

Mitsui O.S.K. Lines, Ltd.

Financial Highlights: The First Quarter Ended June 30, 2011

1. Consolidated Financial Highlights (from April 1, 2011 to June 30, 2011)

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

(1) Operational Results

	(¥Million)		(US\$ Thousand)
	Q1/ FY2011	Q1/ FY2010	Q1/ FY2011
Revenues	349,113	396,982	4,324,452
Operating income	(8,643)	39,099	(107,061)
Ordinary income	(8,356)	39,249	(103,506)
Net income	(8,047)	20,822	(99,678)
	(¥)		(US\$)
Net income per share	(6.73)	17.42	(0.08)
Diluted net income per share	—	16.79	—

(2) Financial Position

	(¥Million)		(US\$ Thousand)
	Q1/ FY2011	FY2010	Q1/ FY2011
Total Assets	1,897,714	1,868,740	23,506,924
Total Net Assets	719,521	740,247	8,912,684
Shareholders' Equity / Total assets	33.8%	35.4%	

* Shareholders' Equity is defined as follows.

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

2. Dividends

	(¥)				
	Dividend per share				
	Q1	Q2	Q3	Year end	Total
FY2010	—	5.00	—	5.00	10.00
FY2011 (Forecast)		2.50	—	2.50	5.00

3. Forecast of Consolidated Results for Fiscal Year ending March 31, 2012

	(¥Million)		(US\$ Thousand)
	1H/FY2011	FY2011	FY2011
Revenues	720,000	1,500,000	18,750,000
Operating income	3,000	35,000	437,500
Ordinary income	3,000	35,000	437,500
Net income	1,000	17,000	212,500
	(¥)		(US\$)
Net income per share	0.84	14.22	0.178

* Underlying Assumption of the Forecast for FY2011

The above forecast is made assuming the exchange rate and the bunker price for FY2011.

Q2/FY2011

Exchange Rate 1US\$= ¥80.00

Bunker Price US\$ 650/MT

2H/FY2011

Exchange Rate 1US\$= ¥80.00

Bunker Price US\$ 650/MT

(Translation of foreign currencies)

The Japanese yen amounts for Q1/ FY2011 have been translated into U.S. dollars using the prevailing exchange rate at June 30, 2011, which was ¥80.73 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)

	Three months		Year-on-year comparison (variance)
	From Apr. 1 to Jun. 30, 2010	From Apr. 1 to Jun. 30, 2011	
Revenue	396.9	349.1	-47.8 / -12.1%
Operating income/loss	39.0	-8.6	-47.7 / -%
Ordinary income/loss	39.2	-8.3	-47.6 / -%
Net income/loss	20.8	-8.0	-28.8 / -%
Exchange rate (three-month average)	¥91.44/US\$	¥81.80/US\$	¥-9.64/US\$
Bunker price (three-month average)	US\$474/MT	US\$625/MT	US\$151/MT

In the global economy during the first quarter of the fiscal year (FY) 2011 (April 1, 2011 to June 30, 2011), although a modest economic recovery continued, factors such as a downward trend in the U.S. economy, supply chain disruptions caused by the Great East Japan Earthquake that occurred in March 11, 2011, and rising inflationary pressures in the emerging economies, moderately slowed the rate of growth. The U.S. experienced low personal consumption, which reflected soaring resource and energy prices, unfavorable weather and an employment situation trending downward. In Europe, despite concerns about the insecurity of the financial system caused by the sovereign risk in the euro zone's peripheral countries, the situation has settled as a result of actions by the countries involved and the European economy continued to grow firmly from exports and capital investment of the Northern European countries. China's economic expansion continued despite monetary tightening measures to ease inflation although the growth rate weakened. In Japan, a significant decline in industrial production due to the effect of the Great East Japan Earthquake, and voluntary self restraint in consumption has caused the economy to recede considerably. Despite uncertainty with respect to electricity supply, a full-scale recovery is expected in Japan from the summer onwards due to the demand for post-earthquake restoration.

Looking at the maritime shipping market conditions, in the dry bulker market the rates for Capesize bulkers remained in a slump, mainly as a result of supply pressure caused by deliveries of new vessels, and a full-scale recovery of the Capesize market has not yet eventuated. Regarding the tanker market, despite an increase in demand observed for crude oil tankers, the market remained stagnant because of supply pressure caused by deliveries of new vessels. As for containerships, although we made a concerted effort to restore freight rates during the period against the backdrop of favorable cargo trade in the North-South trade route, cargo trade in the East-West trade route was lower than expected, and as a result, a downturn in demand caused freight rates to decline.

The average exchange rate against the U.S. dollar during the first quarter appreciated by ¥9.64 year on year to ¥81.80. Furthermore, the average bunker price during the first quarter rose by US\$151/MT to US\$625/MT, which, like the exchange rate, negatively impacted our profits.

As a result of the above, business performance over the first quarter (three-month period)

deteriorated considerably compared with the same period of the previous fiscal year, and a loss was recorded.

The following is a summary of business conditions including revenue and ordinary income/loss per business segment.

	Upper:Revenue,Lower:Segment Income/Loss (Ordinary Income/Loss)		(Billions of Yen)
	Three months		
	From Apr. 1 to Jun. 30, 2010	From Apr. 1 to Jun. 30, 2011	Year-on-year comparison (variance)
Bulkships	210.1	170.8	-39.3 / -18.7%
	27.9	-4.7	-32.7 / - %
Containerships	146.8	139.6	-7.2 / -4.9%
	8.5	-5.4	-13.9 / - %
Ferry and Domestic Transport	12.2	11.4	-0.7 / -6.1%
	-0.9	-1.4	-0.5 / -%
Associated Businesses	30.5	30.3	-0.1 / -0.6%
	2.6	2.3	-0.3 / -12.0%
Others	3.4	3.5	0.0 / 2.2%
	0.5	0.5	0.0 / 5.2%

Note) Revenue includes internal sales or transfers among segments.

(A) Bulkships
<Dry Bulkers>

In the dry bulker market, the Capesize bulkers' hire rate has remained in a slump since the beginning of 2011 mainly as a result of supply pressure caused by deliveries of new vessels. Following an increase in the Europe-bound cargo trade in the market for Atlantic Ocean waters, the Capesize rate recovered to the US\$10,000 level in late May, and although it later rose as high as US\$13,000, a full-scale recovery of the Capesize market has not yet eventuated. In the tramp market from Panamax on down, on the other hand, although exports of grains from South America progressed favorably and lengthened waiting time on the Mississippi River caused a tighter balance of fleet supply and demand, a weakening in demand for China coal imports restricted the rise in the hire rate to the US\$15,000 level. In addition to the aforementioned market-sensitive revenue, we also secured stable profits from long-term contracts for carriers of iron ore, coal for power generation, woodchips, etc. Nevertheless, in the first quarter, profit from dry bulkers was considerably lower compared with the same period of the previous fiscal year due to deterioration in the market.

<Tankers/LNG Carriers>

In the tanker segment, the crude oil tanker (VLCC) market remained stagnant due to the impact of supply pressure caused by deliveries of new vessels, despite an increase in demand. The product tanker market also weakened overall, for although signs of a recovery in demand were observed, the effect of a large number of new vessel deliveries in the past was still being left. Although we continued to promote cost cutting such as reducing fuel costs by slow steaming and reducing port costs, we also had to deal with the impact of ever-rising fuel prices, and the tanker segment

recorded a loss in the first quarter.

In the LNG carrier segment, although rates for the medium- to short-term charter market soared against a backdrop of a small backlog of new shipping orders and electric power shortages in Japan, in terms of segment profit for the first quarter, there was a year-on-year decline because of the appreciation of the yen, despite the securing of stable revenue from long-term transport contracts.

<Car Carriers>

In the car carrier segment, a loss was recorded for the first quarter on account of a considerable decrease in trade volume from Japan due to the impact of the Great East Japan Earthquake that occurred on March 11, 2011. Notwithstanding the above, the pace of production recovery by automobile manufacturers in Japan is proceeding more quickly than initially expected. While continuing to pursue all-round cost cutting and rationalization, we are aiming to achieve an early recovery in business performance.

(B) Containerships

Regarding containerships, although we made a concerted effort to restore freight rates during the period against the backdrop of favorable cargo trade in the North-South trade route, cargo trade in the East-West trade route was lower than expected, and as a result, a downturn in demand caused freight rates to decline. In addition, the bottom line was put under enormous pressure by the increase in fuel costs caused by rising bunker prices. Although we strove to improve our bottom line by continuing cost cutting such as by reducing the amount of fuel consumed by implementing slow steaming, a loss was recorded for the first quarter.

(C) Ferry and Domestic Transport

In the ferry business, the Oarai Ferry Terminal in Ibaraki Prefecture suffered damage from the Great East Japan Earthquake, which made it unusable. Accordingly, the ferry linking Tomakomai in Hokkaido and Oarai changed its Kanto-side terminal to Tokyo from the second half of March to the beginning of June. During this time, we had no choice but to suspend the passenger service, and due to the increase in shipping distance, the number of voyages was reduced and, consequently, so was the trade volume. The ferry business, which was also impacted by an increase in costs due to the soaring bunker prices, recorded a larger loss than the same period of the previous fiscal year. In the domestic transport business, although increased revenue and profit was achieved from the dedicated bulk transport segment, overall the business recorded lower profits year on year on account of a reduction in cargo trade caused by a market slump experienced by the tramp segment and the increased costs from soaring bunker prices. The ferry and domestic transport segment as a whole recorded a larger loss than the same period of the previous fiscal year.

(D) Associated Businesses

In the real estate business, against a backdrop of ongoing high vacancy rates in the rental office market, Daibiru Corporation, the core company in the MOL Group's real estate business, achieved

low vacancy rates in existing buildings and new properties acquired in the previous year such as Aoyama Rise Square also contributed to boosting sales and profit, allowing us to maintain robust performance. The cruise ship business recorded a loss as a result of a slump in passengers caused by economic slowdown in Japan, and changes to cruise routes against the backdrop of the pirate issue. The tugboat business maintained strong performance in both Japanese and overseas operations. As a result, profits in the associated businesses segment during the first quarter were less than those of the same period of the previous fiscal year.

(E) Others

Other businesses, which are mainly cost centers, include ship operations, ship management, ship chartering, financing, and shipbuilding. Overall profits in this segment during the first quarter increased compared to the same period of the previous fiscal year.

5. Financial Position

Total assets for the quarter ended on June 30, 2011, was 1,897.7 billion yen, an increase of 28.9 billion yen from the end of the previous fiscal year. In spite of the cash and deposits, investment securities reduced, the above mentioned increase was materialized primarily due to an increase in vessels by delivery of newly completed vessels and increased other current assets by short-term investment. Liabilities for the quarter ended on June 30, 2011, was 1,178.1 billion yen, increased by 49.6 billion yen compares to the end of the previous fiscal year. This increase was mainly attributable to the increase in issuance of bonds and long-term bank loans for the newly completed vessels' delivery, although the accrued income taxes reduced. Net assets for the quarter ended on June 30, 2011, was 719.5 billion yen, a decrease of 20.7 billion yen from the end of the previous fiscal year, in consequence of reduced retained earnings, unrealized holding gains on available-for-sale securities and increased unrealized losses on hedging derivatives. As a result of the above transactions, shareholder's equity ratio dropped to 33.8%, reduced 1.6% compares to the end of the previous fiscal year.

6. Outlook for FY2011

For the first half of FY2011

(Billions of Yen)

	Initial outlook (When announced on April 28, 2011)	Latest outlook (When announced 1Q)	Comparison (variance)
Revenue	780.0	720.0	-60.0 / -7.7%
Operating income	20.0	3.0	-17.0 / -85.0%
Ordinary income	20.0	3.0	-17.0 / -85.0%
Net income	10.0	1.0	-9.0 / -90.0%
Exchange rate	¥85.00/US\$	¥80.00/US\$	-¥5.00/US\$
Bunker price	US\$650/MT	US\$650/MT	US\$-/MT
	(Assumption for the first half of FY2011)	(Assumption for 2Q)	

For FY2011

(Billions of Yen)

	Initial outlook (When announced on April 28, 2011)	Latest outlook (When announced 1Q)	Comparison (variance)
Revenue	1,600.0	1,500.0	-100.0/ -6.3%
Operating income	60.0	35.0	-25.0 / -41.7%
Ordinary income	60.0	35.0	-25.0 / -41.7%
Net income	30.0	17.0	-13.0 / -43.3%

Exchange rate	¥85.00/US\$	¥80.00/US\$	-¥5.00/US\$
Bunker price	US\$650/MT	US\$650/MT	US\$-/MT
	(Assumption for FY2011)	(Assumption for the second half of FY2011)	

For the second quarter and beyond, although there are causes for concern such as the strong yen and the bunker price stuck at a high level, slowdown in the current Capesize and tanker markets, and a current softening of supply and demand in the containership business, we expect a recovery in cargo trade of completed cars, which dropped sharply after the Great East Japan Earthquake as well as a recovery in the tanker market, which will enter its demand season from the second half of the fiscal year.

In consideration of these prospects, we project consolidated revenue for the first half of the fiscal year ending March 31, 2012, of ¥720.0 billion, consolidated operating income of ¥3.0 billion, consolidated ordinary income of ¥3.0 billion and consolidated net income of ¥1.0 billion. For FY2011, we project consolidated revenue of ¥1,500.0 billion, consolidated operating income of ¥35.0 billion, consolidated ordinary income of ¥35.0 billion, and consolidated net income of ¥17.0 billion.

Although the figures provided above are less than the previously announced outlook, in addition to further expanding the scale of cost cutting targets initially set by the MOL Group from ¥15.0 billion to ¥20.0 billion, taking into consideration an expected rebound of the maritime shipping market from the current situation, we expect to secure a certain level of profit for FY2011.

Assuming the above outlook will be achieved, we plan to pay a dividend of ¥5 per share for FY2011 (including an interim dividend of ¥2.5) at this point.

Please note that, as mentioned above, changes have been made to the outlook released on April 28, 2011. See “Announcement of Revision of FY2011 Outlook” released today (July 29, 2011).

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 March 31, 2011	As of June 30, 2011
Assets		
Current assets		
Cash and deposits	65,788	57,551
Trade receivables	128,208	131,359
Marketable securities	29	29
Inventories	46,547	48,945
Deferred and prepaid expenses	51,172	57,010
Deferred tax assets	5,752	7,342
Other current assets	47,536	61,560
Allowance for doubtful accounts	(592)	(481)
Total Current Assets	344,443	363,317
Fixed assets		
Tangible fixed assets		
Vessels	744,155	766,466
Buildings and structures	131,288	129,697
Equipments, mainly containers	10,350	10,549
Equipments and parts	3,969	3,814
Land	216,103	216,082
Vessels and other property under construction	150,114	135,119
Other tangible fixed assets	1,841	1,782
Total tangible fixed assets	1,257,823	1,263,513
Intangible fixed assets	9,187	10,074
Investments and other assets		
Investment securities	191,870	189,769
Long-term loans receivable	18,198	17,989
Prepaid expenses	21,917	21,788
Deferred tax assets	7,116	12,462
Other long-term assets	20,855	21,552
Allowance for doubtful accounts	(2,672)	(2,753)
Total investments and other assets	257,286	260,809
Total fixed assets	1,524,297	1,534,397
Total assets	1,868,740	1,897,714

(¥Million)

	As of March 31, 2011	As of June 30, 2011
Liabilities		
Current liabilities		
Trade payables	130,752	129,356
Short-term bonds	10,242	8,846
Short-term bank loans	111,720	118,425
Accrued income taxes	27,409	3,878
Advances received	20,281	23,925
Deferred tax liabilities	93	340
Allowance		
for provision for bonuses	4,600	3,260
for provision for directors' bonuses	243	58
Commercial paper	21,500	8,500
Other current liabilities	47,424	53,198
Total Current Liabilities	374,268	349,789
Fixed liabilities		
Bonds due	160,157	190,994
Long-term bank loans	399,382	435,890
Lease obligations	20,080	20,348
Deferred tax liabilities	19,441	18,980
Allowance		
for employees' severance and retirement benefits	14,310	14,029
for directors' and corporate auditors' retirement benefits	2,027	1,931
for provision for special repairs	16,908	16,666
Other fixed liabilities	121,916	129,563
Total Fixed Liabilities	754,225	828,404
Total Liabilities	1,128,493	1,178,193
Net Assets		
Owners' equity		
Common stock	65,400	65,400
Capital surplus	44,516	44,514
Retained earnings	664,645	650,788
Treasury stock, at cost	(7,181)	(7,184)
Total owners' equity	767,380	753,520
Accumulated gains (losses) from valuation and translation adjustments		
Unrealized holding gains on available-for-sale securities, net of tax	14,488	11,672
Unrealized losses on hedging derivatives, net of tax	(68,355)	(75,664)
Foreign currency translation adjustments	(52,718)	(47,810)
Total accumulated losses from valuation and translation adjustments	(106,585)	(111,802)
Share subscription rights	1,870	1,861
Minority interests	77,581	75,941
Total Net Assets	740,247	719,521
Total Liabilities and Total Net Assets	1,868,740	1,897,714

(2) Consolidated Statements of Income

(¥Million)

	Q1 / FY2010 (Apr.1 - Jun.30, 2010)	Q1 / FY2011 (Apr.1 - Jun.30, 2011)
Shipping and other operating revenues	396,982	349,113
Shipping and other operating expenses	335,889	334,400
Gross operating income	61,093	14,713
Selling, general and administrative expenses	21,994	23,356
Operating income (loss)	39,099	(8,643)
Non-operating income:		
Interest income	260	106
Dividend income	1,317	1,378
Equity in earnings of unconsolidated subsidiaries and affiliated companies	2,267	1,072
Others	696	1,786
Total	4,542	4,343
Non-operating expenses:		
Interest expense	2,931	2,646
Exchange loss	120	406
Loss on valuation of derivatives	934	601
Others	405	403
Total	4,392	4,056
Ordinary income (loss)	39,249	(8,356)
Extraordinary profit:		
Gain on sale of fixed assets	2,554	2,440
Gain on reversal of provision for special repairs	365	—
Others	108	1,790
Total	3,028	4,230
Extraordinary loss:		
Loss on sale of fixed assets	1,068	737
Loss on retirement of fixed assets	2,860	24
Loss on valuation of investment securities	125	181
Cancellation fee for chartered ships	3,413	—
Others	491	575
Total	7,959	1,518
Income (loss) before income taxes and minority interests	34,317	(5,643)
Income taxes	13,111	1,650
Income (loss) before minority interests	21,205	(7,293)
Minority interests in earnings of consolidated subsidiaries	383	753
Net income (loss)	20,822	(8,047)

(3) Consolidated statements of Cash flows

(¥ Million)

	Q1 / FY2010 (Apr.1 - Jun.30, 2010)	Q1 / FY2011 (Apr.1 - Jun.30, 2011)
Cash flows from operating activities:		
Income (loss) before income taxes and minority interests	34,317	(5,643)
Depreciation and amortization	19,823	20,625
Equity in (earnings) losses of affiliates	(2,267)	(1,072)
Loss on valuation of investment securities	125	181
Various provisions (decrease)	(2,755)	(2,268)
Interest and dividend income	(1,577)	(1,485)
Interest expense	2,931	2,646
Loss (gain) on the sale of investment securities	6	(226)
Loss (gain) on sale and retirement of vessels, property, plant and equipment	1,374	(1,678)
Exchange (earning) loss, net	408	632
Changes in operating assets and liabilities		
— Trade receivables	(10,311)	(2,432)
— Inventories	(2,075)	(2,326)
— Trade payables	1,885	(2,168)
Other, net	12,657	(1,829)
Sub total	54,542	2,952
Cash received from interest and dividend	2,286	3,682
Cash paid for interest	(3,337)	(2,988)
Cash paid for corporate income tax, resident tax and enterprise tax	(6,708)	(26,832)
Net cash (used in) provided by operating activities	46,783	(23,185)
Cash flows from investing activities:		
Purchase of investment securities	(402)	(552)
Proceeds from sale and redemption of investment securities	676	649
Payments for purchases of vessels and other tangible / intangible fixed assets	(86,898)	(33,542)
Proceeds from sale of vessels and other tangible / intangible fixed assets	43,608	14,332
Net (increase) decrease in short-term loans receivable	(18)	208
Disbursements for loans receivable	(948)	(734)
Collections of loans receivable	946	3,537
Other, net	15	(1,502)
Net cash used in investing activities	(43,022)	(17,605)
Cash flows from financing activities:		
Net increase (decrease) in short-term bonds	(1,087)	(93)
Net increase (decrease) in short-term bank loans	5,894	(6,242)
Net increase (decrease) in commercial paper	7,000	(13,000)
Proceeds from long-term bank loans	29,614	63,184
Repayments of long-term bank loans	(55,452)	(17,823)
Proceeds from issuance of bonds	20,000	30,000
Redemption of bonds	(2,898)	(828)
Purchase of treasury stock	(12)	(12)
Sale of treasury stock	2	8
Cash dividends paid by the company	(3,593)	(5,988)
Cash dividends paid to minority interests	(643)	(380)
Other, net	(304)	(198)
Net cash (used in) provided by financing activities	(1,481)	48,627
Effect of exchange rate changes on cash and cash equivalents	(381)	857
Net increase in cash and cash equivalents	1,897	8,693
Cash and cash equivalents at beginning of the year	85,894	65,477
Cash and cash equivalents at end of Q1 of the year	87,791	74,170

(4) Segment Information

Business segment information:

(¥ Million)

Q1 / FY2010 (Apr.1 - Jun.30, 2010)	Segment report					Others *1	Total	Adjust- ment *2	Consoli- dated *4
	Bulk- ships	Container- ships	Ferry & Domestic Transport	Associated Businesses	Sub Total				
Revenues									
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	209,812	146,435	12,182	26,697	395,128	1,853	396,982	-	396,982
2.Inter-segments revenues	310	444	48	3,866	4,670	1,639	6,309	(6,309)	-
Total Revenues	210,123	146,880	12,230	30,564	399,799	3,493	403,292	(6,309)	396,982
Segment income (loss)	27,986	8,526	(950)	2,622	38,184	519	38,703	545	39,249

(¥ Million)

Q1 / FY2011 (Apr.1 - Jun.30, 2011)	Segment report					Others *1	Total	Adjust- ment *3	Consoli- dated *4
	Bulk- ships	Container- ships	Ferry & Domestic Transport	Associated Businesses	Sub Total				
Revenues									
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	170,555	139,183	11,430	26,197	347,366	1,747	349,113	-	349,113
2.Inter-segments revenues	257	487	53	4,186	4,985	1,821	6,807	(6,807)	-
Total Revenues	170,812	139,671	11,483	30,383	352,351	3,569	355,920	(6,807)	349,113
Segment income (loss)	(4,743)	(5,424)	(1,465)	2,306	(9,326)	546	(8,779)	423	(8,356)

* 1. "Others" consist of the businesses which are not included in "segment report", such as vessels' operation, vessels' management, vessels' chartering business, financial business and shipbuilding business.

* 2. The adjustment of segment income (545 million yen) include the following element: -3 million yen of intersegment transaction elimination, 548 million yen of corporate profit which is unable to be distributed to every segment.

* 3. The adjustment of segment income (423 million yen) include the following element: -191 million yen of intersegment transaction elimination, 215 million yen of corporate profit which is unable to be distributed to each segment, 398 million yen of adjustment for management accounting.

* 4. The segment income (loss) is the ordinary income (loss), and the consolidated statements of income mentions the total figure after the adjustment.

Supplement**1. Review of Quarterly Results**

FY2011

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
	Apr.~Jun.,2011	Jul.~Sep.,2011	Oct.~Dec.,2011	Jan.~Mar.,2012
Revenues [¥ Million]	349,113			
Operating Income	△ 8,643			
Ordinary income	△ 8,356			
Income before income taxes	△ 5,643			
Net income	△ 8,047			
Net income per share [¥]	△ 6.73			
Total assets [¥ Million]	1,897,714			
Total net assets	719,521			

FY2010

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
	Apr.~Jun.,2010	Jul.~Sep.,2010	Oct.~Dec.,2010	Jan.~Mar.,2011
Revenues [¥ Million]	396,982	405,857	377,634	363,187
Operating Income	39,099	43,526	25,684	15,091
Ordinary income	39,249	41,060	25,316	15,996
Income before income taxes	34,317	39,419	16,830	4,800
Net income	20,822	27,428	7,831	2,196
Net income per share [¥]	17.42	22.95	6.55	1.84
Total assets [¥ Million]	1,874,002	1,884,822	1,871,922	1,868,740
Total net assets	725,405	712,312	661,660	740,247

2. Depreciation and Amortization

	(Million yen)		
	Three months ended June 30,2010	Three months ended June 30,2011	Increase /Decrease
Vessels	15,573	16,787	1,214
Others	4,251	3,838	△ 413
Total	19,823	20,625	802

3. Interest-bearing Debt

	(Million yen)		
	As of Mar. 31,2011	As of June. 30,2011	Increase /Decrease
Bank loans	511,103	554,315	43,212
Bonds	170,399	199,841	29,442
Commercial paper	21,500	8,500	△ 13,000
Others	21,256	21,514	258
Total	724,259	784,171	59,912

4. Exchange Rates

	Three months ended June 30,2010	Three months ended June 30,2011	Change		
Average rates	¥91.44	¥81.80	¥9.64	(10.5%)	¥ appreciated
Term-end rates	¥88.48	¥80.73	¥7.75	(8.8%)	¥ 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, 2010	TTM on March 31, 2011	Change		
Term-end rates	¥93.04	¥83.15	¥9.89	(10.6%)	¥ appreciated

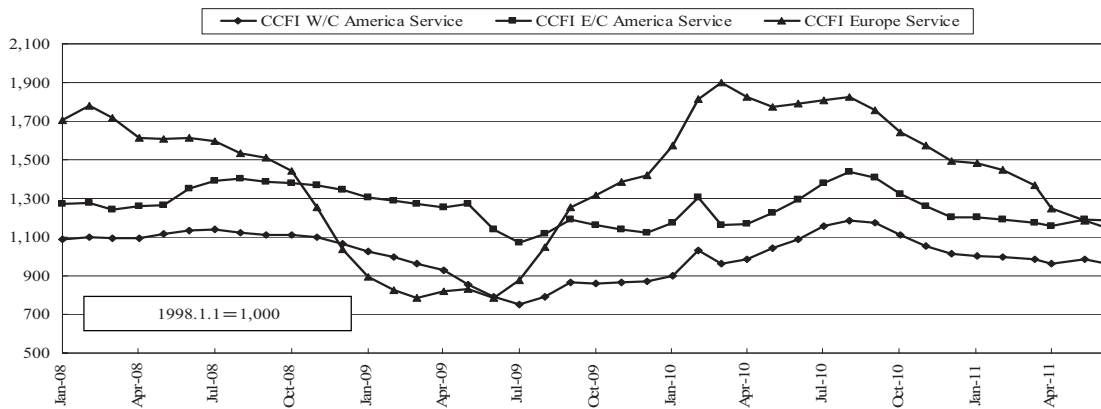
5. Bunker Prices

	Three months ended June 30,2010	Three months ended June 30,2011	Increase /Decrease
Consumption Prices	US\$474/MT	US\$625/MT	US\$151/MT

6. Market Information

(1) Containership Market (China Containerized Freight Index)

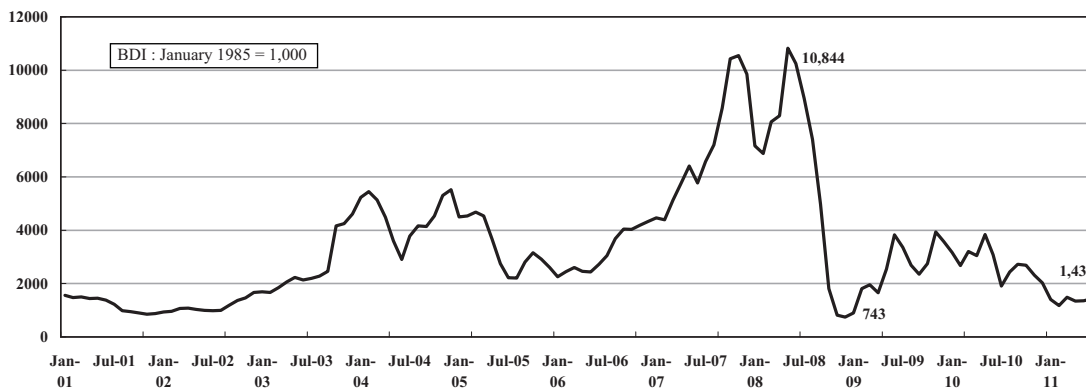
Source : Shanghai Shipping Exchange



* CCFI reflects the freight rate trend for container exports from China only, which does not always match the overall trend for container exports from Asia. Therefore, this information is provided and updated only for reference purposes.

(2) Dry Bulk Market (Baltic Dry Index)

Source : Tramp Data Service



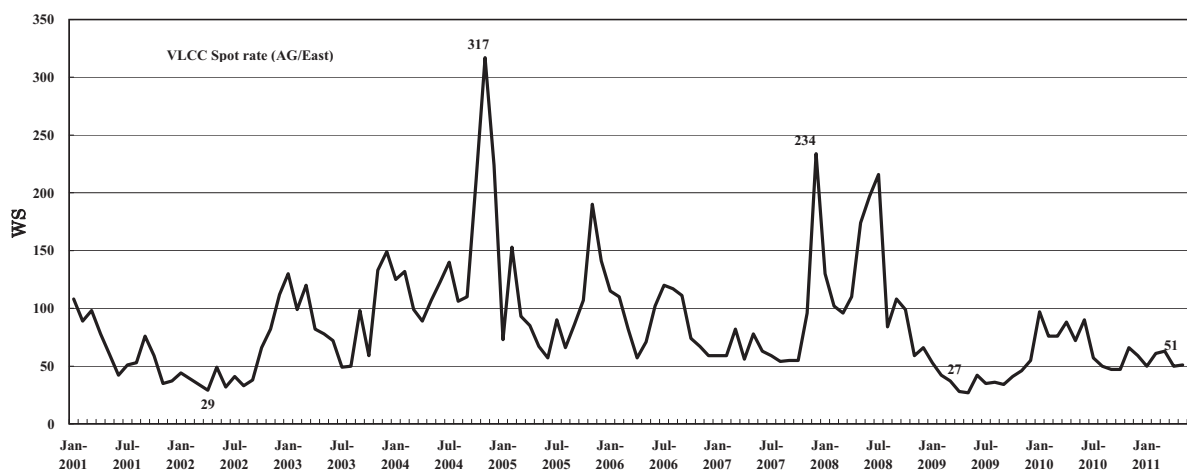
(Calendar Year)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Maximum	1,734	1,566	1,666	4,609	5,519	4,678	4,336	10,543	10,844	3,941	3,865	1,493
Minimum	1,371	855	931	1,674	2,902	2,220	2,262	4,398	743	905	1,910	1,181
Average	1,606	1,215	1,144	2,634	4,521	3,380	3,188	7,090	6,347	2,613	2,763	1,367

(Jan. ~ June.)

(3) VLCC Market

Source : Drewry, RIM etc.



(Calendar Year)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Maximum	168	108	112	149	317	190	120	234	216	54	97	63
Minimum	55	35	29	49	89	57	57	54	59	27	47	50
Average	110	66	50	93	149	101	90	79	120	40	70	55

(Jan. ~ May.)