1	-70.9 / -94.5%
Containerships	187.4	104.3	-83.0 / -44.3%
	-3.3	-19.7	-16.4 / -%
	-1.7	-20.0	-18.2 / -%
Ferry and Domestic Transport	13.7	12.3	-1.4 / -10.3%
	-0.3	-0.8	-0.4 / -%
	-0.5	-0.8	-0.3 / -%
Associated Businesses	38.6	27.9	-10.7 / -27.9%
	3.3	2.6	-0.7 / -20.7%
	3.8	3.0	-0.8 / -21.1%
Others	6.1	5.0	-1.1 / -18.0%
	1.7	1.4	-0.3 / -18.4%
	1.2	0.9	-0.3 / -25.0%

Note: 1. Revenue includes internal sales or transfers among segments.

2. Business segments were changed from the fiscal year under review. In comparisons with the same period of the previous fiscal year, the portion representing the first quarter of the previous fiscal year is included in the new businesses segments.

(A) Bulkships

<Dry Bulkers>

Although the dry bulker market began its decline in the autumn of last year, the Cape-size bulker market saw signs of a recovery as it gained momentum in the latter part of May on the heels of increased iron ore imports in China, at a level surpassing that of the previous fiscal year, and the Cape-size charter rate temporally exceeded US\$100,000/day at the beginning of June. On the other hand, although the decline in general dry bulkers, from Panamax on down, bottomed out, the present economic doldrums continued to slacken cargo trade for general freight, leading to limited recovery to a modest level. Despite securing a certain amount of profit from fluctuating revenue due to the aforementioned economic environment as well as stable revenue from long-term contracts for iron ore, coal for power generation, wood chips, etc., the first quarter saw earnings fall significantly lower than the same period of the previous year.

<Tankers/LNG Carriers>

The tanker business was at a low level as limited demand for crude oil after the Lehman Shock kept the market for Japan-bound double-hull VLCC laden in the Persian Gulf at the low WS range of 20 to 60. Further, the LPG carrier and petrochemical product tanker (MR-type) markets also dipped. As a result, this segment posted a deficit during the first quarter.

Since the LNG carrier business was continuously supported by stable revenue from long-term contracts, there was a slight increase in profits compared to the same period of the previous year.

<Car Carriers>

Struck by a decline in demand for automobiles in North America and other regions, the continuation of reduced production policies on the part of automobile manufacturers to meet inventory adjustments significantly eroded automobile cargo trade compared with the same period of the previous year. This caused a deficit in this segment during the first quarter.

(B) Containerships

The economic crisis beginning last year led the cargo trade on the main East/West routes and other routes to stagnate and depressed the freight rate market. Despite efforts to improve circumstances through freight rate negotiations effected in April and May,

pressure to lower rates due to a deteriorating supply-demand balance intensified leaving this segment in unfavorable conditions. On a brighter note, the fall in bunker prices was a factor in the improvement of income compared to the same period in the previous year. Other efforts were also made to improve income such as promoting lay-ups of surplus vessels, ship sales, chartered vessel cancellations and size reductions as well as cutting costs aggressively through fuel savings by slowing down ships and suspending unprofitable routes. Unfortunately, effects created by the above cost reductions and other activities to improve income were surpassed by negative effects such as deteriorating freight rates and decreasing loading volumes making a significant deficit in this segment.

(C) Ferry and Domestic Transport

In the ferry business, decreasing passenger and cargo volumes due to the recession, discounted highway toll fees, the outbreak of the H1N1 flu and other factors compressed income. Domestic transport fell resulting in a deficit as the deteriorating economy brought transportation to a standstill especially for steel materials. Results in this segment showed a deficit that exceeded that of the same period in the previous fiscal year.

(D) Associated Businesses

A firm performance overall was demonstrated in the real estate business, in which Daibiru Corporation, our subsidiary, is a central player. This is despite lower profits compared to the same period in the previous fiscal year due to factors such as an increase in depreciation expenses associated with the construction of new buildings. The travel agency business saw a downturn due to the diffusion of H1N1 and corporate travel expense restrictions. The cruise ship business also suffered from the unavoidable effects of H1N1. In the trading business, ship product and material sales stalled due to lackluster ocean shipping conditions. As a result, profits in the associated businesses segment during the first quarter of FY2009 fell short of the same period of the previous year.

(E) Others

Other businesses, which are mainly cost centers, include ship operations, ship management, ship chartering, financing and shipbuilding, among others. Profits for the first quarter of the year in this segment were lower than the same period of the previous year.

5. Financial Position

Assets for the quarter ended June 30, 2009 was 1,827.7 billion yen, a increase of 20.7 billion yen from the quarter ended March 31, 2009. This increase was primarily due to an increase in vessels while trade receivables decrease. Liabilities for the quarter ended June 30, 2009 was 1,094.7 billion yen, decreased by 17.3 billion yen compared to the quarter ended March 31, 2009. This decrease was mainly attributable to decrease in trade payables while long-term bank loans increased. Net assets for the quarter ended June 30, 2009 was 733.0 billion yen, an increase of 38.0 billion yen from the quarter ended March 31, 2009, in consequence of increase in unrealized gains on hedging derivatives and foreign currency translation adjustments while retained earnings decreased by 31.3 billion yen. As a result of the above transactions, shareholder's equity ratio was 36.1% for the quarter ended June 30, 2009, increased by 1.6% from the quarter ended March 31, 2009.

6. Outlook for FY2009

For the first half of FY2009

(Billions of Yen)

	Previous outlook (When announced on April 27, 2009)	Latest outlook (When announced 1Q)	Comparison (variance)
Revenue	670	640	-30 / -4.5%
Operating income/loss	24	-5	-29 / --%
Ordinary income/loss	24	-5	-29 / --%
Net income/loss	10	-7	-17 / --%

Exchange rate	¥97.00/US\$	¥93.00/US\$	-¥4.00/US\$
Bunker price	US\$300/MT	US\$410/MT	US\$110/MT
	(Assumption of the first half of FY2009)	(Assumption of 2Q)	

For FY2009

(Billions of Yen)

	Previous outlook (When announced on April 27, 2009)	Latest outlook (When announced 1Q)	Comparison (variance)
Revenue	1,400	1,350	-50 / -3.6%
Operating income	80	50	-30 / -37.5%
Ordinary income	80	50	-30 / -37.5%
Net income	40	30	-10 / -25.0%

Exchange rate	¥97.00/US\$	¥93.00/US\$	-¥4.00/US\$
Bunker price	US\$300/MT	US\$410/MT	US\$110/MT
	(Assumption of FY2009)	(Assumption of the second half of FY2009)	

For the second quarter and beyond, we can foresee slow recovery from the recession in the main developed countries, increasing bunker prices, deteriorating container cargo trade and falling freight rates and other causes for concern. Meanwhile, on a positive note, we expect improvement factors in the form of recoveries in the dry bulker market, thanks to the demand for iron ore imports in China, in the tanker market, which will enter its demand season from the latter half of the fiscal year, and in automobile cargo trade, attributable to an increase in the amount of production from that in the first quarter by automobile manufacturers starting this summer.

By quarter, we project a deficit overall in the first quarter with a return to profitability in the second and a real recovery in the third quarter and beyond. However, considering

the further cost reduction down to ¥57 billion from the initially planned ¥40 billion and recoveries in all areas of ocean shipping especially in the dry bulker market, a certain amount of profit is expected to be secured over the full year despite falling short of the previously announced figure.

Considering these factors, we project consolidated revenue for the first half of the fiscal year ending March 31, 2010, of ¥640 billion, a consolidated operating loss of ¥5 billion, a consolidated ordinary loss of ¥5 billion and a consolidated net loss of ¥7 billion. For the full-year business performance, we project consolidated revenue of ¥1,350 billion, a consolidated operating income of ¥50 billion, a consolidated ordinary income of ¥50 billion and consolidated net income of ¥30 billion.

Please note that, as mentioned above, changes have been made to the outlook released on April 27, 2009. See "Announcement of Revision of FY2009 Outlook" released today (July 27, 2009).

7. Consolidated Financial Statements

(All financial information has been prepared in accordance with accounting principles generally accepted in Japan)

(1) Consolidated Balance Sheets

	(¥Million)	
	As of June 30, 2009	As of March 31, 2009
Assets		
Current assets		
Cash and cash equivalents	74,611	83,784
Trade receivables	95,860	186,625
Marketable securities	13	13
Inventories	31,573	28,151
Deferred and prepaid expenses	40,492	57,585
Deferred tax assets	3,526	5,128
Other current assets	83,346	67,513
Allowance for doubtful accounts	(231)	(203)
Total Current Assets	329,192	428,597
Fixed assets		
Tangible fixed assets		
Vessels	674,615	609,753
Buildings and structures	129,545	128,113
Equipments, mainly containers	14,734	14,790
Equipments and parts	5,389	5,286
Land	181,139	180,237
Vessels and other property under construction	170,765	165,820
Other tangible fixed assets	1,681	2,743
Total tangible fixed assets	1,177,872	1,106,746
Intangible fixed assets		
Goodwill	5,059	4,783
Other intangible fixed assets	9,104	9,501
Total intangible fixed assets	14,164	14,285
Investments and other assets		
Investment securities	203,931	180,362
Long-term loans receivable	34,552	39,923
Prepaid expenses	22,836	4,430
Deferred tax assets	5,883	5,755
Other long-term assets	42,096	29,161
Allowance for doubtful accounts	(2,800)	(2,181)
Total investments and other assets	306,500	257,450
Total fixed assets	1,498,536	1,378,482
Total assets	1,827,728	1,807,079

(All financial information has been prepared in accordance with accounting principles generally accepted in Japan)

(1) Consolidated Balance Sheets

(¥ Million)

	As of June 30, 2009	As of March 31, 2009
Liabilities		
Current liabilities		
Trade payables	88,317	167,471
Short-term bonds	27,622	23,276
Short-term bank loans	116,860	142,804
Accrued income taxes	2,260	8,010
Advances received	18,527	19,378
Deferred tax liabilities	392	416
Allowance		
for provision for bonuses	3,434	5,208
for provisions for director's bonuses	82	343
for provisions for loss on business liquidation	20	88
Commercial paper	500	20,500
Other current liabilities	43,010	53,411
Total Current Liabilities	301,028	440,909
Fixed liabilities		
Bonds due	176,140	132,671
Long-term bank loans	449,967	366,521
Deferred tax liabilities	48,831	31,564
Allowance		
for employees' severance and retirement benefits	15,644	14,626
for Directors' and corporate auditors' retirement benefits	1,891	2,242
for provisions for special repairs	17,290	16,091
Other fixed liabilities	83,922	107,429
Total Fixed Liabilities	793,688	671,148
Total Liabilities	1,094,717	1,112,058
Net Assets		
Owners' equity		
Common stock	65,400	65,400
Capital surplus	44,541	44,543
Retained earnings	592,324	623,626
Treasury stock, at cost	(6,455)	(6,438)
Total owners' equity	695,811	727,131
Accumulated gains (losses) from valuation and translation adjustments		
Unrealized holding gains on available for-sale securities, net of tax	16,784	6,165
Unrealized gains on hedging derivatives, net of tax	(30,311)	(71,459)
Foreign currency translation adjustments	(22,507)	(38,122)
Total accumulated losses from valuation and translation adjustments	(36,034)	(103,416)
Share subscription rights	1,306	1,306
Minority interests	71,927	70,000
Total Net Assets	733,011	695,021
Total Liabilities and Total Net Assets	1,827,728	1,807,079

(2) Consolidated Statements of Income

(¥ Million)

	Q1 / FY2008 (Apr.1-Jun.30,2008)	Q1 / FY2009 (Apr.1-Jun.30,2009)
Shipping and other operating revenues	507,509	297,472
Shipping and other operating expenses	408,104	284,809
Gross operating income	99,405	12,662
Selling, general and administrative expenses	26,187	24,930
Operating income (loss)	73,218	(12,267)
Non-operating income:		
Interest income	665	726
Dividend income	1,907	1,483
Equity in earnings of unconsolidated subsidiaries and affiliated companies	5,708	298
Exchange gains	3,448	646
Gain on valuation of derivatives	—	365
Others	2,902	1,499
Total	14,633	5,020
Non-operating expenses:		
Interest expense	3,819	3,711
Loss on valuation of derivatives	1,361	—
Others	407	541
Total	5,588	4,252
Ordinary income (loss)	82,263	(11,499)
Extraordinary profit:		
Gain on sale of fixed assets	4,234	2,695
Cancellation fee for chartered ships	4,312	31
Gain on reversal of allowance for provisions for special repairs	203	1,120
Others	101	117
Total	8,851	3,964
Extraordinary loss:		
Loss on sale or disposal of fixed assets	—	294
Loss on retirement of fixed assets	1	1,436
Valuation loss on investment securities	2	17
Cancellation fee for chartered ships	—	6,356
Provision of allowance for doubtful accounts	1	27
Special retirement expenses	20	8
Others	363	1,549
Total	388	9,689
Income / (loss) before income taxes and minority interests	90,726	(17,224)
Income taxes - current	33,789	(5,405)
Minority interests in earnings of consolidated subsidiaries	1,598	1,194
Net income / (loss)	55,338	(13,014)

(Presentation of Taxes) As tax expenses for the 1st quarter ended June 30 2009 and June 30 2008, are calculated using the simplified method, the tax adjustment is included in "Income taxes-current" in the income statements above.

(All financial information has been prepared in accordance with accounting principles generally accepted in Japan.)

(3) Consolidated statements of Cash flows

(¥ Million)

	Q1 / FY2008 (Apr.1–Jun.30,2008)	Q1 / FY2009 (Apr.1–Jun.30,2009)
Cash flows from operating activities:		
Income / (loss) before income taxes and minority interests	90,726	(17,224)
Depreciation and amortization	19,586	21,697
Equity in earnings of unconsolidated subsidiaries and affiliated companies,net	(5,708)	(298)
Loss (gain) on write-down of investment securities	2	17
Various provisions (reversals)	(2,064)	(1,576)
Interest and dividend income	(2,573)	(2,210)
Interest expense	3,819	3,711
Loss (gain) on the sale of investment securities	—	(12)
Loss (gain) on sale and disposal of vessels, property, plant and equipment	(4,232)	(964)
Exchange loss (gain),net	(1,970)	1,174
Changes in operating assets and liabilities		
— Trade receivables	(41,215)	21,320
— Fuel and supplies	(7,082)	(3,056)
— Trade payables	32,940	(9,057)
Other,net	1,050	(6,099)
Sub total	83,278	7,419
Cash received for interest and dividend	8,373	2,333
Cash paid for interest	(4,174)	(4,306)
Cash paid for corporate income tax, resident tax and enterprise tax	(80,624)	(5,778)
Net cash provided by (used in) operating activities	6,853	(332)
Cash flows from investing activities:		
Purchase of marketable and investment securities	(377)	(1,472)
Proceeds from sale of marketable and investment securities	564	129
Payments for purchases of vessels and other tangible and intangible fixed assets	(57,221)	(71,112)
Proceeds from sale of vessels and other tangible and intangible fixed assets	4,650	10,026
Proceeds from purchases of subsidiaries' securities due to change in consolidated subsidiaries	—	1,033
Net (increase) decrease in short-term loans receivable	416	(1,008)
Disbursements for loans receivable	(285)	(396)
Collections of loans receivable	464	1,471
Other, net	202	(1,608)
Net cash used in investing activities	(51,586)	(62,936)
Cash flows from financing activities:		
Net increase (decrease) in short-term bonds	(3,147)	608
Net increase (decrease) in short-term bank loans	10,874	(18,039)
Net increase (decrease) in commercial paper	52,000	(20,000)
Proceeds form long-term bank loans	25,073	85,192
Repayments of long-term bank loans	(30,007)	(20,570)
Proceeds form issuance of bonds	3,730	50,188
Redemption of bonds	(1,975)	(5,447)
Purchase of treasury stock	(173)	(31)
Sale of treasury stock	226	13
Cash dividends paid by the company	(20,363)	(18,571)
Cash dividends paid to minority interests	(418)	(1,290)
Other, net	(92)	(172)
Net cash provided by financing activities	35,726	51,880
Effect of exchange rate changes on cash and cash equivalents	(3,256)	1,660
Net decrease in cash and cash equivalents	(12,263)	(9,727)
Cash and cash equivalents at beginning of year	61,715	83,194
Net cash increase (decrease) from new consolidation/de-consolidation of subsidiaries	150	0
Cash and cash equivalents at end of Q1 of year	49,603	73,466

(4) Segment Information

Business segment information:

(¥Million)

Q1 / FY2008	Bulk-ships	Container-ships	Logistics	Ferry & Domestic Transport	Associated Businesses	Others	Total	Elimination	Consolidated
Revenues									
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	272,255	172,982	16,175	13,689	29,893	2,513	507,509	—	507,509
2.Inter-segments revenues	790	496	344	35	5,937	3,653	11,258	(11,258)	—
Total Revenues	273,046	173,478	16,519	13,724	35,830	6,167	518,767	(11,258)	507,509
Operating income / (loss)	72,178	(3,425)	225	(398)	3,291	1,789	73,660	(442)	73,218
Ordinary income / (loss)	75,068	(2,182)	485	(576)	3,740	1,269	77,806	4,457	82,263

(¥Million)

Q1 / FY2009	Bulk-ships	Container-ships	Ferry & Domestic Transport	Associated Businesses	Others	Total	Elimination	Consolidated
Revenues								
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	154,909	103,967	12,269	23,962	2,363	297,472	—	297,472
2.Inter-segments revenues	547	366	48	3,950	2,694	7,607	(7,607)	—
Total Revenues	155,457	104,333	12,317	27,913	5,057	305,079	(7,607)	297,472
Operating income/ (loss)	4,328	(19,781)	(847)	2,691	1,460	(12,148)	(119)	(12,267)
Ordinary income / (loss)	4,133	(20,037)	(898)	3,059	952	(12,791)	1,291	(11,499)

* Change of business segment

Due to the change of organization, which Logistics division was integrated into Liner division, the number of business segment is changed from six to five including Logistics into Containerships from Q1/2009.

Meanwhile, the business segment information Q1/2008 based on the above new definition is mentioned as below.

(¥Million)

Q1 / FY2008	Bulk-ships	Container-ships	Ferry & Domestic Transport	Associated Businesses	Others	Total	Elimination	Consolidated
Revenues								
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	272,255	186,362	13,689	32,688	2,513	507,509	—	507,509
2.Inter-segments revenues	790	1,039	35	6,008	3,653	11,527	(11,527)	—
Total Revenues	273,046	187,401	13,724	38,696	6,167	519,037	(11,527)	507,509
Operating income/ (loss)	72,178	(3,302)	(398)	3,394	1,789	73,660	(442)	73,218
Ordinary income / (loss)	75,068	(1,792)	(576)	3,837	1,269	77,806	4,456	82,263

Supplement

(For further details please refer to our homepage <http://www.mol.co.jp/ir-e>)

1. Comparison with Midterm Management Plan "MOL ADVANCE"

(1) Revenues & Income

(¥ Billion)

	FY2006	FY2007		FY2008		FY2009	
	Results	MOL ADVANCE Plan	Results	MOL ADVANCE Plan	Results	MOL ADVANCE Plan	Forecast
Revenues (*1)	1,568	1,640	1,945	1,880	1,865	2,060	1,350
Bulkships(*2)	787	790	1,024	810	998	870	740
Containerships	568	620	686	820	639	910	450
Other segments(*3)	212	230	234	250	227	280	160
Operating Income	168	182	291	197	197	212	50
Ordinary income	182	190	302	205	204	220	50
Bulkships(*2)	163	161	277	164	213	168	73
Containerships	3	10	6	20	△ 21	30	△ 40
Other segments(*3)	18	20	21	22	15	23	12
Elimination	△ 2	△ 1	△ 3	△ 1	△ 3	△ 1	4
Net income	120	124	190	133	126	143	30
Ratio of ordinary income to revenue	11.6%	11.6%	15.5%	10.9%	11.0%	10.7%	3.7%
Av. Ex. Rate	¥117.40/US\$	¥110.00/US\$	¥115.55/US\$	¥110.00/US\$	¥100.30/US\$	¥110.00/US\$	¥94.05/US\$
Av. Bunker price	US\$321/MT	US\$300/MT	US\$409/MT	US\$300/MT	US\$528/MT	US\$300/MT	US\$391/MT

(*1) Revenues = Revenues from customers, unconsolidated subsidiaries and affiliated companies

(*2) Dry bulkers, tankers, LNG carriers and car carriers

(*3) Logistics (integrated into Containerships from FY2009), ferry & domestic transport, associated businesses, others

(2) Financial Indices (Guideline)

(¥ Billion)

	2009.3	2009.6	"MOL ADVANCE" Guideline for 2010.3
Shareholders' Equity	623	659	860
Shareholders' Equity /Total assets	34.5%	36.1%	40% or more
Gearing ratio	112.7%	120.0%	100% or less
ROA	6.9%		7% or more

Shareholders' Equity = Total Net Assets - (Share subscription rights + Minority interests)

Gearing ratio = Interest-bearing debt ÷ Shareholders' Equity

ROA = Net income ÷ Total Assets

2. Review of Quarterly Results

FY2009

		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
		Apr.~Jun.,2009	Jul.~Sep.,2009	Oct.~Dec.,2009	Jan.~Mar.,2010
Revenues	[¥ Million]	297,472			
Operating Income		-12,267			
Ordinary income		-11,499			
Income before income taxes		-17,224			
Net income		-13,014			
Net income per share	[¥]	-10.88			
Total assets	[¥ Million]	1,827,728			
Total net assets		733,011			
Shareholders' Equity per share	[¥]	551.38			

FY2008

		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
		Apr.~Jun.,2008	Jul.~Sep.,2008	Oct.~Dec.,2008	Jan.~Mar.,2009
Revenues	[¥ Million]	507,509	587,257	475,055	295,979
Operating Income		73,218	91,412	38,891	-6,310
Ordinary income		82,263	103,736	33,321	-14,809
Income before income taxes		90,726	107,705	23,196	-23,896
Net income		55,338	68,664	13,647	-10,662
Net income per share	[¥]	46.25	57.38	11.41	-8.91
Total assets	[¥ Million]	1,865,891	1,990,596	1,970,297	1,807,079
Total net assets		736,289	819,648	788,336	695,021
Shareholders' Equity per share	[¥]	553.53	622.96	599.12	521.23

3. Depreciation and Amortization

(Million yen)

	Three months ended June 30,2008	Three months ended June 30,2009	Increase /Decrease
Vessels	14,988	16,344	1,356
Others	4,598	5,353	755
Total	19,586	21,697	2,111

4. Interest-bearing Debt

(Million yen)

	As of March 31, 2009	As of June 30, 2009	Increase /Decrease
Bank loans	509,326	566,828	57,502
Bonds	155,947	203,762	47,815
Commercial paper	20,500	500	△ 20,000
Others	16,843	18,074	1,231
Total	702,617	789,165	86,548

5. Exchange Rates

	Three months ended June 30,2008	Three months ended June 30,2009	Change		
Average rates	¥101.74	¥97.21	¥4.53	(4.5%)	¥ appreciated
Term-end rates	¥106.42	¥96.01	¥10.41	(9.8%)	¥ appreciated

(Remark) "Average rates" are average of monthly corporate rates in each term, while "term-end rates" are TTM rates on the last day of each term.

Overseas subsidiaries

	TTM on March 31,2008	TTM on March 31,2009	Change		
Term-end rates	¥100.19	¥98.23	¥1.96	(2.0%)	¥ appreciated

6. Bunker Prices

	Three months ended June 30,2008	Three months ended June 30,2009	Increase /Decrease
Consumption Prices	US\$560/MT	US\$313/MT	△ US\$247/MT

7. Outlook for FY2009

(¥ Billion)

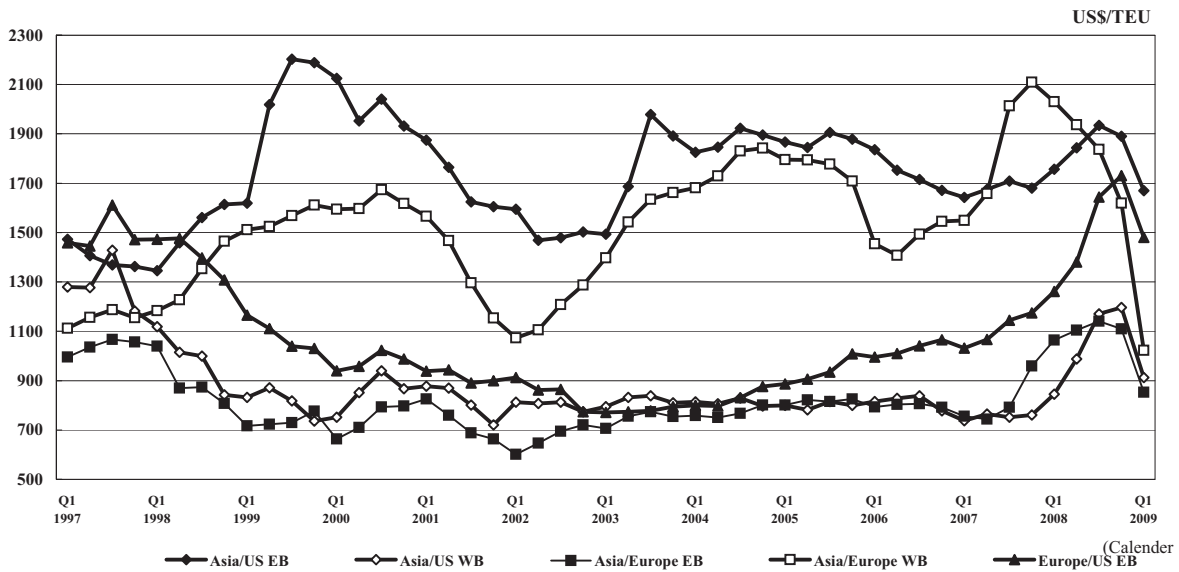
Segments	Revenues(*)	Operating Income	Ordinary Income
Bulkships	740	78	73
Containerships	450	△ 40	△ 40
Ferry /Domestic Transport	51	0	0
Associated Businesses	100	10	9
Others	9	1	1
Elimination	-	0	6
Total	1,350	50	50

<Assumption>	Apr. ~ Jun., 2009 (Actual)	Jul. ~ Sep., 2009 (Forecast)	Oct.2009 ~ Mar. 2010 (Forecast)
exchange rates	¥97.21/US\$	¥93.00/US\$	¥93.00/US\$
bunker prices	US\$313/MT	US\$410/MT	US\$410/MT

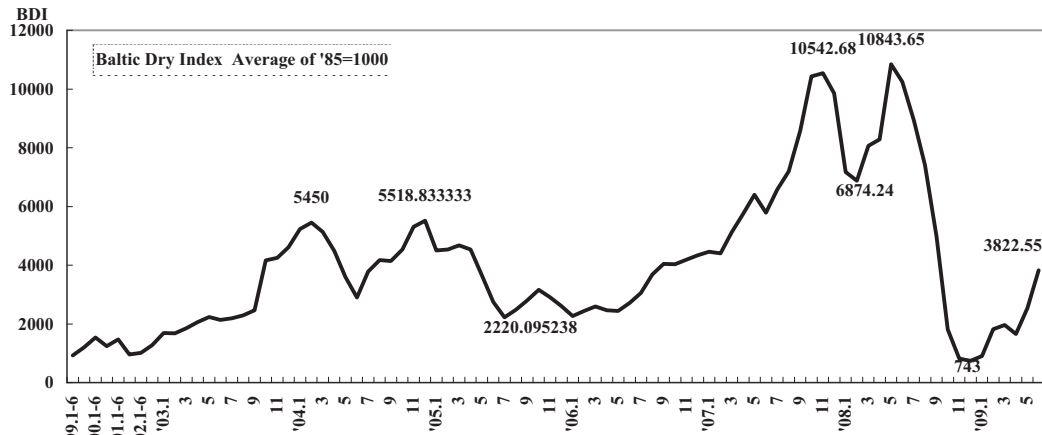
(*) Revenues from customers, unconsolidated subsidiaries and affiliated companies

8. Market Information

(1) Containership Market (Containerization International "Freight Rates Indicators")



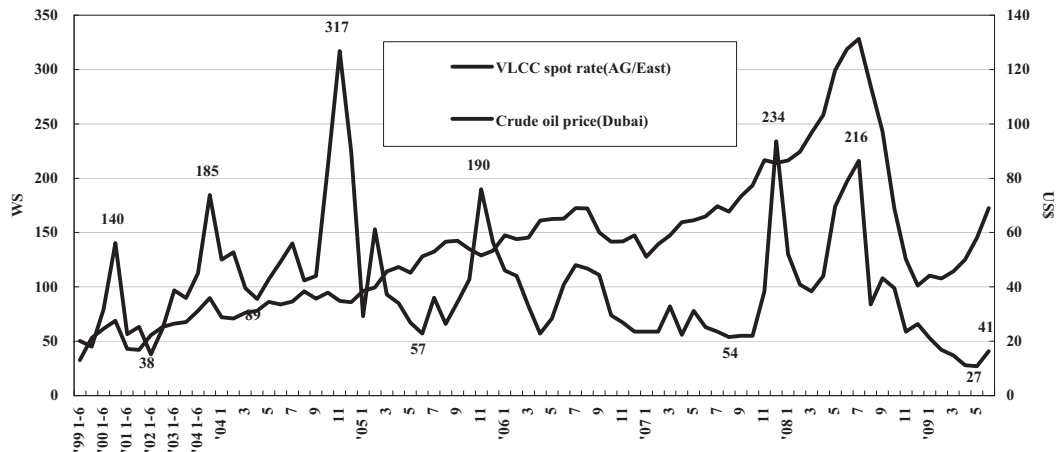
(2) Dry Bulk Market (Baltic Dry Index)



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Maximum	1,156	1,343	1,734	1,566	1,666	4,609	5,519	4,678	4,336	10,543	10,844	3,823
Minimum	799	803	1,371	855	931	1,674	2,902	2,220	2,262	4,398	743	905

**1999-2002 data on the graph are half-yearly averages. (Jan. ~ Jun.)

(3) VLCC Market



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Maximum	80	62	168	108	112	149	317	190	120	234	216	53
Minimum	47	36	55	35	29	49	89	57	57	54	59	27

**1999-2002 data on the graph are half-yearly averages. (Jan. ~ Mar.)