

FINANCIAL HIGHLIGHTS

Brief report of the nine months ended December 31, 2010.

Kawasaki Kisen Kaisha, Ltd.

[Two Year Summary]

	Nine months ended Dec.31, 2009	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
Consolidated			
Operating revenues (Millions of yen / Thousands of U.S. dollars)	¥ 612,962	¥ 761,850	\$ 9,349,001
Operating income (loss) (Millions of yen / Thousands of U.S. dollars)	(52,862)	62,343	765,051
Net income (loss) (Millions of yen / Thousands of U.S. dollars)	(61,986)	33,241	407,919
Per share of common stock (Yen / U.S. dollars)	(97.29)	43.53	0.53

	Year ended Mar.31, 2010	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
Total Assets (Millions of yen / Thousands of U.S. dollars)	¥ 1,043,884	¥ 1,038,913	\$ 12,748,970
Net assets (Millions of yen / Thousands of U.S. dollars)	331,864	309,073	3,792,775
Per share of common stock (Yen / U.S. dollars)	403.53	373.73	4.59

	Nine months ended Dec.31, 2009	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
Net cash provided by (used in) operating activities (Millions of yen / Thousands of U.S. dollars)	¥ (21,953)	¥ 77,902	\$ 955,974
Net cash used in investing activities (Millions of yen / Thousands of U.S. dollars)	(46,229)	(37,757)	(463,335)
Net cash (used in) provided by financing activities (Millions of yen / Thousands of U.S. dollars)	72,607	(18,883)	(231,729)

The U.S. dollar amounts are converted from the yen amount at ¥81.49=U.S.\$1.00.

The exchange rate prevailing on December 31, 2010

1. Qualitative Information and Financial Statements

1. Qualitative Information regarding Consolidated Operating Results

During the 3rd Quarter of fiscal year 2010 (October 1 through December 31, 2010), China, India and other developing countries maintained steady economic growth, and although the unemployment rate in the United States remained high, the economy began showing signs of a moderate recovery following the financial stimulus measures in August. In Europe, despite persistent fiscal concerns in some areas and credit risk concern, the real economy as a whole did not exhibit conspicuous detrimental effects and the moderate economic recovery continued. In Japan, although there were signs of a slight improvement in business sentiment, the economy overall remains stagnant with the rapid deterioration in business confidence as a result of the continued appreciation of the yen.

In the shipping industry, cargo movement in the containership business, particularly outbound cargo from Asia, remained steady. The freight rate market showed slight signs of softening, in part because of seasonal factors, but remained generally in line with expectations. In the dry bulk carrier business, the market was steady thanks to robust demand for iron ore and grain in China and India, but there was some slowdown in demand in the second half of the quarter. Cargo movement of completely built-up cars showed signs of modest recovery, mainly due to demand from developing countries.

The “K” Line Group continued to focus its efforts on the restoration of containership freight charges and cut costs through various measures such as eco-friendly slow steaming in accordance with the new KV 2010 medium-term management plan announced in January of last year. As a result of these efforts, consolidated operating revenues for the 3rd Quarter of FY2010 were ¥241.491 billion, an increase of ¥28.987 billion compared to the same period of the previous year. Operating income was ¥12.335 billion, compared with an operating loss of ¥10.362 billion in the same period of the previous year and ordinary income was ¥9.745 billion, compared with an ordinary loss of ¥14.632 billion in the same period of the previous year. Quarterly net income was ¥6.911 billion, compared with a net loss of ¥18.727 billion in the same period of the previous year.

Cumulative* consolidated operating revenues for the period from April 1, 2010 to December 31, 2010 were ¥761.850 billion, operating income was ¥62.343 billion, ordinary income was ¥52.595 billion and net income was ¥33.241 billion.

*For qualitative information concerning consolidated operating results for the first and second quarters of the fiscal year ending March 2011, please refer to the financial highlights for the first quarter of the fiscal year ending March 2011 released on July 29, 2010 and the financial highlights for the second quarter of the fiscal year ending March 2011 released on October 29, 2010.

The following is a summary of the activities in each business segment.

(1) Containership Business Segment

[Containership Business]

Thanks to the modest recovery of the US economy, cargo movement from Asia to North America (eastbound) was steady, but the Company has continued to reduce its tonnage since last year, and as a result, the Company's cargo volume was down 3% year-on-year. The Company's cargo volume from North America to Asia fell by 16% year-on-year because of the ongoing reduction in tonnage similar to that on eastbound routes as well as market softening in conjunction with a decline in cargo movement since the second quarter. As a result, the Company's cargo volume on Asia/North America routes overall was down 8%.

On Asia/Europe routes, cargo movement is recovering steadily and the Company's cargo volume from Asia to Northern Europe and the Mediterranean was up 14% year-on-year. In addition, the Company's cargo volume from Northern Europe and the Mediterranean to Asia increased 1% year-on-year, and the Company's cargo volume on Asia/Europe routes overall was up 9% year-on-year.

The Group's combined cargo volume including South/North routes and Inter-Asia routes fell by 2% year-on-year.

Although freight rates declined slightly as a result of a retreat from peak season charges during the summer, substantial improvement compared to same period last year was seen on the East/West and Inter-Asia routes. Although the rapid appreciation of the yen was a negative factor affecting freight charges, the Company was able to increase revenues from the same period of the previous year and secure a profit as a result of maximizing cargo volumes by making full use of its shipping capacity and containers inventory as well as implementing cost-cutting measures.

As a result of the above developments, operating revenues in the containership business segment were ¥105.014 billion, operating income was ¥5.557 billion, and ordinary income was ¥5.713 billion.

(2) Bulk Shipping Business Segment

[Dry Bulk Carrier Business]

Iron ore shipments to China have been up year-on-year since October, resulting in active cargo movement. In addition, although the market was supported by transport demand as a result of global crude steel production volume being higher compared to same period of the previous year, the market for large vessels, which had sustained the firmness of the market, saw the completion of 200 newbuildings over the year, pushing the market lower at the end of the year.

In the middle and small size vessel market, exports of iron ore, mainly from India, fell sharply, and the market began declining in mid-December. As a result of efforts to reduce transport costs and implement efficient ship allocation, the Company posted higher revenues and income compared to same period of the previous year.

[Car Carrier Business]

Global cargo movement of completely built-up cars exhibited a moderate recovery. Notably, movement of cars from Japan and other Asian countries to Central and South America and Africa and movement from North America and Europe to China were strong. At the same time, the decline in the competitiveness of Japanese-made vehicles caused by the rising value of the yen and the sluggish recovery of the Japanese economy caused cargo movements to the key markets of North America and Europe to lose their previous vitality. Although high fuel prices and yen appreciation have caused a continuation of the adverse business environment, the Company was able to achieve higher revenues compared to same period the previous year and secured a profit thanks to higher cargo movement combined with ongoing efforts to reduce operating costs by streamlining carrier allocation and cutting cargo handling costs.

[Energy Transportation and Tanker Business]

With regard to LNG carrier services, business for carriers under long-term service contract continued to develop favorably. Supply and demand tightened because of rising transport demand in the winter season, and the “K” Line Group’s non-contractual carriers were under stable operation thanks to time-charter contracts. In the oil tanker sector, business for long-term service contracts was strong, and although the spot market for VLCC exceeded expectations, the AFRAMAX spot freight rates fell below expectations. As a result of these developments, operating revenues were down compared to same period of the previous year, but losses were smaller.

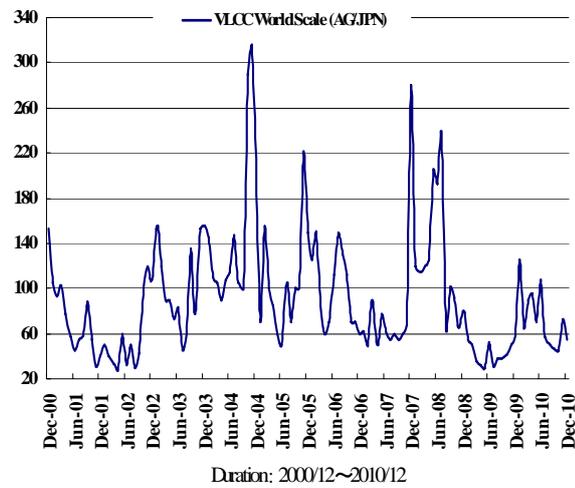
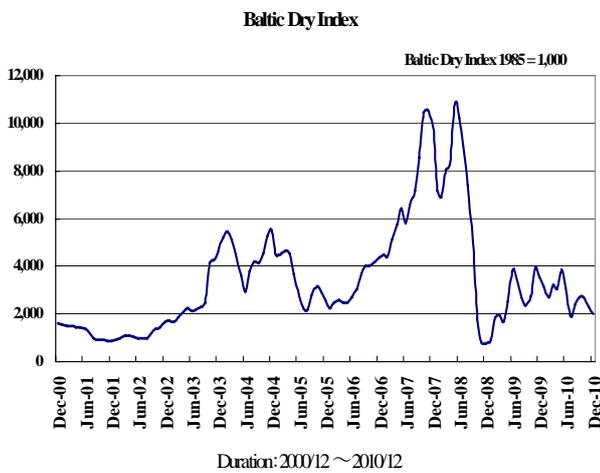
[Heavy Lifter Business]

There are signs of recovery of cargo movement, which had been slumping since the collapse of Lehman Brothers, and although there were indications that the decline in freight rates has ended, freight rates remained at low levels. Revenues were up from the same period of the previous year and losses declined.

[Coastal and Ferry Business]

The dedicated limestone carrier utilization rate climbed and operation of small cargo carriers was strong. In the regular Japanese domestic route and ferry route businesses, active efforts to acquire new freight pushed transport volumes higher compared to same period of the previous year.

As a result of the above developments, operating revenues in the bulk shipping business segment were ¥111.969 billion, operating income was ¥6.034 billion, and ordinary income was ¥2.964 billion.



Logistics & Harbor Transportation Business

In the air freight sector, cargo movement originating in Japan was put under pressure from the high value of the yen and remained sluggish even during the busy season. In addition, the expected shortage of space failed to materialize, and there was no progress in the restoration of freight rates. In the trucking sector, fuel prices remained high, and although these sectors have only limited impact on profits, harbor transport operation and other sectors supported profitability, resulting in higher revenues and income compared to the same period of the previous year.

Operating revenues from other businesses including the logistics and harbor transportation business were ¥24.507 billion, operating income was ¥1.908 billion, and ordinary income was ¥1.925 billion.

2. Qualitative Information regarding Financial Status (Consolidated Basis)

Assets at the end of the 3rd Quarter were ¥1,038.913 billion, down ¥4.971 billion from the end of the previous fiscal year as a result of a decrease in the market value of investment securities and other factors.

Liabilities were ¥729.840 billion, up ¥17.820 billion from end of the previous fiscal year as a result of a decrease in corporate bonds and long-term loans and an increase in other [long-term liabilities].

Net assets were ¥309.073 billion, a decrease of ¥22.791 billion from end of the previous fiscal year because of an increase in retained earnings, deferred loss on hedges, translation adjustments, valuation losses from a decrease in the market value of investment securities, and other factors.

3. Qualitative Information regarding Consolidated Prospects for FY2010

In the containership business segment, cargo movement is expected to decline because of seasonal factors including temporary plant shutdowns during the lunar New Year holiday in China, the world's largest exporter, and other countries. In addition, there are a number of uncertain factors including financial instability in Europe and depressed home sales and persistent high unemployment in the United States, but the Company will carefully monitor supply and demand trends and work to improve earnings through comprehensive cost-cutting measures, including adjustments to the scale of operations involving temporary reductions in sailings to match transport demand, as well as slow steaming.

In the bulk shipping business segment, dry bulk business continues to experience strong pressure from newbuildings, and flooding damage in Australia earlier this year has pushed down demand for large vessels, giving rise to concerns about an imbalance between supply and demand. On the other hand, sustained growth in developing countries will likely support overall marine cargo movement at a strong level, so the market is expected to undergo a gradual recovery starting in the second half of the 4th Quarter. The market for medium and small size vessels will likely undergo a moderate recovery as a result of longer transport distances of coal imported by Asian buyers due to being switched from Australian suppliers to U.S. and other sources, as well as brisk cargo movement of coal and soybeans to China and coal to India.

In the car carrier business, the modest recovery of global cargo movement of completely built-up cars will likely continue. In addition to dynamically responding to diversifying logistics, there are concerns about further increases in fuel oil prices, the enduring strength of the yen, etc., so the Company will strive to improve earnings by continuing to streamline carrier allocation, reducing operating costs, and flexibly using our shipping capacity.

In the energy transportation and tanker business, the Company anticipates stable operation of LNG carriers under long-term service contracts. In the spot market, shipping capacity supply and demand will tighten as a result of higher winter demand, and earnings are likely to improve. With respect to oil tankers, although cargo movement of both crude and refined products is strong, pressure on shipping capacity supply remains strong, and additional time will be required before the market recovers. In the heavy lifter business, a recovery of spot freight cargo movement is anticipated, but it is expected that it will be some time before freight rates recover to their earlier levels.

In the coastal and ferry business, the sense of uncertainty concerning Japan's domestic economy is increasing, but we will step up marketing activities even further.

In other businesses, no extreme recovery of the logistics and harbor transportation business can be expected for some time because of the sense of procurement lull regarding semiconductors and other

electronic components, which are main transport products in the air freight sector, but other sectors will remain strong and are expected to contribute to stable income.

As a result of the above, the marine transportation business environment is largely unpredictable in terms of supply and demand, exchange rates and interest rates, but the Company will strive to improve earnings through further streamlining and cost cutting.

Foreign exchange rate and fuel oil price assumptions for the 4th Quarter are ¥80.50 per \$1 and a bunker price of US\$515 per metric ton.

With regard to dividends, there is no change from the projection made at the time of the previous announcement of quarterly results. The Company expects to pay a year-end dividend of ¥6 per share, for a total annual dividend of ¥10 per share.

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, 2010 and nine months ended December 31, 2010

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

	Year ended Mar.31, 2010	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
ASSETS			
Current assets :			
Cash and time deposits	¥ 96,059	¥ 87,176	\$ 1,069,776
Accounts and notes receivable-trade	76,674	79,366	973,936
Short-term loans receivable	9,557	1,943	23,856
Marketable securities	0	24,997	306,759
Raw material and supply	26,510	28,145	345,384
Prepaid expenses and deferred charges	27,081	29,932	367,315
Other current assets	25,934	16,131	197,956
Allowance for doubtful receivables	(493)	(448)	(5,508)
Total current assets	261,325	267,244	3,279,475
Fixed assets :			
(Tangible fixed assets)			
Vessels	369,830	382,844	4,698,056
Buildings and structures	26,874	26,084	320,101
Machinery and vehicles	8,608	6,948	85,267
Land	30,995	30,918	379,419
Construction in progress	146,401	129,060	1,583,757
Other tangible fixed assets	7,151	6,200	76,087
Total tangible fixed assets	589,861	582,057	7,142,686
(Intangible fixed assets)			
Goodwill	7,392	5,236	64,263
Other intangible fixed assets	6,562	6,056	74,321
Total intangible fixed assets	13,955	11,293	138,585
(Investments and other long-term assets)			
Investments in securities	112,916	103,255	1,267,098
Long-term loans receivable	19,067	15,651	192,065
Other long-term assets	52,324	60,679	744,629
Allowance for doubtful receivables	(5,565)	(1,268)	(15,566)
Total investments and other long-term assets	178,741	178,318	2,188,225
Total fixed assets	782,558	771,669	9,469,495
Total assets	¥ 1,043,884	¥ 1,038,913	\$ 12,748,970

Consolidated Balance Sheets

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the year ended March 31, 2010 and nine months ended December 31, 2010

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

	Year ended Mar.31, 2010	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
LIABILITIES			
Current liabilities :			
Accounts and notes payable-trade	¥ 70,310	¥ 70,137	\$ 860,692
Short-term loans and current portion of long-term debt	61,960	55,945	686,527
Accrued income taxes	3,189	3,026	37,141
Accrued allowance	1,627	1,515	18,595
Other current liabilities	53,865	67,495	828,271
Total current liabilities	190,954	198,120	2,431,226
Long-term liabilities :			
Bonds	90,329	75,140	922,076
Long-term debt, less current portion	348,767	337,751	4,144,693
Deferred income taxes for land revaluation	2,633	2,633	32,313
Accrued expenses for overhaul of vessels	17,770	16,678	204,672
Other allowance	10,011	9,526	116,900
Other long-term liabilities	51,554	89,990	1,104,315
Total long-term liabilities	521,065	531,719	6,524,969
Total liabilities	712,019	729,840	8,956,195
NET ASSETS			
Shareholder's equity:			
Common stock	65,031	65,031	798,031
Capital surplus	49,876	49,876	612,057
Retained earnings	229,661	260,198	3,193,012
Less treasury stock, at cost	(949)	(955)	(11,723)
Total shareholders' equity	343,619	374,151	4,591,377
Valuation and translation adjustments			
Net unrealized holding gain on investments in securities	8,545	2,411	29,591
Deferred loss on hedges	(28,936)	(64,728)	(794,316)
Revaluation reserve for land	2,044	2,044	25,088
Translation adjustments	(17,151)	(28,517)	(349,948)
Total valuation and translation adjustments	(35,498)	(88,790)	(1,089,586)
Minority interests in consolidated subsidiaries	23,743	23,712	290,984
Total net assets	331,864	309,073	3,792,775
Total liabilities and net assets	¥ 1,043,884	¥ 1,038,913	\$ 12,748,970

Consolidated Statements of Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for nine months ended December 31, 2010 and 2009

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

	Nine months ended Dec.31, 2009	Nine months ended Dec.31, 2010	Nine months ended Dec.31, 2010
Marine transportation and other operating revenues	¥ 612,962	¥ 761,850	\$ 9,349,001
Marine transportation and other operating expenses	616,508	651,734	7,997,722
Gross income (loss)	(3,546)	110,115	1,351,280
Selling, general and administrative expenses	49,315	47,771	586,229
Operating income (loss)	(52,862)	62,343	765,051
Non-operating income :			
Interest income	846	582	7,148
Dividend income	1,274	1,513	18,573
Other non-operating income	1,805	1,203	14,771
Total non-operating income	3,925	3,299	40,492
Non-operating expenses :			
Interest expenses	6,426	6,557	80,465
Equity in loss of affiliated companies	678	31	384
Exchange loss	593	6,052	74,268
Loss on cancellation of derivatives	6,791	-	-
Other non-operating expenses	1,080	407	4,999
Total non-operating expenses	15,571	13,047	160,117
Ordinary income (loss)	(64,507)	52,595	645,426
Extraordinary profits :			
Gain on sales of fixed assets	7,283	4,319	53,001
Gain on sales of investments in securities	116	-	-
Gain on reversal of accrued expenses for overhaul of vessels	3,990	-	-
Other extraordinary profits	429	1,969	24,170
Total extraordinary profits	11,819	6,288	77,171
Extraordinary losses :			
Loss on sales of fixed assets	807	-	-
Loss on impairment of fixed assets	8,898	-	-
Loss on cancellation of chartered vessels	4,997	-	-
Loss for change of ship building contracts	11,309	-	-
Other extraordinary losses	4,114	4,461	54,746
Total extraordinary losses	30,126	4,461	54,746
Income (loss) before income taxes	(82,814)	54,423	667,851
Income taxes : current	3,212	4,548	55,820
deferred	(26,820)	15,271	187,405
Total income taxes	(23,608)	19,820	243,224
Income before minority interests	-	34,602	424,627
Minority interests	2,779	1,361	16,708
Net income (loss)	¥ (61,986)	¥ 33,241	\$ 407,919

Consolidated Statements of Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the third quarter ended December 31, 2010 and 2009

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

	3rd quarter ended Dec.31, 2009	3rd quarter ended Dec.31, 2010	3rd quarter ended Dec.31, 2010
Marine transportation and other operating revenues	¥ 212,503	¥ 241,491	\$ 2,963,450
Marine transportation and other operating expenses	206,919	213,753	2,623,063
Gross income	5,584	27,738	340,387
Selling, general and administrative expenses	15,946	15,403	189,018
Operating income (loss)	(10,362)	12,335	151,369
Non-operating income :			
Interest income	256	212	2,604
Dividend income	181	543	6,665
Equity in earnings of affiliated companies	44	144	1,775
Other non-operating income	354	384	4,720
Total non-operating income	837	1,284	15,764
Non-operating expenses :			
Interest expenses	2,326	2,266	27,811
Exchange loss	1,751	1,456	17,876
Loss on cancellation of derivatives	838	-	-
Other non-operating expenses	189	150	1,849
Total non-operating expenses	5,106	3,873	47,537
Ordinary income (loss)	(14,632)	9,745	119,596
Extraordinary profits :			
Gain on sales of fixed assets	2,455	-	-
Gain on sales of investments in securities	115	-	-
Gain on reversal of devaluation of investment in securities	-	1,118	13,726
Gain on reversal of accrued expenses for overhaul of vessels	96	-	-
Gain on cancellation of chartered vessels	-	668	8,203
Other extraordinary profits	414	852	10,464
Total extraordinary profits	3,083	2,639	32,393
Extraordinary losses :			
Loss on sales of fixed assets	122	-	-
Loss on impairment of fixed assets	8,898	-	-
Allowance for bad debts (extraordinary losses)	-	180	2,220
Loss on cancellation of chartered vessels	1,699	-	-
Other extraordinary losses	1,588	300	3,692
Total extraordinary losses	12,308	481	5,912
Income (loss) before income taxes	(23,857)	11,903	146,077
Income taxes : current	1,061	1,594	19,561
deferred	(6,571)	2,761	33,883
Total income taxes	(5,509)	4,355	53,444
Income before minority interests	-	7,548	92,633
Minority interests	379	636	7,813
Net income (loss)	¥ (18,727)	¥ 6,911	\$ 84,820

Consolidated Statements of Cash Flows

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for nine months ended December 31, 2010 and 2009

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

	Nine months ended Dec.31,2009	Nine months ended Dec.31,2010	Nine months ended Dec.31,2010
Cash flows from operating activities :			
Income (loss) before income taxes and minority interests	¥ (82,814)	¥ 54,423	\$ 667,851
Depreciation and amortization	33,250	33,724	413,852
Loss on impairment of fixed assets	8,898	-	-
Reversal of employees' retirement benefits	(494)	(350)	(4,300)
Reversal of directors' and corporate auditors' retirement benefits	(45)	(139)	(1,717)
Decrease in accrued expenses for overhaul of vessels	(2,307)	(989)	(12,141)
Interest and dividend income	(2,120)	(2,096)	(25,721)
Interest expense	6,426	6,557	80,465
Loss on cancellation of derivatives contracts	6,791	-	-
Loss on cancellation of chartered vessels	4,997	-	-
Loss on amendments to shipbuilding contracts	11,309	-	-
Loss on sales of marketable securities and investments in securities	52	-	-
Gain on sales of vessels, property and equipment	(6,475)	(4,197)	(51,515)
(Increase) decrease in accounts and notes receivable – trade	1,019	(5,815)	(71,363)
Increase in accounts and notes payable – trade	5,179	1,445	17,734
Increase in inventories	(5,539)	(2,093)	(25,688)
Increase in other current assets	(4,293)	(5,069)	(62,216)
Increase in other current liabilities	-	6,393	78,456
Other, net	3,769	5,609	68,840
Subtotal	(22,398)	87,400	1,072,536
Interest and dividends received	1,962	1,966	24,131
Interest paid	(6,149)	(6,508)	(79,863)
Payment for cancellation of derivatives	(2,496)	-	-
Payment for cancellation of chartered vessels	(3,937)	-	-
Payment for amendments to shipbuilding contracts	(451)	-	-
Income taxes paid	(5,419)	(4,681)	(57,445)
Income taxes refunded	16,937	-	-
Other, net	-	(275)	(3,886)
Net cash provided by (used in) operating activities	(21,953)	77,902	955,974
Cash flows from investing activities :			
Purchases of marketable securities and investments in securities	(5,640)	(2,790)	(34,240)
Proceeds from sale of marketable securities and investments in securities	1,226	1,067	13,095
Purchases of vessels, property and equipment	(136,164)	(110,999)	(1,362,125)
Proceeds from sale of vessels, property and equipment	90,371	72,234	886,426
Purchases of intangible fixed assets	(1,244)	(634)	(7,787)
Increase in long-term loans receivable	(19,845)	(3,219)	(39,507)
Collection of long-term loans receivable	25,266	4,970	61,001
Other, net	(198)	1,613	19,803
Net cash used in investing activities	(46,229)	(37,757)	(463,335)
Cash flows from financing activities :			
(Decrease) increase in short-term loans, net	1,317	(5,184)	(63,625)
Decrease in commercial paper	(1,000)	(9,000)	(110,443)
Proceeds from long-term debt	76,291	44,553	546,736
Repayment of long-term debt and obligations under finance leases	(37,807)	(45,675)	(560,510)
Proceeds from Issuance of Bonds	35,110	-	-
Redemption of Bonds	-	(189)	(2,319)
Cash dividends paid	(35)	(3,083)	(37,834)
Cash dividends paid to minority shareholders	(3,096)	(312)	(3,834)
Proceeds from stock issuance to minority shareholders	1,844	14	177
Other, net	(17)	(6)	(77)
Net cash (used in) provided by financing activities	72,607	(18,883)	(231,729)
Effect of exchange rate changes on cash and cash equivalents	(823)	(5,593)	(68,640)
Net increase in cash and cash equivalents	3,601	15,668	192,270
Cash and cash equivalents at beginning of the period	69,700	92,122	1,130,472
Increase in cash and cash equivalents arising from inclusion of subsidiaries in consolidation	143	288	3,544
Cash and cash equivalents at end of the period	¥ 73,446	¥ 108,079	\$ 1,326,286

Segment information

(Business segment information)

3rd quarter ended December 31, 2009

(Millions of Yen)

	Marine Transportation	Logistics / harbour Transportation	Other	Total	Eliminations	Consolidated
Revenues						
(1) Operating revenues	¥ 186,251	¥ 21,116	¥ 5,135	¥ 212,503	¥ -	¥ 212,503
(2) Inter-group sales and transfers	2,232	10,860	9,313	22,406	(22,406)	-
Total revenues	188,483	31,976	14,449	234,910	(22,406)	212,503
Operating expenses	200,906	30,502	13,878	245,287	(22,421)	222,866
Operating income (loss)	(12,422)	1,474	571	(10,376)	14	(10,362)
Ordinary income (loss)	¥ (16,835)	¥ 2,072	¥ 179	¥ (14,583)	¥ (48)	¥ (14,632)

Nine months ended December 31, 2009

(Millions of Yen)

	Marine Transportation	Logistics / harbour Transportation	Other	Total	Eliminations	Consolidated
Revenues						
(1) Operating revenues	¥ 533,586	¥ 63,278	¥ 16,096	¥ 612,962	¥ -	¥ 612,962
(2) Inter-group sales and transfers	7,293	33,263	29,485	70,042	(70,042)	-
Total revenues	540,879	96,541	45,582	683,004	(70,042)	612,962
Operating expenses	598,907	93,635	43,376	735,919	(70,095)	665,824
Operating income (loss)	(58,027)	2,905	2,206	(52,915)	53	(52,862)
Ordinary income (loss)	¥ (69,265)	¥ 3,126	¥ 1,647	¥ (64,491)	¥ (15)	¥ (64,507)

(Segment information)

Nine months ended December 31, 2010

(Millions of yen)

	Container- ship	Bulk shipping	Other	Adjustment	Consolidated
Revenues					
Operating Revenues	¥ 345,728	¥ 345,740	¥ 70,380	¥ -	¥ 761,850
Inter-group sales and transfers	1,532	1,461	31,421	(34,415)	-
Total revenues	347,261	347,201	101,802	(34,415)	761,850
Segment income	¥ 31,273	¥ 19,978	¥ 4,101	¥ (2,757)	¥ 52,595

Nine months ended December 31, 2010

(Thousands of U.S. dollars)

	Container- ship	Bulk shipping	Other	Adjustment	Consolidated
Revenues					
Operating Revenues	\$ 4,242,588	\$ 4,242,738	\$ 863,675	\$ -	\$ 9,349,001
Inter-group sales and transfers	18,812	17,931	385,584	(422,327)	-
Total revenues	4,261,400	4,260,669	1,249,260	(422,327)	9,349,001
Segment income	\$ 383,765	\$ 245,164	\$ 50,334	\$ (33,838)	\$ 645,426

3rd quarter ended December 31, 2010

(Millions of yen)

	Container- ship	Bulk shipping	Other	Adjustment	Consolidated
Revenues					
Operating Revenues	¥ 105,014	¥ 111,969	¥ 24,507	¥ -	¥ 241,491
Inter-group sales and transfers	557	510	10,135	(11,203)	-
Total revenues	105,571	112,480	34,643	(11,203)	241,491
Segment income	¥ 5,713	¥ 2,964	¥ 1,925	¥ (857)	¥ 9,745

3rd quarter ended December 31, 2010

(Thousands of U.S. dollars)

	Container- ship	Bulk shipping	Other	Adjustment	Consolidated
Revenues					
Operating Revenues	\$ 1,288,679	\$ 1,374,026	\$ 300,745	\$ -	\$ 2,963,450
Inter-group sales and transfers	6,842	6,270	124,377	(137,488)	-
Total revenues	1,295,521	1,380,296	425,122	(137,488)	2,963,450
Segment income	\$ 70,116	\$ 36,373	\$ 23,633	\$ (10,526)	\$ 119,596

(Supplemental information)

Effective the 1st quarter of 2010FY, the Company and its consolidated subsidiaries have adopted “Accounting Standard for Disclosures about Segments of and Enterprise and Related Information” (ASBJ standard No.17, issued on March 27, 2009) and “Guidance on Accounting Standard for Disclosures about Segments of and Enterprise and Related Information” (ASBJ Guidance No.20, issued on March 21, 2008).