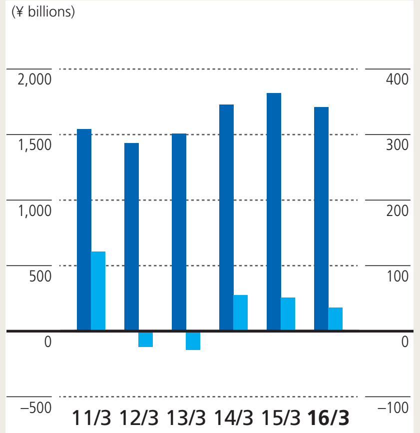
Key Indicators

Shipping and Other Revenues/ Ordinary Income (Loss)

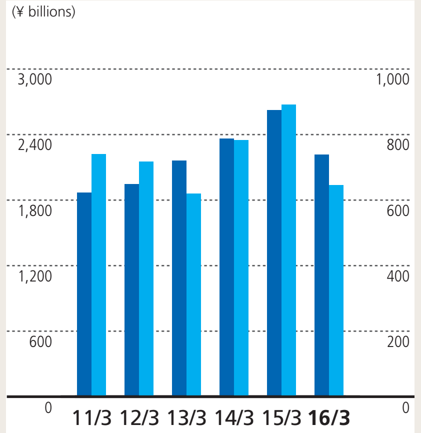


■ Shipping and other revenues (left scale)
■ Ordinary income (loss) (right scale)

FY2015	
Shipping and Other Revenues	¥1,712.2 billion
Ordinary Income	¥36.2 billion

Shipping and other revenues decreased ¥104.8 billion year on year and ordinary income decreased ¥15.0 billion due to unprecedented stagnation in the dry bulker market and in containership freight rates despite tailwinds from the weaker yen, lower bunker prices and strong market conditions for tankers.

Total Assets/Net Assets

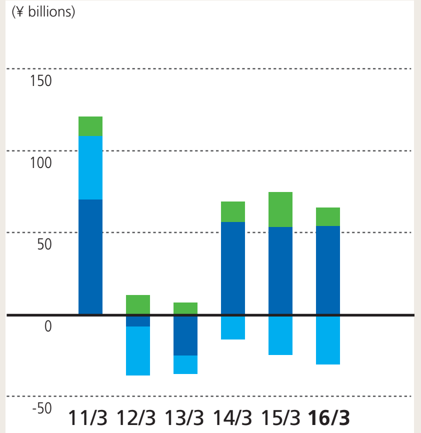


■ Total assets (left scale)
■ Net assets (right scale)

FY2015	
Total Assets	¥2,219.5 billion
Net Assets	¥646.9 billion

Total assets as of March 31, 2016 were ¥404.4 billion lower than at March 31, 2015 due to decreases in vessels and investment securities. Net assets decreased ¥245.5 billion year on year due mainly to decreases in retained earnings.

Ordinary Income (Loss) by Segment

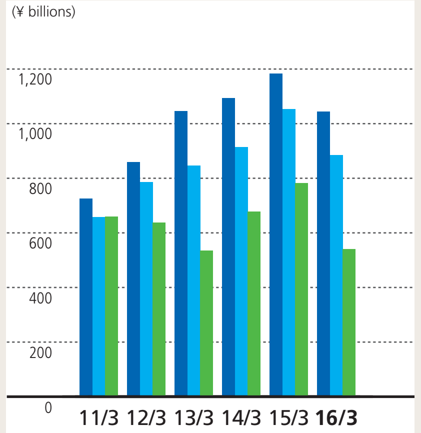


■ Bulkships ■ Other segments, etc.
■ Containerships

FY2015	
Bulkships	¥54.8 billion
Containerships	¥(29.8) billion
Other segments, etc.	¥11.2 billion

In the bulkships segment, the higher profits of the tankers and the LNG carriers/offshore businesses offset the lower profits of dry bulkers and car carriers. The containerships segment posted a larger ordinary loss than fiscal 2014.

Interest-bearing Debt / Net Interest-bearing Debt / Shareholders' Equity



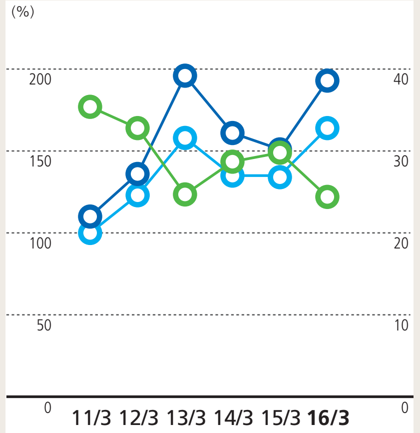
■ Interest-bearing Debt ■ Shareholders' Equity
■ Net Interest-bearing Debt

FY2015	
Interest-bearing Debt	¥1,044.9 billion
Net Interest-bearing Debt*	¥885.5 billion
Shareholders' Equity**	¥540.9 billion

* Interest-bearing debt – cash & cash equivalents
** "Shareholders' equity" in this section comprises the total of owners' equity and accumulated other comprehensive income (loss).

Interest-bearing debt decreased ¥138.4 billion to ¥1,044.9 billion due to a decrease in short-term borrowings and corporate bonds. Shareholders' equity decreased ¥241.6 billion to ¥540.9 billion due to lower retained earnings following the Business Structural Reforms.

Gearing Ratio / Net Gearing Ratio / Equity Ratio



○ Gearing Ratio (left scale)
○ Net Gearing Ratio (left scale)
○ Equity Ratio (right scale)

FY2015	
Gearing Ratio	193%
Net Gearing Ratio	164%
Equity Ratio	24%

The net gearing ratio worsened 29 points and the equity ratio worsened 5 points, reflecting the ¥241.6 billion decrease in shareholders' equity, the ¥138.4 billion fall in interest-bearing debt, and the ¥404.4 billion decrease in total assets.

Credit Ratings (As of June 2016)

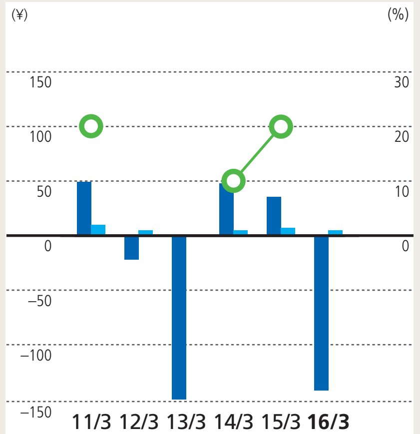
	Type of Rating	Rating
JCR	Short-term debt rating (CP)	J-1*
	Long-term preferred debt (issuer) rating	A–*
	Long-term debt rating	A–*
R&I	Issuer rating	BBB
	Short-term debt rating (CP)	a-2
	Long-term individual debt rating	BBB
Moody's	Corporate family rating	Ba1*

JCR	A–*
R&I	BBB
Moody's	Ba1*

MOL's credit ratings are currently under downward pressure due mainly to the financial burden of the Business Structural Reforms and the protracted stagnation of the marine transport market. Going forward, MOL will continue to provide explanations to the credit rating agencies about its growth strategies and path to improved financial standing with the continued aim of improving its credit ratings.

(*)Credit monitor rating

Net Income (Loss)* per Share/Cash Dividends Applicable to the Year/ Dividend Payout Ratio



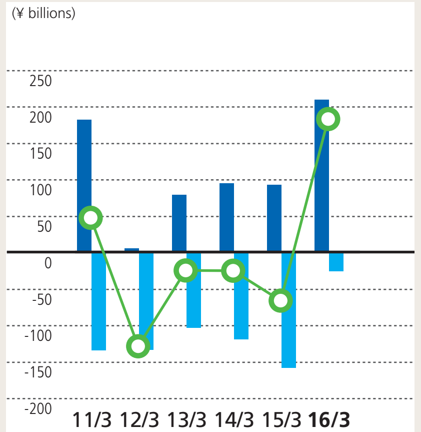
■ Net income (Loss)* per share (left scale)
■ Cash Dividends Applicable to the Year (left scale)
○ Dividend Payout Ratio (right scale)

FY2015	
Net Income (Loss)* per Share	¥(142.50)
Cash Dividends Applicable to the Year	¥5

Due mainly to recording expenses related to the Business Structural Reforms, net income* declined ¥212.8 billion. MOL paid ¥5 per share in dividends for the fiscal year, including a ¥3.5 interim dividend, a year-on-year decrease of ¥2 per share.

*Profit (loss) attributable to owners of the parent

Cash Flows

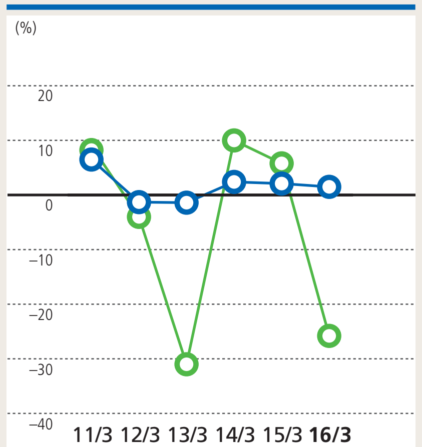


■ Cash flows from operating activities
■ Cash flows from investing activities
○ Free cash flows

FY2015	
Cash Flows from Operating Activities	¥209.1 billion
Cash Flows from Investing Activities	¥(26.6) billion

Net cash provided by operating activities was up ¥116.6 billion year on year, while cash used in investing activities narrowed by ¥132.4 billion, to ¥26.6 billion; resulting in positive free cash flows.

ROA/ROE

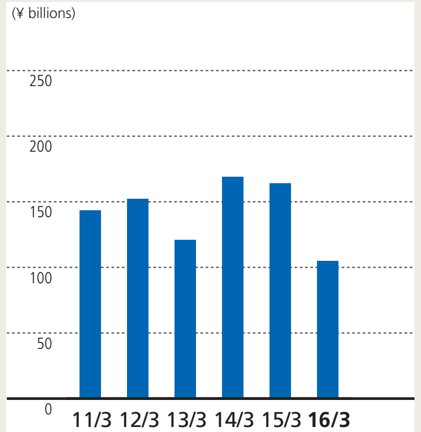


○ ROA
○ ROE

FY2015	
ROA	1.5%
ROE	(25.8)%

ROA and ROE were both lower as ordinary income and net income both fell due mainly to the lower market and the recording of an extraordinary loss following the Business Structural Reforms.

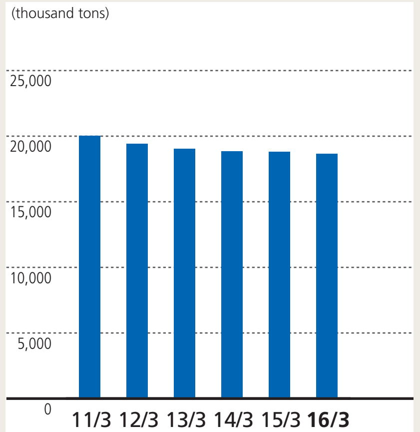
Capital Expenditure



FY2015	
Capital Expenditure	¥104.8 billion

Capital expenditure represented here is the net amount calculated by deducting proceeds from the sale of vessels when delivered from "Tangible/intangible fixed assets increased" contained in the annual securities report.

CO_2 Emissions of MOL Fleet



FY2015	
CO_2 Emissions of MOL Fleet	18,676 thousand tons

The listed CO_2 emissions were mainly from bunker A and C used as fuel for vessels operated by the MOL Group.