FINANCIAL HIGHLIGHTS

Brief report of the Six months ended September 30, 2013

Kawasaki Kisen Kaisha, Ltd.

[Two Year Summary]

	Six months ended September 30, 2012	Six months ended September 30, 2013	Six months ended September 30, 2013
Consolidated			
Operating revenues (Millions of yen / Thousands of U.S. dollars)	¥ 546,213	¥ 606,550	$ 6,205,123
Operating income (Millions of yen / Thousands of U.S. dollars)	12,148	19,763	202,180
Net income (loss) (Millions of yen / Thousands of U.S. dollars)	(1,124)	14,736	150,753
Per share of common stock (Yen / U.S. dollars)	(1.34)	15.71	0.16

	Year ended March 31, 2013	Six months ended September 30, 2013	Six months ended September 30, 2013
Total Assets (Millions of yen / Thousands of U.S. dollars)	¥ 1,180,433	¥ 1,249,996	$ 12,787,689
Net assets (Millions of yen / Thousands of U.S. dollars)	361,975	405,094	4,144,192

	Six months ended September 30, 2012	Six months ended September 30, 2013	Six months ended September 30, 2013
Net cash provided by operating activities (Millions of yen / Thousands of U.S. dollars)	¥ 19,551	¥ 61,743	$ 631,643
Net cash used in investing activities (Millions of yen / Thousands of U.S. dollars)	(18,538)	(16,170)	(165,425)
Net cash provided by financing activities (Millions of yen / Thousands of U.S. dollars)	34,873	14,211	145,383

The U.S. dollar amounts are converted from the yen amount at ¥97.75=U.S.$1.00.
The exchange rate prevailing on September 30, 2013.

1. Qualitative Information and Financial Statements

(1) Qualitative Information about the Consolidated Operating Result

(Billion Yen; rounded to nearest 100 million)

	Six months ended September 30, 2012	Six months ended September 30, 2013	Change	% change
Operating revenues	546.2	606.6	60.3	11.0%
Operating income (loss)	12.1	19.8	7.6	62.7%
Ordinary income (loss)	9.1	20.0	10.9	120.6%
Net income (loss)	(1.1)	14.7	15.9	—

Exchange rate (¥/US$) (6-month average)	¥79.73	¥98.03	¥18.30	23.0%
Fuel oil price (US$/MT) (6-month average)	$685	$628	($57)	(8.3%)

During the 2nd cumulative consolidated fiscal quarter (April 1, 2013 to September 30, 2013, hereinafter referred to as the “Current Cumulative Period”) the world saw the U.S. economy on a mild recovery trend and signs of receding prolonged economic downturn owing to the sovereign debt issues in Europe. Among emerging countries the Chinese economy showed signs of reversal from slowdown while India and other countries continued to decelerate growth.

Our domestic economy is on a recovery track, with both exports and private consumption growing.

The freight rates in containership sector went on at low levels, especially in European service routes, due to the stagnant European economy. In car carrier business, the growth of ex-Japan cargo movements lost momentum. On the other hand, the freight rates in the dry bulk sector substantially recovered in and after August due particularly to increased shipments of China-bound iron ore.

Overall, the business environment surrounding the shipping industry remained unstable despite positive factors towards our business performance such as moderation of soaring fuel oil price which improves profitability and correction of excessive appreciation of yen that had lasted for past several years which increases revenues .

As a result of these developments, for the current cumulative period the “K” Line Group posted operating revenues of 606.55 billion yen (an increase of 60.336 billion yen from the year-ago period), operating income of 19.763 billion yen (an increase of 7.614 billion yen from the year-ago period), ordinary income of 20.023 billion yen (an increase of 10.947 billion yen from the year-ago period), and net income of 14.736 billion yen (against net loss of 1.124 billion yen posted a year ago).

Performance per segment was as follows:

(Billion yen; rounded to the nearest 100 million yen)

		Six months ended September 30, 2012	Six months ended September 30, 2013	Change	% change
Containership	Operating revenues	271.1	294.3	23.2	8.6%
	Segment income (loss)	3.8	1.5	(2.2)	(59.3%)
Bulk Shipping	Operating revenues	244.1	277.6	33.6	13.7%
	Segment income (loss)	7.9	21.9	14.0	176.4%
Offshore Energy E&P Support and Heavy Lifter	Operating revenues	10.9	16.6	5.7	51.9%
	Segment income (loss)	(2.6)	(1.9)	0.7	—
Other	Operating revenues	20.1	18.0	(2.1)	(10.5%)
	Segment income (loss)	2.6	2.0	(0.7)	(25.2%)
Adjustment and eliminations	Segment income (loss)	(2.6)	(3.5)	(0.9)	—
Total	Operating revenues	546.2	606.6	60.3	11.0%
	Segment income (loss)	9.1	20.0	10.9	120.6%

(1) Containership Business Segment

Containership Business

The number of loaded container transported in the current cumulative period by the “K” Line Group was almost the same as the number in the year-ago period in the service between Asia and North America; while approximately 9% less as compared with the year-ago period in the service between Asia and Europe owing to downsizing of our service capacity to meet decreased demand stemming from weak European economies. In addition, we carried close-to 20% less cargoes as compared with the year-ago period in Inter-Asia and North-South service as a result of further streamlining of unprofitable service lines. In all, the overall result of transportation volume in the current cumulative period was about 10% less than in the year-ago period. The freight rate level was lower as compared with that in the year-ago period since our attempt on freight rate restoration in summer months achieved successful only in small amount, which was caused by weak cargo movements as well as continued deliveries of newly-built large-size vessels.

Our earnings deteriorated from the year-ago period despite our aggressive attempt for the improvement of operating efficiency through the deployment of newly-built large energy-efficient ships, and for the cost cutting measures including slow steaming.

Logistics Business

During the current cumulative period we saw our domestic logistics business and international logistics business, principally in the Asian region, continue fairly strong; however, we suffered from a sharp drop in ex-Japan air cargoes. Overall, in logistics business as a whole we posted deteriorated earnings than in the year-ago period.

As a result of the above, the financial performance of our Containership Business Segment achieved in the current period marks increased revenues and decreased income as compared with those of the year-ago period.

(2) Bulk Shipping Business Segment

Dry Bulk Business

In the Cape-size vessel sector, the freight rate market substantially improved in and after August owing to a slight easement in tonnage oversupply stemming from a sharp increase in the movement of China-bound iron ore cargo, and an improvement of export of iron ore due to seasonal factors. In the Panamax and Handymax sectors, the freight rate markets improved in September due primarily to the expectation of an increase in the shipment of new harvest grain in the U.S. in early autumn, besides the reactive effect of soaring market of the Cape-size sector.

Following our effort made through the entire current cumulative period toward reducing ship operating costs and forming efficient ship allocations, we achieved to post increased revenues and income comparing with the year-ago period.

Car Carrier Business

The business operations in the current cumulative period saw a steady performance in the transportation of ex-Europe and ex-North America cargoes bound for Far Eastern markets as well as cargoes in the Atlantic basin; whereas a weak performance in the activity of entire ex-Japan cargoes except for North America-bound and the Middle East-bound. The total number of cars transported by us dropped about 4% from the year-ago period.

In such a business environment we had been engaged in further improvement of operating efficiency through renegotiation of shipping contracts and reorganization of service routes. By so doing we successfully secured profits in Middle East routes and Central/South America routes, and improved profitability in Atlantic basin routes. Consequently, we achieved to post increased revenues and income compared with the result in the year-ago period.

LNG Carrier Business and Tanker Business

Our LNG carriers, VLCCs and LPG carriers operated steadily under long-/mid-term charter contracts. With respect to Aframax tankers and product tankers, our exposure to the sluggish market had been diminished to a limited level in last fiscal year through downsizing our fleet by way of redelivery of chartered vessels or selling vessels.

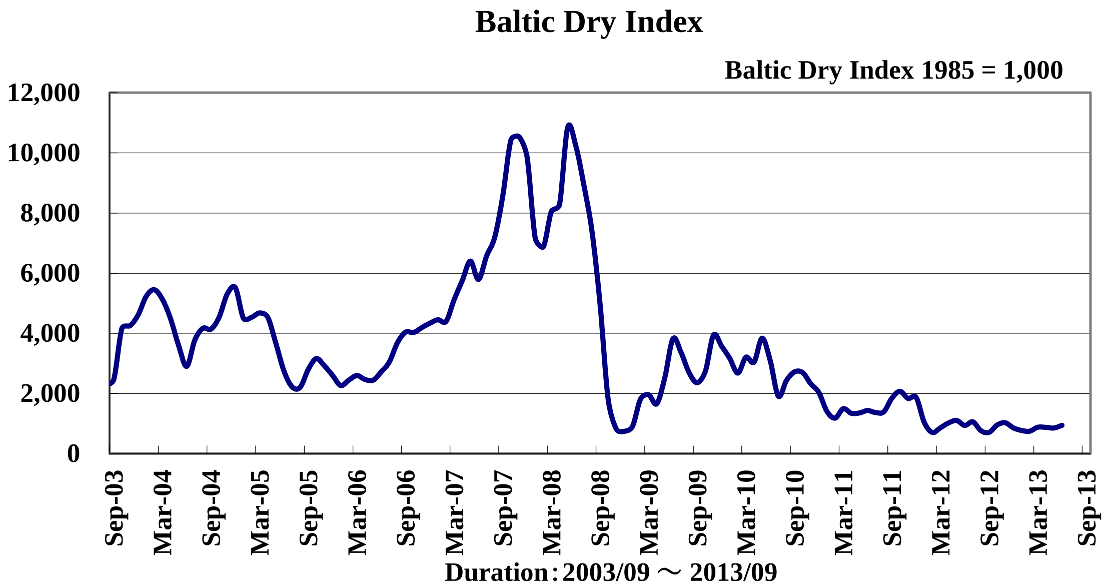
As a result, we achieved to post an increased revenues and income in the current cumulative period compared with the result in the year-ago period.

Short Sea and Coastal Business

In short sea dry bulk sector, our business performance saw a result of steady shipments of coal, plaster, cement and other materials against the backdrop of steady production activities at domestic cement manufacturers. Pertaining to timber transportation, we have carried a larger volume of plywood to Japan to meet the post-earthquake reconstruction demand compared with the year-ago period. In contrast, we suffered sluggish market in the chip transportation activities. In steel product and general cargoes sector, we had a decrease in volume transported bound for the Straits area compared with the volume in the year-ago period whereas an increase for Indonesia, owing to our route restructuring, and the same amount for Thailand.

In coastal business sector, dedicated carriers of limestone and coal provided tramper service on a steady basis. The utilization of small-size cargo ships improved because of active cargo movements. In liner business, we transported a larger volume of cargoes than a year ago gained through our aggressive sales activities plus stable weather conditions. In ferry business, we transported a considerably larger number of passengers and vehicles than a year ago thanks partly to the deployment of newly-built vessel.

As a result, in the Bulk Shipping Business Segment as a whole, we achieved an increase in both revenues and income from the year-ago period.


Baltic Dry Index
Baltic Dry Index 1985 = 1,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Sep-03
Mar-04
Sep-04
Mar-05
Sep-05
Mar-06
Sep-06
Mar-07
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Sep-08
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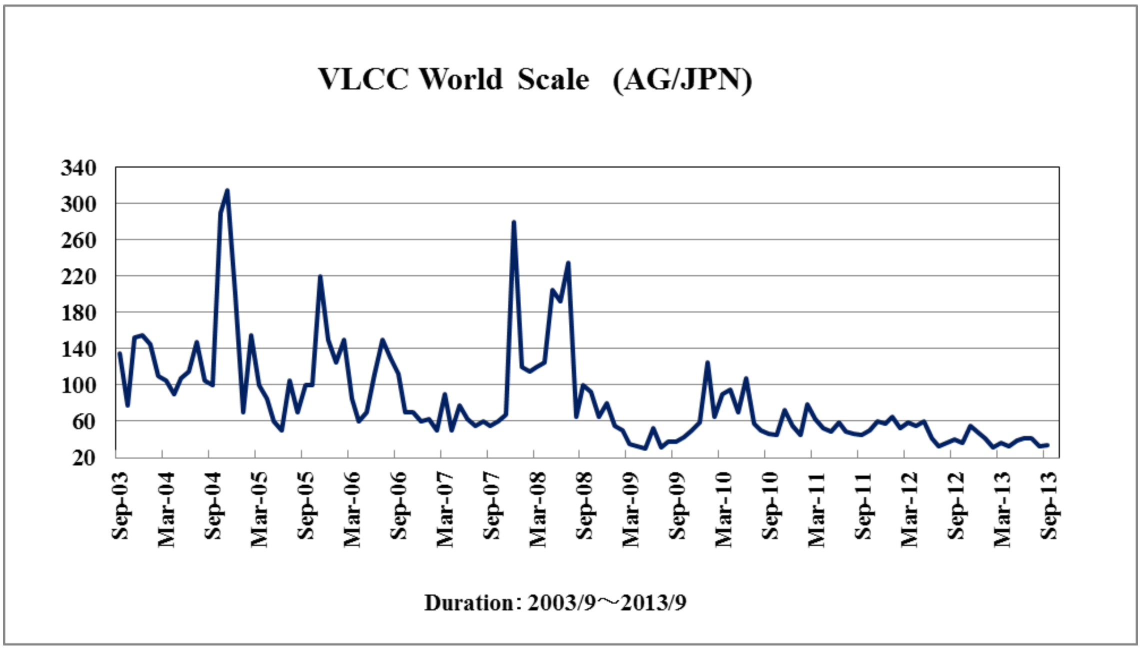
Sep-12
Mar-13
Sep-13
Duration：2003/09 ～ 2013/09


VLCC World Scale (AG/JPN)
340
300
260
220
180
140
100
60
20
Sep-03
Mar-04
Sep-04
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Sep-12
Mar-13
Sep-13
Duration：2003/9～2013/9

(3) Offshore Energy E&P Support and Heavy Lifter Business Segment

Offshore Energy E&P Support Business

In offshore support business, we had our entire fleet in steady operations resulting from firm tonnage demand for the active drilling operations at offshore oil and gas fields. The drill ship worked well and contributed to our earnings. In offshore energy E&P support business as a whole, we had decreased income from a year ago due in part to the effect of foreign exchange valuation loss made at an overseas subsidiary.

Heavy Lifter Business

In heavy lifter business, while staying at a low level, the freight rate in the current cumulative period had slight recovery from those in the same period a year ago. The amount of our loss diminished compared with the year-ago period due in part to the completion of amortization of goodwill that had been capitalized when we acquired heavy lifter business.

As a result, in the Offshore Energy E&P Support and Heavy Lifter Business Segment as a whole, we increased revenues and thereby reduced losses compared with the year-ago period.

(4) Other Business

In other business, which includes ship management services, travel agency service, and real estate rental and administration service, we booked decreased revenues and income compared from the year-ago period.

2. Qualitative Information on the Consolidated Financial Situation

Consolidated assets at the end of the 2nd Quarter were ¥1,249.996 billion, an increase of ¥69.562 billion over the end of the previous fiscal year as a result of an increase in cash and deposits and other factors.

Consolidated liabilities increased by ¥26.443 billion to ¥844.901 billion due to factors including an increase in long-term debt compared to the previous fiscal year.

Consolidated net assets were ¥405.094 billion, an increase of ¥43.119 billion compared to the end of the previous fiscal year as a result of an increase in deferred gain on hedges, net unrealized holding gain on investments in securities and other factors.

3. Qualitative Information regarding Consolidated Prospects for FY2013

(Billion yen; rounded to nearest 100 million)

	Prior Forecast (at the time of announcement dated 31 July, 2013)	Current Forecast (at the time of announcement of 2nd quarter result)	Change	% change
Operating revenues	1,180.0	1,180.0	—	—
Operating income (loss)	28.0	28.0	—	—
Ordinary income (loss)	27.0	27.0	—	—
Net income (loss)	14.5	16.0	1.5	10.3%

Exchange rate (¥/US$)	¥96.81	¥99.02	¥2.21	2.3%
Fuel oil price (US$/MT)	$624	$614	($10)	(1.6%)

In containership business, in our view of global economic situations where the U.S. is on a mild recovery trend while uncertainty prevails in the Europe, we will be engaged in prudent business operations under the principle of “selection and concentration” through the continuous efforts for the reducing vessel operating expenditures by cutting back services in keeping with actual demand, enhancement of slow steaming, further implementation of cost cutting measures at our entire global business stations, and freight rates restoration. At the same time we will step up route management for profitability improvement utilizing information technology.

In logistics business, there are some signs that there will be improvement in ex-Japan air cargo services towards the 2nd half of the current fiscal year, but we expect that domestic logistics business including land transportation and international logistics of inter-/intra-Asia service will continue to be strong.

In dry bulk business, while freight rate market seems to be on a recovery trend for Cape-size and Panamax/Handymax sectors, concern over tonnage oversupply is persistent. However, given that concerns about the Chinese economy slowing have temporarily receded with the subsequent recovery of cargo movements, we expect the dry bulk market to continue strong for some more time. We will keep working on implementing all available means for profitability improvement, such as efficient vessel allocation and reduction of operating costs.

In car carrier business, while car sales in the market of North America and Middle East show steady growth, concerns over the growth are prevailing as to the European market where slump in sales is prolonged, and to the emerging markets like China, India, Russia, etc. where sales are slowing down. However, we expect marine transportation of automobiles continue to be strong on a global basis. With regard to the shipment of complete cars from Japan, while recent trend of depreciation of Japanese yen can be a drive for the recovery of ex-Japan cargoes the volume of which had been significantly fallen during the recent years of excessively strong Japanese yen, the recovery is expected to be difficult in a short term as Japanese car makers have already been raising the ratio of overseas production in reaction to the strong yen in the past several years.

In LNG carriers business, we expect LNG transportation to continue to be steady under long-/mid-term charter contracts. In tanker business, it will be some time before the market recovers in a full-fledged manner. We will work to have VLCCs and LPG carriers generate stable revenues under long-/mid-term charter contracts, while making efficient allocation of Aframax and product tankers for the sake of better profitability.

In short sea business, we will keep ourselves engaged in prudent business operations through making adjustments to our tonnage and reducing ship operating costs for enhancement of competitiveness.

In coastal business, we will develop new customers while maintaining stable relationships with existing customers for tramper service. For liner services, we will make aggressive sales operations considering our fleet strategy which includes building of new vessels for replacement of existing ones, to cope with increasing demand in Hokkaido, Kanto and Kyushu areas.
For ferry services, we will work to have our fleet engaged in steady operations thereby fulfilling our mission to serve as daily local transportation for people in Tohoku and Hokkaido.

In energy E&P support vessel business, we expect continuous contribution to the earnings by offshore support vessels and drill ships through their stable operations.

In heavy lifter business, we expect it will be some more time before the market recovers in mid-/small-sized vessels sectors where competition is rather tough due to excessive tonnage. We will enter areas of more profitable offshore cargo transportation and installation projects to improve our earnings in this business by taking advantage of large-sized vessels equipped with a dynamic positioning system.

Our important task is to maximize returns to our shareholders while, for the sake of sustainable growth which is a main task of our management plan, maintaining necessary internal reserve to fund for our investments in plant and equipment and strengthen our financial position. Our dividend policy is to raise distribution payment ratio gradually with an intermediate target of 30% of consolidated net profit to be achieved in mid-2010's.

With respect to the interim dividend for the current financial period, the Board of Directors today resolved that no interim dividend be paid as so announced previously.

As for annual dividend payment for the current fiscal year, we sustain our plan to pay ¥3.5 per share as have been previously announced despite today's revision of our forecast of financial results to increase net income in consideration of persistent uncertainties in trends of shipping market.

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, 2013 and six months ended September 30, 2013

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

	Year ended March 31, 2013	Six months ended September 30, 2013	Six months ended September 30, 2013
ASSETS			
Current assets :			
Cash and deposits	¥ 162,126	¥ 181,112	$ 1,852,815
Accounts and notes receivable-trade	86,883	98,129	1,003,885
Short-term loans receivable	1,961	3,019	30,893
Marketable securities	0	49,994	511,451
Raw material and supply	42,690	44,888	459,218
Prepaid expenses and deferred charges	41,090	41,416	423,693
Other current assets	20,455	20,110	205,734
Allowance for doubtful receivables	(962)	(1,060)	(10,847)
Total current assets	354,246	437,611	4,476,842
Fixed assets :			
(Tangible fixed assets)			
Vessels	560,474	553,942	5,666,929
Buildings and structures	23,675	21,850	223,530
Machinery and vehicles	7,202	7,367	75,366
Land	28,202	25,645	262,355
Construction in progress	39,291	47,542	486,364
Other tangible fixed assets	4,204	3,825	39,140
Total tangible fixed assets	663,051	660,172	6,753,685
(Intangible fixed assets)			
Goodwill	674	590	6,043
Other intangible fixed assets	5,223	5,138	52,569
Total intangible fixed assets	5,898	5,729	58,612
(Investments and other long-term assets)			
Investments in securities	87,118	96,414	986,337
Long-term loans receivable	16,711	16,617	170,005
Other long-term assets	53,740	33,791	345,693
Allowance for doubtful receivables	(332)	(340)	(3,484)
Total investments and other long-term assets	157,238	146,483	1,498,550
Total fixed assets	826,187	812,385	8,310,847
Total assets	¥ 1,180,433	¥ 1,249,996	$ 12,787,689

Consolidated Balance Sheets

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the year ended March 31, 2013 and six months ended September 30, 2013

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

	Year ended March 31, 2013	Six months ended September 30, 2013	Six months ended September 30, 2013
LIABILITIES			
Current liabilities :			
Accounts and notes payable-trade	¥ 82,606	¥ 91,083	$ 931,803
Short-term loans and current portion of long-term debt	96,578	84,143	860,800
Accrued income taxes	1,990	3,259	33,347
Accrued allowance	2,386	2,747	28,110
Other current liabilities	78,010	100,443	1,027,556
Total current liabilities	261,573	281,677	2,881,616
Long-term liabilities :			
Bonds	48,699	53,510	547,417
Long-term debt, less current portion	428,869	441,786	4,519,556
Accrued expenses for overhaul of vessels	16,483	15,374	157,282
Other allowance	8,878	8,696	88,964
Other long-term liabilities	53,954	43,856	448,662
Total long-term liabilities	556,884	563,223	5,761,881
Total liabilities	818,458	844,901	8,643,496
NET ASSETS			
Shareholder's equity:			
Common stock	75,457	75,457	771,945
Capital surplus	60,315	60,312	617,008
Retained earnings	223,287	232,444	2,377,944
Less treasury stock, at cost	(904)	(901)	(9,223)
Total shareholders' equity	358,155	367,312	3,757,674
Accumulated other comprehensive income (loss) :			
Net unrealized holding gain on investments in securities	2,475	12,277	125,596
Deferred gain (loss) on hedges	(8,104)	6,248	63,923
Revaluation reserve for land	2,350	6,054	61,934
Translation adjustments	(14,306)	(8,687)	(88,878)
Total accumulated other comprehensive income (loss), net	(17,584)	15,891	162,575
Minority interests in consolidated subsidiaries	21,404	21,890	223,943
Total net assets	361,975	405,094	4,144,192
Total liabilities and net assets	¥ 1,180,433	¥ 1,249,996	$ 12,787,689

Consolidated Statements of Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for six months ended September 30, 2013 and 2012

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

	Six months ended September 30, 2012	Six months ended September 30, 2013	Six months ended September 30, 2013
Marine transportation and other operating revenues	¥ 546,213	¥ 606,550	$ 6,205,123
Marine transportation and other operating expenses	502,318	551,739	5,644,394
Gross income	43,895	54,811	560,729
Selling, general and administrative expenses	31,746	35,048	358,550
Operaing income	12,148	19,763	202,180
Non-operating income :			
Interest income	543	532	5,448
Dividend income	1,638	1,276	13,061
Equity in earnings of affiliated companies	1,194	1,483	15,179
Exchange gain	-	2,028	20,756
Other non-operating income	1,153	1,389	14,211
Total non-operating income	4,529	6,710	68,654
Non-operating expenses :			
Interest expenses	4,890	5,445	55,706
Exchange loss	1,000	-	-
Other non-operating expenses	1,712	1,005	10,287
Total non-operating expenses	7,602	6,450	65,993
Ordinary income	9,075	20,023	204,841
Extraordinary profits :			
Gain on sales of fixed assets	6,096	3,178	32,516
Gain on sales of investments in securities	742	1,470	15,043
Other extraordinary profits	706	352	3,602
Total extraordinary profits	7,545	5,000	51,161
Extraordinary losses :			
Loss on impairment of fixed assets	392	2,174	22,246
Loss from revaluation of investment securities	17,988	2,600	26,608
Other extraordinary losses	1,293	515	5,273
Total extraordinary losses	19,674	5,290	54,127
Income (loss) before income taxes	(3,053)	19,733	201,875
Income taxes :			
Current	3,796	4,036	41,292
Deferred	(6,963)	(196)	(2,008)
Total income taxes	(3,167)	3,839	39,284
Net income before minority interests	114	15,893	162,591
Minority interests	1,238	1,157	11,838
Net income (loss)	¥ (1,124)	¥ 14,736	$ 150,753

Consolidated Statements of Comprehensive Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for six months ended September 30, 2013 and 2012

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

	Six months ended September 30, 2012	Six months ended September 30, 2013	Six months ended September 30, 2013
Income before minority interests	¥ 114	¥ 15,893	$ 162,591
Other comprehensive income			
Net unrealized holding gain on investments in securities	4,434	9,826	100,524
Deferred income (loss) on hedges	(5,079)	14,025	143,481
Revaluation reserve for land	-	272	2,784
Translation adjustments	861	4,871	49,834
Share of other comprehensive income (loss) of subsidiaries and affiliates accounted for by the equity method	(92)	1,026	10,500
Total other comprehensive income	123	30,021	307,123
Comprehensive income	¥ 238	¥ 45,914	$ 469,714
(Breakdown)			
Comprehensive income (loss) attributable to:			
Shareholders of Kawasaki Kisen Kaisha, Ltd.	¥ (1,141)	¥ 44,647	$ 456,754
Minority interests	1,379	1,266	12,960

Consolidated Statements of Cash Flows

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for six months ended September 30, 2013 and 2012

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

	Six months ended September 30, 2012	Six months ended September 30, 2013	Six months ended September 30, 2013
Cash flows from operating activities :			
Income (loss) before income taxes and minority interests	¥ (3,053)	¥ 19,733	$ 201,875
Depreciation and amortization	23,890	26,111	267,129
Provision for (reversal of) employees' retirement benefits	(124)	47	488
Reversal of directors' and corporate auditors' retirement benefits	(341)	(226)	(2,320)
Decrease in accrued expenses for overhaul of vessels	(1,570)	(1,146)	(11,729)
Interest and dividend income	(2,181)	(1,809)	(18,508)
Interest expense	4,890	5,445	55,706
Exchange gain	(1,893)	(2,158)	(22,085)
Gain on sales of vessels, property and equipment	(6,064)	(3,176)	(32,494)
Gain on sales of marketable securities and investments in securities	(706)	(1,470)	(15,042)
Loss on impairment of fixed assets	392	2,174	22,246
Loss on revaluation of marketable securities and investments in securities	17,988	2,600	26,608
Increase in accounts and notes receivable – trade	(10,079)	(9,918)	(101,465)
Increase in inventories	(2,415)	(1,923)	(19,675)
Decrease in other current assets	5,234	2,881	29,474
Increase in accounts and notes payable – trade	5,724	6,985	71,465
Increase (decrease) in other current liabilities	(2,790)	3,595	36,782
Change in derivative assets and liabilities, net	-	23,612	241,564
Other, net	257	(3,657)	(37,415)
Subtotal	27,157	67,701	692,602
Interest and dividends received	2,291	2,352	24,062
Interest paid	(4,884)	(5,467)	(55,937)
Income taxes paid	(3,120)	(2,843)	(29,085)
Other, net	(1,893)	-	-
Net cash provided by operating activities	19,551	61,743	631,643
Cash flows from investing activities :			
Purchases of marketable securities and investments in securities	(11,192)	(783)	(8,017)
Proceeds from sale of marketable securities and investments in securities	5,118	5,322	54,450
Purchases of vessels, property and equipment	(57,436)	(40,872)	(418,129)
Proceeds from sale of vessels, property and equipment	48,401	27,246	278,736
Purchases of intangible fixed assets	(288)	(530)	(5,427)
Increase in long-term loans receivable	(203)	(186)	(1,907)
Collection of long-term loans receivable	5,652	583	5,965
Other, net	(8,590)	(6,949)	(71,098)
Net cash used in investing activities	(18,538)	(16,170)	(165,425)
Cash flows from financing activities :			
Decrease in short-term loans, net	(107)	(1,542)	(15,775)
Decrease in commercial paper	(17,000)	-	-
Proceeds from long-term debt	66,856	67,539	690,940
Repayment of long-term debt and obligations under finance leases	(35,271)	(72,844)	(745,211)
Proceeds from Issuance of Bonds	-	49,939	510,890
Redemption of Bonds	(189)	(25,685)	(262,762)
Issuance of shares	20,852	-	-
Cash dividends paid	(1)	(2,331)	(23,854)
Cash dividends paid to minority shareholders	(298)	(867)	(8,875)
Proceeds from stock issuance to minority shareholders	32	-	-
Other, net	0	2	30
Net cash provided by financing activities	34,873	14,211	145,383
Effect of exchange rate changes on cash and cash equivalents	1,398	4,024	41,171
Net increase in cash and cash equivalents	37,284	63,808	652,771
Cash and cash equivalents at beginning of the period	92,756	159,075	1,627,370
Increase in cash and cash equivalents arising from inclusion of subsidiaries in consolidation	22	-	-
Cash and cash equivalents at end of the period	¥ 130,063	¥ 222,883	$ 2,280,141

Segment information

Six months ended September 30, 2012

(Millions of yen)

	Containership	Bulk shipping	Offshore Energy E&P Support and Heavy Lifter	Other	Total	Adjustments and eliminations	Consolidated
Revenues							
Operating Revenues from customers	¥ 271,056	¥ 244,060	¥ 10,949	¥ 20,147	¥ 546,213	¥ -	¥ 546,213
Inter-group revenues and transfers	3,622	1,398	-	18,472	23,493	(23,493)	-
Total revenues	274,679	245,458	10,949	38,620	569,707	(23,493)	546,213
Segment income (loss)	¥ 3,766	¥ 7,940	¥ (2,646)	¥ 2,645	¥ 11,706	¥ (2,630)	¥ 9,075

Six months ended September 30, 2013

(Millions of yen)

	Containership	Bulk shipping	Offshore Energy E&P Support and Heavy Lifter	Other	Total	Adjustments and eliminations	Consolidated
Revenues							
Operating Revenues from customers	¥ 294,276	¥ 277,617	¥ 16,631	¥ 18,025	¥ 606,550	¥ -	¥ 606,550
Inter-group revenues and transfers	3,964	1,374	-	21,559	26,898	(26,898)	-
Total revenues	298,241	278,991	16,631	39,584	633,449	(26,898)	606,550
Segment income (loss)	¥ 1,531	¥ 21,947	¥ (1,906)	¥ 1,979	¥ 23,552	¥ (3,529)	¥ 20,023

Six months ended September 30, 2013

(Thousands of U.S. dollars)

	Containership	Bulk shipping	Offshore Energy E&P Support and Heavy Lifter	Other	Total	Adjustments and eliminations	Consolidated
Revenues							
Operating Revenues from customers	$ 3,010,504	$ 2,840,074	$ 170,139	$ 184,406	$ 6,205,123	$ -	$ 6,205,123
Inter-group revenues and transfers	40,557	14,061	-	220,555	275,174	(275,174)	-
Total revenues	3,051,061	2,854,136	170,139	404,961	6,480,297	(275,174)	6,205,123
Segment income (loss)	$ 15,670	$ 224,530	$ (19,500)	$ 20,249	$ 240,949	$ (36,108)	$ 204,841