(Unaudited translation of 'Kessan Tanshin', provided for reference only)

October 31, 2018

Mitsui O.S.K. Lines,Ltd.

MOL

Financial Highlights: The Second Quarter Ended September 30, 2018

1. Consolidated Financial Highlights (from April 1, 2018 to September 30, 2018)

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

(1) Operating Results

	Q2/FY2018 (¥Million)	Q2/FY2017 (¥Million)	Q2/FY2018 (US$ Thousand)
Revenues	619,895	818,901	5,458,264
Operating profit	14,761	11,146	129,973
Ordinary profit	10,277	17,347	90,490
Profit attributable to owners of parent	5,725	13,123	50,409
	(¥)	(¥)	(US$)
Net income per share	47.88	109.72	0.422
Diluted net income per share	46.24	101.33	0.407

*The Company consolidated its common shares on the basis of one (1) unit for every ten (10) shares effective October 1, 2017. Accordingly, net income per share and diluted net income per share are calculated on the assumption that the consolidation of shares was conducted at the beginning of the previous fiscal year ended March 31, 2018.

(2) Financial Position

	Q2/FY2018 (¥Million)	FY2017 (¥Million)	Q2/FY2018 (US$ Thousand)
Total assets	2,262,672	2,225,096	19,923,149
Total net assets	653,536	628,044	5,754,477
Shareholders' equity / Total assets	23.6%	23.0%	
	(¥)	(¥)	(US$)
Shareholders' equity per share	4,471.18	4,274.81	39.369

* 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
FY2017	—	1.00	—	10.00	—
FY2018	—	20.00			
FY2018(Forecast)			—	20.00	40.00

* The year-end dividend per share for the fiscal year ended March 31, 2018 represents the amount with impacts from the consolidation of shares taken into consideration and the total annual dividend is indicated as "－."
The total annual dividend per share is ￥20.00 for the fiscal year ended March 31, 2018, which are calculated on the assumption that the consolidation of shares was conducted at the beginning of the previous fiscal year ended March 31, 2018.

October 31, 2018

3. Forecast for the Fiscal Year Ending March 31, 2019

	(￥Million) FY2018	(US$ Thousand) FY2018
Revenues	1,200,000	10,935,934
Operating profit	30,000	273,398
Ordinary profit	22,000	200,492
Profit attributable to owners of parent	17,000	154,926

	(￥) FY2018	(US$) FY2018
Net income per share	142.15	1.295

* Underlying Assumption for FY2018 Forecast.
The above forecast is made assuming the exchange rate and the bunker price for FY2018 will be as follows.

2H/FY2018
Exchange Rate 1US$=￥110.00 Bunker Price US$ 480/MT

FY2018
Exchange Rate 1US$=￥109.73 Bunker Price US$ 468/MT

(Translation of foreign currencies)
The Japanese yen amounts for Q2/FY2018 have been translated into U.S. dollars using the prevailing exchange rate at September 30, 2018, which was ￥113.57 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.)

4. Business Performance

(1) Analysis of Operating Results

[Financial Highlights] (Billions of Yen)

	Six months From Apr. 1, 2017 to Sep. 30, 2017	Six months From Apr. 1, 2018 to Sep. 30, 2018	Year-on-year comparison (variance)
Revenue	818.9	619.8	(199.0) / (24.3)%
Operating profit	11.1	14.7	3.6 / 32.4%
Ordinary profit	17.3	10.2	(7.0) / (40.8)%
Profit attributable to owners of parent	13.1	5.7	(7.3) / (56.4)%
Exchange rate	¥110.82/US$	¥109.47/US$	¥(1.35)/US$
Bunker price	US$322/MT	US$457/MT	US$135//MT

The average exchange rate of Japanese yen against the U.S. dollar during the first six months appreciated by ¥1.35 year on year to ¥109.47. The average bunker price during the same period rose by US$135/MT year on year to US$457/MT.

As a result of the above, we recorded revenue of ¥619.8 billion, operating profit of ¥14.7 billion, ordinary profit of ¥10.2 billion and profit attributable to owners of parent of ¥5.7 billion.

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

Upper: Revenue, Lower: Segment Profit (Loss) (Ordinary Profit (Loss)) (Billions of Yen)

		Six months From Apr. 1, 2017 to Sep. 30, 2017	Six months From Apr. 1, 2018 to Sep. 30, 2018	Year-on-year comparison (variance)
Dry Bulk Business		133.5	142.6	9.0 / 6.8%
		7.9	8.7	0.7 / 9.6%
Energy Transport Business		132.3	139.7	7.4 / 5.6%
		4.9	8.0	3.0 / 60.6%
Product Transport Business		504.6	284.5	(220.1)/ (43.6)%
		0.2	(8.6)	(8.9)/ – %
	Containerships	374.2	147.8	(226.3)/ (60.5)%
		(4.1)	(10.0)	(5.8)/ – %
Associated Businesses		58.9	64.2	5.3 / 9.0%
		6.7	6.1	(0.6)/ (9.1)%
Others		11.6	11.0	(0.6)/ (5.2)%
		1.2	1.1	(0.1)/ (9.0)%

Note: Revenue includes internal sales or transfers among segments.

(A) Dry Bulk Business

In the Capesize bulker market, the market rate rose to the US$24,000 range per day from July through August amid a recovery in iron ore shipments from Brazil. Then, the rate remained roughly in the range of US$17,000 per day in September amid a weakening market brought about by deteriorating sentiment with respect to trade friction between the U.S. and China. The Panamax market also briefly endured deteriorating sentiment, but improved gradually and trended in US$13,000 to US$14,000 range per day from the middle of September onward as volumes of mainstay cargoes such as coal and grain shipments from South America remained steady. Facing such market conditions, the dry bulk business recorded positive earnings amid a slight year-on-year increase in ordinary profit.

(B) Energy Transport Business

<Tankers>

The very large crude oil carrier (VLCC) market remained weak overall due to declining transportation demand as a result of seasonal factors extending from the beginning of spring to the summer months and despite tightening in the balance of vessel supply and demand due to retirement of aged vessels, as well as a sudden surge in the market caused by the impact of typhoons and increased port congestion in China. The LPG carrier market followed a downward trend in the first quarter due to declining vessel demand in the U.S. region amid a situation where LPG trades slowed down as rising prices of U.S. LPG resulted in a diminishing price difference in comparison with the Asia region. However, the market has since shifted to a trajectory of recovery amid increasing vessel demand in the U.S. region as a result of that price difference once again widening at the outset of the second quarter. The product tanker market proceeded weakly on the whole, having been affected by regular maintenance of refineries and a slowdown in arbitrage trading due to uncertainties regarding the outlook for crude oil prices amid excessive vessel supply overall. Facing these conditions, ordinary profit/loss deteriorated year on year despite ceaseless efforts to improve operating efficiency through pool operations and promote cost reduction, in addition to having achieved stable fulfillment of long-term contracts and steadily implemented contract extensions.

<LNG Carriers/Offshore business>

The LNG carrier division maintained robust performance, in part due to new vessel deliveries for an European customer, in addition to vessels operating under existing long-term contracts. The offshore business division also recorded stable ordinary profit, brought about by steady operations of existing projects including those that started operation in June.

(C) Product Transport Business

<Containerships>

With respect to Ocean Network Express Pte. Ltd. (ONE), a company established through the integration of the containership businesses of MOL, Kawasaki Kisen Kaisha, Ltd. and Nippon Yusen Kabushiki Kaisha, profit/loss results fell below expectations despite synergies generated through business integration having emerged sooner than initially anticipated. This was due to drop in liftings and utilization rates resulting from the impact of teething problems immediately after the commencement of services in April this year, which failed to recover even during the summer peak season, along with additional negative effects from increased costs of returning containers to Asia, given a decrease in liftings on backhaul voyages from North America and Europe to Asia. As a result, the division recorded a loss for the first six months of the fiscal year.

<Car Carriers>

Despite having engaged in ceaseless efforts with respect to ensuring flexible vessel allocations in response to changes in the trade patterns and improving operating efficiency, ordinary profit decreased year on year in part due to the effect of quarantine problems prevailing on some routes, temporary decrease in shipment volume due to heavy rains in Western Japan and an increase in fuel costs.

<Ferries and Coastal RoRo Ships>

The business of ferries and coastal RoRo ships observed a firm cargo volume having continued since the previous fiscal year amid a trend of accelerated modal shift, which reflects shortage and aging of the truck-drivers and tighter labor controls in Japan. In addition, aggressive promotion of the concept of casual cruises attracted more passengers. As a result, revenue was on par year on year. However, ordinary profit decreased year on year due to cancellations of services stemming from typhoons or defects on some ships as well as other factors such as higher fuel costs.

(D) Associated Businesses

The cruise ship business is continuing to enjoy healthy passenger numbers, and its ordinary profit rose slightly year on year, despite the Nippon Maru having to cancel cruises on multiple occasions due to the impact of typhoons and earthquakes. In the real estate business, ordinary profit decreased slightly year on year, mainly due to the effects from changes in major tenants, despite a firm office leasing market centered on the Tokyo metropolitan area. Other associated businesses, such as the tugboat and trading businesses, showed firm performance overall. However, ordinary profit of the associated businesses segment as a whole decreased year on year.

(E) Others

Other businesses, which are mainly cost centers, include ship operations, ship management, ship chartering, and financing. Ordinary profit in this segment was roughly on par year on year.

(2) Outlook for FY2018

[For FY2018] (Billions of Yen)

	Previous outlook (When announced on July 31, 2018)	Latest outlook (When announced Q2)	Comparison (variance)
Revenue	1,140.0	1,200.0	60.0 / 5.3%
Operating profit	25.0	30.0	5.0 / 20.0%
Ordinary profit	40.0	22.0	(18.0) / (45.0)%
Profit attributable to owners of parent	30.0	17.0	(13.0) / (43.3)%

Exchange rate	¥105.00/US$	¥110.00/US$	¥5.00 /US$
Bunker price	US$450/MT	US$480/MT	US$30/MT
	(Assumption for the second half of FY2018)	(Assumption for the second half of FY2018)	

Looking ahead at the dry bulker market in the third quarter and beyond, despite concerns of adverse effects on market sentiment from the trade friction between the U.S. and China, we expect the market will remain steady given the prevailing situation of robust cargo volumes. In the very large crude oil carrier (VLCC) market, in terms of vessel supply we anticipate a slight increase in volume amid a situation where new vessels are delivered as aged vessels are progressively retired. Nevertheless, we anticipate favorable conditions in terms of vessel demand in comparison with the first half of the fiscal year as the winter demand period starts and ton-miles increase due to an increase in export volume from Western Africa in place of crude oil from Iran. In the product tanker market, despite a persisting scenario of excess vessel supply, the market is likely to recover given the prospect of firm cargo volume specific to the winter season, particularly from increasing demand for heating oil as has been the case in previous years. On the other hand, the possibility of consistently high bunker prices remains cause for concern. As for the containership business, the operations by containership joint-venture company Ocean Network Express Pte. Ltd. (ONE) have already become stable, while they are taking further action to improve the service quality. Although ONE remains on the path to recovery regarding liftings and utilization rates, it is expected that ONE will take steps to improve financial results by enhancing cargo liftings on backhaul voyages and cutting costs, including reducing fuel consumption.

In consideration of these prospects, for the full year, we project revenue of ¥1,200.0 billion, operating profit of ¥30.0 billion, ordinary profit of ¥22.0 billion and profit attributable to owners of parent of ¥17.0 billion.

The interim dividend for FY2018 was resolved to be ¥20 per share at the Board of Directors' meeting held on October 31, 2018. The year-end dividend forecast that we announced in the last forecast released on July 31, 2018 was ¥30 per share. However, in light of changes to the full-year outlook, we presently are forecasting an year-end dividend of ¥20 per share. For details on what has changed from the outlook announced on July 31, 2018, please refer to the announcement "Revision of FY2018 Outlook and Year-end Dividend Outlook" released today (October 31, 2018).

5. Financial Position

Total assets as of September 30, 2018 increased by ¥ 37.5 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,262.6 billion. This was primarily due to the increase in Investment securities.

Total liabilities as of September 30, 2018 increased by ¥ 12.0 billion compared to the balance as of the end of the previous fiscal year, to ¥ 1,609.1 billion. This was primarily due to the increase in Short-term bank loans.

Total net assets as of September 30, 2018 increased by ¥ 25.4 billion compared to the balance as of the end of the previous fiscal year, to ¥ 653.5 billion. This was primarily due to the increase in Unrealized gains on hedging derivatives, net of tax.

As a result, shareholders' equity ratio increased by 0.6% compared to the ratio as of the end of the previous Fiscal year, to 23.6%.

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, 2018	As of September 30, 2018
Assets		
Current assets		
Cash and deposits	192,797	116,846
Trade receivables	125,851	107,380
Marketable securities	500	500
Inventories	38,679	34,416
Deferred and prepaid expenses	61,918	66,043
Other current assets	59,357	90,588
Allowance for doubtful accounts	(401)	(371)
Total current assets	478,702	415,403
Fixed assets		
Tangible fixed assets		
Vessels	776,554	769,495
Buildings and structures	148,598	143,822
Equipment and others	31,581	29,367
Furniture and fixtures	4,137	4,364
Land	221,045	220,687
Construction in progress	106,128	107,189
Other tangible fixed assets	2,884	3,996
Total tangible fixed assets	1,290,929	1,278,923
Intangible fixed assets	30,163	28,862
Investments and other assets		
Investment securities	274,527	371,218
Long-term loans receivable	73,403	68,065
Long-term prepaid expenses	6,388	6,099
Net defined benefit asset	18,811	18,779
Deferred tax assets	4,007	3,881
Other investments and other assets	50,583	73,815
Allowance for doubtful accounts	(2,421)	(2,377)
Total investments and other assets	425,300	539,482
Total fixed assets	1,746,393	1,847,268
Total assets	2,225,096	2,262,672

(¥Million)

	As of March 31, 2018	As of September 30, 2018
Liabilities		
Current liabilities		
Trade payables	131,405	86,605
Short-term bonds	31,872	28,500
Short-term bank loans	180,539	256,891
Commercial papers	5,000	48,000
Accrued income taxes	6,395	5,337
Advances received	34,409	33,922
Allowance for bonuses	4,567	3,894
Other current liabilities	83,506	68,531
Total current liabilities	477,696	531,684
Fixed liabilities		
Bonds	175,748	158,714
Long-term bank loans	706,944	698,080
Lease obligations	15,977	15,071
Deferred tax liabilities	55,276	61,011
Net defined benefit liabilities	12,909	12,565
Directors' and corporate auditors' retirement benefits	1,487	1,334
Reserve for periodic drydocking	20,647	20,565
Other fixed liabilities	130,364	110,108
Total fixed liabilities	1,119,354	1,077,451
Total liabilities	1,597,051	1,609,136
Net assets		
Owners' equity		
Common stock	65,400	65,400
Capital surplus	45,385	45,385
Retained earnings	306,642	311,162
Treasury stock	(6,807)	(6,804)
Total owners' equity	410,620	415,143
Accumulated other comprehensive income		
Unrealized holding gains on available-for-sale securities, net of tax	33,400	40,471
Unrealized gains on hedging derivatives, net of tax	37,873	54,280
Foreign currency translation adjustment	23,442	19,056
Remeasurements of defined benefit plans, net of tax	5,905	5,764
Total accumulated other comprehensive income	100,621	119,572
Share acquisition rights	2,026	1,812
Non-controlling interests	114,776	117,007
Total net assets	628,044	653,536
Total liabilities and net assets	2,225,096	2,262,672

(2) Consolidated Statements of Income

(¥Million)

	FY2017 (Apr.1.2017 – Sep.30, 2017)	FY2018 (Apr.1.2018 - Sep.30, 2018)
Shipping and other revenues	818,901	619,895
Shipping and other expenses	750,331	552,007
Gross operating income	68,570	67,888
Selling, general and administrative expenses	57,423	53,127
Operating profit	11,146	14,761
Non-operating income		
Interest income	3,797	3,977
Dividend income	3,020	2,900
Foreign exchange gains	8,487	6,367
Others	2,138	1,383
Total non-operating income	17,444	14,627
Non-operating expenses		
Interest expenses	9,931	11,024
Equity in losses of affiliated companies	281	7,241
Others	1,031	846
Total non-operating expenses	11,244	19,112
Ordinary profit	17,347	10,277
Extraordinary income		
Gain on sales of fixed assets	3,013	2,206
Others	1,890	1,688
Total extraordinary income	4,903	3,895
Extraordinary losses		
Loss on sale of fixed assets	840	68
Others	975	1,702
Total extraordinary losses	1,815	1,771
Income before income taxes and non-controlling interests	20,434	12,401
Income taxes	4,613	4,544
Net income	15,821	7,856
Profit attributable to non-controlling interests	2,698	2,131
Profit attributable to owners of parent	13,123	5,725

(3) Consolidated Statements of Comprehensive Income

(¥Million)

	FY2017 (Apr.1,2017 - Sep.30, 2017)	FY2018 (Apr.1,2018 - Sep.30, 2018)
Net income	15,821	7,856
Other comprehensive income		
Unrealized holding gains on available-for-sale securities, net of tax	3,709	7,953
Unrealized gains on hedging derivatives, net of tax	(6,294)	9,179
Foreign currency translation adjustments	(7,295)	(9,750)
Remeasurements of defined benefit plans, net of tax	508	(142)
Share of other comprehensive income (loss) of associates accounted for using equity method	(1,604)	13,066
Total other comprehensive income	(10,977)	20,307
Comprehensive income	4,844	28,163
(Breakdown)		
Comprehensive income attributable to owners of parent	2,087	24,677
Comprehensive income attributable to non-controlling interests	2,756	3,486

(4) Consolidated Statements of Cash flows

(¥Million)

	FY2017 (Apr.1, 2017-Sep.30, 2017)	FY2018 (Apr.1, 2018-Sep.30, 2018)
Cash flows from operating activities		
Income before income taxes and non-controlling interests	20,434	12,401
Depreciation and amortization	42,116	43,716
Equity in losses (earnings) of affiliated companies	281	7,241
Various provisions (reversals)	807	(10,306)
Increase (Decrease) in net defined benefit assets	126	(156)
Increase (Decrease) in net defined benefit liabilities	124	(274)
Interest and dividend income	(6,818)	(6,877)
Interest expense	9,931	11,024
Loss (gain) on sales and retirement of non-current assets	(2,153)	(1,947)
Foreign exchange loss (gain), net	(10,066)	(11,564)
Decrease (Increase) in trade receivables	(21,113)	17,427
Decrease (Increase) in inventories	2,043	4,176
Increase (Decrease) in trade payables	27,740	(43,952)
Others, net	(4,254)	(23,989)
Sub total	59,200	(3,079)
Interest and dividend income received	9,176	8,468
Interest expenses paid	(9,956)	(10,781)
Income taxes paid	(6,874)	(5,438)
Net cash provided by (used in) operating activities	51,547	(10,831)
Cash flows from investing activities		
Net decrease (increase) in time deposits	1,001	(7,298)
Purchase of investment securities	(16,646)	(91,108)
Proceeds from sale and redemption of investment securities	936	6,448
Purchase of non-current assets	(67,332)	(64,277)
Proceeds from sales of non-current assets	46,387	22,960
Net decrease (increase) in short-term loans receivables	(27)	(125)
Disbursements for long-term loans receivables	(17,407)	(17,013)
Collection of long-term loans receivables	1,586	985
Others, net	314	(10,542)
Net cash provided by (used in) investing activities	(51,189)	(159,972)

(¥Million)

	FY2017 (Apr.1, 2017-Sep.30, 2017)	FY2018 (Apr.1, 2018-Sep.30, 2018)
Cash flows from financing activities		
Net increase (decrease) in short-term bank loans	6,807	73,087
Net increase (decrease) in commercial paper	―	43,000
Proceeds from long-term bank loans	30,529	37,083
Repayments of long-term bank loans	(62,317)	(45,265)
Proceeds from issuance of bonds	―	10,000
Redemption of bonds	(20,000)	(31,734)
Cash dividends paid by the company	(11)	(1,204)
Cash dividends paid to non-controlling interests	(814)	(1,318)
Others, net	(858)	(728)
Net cash provided by (used in) financing activities	(46,665)	82,920
Effect of foreign exchange rate changes on cash and cash equivalents	167	4,765
Net increase (decrease) in cash and cash equivalents	(46,139)	(83,118)
Cash and cash equivalents at beginning of year	186,844	189,591
Cash and cash equivalents at end of quarter	140,704	106,473

[NOTE]

(Application of “Partial Amendments to Accounting Standard for Tax Effect Accounting,” etc.)

The Company has applied the “Partial Amendments to Accounting Standard for Tax Effect Accounting” (ASBJ Statement No. 28, February 16, 2018), etc effective from the beginning of the first quarter of the fiscal year ending March 31, 2019. Accordingly, deferred tax assets were presented under “Investments and other assets” and deferred tax liabilities were presented under “Fixed liabilities.”

(5) Segment Information

Business segment information:

(￥Million)

Q2 / FY2017 (Apr.1 - Sep.30, 2017)	Reportable Segment						Others *1	Total	Adjust-ment *2	Consoli-dated *4
	Dry Bulk Business	Energy Transport Business	Product Transport Business: Container ships	Product Transport Business: Car Carries, Ferries and Coastal RoRo ships	Associated Businesses	Sub Total				
Revenues										
1.Revenues from external customers	133,579	128,102	373,276	130,366	45,244	810,570	8,331	818,901	—	818,901
2.Inter-segment revenues	2	4,237	927	110	13,685	18,963	3,309	22,273	(22,273)	—
Total Revenues	133,582	132,339	374,204	130,476	58,930	829,533	11,641	841,174	(22,273)	818,901
Segment profit (loss)	7,976	4,987	(4,143)	4,426	6,713	19,961	1,250	21,211	(3,864)	17,347

(￥Million)

Q2/ FY2018 (Apr.1 - Sep.30, 2018)	Reportable Segment						Others *1	Total	Adjust-ment *3	Consoli-dated *4
	Dry Bulk Business	Energy Transport Business	Product Transport Business: Container ships	Product Transport Business: Car Carries, Ferries and Coastal RoRo ships	Associated Businesses	Sub Total				
Revenues										
1.Revenues from external customers	142,632	135,524	146,994	136,631	50,223	612,006	7,889	619,895	—	619,895
2.Inter-segment revenues	0	4,230	809	104	14,036	19,181	3,144	22,326	(22,326)	—
Total Revenues	142,632	139,755	147,804	136,735	64,259	631,188	11,033	642,222	(22,326)	619,895
Segment profit (loss)	8,746	8,010	(10,014)	1,380	6,104	14,227	1,137	15,365	(5,088)	10,277

* 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 ￥ -3,864 million include the following:
￥ -5,984 million of corporate profit which is not allocated to segments, ￥ 3,037 million of adjustment for management accounting and ￥ -917 million of inter-segment transaction elimination.

* 3. Adjustment in Segment profit (loss) of ￥ -5,088 million include the following:
￥ -8,203 million of corporate profit which is not allocated to segments, ￥ 3,178 million of adjustment for management accounting and ￥ -63 million of inter-segment transaction elimination.

* 4. Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income.

[Supplement]

1. Review of Quarterly Results

<FY 2018>

		Q1 Apr-Jun, 2018	Q2 Jul-Sep, 2018	Q3 Oct-Dec, 2018	Q4 Jan-Mar, 2019
Revenues	[¥ Millions]	304,434	315,461		
Operating profit (loss)		3,691	11,070		
Ordinary profit (loss)		251	10,026		
Income (Loss) before income taxes		1,510	10,891		
Profit (Loss) attributable to owners of parent		(1,682)	7,407		
Net income (loss)* per share	[¥]	(14.07)	61.95		
Total Assets	[¥ Millions]	2,206,323	2,262,672		
Total Net Assets		619,337	653,536		

*Profit (Loss) attributable to owners of parent

<FY 2017>

		Q1 Apr-Jun, 2017	Q2 Jul-Sep, 2017	Q3 Oct-Dec, 2017	Q4 Jan-Mar, 2018
Revenues	[¥ Millions]	403,284	415,617	420,760	412,732
Operating profit (loss)		1,147	9,999	13,218	(1,680)
Ordinary profit (loss)		5,885	11,462	17,217	(3,091)
Income (Loss) before income taxes		9,150	11,284	20,507	(69,650)
Profit (Loss) attributable to owners of parent		5,251	7,872	16,106	(76,609)
Net income (loss)* per share	[¥]	43.91	65.81	134.68	(640.56)
Total Assets	[¥ Millions]	2,198,561	2,188,391	2,251,848	2,225,096
Total Net Assets		679,362	687,223	714,061	628,044

*Profit (Loss) attributable to owners of parent

Note: The Company consolidated its common shares on the basis of one (1) unit for every ten (10) shares effective October 1, 2017. Accordingly, net income per share is calculated on the assumption that the consolidation of shares was conducted at the beginning of the previous fiscal year ended March 31, 2018.

2. Depreciation and Amortization

(¥ Millions)

	Six months ended Sep.30, 2017	Six months ended Sep.30, 2018	Increase / Decrease	FY2017
Vessels	31,579	32,640	1,060	64,536
Others	10,537	11,076	539	22,093
Total	42,116	43,716	1,599	86,629

3. Interest-bearing Debt

(¥ Millions)

	As of Mar.31, 2018	As of Sep.30, 2018	Increase / Decrease	As of Sep.30, 2017
Bank loans	887,484	954,972	67,487	837,151
Bonds	207,620	187,214	(20,406)	210,865
Commercial paper	5,000	48,000	43,000	－
Others	17,985	16,776	(1,208)	19,517
Total	1,118,089	1,206,963	88,873	1,067,534

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	57	5,499	77	9,997	29	2,301	50	842	14	1,106
Chartered	287	25,455	78	3,526	7	429	69	1,191	58	5,174
Others	-	-	7	328	2	143	-	-	-	-
As of Sep.30, 2018	**344**	**30,954**	**162**	**13,850**	**38**	**2,873**	**119**	**2,032**	**72**	**6,280**
As of Mar.31, 2018	337	30,420	163	14,273	38	2,873	119	2,004	91	7,474

	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	12	66	1	5	7	39	247	19,854
Chartered	3	19	-	-	25	75	527	35,868
Others	-	-	-	-	1	1	10	472
As of Sep.30, 2018	**15**	**84**	**1**	**5**	**33**	**114**	**784**	**56,194**
As of Mar.31, 2018	14	79	1	5	32	109	795	57,235

*including coastal ships (excluding coastal RoRo ships)

5. Exchange Rates

	Six months ended Sep.30, 2017	Six months ended Sep.30, 2018	Change			FY2017
Average rates	¥110.82	¥109.47	¥1.35	[1.2%]	JPY Appreciated	¥111.08
Term-end rates	¥112.73	¥113.57	¥0.84	[0.7%]	JPY Depreciated	¥106.24

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 Jun.30, 2017	TTM on Jun.30, 2018	Change			TTM on Dec.31, 2017
Term-end rates	¥112.00	¥110.54	¥1.46	[1.3%]	JPY Appreciated	¥113.00

6. Average Bunker Prices

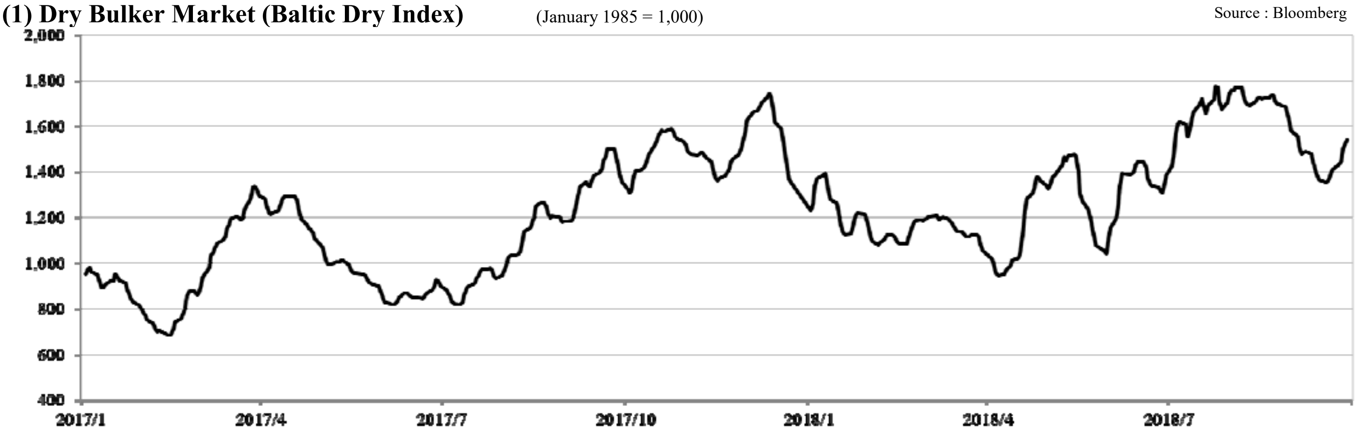
	Six months ended Sep.30, 2017	Six months ended Sep.30, 2018	Increase / Decrease
Purchase Prices	US$322/MT	US$457/MT	US$＋135/MT

7. Market Information

(1) Dry Bulker Market (Baltic Dry Index)

(January 1985 = 1,000)

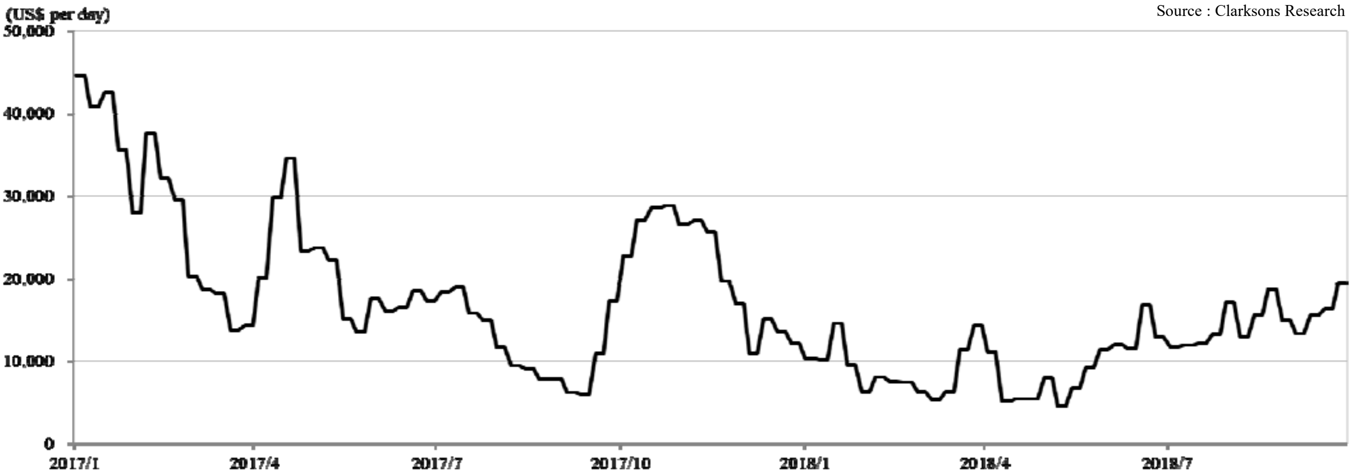
Source : Bloomberg



Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2017	907	759	1,141	1,222	973	860	906	1,142	1,364	1,484	1,454	1,619	1,153
2018	1,242	1,125	1,154	1,129	1,293	1,352	1,650	1,710	1,447				1,345

(2) Tanker Market (Daily Earnings) : VLCC AG/Japan trade

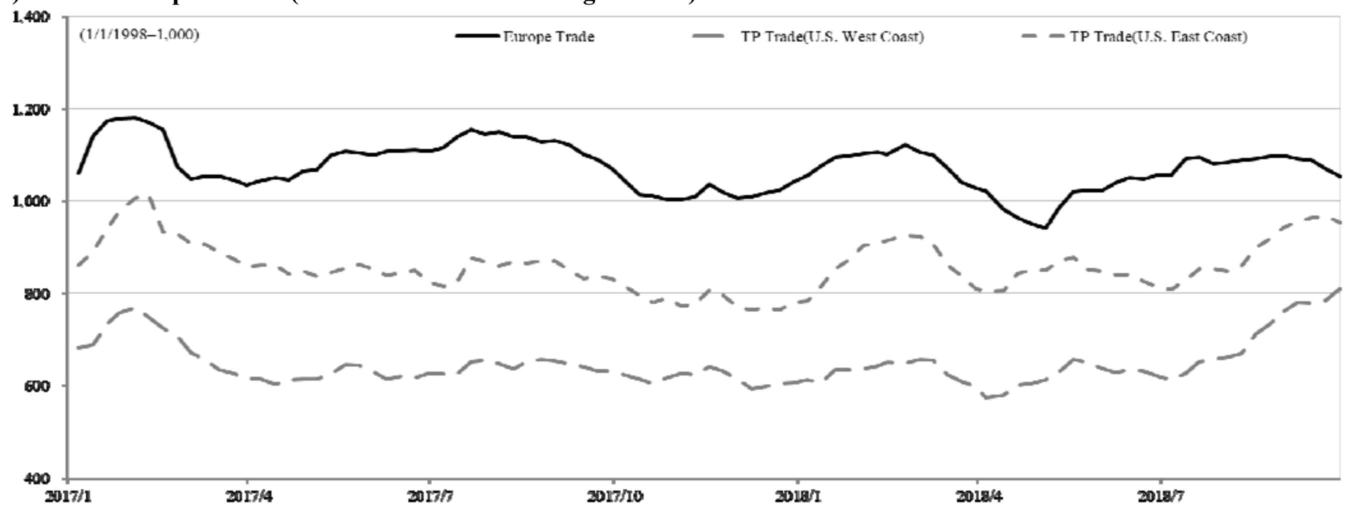
Source : Clarksons Research



Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2017	40,905	31,822	17,051	26,966	18,646	17,212	17,002	9,510	9,673	26,812	24,727	13,743	21,172
2018	11,148	7,357	8,739	6,800	7,116	12,896	12,282	15,869	16,183				10,932

(3) Containership Market (China Containerized Freight Index)

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.