FINANCIAL HIGHLIGHTS

Brief report of three months ended June 30, 2011

Kawasaki Kisen Kaisha, Ltd.

[Two Year Summary]

	Three months ended June 30, 2010	Three months ended June 30, 2011	Three months ended June 30, 2011
Consolidated			
Operating revenues	¥ 253,780	¥ 244,210	$ 3,025,024
(Millions of yen / Thousands of U.S. dollars)			
Operating (loss) income	23,063	(9,893)	(122,557)
(Millions of yen / Thousands of U.S. dollars)			
Net (loss) income	15,803	(3,727)	(46,177)
(Millions of yen / Thousands of U.S. dollars)			
Per share of common stock (Yen / U.S. dollars)	20.70	(4.88)	(0.06)

	Year ended March 31, 2011	Three months ended June 30, 2011	Three months ended June 30, 2011
Total Assets	¥ 1,032,505	¥ 1,053,803	$ 13,053,428
(Millions of yen / Thousands of U.S. dollars)			
Net assets	314,986	299,611	3,711,282
(Millions of yen / Thousands of U.S. dollars)			

	Three months ended June 30, 2010	Three months ended June 30, 2011	Three months ended June 30, 2011
Net cash (used in) provided by operating activities	¥ 27,421	¥ (96)	$ (1,194)
(Millions of yen / Thousands of U.S. dollars)			
Net cash used in investing activities	(20,355)	(33,547)	(415,552)
(Millions of yen / Thousands of U.S. dollars)			
Net cash provided by financing activities	3,562	23,266	288,207
(Millions of yen / Thousands of U.S. dollars)			

The U.S. dollar amounts are converted from the yen amount at ¥80.73=U.S.$1.00.
The exchange rate prevailing on June 30, 2011.

Qualitative Information and Financial Statements

1. Qualitative Information about the Consolidated Operating Results

During the 1st Quarter of this fiscal year (April 1 to June 30, 2011; hereafter, “the 1st Quarter”), the global economy showed signs of stagnation in developed countries including financial instability in Europe and slow improvement in the unemployment rate and poor performance in the housing market in the United States. Meanwhile emerging economy countries such as China and India supported the world economy by maintaining strong economic growth despite some slowing resulting from concerns about inflation.

The Japanese economy is currently recovering after the far-reaching effects of the 3-11 Great East Japan Earthquake.

In the marine transportation business environment, the containership market slumped because of a fall in the number of loaded containers and sluggish recovery in freight rates, which fell early in the year. In the dry bulk market, demand in China and India remained strong, but was weak for large vessels in particular as a result of the completion of a large number of newbuildings. Cargo movements of completely built-up cars fell substantially immediately after the 3-11 earthquake disaster, but recovered rapidly due to the fast restoration of operations by auto manufacturers.

The “K” Line Group is facing an adverse business environment, but has made all-out efforts to cut costs through measures such as eco-friendly slow steaming. However, we were unable to compensate for the losses incurred as a result of changes in the business environment due to the 3-11 earthquake and other factors, resulting in consolidated operating revenues in the 1st Quarter being ¥244.210 billion, a ¥9.570 billion decrease year on year. Consolidated operating losses were ¥9.893 billion, compared to operating income of ¥23.063 billion in the same period of the previous year, while consolidated ordinary losses were ¥8.806 billion, compared to ordinary income of ¥20.551 billion in the same period of the previous year. Consolidated quarterly net losses were ¥3.727 billion, compared to a net income of ¥15.803 billion in the same period of last year. Summaries of developments in each business segment are provided below.

(1) Containership Business Segment

Containership business

In 2009, following the collapse of Lehman Brothers, the “K” Line Group temporarily reduced the number of ships in operation in response to declining demand and has subsequently conducted cautious business management. Shipping space on the North American routes from Asia declined, and the “K” Line Group’s number of loaded containers fell by 4% from the same period of the previous year. Loaded containers shipped from North America to Asia also declined by 5% from the same period of the previous year, and

North American service routes were down 5% overall. On the European service routes, the number of loaded containers shipped from Asia to Northern Europe and the Mediterranean Sea increased by 3% over the same period of the previous year. In addition, the number of loaded containers shipped from Northern Europe and the Mediterranean Sea to Asia remained at the same levels of the previous year, while loaded container numbers on the European service increased by 2% overall. The “K” Line Group’s total number of loaded containers including the South/North and Intra-Asia service routes fell by 1% from the same period of the previous year as a result of the effects of the 3-11 earthquake and other factors. Freight rate levels on the North American service routes improved slightly over the same period of the previous year, but levels on the European and South/North service routes were down owing to the effects of short-term contract rates, which have been falling since the beginning of the year. In addition, high fuel costs coupled with the high value of the yen have also had a negative impact. “K” Line made diligent efforts to maximize utilization of its shipping capacity and equipment, streamline ship operations in cooperation with other companies, maximize the number of loaded containers, and reduce costs, but both revenues and income were down compared to the same period of the previous year.
As a result of the above developments, operating revenues in the containership business segment were ¥104.657 billion, operating losses were ¥7.983 billion and ordinary losses were ¥7.797 billion.

(2) Bulk Shipping Business Segment

Dry Bulk business

During the 1st Quarter, iron ore imports by China grew at a strong pace, but the increase in supply of large vessels exceeded the growth in demand due to the completion of a large number of newbuildings, resulting in sluggish market conditions. In the small and middle-sized vessel market, movement of iron ore to China and India was brisk, but this demand was unable to prop up the market, which was dragged down to a low level by the slump in demand for large vessels. The Group worked to conduct efficient fleet assignments and to cut operating costs, and although operating revenues were up, income was down compared to the same period of the previous year owing to the effects of the flagging market.

Car Carrier business

Production by Japanese car manufacturers is recovering rapidly after the Great East Japan Earthquake, but movement of completely built-up cars from Japan in the 1st Quarter fell by nearly half from the same period of the previous year. With respect to inbound services and other-than-Japan trade, there were concerns regarding the shortage of automobile parts manufactured in Japan, but movements were strong overall. The Company made considerable efforts in response to the sharp decline in exports from Japan including detaining and laying up vessels, but the high cost of fuel oil and yen appreciation also had a negative effect, and both operating revenues and income were down compared to the same period of the previous year.

Energy transportation and Tanker business

With regard to LNG carrier services, business for carriers under long-term service contracts remained favorable, and the execution of new medium-term service contracts for the spot fleet contributed to improved income. The Company also sold two aged carriers during the 1st Quarter. In the tanker business, the Company secured stable income from long-term service contracts for large tankers, but the general feeling in the market is that there is an excess supply of medium crude oil tankers and petroleum product tankers, and as a result the market was sluggish, resulting in poor financial performance. With respect to the offshore support vessel business, two newbuildings were completed, bringing the fleet to a total of four vessels. Profitability improved due to entry into medium-term service contracts and currency exchange valuation gains. As a result of these developments in the energy transportation and tanker business, operating revenues and income were down compared to the same period of the previous year.

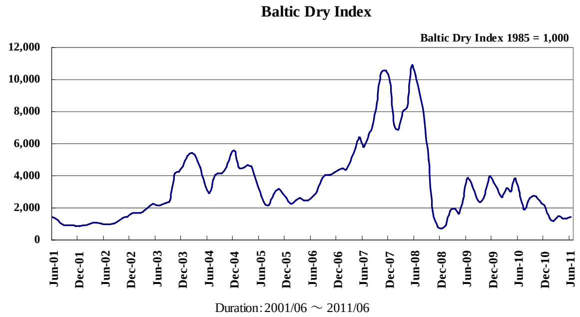
Heavy Lifter business

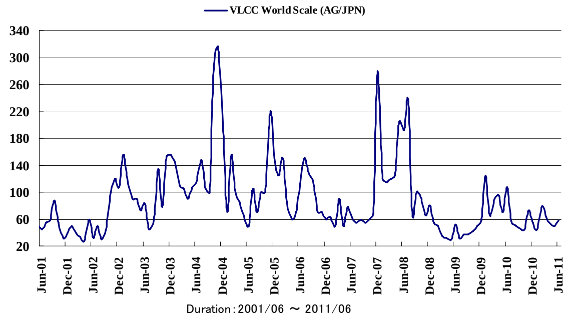
In the heavy lifter business, increased cargo movements and a recovery in rates due to recovery of the global economy contributed to higher operating revenues and income compared to the same period of the previous year.

Coastal and Ferry business

In tramp business, dedicated limestone carrier services for steel and cement makers performed well overall, and stable shipping volumes were secured. After the 3-11 earthquake, coastal RORO vessel services were temporarily rerouted in Kushiro, Tomakomai and Kitakyushu services, but have since returned to normal. Even so, the number of voyages declined and shipping volumes were stagnant. In addition, rising fuel prices put pressure on profits. Aomori Port was used as an alternative port of call for the Hachinohe-Tomakomai ferry service for a time, but passenger demand was sluggish and shipping volume fell below last year’s levels for the same period.

As a result, the bulk shipping business segment reported operating revenues of ¥110.123 billion, operating loss of ¥2.522 billion and ordinary loss of ¥1.984 billion.





(3) Other Business

Logistics/Harbor Transportation business

Logistics and harbor transportation business reported higher operating revenues and income compared to the same period of the previous year, due in part to strong performance in international logistics business. Air forwarding business was supported by higher export volumes from China and other Asian countries and higher import volumes to Japan, which contributed to improved profitability. In the overland transport and harbor transport sectors, car production volumes were down as a result of the 3-11 earthquake and exports declined, resulting in lower operating revenues.

As a result, other businesses including logistics and harbor transportation reported operating revenue of ¥29.428 billion, operating income of ¥1.821 billion and ordinary income of ¥1.953 billion.

2. Qualitative Information on the Consolidated Financial Situation

Consolidated assets at the end of the 1st Quarter were ¥1,053.803 billion, an increase of ¥21.297 billion over the end of the previous fiscal year as a result of an increase in vessels and other factors.
Consolidated liabilities increased by ¥36.672 billion to ¥754.191 billion due to an increase in long-term debt, less current portion and other factors.
Consolidated net assets were ¥299.611 billion, a decrease of ¥15.374 billion from the end of the previous fiscal year as a result of a decline in retained earnings, a decrease in minority interests in consolidated subsidiaries, deferred losses on hedges, net unrealized holding losses on investments in securities relating to decreases in market prices and other factors.

3. Qualitative Information regarding Consolidated Prospects for FY2011

The economies of developed countries are still in the process of recovering, with financial instability in Europe coupled with the sluggish housing market and slow improvement in unemployment in the United States. However, we anticipate an increase in cargo movements in the containership business segment during the peak season in the 2nd Quarter onward, with the balance between supply and demand expected to tighten. The Company will work to restore rates and rigorously cut costs, but lower demand for short-term contracts than expected at the beginning of the year and rising fuel oil prices will likely result in an adverse business environment.

In the bulk shipping business segment, shipping demand to China and India in the dry bulk business should remain strong and the growth in supply is expected to slow as a result of faster scrapping of large aged vessels, but considerable time will be needed for full recovery of the bulk carrier market, and adverse market conditions are likely to continue. Securing stable income from special-purpose vessels and contracts of affreightment remain top-priority issues for the future, and the Group is addressing these issues by expanding its fleet to an optimal scale and working to secure new revenue sources by taking active measures to acquire new orders in rapidly growing markets such as China and India.

In the car carrier business, movements of completely built-up cars from Japan have rapidly recovered since June in conjunction with the re-commencement of production by automobile manufacturers, and production in Japan and exports from Japan are expected to undergo strong recoveries starting in the 2nd Quarter. In addition, a rapid increase in exports from Japan to compensate for the decrease in production caused by the 3-11 earthquake is expected until the end of the year. The Group will work to ensure a stable vessel supply that can respond to this recovery and growth in cargo movements, and will continue its efforts to improve profitability by efficiently allocating vessels and cutting operating costs.

In the energy transportation and tanker business, stable operation of LNG carriers under long-term and medium-term contracts is expected. No rapid recovery in the balance of supply and demand for crude oil carriers and petroleum product carriers can be expected and some time will be needed for the market to recover. The Group will develop a stable revenue base by maintaining existing contracts for large crude oil carriers and securing new contracts with overseas customers. Furthermore, the Group is expanding the customer segment for petroleum product tankers and working to increase fleet allocation efficiency and improve profitability. In the offshore support vessel business, all previously ordered newbuildings will be completed in the first half, giving the Group a fleet of seven cutting-edge offshore support vessels. All seven vessels will be operating in the second half, and the Group will work to secure long-term, stable contracts.

In the heavy lifter business, cargo movements and rates are expected to undergo modest recoveries and an improvement in profitability is anticipated. In addition, large-scale projects including plant development that was suspended following the collapse of Lehman Brothers have resumed, and two state-of-the-art vessels completed at the end of last year and in March of this year are expected to contribute to income.

The Group is conducting aggressive marketing in the coastal and ferry business and is working to achieve a recovery in return routes following restoration of regular outbound routes.
In the logistics and harbor transportation business, supply chains have recovered from the effects of the 3-11 earthquake more quickly than anticipated and the market is rapidly recovering. Although there are still some uncertainties including electric power shortages and harm caused by rumors, the Group expects to secure stable income.

As discussed above, the marine transportation business environment remains obscure and largely unpredictable, and the Group will make further efforts to improve profits through streamlining and cost cutting. Regarding the outlook for the first half of the 2011 fiscal year, the Company expects operating revenues, operating income and ordinary income to fall below the levels of the previously announced forecast, and is therefore revising its forecast of consolidated business results for the first half and the full year as disclosed elsewhere. With regard to the second half of the 2011 fiscal year, the Company will not be revising its previously announced forecasts at this time due to a number of uncertainties including economic developments in Europe and North America, conditions in the marine transportation market, fuel oil prices and exchange rates, but at the time of the announcement of results for the 2nd Quarter, the Company does plan to announce predictions that take into account improvement in earnings and cost reductions currently being formulated. Foreign exchange rate and fuel oil price assumptions for the 2nd Quarter are ¥80.24 per $1 and US$656 per metric ton, and ¥85 per $1 and US$650 per metric ton in the second half.

With respect to payment of dividends this fiscal year, “K” Line’s policy of seeking a dividend payout ratio of 25% remains unchanged, but as indicated above, the recent deterioration of the business environment has led “K” Line to predict a loss for the first half; thus, it is forecasted that no interim dividend will be paid. No decision has been made yet regarding year-end dividend, and the Company plans to make an announcement once it determines that predictions are possible, taking into account the outlook for the entire fiscal year and the financial status of the Company.

Consolidated Financial Statements

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

Consolidated Balance Sheets

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the year ended March 31, 2011 and three months ended June 30, 2011

(Millions of Yen/Thousands of U.S.Dollars)

	Year ended March 31, 2011	Three months ended June 30,2011	Three months ended June 30,2011
ASSETS			
Current assets :			
Cash and time deposits	¥ 74,063	¥ 76,942	$ 953,079
Accounts and notes receivable-trade	78,313	79,805	988,550
Short-term loans receivable	1,903	5,519	68,368
Marketable securities	24,998	10,999	136,250
Raw material and supply	34,411	35,636	441,429
Prepaid expenses and deferred charges	32,448	32,777	406,016
Other current assets	17,232	16,626	205,953
Allowance for doubtful receivables	(526)	(579)	(7,180)
Total current assets	262,845	257,727	3,192,467
Fixed assets :			
(Tangible fixed assets)			
Vessels	379,295	429,535	5,320,646
Buildings and structures	25,422	25,161	311,675
Machinery and vehicles	6,629	6,704	83,051
Land	30,717	30,722	380,562
Construction in progress	136,114	113,445	1,405,248
Other tangible fixed assets	5,550	5,093	63,097
Total tangible fixed assets	583,728	610,664	7,564,279
(Intangible fixed assets)			
Goodwill	4,518	6,823	84,523
Other intangible fixed assets	5,845	5,753	71,270
Total intangible fixed assets	10,363	12,577	155,793
(Investments and other long-term assets)			
Investments in securities	101,312	93,980	1,164,133
Long-term loans receivable	15,896	12,681	157,088
Other long-term assets	59,662	67,091	831,063
Allowance for doubtful receivables	(1,302)	(919)	(11,393)
Total investments and other long-term assets	175,569	172,834	2,140,890
Total fixed assets	769,660	796,075	9,860,961
Total assets	¥ 1,032,505	¥ 1,053,803	$ 13,053,428

Consolidated Balance Sheets

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the year ended March 31, 2011 and three months ended June 30, 2011

(Millions of Yen/Thousands of U.S.Dollars)

	Year ended March 31, 2011	Three months ended June 30,2011	Three months ended June 30,2011
LIABILITIES			
Current liabilities :			
Accounts and notes payable-trade	¥ 76,750	¥ 74,805	$ 926,610
Short-term loans and current portion of long-term debt	55,783	55,644	689,272
Accrued income taxes	3,456	2,124	26,310
Accrued allowance	2,373	1,704	21,118
Other current liabilities	65,348	74,413	921,762
Total current liabilities	203,711	208,692	2,585,072
Long-term liabilities :			
Bonds	74,951	74,951	928,416
Long-term debt, less current portion	332,481	363,839	4,506,867
Deferred income taxes on land revaluation	2,632	2,632	32,613
Accrued expenses for overhaul of vessels	17,708	18,016	223,173
Other allowance	9,772	9,233	114,371
Other long-term liabilities	76,261	76,825	951,634
Total long-term liabilities	513,807	545,498	6,757,074
Total liabilities	717,519	754,191	9,342,146
NET ASSETS			
Shareholder's equity:			
Common stock	65,031	65,031	805,544
Capital surplus	49,892	49,892	618,017
Retained earnings	258,075	250,259	3,099,955
Less treasury stock, at cost	(903)	(904)	(11,203)
Total shareholders' equity	372,095	364,279	4,512,313
Accumulated other comprehensive income (loss) :			
Net unrealized holding gain on investments in securities	1,955	211	2,624
Deferred loss on hedges	(55,305)	(56,333)	(697,795)
Revaluation reserve for land	2,077	2,077	25,730
Translation adjustments	(29,153)	(28,948)	(358,580)
Total accumulated other comprehensive loss, net	(80,426)	(82,992)	(1,028,023)
Minority interests in consolidated subsidiaries	23,316	18,325	226,992
Total net assets	314,986	299,611	3,711,282
Total liabilities and net assets	¥ 1,032,505	¥ 1,053,803	$ 13,053,428

Consolidated Statements of Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for three months ended June 30, 2011 and 2010

(Millions of Yen/Thousands of U.S.Dollars)

	Three months ended June 30, 2010	Three months ended June 30, 2011	Three months ended June 30, 2011
Marine transportation and other operating revenues	¥ 253,780	¥ 244,210	$ 3,025,024
Marine transportation and other operating expenses	214,421	236,932	2,934,882
Gross income	39,359	7,277	90,142
Selling, general and administrative expenses	16,296	17,171	212,699
Operating (loss) income	23,063	(9,893)	(122,557)
Non-operating income :			
Interest income	150	232	2,876
Dividend income	679	659	8,170
Equity in earnings of affiliated companies	-	125	1,558
Exchange gain	-	1,408	17,443
Other non-operating income	482	773	9,578
Total non-operating income	1,312	3,198	39,625
Non-operating expenses :			
Interest expenses	2,226	2,067	25,611
Equity in loss of affiliated companies	76	-	-
Exchange loss	1,344	-	-
Other non-operating expenses	176	43	538
Total non-operating expenses	3,823	2,111	26,149
Ordinary (loss) income	20,551	(8,806)	(109,080)
Extraordinary profits :			
Gain on sales of fixed assets	3,859	2,364	29,290
Other extraordinary profits	233	1	14
Total extraordinary profits	4,092	2,365	29,304
Extraordinary losses :			
Loss from devaluation of investment securities	-	904	11,202
Loss on cancellation of chartered vessels	232	-	-
Loss on adjustment for changes of accounting standard for asset retirement obligations	371	-	-
Other extraordinary losses	230	69	857
Total extraordinary losses	834	973	12,060
(Loss) Income before income taxes	23,809	(7,413)	(91,836)
Income taxes : current	1,302	1,289	15,973
deferred	6,545	(5,359)	(66,388)
Total income taxes	7,847	(4,070)	(50,415)
(Loss) income before minority interests	15,961	(3,343)	(41,421)
Minority interests	158	383	4,756
Net (loss) income	¥ 15,803	¥ (3,727)	$ (46,177)

Consolidated Statements of Comprehensive Loss

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for three months ended June 30, 2011 and 2010

(Millions of Yen/Thousands of U.S.Dollars)

	Three months ended June 30, 2010	Three months ended June 30, 2011	Three months ended June 30, 2011
Net (loss) income before minority interests	¥ 15,961	¥ (3,343)	$ (41,421)
Other comprehensive loss:			
Net unrealized holding loss on investments in securities	(8,143)	(1,748)	(21,653)
Deferred income(loss) on hedges	(8,748)	499	6,187
Translation adjustments	847	774	9,597
Share of other comprehensive loss of subsidiaries and affiliates accounted for by the equity method	(409)	(1,367)	(16,939)
Total other comprehensive loss	(16,454)	(1,841)	(22,809)
Comprehensive loss	¥ (492)	¥ (5,185)	$ (64,230)
(Breakdown)			
Comprehensive loss attributable to shareholders of Kawasaki Kisen Kaisha, Ltd.	(336)	(6,293)	(77,951)
Comprehensive income (loss) attributable to minority shareholders of cosolidated subsidiaries	(156)	1,107	13,722

Consolidated Statements of Cash Flows

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for three months ended June 30, 2011 and 2010

(Millions of Yen / Thousands of U.S.Dollars)

	Three months ended June 30, 2010	Three months ended June 30, 2011	Three months ended June 30, 2011
Cash flows from operating activities :			
(Loss) income before income taxes and minority interests	¥ 23,809	¥ (7,413)	$ (91,836)
Depreciation and amortization	11,370	11,864	146,962
Reversal of employees' retirement benefits	(215)	(164)	(2,037)
Reversal of directors' and corporate auditors' retirement benefits	(322)	(378)	(4,685)
Increase (decrese) in accrued expenses for overhaul of vessels	(1,263)	273	3,392
Interest and dividend income	(830)	(891)	(11,047)
Interest expense	2,226	2,067	25,611
Gain on sales of marketable securities and investments in securities	(89)	-	-
Loss on revaluation of marketable securities and investments in securities	-	904	11,202
Gain on sales of vessels, property and equipment	(3,820)	(2,352)	(29,143)
Decrease (increase) in accounts and notes receivable – trade	(6,969)	2,348	29,086
(Decrease) increase in accounts and notes payable – trade	2,268	(4,497)	(55,710)
Increase in inventories	(1,621)	(1,056)	(13,092)
Decrease (increase) in other current assets	(5,820)	3,297	40,850
Increase in other current liabilities	7,176	885	10,965
Other, net	4,717	(1,305)	(16,172)
Subtotal	30,616	3,580	44,347
Interest and dividends received	568	856	10,615
Interest paid	(1,205)	(1,852)	(22,942)
Income taxes paid	(2,558)	(2,681)	(33,214)
Net cash (used in) provided by operating activities	27,421	(96)	(1,194)
Cash flows from investing activities :			
Purchases of marketable securities and investments in securities	(278)	(389)	(4,822)
Proceeds from sale of marketable securities and investments in securities	326	161	2,000
Purchases of vessels, property and equipment	(48,727)	(84,851)	(1,051,057)
Proceeds from sale of vessels, property and equipment	24,345	64,891	803,815
Purchases of intangible fixed assets	(153)	(178)	(2,211)
Increase in long-term loans receivable	(193)	(1,105)	(13,689)
Collection of long-term loans receivable	4,827	159	1,973
Payment for acquisition of shares in consolidated subsidiaries	-	(12,414)	(153,776)
Other, net	(501)	178	2,214
Net cash used in investing activities	(20,355)	(33,547)	(415,552)
Cash flows from financing activities :			
Decrease in short-term loans, net	(896)	(738)	(9,153)
Decrease in commercial paper	(9,000)	-	-
Proceeds from long-term debt	26,432	46,728	578,829
Repayment of long-term debt and obligations under finance leases	(12,905)	(18,663)	(231,188)
Cash dividends paid	(1)	(4,204)	(52,082)
Cash dividends paid to minority shareholders	(64)	(120)	(1,495)
Proceeds from stock issuance to minority shareholders	-	268	3,320
Other, net	(2)	(1)	(24)
Net cash provided by financing activities	3,562	23,266	288,207
Effect of exchange rate changes on cash and cash equivalents	(1,349)	(1,722)	(21,334)
Net (decrease) increase in cash and cash equivalents	9,278	(12,099)	(149,873)
Cash and cash equivalents at beginning of the period	92,122	94,429	1,169,701
Increase in cash and cash equivalents arising from inclusion of subsidiaries	-	695	8,616
Cash and cash equivalents at end of the period	¥ 101,401	¥ 83,026	$ 1,028,444

Segment information

Three months ended June 30, 2010

(Millions of yen)

	Container-ship	Bulk shipping	Other	Total	Adjustments and eliminations	Consolidated
Revenues						
Operating Revenues from customers	¥ 112,266	¥ 118,420	¥ 23,092	¥ 253,780	¥ -	¥ 253,780
Inter-group revenues and transfers	424	472	9,673	10,570	(10,570)	-
Total revenues	112,691	118,892	32,766	264,350	(10,570)	253,780
Segment income	8,869	11,714	673	21,258	(706)	20,551

Three months ended June 30, 2011

(Millions of yen)

	Container-ship	Bulk shipping	Other	Total	Adjustments and eliminations	Consolidated
Revenues						
Operating Revenues from customers	¥ 104,657	¥ 110,123	¥ 29,428	¥ 244,210	¥ -	¥ 244,210
Inter-group revenues and transfers	987	499	9,312	10,799	(10,799)	-
Total revenues	105,645	110,623	38,741	255,009	(10,799)	244,210
Segment (loss) income	(7,797)	(1,984)	1,953	(7,827)	(978)	(8,806)

Three months ended June 30, 2011

(Thousands of U.S. dollars)

	Container-ship	Bulk shipping	Other	Total	Adjustments and eliminations	Consolidated
Revenues						
Operating Revenues from customers	$ 1,296,395	$ 1,364,102	$ 364,528	$ 3,025,024	$ -	$ 3,025,024
Inter-group revenues and transfers	12,228	6,186	115,357	133,771	(133,771)	-
Total revenues	1,308,622	1,370,288	479,884	3,158,795	(133,771)	3,025,024
Segment (loss) income	(96,581)	(24,582)	24,202	(96,961)	(12,119)	(109,080)