



Financial Highlights Brief Report for 3rd Quarter FY2025

February 3rd, 2026



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A. Financial Highlights for 3rd Quarter FY2025

A- 1 : Financial Results for 3rd Quarter FY2025

Financial Results for 3rd Quarter FY2025

Operating Revenues and Profit/Loss	FY2025			FY2024	
	1H	3Q	1-3Q (a)	1-3Q (b)	(a)-(b)
Operating Revenues	500.5	267.1	767.7	804.9	-37.2
Operating Income/Loss	42.9	25.7	68.7	92.2	-23.5
Ordinary Income/Loss	59.6	28.9	88.6	288.8	-200.2
Net Income/Loss Attributable to Owners of Parent	68.6	33.9	102.6	284.7	-182.1
Exchange Rate(¥/\$)	¥146.18	¥153.20	¥148.52	¥152.27	-¥3.75
Bunker Price(/MT)	\$547	\$512	\$535	\$618	-\$83

(billion yen)

Key Financial Indicators

Indicators	(billion yen)		
	FY2025-3Q (c)	FY2024 (d)	(c)-(d)
Equity Capital	1,739.7	1,648.4	91.3
Interest-Bearing Liability	309.0	344.8	-35.8
DER	17.8%	20.9%	-3.2points
Equity Ratio	76.1%	74.6%	1.5points

*Equity ratio stands at 58-60%, including off-balance-sheet charter hire (600.0 to 700.0 billion yen), at the end of 3Q FY2025.

Key Factors (year-on-year comparison)

- ▶ Operating income decreased due to lower profits in Car Carrier and the Dry Bulk segment.
- ▶ Ordinary income fell as a result of a decrease in equity-method income derived from OCEAN NETWORK EXPRESS PTE. LTD. (ONE). In Containership Business, transport volume to North America in 3Q slowed due to the reactionary decline following front-loaded shipments in the first half, and freight rates declined because of deliveries of new vessels and other factors, resulting in a significant drop in profit.
- ▶ Extraordinary income such as gain on sale of owned vessels and gain on sale of a portion of subsidiary shares etc. was recorded.

A- 2 : Financial Results for 3rd Quarter FY2025 by Segment

Financial Results for 3Q FY2025 by Segment

Business Segment (Upper row: Operating Revenues) (Lower row: Ordinary Income/Loss)	FY2025			FY2024	
	1H	3Q	1-3Q (e)	1-3Q (f)	(e)-(f)
Dry Bulk	142.5	79.6	222.2	253.3	-31.0
	0.9	6.6	7.6	15.4	-7.8
Energy Resource Transport	49.3	25.6	74.9	76.7	-1.8
	4.8	2.2	7.1	6.1	0.9
Product Logistics	303.8	160.4	464.2	466.3	-2.0
	57.5	18.2	75.7	267.7	-191.9
Car Carrier	187.2	99.1	286.4	294.3	-7.9
	30.3	13.1	43.4	65.4	-22.0
Containership	32.6	17.6	50.2	52.2	-1.9
	22.1	-0.5	21.5	192.8	-171.2
Other	4.7	1.4	6.2	8.5	-2.2
	0.8	0.8	1.6	0.2	1.4
Adjustment	-	-	-	-	-
	-4.5	0.9	-3.5	-0.8	-2.7
Total	500.5	267.1	767.7	804.9	-37.2
	59.6	28.9	88.6	288.8	-200.2

* Figures for fiscal 2024 reflect "K" Line's new allocation method for foreign exchange gains and losses.

Key Factors by Segment (year-on-year comparison)

► Dry Bulk

- For both Capesize and Panamax and smaller sizes, from 2Q onward cargo movements recovered, and market conditions generally remained firm.
- On the other hand, in addition to market conditions from the end of the last fiscal year through 1Q being weaker than the prior year, the impact of disputes at loading ports, higher costs such as dry dock cost, and foreign exchange effects led to declines in both revenue and profit.

► Energy Resource Transport

- Secured stable profits backed by medium- to long-term contracts.
- While revenue decreased due to exchange rate impacts and other factors, profit increased as a result of the absence of one-time losses, etc., recognized in the last fiscal year.

► Product Logistics

- Car Carrier Business: The global automobile sales market remained generally firm, despite impacts such as the elimination of electric-vehicle subsidies in the United States and suspensions of semiconductor shipments caused by geopolitical factors, etc. On the other hand, revenue and profit both decreased year on year due to exchange rate impacts, increased vessel operating expenses, etc.
- Containership Business: Transport volume to North America in 3Q slowed due to the reactionary decline following front-loaded shipments in the first half, while shipments to Europe remained firm despite a temporary slowdown. Freight rates declined because of deliveries of new vessels and other factors, resulting in lower profit.



B. Forecasts and Initiatives for Fiscal Year 2025

B- 1 : Forecasts for FY2025 and Key Factors

■ Forecasts for FY2025

Operating Revenues and Profit/Loss	FY2025					FY2024		(billion yen) vs the announced on Nov 5, 2025	
	1H	3Q	4 Q Forecast	2H Forecast	Total (g)	Total (h)	(g)-(h)	Total (i)	(g)-(i)
Operating Revenues	500.5	267.1	238.2	505.3	1,006.0	1,047.9	-41.9	984.0	22.0
Operating Income/Loss	42.9	25.7	15.3	41.0	84.0	102.8	-18.8	86.0	-2.0
Ordinary Income/Loss	59.6	28.9	11.4	40.3	100.0	308.0	-208.0	100.0	-
Net Income/Loss Attributable to Owners of Parent	68.6	33.9	12.4	46.3	115.0	305.3	-190.3	105.0	10.0
Exchange Rate(¥/\$)	¥146.18	¥153.20	¥152.19	¥152.70	¥149.44	¥152.73	-¥3.29	¥145.91	¥3.52
Bunker Price(/MT)	\$547	\$512	\$489	\$501	\$524	\$610	-\$86	\$536	-\$12

■ Key Factors

- FY2025 forecast is based on the assumption that the use of the Cape of Good Hope route will continue, without anticipating the resumption of transit through the Suez Canal.
- Revise the foreign exchange assumption for the fourth quarter (¥ 145/ \$ → ¥ 150/ \$).
- (Year-on-year) Operating income is expected to decrease by 18.8 billion yen to 84.0 billion yen due to lower profits from Car Carrier and Dry Bulk, etc., while ordinary income is projected to be 100.0 billion yen due to a significant profit decline in the Containership Business.
- (Compared to the November 2025 announcement) Net income attributable to owners of parent is expected to increase by 10.0 billion yen to 115.0 billion yen, due to a revision to the adjustment of income taxes related to the deferred tax assets.

■ Key factor assumption

- Yen-US\$ exchange rate ¥149.44/\$ (average for FY2025)
- Bunker price \$524/MT
- Market assumption Please refer to Appendix

■ Estimates Sensitivity (4Q 3 months)

- Yen-US\$ rate each ¥1 weaker(stronger) adds (subtracts) ± ¥0.7 bln
- Bunker price each \$10/MT down (up) adds (subtracts) ± ¥0.01 bln

*Exchange rate fluctuations related to equity in earnings of subsidiaries, "ONE" is included.

■ Shareholder's return

- Dividend The annual dividend for FY2025 is 120 yen/share (interim and year-end dividends: 60 yen/share each). This includes a basic dividend of 40 yen/share and an additional dividend of 80 yen/share. (unchanged from the November 2025 announcement)
* The timing and method(s) of flexible additional shareholder returns of 50.0 billion yen or more during the Medium-term Management Plan period announced in May 2025 are under continued review.

➡ details : C- 2

B- 2 : Forecasts for FY2025 by Segment

Forecasts for FY2025 by Segment

Business Segment (Upper row: Operating Revenues) (Lower row: Ordinary Income/Loss)	FY2025					FY2024		(billion yen) vs the announced on Nov 5, 2025	
	1H	3Q	4Q Forecast	2H Forecast	Total (j)	Total (k)	(j)-(k)	Total (l)	(j)-(l)
Dry Bulk	142.5	79.6	65.8	145.4	288.0	322.3	-34.3	281.0	7.0
	0.9	6.6	0.9	7.5	8.5	13.2	-4.7	8.5	-
Energy Resource Transport	49.3	25.6	24.6	50.2	99.5	101.9	-2.4	97.0	2.5
	4.8	2.2	0.3	2.5	7.5	4.9	2.6	6.0	1.5
Product Logistics	303.8	160.4	145.2	305.6	609.5	612.8	-3.3	596.0	13.5
	57.5	18.2	15.3	33.5	91.0	293.6	-202.6	93.5	-2.5
Car Carrier	187.2	99.1	88.6	187.7	375.0	384.0	-9.0	364.0	11.0
	30.3	13.1	12.1	25.2	55.5	76.4	-20.9	59.0	-3.5
Containership	32.6	17.6	15.7	33.3	66.0	68.5	-2.5	65.0	1.0
	22.1	-0.5	-0.1	-0.6	21.5	206.0	-184.5	21.5	-
Other	4.7	1.4	2.7	4.1	9.0	10.8	-1.8	10.0	-1.0
	0.8	0.8	0.4	1.2	2.0	0.9	1.1	1.0	1.0
Adjustment	-	-	-	-	-	-	-	-	-
	-4.5	0.9	-5.4	-4.5	-9.0	-4.7	-4.3	-9.0	-
Total	500.5	267.1	238.2	505.3	1,006.0	1,047.9	-41.9	984.0	22.0
	59.6	28.9	11.4	40.3	100.0	308.0	-208.0	100.0	-

* Figures for fiscal 2024 reflect "K" Line's new allocation method for foreign exchange gains and losses.

Key Factors by Segment (year-on-year comparison)

► Dry Bulk

- Market conditions in the second half of the fiscal year are expected to remain generally firm particularly for Capesize.
- In addition to market conditions from the end of the last fiscal year through 1Q being weaker than the prior year, the impact of disputes at loading ports, higher costs such as dry dock cost, and foreign exchange effects are expected to result in declines in both revenue and profit.

► Energy Resource Transport

- Secured stable profits backed by medium- to long-term contracts.
- While revenue is expected to decline due to exchange rate impacts and other factors, profit is expected to increase as a result of the absence of one-time losses, etc. recognized in the last fiscal year.

► Product Logistics

- Car Carrier Business: Although there are impacts from trade policies and geopolitical factors in various countries, supported by solid demand worldwide, the number of units transported is expected to slightly increase.
- On the other hand, due to exchange rate impacts and increases in operating costs, etc., revenue and profit are expected to decline.

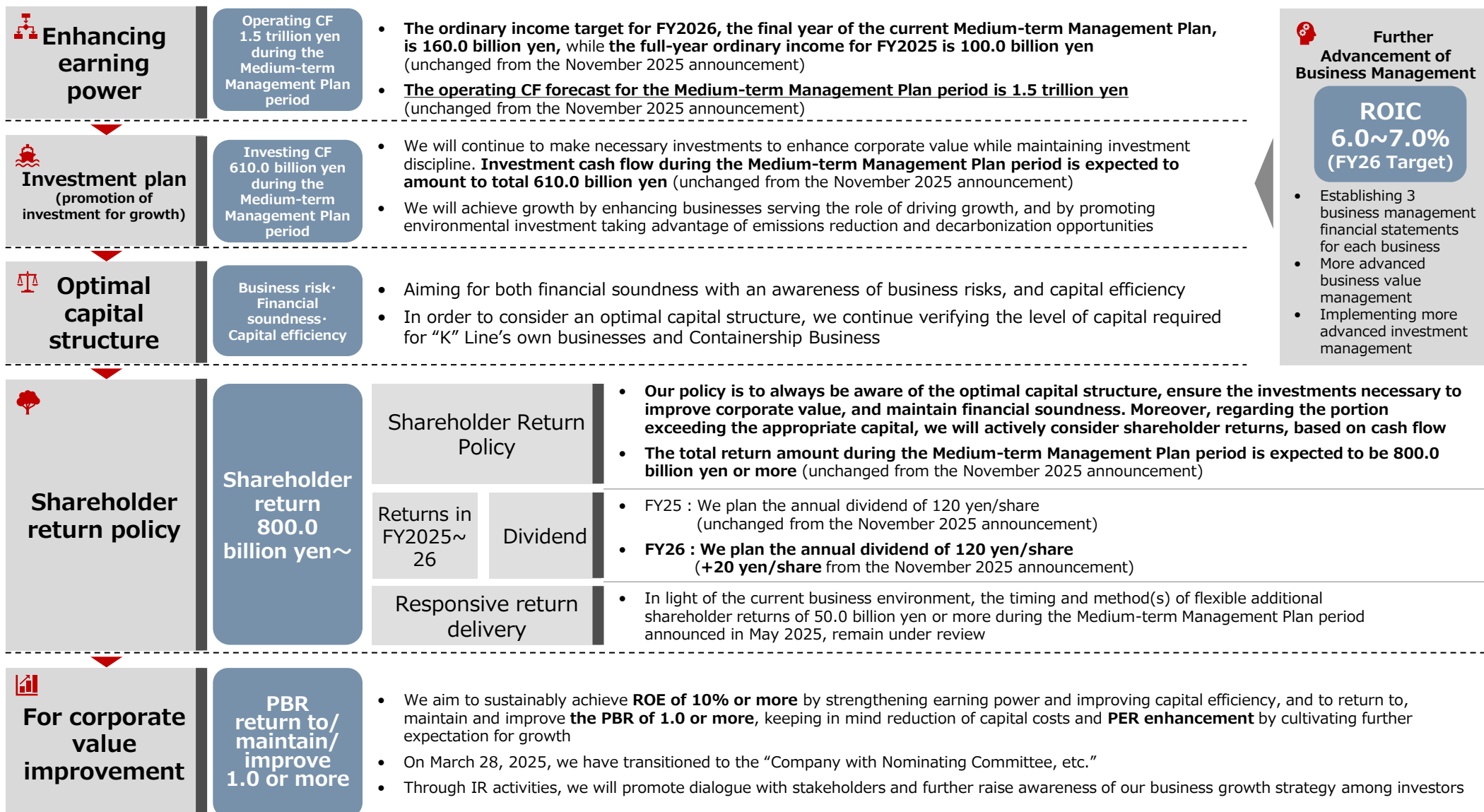
- Containership Business: Freight rates are expected to decline due to factors such as deliveries of new vessels, resulting in a significant decrease in profit.



C. Status and Progress of the Medium-term Management Plan

C- 1 【Capital Policy】 : Capital Policy Progress and Corporate Value Improvement

Based on the Medium-term Management Plan, we will promote the enhancement of "earning power" and strive to further improve corporate value by maintaining capital efficiency and financial soundness with an awareness of optimal capital structure and cash allocation.



C-2【Capital Policy】: Shareholder's Return Policy

The annual dividend forecast for FY2026 has been increased to 120 yen/share.
 The previously announced flexible additional shareholder returns of 50.0 billion yen or more will be executed during the current Medium-term Management Plan period, through FY2026.

■ Total return amount forecast during the Medium-term Management Plan period

800.0 billion yen or more

(unchanged from the November 2025 announcement)

■ Dividend forecast

FY2025

120 yen/share

(interim and year-end : 60 yen/share each)

(unchanged from the November 2025 announcement)

FY2026

120 yen/share

(+20 yen/share from the November 2025 announcement)

■ Further flexible additional returns

In light of the current business environment, the timing and method(s) of flexible additional shareholder returns of 50.0 billion yen or more during the Medium-term Management Plan period announced in May 2025, remain under review

	Actual		Plan	
	FY21~23	FY24	FY25	FY26
Dividend and additional shareholder return per share			Taking the business environment into consideration and based on the shareholder return policy, going forward, we are considering...	
		75.2 billion yen	50.0 billion yen~ Responsive additional return delivery	
		90.8 billion yen	120 yen/share	120 yen/share
		60 yen/share	80 yen/share	80 yen/share
Total return amount *		40 yen/share	40 yen/share	40 yen/share
			50.0 billion yen~ Responsive additional return delivery	
		170.0 billion yen	80.0 billion yen	80.0 billion yen
		70.0 billion yen (100 yen/share)	(120 yen/share)	(120 yen/share)
Total return amount		240.0 billion yen	200.0 billion yen~	
	370.0 billion yen		Total return amount during the Medium-term Management Plan period : 800.0 billion yen or more	








* Total return amount is rounded to the nearest 10 billion yen

Shareholder return policy for the Medium-term Management Plan period

We will continue to monitor performance trends, always be aware of the optimal capital structure, ensure the investments necessary to improve corporate value, and maintain financial soundness. Moreover, regarding the portion exceeding the appropriate capital, we will actively consider shareholder returns, including share buy-back, based on cash flow.

C-3 : Changes in the business environment

The global business environment will remain uncertain due to factors such as emerging geopolitical risks, continued concerns about downward pressure on the global economy, and energy policy developments in various countries.

	 Geopolitical risks	 Global economy	 Energy and environmental policies
 External Environment	<ul style="list-style-type: none"> Continuing economic separation due to conflict between the United States and China, Russia's war in Ukraine, conditions in the Middle East, etc. Even after a ceasefire agreement in the Middle East, the outlook remains uncertain Continuation of uncertain political situations in various countries Close attention is also required to the situation between Japan and China 	<ul style="list-style-type: none"> The situation remains uncertain due to policy changes in countries around the world, etc. Business confidence in Europe and the United States, and trend in purchasing power Economic slowdown in China 	<ul style="list-style-type: none"> At the IMO's MEPC extraordinary session, the adoption of MARPOL amendments was deferred, and the establishment of unified rules for international shipping has been postponed Uncertainty in national energy mix policies, including renewable energy, nuclear power, and fossil fuels Start of new CO₂ emission regulations and response measures
 Anticipated Risks and Opportunities	<ul style="list-style-type: none"> Careful consideration is required before ending avoidance of the Suez Canal due to security crisis in the Red Sea and shipping detours around the Cape of Good Hope Concerns about impacts on trade Concerns about impacts on resource supply 	<ul style="list-style-type: none"> Reorganization of supply chains and changes in trade patterns Economic impacts caused by changes in monetary and trade policies in various countries Impact on the real economy due to inflation, rising labor costs and other pressures 	<ul style="list-style-type: none"> Concerns about delays in industry-wide progress toward emissions reduction and decarbonization Improved service and cost competitiveness of vessels powered by next-generation fuels due to stricter environmental regulations Risk of overlapping environmental regulations resulting in double burdens
 Action Based on the Medium-term Management Plan	 <ul style="list-style-type: none"> Continuing to work toward growth through appropriate portfolio strategies by recognizing the emissions reduction and decarbonization of the company and society as business opportunities. Business expansion will be pursued in areas, including adjacent fields, where our three key functional strengths— Environmental Technologies, Safety and Ship Quality Management, and Digital Transformation (DX)—can be effectively leveraged. Getting prepared for changes in the business environment by analyzing business environment risks and preparing response measures. 		

C-4 : Shipping Industry Environment

The business environment remains uncertain due to geopolitical factors, including the situation in the Middle East (Israel, Palestine, Iran, the Red Sea, etc.) as well as U.S. security and trade policies, etc.

	Overview	Response of shipping companies	Impact on business
The situation in the Middle East	<ul style="list-style-type: none"> Although Israel and the Islamic organization Hamas have reached a ceasefire agreement, a full cessation of hostilities has not been achieved, and the situation remains a fragile truce Anti-government protests have occurred in Iran, and the possibility of military intervention by the Trump administration has been suggested. While the protests are showing signs of subsiding, tensions remain 	<ul style="list-style-type: none"> Some containership companies have announced a resumption of transit through the Suez Canal A return to transiting the Suez Canal is predicated on confirming safety. We will continue monitoring and, after gathering expert opinions and information on insurance and other matters, determine the timing of the resumption Depending on developments, potential destabilization of the Strait of Hormuz is a concern, requiring extra caution for safe navigation 	<ul style="list-style-type: none"> Dry Bulk : Limited impacts expected as the effect of avoiding the Suez Canal has been to tighten shipping capacity by about 1-2% LNG Carrier: No short-term impact is expected due to mid- to long-term contracts Car Carrier: The effect of avoiding the Suez Canal has been to tighten shipping capacity supply by about 5-6% Containership : The effect of avoiding the Suez Canal has been to tighten shipping capacity by about 10%. When the Suez Canal passage resumes, there is a possibility of an increase in the scrapping of aged vessels
U.S. tariff policy	<ul style="list-style-type: none"> At the U.S.-China talks on October 30, 2025, both sides agreed to postpone the implementation of the additional tariffs originally delayed to another year, and to partially cancel them 	<ul style="list-style-type: none"> Review of services and vessel deployments in line with changes in trade patterns 	<ul style="list-style-type: none"> Car Carrier·Containership : We expect a certain level of impact
USTR-imposed countermeasures targeting China-related vessels	<ul style="list-style-type: none"> As a result of the U.S.-China talks on October 30, 2025, both sides agreed to postpone their respective port charges for one year 	<ul style="list-style-type: none"> New orders to Chinese shipyards will be considered as appropriate, taking into account overall fleet development 	<ul style="list-style-type: none"> Car Carrier : We expect a certain level of impact

Appendix

Market Results and Assumption/ Market Exposure

■ Dry Bulk Market Results and Assumption

Dry Bulk Market	FY2024					FY2025				
	1Q	2Q	3Q	4Q	Total	1Q	2Q	3Q	4Q Forecast	Forecast
CAPE (BCI180)	\$22,650	\$24,900	\$18,300	\$13,000	\$19,750	\$18,700	\$24,700	\$28,900	\$16,000	\$22,050
PANAMAX (BPI82)*	\$16,400	\$13,950	\$10,550	\$9,600	\$12,650	\$11,850	\$15,950	\$16,050	\$13,000	\$14,200
HANDYMAX (BSI58)	\$15,000	\$14,550	\$11,850	\$8,300	\$12,450	\$10,150	\$15,050	\$15,400	\$12,000	\$13,150
SMALL HANDY (BHSI38)	\$13,050	\$13,300	\$12,250	\$9,050	\$11,900	\$10,600	\$13,050	\$15,000	\$11,500	\$12,550

■ Tanker Market Results and Assumption

Tanker Market	FY2024					FY2025				
	1Q	2Q	3Q	4Q	Total	1Q	2Q	3Q	4Q Forecast	Forecast
VLCC (Middle East/Japan)	\$36,650	\$25,850	\$26,000	\$36,350	\$31,200	\$33,150	\$47,650	\$113,650	\$42,000	\$59,100
AFRAMAX (South Asia/Japan)	\$35,900	\$28,450	\$27,000	\$21,150	\$28,150	\$22,650	\$21,350	\$35,850	\$22,650	\$25,650

■ Transition of Fleet Scale

Vessel Type	FY2023	FY2024	FY2025-3Q
CAPE	86	85	77
Panamax and smaller size	95	86	82
Wood Chip Carriers	11	7	6
Total	192	178	165
VLCC	6	6	6
LPG Carriers	5	5	5
Other Tankers	2	2	2
LNG Carriers	46	46	50
Thermal Coal Carriers	25	24	27
Total	84	83	90

■ FY2025 : Market Exposure

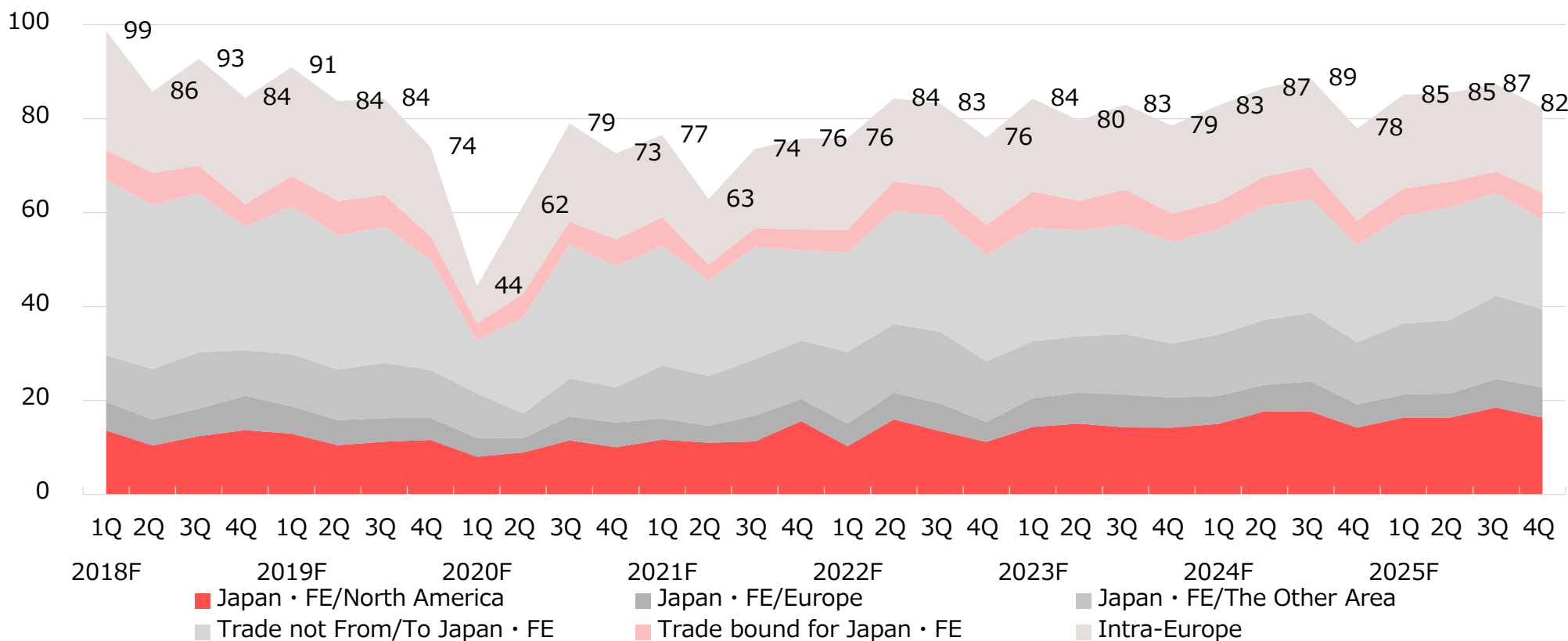
Vessel Type	Market Exposure
CAPE	7%
Panamax and smaller size	1%
Wood Chip Carriers	0%
VLCC	0%
LPG Carriers	0%
Thermal Coal Carriers	0%

* Dry Bulk market conditions for Panamax are presented based on the 5TC for both FY2024 and FY2025.

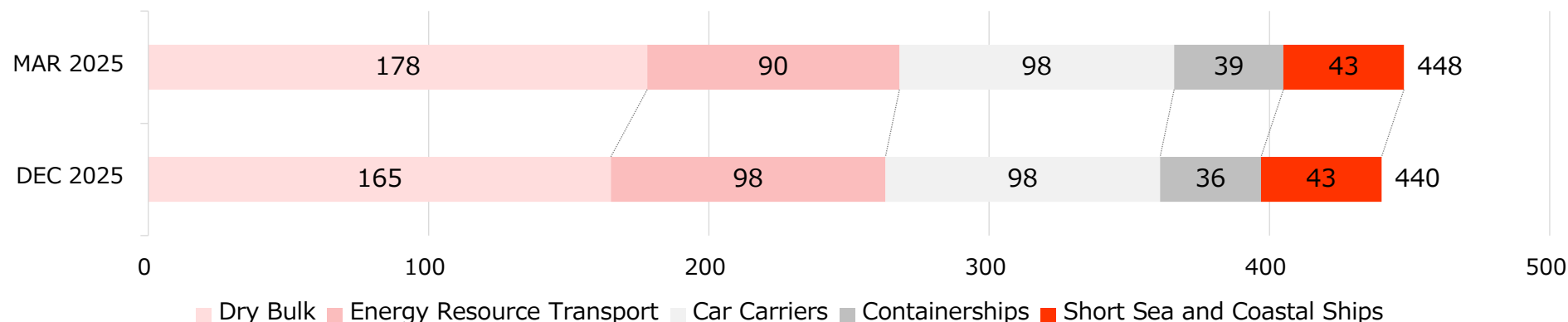
Car Carriers Total Units Carried by Service Routes

Total Units Carried (1,000 units)	FY2024					FY2025				
	1Q	2Q	3Q	4Q	Total	1Q	2Q	3Q	4Q Forecast	Forecast
Outbound	340	371	387	324	1,423	364	371	423	395	1,553
Homebound	58	63	69	52	242	58	54	45	57	214
Others	224	243	241	207	915	229	240	219	191	879
Intra-Europe	205	189	189	196	778	199	189	186	180	755
Total Units Carried	827	865	886	779	3,358	850	855	873	822	3,401
Number of Fleet	91	92	97	98	98	95	98	98	99	99

(10,000 Units)



"K" Line Group Fleet Composition



Type of Vessel	DEC 2025						MAR 2025	
	Owned		Chartered		Total		Total	
	No.	DWT(MT)	No.	DWT(MT)	No.	DWT(MT)	No.	DWT(MT)
Dry Bulk	48	6,174,823	117	14,300,520	165	20,475,343	178	22,325,485
Tankers	11	2,228,599	2	108,320	13	2,336,919	13	2,336,919
LNG Carriers	48	4,008,343	2	153,950	50	4,162,293	46	3,789,996
Thermal Coal Carriers	9	791,718	18	1,606,906	27	2,398,624	24	2,153,396
Drilship	1	-	0	-	1	-	1	-
FPSO	2	-	0	-	2	-	2	-
Geo-Survey Vessel	1	3,587	0	-	1	3,587	1	3,587
Liquefied CO ₂ Carriers	3	30,541	0	-	3	30,541	2	20,359
LNG Bunkering Vessel	1	2,431	0	-	1	2,431	1	2,431
Car Carriers	44	676,006	54	998,700	98	1,674,706	98	1,667,675
Containerships	11	1,050,785	25	2,405,835	36	3,456,620	39	3,622,353
Short Sea and Coastal Ships	28	310,135	15	131,591	43	441,726	43	441,726
Total	207	15,276,968	233	19,705,822	440	34,982,790	448	36,363,927

* The number of owned vessels includes co-owned vessels, and deadweight tonnage includes share of other companies' ownership in co-owned vessels.

* Includes flagships and spot and/or short-term activities at the end of term.

"K" Line Group Vessels in Operation/New Building Delivery Schedule

■ "K" Line Group Vessels in Operation

Segment	Business/ Vessel Type	MAR 2025	DEC 2025
Dry Bulk	CAPE	85	77
	PANAMAX	41	35
	HANDYMAX	39	38
	SMALL HANDY	6	9
	CHIP	7	6
	Total	178	165
Energy Resource Transport	VLCC	6	6
	AFRAMAX	2	2
	LPG Carriers	5	5
	Total	13	13
	LNG Carriers	46	50
	Thermal Coal Carriers	24	27
	Drillship	1	1
	FPSO	2	2
	Geo-Survey Vessel	1	1
	Liquefied CO ₂ Carriers	2	3
	LNG Bunkering Vessel	1	1
	Total	90	98
Product Logistics	7,000 Units	25	28
	6,000 Units	45	43
	5,000 Units	10	10
	4,000 Units	9	8
	3,000 Units	0	0
	2,000 Units	4	4
	~2,000 Units	5	5
	Total	98	98
	14,000TEU	12	12
	8,000TEU	11	11
	5,500TEU	4	2
	4,200TEU	7	7
	1,700TEU	5	4
	1,200TEU	0	0
	Total	39	36
	Short Sea and Coastal Ships	43	43
	Total	180	177
Grand Total		448	440

■ Upcoming New Building Delivery Schedule

Number of Vessel	2025	2026	2027
CAPE		2	2
PANAMAX		2	
HANDYMAX		5	1
SMALL HANDY		1	
LNG Carriers	3	12	4
Thermal Coal Carriers		1	2
Car Carriers (7,000 Units)	1		3
Short Sea and Coastal Ships		2	1
Total	4	25	13

*For Car Carriers in "K" Line Group vessels in operation, the classification of certain ships was changed as of the end of fiscal 2024 and as of the end of December 2025

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You are requested to make investment decisions using your own judgment.

[Forward-looking statements]

This material contains forward-looking statements concerning future plans and forecast, these statements are based on information currently available.

Furthermore, "K" LINE therefore cautions readers that actual results may differ materially from economic conditions, supply and demand in the shipping industry, price of bunker, foreign currency exchange rates.

