



Business Performance
in
FY2009-3rd Quarter

Mitsui O.S.K. Lines, Ltd.

January 2010

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FY2009 3rd Quarter Results [Consolidated]

(billion yen)	FY2009				FY2008				Increase/decrease	
	1Q Result	2Q Result	3Q Result	Apr.-Dec.	1Q Result	2Q Result	3Q Result	Apr.-Dec.		
Revenue	297	327	361	985	508	587	475	1,570	△584	△37%
Operating income	△12	1	14	2	73	91	39	204	△201	△99%
Ordinary income	△11	1	14	4	82	104	33	219	△216	△98%
Net income	△13	3	12	2	55	69	14	138	△135	△98%

Average exchange rate	¥97.21/\$	¥94.85/\$	¥90.40/\$	¥94.15/\$	¥101.74/\$	¥108.08/\$	¥100.71/\$	¥103.51/\$	△¥9.36/\$
Average bunker price	\$313/MT	\$394/MT	\$445/MT	\$385/MT	\$560/MT	\$651/MT	\$508/MT	\$576/MT	△\$191/MT

[By segment]

(billion yen)		FY2009				FY2008				Increase/decrease	
		1Q Result	2Q Result	3Q Result	Apr.-Dec.	1Q Result	2Q Result	3Q Result	Apr.-Dec.		
Bulkships	Revenue	155	175	196	526	272	323	250	845	△ 318	△ 38%
	Ordinary income	4	16	22	42	75	96	46	217	△ 175	△ 81%
Containerships	Revenue	104	112	124	339	186	213	180	580	△ 240	△ 41%
	Ordinary income	△ 20	△ 18	△ 13	△ 50	△ 2	0	△ 6	△ 8	△ 42	
Ferry& domestic transport	Revenue	12	13	14	39	14	16	15	44	△ 5	△ 11%
	Ordinary income	△ 1	△ 0	△ 0	△ 1	△ 1	0	1	0	△ 1	
Associated businesses	Revenue	24	25	25	74	33	34	28	95	△ 21	△ 22%
	Ordinary income	3	2	2	8	4	4	3	11	△ 3	△ 28%
Others	Revenue	2	2	3	7	3	2	2	7	+0	+4%
	Ordinary income	1	0	0	2	1	0	1	3	△ 1	△ 43%
Elimination	Revenue	-	-	-	-	-	-	-	-	-	-
	Ordinary income	1	0	2	4	4	3	△ 11	△ 3	+7	
Consolidated	Revenue	297	327	361	985	508	587	475	1,570	△ 584	△ 37%
	Ordinary income	△ 11	1	14	4	82	104	33	219	△ 216	△ 98%

● Revenues from customers, unconsolidated subsidiaries and affiliated companies

● "Bulkships" consists of Dry bulkers, Tankers, LNG carriers, and Car carriers

● Ex-Logistics Segment's Revenue and Ordinary income have been integrated into Containerships Segment.

Outline of FY2009 3rd Quarter Results [Consolidated]

[Overall]

- The business performance has achieved better result, in step with a gradual recovery in the global economy.
- All operating /ordinary /net income for nine months (from Apr. 1 to Dec. 31, 2009) secured black ink.

[By segment] (Comparison of ordinary income against FY2008 nine months)

Bulkships (-¥175.1 billion)

- Dry bulkers: China's strong iron ore demand and a recovery of Japanese and European crude steel production absorbed supply of newbuilding Capesize bulkers. Increased coal imports by China and India lifted the market for Panamax and other smaller sized vessels.

Profits decreased sharply over nine months, but 3Q result based on three month period showed an increase yoy.

- Tankers: Deteriorating demand for crude oil and petroleum products continued. Overall, this segment posted a loss.
- Car carriers: Seaborne trade is on a track to recovery, but the profits decreased compared to 3Q of FY2008.

Containerships (-¥42.2 billion)

- Cargo volume on the North America Eastbound route for nine months declined by 15% yoy. [1H:-19% → 3Q:-4%]
- Cargo volume on the European Westbound route for nine months declined by 34% yoy. [1H:-41% → 3Q:-18%]
- Compared to the level before Lehman Shock, freight rates for Q1 and Q2 decreased by 30%, but utilization rates remained high due to reduction of vessel's capacity. → The progression of freight rate restorations on all routes after last summer.

- Large decrease in profits compared to the same period of FY2008, but deficits are shrinking due to recovery of cargo movements, restorations of freight rates and cost reduction efforts.

[1Q:-¥20 billion → 2Q:-17.6 billion → 3Q: -12.6 billion]

[Extraordinary profit/loss]

- ① 34 vessels were sold during the term → profit of ¥10.7 billion (Extraordinary profit)
- ② 10 high-cost charter contracts were cancelled before maturity → cancellation fees of ¥6.5 billion (Extraordinary loss)

Results Comparison FY2009-3Q vs FY2008-3Q

Major factors affected Ordinary income

Stronger yen	-¥2.0 bil.
Lower bunker	+¥28.8 bil.
Fluctuation of cargo volume/freight rates, etc.	-¥261.7 bil.
Cost Reduction	+¥34.5 bil.
Equity in earnings of affiliated companies	-¥18.4 bil.
Others (incl. Elimination)	+¥3.3 bil.
<hr/>	
(Balance)	-¥215.6 bil.

FY2009 Forecast [Consolidated]

(billion yen)	FY2009							FY2008 Result	Increase/ decrease
	1H Result	2H		Yearly forecast	FY2009 Forecast as of 10/27/09	Increase/ decrease			
		3Q Result	4Q Forecast				Forecast		
Revenue	625	361	365	725	1,350	1,300	+50	1,866	△ 516
Operating income	△ 11	14	11	24	13	10	+3	197	△ 184
Ordinary income	△ 10	14	9	23	13	10	+3	205	△ 192
Net income	△ 10	12	3	15	5	2	+3	127	△ 122
Average exchange rate	¥96.03/\$	¥90.40/\$	¥90.00/\$	¥90.20/\$	¥93.11/\$	¥93.02/\$	+¥0.09/\$	¥100.30/\$	△¥7.19/\$
Average bunker price	\$354/MT	\$445/MT	\$500/MT	\$473/MT	\$414/MT	\$402/MT	+\$12/MT	\$528/MT	△\$114/MT

(For reference)

FY2009 Exchange rate sensitivity/4Q: ±0.10 bil. ¥/1¥ (Max)

FY2009 Bunker price sensitivity/4Q: ±0.05 bil. ¥/1\$ (Max)

(Consolidated Ordinary Income Basis)

[By segment]

(billion yen)		FY2009							FY2008	Increase/ decrease
		1H Result	2H		Yearly forecast	FY2009 Forecast as of 10/27/09	Increase/ decrease	Result		
			3Q Result	4Q Forecast					Forecast	
Bulkships	Revenue	330	196	204	400	730	700	+30	999	△ 269
	Ordinary income	20	22	16	38	58	54	+4	213	△ 155
Containerships	Revenue	216	124	121	244	460	440	+20	696	△ 236
	Ordinary income	△ 38	△ 13	△ 8	△ 20	△ 58	△ 58	+0	△ 21	△ 37
Ferry& domestic transport	Revenue	25	14	12	26	51	51	+0	55	△ 4
	Ordinary income	△ 1	△ 0	△ 1	△ 1	△ 3	△ 2	△ 0	△ 1	△ 2
Associated businesses	Revenue	49	25	26	51	100	100	+0	107	△ 7
	Ordinary income	6	2	1	4	9	9	+0	13	△ 4
Others	Revenue	4	3	2	5	9	9	+0	10	△ 1
	Ordinary income	1	0	△ 0	△ 0	1	2	△ 1	3	△ 2
Elimination	Revenue	-	-	-	-	-	-	-	-	-
	Ordinary income	2	2	1	3	5	5	△ 0	△ 3	+8
Consolidated	Revenue	625	361	365	725	1,350	1,300	+50	1,866	△ 516
	Ordinary income	△ 10	14	9	23	13	10	+3	205	△ 192

● Revenues from customers, unconsolidated subsidiaries and affiliated companies

● "Bulkships" consists of Dry bulkers, Tankers, LNG carriers, and Car carriers

● Ex-Logistics Segment's Revenue and Ordinary income have been integrated into Containerships Segment.

Key points of FY2009 Full-year Forecast [Consolidated]

[Overall] Revision of full-year forecast

	Previous Forecast (Oct 27)		Latest Forecast (Jan. 29)
Ordinary income	¥10 billion	⇒	¥13 billion

● Quarterly ordinary income on track for recovery: 1Q: -¥11.5 billion → 2Q : ¥ 1.5 billion (back in the black)
→ 3Q: ¥13.7 billion (back in the black also on accumulated nine months period)

● Steady dry bulker market and progression of containership freight rate restorations are expected to absorb the cost increase of rising bunker prices.

*Exchange rate assumption : 4Q — ¥90/\$ (3Q: ¥90/\$) (4Q sensitivity ±¥0.10 billion/1¥ (max.)

Bunker price assumption : 4Q — \$500/MT (3Q: \$450/MT) (4Q sensitivity ±¥0.05 billion/1\$ (max.)

[By segment] (Increase/decrease in ordinary income from the projected figures announced on Oct. 27, 2009)

Bulkships (+¥4 billion)

Dry bulkers: Upward revision of market assumption in line with the current market level for Panamax and smaller size vessel.

Tankers: Downward revision of market assumption for the product tanker.

Containerships (±¥0 billion)

In spite of existing negative factors such as worldwide oversupply of tonnage and increasing bunker prices, profit/loss forecast remains unchanged, considering the progression of freight rate restoration for North America and Europe outbound routes taking effect from January 2010, and further profit improvement efforts to reduce vessel's speed and suppress the costs.

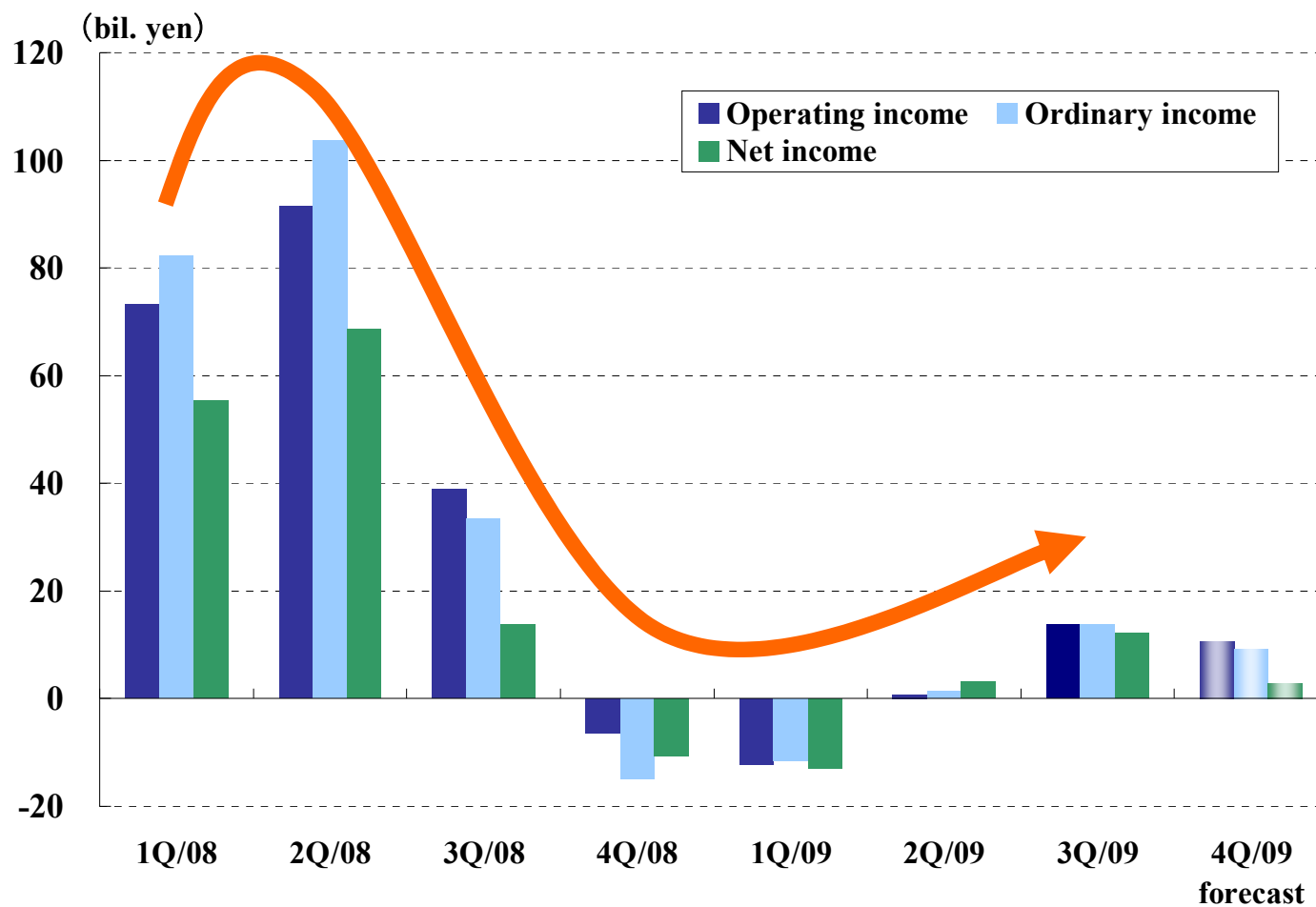
[Cost reduction targets]

Expecting to achieve the ¥77 billion target (including ¥47 billion in containership segment)

[Dividend]

Plan to pay ¥3 per share year-end dividend (Interim payment was suspended. Full-year dividend is therefore set at 8 ¥3 per share.).

Quarterly Profit and Loss Transition [Consolidated]



Average exchange rate(¥/\$)	101.74	108.08	100.71	90.66	97.21	94.85	90.40	90
Average bunker price(\$/MT)	560	651	508	340	313	394	445	500
Capesize market(\$/day)	176,276	118,166	10,003	23,070	46,105	45,004	55,500	40,000

[Supplement]

Fleet Composition

			At the end of Sept. 2009		At the end of Mar. 2009	At the end of Sept. 2008
			No. of vessels	1,000dwt	No. of vessels	No. of vessels
Dry bulker	Bulk carrier	Cape size	109	20,049	102	104
		Panamax	46	3,586	47	52
		Handymax	39	2,125	33	35
		Handy	34	1,017	35	40
	Heavy lifter	8	109	8	9	
	Wood chip carrier	49	2,391	48	49	
	Steaming coal carrier	36	3,134	37	38	
	General cargo carrier	43	586	46	51	
	(Sub total)	364	32,998	356	378	
Tanker	Crude oil tanker	47	12,257	42	40	
	Product tanker	56	3,264	49	44	
	Chemical tanker	78	1,914	78	71	
	LPG tanker	10	448	9	12	
	(Sub total)	191	17,882	178	167	
LNG carrier		72	5,451	72	70	
Car carrier		*107	1,674	89	100	
Containership		105	5,001	115	131	
Ferry/Domestic carrier		48	171	46	46	
Cruise ship		2	9	2	2	
Others		3	19	3	3	
Total		892	63,206	861	897	

Note) Including spot-chartered ships and those owned by joint ventures

* Including vessels added by Nissan Motor Car Carrier, newly consolidated in FY2009 2nd Quarter

Market Information (Drybulker)

1. FY2008 Dry Bulker Market (spot charterage/day) (US\$)

Size	Route	FY2008				
		1Q Actual	2Q Actual	3Q Actual	4Q Actual	Total Actual
Capesize	4TC Average	176,300	118,000	10,000	23,200	81,900
Panamax	4TC Average	74,600	54,000	7,400	9,200	36,300
Handymax	5TC Average	60,500	45,500	8,600	9,900	31,100
Small handy	6TC Average	42,000	32,600	6,600	6,600	22,000

Source for actual : The Baltic Exchange

2. FY2009 Dry Bulker Market (Actual/Forecast) (US\$)

Size	Route (Actual Only)	FY2009				
		1st Half		2nd Half		FY Average
		1Q Actual	2Q Actual	3Q Actual	4Q Forecast	
Capesize	4TC Average	46,100	45,000	55,500	40,000	46,700
Panamax	4TC Average	18,000	21,600	27,700	27,000	23,600
Handymax	5TC Average	16,600	19,700	22,300	24,000	20,700
Small handy	6TC Average	10,900	12,300	15,000	15,000	13,300

Source for actual : The Baltic Exchange

Market Information (Tanker)

1. FY2008 Tanker market (spot freight index)

(WS)

Type	Route	FY2008				
		1Q Actual	2Q Actual	3Q Actual	4Q Actual	Total Actual
Crude Oil Tanker (VLCC)	Arabian Gulf/Far East	160	136	75	62(*1)	108(*2)
Product Tanker (MR)	Singapore/Far East	249	344	298	111	251

Source for actual: Drewry"Shipping Insight"

*1, *2: Shown at WS criteria of Year 2008.

2. FY2009 Tanker market (Actual/Forecast)

(WS)

Type	Route (Actual Only)	FY2009				
		1st Half		2nd Half		FY Average
		1Q Actual	2Q Actual	3Q Actual	4Q Forecast	
Crude Oil Tanker (VLCC)	Arabian Gulf/Far East	32	35	47	75(*3)	47(*4)
Product Tanker (MR)	Singapore/Far East	80(*5)	119	161(*6)		

Source for actual: Drewry"Shipping Insight"

*3, *4: Shown at WS criteria of Year 2009.

*5: This figure is average for April and May, 2009. The figure for June is not announced yet.

*6: This figure is average for Oct. and Dec., 2009. The data for Nov. is not available.

Car Carriers Loading Results

(1000 units)

(Voyage Completion basis; including voyage charter)	FY2009						FY2008
	1st Half		3Q	2nd Half <i>Forecast (B)</i>	<i>(A)+(B)</i>		
	1Q	2Q					
Total	410	548	958	765	1,518	2,476	2,552

*FY2009 including Nissan Motor Car Carrier Co., Ltd.

Major Containership Trades Utilization and Freight Index

(unit: 1000TEU)

Asia-North America Trade (TPS)

				Outbound (E/B)					Inbound (W/B)				
				Capacity		Lifting		Utilization	Capacity		Lifting		Utilization
FY2009	2nd half	4Q	128		120		94%	129		94		73%	
	1st half	2Q	128	253	117	221	92%	128	248	86	171	67%	
		1Q	125		103		83%	120		85		71%	
FY2008	2nd half	4Q	116	257	100	225	86%	116	260	75	157	64%	
	1st half	2Q	141	567	125	498	89%	144	563	82	341	57%	
		1Q	158	310	148	273	94%	155	303	97	184	62%	
		1Q	152		125		82%	148		87		59%	

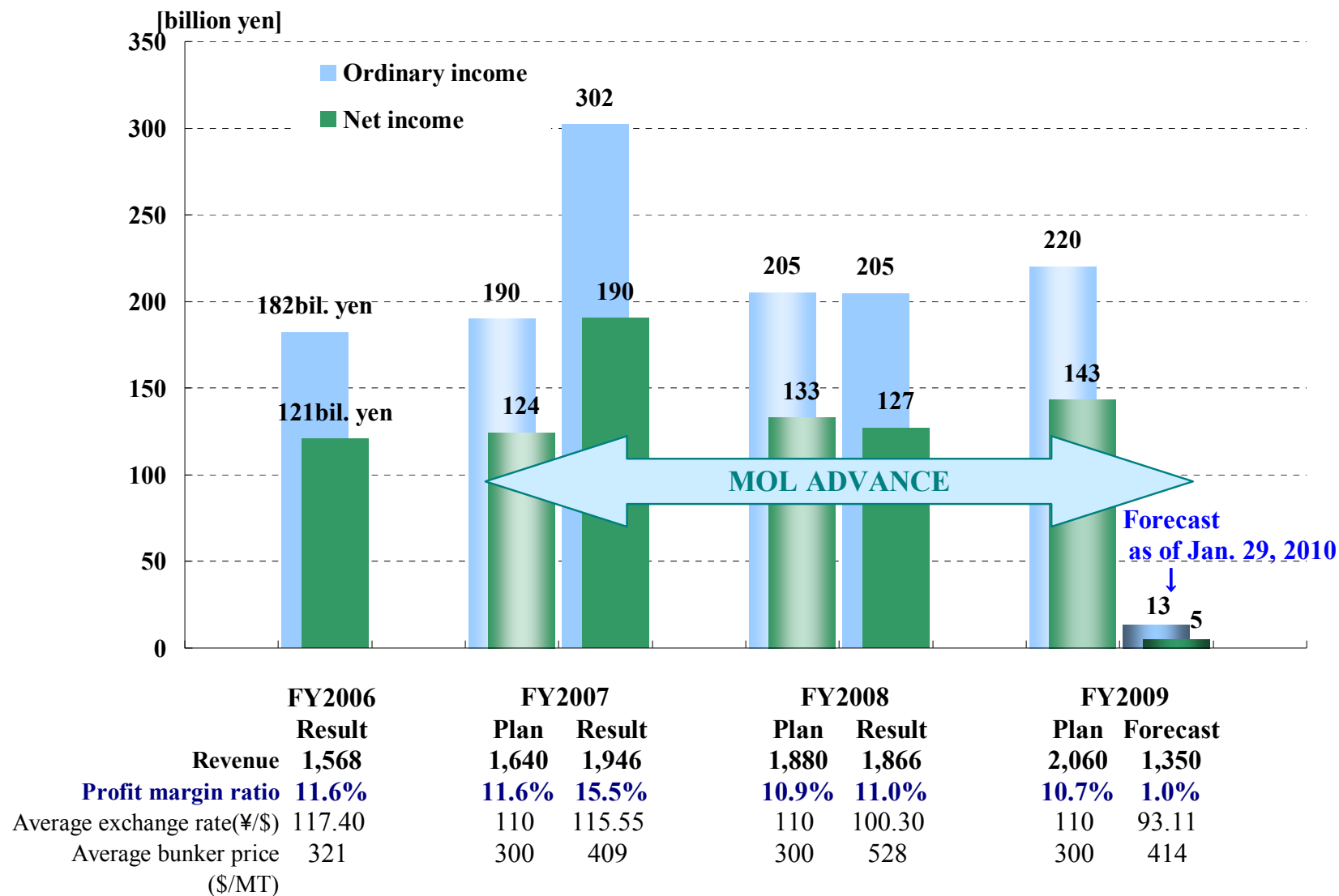
Asia-Europe Trade

				Outbound (W/B)					Inbound (E/B)				
				Capacity		Lifting		Utilization	Capacity		Lifting		Utilization
FY2009	2nd half	4Q	85		87		102%	89		60		68%	
	1st half	2Q	77	165	78	145	101%	85	174	54	107	64%	
		1Q	88		67		76%	89		53		60%	
FY2008	2nd half	4Q	95	205	86	192	91%	100	215	55	120	55%	
	1st half	2Q	110	467	106	438	96%	115	474	65	255	56%	
		1Q	134	262	125	246	94%	132	259	67	135	51%	
		1Q	129		121		94%	127		68		53%	

Transition of Container Freight Rate (Index: FY2008 1Q=100)

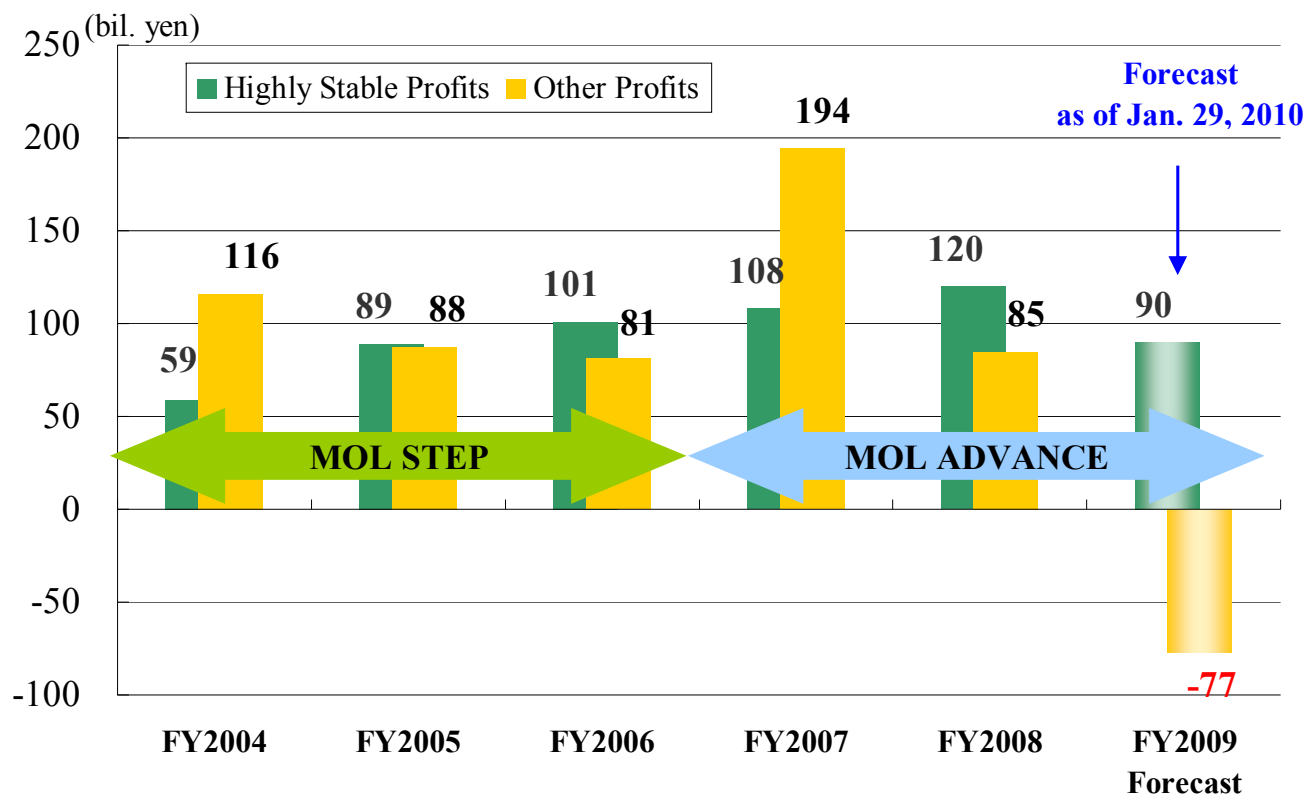
	FY2008				FY2009		
	1Q	2Q	3Q	4Q	1Q	2Q	3Q
All Trades (Average)	100	103	95	77	70	69	76

“MOL ADVANCE” Overall Profit Plan



Plans : Planned figures of Midterm Management Plan "MOL ADVANCE" in March 2007

Highly Stable Profit



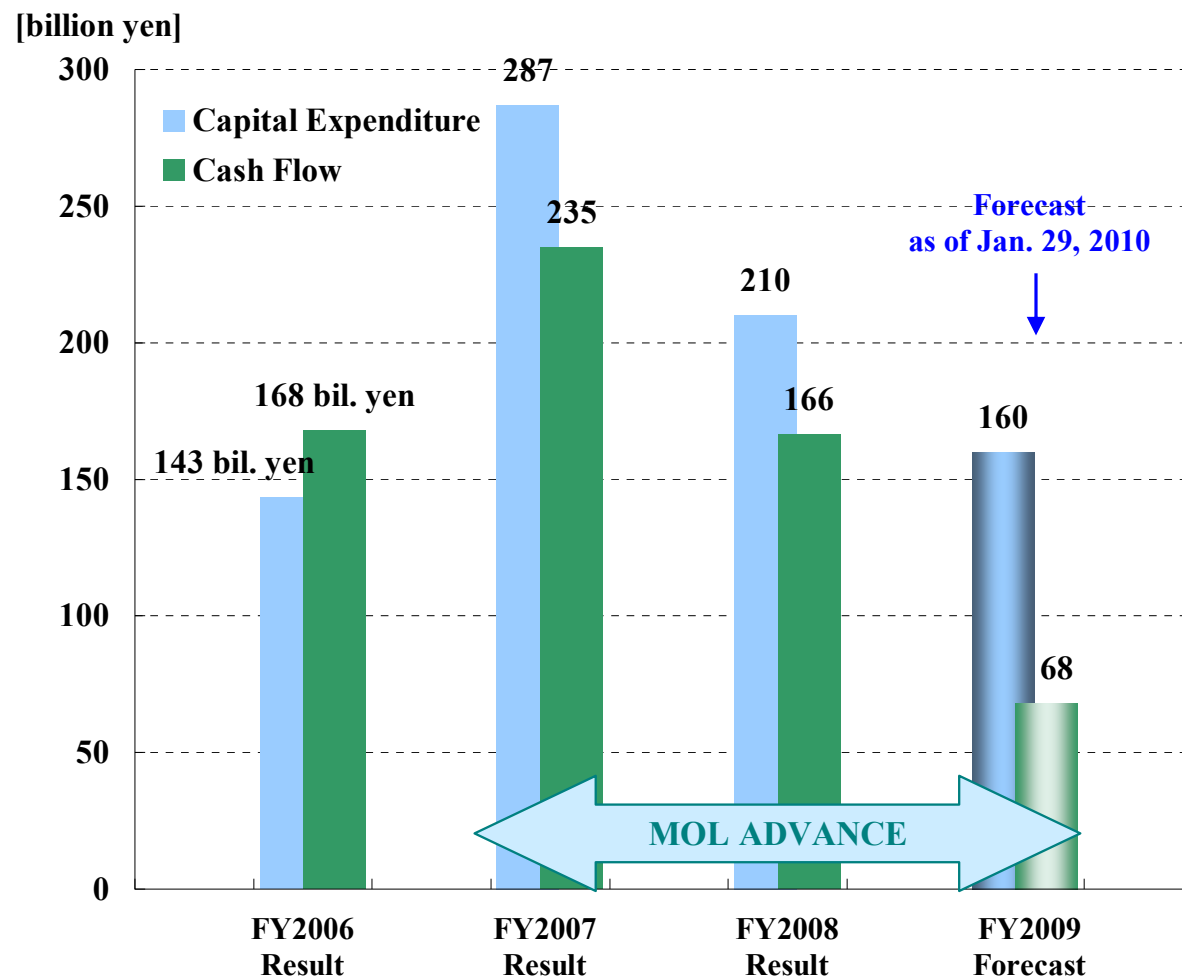
Ordinary income(bil. yen)	175	177	182	302	205	13
Average exchange rate(¥/\$)	¥107.75/\$	¥112.29/\$	¥117.40/\$	¥115.55/\$	¥100.30/\$	¥93.11/\$

Highly stable profit = Firm profit through middle and long-term contracts and projected profit from highly stable businesses. (*)

(*) Following items are excluded from Highly Stable Profits in FY2009: Car Carrier business, and Terminal business and Logistics business in Containership Segment.

$$\text{Highly Stable Profits} + \text{Other Profits} = \text{Ordinary Income}$$

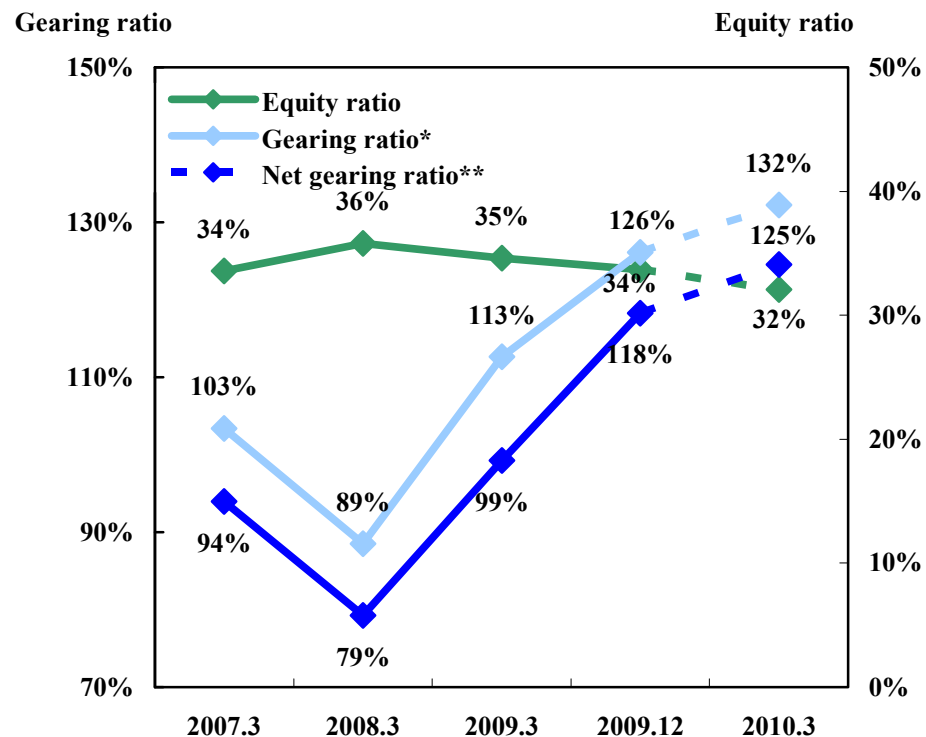
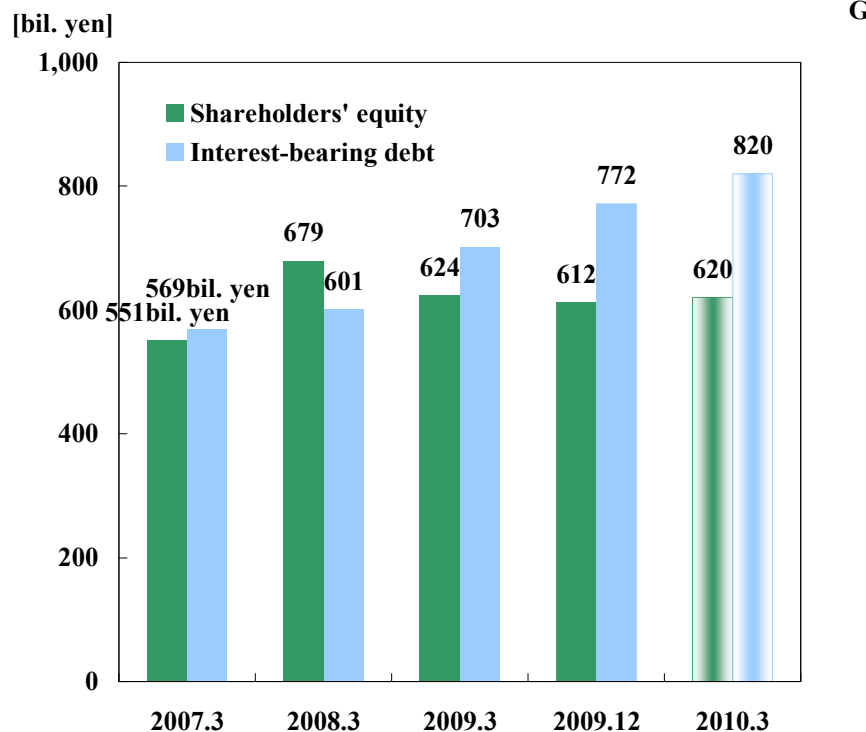
Cash Flows & Capital Expenditure



Average exchange rate(¥/\$)	117.40	115.55	100.30	93.11
Depreciation(billion yen)	69	75	78	82
Dividend Paid(billion yen)	22	30	39	19

Cash flow = Net income + Depreciation - Dividend Paid

“MOL ADVANCE” Financial Plan



	2007.3	2008.3	2009.3	2009.12	2010.3
Term-end exchange rate(¥/\$)	Result	Result	Result	Result	Forecast
MOL	118.05	100.19	98.23	92.10	90
Overseas subsidiaries	119.11	114.15	91.03	90.21	90

as of Jan. 29, 2010

Equity ratio = Shareholders' equity/Total Assets
 *Gearing ratio = Interest bearing debt/Shareholders' equity
 **Net gearing ratio = (Interest bearing debt-cash and cash equivalents)/Shareholders' equity