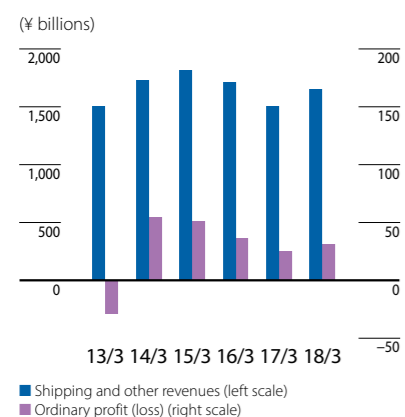


# Key Indicators

## Shipping and Other Revenues/ Ordinary Profit (Loss)

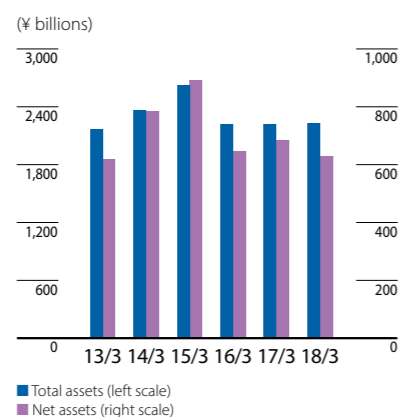
FY2017  
Shipping and Other Revenues **¥1,652.3 billion**  
Ordinary Profit (Loss) **¥31.4 billion**



Ordinary profit increased ¥6.0 billion, due to a drastic decrease in losses in the containership business, despite headwinds such as a deterioration in the tanker market and a rise in bunker prices.

## Total Assets / Net Assets

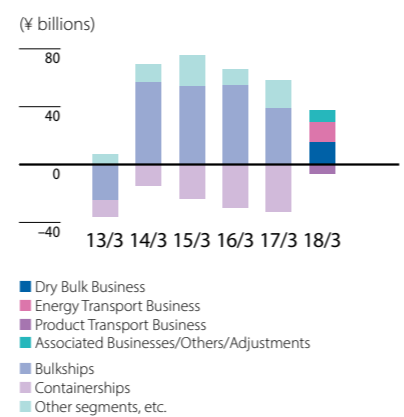
FY2017  
Total Assets **¥2,225.6 billion**  
Net Assets **¥628.0 billion**



Total assets as of March 31, 2018 were mostly unchanged from a year earlier, despite slight increases in vessels and investment securities. Net assets decreased ¥55.5 billion, primarily due to a decline in retained earnings.

## Ordinary Profit (Loss) by Segment

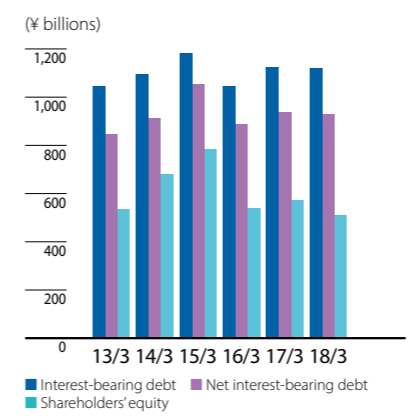
FY2017  
Dry Bulk Business **¥15.4 billion**  
Energy Transport Business **¥13.6 billion**  
Product Transport Business **¥(6.3) billion**  
Associated Businesses/  
Others/Adjustments **¥8.7 billion**



From fiscal 2017, we have changed our disclosure segments. In the Energy Transport Business, ordinary profit decreased year on year due to worsening profitability in the tanker division. However, ordinary profit in the Dry Bulk Business increased slightly due to improving market conditions. In the Product Transport Business, the ordinary loss was reduced sharply owing to the positive effects of deploying ultra-large containerships and other factors. Overall, ordinary profit increased year on year.

## Interest-Bearing Debt / Net Interest-Bearing Debt / Shareholders' Equity

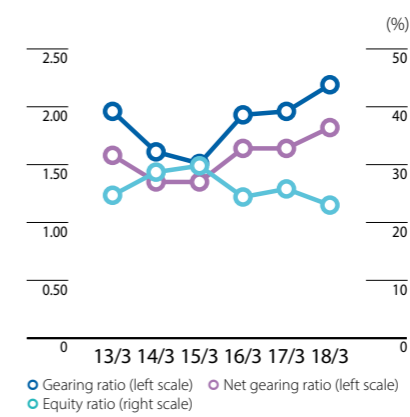
FY2017  
Interest-Bearing Debt **¥1,118.0 billion**  
Net Interest-Bearing Debt\* **¥928.4 billion**  
Shareholders' Equity\*\* **¥511.2 billion**



Interest-bearing debt decreased ¥4.3 billion to ¥1,118.0 billion due to the redemption of bonds, despite an increase in short-term bank loans. Shareholders' equity decreased ¥60.7 billion to ¥511.2 billion due to a decline in retained earnings reflecting the recording of an extraordinary loss.

## Gearing Ratio / Net Gearing Ratio / Equity Ratio

FY2017  
Gearing Ratio **2.19**  
Net Gearing Ratio **1.82**  
Equity Ratio **23.0%**



The gearing ratio worsened 23 points and the equity ratio decreased 2.8 points, reflecting the ¥4.3 billion decrease in interest-bearing debt, the ¥8.1 billion increase in total assets, and the ¥60.7 billion decrease in shareholders' equity.

## Credit Ratings (As of June 2018)

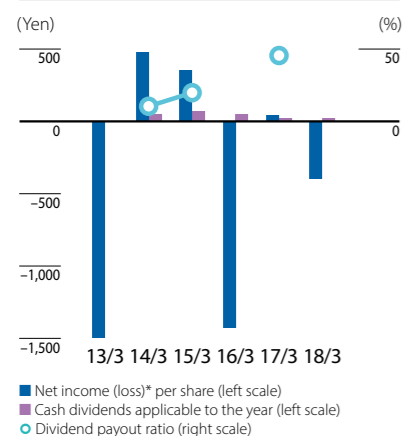
|         | Type of rating                        | Rating |
|---------|---------------------------------------|--------|
| JCR     | Short-term debt rating (CP)           | J-1    |
|         | Long-term senior debt (issuer) rating | A-     |
|         | Long-term debt rating                 | A-  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

JCR **A-**  
R&I **BBB**  
Moody's **Ba1**

MOL has maintained its current ratings, reflecting steady, albeit gradual, improvement in the overall marine transport market and in MOL's business performance. Going forward, MOL will continue working to bolster its profitability and improve its financial standing, in an effort to enhance its ratings.

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

FY2017  
Net Income (Loss)\* per Share **¥(396.16)**  
Cash Dividends Applicable to the Year **¥20.00**  
Dividend Payout Ratio **—%**

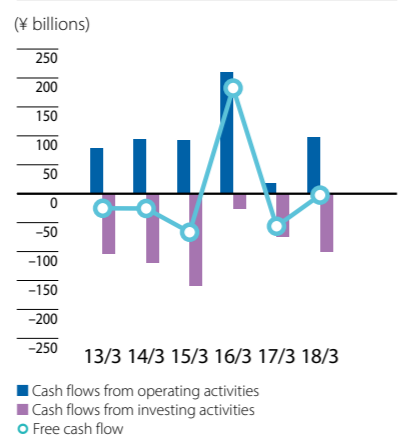


MOL posted a net loss\* after a year-on-year deterioration of ¥52.6 billion from the previous fiscal year, reflecting the recording of an extraordinary loss of ¥73.4 billion in connection with the integration of the containership businesses. MOL paid an interim dividend of ¥1 per share (before the consolidation of shares) and a year-end dividend of ¥10 per share (after the consolidation of shares).

\* Profit (loss) attributable to owners of parent

## Cash Flows

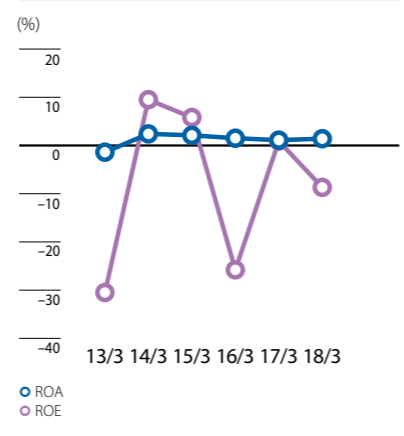
FY2017  
Cash Flows from Operating Activities **¥98.3 billion**  
Cash Flows from Investing Activities **¥(100.8) billion**  
Free cash flow



Free cash flow was slightly negative as a result of an increase of ¥26.9 billion in net cash used in investing activities, despite an increase of ¥80.7 billion in net cash provided by operating activities.

## ROA (based on Ordinary Profit)/ROE

FY2017  
ROA **1.4 %**  
ROE **(8.7)%**

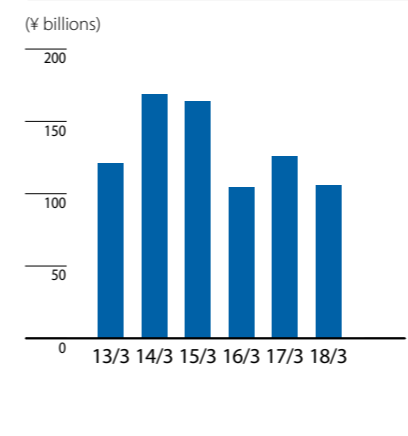


ROA improved year on year, as ordinary profit increased while total assets remained largely unchanged from the previous fiscal year-end. ROE decreased sharply due to the net loss\* reflecting the recording of an extraordinary loss in connection with the integration of the containership businesses.

\* Profit (loss) attributable to owners of parent

## Capital Expenditure

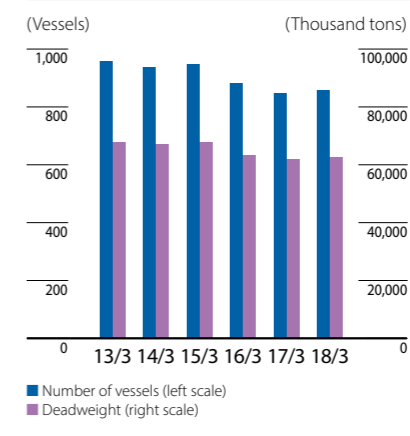
FY2017  
Capital Expenditure **¥105.6 billion**



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.

## Fleet Size (All Types of Vessels)\*

FY2017  
Number of Vessels **857 vessels**  
Deadweight **62,676 thousand tons**



As a result of implementation of the Business Structural Reforms in fiscal 2015, the fleet size was scaled down, mainly of small- and medium-sized bulkers.

\* Including spot-chartered ships and those owned by joint ventures

Note: The Company consolidated its common shares on the basis of one (1) unit for every ten (10) shares effective October 1, 2017. Accordingly, each figure was calculated as if the consolidation of shares had been conducted at the beginning of the fiscal year ended March 31, 2013.