

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



## Financial Highlights: The Third Quarter Ended December 31, 2024

### 1. Consolidated Financial Highlights (from April 1, 2024 to December 31, 2024)

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

#### (1) Operating Results

	(¥ Million)	
	Q3 / FY2024	Q3 / FY2023
<b>Revenues</b>	1,318,676	1,218,664
<b>Operating profit</b>	122,321	80,126
<b>Ordinary profit</b>	374,869	197,263
<b>Profit attributable to owners of parent</b>	368,133	203,604
	(¥)	
<b>Net income per share</b>	1,019.35	562.61
<b>Diluted net income per share</b>	1,017.26	561.12

#### (2) Financial Position

	(¥ Million)	
	Q3 / FY2024	FY2023
<b>Total assets</b>	4,623,361	4,120,552
<b>Total net assets</b>	2,604,232	2,369,682
<b>Shareholders' equity* / Total assets</b>	56.0%	57.1%

\* Shareholders' Equity is defined as follows.

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

### 2. Dividends

	(¥)				
	Dividend per share				
	Q1	Q2	Q3	Year-end	Total
<b>FY2023</b>	—	110.00	—	110.00	220.00
<b>FY2024</b>	—	180.00	—		
<b>FY2024 (Forecast)</b>				160.00	340.00

**3. Forecast for the Fiscal Year Ending March 31, 2025**

	(¥ Million)
	FY2024
<b>Revenues</b>	1,790,000
<b>Operating profit</b>	154,000
<b>Ordinary profit</b>	410,000
<b>Profit attributable to owners of parent</b>	400,000
	(¥)
<b>Net income per share</b>	1,114.83

## 4. Business Performance

### (1) Analysis of Operating Results

(¥ Billion)

	Nine months		Year-on-year comparison / Variance
	From April 1, 2023 to December 31, 2023	From April 1, 2024 to December 31, 2024	
Revenue	1,218.6	1,318.6	100.0 / 8.2%
Operating profit	80.1	122.3	42.1 / 52.7%
Ordinary profit	197.2	374.8	177.6 / 90.0%
Profit attributable to owners of parent	203.6	368.1	164.5 / 80.8%
Exchange rate	¥142.19/US\$	¥152.21/US\$	¥10.02/US\$
Bunker price*	US\$619/MT	US\$608/MT	US\$(12)/MT

\*Average price for all the major fuel grades

The average exchange rate against the dollar for cumulative Q3 of the current fiscal year decreased by ¥10.02/US\$ to ¥152.21/US\$ from the same period of the previous fiscal year. The average bunker price for cumulative Q3 of the current fiscal year decreased by US\$12/MT to US\$608/MT from the same period of the previous fiscal year.

We recorded revenue of ¥1,318.6 billion, an operating profit of ¥122.3 billion, an ordinary profit of ¥374.8 billion and profit attributable to owners of parent of ¥368.1 billion.

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

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

	Nine months		Year-on-year comparison / Variance
	From April 1, 2023 to December 31, 2023	From April 1, 2024 to December 31, 2024	
Dry Bulk Business	297.1	313.5	16.3 / 5.5%
	37.1	14.7	(22.4) / (60.3%)
Energy Business	331.0	402.4	71.4 / 21.6%
	58.8	81.4	22.6 / 38.5%
Product Transport Business	460.5	463.0	2.4 / 0.5%
	85.2	272.3	187.0 / 219.4%
Containerships	42.3	45.6	3.2 / 7.6%
	30.0	203.7	173.6 / 577.9%
Wellbeing & Lifestyle Business	79.0	85.3	6.2 / 7.9%
	8.2	9.6	1.4 / 17.7%
Real property Business	30.1	32.2	2.1 / 7.0%
	7.1	10.2	3.0 / 42.6%
Associated Businesses	34.4	40.4	5.9 / 17.2%
	2.1	2.0	(0.0) / (3.1%)
Others	16.3	13.8	(2.4) / (15.3%)
	4.0	3.6	(0.4) / (11.1%)

### (A) Dry Bulk Business

The Capesize bulker market rates remained firm in October and November, due to steady iron ore shipments from Western Australia and Brazil as well as strong bauxite shipments from West Africa. However, in December, iron ore shipments from Brazil declined, leading to a slack vessel supply and demand balance, which sent market rates plummeting through to the end of the year.

The market rates for Panamax and smaller vessels trended downward, amid weakening of the vessel supply and demand balance caused by decreased Brazilian exports associated with growing domestic demand for corn due to rising gasoline prices and poor harvests of sugarcane used to produce biofuels, as well as limited shipments of coal and other dry bulk cargoes in the Pacific towards the end of the year.

The dry bulk business posted a year-on-year decline in profit due to special factors, specifically, the absence of profit from the reversal for doubtful accounts recorded in last year, which offset improved profitability due to the strong Capesize bulker market rates seen since the first half.

### (B) Energy Business

#### <Tankers>

The very large crude carrier (VLCC) market rates were mostly unchanged year-on-year, with factors that have pushed up market rates since the previous year, such as limited new vessel supply and the increase in ton-miles associated with rising Atlantic production, offset by the impact of weak demand in China due to its

economic slowdown.

The product tanker market rates weakened, reflecting decreased production of petroleum products in response to falling domestic demand in China and weakening of the vessel supply and demand balance after VLCC market rates temporarily fell below product tanker market rates and VLCCs started being used to transport petroleum products.

The LPG carrier market rates softened slightly year-on-year, reflecting no growth in exports from the Middle East due to ongoing OPEC Plus oil output cuts, slow growth in Chinese imports due to its economic slowdown, and a decrease in ton-miles from the summer with the easing of Panama Canal congestion, even though LPG exports from the U.S. remained firm.

The chemical tanker market rates remained favorable, reflecting an increase in ton-miles, as many shipping companies opted to reroute through the Cape of Good Hope in face of tensions in the Red Sea. In addition, Fairfield Chemical Carriers Pte. Ltd. (Fairfield), which became a consolidated subsidiary through the acquisition of its shares in March 2024 by MOL Chemical Tankers Pte. Ltd., a wholly-owned subsidiary of the Company, also contributed to profit growth.

In this business environment, by stably performing existing long-term contracts and by reducing costs, the tanker business as a whole posted a year-on-year increase in profits.

#### <Offshore>

The FPSO business reported a year-on-year increase in profit partly due to the reporting of equity in earnings of affiliates as a result of the revaluation of shares following the conversion of MODEC, Inc. into an equity-method affiliate.

#### <Liquefied gas>

The LNG carrier business continued to generate stable profit through existing long-term charter contracts and the delivery of new vessels, but reported a year-on-year decrease in profit.

The LNG infrastructure business reported increased profit year-on-year as a result of the start of new projects and the stable operation of existing projects.

### **(C) Product Transport Business**

#### <Containerships>

At OCEAN NETWORK EXPRESS PTE. LTD. (ONE), the Company's equity-method affiliate, the vessel supply and demand balance remained tight, reflecting vessel supply constraints because of continued transit via the Cape of Good Hope combined with increased demand driven by strong shipments mainly on routes from Asia to North America. As a result, spot freight rates exceeded expectations, resulting in substantial year-on-year profit growth.

#### <Car Carriers>

While shipping demand for completed cars held firm, shipping volume fell year-on-year due to continued avoidance of the Red Sea and delays caused by strikes at certain ports; however, the Car Carrier business posted higher profit due mainly to favorable exchange rates and improved operating efficiency.

#### <Other Product Transport>

In the terminal business, handling volume in the domestic container terminal business remained steady. However, the logistics business reported year-on-year decline in profit due to weak air and sea freight rates and higher procurement costs despite an increase in air and sea freight handling volumes.

**(D) Wellbeing & Lifestyle Business**

**<Real Property Business>**

The real property business achieved a year-on-year increase in profit due to a strong performance at DAIBIRU CORPORATION, the core company in the Group's real property business, and the posting of equity in earnings of affiliates associated with an increase in equity-method affiliates.

**<Ferries and Coastal RoRo Ships>**

MOL Sunflower Ltd. saw a significant year-on-year increase in liftings driven by modal shift in the cargo transportation business. The passenger transportation business also performed well, with a year-on-year increase in profit.

**<Cruise Business>**

The cruise business reported a year-on-year decrease in profit, reflecting upfront expenditures such as investment for the entry into service of MITSUI OCEAN FUJI, despite an increase in passengers driven by strong traveling demand.

**(E) Associated Businesses**

The associated business, including the tugboat business and the trading business, reported year-on-year decline in profit.

**(F) Others**

Other businesses, which include ship operations, ship management, and financing, reported year-on-year decline in profit.

**(2) Outlook for FY2024**

(For consolidated full fiscal year 2024)

(¥ Billion)

	Previous outlook (As announced on October 31, 2024)	Current outlook (As of announcement of Q3 financial results)	Year-on-year Comparison / Variance
Revenue	1,790.0	1790.0	- / -%
Operating profit	153.0	154.0	1.0 / 0.7%
Ordinary profit	365.0	410.0	45.0 / 12.3%
Profit attributable to owners of parent	350.0	400.0	50.0 / 14.3%

	(Assumptions for the 2nd Half FY2024)	(Assumptions for Q4 FY2024)	
Exchange rate	¥148.68/US\$	¥155.17/US\$	¥6.49/US\$
Bunker price *1	US\$480/MT	US\$490/MT	US\$10/MT
Compliant fuel price *2	US\$600/MT	US\$570/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**

The Capesize bulker market rates are expected to remain weak in the January-March quarter due to the usual slowdown in shipments caused by seasonal factors such as the rainy season in Brazil and cyclones in Australia.

The market rates for Panamax and smaller vessels are expected to soften further as shipments decline with the end of the buildup of coal inventories to meet demand for heating and the impact of Chinese New Year; however, with increased economy activity after Chinese New Year and the start of the peak season for South American grain shipments, the vessel supply and demand balance will tighten and market rates are likely to stop declining toward the end of the fiscal year.

In this business environment, profits of the dry bulk business as a whole are expected to decline compared to the previous forecast.

**(B) Energy Business**

The very large crude carrier (VLCC) market rate is expected to remain firm, given tighter U.S. sanctions targeting Russian and Iranian oil and the new U.S. administration's support for oil exploration that will lead to increased oil supplies from non-OPEC Plus countries such as the U.S. and Brazil, as well as limited new vessel supply, despite various causes for concern such as the extension of OPEC Plus oil output cuts until the end of 2026 and a decrease in China's imports due to the faltering economy.

The product tanker market rates are expected to hold firm, as the vessel supply and demand balance will likely remain tight due to a decrease in the number of VLCCs transporting petroleum products and improvement in the refining margin, despite China's economic slowdown and destabilizing geopolitical risks such as the Middle East situation, which continue to be causes for concern.

The LPG carrier market rates are expected to remain steady due to firm consumer demand in emerging economies such as India and increased shipments from the U.S., despite concerns over weak LPG demand in China due to its delayed economic recovery.

The chemical tanker business is likely to continue performing strongly due to favorable market rates and Fairfield's year-round contribution to improved earnings.

The offshore business is projected to continue generating stable profits due to existing long-term charter

contracts.

In the liquefied gas business, the LNG carrier business will maintain stable profit as a result of the continuation of long-term charter contracts and the delivery of new vessels slated to enter service under new contracts.

The LNG infrastructure business is expected to make a stable profit through the stable operation of existing projects.

Under such conditions, the energy business as a whole is expected to post higher profit compared to the previous forecast.

### **(C) Product Transport Business**

In the containerships business, we expect higher profit, due to the tighter vessel supply-demand balance resulting from transit via the Cape of Good Hope, despite continued large-scale delivery of new vessels. Spot freight rates are likely to decline due to the decreased demand after Chinese New Year but recover afterwards.

In the car carrier business, shipping demand for completed cars is expected to remain firm, despite constraints on efficient vessel allocation under the impact of strikes at certain ports. We will meet customers' shipping demand whilst carefully monitoring port congestion, ongoing geopolitical tensions, and the trading policies of governments around the world.

We expect avoidance of Red Sea transits to continue until at least the end of March 2025.

In the terminal business, we anticipate steady handling volumes in the domestic container terminal business and plan to transfer our remaining shares in terminal companies in the overseas container terminal business.

In the logistics business, we will work to recover earnings while seeking to expand handling volumes mainly by continuing to strengthen our sales strategies and overseas networks.

In this business environment, the product transportation business as a whole is expected to post higher profit compared to the previous forecast.

### **(D) Wellbeing & Lifestyle Business**

In the real property business, despite a profit impact from the reconstruction of some properties owned by DAIBIRU CORPORATION, the business is expected to continue generating solid profit due to the high occupancy rates of other properties.

In the business of ferries and coastal RoRo ships, the newly built LNG-fueled ferry Sunflower Kamuy entered service in January 2025 and we will continue steadily tapping into cargo transportation demand.

In the cruise business, despite upfront investment and other costs incurred for the entry into service of MITSUI OCEAN FUJI, it entered into service in December 2024, and no major change from our previous forecast is anticipated.

In this business environment, the wellbeing & lifestyle business as a whole is expected to increase its profit compared to the previous forecast.

### **(E) Associated Businesses**

In the tugboat business, we anticipate a decrease in service frequency. However, the trading business is expected to perform strongly. The associated business as a whole is expected to maintain around the same level of profit compared to the previous forecast.

## **5. Financial Position**

Total assets as of December 31, 2024 increased by ¥ 502.8 billion compared to the balance as of the end of the previous fiscal year, to ¥ 4,623.3 billion. This was primarily due to the increase in Vessels.

Total liabilities as of December 31, 2024 increased by ¥ 268.2 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,019.1 billion. This was primarily due to the increase in Long-term bank loans.

Total net assets as of December 31, 2024 increased by ¥ 234.5 billion compared to the balance as of the end of the previous fiscal year, to ¥ 2,604.2 billion. This was primarily due to the increase in Retained earnings.

As a result, shareholders' equity ratio decreased by 1.2 percentage points compared to the ratio as of the end of the previous fiscal year, to 56.0%.

## 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, 2024	As of December 31, 2024
<b>Assets</b>		
Current assets		
Cash and deposits	117,919	132,890
Trade receivables	137,790	139,628
Contract assets	10,827	10,545
Inventories	56,117	60,263
Deferred and prepaid expenses	27,082	36,547
Other current assets	117,543	137,436
Allowance for doubtful accounts	(1,484)	(1,317)
Total current assets	465,796	515,994
Fixed assets		
Tangible fixed assets		
Vessels	831,120	1,019,896
Buildings and structures	146,595	143,981
Machinery, equipment and vehicles	13,432	15,810
Furniture and fixtures	7,031	6,829
Land	354,904	360,425
Construction in progress	292,660	385,201
Other tangible fixed assets	8,776	11,328
Total tangible fixed assets	1,654,521	1,943,473
Intangible assets	69,200	74,146
Investments and other assets		
Investment securities	1,669,605	1,809,965
Long-term loans receivable	101,274	99,956
Long-term prepaid expenses	7,642	8,254
Retirement benefit assets	37,268	37,692
Deferred tax assets	2,435	4,129
Other non-current assets	118,159	135,708
Allowance for doubtful accounts	(5,353)	(5,960)
Total investments and other assets	1,931,034	2,089,746
Total fixed assets	3,654,756	4,107,367
Total assets	4,120,552	4,623,361

(¥ Million)

	As of March 31, 2024	As of December 31, 2024
<b>Liabilities</b>		
Current liabilities		
Trade payables	112,497	116,656
Bonds due within one year	44,600	30,100
Short-term bank loans	249,519	181,061
Commercial paper	80,000	40,000
Accrued income taxes	33,627	10,139
Advances received	3,000	3,866
Contract liabilities	35,639	40,455
Provision for bonuses	9,466	5,998
Provision for directors' bonuses	264	227
Provision for share-based payments	324	153
Provision for contract loss	761	653
Other current liabilities	77,639	86,831
Total current liabilities	647,342	516,142
Fixed liabilities		
Bonds due after one year	156,600	168,200
Long-term bank loans	706,077	1,101,117
Lease liabilities	53,961	48,580
Deferred tax liabilities	95,662	90,301
Retirement benefit liabilities	10,060	10,502
Provision for share-based payments	848	1,224
Provision for periodic drydocking	22,411	26,388
Provision for loss on guarantees	1,741	1,819
Provision for contract loss	6,694	6,487
Other fixed liabilities	49,470	48,364
Total fixed liabilities	1,103,527	1,502,986
Total liabilities	1,750,869	2,019,129
<b>Net assets</b>		
Owners' equity		
Common stock	66,001	66,335
Capital surplus	117,132	116,485
Retained earnings	1,685,143	1,947,809
Treasury stock, at cost	(88)	(43,746)
Total owners' equity	1,868,189	2,086,883
Accumulated other comprehensive income		
Unrealized holding gains on available-for-sale securities, net of tax	76,888	59,426
Unrealized gains on hedging derivatives, net of tax	84,890	89,885
Foreign currency translation adjustments	306,990	335,605
Remeasurements of defined benefit plans, net of tax	16,902	15,362
Total accumulated other comprehensive income	485,670	500,279
Share option	315	295
Non-controlling interests	15,506	16,773
Total net assets	2,369,682	2,604,232
<b>Total liabilities and net assets</b>	<b>4,120,552</b>	<b>4,623,361</b>

**(2) Consolidated Statements of Income**

(¥ Million)

	FY2023 (Apr. 1, 2023 - Dec. 31, 2023)	FY2024 (Apr. 1, 2024 - Dec. 31, 2024)
Shipping and other revenues	1,218,664	1,318,676
Shipping and other expenses	1,031,863	1,078,894
Gross operating income	186,801	239,781
Selling, general and administrative expenses	106,675	117,460
Operating profit	80,126	122,321
Non-operating income		
Interest income	15,393	12,374
Dividend income	12,564	5,165
Equity in earnings of affiliated companies, net	64,480	242,301
Foreign exchange gain, net	20,384	424
Others	21,782	9,333
Total non-operating income	134,604	269,599
Non-operating expenses		
Interest expenses	15,484	12,693
Others	1,983	4,357
Total non-operating expenses	17,467	17,050
Ordinary profit	197,263	374,869
Extraordinary income		
Gain on sale of fixed assets	10,626	7,093
Gain on sale of investment securities	1,495	5,408
Gain on step acquisitions	766	4,708
Others	29,456	4,899
Total extraordinary income	42,344	22,110
Extraordinary losses		
Loss on sale of fixed assets	252	13
Loss on building reconstruction	326	711
Others	817	815
Total extraordinary losses	1,395	1,540
Profit before income taxes	238,212	395,439
Income taxes	33,760	26,667
Net income	204,452	368,771
Profit attributable to non-controlling interests	848	638
Profit attributable to owners of parent	203,604	368,133

**(3) Consolidated Statements of Comprehensive Income**

(¥ Million)

	FY2023 (Apr. 1, 2023 - Dec. 31, 2023)	FY2024 (Apr. 1, 2024 - Dec. 31, 2024)
Net income	204,452	368,771
Other comprehensive income		
Unrealized holding gains (losses) on available-for-sale securities, net of tax	20,919	(17,449)
Unrealized gains on hedging derivatives, net of tax	7,355	5,777
Foreign currency translation adjustments	31,935	(13,114)
Remeasurements of defined benefit plans, net of tax	(1,014)	(1,540)
Share of other comprehensive income of affiliated companies accounted for using equity method	107,064	32,266
Total other comprehensive income	166,260	5,939
Comprehensive income	370,713	374,710
(Breakdown)		
Comprehensive income attributable to owners of parent	369,091	373,467
Comprehensive income attributable to non-controlling interests	1,621	1,243

**(Changes in Accounting Standards)**

(Application of the Accounting Standard for Current Income Taxes)

Accounting Standard for Current Income Taxes (ASBJ Statement No.27, October 28, 2022) (hereinafter referred to as "Revised Accounting Standard 2022"), etc. have been adopted from the beginning of the current consolidated fiscal year. The amendment to categories in which current income taxes should be recorded (taxes on other comprehensive income) follows the transitional treatment prescribed in the proviso of paragraph 20-3 of the Revised Accounting Standard 2022 and the transitional treatment prescribed in the proviso (2) of paragraph 65-2 of Implementation Guidance on Tax Effect Accounting (ASBJ Guidance No.28, October 28, 2022) (hereinafter referred to as "Revised Implementation Guidance 2022"). This change in accounting policies has no impact on the quarterly consolidated financial statements.

For the amendment to the change in accounting treatment of the consolidated financial statements, when gains or losses on sale of shares in subsidiaries resulting from transactions between the consolidated companies were deferred for tax purposes, the Revised Implementation Guidance 2022 has been adopted from the beginning of the current consolidated fiscal year. This change in accounting policies was applied retrospectively. Hence, the quarterly consolidated financial statements and the consolidated financial statements for the previous consolidated fiscal year were modified retrospectively. This change in accounting policies has no impact on the quarterly consolidated financial statements and the consolidated financial statements for the previous consolidated fiscal year.

**(4) Segment Information**

Business segment information:

(¥ Million)

Q3 / FY2023 (Apr. 1 - Dec. 31, 2023)	Reportable Segment							Sub Total
	Dry Bulk Business	Energy Business	Product Transport Business		Wellbeing & Lifestyle Business		Associated Businesses	
			Container ships	Car Carriers, Terminal and Logistics	Real Property	Ferries & Coastal RoRo Ships, Cruise		
Revenues								
1. Revenues from external customers	297,195	331,042	42,376	418,174	30,148	48,908	34,479	1,202,325
2. Inter-segment revenues	859	10,457	238	3,309	2,609	235	26,131	43,842
Total Revenues	298,055	341,499	42,615	421,484	32,758	49,143	60,610	1,246,167
Segment profit (loss)	37,147	58,826	30,059	55,226	7,198	1,013	2,155	191,626

Q3 / FY2023 (Apr. 1 - Dec. 31, 2023)	Others *1	Total	Adjust- ment *2	Consoli- dated *3
Revenues				
1. Revenues from external customers	16,339	1,218,664	—	1,218,664
2. Inter-segment revenues	11,176	55,018	(55,018)	—
Total Revenues	27,515	1,273,683	(55,018)	1,218,664
Segment profit (loss)	4,094	195,721	1,542	197,263

\* 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 ¥ 1,542 million include the following:  
 ¥ -6,943 million of corporate profit which is not allocated to segments, ¥ 8,279 million of adjustment for management accounting and ¥ 205 million of inter-segment transaction elimination.

\* 3. Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income.

(¥ Million)

Q3 / FY2024 (Apr. 1 - Dec. 31, 2024)	Reportable Segment							Sub Total
	Dry Bulk Business	Energy Business	Product Transport Business		Wellbeing & Lifestyle Business		Associated Businesses	
			Container ships	Car Carriers, Terminal and Logistics	Real Property	Ferries & Coastal RoRo Ships, Cruise		
Revenues								
1. Revenues from external customers	313,561	402,487	45,609	417,406	32,260	53,078	40,425	1,304,828
2. Inter-segment revenues	290	9,749	238	3,599	2,564	287	24,322	41,051
Total Revenues	313,851	412,236	45,848	421,006	34,824	53,365	64,748	1,345,880
Segment profit (loss)	14,739	81,476	203,756	68,616	10,262	(593)	2,089	380,347

Q3 / FY2024 (Apr. 1 - Dec. 31, 2024)	Others *1	Total	Adjustment *2	Consolidated *3
Revenues				
1. Revenues from external customers	13,847	1,318,676	—	1,318,676
2. Inter-segment revenues	11,193	52,245	(52,245)	—
Total Revenues	25,040	1,370,921	(52,245)	1,318,676
Segment profit (loss)	3,638	383,986	(9,116)	374,869

\* 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 ¥ -9,116 million include the following:

¥ -19,250 million of corporate profit which is not allocated to segments, ¥ 9,071 million of adjustment for management accounting and ¥ 1,062 million of inter-segment transaction elimination.

\* 3. Segment profit (loss) corresponds to ordinary profit in the consolidated statements of income.

**(Notes on the quarterly consolidated cash flow statement)**

There is no quarterly consolidated statement of cash flows for the nine months ended December 31, 2024.

Depreciation and amortization for the nine months ended December 31, 2024 is as follows:

	(¥ Million)	
	FY2023	FY2024
	(Apr. 1, 2023 - December. 31, 2023)	(Apr. 1, 2024 - December. 31, 2024)
Depreciation and amortization	76,565	88,628

**(Material Subsequent Event)**

(Business combination through aquisition)

On January 20, 2025, the shareholding ratio of the Company in its equity method affiliate Gearbulk Holding AG (“Gearbulk”) has been increased to 72%, making Gearbulk a consolidated subsidiary of the Company, through Gearbulk’s acquiring certain amount of its shares owned by Halberton Holdings Ltd, a shareholder of Gearbulk, after certain restructuring of the businesses.

The impact on the Company’s consolidated results for the fiscal year ending March 2025 is currently under review.

## Overview of Gearbulk

## (1) Name

Gearbulk Holding AG

## (2) Business

Dry bulk carrier business with a focus on open-hatch vessels, and non-core activities within specialized shipping and terminal operations.

## (3) Share Capital

USD 228,100,000

**[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****<FY2024>**

	Q1	Q2	Q3	Q4
	Apr-Jun, 2024	Jul-Sep, 2024	Oct-Dec, 2024	Jan-Mar, 2025
Revenues [¥ Million]	435,949	464,679	418,048	
Operating profit (loss)	40,666	48,519	33,136	
Ordinary profit (loss)	108,651	140,377	125,841	
Income (Loss) before income taxes	114,870	145,056	135,513	
Profit (Loss) attributable to owners of parent	107,103	139,594	121,436	
Net income (loss)* per share [¥]	295.58	385.15	337.99	
Net income (loss)* per share (Diluted basis)	294.95	384.39	337.30	
Total Assets [¥ Million]	4,401,021	4,473,647	4,623,361	
Total Net Assets	2,567,053	2,679,006	2,604,232	

\*Profit (Loss) attributable to owners of parent

**<FY2023>**

	Q1	Q2	Q3	Q4
	Apr-Jun, 2023	Jul-Sep, 2023	Oct-Dec, 2023	Jan-Mar, 2024
Revenues [¥ Million]	385,183	404,919	428,562	409,248
Operating profit (loss)	24,472	24,828	30,826	23,006
Ordinary profit (loss)	90,369	64,162	42,732	61,723
Income (Loss) before income taxes	109,629	68,324	60,259	57,205
Profit (Loss) attributable to owners of parent	91,155	59,637	52,812	58,047
Net income (loss)* per share [¥]	251.98	164.79	145.88	160.27
Net income (loss)* per share (Diluted basis)	251.34	164.35	145.49	159.85
Total Assets [¥ Million]	3,737,672	3,954,754	3,924,154	4,120,552
Total Net Assets	2,015,352	2,174,320	2,292,074	2,369,682

\*Profit (Loss) attributable to owners of parent

**2. Depreciation and Amortization**

	(¥ Million)			
	Nine months ended Dec.31, 2023	Nine months ended Dec.31, 2024	Increase / (Decrease)	FY2023
Vessels	57,425	71,095	13,670	77,431
Others	19,140	17,533	(1,607)	25,042
<b>Total</b>	<b>76,565</b>	<b>88,628</b>	<b>12,063</b>	<b>102,473</b>

**3. Interest-bearing Debt**

	(¥ Million)			
	As of Mar.31, 2024	As of Dec.31, 2024	Increase / (Decrease)	As of Dec.31, 2023
Bank loans	955,596	1,282,179	326,583	917,109
Bonds	201,200	198,300	(2,900)	195,500
Commercial papers	80,000	40,000	(40,000)	80,000
Others	67,903	73,641	5,738	33,615
<b>Total</b>	<b>1,304,700</b>	<b>1,594,121</b>	<b>289,421</b>	<b>1,226,225</b>

**4. Fleet Capacity**

	(No. of ships)				
	Dry Bulk Business	Energy Business	Product Transport Business		
	Dry Bulk Carriers (excluding Thermal Power Fuel Carriers)	Thermal Power Fuel Carriers, Tankers, Wind Power, Offshore, Liquefied Gas(LNG Carriers, etc.)	Subtotal	Car carriers	Containerships
	No.of ships	No.of ships	No.of ships	No.of ships	No.of ships
Owned	49	214	70	50	20
Chartered	206	195	63	52	11
Others	-	9	-	-	-
<b>As of Dec.31, 2024</b>	<b>255</b>	<b>418</b>	<b>133</b>	<b>102</b>	<b>31</b>
As of Mar.31, 2024	274	403	129	95	34

	Wellbeing & Lifestyle Business	Associated Businesses and Others	Subtotal
	Ferry & Coastal RoRo Ships, Cruise Ships	Others	
	No.of ships	No.of ships	
Owned	14	56	403
Chartered	3	6	473
Others	-	-	9
<b>As of Dec.31, 2024</b>	<b>17</b>	<b>62</b>	<b>885</b>
As of Mar.31, 2024	16	63	885

Note 1: Prior to the FY2023 Q2 Financial Highlights, we had been reporting the number of ships including our consolidated subsidiaries.

However, to more accurately represent the size of our company's business, the energy segment primarily includes equity-method affiliated companies' fleets based on the ship types and the extent of our involvement in procurement, construction, and financing from the FY2023 Q3 Financial Highlights.

Note 2: Partial ownership of a ship is counted as one ship.

**5. Exchange Rates (Against the US dollar)**

	Nine months ended Dec.31, 2023	Nine months ended Dec.31, 2024	Change		FY2023
Average rates	¥142.19	¥152.21	¥10.02	[7.0%] JPY Depreciated	¥143.43
Term-end rates	¥141.83	¥158.18	¥16.35	[11.5%] JPY Depreciated	¥151.41

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>

	As of Sep.30, 2023	As of Sep.30, 2024	Change		As of Dec.31, 2023
Term-end rates	¥149.58	¥142.73	¥6.85	[4.6%] JPY Appreciated	¥141.83

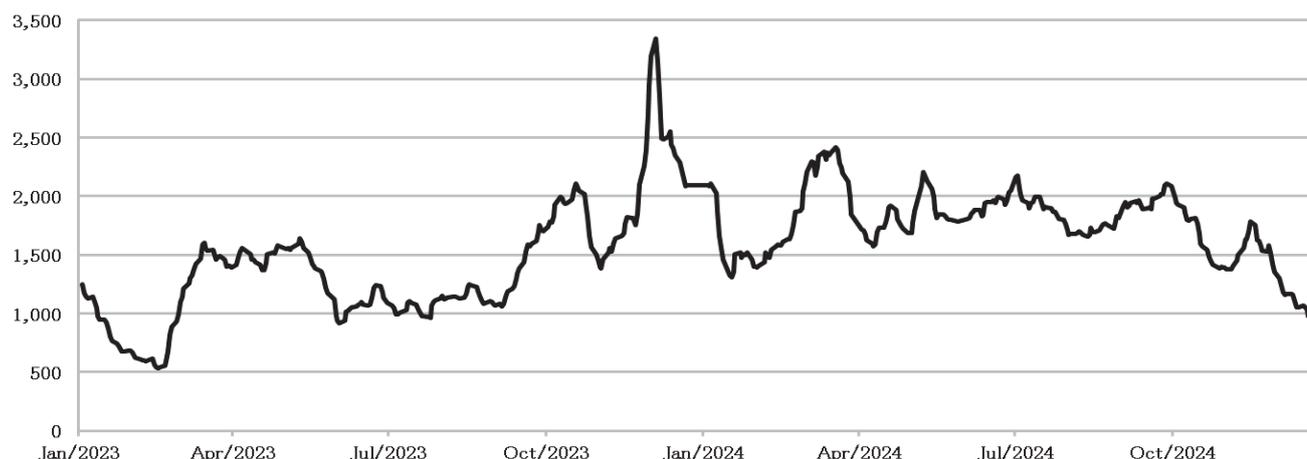
**6. Average Bunker Prices**

	Nine months ended Dec.31, 2023	Nine months ended Dec.31, 2024	Increase / (Decrease)
Purchase Prices	US\$619/MT	US\$608/MT	US\$(12)/MT

## 7. Market Information

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

Source : Clarksons Research

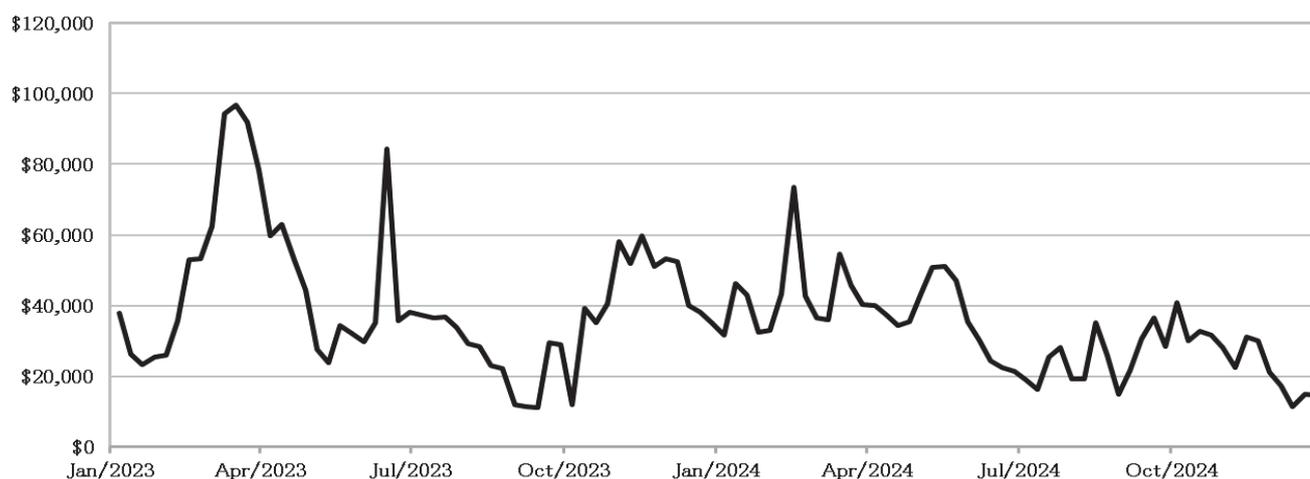


Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2023	909	658	1,410	1,480	1,416	1,082	1,040	1,150	1,393	1,868	1,831	2,538	1,398
2024	1,617	1,650	2,233	1,731	1,895	1,922	1,925	1,716	1,965	1,667	1,540	1,099	1,747

Remark) The Graph and the table have different fluctuation ranges as the graph reflects daily figures while the table shows monthly averages.

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

Source : Clarksons Research

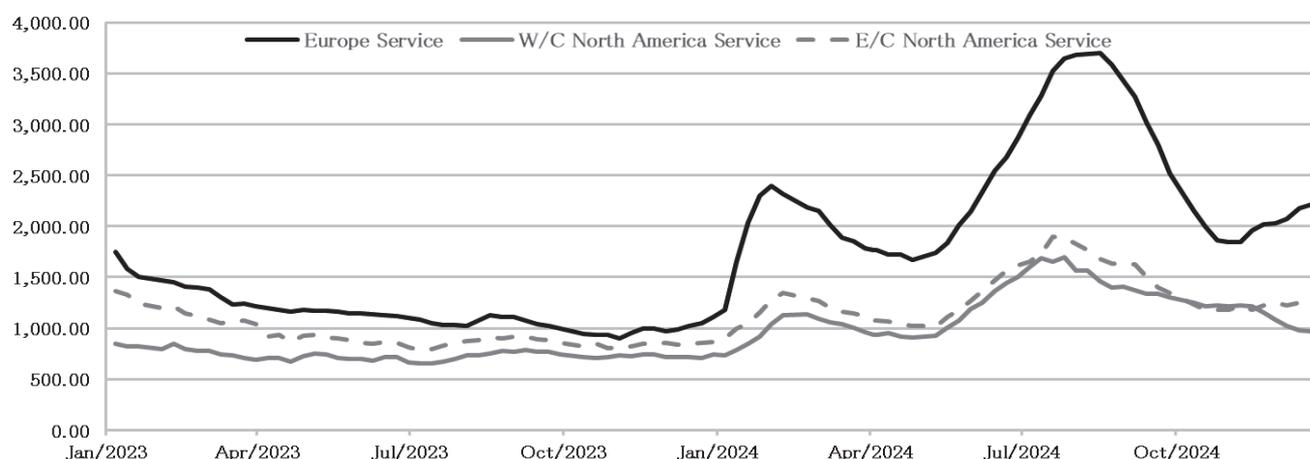


Monthly Average	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2023	28,223	41,999	84,755	55,019	29,519	44,695	36,136	25,784	18,611	31,711	55,249	43,862	41,297
2024	38,401	48,169	42,650	36,822	45,605	24,707	22,261	22,896	29,275	33,804	26,594	14,611	32,150

Remark) The Graph and the table have different fluctuation ranges as the graph reflects weekly figures while the table shows monthly averages.

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

Source : Clarksons Research



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.