

Mitsui O.S.K.Lines, Ltd.

Financial Highlights: The Third Quarter Ended December 31, 2005

1. Consolidated Financial Highlights (from April 1, 2005 to December 31, 2005)

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

(1) Operational Results

	(¥Million)			(US\$ Thousand)
	Q3/ FY2005	Q3/ FY2004	FY2004	Q3/ FY2005
Revenues	1,016,102	879,443	1,173,332	8,605,929
Operating income	137,576	127,567	171,794	1,165,207
Ordinary income	140,747	129,712	174,979	1,192,064
Net income	89,998	84,397	98,261	762,243
			(¥)	(US\$)
Net income per share	75.33	70.55	81.99	0.638
Diluted net income per share	75.25	70.46	81.90	0.637

(2) Financial Position

	(¥Million)			(US\$ Thousand)
	Q3/ FY2005	Q3/ FY2004	FY2004	Q3/ FY2005
Total assets	1,397,263	1,238,237	1,232,252	11,834,192
Interest-bearing debt	563,304	552,430	514,131	4,770,932
Shareholders' equity	390,721	287,207	298,258	3,309,232
Equity ratio	28.0%	23.2%	24.2%	28.0%
			(¥)	(US\$)
Shareholders' equity per share	327.00	240.14	249.53	2.770

(3) Forecast of Consolidated Results for Fiscal Year ending March 31, 2006

	(¥Million)	(US\$ Thousand)
	FY2005	FY2005
Revenues	1,350,000	11,433,895
Operating income	174,000	1,473,702
Ordinary income	177,000	1,499,111
Net income	112,000	948,590
	(¥)	(US\$)
Net income per share	93.73	0.794

* Underlying Assumption of the Forecast for the FY2005

The above forecast is made assuming translation rates and the bunker price for the 4th quarter of FY2005.

Exchange Rate 1US\$=¥115.00

Bunker Price US\$ 300/MT

(Translation of foreign currencies)

The Japanese yen amounts for Q3/ FY2005 have been translated into U.S. dollars using the prevailing exchange rate at December 31, 2005, which was ¥118.07 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.)

2. Non-Consolidated Financial Highlights (from April 1, 2005 to December 31, 2005)

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

(1) Operational Results

	(¥ Million)			(US\$ Thousand)
	Q3/ FY2005	Q3/FY 2004	FY2004	Q3/ FY2005
Revenues	811,225	704,857	943,002	6,870,712
Operating income	103,212	103,911	141,886	874,159
Ordinary income	102,243	104,552	145,723	865,952
Net income	62,933	66,074	76,987	533,014

	(¥)			(US\$)
Net income per share	52.63	55.10	64.10	0.446
Diluted net income per share	52.58	55.03	64.02	0.445

(2) Dividends

	Dividend per share		Total dividends paid (per year) (million ¥)	Dividend pay-out ratio	Dividend ratio to shareholders' equity
	Interim	Year end			
FY2005	9.00	-	-	-	-
	16.00				
FY2004	7.50	8.50	19,155	25.0%	7.4%

(3) Forecast of Non-Consolidated Results for Fiscal Year ending March 31, 2006

	(¥ Million)		(US\$ Thousand)
	FY2005		FY2005
Revenues	1,080,000		9,147,116
Operating income	129,000		1,092,572
Ordinary income	134,000		1,134,920
Net income	82,000		694,503

	(¥)		(US\$)
	FY2005		FY2005
Net income per share	68.58		0.581

* Underlying Assumption of the Forecast for the FY2005

The above forecast is made assuming translation rates and the bunker price for the 4th quarter of FY2005.

Exchange Rate 1US\$=¥115.00

Bunker Price US\$300/MT

(Translation of foreign currencies)

The Japanese yen amounts for Q3/ FY2005 have been translated into U.S. dollars using the prevailing exchange rate at December 31, 2005, which was ¥118.07 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.)

3. Business Performance

(1) Business climate during the third quarter of FY2005

The world economy during the third quarter of fiscal year (FY) 2005 (October 1-December 31, 2005), saw a slowdown in U.S. economic growth resulting from stagnating domestic demand, but continuous high growth of the Chinese economy thanks to steady investment and consumption. European economies showed continuous, gradual recovery. Economic activity in Japan, on the other hand, was stable. In the ocean shipping market during the term, key east-west container routes entered an adjustment phase, but the bulk and the specialized carrier market fluctuated but stagnated overall toward the end of calendar year 2005. Crude oil and petrochemical product carriers, however, posted steady results.

Crude oil prices, which peaked in August 2005, began to falter toward the end of the calendar year 2005 as a result of increasing reserves in the United States and lower than normal demand for the winter. However, crude oil and bunker prices remained at higher levels compared to the third quarter in FY2004. As a result, higher fuel oil prices weighed on profits. At the announcement of interim results on November 10, 2005, the company assumed a bunker price of US\$300/MT, but the average price for the third quarter was actually US\$290/MT.

The average exchange rate during the term was 115.32 yen/US\$, compared to an assumption of 115 yen/US\$ for the second half.

The chart below shows a comparison of consolidated financial results for three quarters of FY2005 (nine months from April 1 to December 31, 2005).

(Unit: ¥ billion)

	FY2005 (Nine months from Apr through Dec.2005)	FY2004 (Nine months from Apr through Dec.2004)	% increase/ decrease
Revenue	1,016.1	879.4	15.5 %
Operating income	137.5	127.5	7.8 %
Ordinary income	140.7	129.7	8.5 %
Net income	89.9	84.3	6.6 %
Exchange rate (average of nine months)	¥110.85/US\$	¥108.94/US\$	¥1.914/US\$
Bunker price (average of nine months)	US\$267/MT	US\$191/MT	US\$76/MT

The chart below shows segment information on revenue, operating income, ordinary income, and compares them with the same period in FY2004, (nine months):

Upper: Revenue; Middle: Operating Income; Lower: Ordinary Income (Unit: ¥ billion)

	FY2005 (Nine months from Apr through Dec.2005)	FY2004 (Nine months from Apr through Dec.2004)	% increase/ decrease
Containership	368.4	302.1	21.9 %
	36.2	42.0	△13.7 %
	37.9	43.0	△12.0 %
Bulk Shipping	497.3	447.3	11.2 %
	91.0	80.6	12.9 %
	98.9	82.2	20.3 %
Logistics	48.3	44.5	8.6 %
	0.9	0.8	11.8 %
	1.4	0.6	115.0 %
Ferry and Domestic Transport	36.1	35.0	3.3 %
	0.6	1.3	△54.0 %
	0.2	0.9	△68.1 %
Associated Business	79.0	58.4	35.3 %
	8.6	3.8	126.6 %
	9.8	3.5	178.2 %
Others	11.0	12.0	△8.0 %
	2.8	1.3	109.6 %
	1.7	2.0	△12.2 %

a) Containership

Increases in terminal handling fees, inland railroad rates, and canal toll fees, along with rising bunker prices, resulted in a large deterioration of earnings for the containership sector. In addition, freight rates for the European routes weakened in December, and trade volume in the North America routes after the busy Christmas selling season fell short of our initial forecast. As a result, profits during the term were lower than the same period of the previous year.

The company acquired existing operations on the Europe-South Africa trade from the AP Moller Group, and began participating in that service in February 2006, thus focusing our efforts on expanding worldwide service networks.

b) Bulkship

While revenue in the dry bulk segment is based on stable earnings from long-term contracts for iron ore carriers, coal carriers, and wood chip carriers, we continued our efforts to acquire spot contracts at higher freight rates. As a result, profits for the term showed a great increase over the same period of FY2004.

Profits in the car carrier segment fell short of the same period in FY2004, due to deterioration of earnings in offshore trade and some services outbound from Japan and the Far East. This was due to the steep rise in bunker prices, despite the trade showed favorable conditions.

Tanker and LNG carrier operations showed solid profits from long-term contracts for transport of crude oil, methanol, liquefied petroleum gas (LPG), and liquefied natural gas (LNG). Average performance during the third quarter in spot cargo contracts for crude oil tankers, which are most affected by changing market conditions, fell short of the same period in FY2004. On the other hand, the spot market for petrochemical product carriers remained steady following the major hurricanes in the United States. Thus, profits varied widely depending on the type of vessel, but overall showed a slight increase for the term, compared to the same period of FY2004.

c) Logistics

Despite earnings in the air cargo transport business decreased as a result of increased fuel surcharges levied by airlines, each Group company's aggressive plans in marketing/sales and cost reduction contributed to increased profits compared to the same period of FY2004.

MOL formed a capital tie-up with Kintetsu World Express, Inc. (KWE) to launch a strategic alliance in the air forwarding, sea forwarding, and logistics businesses: The Company acquired about 5% of KWE's shares, and KWE acquired about 25% of the shares in MOL subsidiary MOL Logistics (Japan).

In addition, MOL and Nippon Express invested in a new joint venture cargo airline, ANA & JP Express (AJV), which ANA and Japan Post will establish in February 2006 based on their strategic alliance in international logistics business. The four companies will develop efficient business operations drawing on each partner's know-how and experience in different areas of international logistics.

d) Ferries/Domestic Shipping

The ferry business showed stable trade volume, resulting in increased earnings from the same period of the previous year. However, bunker prices remained at high levels. This had a major effect on profits. While Group companies' ongoing efforts to rationalize operations and reduce costs helped boost profitability, they could not offset rising bunker prices, resulting in decreased profits compared to the same period of the previous year. On the other hand, earnings in the domestic shipping segment increased from the same period in FY2004, thanks to a higher percentage of long-term contracts, which were less affected by bunker costs. Overall, profit in the ferry/domestic shipping segment decreased from the same period of the previous year.

e) Associated Business

Earnings in the real estate business during the term greatly increased from the same period in

FY2004, as a result of making Daibiru Corporation a consolidated subsidiary in October 2005. The tugboat business also showed steady performance, keeping profit on a par with the same period in the previous year. On the other hand, profitability of the cruise ship segment decreased from the same period of the previous year. Profit in the entire associated business increased from the same period of the previous year.

f) Other businesses

Other businesses, which are mainly cost centers, include ship operation, ship management, ship chartering, and financing. Overall revenue of this segment decreased compared to the same period of FY2004 because of changes in ship management companies' management system. Ordinary income also decreased compared to the same period of the previous year.

(2) Outlook for FY2005

(Unit: ¥ billion)

	Latest forecast (at the time of announcement of 3 rd quarter financial results)	Previous forecast (at the time of announcement of interim financial results)	% increase/ decrease
Revenue	1350	1,350	0.0 %
Operating income	174	189	△7.9 %
Ordinary income	177	190	△6.8 %
Net income	112	120	△6.7 %

Exchange rate (average of nine months)	¥115.00/US\$	¥115.00//US\$	¥0.00/US\$
Bunker price (average of nine months)	US\$300/MT	US\$300/MT	US\$0/MT

(Assumption for 4th quarter)

(Assumption for 2nd half)

During the final quarter of FY2005, rising bunker prices due to tension in the Middle East will be a factor for concern.

The Company already assumed a decrease in cargo volume on the North America routes in the slack season after Chinese New Year. However, we now assume that lower freight rates on European routes are inevitable, even though trade volume will remain strong, and we expect fierce competition on south-north routes. In the bulk and specialized carrier sector, the tanker spot market remains strong, but the dry bulker market is entering an adjustment phase. We have revised our projections accordingly. In light of these forecasts, and based on our achievements through the third quarter,

MOL anticipates consolidated revenues of 1 trillion 350 billion yen for all of FY2005, ending March 31, 2006, with operating income of 174 billion yen, ordinary income of 177 billion yen, and net income of 112 billion yen.

These projections are based on an estimated exchange rate of 115.00 yen-US\$1 and bunker prices of US\$ 300/MT for the fourth quarter.

The company plans to pay an annual dividend of 18.00 yen per share (including an interim dividend of 9 yen that was already paid), assuming we achieve the profit forecasts outlined above.

4. Financial Position

Total assets for the third quarter of FY2005, ending December 31, 2005, were ¥1,397.2 billion, an increase of ¥165.0 billion from the end of the previous fiscal year. This was due mainly to an expanded fleet and an increase in securities for investment. Total liabilities increased by ¥66.0 billion from the end of the previous fiscal year to ¥940.3 billion, mainly because of an increase in interest-bearing debt. Total shareholders' equity increased by ¥92.4 billion from the end of the previous fiscal year to ¥390.7 billion. This was due mainly to an increase in net income for the third quarter of FY2005. As a result, equity ratio increased to 28.0% from 24.2% at the end of the previous fiscal year.

5. 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 December 31,2005		As of March 31,2005		Increase/ (Decrease)	As of December 31,2004	
	Amount	%	Amount	%		Amount	%
Assets							
Current assets	336,923	24.1	299,835	24.3	37,088	308,288	24.9
Fixed assets	1,060,340	75.9	932,416	75.7	127,924	929,948	75.1
Tangible fixed assets	740,235	53.0	665,319	54.0	74,916	682,811	55.1
Intangible fixed assets	7,470	0.5	9,098	0.8	(1,628)	9,623	0.8
Investments and other long-term assets	312,634	22.4	257,998	20.9	54,636	237,514	19.2
Total Assets	1,397,263	100.0	1,232,252	100.0	165,011	1,238,237	100.0

(¥Million)

	As of December 31,2005		As of March 31,2005		Increase/ (Decrease)	As of December 31,2004	
	Amount	%	Amount	%		Amount	%
Liabilities							
Current liabilities	465,259	33.3	429,695	34.9	35,564	422,562	34.1
Non-current liabilities	475,102	34.0	444,584	36.1	30,518	469,347	37.9
Total Liabilities	940,361	67.3	874,279	71.0	66,082	891,909	72.0
Minority Interests	66,180	4.7	59,713	4.8	6,467	59,119	4.8
Shareholders' Equity							
Common stock	64,915	4.7	64,915	5.3	—	64,915	5.2
Capital surplus	43,886	3.1	43,886	3.5	—	43,926	3.6
Retained earnings	252,682	18.1	182,143	14.8	70,539	169,741	13.7
Revaluation reserve for land, net of tax	—	—	2,267	0.2	(2,267)	2,272	0.2
Unrealized holding gains on available for-sale securities, net of tax	44,622	3.2	25,898	2.1	18,724	23,509	1.9
Foreign currency translation adjustment	(11,569)	(0.8)	(17,137)	(1.4)	5,568	(13,267)	(1.1)
Treasury stock, at cost	(3,816)	(0.3)	(3,715)	(0.3)	(101)	(3,889)	(0.3)
Total Shareholders' Equity	390,721	28.0	298,258	24.2	92,463	287,207	23.2
Total Liabilities, Minority Interests, and Total Shareholders' Equity	1,397,263	100.0	1,232,252	100.0	165,011	1,238,237	100.0

(2) Consolidated Statements of Income

(¥Million)

	Q3/ FY2005		Q3/ FY2004		Increase/(Decrease)		FY2004	
	Amount	%	Amount	%	Amount	%	Amount	%
Shipping and other operating revenues	1,016,102	100.0	879,443	100.0	136,659	15.5	1,173,332	100.0
Shipping and other operating expenses	811,454	79.9	689,460	78.4	121,994	17.7	917,148	78.2
Gross operating income	204,647	20.1	189,983	21.6	14,664	7.7	256,183	21.8
Selling, general and administrative expenses	67,070	6.6	62,415	7.1	4,655	7.5	84,388	7.2
Operating income	137,576	13.5	127,567	14.5	10,009	7.8	171,794	14.6
Non-operating income:								
Interest income	1,629		1,175		454		1,547	
Dividend income	2,034		1,123		911		1,378	
Equity in earnings of unconsolidated subsidiaries and affiliated companies	12,901		8,455		4,446		11,764	
Others	3,842		3,623		219		5,458	
Total	20,408	2.0	14,377	1.7	6,031	41.9	20,147	1.7
Non-operating expenses:								
Interest expense	11,458		11,080		378		14,562	
Others	5,779		1,151		4,628		2,401	
Total	17,238	1.6	12,232	1.4	5,006	40.9	16,963	1.4
Ordinary income	140,747	13.9	129,712	14.8	11,035	8.5	174,979	14.9
Extraordinary profit:								
Gain on sale of fixed assets	7,660		3,973		3,687		4,165	
Gain on sale of investment securities	2,760		1,042		1,718		1,632	
Others	1,261		241		1,020		695	
Total	11,682	1.1	5,257	0.6	6,425	122.2	6,492	0.6
Extraordinary loss:								
Loss on sale or disposal of fixed assets	1,322		959		363		20,329	
Impairment Loss	1,186		—		1,186		—	
Loss on sale of investment securities	759		522		237		536	
Valuation loss on investment securities	138		90		48		192	
Others	1,841		1,743		98		5,356	
Total	5,248	0.5	3,315	0.4	1,933	58.3	26,415	2.3
Income before income taxes and minority interests	147,181	14.5	131,653	15.0	15,528	11.8	155,057	13.2
Income taxes - current	52,962	5.2	44,818	5.1	8,144	18.2	52,587	4.5
Income taxes - deferred	—	—	—	—	—	—	1,205	0.1
Minority interests in earnings of consolidated subsidiaries	4,220	0.4	2,437	0.3	1,783	73.2	3,003	0.2
Net income	89,998	8.9	84,397	9.6	5,601	6.6	98,261	8.4

(Presentation of Taxes) As tax expenses for the third quarter ended December 31, 2005, and December 31, 2004, are calculated using the simplified method, the tax adjustment is included in "Income taxes-current" in the income statements above.

(3) Segment Information

Business segment information:

(¥Million)

Q3 / FY2005	Container-ships	Bulk-ships	Logistics	Ferry & Domestic transport	Associated businesses	Others	Total	Elimination	Consolidated
Revenues									
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	367,007	496,100	47,231	36,174	64,807	4,779	1,016,102	—	1,016,102
2.Inter-segments revenues	1,434	1,224	1,167	24	14,271	6,307	24,429	(24,429)	—
Total Revenues	368,441	497,325	48,399	36,199	79,079	11,086	1,040,531	(24,429)	1,016,102
Operating expenses	332,171	406,282	47,459	35,597	70,390	8,241	900,142	(21,617)	878,525
Operating income / (loss)	36,270	91,042	939	602	8,689	2,844	140,389	(2,812)	137,576
Ordinary income / (loss)	37,913	98,996	1,432	290	9,890	1,789	150,313	(9,566)	140,747

(¥Million)

Q3 / FY2004	Container-ships	Bulk-ships	Logistics	Ferry & Domestic transport	Associated businesses	Others	Total	Elimination	Consolidated
Revenues									
1.Revenues from customers, unconsolidated subsidiaries and affiliated companies	301,452	446,723	43,510	35,038	46,968	5,749	879,443	—	879,443
2.Inter-segments revenues	706	634	1,071	—	11,469	6,300	20,182	(20,182)	—
Total Revenues	302,158	447,357	44,582	35,038	58,437	12,050	899,625	(20,182)	879,443
Operating expenses	260,113	366,684	43,741	33,728	54,601	10,692	769,563	(17,687)	751,875
Operating income / (loss)	42,045	80,672	840	1,310	3,835	1,357	130,062	(2,494)	127,567
Ordinary income / (loss)	43,097	82,298	666	909	3,555	2,038	132,565	(2,853)	129,712

6. Non-Consolidated Financial Statements

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

(1) Non-Consolidated Balance Sheets

(¥Million)

	As of December 31,2005		As of March 31,2005		Increase/ (Decrease)	As of December 31,2004	
	Amount	%	Amount	%		Amount	%
Assets							
Current assets	301,331	42.7	260,927	42.4	40,404	257,282	39.8
Fixed assets	404,767	57.3	354,818	57.6	49,949	388,551	60.2
Tangible fixed assets	113,463	16.1	124,950	20.3	(11,487)	164,705	25.5
Intangible fixed assets	5,193	0.7	5,438	0.9	(245)	5,993	0.9
Investments and other long-term assets	286,109	40.5	224,428	36.4	61,681	217,853	33.8
Total Assets	706,099	100.0	615,745	100.0	90,354	645,834	100.0

(¥Million)

	As of December 31,2005		As of March 31,2005		Increase/ (Decrease)	As of December 31,2004	
	Amount	%	Amount	%		Amount	%
Liabilities							
Current liabilities	311,832	44.1	287,028	46.6	24,804	284,027	44.0
Non-current liabilities	78,795	11.2	70,761	11.5	8,034	114,485	17.7
Total Liabilities	390,628	55.3	357,789	58.1	32,839	398,512	61.7
Shareholders' Equity							
Common stock	64,915	9.2	64,915	10.5	—	64,915	10.1
Capital surplus	43,886	6.2	43,886	7.1	—	43,886	6.8
Retained earnings	173,907	24.6	132,185	21.5	41,722	121,360	18.8
Unrealized holding gain on available for-sale securities, net of tax	37,566	5.3	21,831	3.6	15,735	19,423	3.0
Treasury stock, at cost	(4,804)	(0.6)	(4,863)	(0.8)	59	(2,264)	(0.4)
Total Shareholders' Equity	315,471	44.7	257,955	41.9	57,516	247,321	38.3
Total Liabilities and Total Shareholders' Equity	706,099	100.0	615,745	100.0	90,354	645,834	100.0

(2) Non-Consolidated Statements of Income

(¥Million)

	Q3 / FY2005		Q3 / FY2004		Increase/(Decrease)		FY2004	
	Amount	%	Amount	%	Amount	%	Amount	%
Shipping and other operating revenues	811,225	100.0	704,857	100.0	106,368	15.1	943,002	100.0
Shipping and other operating expenses	686,036	84.6	581,887	82.6	104,149	17.9	774,400	82.2
Gross operating income	125,188	15.4	122,969	17.4	2,219	1.8	168,602	17.8
Selling, general and administrative expenses	21,975	2.7	19,058	2.7	2,917	15.3	26,715	2.8
Operating income	103,212	12.7	103,911	14.7	(699)	(0.7)	141,886	15.0
Non-operating income:								
Interest and Dividends	8,669		4,756		3,913		8,862	
Others	1,415		1,671		(256)		2,302	
Total	10,084	1.2	6,427	0.9	3,657	56.9	11,164	1.2
Non-operating expenses:								
Interest	3,200		4,387		(1,187)		5,666	
Others	7,853		1,399		6,454		1,661	
Total	11,054	1.3	5,786	0.8	5,268	91.0	7,327	0.7
Ordinary income	102,243	12.6	104,552	14.8	(2,309)	(2.2)	145,723	15.5
Extraordinary profit:								
Gain on sale of fixed assets	1,111		81		1,030		101	
Others	4,223		1,225		2,998		1,234	
Total	5,334	0.7	1,306	0.2	4,028	308.4	1,335	0.1
Extraordinary loss:								
Loss on sale of fixed assets	727		358		369		19,171	
Others	3,051		1,465		1,586		5,015	
Total	3,779	0.5	1,823	0.2	1,956	107.3	24,187	2.6
Income before income taxes	103,798	12.8	104,034	14.8	(236)	(0.2)	122,871	13.0
Income taxes - current	40,865	5.0	37,960	5.4	2,905	7.7	46,687	5.0
Income taxes - deferred	—	—	—	—	—	—	(803)	(0.1)
Net Income	62,933	7.8	66,074	9.4	(3,141)	(4.8)	76,987	8.1
Retained earnings brought forward	104,597	12.8	45,628	6.5	58,969	129.2	45,628	4.8
Losses on disposal of treasury stocks	124	0.0	4	0.0	120	3,000.0	92	0.0
Interim Dividend	10,763	1.3	8,995	1.3	1,768	19.7	8,995	0.9
Unappropriated Income	156,643	19.3	102,703	14.6	53,940	52.5	113,528	12.0

(Presentation of Taxes) As tax expenses for the third quarter ended December 31, 2005, and December 31, 2004, are calculated using the simplified method, the tax adjustment is included in "Income taxes-current" in the income statements above

Supplement

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

1. Comparison with Mid-Term Management Plan "MOL STEP"

(1) Revenues & Income

(¥ Billion)

	2004.3	2005.3		2006.3		2007.3
	Results	MOL STEP Original Plan	Results	MOL STEP Review Plan	Forecast as of Feb. 9,2006 (*3)	MOL STEP Review Plan
Revenues (*1)	997	1,020	1,173	1,210	1,350	1,250
Containerships	/	360	399	415	485	440
Bulkships		490	596	610	662	610
Other 4 segments(*2)		170	177	185	203	200
Operating Income	92	105	171	176	174	186
Ordinary income	90	100	174	180	177	190
Containerships	24	/	55	46	40	46
Bulkships	61		115	125	133	132
Other 4 segments(*2)	6		8	14	16	12
Elimination	△ 2		△ 3	△ 5	△ 12	
Net income	55	55	98	113	112	122
Ratio of ordinary income to revenue	9.1%	9.8%	14.9%	14.9%	13.1%	15.2%
Av. Ex. Rate	¥113.84/US\$	¥110.00/US\$	¥107.75/US\$	¥105.00/US\$	¥111.89/US\$	¥100.00/US\$
Av. Bunker price	US\$178/MT	US\$150/MT	US\$193/MT	US\$250/MT	US\$275/MT	US\$200/MT

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

(*2) Logistics, ferry & domestic transport, associated businesses, others

(*3) Including the one-time effect of revision in accounting standards for the "Containerships" segment (revenue and operating /ordinary incomes are to increase approximately 28.3 billion yen and 2.5 billion yen respectively), which was not projected in May 2005.

(2) Management /Financial Index

	2004.3	2005.3	2005.12	"MOL STEP Review" Targets for 2007.3	
Equity ratio	22.2%	24.2%	28.0%	38.0%	Equity Ratio = Shareholders' equity ÷ Total assets
Gearing ratio	221.9%	172.3%	144.2%	80.0%	Gearing ratio = Interest-bearing debt ÷ Shareholders' equity

2. Review of Quarterly Results

FY2005

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
	Apr. ~ Jun., 2005	Jul. ~ Sep., 2005	Oct. ~ Dec., 2005	Jan. ~ Mar., 2006
Revenues [¥ Million]	308,315	328,084	379,703	
Operating Income	46,408	48,861	42,307	
Ordinary income	49,225	49,228	42,294	
Income before income taxes	49,394	49,485	48,302	
Net income	31,073	30,716	28,209	
Net income per share [¥]	26.02	25.71	23.60	
Total assets [¥ Million]	1,284,237	1,346,992	1,397,263	
Shareholder's equity	323,194	363,655	390,721	
Shareholder's equity per share [¥]	270.59	304.32	327.00	

FY2004

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
	Apr. ~ Jun., 2004	Jul. ~ Sep., 2004	Oct. ~ Dec., 2004	Jan. ~ Mar., 2005
Revenues [¥ Million]	277,052	286,580	315,811	293,889
Operating Income	34,410	38,744	54,413	44,227
Ordinary income	35,107	39,124	55,481	45,267
Income before income taxes	34,388	38,516	58,749	23,404
Net income	22,651	24,281	37,465	13,864
Net income per share [¥]	18.93	20.29	31.33	11.44
Total assets [¥ Million]	1,011,056	1,032,270	1,238,237	1,232,252
Shareholder's equity	231,032	255,949	287,207	298,258
Shareholder's equity per share [¥]	193.09	213.78	240.14	249.53

3. Depreciation and Amortization

	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Increase /Decrease	(Million yen) Fiscal year ended March 31, 2005
Vessels	35,610	33,728	1,882	43,898
Others	9,341	6,336	3,005	9,070
Total	44,952	40,064	4,888	52,969

4. Interest-bearing Debt

	As of December 31, 2005	As of March 31, 2005	Increase /Decrease	(Million yen) As of December 31, 2004
Bank loans	408,453	404,306	4,147	431,030
Bonds	102,351	75,825	26,526	90,899
Commercial paper	52,500	34,000	18,500	30,500
Total	563,304	514,131	49,173	552,430

5. Exchange Rates

	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Increase /Decrease	Fiscal year ended March 31, 2005
Average rates	¥110.85	¥108.94	1.91 (1.8%) ¥ weaken	¥107.75
Term-end rates	¥118.07	¥104.21	13.86 (13.3%) ¥ weaken	¥107.39

(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 September 30, 2005	TTM on September 30, 2004	Increase /Decrease	TTM on December 31, 2004
Term-end rates	¥113.19	¥111.05	2.14 (1.9%) ¥ weaken	¥104.21

6. Bunker Prices

	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Increase /Decrease
Consumption Prices	US\$267/MT	US\$191/MT	US\$76/MT

7. Outlook for FY2005

(¥ Billion)

Segments	Revenues(*)	Operating Income	Ordinary Income
Containerships	485	38	40
Bulkships	662	124	133
Logistics	63	1	2
Ferry /Domestic Transport	48	0	0
Associated Businesses	86	11	12
Others	6	2	2
Elimination	-	△ 3	△ 12
Total	1,350	174	177

From January 1 to March 31, 2006

Assumed exchange rates ¥115.00/US\$

bunker prices US\$300/MT

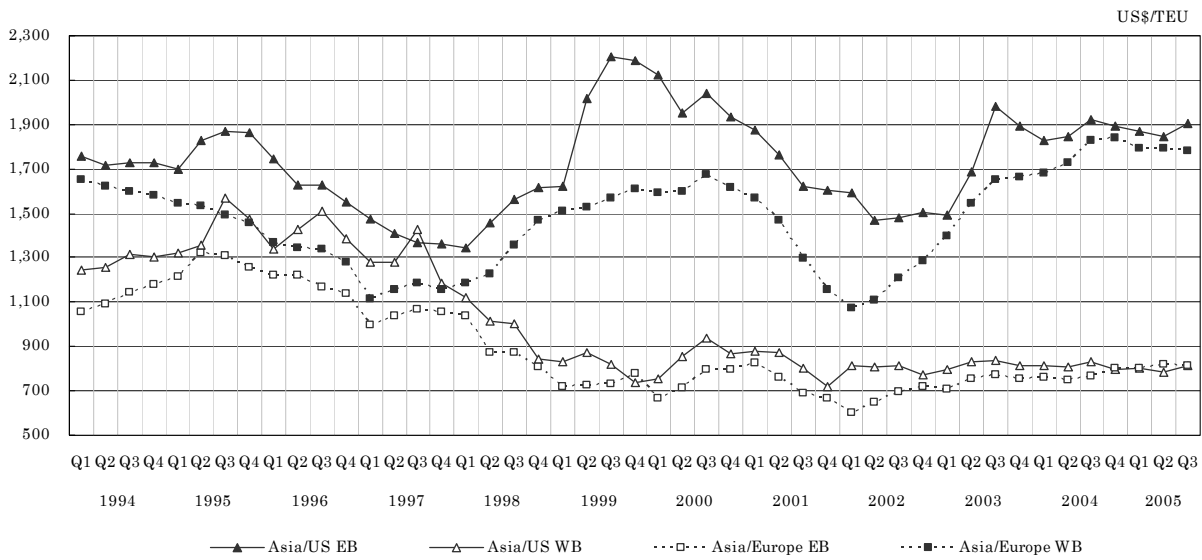
(*) Revenues from customers, unconsolidated subsidiaries and affiliated companies

8. Containerships' Capacity, Lifting and Utilization

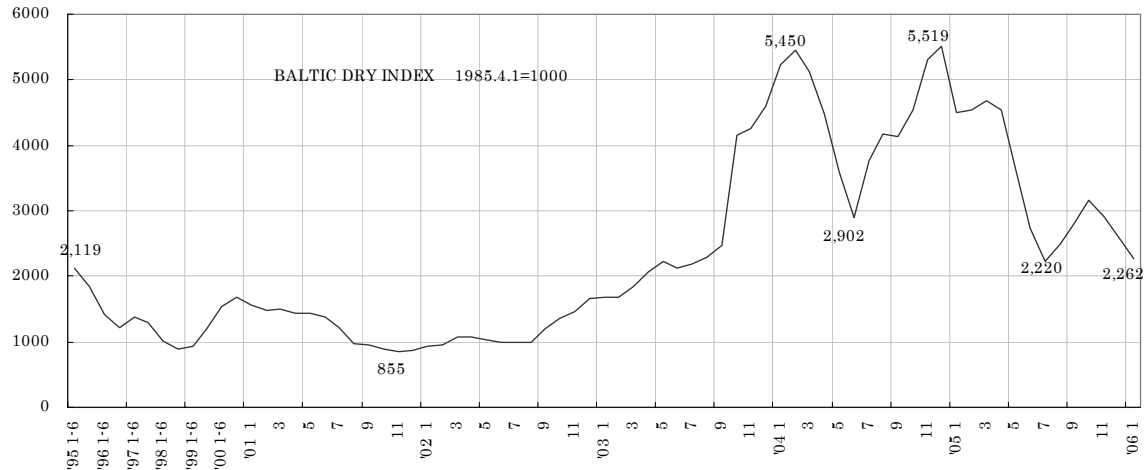
			Capacity(1000TEU)	Lifting(1000TEU)	Utilization
Asia -North America Trade	Outbound	FY2005 3Q (9 months)	409	361	88%
		FY2004 3Q (9 months)	378	350	93%
	Inbound	FY2005 3Q (9 months)	408	171	42%
		FY2004 3Q (9 months)	378	153	40%
Asia -Europe Trade	Outbound	FY2005 3Q (9 months)	265	248	94%
		FY2004 3Q (9 months)	244	234	96%
	Inbound	FY2005 3Q (9 months)	261	176	67%
		FY2004 3Q (9 months)	244	174	71%
Total: All Trades		FY2005 3Q (9 months)	2,333	1,750	75%
		FY2004 3Q (9 months)	2,042	1,593	78%

9. Market Information

(1) Container Cargo Trades (Containerization International "Freight Rates Indicators")



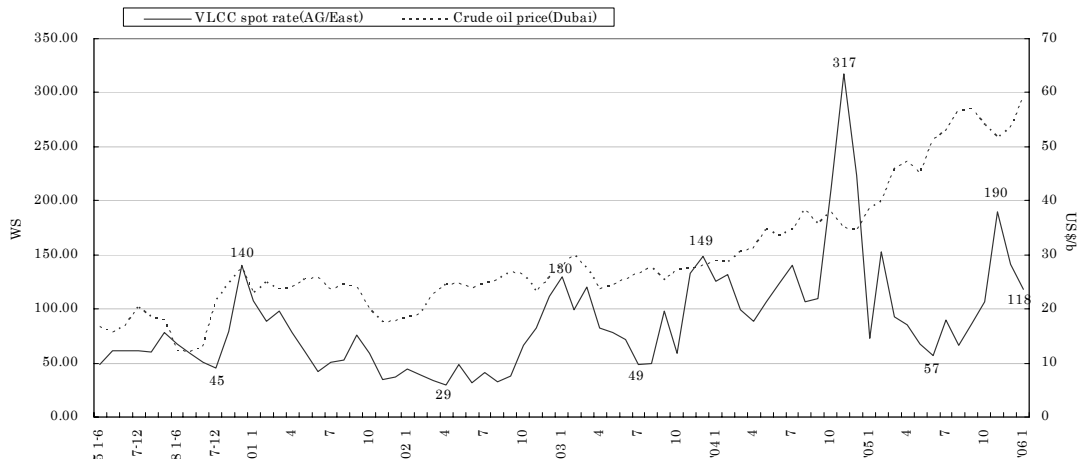
(2) Dry Bulk Market (Baltic Dry Index)



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2005
Maximum	1,993	2,258	1,549	1,471	1,156	1,343	1,734	1,566	1,666	4,609	5,519	4,678	2,262
Minimum	1,148	1,622	1,030	1,237	799	803	1,371	855	931	1,674	2,902	2,220	2,262

**1994-2000 data on the graph are half-yearly averages. (~January)

(3) VLCC Market



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Maximum	50	67	72	94	80	62	168	108	112	149	317	190	118
Minimum	33	42	46	52	47	36	55	35	29	49	91	57	118

**1994-2000 data on the graph are half-yearly averages. (~January)