Mitsui O.S.K. Lines,Ltd.

Financial Highlights: The First Quarter Ended June 30, 2025

1. Consolidated Financial Highlights (from April 1, 2025 to June 30, 2025)

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

(1) Operating Results

(¥ Million)

	Q1/FY2025	Q1/FY2024
Revenues	432,704	435,949
Operating profit	37,078	40,527
Ordinary profit	52,233	108,539
Profit attributable to owners of parent	52,817	106,991

(¥)

Net income per share	152.89	295.27
Diluted net income per share	152.66	294.64

(Note) In the fourth quarter of consolidated fiscal year 2024, the provisional accounting treatment for the business combination was finalized, and the figures for the first quarter of the fiscal year 2024 reflect the finalization of the provisional accounting treatment.

(2) Financial Position

(¥ Million)

	Q1/FY2025	FY2024
Total assets	5,330,729	4,984,449
Total net assets	2,557,921	2,724,218
Shareholders' equity* / Total assets	47.3%	53.9%

* Shareholders' Equity is defined as follows.
Shareholders' Equity = Total Net Assets - (Share option + Non-controlling interests)

2. Dividends

(¥)

	Dividend per share				
	Q1	Q2	Q3	Year-end	Total
FY2024	—	180.00	—	180.00	360.00
FY2025	—				
FY2025 (Forecast)		85.00	—	90.00	175.00

3. Forecast for the Fiscal Year Ending March 31, 2026

(¥ Million)

	1H/FY2025	FY2025
Revenues	871,000	1,731,000
Operating profit	61,000	106,000
Ordinary profit	105,000	170,000
Profit attributable to owners of parent	112,000	200,000

(¥)

Net income per share	325.08	581.48

4. Business Performance

(1) Analysis of Operating Results

(¥ Billion)

	Three months		Year-on-year comparison / Variance	
	From April 1, 2024 to June 30, 2024	From April 1, 2025 to June 30, 2025		
Revenue	435.9	432.7	(3.2) /	(0.7%)
Operating profit	40.5	37.0	(3.4) /	(8.5%)
Ordinary profit	108.5	52.2	(56.3) /	(51.9%)
Profit attributable to owners of parent	106.9	52.8	(54.1) /	(50.6%)
Exchange rate	¥153.71/US$	¥145.25/US$	¥(8.46)/US$	
Bunker price*	US$634/MT	US$544/MT	US$(90)/MT	

*Average price for all the major fuel grades

The average exchange rate against the dollar for the first quarter of the current fiscal year appreciated by ¥8.46/US$ to ¥145.25/US$ from the same period of the previous fiscal year. The average bunker price for the first quarter of the current fiscal year fell by US$90/MT to US$544/MT from the same period of the previous fiscal year.

We recorded revenue of ¥432.7 billion, an operating profit of ¥37.0 billion, an ordinary profit of ¥52.2 billion and profit attributable to owners of parent of ¥52.8 billion.

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

Upper: Segment Revenue, Lower: Segment Ordinary Profit (¥ Billion)

		Three months		Year-on-year comparison / Variance	
		From April 1, 2024 to June 30, 2024	From April 1, 2025 to June 30, 2025		
Dry Bulk Business		120.9	107.1	(13.8) /	(11.4%)
		7.5	(3.4)	(10.9) /	—
Energy Business		110.7	126.5	15.7 /	14.3%
		22.0	29.7	7.7 /	35.1%
Product Transport Business		156.9	150.0	(6.8) /	(4.4%)
		65.3	30.2	(35.1) /	(53.7%)
	Containerships	15.9	13.8	(2.1) /	(13.2%)
		42.7	6.5	(36.2) /	(84.7%)
Wellbeing & lifestyle Business		27.7	29.1	1.3 /	4.9%
		5.7	0.6	(5.0) /	(89.2%)
	Real property Business	10.6	10.8	0.2 /	2.5%
		5.2	1.8	(3.3) /	(64.0%)
Associated Businesses		13.5	13.7	0.1 /	1.1%
		0.5	0.5	(0.0) /	(4.1%)
Others		5.9	6.0	0.1 /	2.5%
		2.1	1.4	(0.6) /	(30.4%)

(A) Dry Bulk Business

In the Capesize bulker market, although the spot market saw a temporary rise in June due to increased iron ore shipments from Australia, this was insufficient to offset the low market conditions during April-May, which were mainly due to the sluggish iron ore imports by China.

For Panamax and smaller bulkers, there were temporary increases in the spot market due to a shift in grain shipment routes to China shifting from the U.S. to South America influenced by the U.S. high-tariff policy, tightening of the vessel supply-demand caused by congestion in East Australia, and firm cargo movements for certain minor bulks. However, these factors were insufficient to compensate for the overall sluggish market.

In the Open-hatch vessel business, the core business of newly consolidated subsidiary Gearbulk Holding AG, although demand for the main cargo of pulp was soft, opportunities for profitable minor bulk shipments were capitalized.

Accordingly, the Dry Bulk Business recorded a decrease in profit year-on-year, due to factors such as an increase in depreciation in relation to the consolidation of Gearbulk Holding AG.

(B) Energy Business

<Tankers>

The crude oil tanker market saw temporary surges due to the intensifying Middle East situation driven from the Iran-Israel conflict. However, positive factors, such as limited newbuild vessel supply and the unwinding of production cuts by OPEC+ nations, were offset by negative factors, including sluggish cargo movements from the U.S. to the Far East and a slowdown in the scrapping of older vessels. As a result, the market remained on par with the same period of the previous fiscal year.

The product tanker market also experienced moments of temporary sharp increases in response to rising tensions in the Middle East. While the continued embargo on Russian petroleum products and instability in the Middle East supported ton-miles, a decline in production volume due to lower refinery utilization in China associated with its economic slowdown, resulted in weaker spot market for cargoes loaded in China. Consequently, the overall market softened slightly.

The LPG carrier market softened slightly year-on-year. While the supply of LPG from North America and the Middle East continued to increase, this was absorbed by the large number of newbuild vessels introduced over the past two years. Furthermore, a decline in Middle Eastern LPG prices worsened the export profitability of U.S.-produced LPG.

The chemical tanker market softened year-on-year, partly due to the slowdown of the Chinese economy and the impact of the U.S. high-tariff policy.

Accordingly, the Tanker business recorded a decrease in profit year-on-year.

<Offshore>

In the FPSO business, stable profits from existing long-term charter contracts were recorded. Furthermore, profit increased year-on-year, mainly due to the recording of equity in earnings from MODEC, Inc., which became an equity-method affiliate from the second quarter of the previous consolidated fiscal year.

<Liquefied Gas>

The LNG and Ethane Carrier business recorded an increase in profit year-on-year, due to factors such as a one-off non-operating income associated with refinancing. The business also continued to secure stable profits through the continuation of existing long-term charter contracts.

The Gas Infrastructure business secured profits on par with the same period of the previous fiscal year, supported by the stable operation of existing projects.

(C) Product Transport Business

<Containerships>

Due to the impact of the U.S. high-tariff policy, cargo demand declined, particularly on routes from China to the U.S., which affected the containership freight market. However, following the provisional agreement between the U.S. and China, the freight market experienced a temporary rise in June. As a result, MOL’s equity-method affiliate, OCEAN NETWORK EXPRESS PTE. LTD., recorded a significant decrease in profit year-on-year; however profit levels were firmer than anticipated.

<Vehicle Transport>

Demand for transportation of completed cars remained firm. Although there were events that negatively affected the efficiency of vessel allocation, such as the continued avoidance of the Red Sea, profit increased year-on-year mainly due to improved operational efficiency.

<Other Product Transport>

In the Terminal business, the impact of the U.S. high-tariff policy was more limited than expected. Although certain terminals experienced route adjustments of container lines aimed at maintaining schedules, volume handled by the Domestic terminal business remained generally firm year-on-year.

In the Logistics business, while the overall handling volume of air and sea freight experienced a slight increase, profit decreased year-on-year due to sluggish cargo movement in the East Asia region and the impact of the U.S. high-tariff policy.

(D) Wellbeing & Lifestyle Business

<Real Property>

DAIBIRU CORPORATION, the core of the group's Real Property business, experienced firm revenue from its existing portfolio of office and commercial buildings. However, profit decreased year-on-year due to the impact of the redevelopment of certain properties and the decline in equity in earnings of affiliated companies which were recorded in the previous fiscal year.

<Ferries and Coastal RoRo Ships>

At MOL Sunflower Ltd., revenue increased year-on-year, driven by a modal shift in the cargo business and the effects of various promotions in the passenger business. However, profit was on par with the same period of the previous fiscal year, mainly due to cost inflation.

<Cruise>

While travel demand held firm, profit decreased year-on-year due to factors including a decline in revenue resulting from a temporary suspension of service of MITSUI OCEAN FUJI.

(E) Associated Businesses

Associated Businesses, which includes the Tugboat business and Trading company business, secured profit on par with the same period of the previous fiscal year.

(F) Others

Other businesses, which include ship operations, ship management, and financing, recorded a decrease in profit year-on-year.

(2) Outlook for FY2025

(For consolidated cumulative second quarter of the fiscal year 2025) (¥ Billion)

	Previous outlook (As announced on April 30, 2025)	Current outlook (As of announcement of Q1 financial results)	Previous outlook Comparison / Variance
Revenue	837.0	871.0	34.0 / 4.1%
Operating profit	50.0	61.0	11.0 / 22.0%
Ordinary profit	80.0	105.0	25.0 / 31.3%
Profit attributable to owners of parent	85.0	112.0	27.0 / 31.8%

Exchange rate	¥141.56/US$	¥143.53/US$	¥1.97/US$
Bunker price *1	US$450/MT	US$446/MT	US$(4)/MT
Compliant fuel price *2	US$510/MT	US$506/MT	US$(4)/MT

(For consolidated full fiscal year 2025)

	Previous outlook (As announced on April 30, 2025)	Current outlook (As of announcement of Q1 financial results)	Previous outlook Comparison / Variance
Revenue	1,700.0	1,731.0	31.0 / 1.8%
Operating profit	100.0	106.0	6.0 / 6.0%
Ordinary profit	150.0	170.0	20.0 / 13.3%
Profit attributable to owners of parent	170.0	200.0	30.0 / 17.6%

Exchange rate	¥140.78/US$	¥141.77/US$	¥0.99/US$
Bunker price *1	US$455/MT	US$418/MT	US$(37)/MT
Compliant fuel price *2	US$525/MT	US$478/MT	US$(47)/MT

*1 HSFO (High Sulfur Fuel Oil) average price
*2 VLSFO (Very Low Sulfur Fuel Oil) average price

(A) Dry Bulk Business

For Capesize bulkers, iron ore shipments from Brazil and Australia are expected to remain firm, and the market is anticipated to trend toward a gradual recovery in the second half of the year. However, there are concerns regarding the impact of the stagnation of the Chinese economy and the U.S. high-tariff policy.

For Panamax and smaller vessels, in addition to the stagnation of the Chinese economy, the spot market is expected to weaken due to a decrease in grain export volumes from Brazil caused by increased domestic demand for ethanol refined from grain, suppression of export volumes from Indonesia due to coal price regulations, and a decrease in coal import volumes by China and India.

In the Open-hatch vessel business, while a decrease in China's pulp import volume is anticipated, demand for project cargo is expected to remain firm.

Accordingly, while the Dry Bulk Business expects continued profit contribution from long-term contracts, a decrease in profit compared to the previous forecast is expected, assuming a softening of the short-term spot market.

(B) Energy Business

For crude oil tankers, although there are concerns of a global economic slowdown mainly due to the U.S. high-tariff policy, the market is expected to remain firm. This is supported by the limited supply of newbuild vessels, continued sanctions on Iranian and Russian crude oil, and the unwinding of production cuts by OPEC+ nations.

The product tanker market is expected to witness certain periods of weakness. Although the impact of the embargo on Russian petroleum products and instability in the Middle East is expected to continue, growth in demand for petroleum products towards the second half of 2025 will be met by the expected increase in newbuild supply.

For LPG carriers, the market is expected to remain stable. Although uncertain factors such as U.S.-China tariff issues and the Middle East situation exist, the market is supported by firm LPG supply from the U.S. and the Middle East, as well as continued growth in demand from China's petrochemical industry and India's residential sector.

For chemical tankers, the impact of China's economic slowdown and the U.S. high-tariff policy is anticipated, and the market is expected to remain lower compared to the previous year.

The Offshore business is expected to continue securing stable profits from existing long-term charter contracts.

The LNG and Ethane Carrier business expects to maintain stable profit despite an anticipated delay in the contract initiation for certain newbuild vessels.

The Gas Infrastructure business expects a decrease in profit compared to the previous forecast, mainly due to a temporary decline in operational efficiency of certain projects attributable to equipment maintenance.

Accordingly, the Energy Business expects a decrease in profit compared to the previous forecast.

(C) Product Transport Business

The Containership business expects a decrease in profit year-on-year, reflecting factors such as worsening of the supply-demand environment associated with the U.S. high-tariff policy. However, we assume that a certain level of profit will be secured through measures such as flexible vessel allocation in response to demand trends.

In the Vehicle Transport business, we will strive to achieve efficient operations by optimizing vessel allocation, while closely monitoring how tariff policy negotiations between the U.S. and various governments and geopolitical risks could potentially impact completed car movements, production, and sales.

In the Terminal business, a decrease in handling volume in the Domestic terminal business is anticipated due to containership schedule delays and the impact of the U.S. high-tariff policy. For the Overseas terminal business, divestment of remaining shares in terminal companies is planned.

In the Logistics business, while the handling volume of cargo from China to the U.S. is currently on a downward trend due to the impact of the U.S. high-tariff policy, we aim to secure handling volume and improve profitability by flexibly responding to changes in trade lanes, such as the diversification of destinations for U.S.-bound cargo.

Accordingly, the Product Transport Business expects an increase in profit compared to the previous forecast.

(D) Wellbeing & Lifestyle Business

The Real Property business expects to continue securing firm profits, supported by stable revenues from DAIBIRU CORPORATION's existing portfolio of office and commercial buildings, as well as profit contributions from newly acquired properties (135 King Street in Australia and Capital House in the U.K.).

In the Ferry and Coastal RORO ship business, the fourth new LNG-fueled ferry, SUNFLOWER PIRKA, entered service in July, and is expected to continue capturing cargo demand.

The Cruise business is in a transitional phase, shifting from a one-vessel to a two-vessel operation. Although time is necessary for marketing and promotional activities to translate into higher passenger numbers, profitability is expected to gradually improve.

Accordingly, the Wellbeing & Lifestyle Business expects a decrease in profit compared to the previous forecast.

(E) Associated Businesses

Associated Businesses, including the Tugboat business and Trading company business, expects profits to be in line with the previous forecast.

5. Financial Position

Total assets as of June 30, 2025 increased by ¥ 346.2 billion compared to the balance as of the end of the previous fiscal year, to ¥ 5,330.7 billion. This was primarily due to the increase in Goodwill.

Total liabilities as of June 30, 2025 increased by ¥ 512.5 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,772.8 billion. This was primarily due to the increase in Short-term bank loans.

Total net assets as of June 30, 2025 decreased by ¥ 166.2 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,557.9 billion. This was primarily due to the decrease in Foreign currency translation adjustments.

As a result, shareholders' equity ratio decreased by 6.6 percentage points compared to the ratio as of the end of the previous fiscal year, to 47.3%.

6. 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, 2025	As of June 30, 2025
Assets		
Current assets		
Cash and deposits	163,290	163,930
Trade receivables	135,259	129,708
Contract assets	10,977	12,871
Inventories	56,429	53,409
Deferred and prepaid expenses	30,564	39,337
Other current assets	174,108	171,948
Allowance for doubtful accounts	(607)	(616)
Total current assets	570,022	570,590
Fixed assets		
Tangible fixed assets		
Vessels	1,323,023	1,310,057
Buildings and structures	148,157	266,366
Machinery, equipment and vehicles	16,449	60,192
Furniture and fixtures	7,851	7,854
Land	360,576	444,985
Construction in progress	406,226	480,729
Other tangible fixed assets	22,520	27,601
Total tangible fixed assets	2,284,803	2,597,787
Intangible assets		
Goodwill	33,816	232,667
Other intangible assets	38,380	42,279
Total intangible assets	72,197	274,946
Investments and other assets		
Investment securities	1,779,474	1,640,905
Long-term loans receivable	99,277	96,029
Long-term prepaid expenses	8,546	9,226
Retirement benefit assets	32,539	26,323
Deferred tax assets	4,153	5,466
Other non-current assets	140,095	116,012
Allowance for doubtful accounts	(6,662)	(6,558)
Total investments and other assets	2,057,425	1,887,405
Total fixed assets	4,414,426	4,760,139
Total assets	4,984,449	5,330,729

(¥ Million)

	As of March 31, 2025	As of June 30, 2025
Liabilities		
Current liabilities		
Trade payables	106,735	103,021
Bonds due within one year	15,000	15,000
Short-term bank loans	201,952	574,762
Commercial paper	30,000	121,200
Accrued income taxes	14,845	12,562
Advances received	4,252	4,188
Contract liabilities	35,263	37,597
Provision for bonuses	11,929	7,485
Provision for directors' bonuses	399	87
Provision for share-based payments	168	233
Provision for contract loss	256	254
Other current liabilities	102,536	115,317
Total current liabilities	523,340	991,710
Fixed liabilities		
Bonds due after one year	186,200	186,200
Long-term bank loans	1,271,818	1,267,193
Lease liabilities	110,473	145,207
Deferred tax liabilities	82,698	94,846
Retirement benefit liabilities	10,284	10,626
Provision for share-based payments	1,234	1,245
Provision for periodic drydocking	27,023	31,187
Provision for loss on guarantees	1,591	1,665
Provision for contract loss	4,296	4,092
Other fixed liabilities	41,268	38,833
Total fixed liabilities	1,736,890	1,781,097
Total liabilities	2,260,230	2,772,808
Net assets		
Owners' equity		
Common stock	66,562	66,569
Capital surplus	116,660	115,605
Retained earnings	2,005,121	1,995,102
Treasury stock, at cost	(70,149)	(100,158)
Total owners' equity	2,118,194	2,077,118
Accumulated other comprehensive income		
Unrealized holding gains on available-for-sale securities, net of tax	49,408	48,695
Unrealized gains on hedging derivatives, net of tax	111,348	79,431
Foreign currency translation adjustments	396,174	307,201
Remeasurements of defined benefit plans, net of tax	11,335	9,297
Total accumulated other comprehensive income	568,267	444,626
Share option	208	196
Non-controlling interests	37,548	35,979
Total net assets	2,724,218	2,557,921
Total liabilities and net assets	4,984,449	5,330,729

(2) Consolidated Statements of Income

(¥ Million)

	FY2024 (Apr. 1, 2024 - June. 30, 2024)	FY2025 (Apr. 1, 2025 - June. 30, 2025)
Shipping and other revenues	435,949	432,704
Shipping and other expenses	356,654	351,605
Gross operating income	79,295	81,099
Selling, general and administrative expenses	38,767	44,020
Operating profit	40,527	37,078
Non-operating income		
Interest income	3,655	4,348
Dividend income	1,931	3,857
Equity in earnings of affiliated companies, net	54,321	13,852
Foreign exchange gain, net	10,580	—
Others	2,059	8,461
Total non-operating income	72,548	30,520
Non-operating expenses		
Interest expenses	3,482	9,177
Foreign exchange loss, net	—	5,544
Others	1,054	643
Total non-operating expenses	4,536	15,365
Ordinary profit	108,539	52,233
Extraordinary income		
Gain on sale of fixed assets	2,372	681
Gain on sale of investment securities	1,563	6,167
Gain on return of retirement benefit trust	—	2,420
Others	3,275	927
Total extraordinary income	7,212	10,197
Extraordinary losses		
Loss on sale of fixed assets	85	177
Loss arising from marine accident	12	342
Others	895	248
Total extraordinary losses	993	768
Profit before income taxes	114,758	61,662
Income taxes	7,503	7,210
Net income	107,254	54,452
Profit attributable to non-controlling interests	263	1,635
Profit attributable to owners of parent	106,991	52,817

(3) Consolidated Statements of Comprehensive Income

(¥ Million)

	FY2024 (Apr. 1, 2024 - June. 30, 2024)	FY2025 (Apr. 1, 2025 - June. 30, 2025)
Net income	107,254	54,452
Other comprehensive income		
Unrealized holding gains (losses) on available-for-sale securities, net of tax	3,864	(714)
Unrealized gains on hedging derivatives, net of tax	19,353	(26,584)
Foreign currency translation adjustments	17,969	(37,134)
Remeasurements of defined benefit plans, net of tax	(516)	(2,038)
Share of other comprehensive income of affiliated companies accounted for using equity method	88,493	(58,499)
Total other comprehensive income	129,164	(124,970)
Comprehensive income	236,419	(70,518)
(Breakdown)		
Comprehensive income attributable to owners of parent	235,573	(70,823)
Comprehensive income attributable to non-controlling interests	845	305

(4) Segment Information

Business segment information:

(¥ Million)

Q1 / FY2024 (Apr. 1 - June. 30, 2024)	Reportable Segment							
	Dry Bulk Business	Energy Business	Product Transport Business		Wellbeing & Lifestyle Business		Associated Businesses	Sub Total
			Container ships	Vehicle Transport, Terminal and Logistics	Real Property	Ferries & Coastal RoRo Ships, Cruise		
Revenues								
1. Revenues from external customers	120,975	110,726	15,960	140,962	10,612	17,184	13,598	430,019
2. Inter-segment revenues	137	2,858	80	1,178	800	92	7,561	12,709
Total Revenues	121,113	113,584	16,040	142,140	11,413	17,276	21,159	442,729
Segment profit (loss)	7,546	22,022	42,747	22,581	5,240	473	585	101,196

Q1 / FY2024 (Apr. 1 - June. 30, 2024)	Others *1	Total	Adjust- ment *2	Consoli- dated *3
Revenues				
1. Revenues from external customers	5,929	435,949	—	435,949
2. Inter-segment revenues	3,542	16,252	(16,252)	—
Total Revenues	9,472	452,201	(16,252)	435,949
Segment profit (loss)	2,140	103,337	5,202	108,539

* 1. "Others" primarily consists of business segments that are not included in reportable segments, such as the ship operations business, the ship management business, the ship chartering business and the financing business.

* 2. "Adjustment" in Segment profit (loss) of ¥ 5,202 million includes the following:
¥ 1,803 million of corporate profit which is not allocated to segments, ¥ 2,156 million of adjustment for management accounting and ¥ 1,242 million of inter-segment transaction elimination.

* 3. Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income.

* 4. In the fourth quarter of previous consolidated fiscal year, the provisional accounting treatment for the business combination was finalized. Accordingly, the figures for the first quarter of the previous consolidated fiscal year have also reflected the finalization of the provisional accouting treatment.

(¥ Million)

Q1 / FY2025 (Apr. 1 - June. 30, 2025)	Reportable Segment							
	Dry Bulk Business	Energy Business	Product Transport Business		Wellbeing & Lifestyle Business		Associated Businesses	Sub Total
			Container ships	Vehicle Transport, Terminal and Logistics	Real Property	Ferries & Coastal RoRo Ships, Cruise		
Revenues								
1. Revenues from external customers	107,156	126,522	13,850	136,199	10,880	18,271	13,742	426,624
2. Inter-segment revenues	65	2,771	76	1,109	1,001	95	7,440	12,560
Total Revenues	107,222	129,294	13,926	137,308	11,882	18,367	21,183	439,184
Segment profit (loss)	(3,448)	29,745	6,530	23,690	1,884	(1,264)	561	57,698

Q1 / FY2025 (Apr. 1 - June. 30, 2025)	Others *1	Total	Adjust-ment *2	Consoli-dated *3
Revenues				
1. Revenues from external customers	6,079	432,704	—	432,704
2. Inter-segment revenues	3,756	16,316	(16,316)	—
Total Revenues	9,836	449,020	(16,316)	432,704
Segment profit (loss)	1,489	59,188	(6,954)	52,233

* 1. “Others” primarily consists of business segments that are not included in reportable segments, such as the ship operations business, the ship management business, the ship chartering business and the financing business.

* 2. “Adjustment” in Segment profit (loss) of ¥ -6,954 million include the following:
¥ -11,517 million of corporate profit which is not allocated to segments, ¥ 5,594 million of adjustment for management accounting and ¥ -1,031 million of inter-segment transaction elimination.

* 3. Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income.

* 4. Information on assets by reportable segments:
Segment assets of the Vehicle Transport, Terminal and Logistics segment increased by ¥437,686 million compared to the end of the previous consolidated fiscal year due to consolidation of LBC TANK TERMINALS GROUP HOLDING NETHERLANDS COOPERATIEF U.A.

* 5. Significant change in the amount of goodwill:
We made LBC TANK TERMINALS GROUP HOLDING NETHERLANDS COOPERATIEF U.A. consolidated subsidiary in the Vehicle Transport, Terminal and Logistics segment. The increase in goodwill from the event during the first quarter of the consolidated fiscal year was ¥201,216 million. Provisional accounting treatment based on reasonable available information was adopted since the allocation of acquisition costs was not finalized at the end of the first quarter of the consolidated fiscal year.

* 6. Notes to changes in reportable segments:
(i) From the first quarter of the current consolidated fiscal year, “Steaming Coal Business,” which was previously presented in “Energy Business,” is included in “Dry Bulk Business,” due to the restructuring of a part of the organization. As a result, Revenues and Segment profit (loss) during the first quarter of the previous consolidated fiscal year are reclassified or adjusted to conform to the presentation for the current consolidated fiscal year.
(ii) The name of "Car Carriers, Terminal and Logistics" has been changed to "Vehicle Transport, Terminal and Logistics." This change has no impact on segment information.
In addition, Revenues and Segment profit (loss) during the first quarter of the previous consolidated fiscal year are reclassified or adjusted to conform to the presentation for the fiscal year.

* 7. Revision of Reportable Segment Allocation of Costs Related to Reflagging Vessels
The Company has revised the allocation of certain costs recorded in operating expenses, which are associated with reflagging a part of its fleet to Japanese flag, to evaluate the performance of each reportable segment more appropriately. This revision is effective from the first quarter of the current consolidated fiscal year and was made in conjunction with the expansion of the MOL group's Japanese-flagged fleet. As a result of this revision, in comparison with the

previous method, Segment profit (loss) for the first quarter of the current consolidated fiscal year increased by ¥165 Million for “Dry Bulk Business,” ¥62 Million for the “Energy Business,” ¥41 Million for “Containerships Business,” and ¥72 Million for “Vehicle Transport, Terminal and Logistics Business,” while "Adjustment" in Segment profit (loss) decreased by ¥341 million.

(Notes on the quarterly consolidated cash flow statement)

There is no quarterly consolidated statement of cash flows for the three months ended June 30, 2025.

Depreciation and amortization for the three months ended June 30, 2025 is as follows:

(¥ Million)

	FY2024 (Apr. 1, 2024 - June. 30, 2024)	FY2025 (Apr. 1, 2025 - June. 30, 2025)
Depreciation and amortization	28,276	39,161

(Note) In the fourth quarter of previous consolidated fiscal year, the provisional accouting treatment for the business combination was finalized. Accordingly, the figures for the first quarter of the previous consolidated fiscal year have also reflected the finalization of the provisional accouting treatment.

[Supplement]

1. Review of Quarterly Results

<FY2025>

	Q1 Apr-Jun, 2025	Q2 Jul-Sep, 2025	Q3 Oct-Dec, 2025	Q4 Jan-Mar, 2026
Revenues [￥ Million]	432,704			
Operating profit (loss)	37,078			
Ordinary profit (loss)	52,233			
Income (Loss) before income taxes	61,662			
Profit (Loss) attributable to owners of parent	52,817			
Net income (loss)* per share [￥]	152.89			
Net income (loss)* per share (Diluted basis)	152.66			
Total Assets [￥ Million]	5,330,729			
Total Net Assets	2,557,921			

*Profit (Loss) attributable to owners of parent

<FY2024>

	Q1 Apr-Jun, 2024	Q2 Jul-Sep, 2024	Q3 Oct-Dec, 2024	Q4 Jan-Mar, 2025
Revenues [￥ Million]	435,949	464,679	418,048	456,794
Operating profit (loss)	40,527	48,852	33,242	28,230
Ordinary profit (loss)	108,539	142,383	125,771	43,010
Income (Loss) before income taxes	114,758	147,063	135,441	55,473
Profit (Loss) attributable to owners of parent	106,991	141,600	121,365	55,536
Net income (loss)* per share [￥]	295.27	390.69	337.79	158.19
Net income (loss)* per share (Diluted basis)	294.64	389.92	337.11	157.90
Total Assets [￥ Million]	4,402,247	4,476,959	4,626,283	4,984,449
Total Net Assets	2,566,940	2,680,900	2,605,913	2,724,218

*Profit (Loss) attributable to owners of parent

(Note) In the fourth quarter of consolidated fiscal year 2024, the provisional accounting treatment for the business combination was finalized, and the figures for the fiscal year 2024 reflect the finalization of the provisional accounting treatment.

2. Depreciation and Amortization

(¥ Millions)

	Three months ended Jun.30,2024	Three months ended Jun.30, 2025	Increase / (Decrease)	FY2024
Vessels	22,640	32,001	9,361	102,790
Others	5,636	7,160	1,524	24,786
Total	28,276	39,161	10,885	127,576

(Note) In the fourth quarter of consolidated fiscal year 2024, the provisional accounting treatment for the business combination was finalized, and the figures for the fiscal year 2024 reflect the finalization of the provisional accounting treatment.

3. Interest-bearing Debt

(¥ Millions)

	As of Mar.31,2025	As of Jun.30, 2025	Increase / (Decrease)	As of Jun.30,2024
Bank loans	1,473,771	1,841,955	368,184	1,049,922
Bonds	201,200	201,200	0	198,300
Commercial papers	30,000	121,200	91,200	80,000
Others	141,838	171,928	30,090	71,255
Total	1,846,809	2,336,284	489,475	1,399,478

(Note) In the fourth quarter of consolidated fiscal year 2024, the provisional accounting treatment for the business combination was finalized, and the figures for the fiscal year 2024 reflect the finalization of the provisional accounting treatment.

4. Fleet Capacity

(No. of ships)

	Dry Bulk Business	Energy Business	Product Transport Business		
	Dry Bulk Carriers (including Steaming Coal Carriers)	Tankers, Wind Power, Offshore, Liquefied Gas (LNG / Ethane Carriers, etc.)	Subtotal	Car carriers	Containerships
	No.of ships	No.of ships	No.of ships	No.of ships	No.of ships
Owned	101	210	71	51	20
Chartered	276	138	58	48	10
Others	1	6	-	-	-
As of Jun.30, 2025	**378**	**354**	**129**	**99**	**30**
As of Mar.31, 2024	369	355	130	100	30

	Wellbeing & Lifestyle Business	Associated Businesses and Others	Total
	Ferries & Coastal RoRo Ships, Cruise Ships	Others	
	No.of ships	No.of ships	No.of ships
Owned	15	57	454
Chartered	3	5	480
Others	-	-	7
As of Jun.30, 2025	**18**	**62**	**941**
As of Mar.31, 2024	18	63	935

(Note 1)Partial ownership of a ship is counted as one ship.
(Note2)As of the first quarter of the fiscal year 2025, the Steaming Coal Carriers and the Coastal Ships have been reclassified from the Energy Business segment to the Dry Bulk Business segment.

5. Exchange Rates (Against the US dollar)

	Three months ended Jun.30,2024	Three months ended Jun.30, 2025	Change	FY2024
Average rates	¥153.71	¥145.25	¥8.46 [5.5%] JPY Appreciated	¥152.79
Term-end rates	¥161.07	¥144.81	¥16.26 [10.1%] JPY Appreciated	¥149.52

(Note)"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>

	As of Mar.31, 2024	As of Mar.31, 2025	Change	As of Dec.31, 2024
Term-end rates	¥151.41	¥149.52	¥1.89 [1.2%] JPY Appreciated	¥158.18

6. Average Bunker Prices

	Three months ended Jun.30,2024	Three months ended Jun.30, 2025	Increase / (Decrease)
Purchase Prices	US$634/MT	US$544/MT	US$(90)/MT

7. Market Information

(1) Dry Bulker Market (Baltic Dry Index) (Index: January 1985 = 1,000)

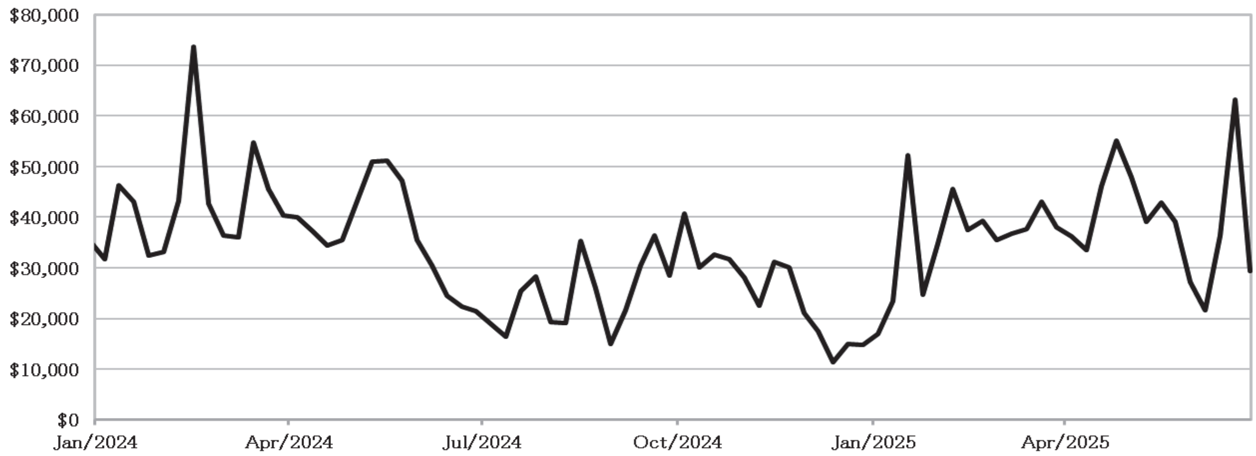
Source : Clarksons Research

Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2024	1,617	1,650	2,233	1,731	1,895	1,922	1,925	1,716	1,965	1,667	1,540	1,099	1,747
2025	930	892	1,532	1,363	1,344	1,686							1,291

(Note)The Graph and the table have different fluctuation ranges as the graph reflects daily figures while the table shows monthly averages.

(2) Tanker Market (Daily Earnings) : VLCC AG/Japan trade (US$Charter Rate/day)

Source : Clarksons Research

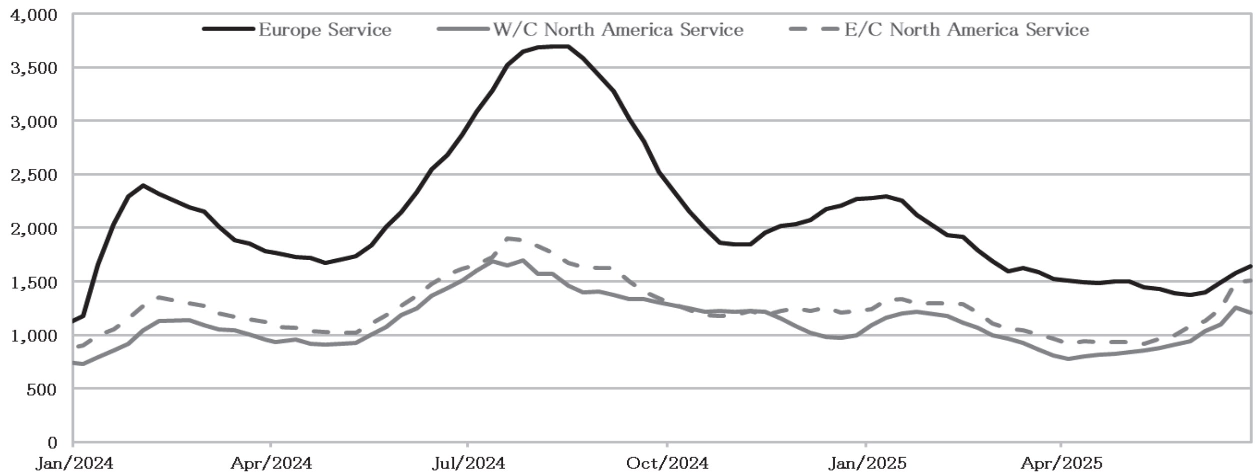


Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2024	38,401	48,169	42,650	36,822	45,605	24,707	22,261	22,896	29,275	33,804	26,594	14,611	32,150
2025	30,382	39,419	38,906	42,724	39,203	37,608							38,040

(Note)The Graph and the table have different fluctuation ranges as the graph reflects weekly figures while the table shows monthly averages.

(3) Containership Market (China Containerized Freight Index) (Index: January 1st 1998 = 1,000)

Source : Clarksons Research



(Note)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.