

# Mitsui O.S.K. Lines, Ltd.



## Financial Highlights: The Third Quarter Ended December 31, 2020

### 1. Consolidated Financial Highlights ( from April 1, 2020 to December 31, 2020 )

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

#### (1) Operating Results

	(¥Million)	
	Q3/FY2020	Q3/FY2019
<b>Revenues</b>	731,684	867,269
<b>Operating profit (loss)</b>	(1,082)	24,303
<b>Ordinary profit</b>	72,984	49,281
<b>Profit attributable to owners of parent</b>	64,409	48,486
	( ¥ )	
<b>Net income per share</b>	538.58	405.43
<b>Diluted net income per share</b>	536.49	391.67

#### (2) Financial Position

	(¥Million)	
	Q3/FY2020	FY2019
<b>Total assets</b>	2,056,306	2,098,717
<b>Total net assets</b>	656,153	641,235
<b>Shareholders' equity / Total assets</b>	25.9%	24.5%

\* Shareholders' Equity is defined as follows.

Shareholders' Equity = Total Net Assets - ( Share subscription rights + Non-controlling interests )

### 2. Dividends

	Dividend per share				
	Q1	Q2	Q3	Year -end	Total
<b>FY2019</b>	—	30.00	—	35.00	65.00
<b>FY2020</b>	—	15.00	—	—	—
<b>FY2020 (Forecast)</b>	—	—	—	85.00	100.00

**3. Forecast for the Fiscal Year Ending March 31, 2021**

	(¥Million)
	FY2020
<b>Revenues</b>	985,000
<b>Operating loss</b>	(2,000)
<b>Ordinary profit</b>	95,000
<b>Profit attributable to owners of parent</b>	60,000
	( ¥ )
<b>Net income per share</b>	501.7

## 4. Business Performance

### (1) Analysis of Operating Results

(¥ Billion)

	Nine months		Year-on-year comparison / Variance
	From Apr. 1, 2019 to Dec. 31, 2019	From Apr. 1, 2020 to Dec. 31, 2020	
Revenue	867.2	731.6	(135.5) / (15.6%)
Operating profit	24.3	(1.0)	(25.3) / -%
Ordinary profit	49.2	72.9	23.7 / 48.1%
Profit attributable to owners of parent	48.4	64.4	15.9 / 32.8%
Exchange rate	¥109.09/US\$	¥106.53/US\$	¥(2.56)/US\$
Bunker price*	US\$464/MT	US\$315/MT	US\$(149)/MT

\*Average price for all the major fuel grades

The average exchange rate of Japanese yen against the U.S. dollar during the first nine months of fiscal 2020 appreciated by ¥2.56 year on year to ¥106.53. The average bunker price during the same period fell by US\$149 year on year to US\$315/MT.

We recorded revenue of ¥731.6 billion, an operating loss of ¥1.0 billion, an ordinary profit of ¥72.9 billion and profit attributable to owners of parent of ¥64.4 billion. We recorded ¥62.9 billion of equity in net earnings of affiliated companies in the non-operating income, mainly due to improved earnings at OCEAN NETWORK EXPRESS PTE. LTD. (ONE), an equity method affiliate. Within the recorded equity in net earnings of affiliated companies, ONE accounted for ¥52.1 billion in cumulative total, and ¥29.7 billion in the third quarter alone.

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

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

	Nine months		Year-on-year comparison / Variance
	From Apr. 1, 2019 to Dec. 31, 2019	From Apr. 1, 2020 to Dec. 31, 2020	
Dry Bulk Business	208.2	162.8	(45.4) / (21.8%)
	10.7	1.2	(9.5) / (88.8%)
Energy Transport Business	220.3	220.0	(0.2) / (0.1%)
	20.4	26.5	6.0 / 29.6%
Product Transport Business	360.8	284.9	(75.8) / (21.0%)
	9.8	40.0	30.2 / 307.2%
Containership Segment	172.1	158.0	(14.0) / (8.2%)
	5.9	53.3	47.3 / 790.3%
Associated Businesses	92.3	72.3	(20.0) / (21.7%)
	10.0	7.5	(2.5) / (25.3%)
Others	17.3	16.1	(1.1) / (6.7%)
	3.0	2.3	(0.6) / (21.2%)

Note: Revenue includes internal sales or transfers among segments

**(A) Dry Bulk Business**

In the Capesize bulker market during the first half of the fiscal year, the charter rate remained generally steady, improving from late May due to the synergies created by increased demand in China and rising FFA rates, while having several adjustment phases. At the beginning of the second half, with shipments from Western Australia and Brazil holding steady, the charter rate rose again before the National Day of China due to strong demand for raw materials in China combined with a recovery in demand in other markets such as Japan, South Korea and Europe. While the rate stopped rising in early October and trended gradually downward, the market level picked up again and rose moderately from mid-December as congestion at Chinese ports increased.

The Panamax bulker market improved through the summer, bolstered by brisk demand for the transportation of grain from South America, and then weakened temporarily due to a slowdown in South American grain shipments and decreased demand for the transportation of coal to China. However, from September onwards, the market remained steady, underpinned by demand for grain from North America and other regions. The market for woodchip carriers and open hatch carriers was affected by generally sluggish shipments and market conditions, although some recovery was seen in demand for paper raw materials and pulp bound for China. Under these market conditions, the dry bulk business posted lower ordinary profit for the first nine months than the previous fiscal year.

**(B) Energy Transport Business****<Tankers>**

In the very large crude oil carrier (VLCC) market, the charter rate reached an historic high level in the spring due to increased tanker demand for floating storage triggered by falling oil prices. However, it then remained in a downward trend due to the end of storage demand and the continuation of agreed output cuts. Although a temporary recovery was seen in December, the charter rate was generally weak from the summer onwards. Similar to the VLCC market, the product tanker market recorded high charter rates during the spring and then the rates trended lower due to weakened cargo movements as refineries ran at reduced capacity and remained a low level thereafter. Under these market conditions, the tanker division as a whole was in the black, with profit increasing significantly year on year thanks mainly to the stable fulfillment of long-term contracts and favorable contracts secured by capturing the historic high-level charter rate in the market.

**<LNG Carriers/Offshore Businesses>**

The LNG carrier division generated stable profit mainly through existing long-term charter contracts. The commencement of contracts for one LNG-bunkering vessel and two conventional LNG carriers for the Yamal LNG Project in Russia also contributed to profit.

The offshore business division reported deteriorated results year on year, due to one FSRU performing a short-term contract, following the expiration of the prior contract.

The FPSO business achieved profitability, reflecting steady operation in existing projects.

**(C) Product Transport Business****<Containerships>**

OCEAN NETWORK EXPRESS PTE. LTD. (ONE), the Company's equity-method affiliate, saw cargo movements remain at a high level, especially on Asia-North America routes, and given that containers were also in short supply in Asia, spot rates were much higher than the year-ago-level. With fuel prices also remaining at the low level seen in the first half, ONE reported substantial profit.

**<Car Carriers>**

Even though completed car sales and production volume showed a tendency towards recovery with the introduction of COVID-19 measures in countries around the world, transportation volume of completed cars was far below the year-ago level. Business performance deteriorated significantly year on year despite achieving profitability in the third quarter as a result of efforts to minimize impact on business performance through measures such as the adjustment of vessel supply, including the scrapping and re-delivery of vessels, and reduction of expenses through idling.

**<Ferries and Coastal RoRo Ships>**

The number of ferry passengers appeared to recover temporarily from the slump caused by COVID-19, supported by the Japanese government's Go To travel campaign. However, it then fell again when the campaign was temporarily suspended due to a resurgence in cases of infection. Meanwhile, cargo movements as a whole have been on a recovery trend, albeit with disparities in the extent of the recovery among routes, but nonetheless

remained below the year-ago level. As a result, business performance deteriorated year-on-year. We are taking action to address COVID-19, including stepping up infection prevention and control measures on ferries and in terminals.

#### (D) Associated Businesses

The real estate business posted year-on-year gains in revenue and profit thanks to the acquisition of new property by Daibiru Corporation, which is the core company in the Group's real estate business. The cruise ship business results deteriorated largely year-on-year due to the inevitable suspension of many cruise services due to the spread of COVID-19, even though services resumed from November. The tugboat business also posted year-on-year decline in ordinary profit due to a reduction in the number of vessels requiring tugboat services entering/leaving port. The trading business reported higher ordinary profit than the year-ago level due to reduced costs.

#### (E) Others

Other businesses, which are mainly cost centers, such as ship operations, ship management, ship chartering and financing have posted year on year decline in ordinary profit.

### (2) Outlook for FY2020

(¥ Billion)

	Previous outlook (As of Oct. 30, 2020)	Latest outlook (As of Jan. 29, 2021)	Comparison / Variance
Revenue	975.0	985.0	10.0 / 1.0%
Operating loss	(13.0)	(2.0)	11.0 / -%
Ordinary profit	40.0	95.0	55.0 / 137.5%
Profit attributable to owners of parent	20.0	60.0	40.0 / 200.0%

Assumptions	For the second half of FY2020	For the fourth quarter of FY2020	Comparison / Variance
Exchange rate	¥105.00/US\$	¥100.00/US\$	¥(5.00)/US\$
Bunker price *1	US\$300/MT	US\$350/MT	US\$50/MT
Compliant fuel price *2	US\$380/MT	US\$410/MT	US\$30/MT

\*1 HSFO (High Sulfur Fuel Oil) average price

\*2 VLSFO (Very Low Sulfur Fuel Oil) average price

#### (A) Dry Bulk Business

In the Capesize bulker market, port congestion in China caused by inclement weather and other factors is expected to continue tightening the vessel supply and the charter rate is anticipated to be stronger than usual in the fourth quarter. After these one-time factors resolve, however, the usual deterioration in the weather in Brazil and Western Australia will cause decline in iron ore shipments and the charter rate is expected to weaken. Meanwhile, the Panamax bulker market may weaken temporarily but is expected to remain steady, bolstered by active South American grain shipments.

#### (B) Energy Transport Business

The very large crude oil carrier (VLCC) market is expected to remain weak, as the effect of Saudi Arabia's voluntary output cut, the slow recovery of oil demand amid the COVID-19 pandemic, and the expected easing of port congestion in China hamper market recovery. Like the VLCC market, the product tanker market will be weighed down by the slow recovery of oil demand amid the COVID-19 pandemic but is expected to improve as cargo movements are starting to recover.

The LNG carrier division is projected to continue generating stable profit mainly through existing long-term charter contracts. Meanwhile, although the offshore businesses have steadily been accumulating stable profits for the past few years, it is likely to report a deteriorated results year-on-year in the current fiscal year, as a result of

one FSRU engaging in a short-term contract after expiration of the prior contract until the commencement of the next long-term contract.

**(C) Product Transport Business**

The containerships business forecast factors in weaker cargo movements due to Chinese New Year. However, the extent of the decline is likely to be less than initially anticipated and a strong performance is expected to be maintained in the fourth quarter.

Regarding car carriers, we will continue to monitor sales and production of completed cars in connection with the effects of COVID-19 and the shortage of semiconductors, and we will focus on improvement of our business performance by continuing to rationalize vessel allocation and operate more efficiently whilst maintaining an appropriate level of fleet size.

In the business of ferries and coastal RoRo ships, a decline in business performance is concerned due to the resurgence of COVID-19 infections and the declaration of a state of emergency by the Japanese government.

**(D) Associated businesses**

The real estate business is expected to continue to record stable profits. The cruise ship business and the travel business anticipate challenging conditions as a result of resurgence in COVID-19 infections.

## 5. Financial Position

Total assets as of December 31, 2020 decreased by ¥ 42.4 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,056.3 billion. This was primarily due to the decrease in Vessels.

Total liabilities as of December 31, 2020 decreased by ¥ 57.3 billion compared to the balance as of the end of the previous fiscal year, to ¥ 1,400.1 billion. This was primarily due to the decrease in Long-term bank loans.

Total net assets as of December 31, 2020 increased by ¥ 14.9 billion compared to the balance as of the end of the previous fiscal year, to ¥ 656.1 billion. This was primarily due to the increase in Retained earnings.

As a result, shareholders' equity ratio increased by 1.4% compared to the ratio as of the end of the previous Fiscal year, to 25.9%.

## 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, 2020	As of December 31, 2020
<b>Assets</b>		
Current assets		
Cash and deposits	105,784	89,487
Trade receivables	81,362	78,676
Marketable securities	500	500
Inventories	33,520	25,129
Deferred and prepaid expenses	61,028	52,693
Other current assets	52,950	57,151
Allowance for doubtful accounts	(258)	(333)
Total current assets	334,887	303,305
Fixed assets		
Tangible fixed assets		
Vessels	711,498	668,113
Buildings and structures	146,582	139,886
Equipment and others	29,205	26,842
Furniture and fixtures	4,174	4,487
Land	241,162	241,002
Construction in progress	66,363	71,878
Other tangible fixed assets	2,713	2,807
Total tangible fixed assets	1,201,698	1,155,018
Intangible fixed assets	28,810	30,263
Investments and other assets		
Investment securities	346,890	395,976
Long-term loans receivable	85,261	82,056
Long-term prepaid expenses	8,490	9,903
Net defined benefit assets	16,121	16,267
Deferred tax assets	3,228	2,734
Other investments and other assets	85,911	73,671
Allowance for doubtful accounts	(12,584)	(12,890)
Total investments and other assets	533,320	567,719
Total fixed assets	1,763,829	1,753,000
Total assets	2,098,717	2,056,306



(¥Million)

	As of March 31, 2020	As of December 31, 2020
<b>Liabilities</b>		
<b>Current liabilities</b>		
Trade payables	69,189	63,825
Short-term bonds	36,766	17,800
Short-term bank loans	180,351	198,337
Commercial papers	25,000	60,000
Accrued income taxes	5,336	2,910
Advances received	34,348	32,167
Allowance for bonuses	4,706	2,447
Other current liabilities	66,466	54,078
<b>Total current liabilities</b>	<b>422,164</b>	<b>431,566</b>
<b>Fixed liabilities</b>		
Bonds	181,000	163,200
Long-term bank loans	655,117	617,662
Lease obligations	16,091	15,099
Deferred tax liabilities	58,480	58,712
Net defined benefit liabilities	9,524	9,932
Allowance for directors' and corporate auditors' retirement benefits	1,565	1,523
Reserve for periodic drydocking	18,441	16,304
Other fixed liabilities	95,096	86,153
<b>Total fixed liabilities</b>	<b>1,035,316</b>	<b>968,586</b>
<b>Total liabilities</b>	<b>1,457,481</b>	<b>1,400,153</b>
<b>Net assets</b>		
<b>Owners' equity</b>		
Common stock	65,400	65,400
Capital surplus	45,007	45,356
Retained earnings	351,636	410,051
Treasury stock	(6,722)	(6,715)
<b>Total owners' equity</b>	<b>455,320</b>	<b>514,093</b>
<b>Accumulated other comprehensive income</b>		
Unrealized holding gains on available-for-sale securities, net of tax	16,306	24,428
Unrealized gains on hedging derivatives, net of tax	28,170	(3,713)
Foreign currency translation adjustments	10,889	(3,692)
Remeasurements of defined benefit plans, net of tax	2,648	2,227
<b>Total accumulated other comprehensive income</b>	<b>58,014</b>	<b>19,249</b>
Share subscription rights	1,646	1,368
Non-controlling interests	126,253	121,441
<b>Total net assets</b>	<b>641,235</b>	<b>656,153</b>
<b>Total liabilities and net assets</b>	<b>2,098,717</b>	<b>2,056,306</b>

## (2) Consolidated Statements of Income

(¥Million)

	FY2019 (Apr. 1, 2019 - Dec. 31, 2019)	FY2020 (Apr. 1, 2020 - Dec. 31, 2020)
Shipping and other revenues	867,269	731,684
Shipping and other expenses	775,231	669,745
Gross operating income	92,038	61,939
Selling, general and administrative expenses	67,734	63,021
Operating profit (loss)	24,303	(1,082)
Non-operating income		
Interest income	6,014	4,495
Dividend income	5,066	5,594
Equity in earnings of affiliated companies	13,441	62,937
Foreign exchange gains	12,431	9,997
Others	1,493	2,159
Total non-operating income	38,447	85,185
Non-operating expenses		
Interest expenses	12,307	9,641
Others	1,162	1,477
Total non-operating expenses	13,469	11,118
Ordinary profit	49,281	72,984
Extraordinary income		
Gain on sale of fixed assets	7,898	5,996
Others	6,196	4,559
Total extraordinary income	14,094	10,556
Extraordinary losses		
Loss on sale of fixed assets	604	5,410
Others	3,357	5,651
Total extraordinary losses	3,961	11,061
Income before income taxes and non-controlling interests	59,414	72,478
Income taxes	4,783	4,526
Net income	54,631	67,952
Profit attributable to non-controlling interests	6,145	3,542
Profit attributable to owners of parent	48,486	64,409

## (3) Consolidated Statements of Comprehensive Income

(¥Million)

	FY2019 (Apr. 1, 2019 - Dec. 31, 2019)	FY2020 (Apr. 1, 2020 - Dec. 31, 2020)
Net income	54,631	67,952
Other comprehensive income		
Unrealized holding gains on available-for-sale securities, net of tax	15	10,301
Unrealized gains on hedging derivatives, net of tax	(9,041)	(18,323)
Foreign currency translation adjustments	(7,517)	(7,297)
Remeasurements of defined benefit plans, net of tax	(945)	(423)
Share of other comprehensive income of associates accounted for using equity method	(21,660)	(21,947)
Total other comprehensive income	(39,149)	(37,689)
Comprehensive income	15,481	30,262
(Breakdown)		
Comprehensive income attributable to owners of parent	9,258	25,644
Comprehensive income attributable to non-controlling interests	6,222	4,617

## (4) Segment Information

Business segment information:

(¥Million)

Q3/ FY2019 (Apr 1 - Dec 31, 2019)	Reportable Segment						Others *1	Total	Adjust- ment *2	Consoli- dated *5
	Dry Bulk Business	Energy Transport Business	Product Transport Business		Associated Businesses	Sub Total				
			Container ships	Car Carriers, Ferries and Coastal RoRo ships						
Revenues										
1 Revenues from external customers	208,266	213,812	171,189	188,591	73,016	854,876	12,393	867,269	—	867,269
2 Inter-segment revenues	0	6,493	949	129	19,374	26,947	4,910	31,858	(31,858)	—
Total Revenues	208,266	220,306	172,139	188,720	92,390	881,824	17,303	899,127	(31,858)	867,269
Segment profit (loss)	10,792	20,484	5,990	3,856	10,055	51,179	3,017	54,196	(4,915)	49,281

(¥Million)

Q3 / FY2020 (Apr 1 - Dec 31, 2020)	Reportable Segment						Others *1	Total	Adjust- ment *3 *4	Consoli- dated *5
	Dry Bulk Business	Energy Transport Business	Product Transport Business		Associated Businesses	Sub Total				
			Container ships	Car Carriers, Ferries and Coastal RoRo ships						
Revenues										
1 Revenues from external customers	162,778	213,711	157,270	126,806	59,293	719,859	11,824	731,684	—	731,684
2 Inter-segment revenues	87	6,367	776	129	13,055	20,416	4,317	24,733	(24,733)	—
Total Revenues	162,866	220,078	158,046	126,935	72,349	740,276	16,142	756,418	(24,733)	731,684
Segment profit (loss)	1,205	26,540	53,332	(13,234)	7,513	75,358	2,376	77,734	(4,750)	72,984

\* 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 ¥ -4,915 million include the following:  
¥ -7,976 million of corporate profit which is not allocated to segments, ¥ 4,903 million of adjustment for management accounting and ¥ -1,841 million of inter-segment transaction elimination

\* 3 Adjustment in Segment profit (loss) of ¥ -4,750 million include the following:  
¥ -7,283 million of corporate profit which is not allocated to segments, ¥ 3,833 million of adjustment for management accounting and ¥ -1,300 million of inter-segment transaction elimination

\* 4 We have changed the allocation of general and administrative expenses to company-wide profit and loss to appropriately reflect expenses in each segment. This new method of allocating general and administrative expenses is used from the first quarter under review.  
In comparison with the results based on the previous method, the expenses in each segment increased and segment profit (loss) for the first nine months under review decreased ¥ 239 million in the Dry Bulk Business, ¥ 489 million in the Energy Transport Business, ¥ 143 million in the Containerships Business, ¥ 192 million in the Car Carriers, Ferries and Coastal RoRo Ships Businesses, ¥ 146 million in Associated Businesses, and ¥ 37 million in Others Business, while Adjustment in Segment profit (loss) increased in ¥ 1,249 million

\* 5 Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income

## [REFERENCE PURPOSE ONLY]

Please note that this document has been translated from the Japanese original for reference purposes only and the financial statements contained is unaudited.

In case of any discrepancy or inconsistency between this document and the Japanese original, the latter shall prevail.

**[ Supplement ]****1. Review of Quarterly Results****<FY2020>**

	Q1	Q2	Q3	Q4
	Apr-Jun, 2020	Jul-Sep, 2020	Oct-Dec, 2020	Jan-Mar, 2021
Revenues [ ¥ Millions]	251,471	233,215	246,998	
Operating profit (loss)	(5,126)	904	3,140	
Ordinary profit (loss)	7,358	25,374	40,252	
Income (Loss) before income taxes	9,243	27,336	35,899	
Profit (Loss) attributable to owners of parent	5,491	24,760	34,158	
Net income (loss)* per share [ ¥]	45.92	207.04	285.62	
Total Assets [ ¥ Millions]	2,036,451	2,053,393	2,056,306	
Total Net Assets	614,648	632,667	656,153	

\*Profit (Loss) attributable to owners of parent

**<FY2019>**

	Q1	Q2	Q3	Q4
	Apr-Jun, 2019	Jul-Sep, 2019	Oct-Dec, 2019	Jan-Mar, 2020
Revenues [ ¥ Millions]	283,147	291,203	292,919	288,135
Operating profit (loss)	6,854	5,191	12,258	(524)
Ordinary profit (loss)	14,007	14,147	21,127	5,809
Income (Loss) before income taxes	15,308	16,983	27,123	(12,284)
Profit (Loss) attributable to owners of parent	12,273	13,363	22,850	(15,863)
Net income (loss)* per share [ ¥]	102.63	111.74	191.06	(132.64)
Total Assets [ ¥ Millions]	2,082,641	2,069,083	2,078,425	2,098,717
Total Net Assets	639,824	633,474	654,706	641,235

\*Profit (Loss) attributable to owners of parent

**2. Depreciation and Amortization**

(¥ Millions)

	Nine months ended Dec.31, 2019	Nine months ended Dec.31, 2020	Increase / Decrease	FY2019
Vessels	47,772	47,436	(336)	62,203
Others	17,324	16,651	(673)	25,561
<b>Total</b>	<b>65,097</b>	<b>64,088</b>	<b>(1,009)</b>	<b>87,765</b>

**3. Interest-bearing Debt**

(¥ Millions)

	As of Mar.31, 2020	As of Dec.31, 2020	Increase / Decrease	As of Dec.31, 2019
Bank loans	835,468	815,999	(19,468)	789,730
Bonds	217,766	181,000	(36,766)	207,912
Commercial paper	25,000	60,000	35,000	53,000
Others	18,450	17,031	(1,419)	14,774
<b>Total</b>	<b>1,096,685</b>	<b>1,074,031</b>	<b>(22,653)</b>	<b>1,065,416</b>

**4. Fleet Capacity (MOL and consolidated subsidiaries)**

	Dry bulkers		Tankers		LNG carriers		Car carriers		Containerships	
	No of ships	1,000MT	No of ships	1,000MT	No of ships	1,000MT	No of ships	1,000MT	No of ships	1,000MT
Owned	45	4,731	77	10,146	28	2,115	48	867	14	1,110
Chartered	261	24,083	92	4,353	8	527	46	759	47	4,571
Others	-	-	2	47	2	143	-	-	-	-
As of Dec.31, 2020	<b>306</b>	<b>28,815</b>	<b>171</b>	<b>14,545</b>	<b>38</b>	<b>2,784</b>	<b>94</b>	<b>1,626</b>	<b>61</b>	<b>5,681</b>
As of Mar 31, 2020	311	29,277	167	14,125	45	3,457	107	1,810	64	5,900

	Ferries & Coastal RoRo Ships		Passenger ships		Others*		Total	
	No of ships	1,000MT	No of ships	1,000MT	No of ships	1,000MT	No of ships	1,000MT
Owned	10	54	1	4	8	50	231	19,077
Chartered	5	31	-	-	22	70	481	34,393
Others	-	-	-	-	1	1	5	191
As of Dec.31, 2020	<b>15</b>	<b>85</b>	<b>1</b>	<b>4</b>	<b>31</b>	<b>120</b>	<b>717</b>	<b>53,661</b>
As of Mar 31, 2020	15	85	1	5	32	114	742	54,772

\*including coastal ships (excluding coastal RoRo ships)

**5. Exchange Rates**

	Nine months ended Dec.31, 2019	Nine months ended Dec.31, 2020	Change			FY2019
Average rates	¥109.09	¥106.53	¥2.56	[2.3%]	JPY Appreciated	¥109.28
Term-end rates	¥109.56	¥103.50	¥6.06	[5.5%]	JPY Appreciated	¥108.83

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

## &lt;Overseas subsidiaries&gt;

	TTM on Sep.30, 2019	TTM on Sep. 30, 2020	Change			TTM on Dec.31, 2019
Term-end rates	¥107.92	¥105.80	¥2.12	[2.0%]	JPY Appreciated	¥109.56

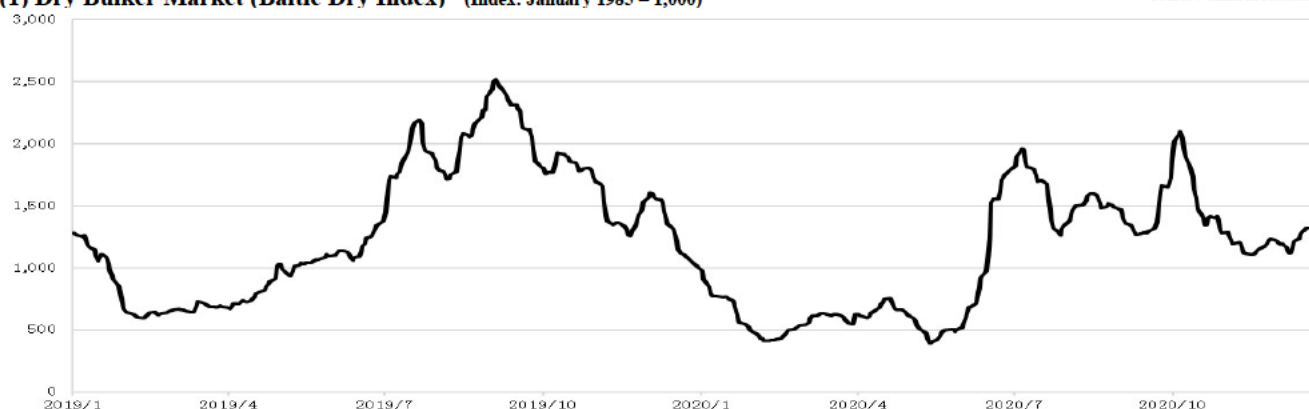
**6. Average Bunker Prices**

	Nine months ended Dec.31, 2019	Nine months ended Dec.31, 2020	Increase / Decrease
Purchase Prices	US\$464/MT	US\$315/MT	US\$(149)/MT

## 7. Market Information

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

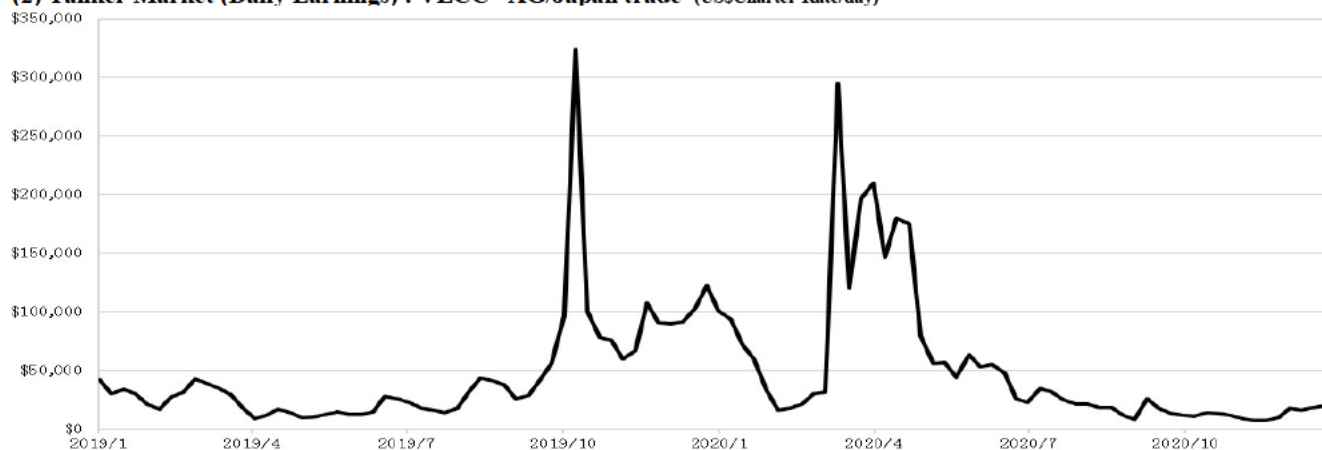
Source : Clarkson Research



Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2019	1,063	629	680	773	1,036	1,174	1,870	1,982	2,255	1,826	1,419	1,381	1,341
2020	701	461	601	664	489	1,146	1,633	1,516	1,411	1,631	1,180	1,244	1,056

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

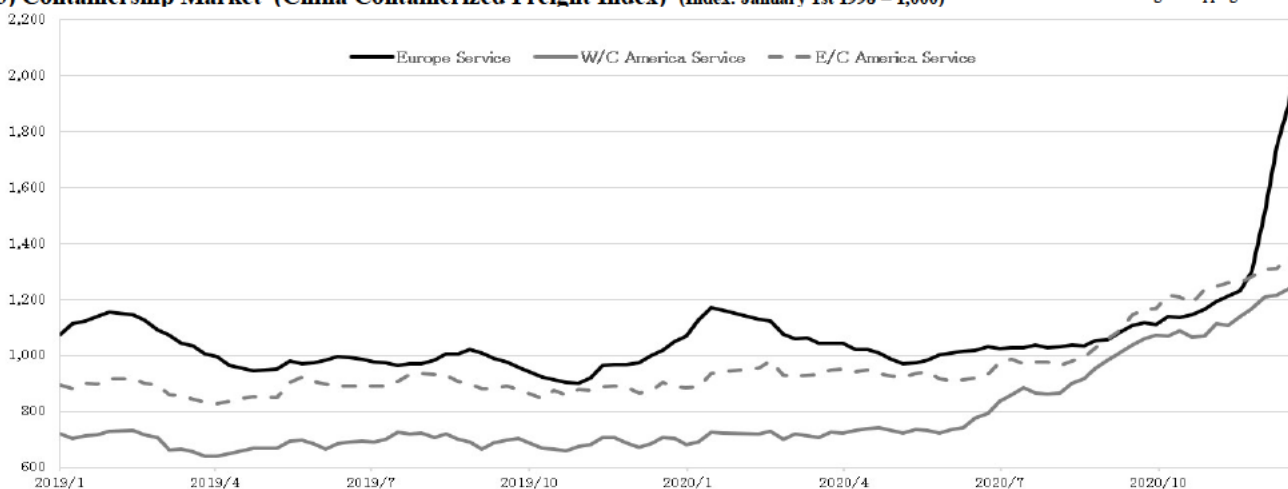
Source : Clarkson Research



Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2019	33,842	24,042	32,844	12,797	11,651	20,240	17,660	34,248	38,243	149,802	80,012	101,423	46,400
2020	71,787	21,404	160,557	177,606	59,755	45,336	26,974	17,463	16,091	12,198	8,277	18,046	52,958

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

Source : Shanghai Shipping Exchange



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