

FACTBOOK 2026



Business Segment and Market Data
As of September 2026



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About This FACTBOOK

The "K" LINE Group is a global logistics group that owns and operates a diverse fleet tailored to worldwide maritime transportation needs, while also engaging in land transportation and warehousing businesses.

The "K" LINE REPORT integrates financial and non-financial information, including business strategies and environmental, social, and governance information, and is published to provide stakeholders with a comprehensive understanding of our efforts to enhance corporate value.

The FACTBOOK is published as a supplement to the "K" LINE REPORT, primarily compiling business, financial, and industry-related data. It serves as an information resource and communication tool designed to help a broad range of stakeholders, including investors and analysts, deepen their understanding of our businesses and the business environment in which we operate.

01. "K" LINE at a Glance | Financial Highlights

		FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
		(Millions of yen)										
Operating results (for the year)	Operating revenues	1,243,932	1,030,191	1,162,025	836,731	735,284	625,486	756,983	942,606	957,939	1,047,944	1,018,364
	Operating income (loss)	9,427	(46,037)	7,219	(24,736)	6,840	(21,286)	17,663	78,857	84,154	102,855	84,164
	Ordinary income (loss)	3,338	(52,388)	1,962	(48,933)	7,407	89,498	657,504	690,839	132,728	308,089	109,100
	Profit (loss) attributable to owners of the parent	(51,499)	(139,478)	10,384	(111,188)	5,269	108,695	642,424	694,904	101,989	305,384	132,986
Financial position (at year-end)	Total assets	1,115,223	1,045,209	1,036,886	951,261	896,081	974,608	1,574,960	2,052,616	2,109,432	2,210,049	2,343,989
	Net assets	379,913	245,482	243,094	181,233	200,234	316,162	984,882	1,546,679	1,624,600	1,677,449	1,841,988
	Equity capital	355,375	219,484	217,010	103,576	101,095	218,193	884,634	1,515,399	1,591,925	1,648,434	1,802,703
	Interest-bearing liabilities	525,152	550,512	570,584	550,211	543,451	507,005	423,455	351,692	287,782	344,861	296,049
	Capital expenditures	116,592	68,048	101,105	97,911	81,148	45,332	43,442	71,827	85,398	133,441	90,670
	Depreciation and amortization	48,302	47,421	43,410	40,789	44,253	43,869	42,821	42,396	44,550	49,137	52,379
	Cash flows from operating activities	39,635	(43,919)	1,167	(6,808)	(21,797)	33,397	226,460	456,049	202,449	273,173	264,772
	Cash flows from investing activities	(29,569)	(24,881)	(22,813)	(35,493)	(20,286)	16,987	(5,848)	(46,745)	(66,332)	(126,133)	(35,109)
	Free cash flows	10,066	(68,800)	(21,646)	(42,301)	(42,083)	50,384	220,612	409,304	136,117	147,040	229,663
	Cash flows from financing activities	(14,835)	26,436	22,239	19,290	16,731	(34,845)	(116,001)	(300,790)	(223,182)	(211,646)	(124,753)
Per share data	Earnings (loss) per share (EPS) (Yen)	(61)	(165)	12	(132)	6	129	765	857	141	460	210
	Book-value per share (BPS) (Yen)	421	260	259	123	120	260	1,054	2,043	2,252	2,610	2,852
	Cash dividend applicable to the year (Yen)	6	—	—	—	—	—	67	133	83	100	120
	Dividend payout ratio (%)	—	—	—	—	—	—	8.7	15.6	58.9	21.7	57.0
Management index	Ordinary income (loss) on revenue (%)	0.3	(5.1)	0.2	(5.8)	1.0	14.3	86.9	73.3	13.9	29.4	10.7
	Profit (loss) attributable to owners of the parent on revenue (%)	(4.1)	(13.5)	0.9	(13.3)	0.7	17.4	84.9	73.7	10.6	29.1	13.1
	Return on equity (ROE) (%)	(12.9)	(48.5)	4.8	(69.4)	5.1	68.1	116.5	57.9	6.6	18.8	7.7
	Return on assets (ROA) (%)	0.3	(4.8)	0.2	(4.9)	0.8	9.6	51.6	38.1	6.4	14.3	4.8
	Debt equity ratio (DER) (Times)	1.48	2.51	2.63	5.31	5.38	2.32	0.48	0.23	0.18	0.21	0.16
	Equity ratio (%)	31.9	21.0	20.9	10.9	11.3	22.4	56.2	73.8	75.5	74.6	76.9
	Assets turnover (Times)	1.12	0.99	1.12	0.88	0.82	0.64	0.48	0.46	0.45	0.47	0.43
	EBITDA	24,678	(77,180)	67,567	(50,293)	65,745	167,779	712,219	745,269	185,005	376,449	192,852
	EV / EBITDA (Times)	21.51	(8.70)	9.55	(10.40)	7.72	3.66	1.30	1.01	7.83	3.78	8.53
	Price earnings ratio (PER) (Times)	—	—	22.44	—	14.37	2.18	1.16	1.18	14.31	4.40	12.54
	Price book-value ratio (PBR) (Times)	0.57	1.26	1.07	1.07	0.75	1.08	0.85	0.49	0.90	0.78	0.93
	Total shareholders return (TSR) (%)	—	—	—	—	—	—	340.04	428.99	818.81	854.49	1,115.61
	Comparative Indicator: TOPIX Total Return (%)	—	—	—	—	—	—	101.99	107.92	152.53	150.17	202.20
Average during the period	Exchange rate (¥ / USD)	121	109	111	111	109	106	112	135	144	153	150
	Fuel oil price (USD / ton)	295	265	349	450	467	363	551	769	620	610	528

* Rounded down to the nearest millions of yen.

* Adjusted to reflect the October 1, 2017, common stock consolidation (10 to 1), October 1, 2022 and April 1, 2024, stock split (1 to 3) (rounded to the nearest yen).

* Partial Amendments to the Accounting Standard for Tax Effect Accounting (ASBJ Statement No. 28, issued on February 16, 2018) has been applied from the beginning of FY2018, and applied retroactively to the total assets and return on assets for FY2017 for recalculation.

* Accounting Standard for Revenue Recognition (ASBJ Statement No. 29, issued by the Accounting Standards Board of Japan on March 31, 2020) has been applied from the beginning of FY2021.

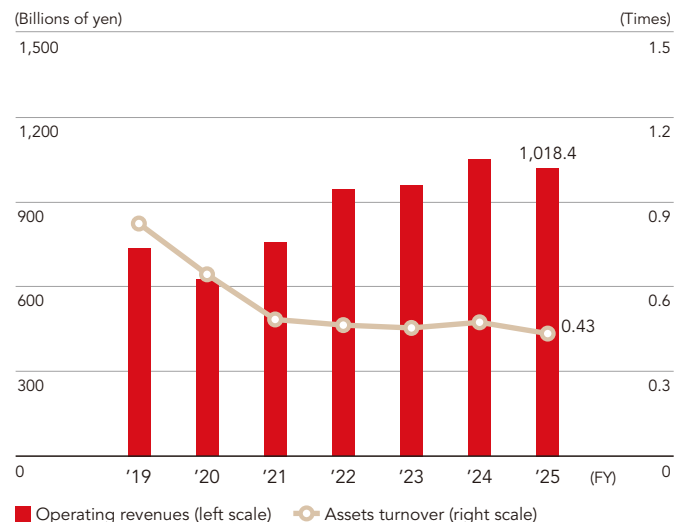
The application of the Accounting Standard for Revenue Recognition and relevant ASBJ regulations is subject to the transitional treatment provided for in the proviso to paragraph 84 of the Accounting Standard for Revenue Recognition.

* The Company changed the method for converting revenues and expenses of overseas subsidiaries into Japanese yen from the beginning of FY2024, and figures for FY2023 have also been retrospectively restated to reflect this change.

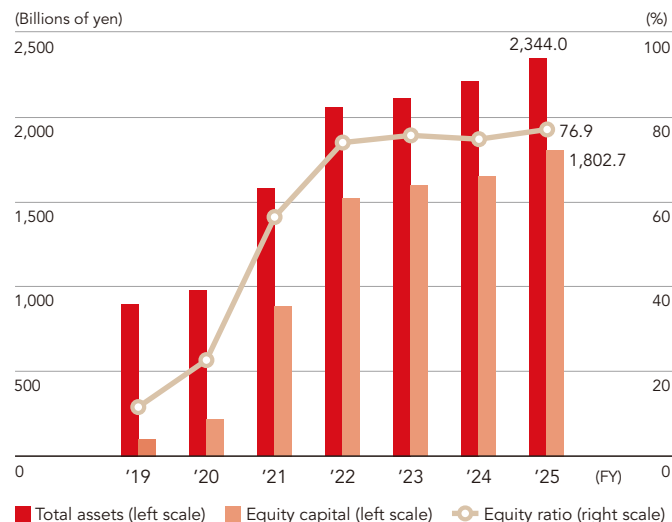
The cumulative effect up to and including FY2022 has been reflected in the net assets at the beginning of FY2023.

01. "K" LINE at a Glance | Financial Data

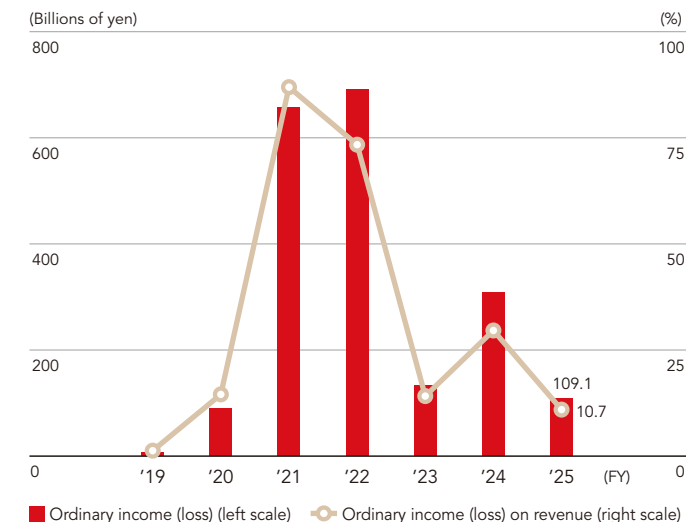
Operating Revenues, Assets Turnover



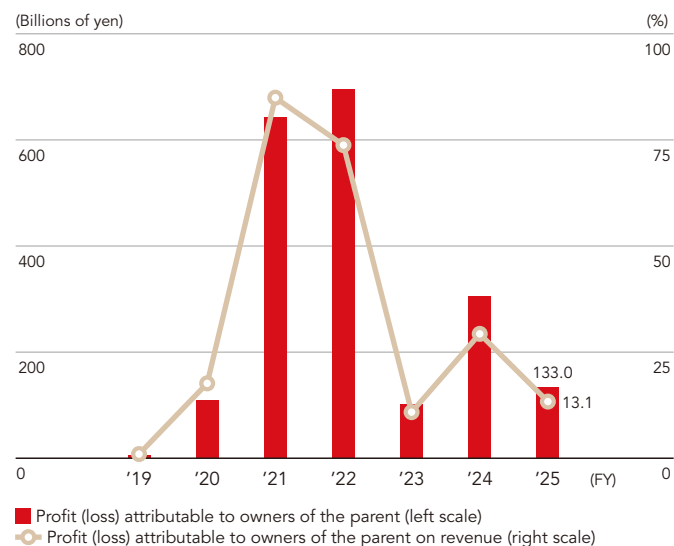
Total Assets, Equity Capital, Equity Ratio



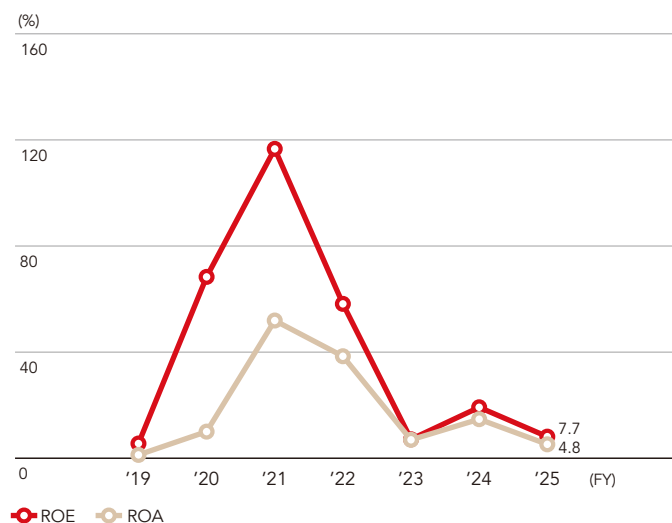
Ordinary Income, Ordinary Income on Revenue



Profit Attributable to Owners of the Parent, Profit Attributable to Owners of the Parent on Revenue



Return on Equity (ROE), Return on Assets (ROA)

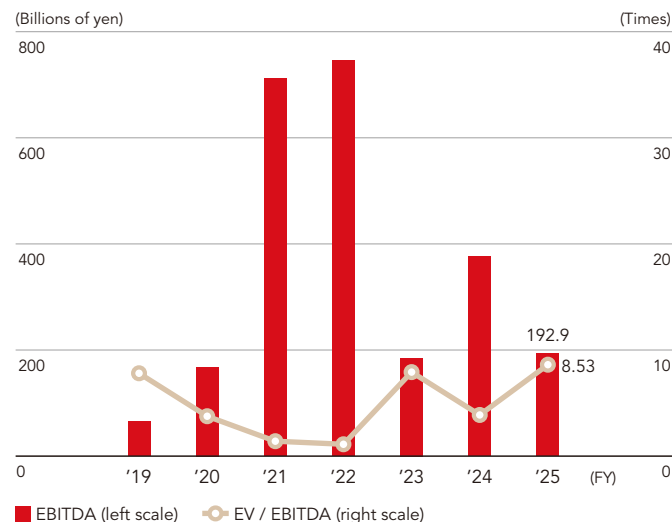


Interest-Bearing Liabilities, Debt Equity Ratio (DER)

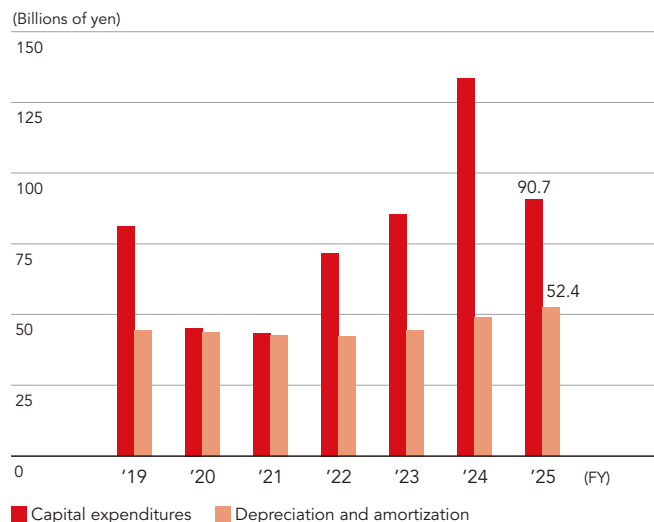


01. "K" LINE at a Glance | Financial Data

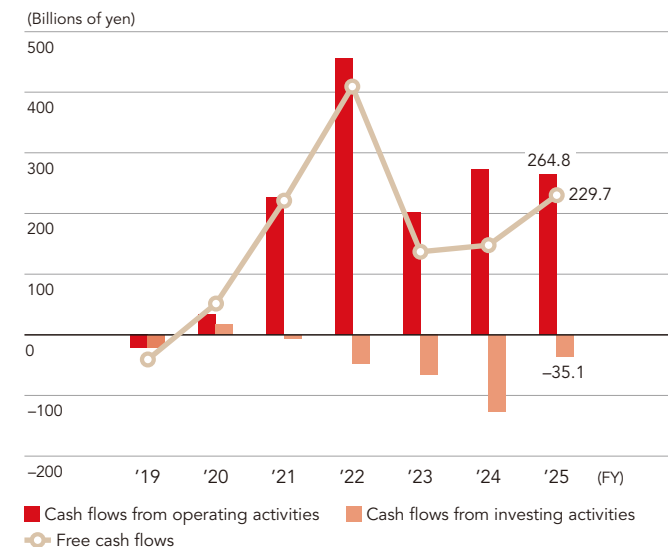
EBITDA, EV / EBITDA



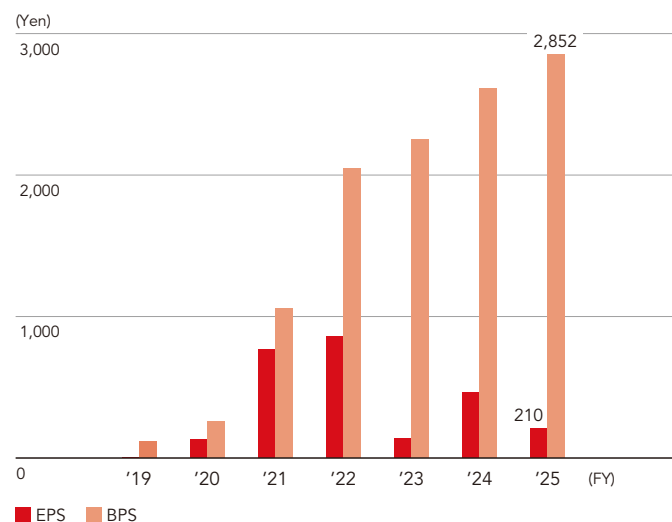
Capital Expenditures, Depreciation and Amortization



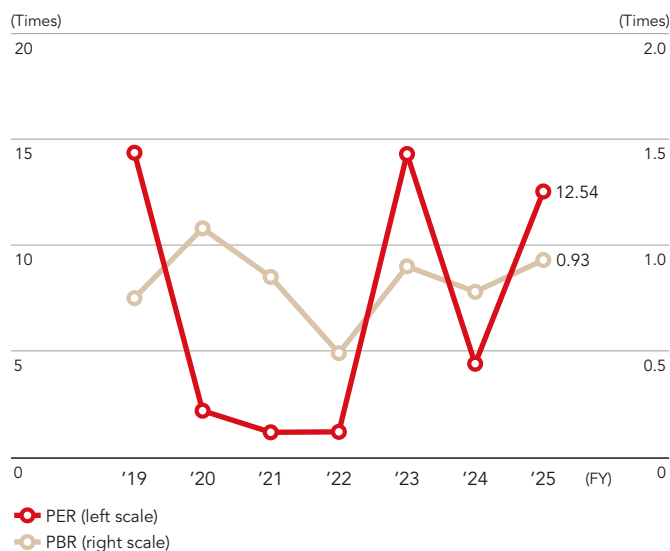
Cash Flows



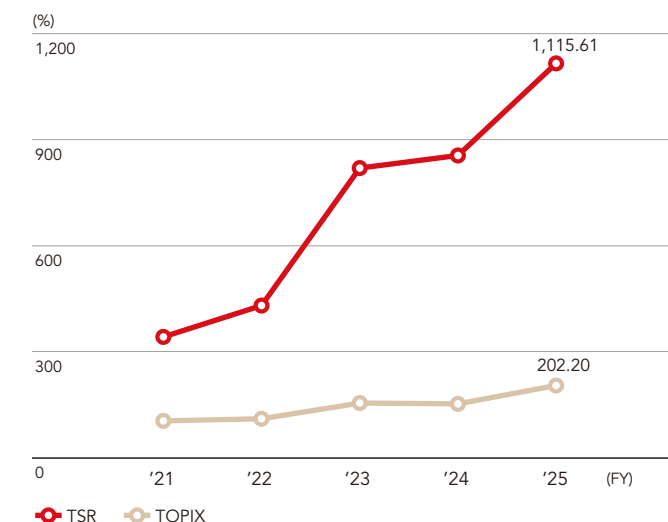
Earnings per Share (EPS), Book-Value per Share (BPS)



Price Earnings Ratio (PER), Price Book-Value Ratio (PBR)



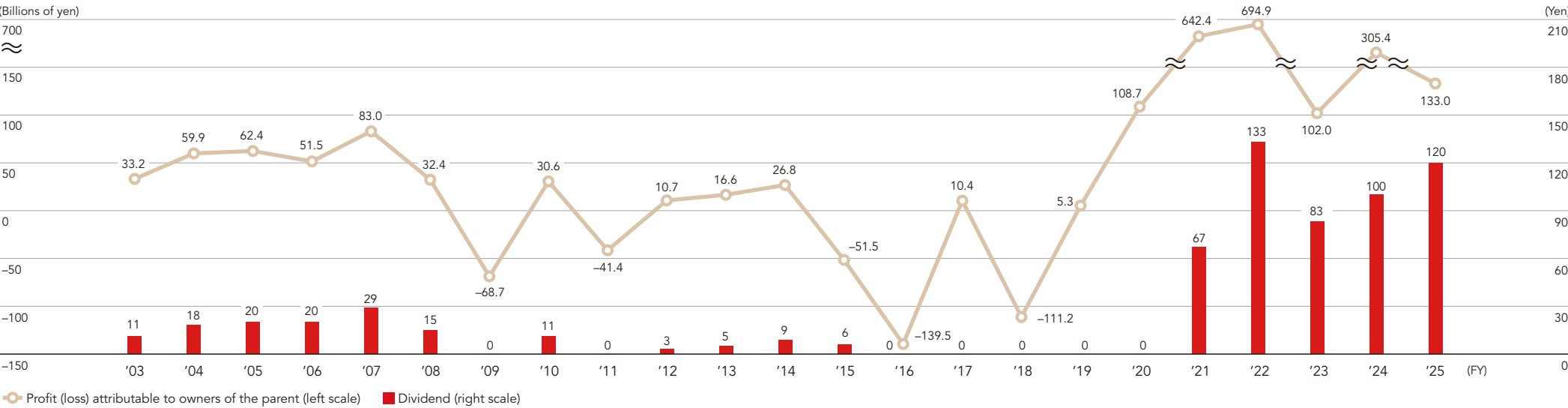
Total Shareholders Return (TSR)



* Adjusted to reflect the October 1, 2017, common stock consolidation (10 to 1), October 1, 2022 and April 1, 2024, stock split (1 to 3) (rounded to the nearest yen).

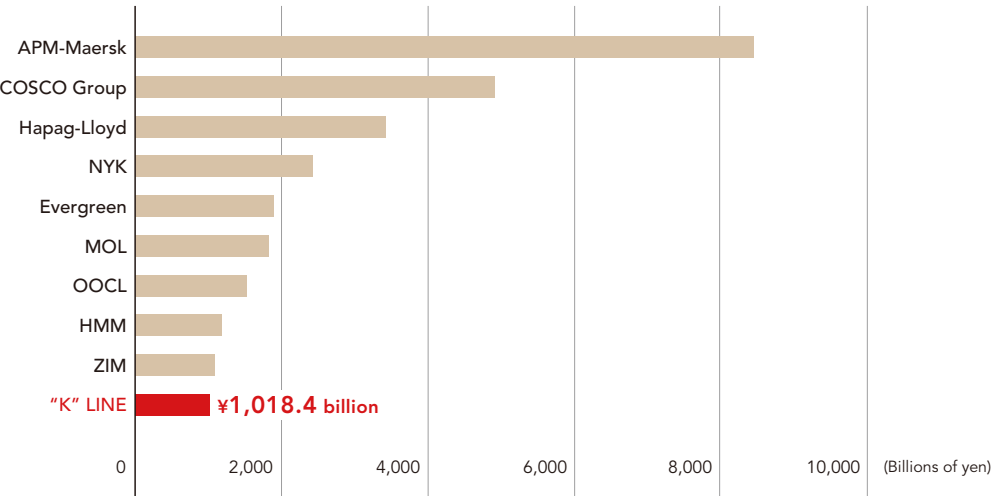
01. "K" LINE at a Glance | Business Performance

Profit (Loss) Attributable to Owners of the Parent and Dividend



* Adjusted to reflect the October 1, 2017, common stock consolidation (10 to 1), October 1, 2022 and April 1, 2024, stock split (1 to 3) (rounded to the nearest yen).

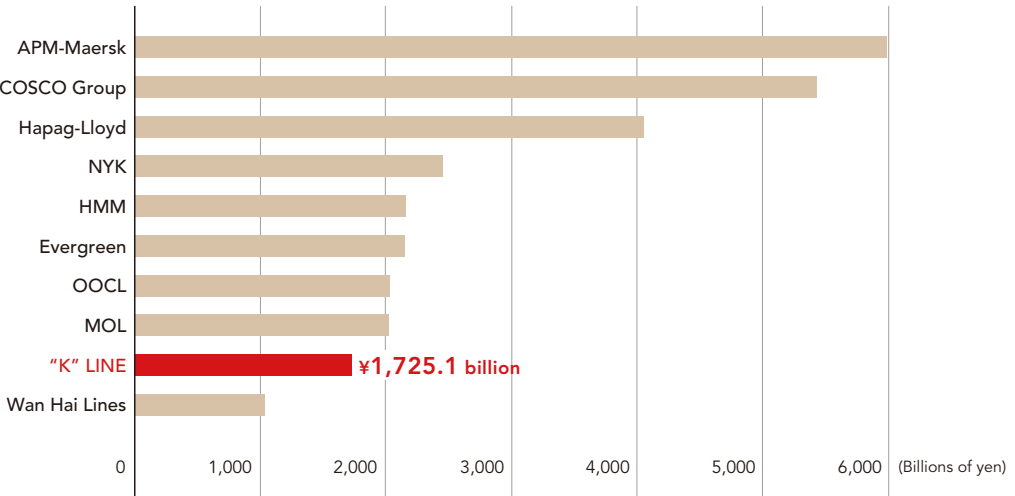
Annual Revenue Ranking of Listed Shipping Companies (FY2025)



Source: LSEG Workspace

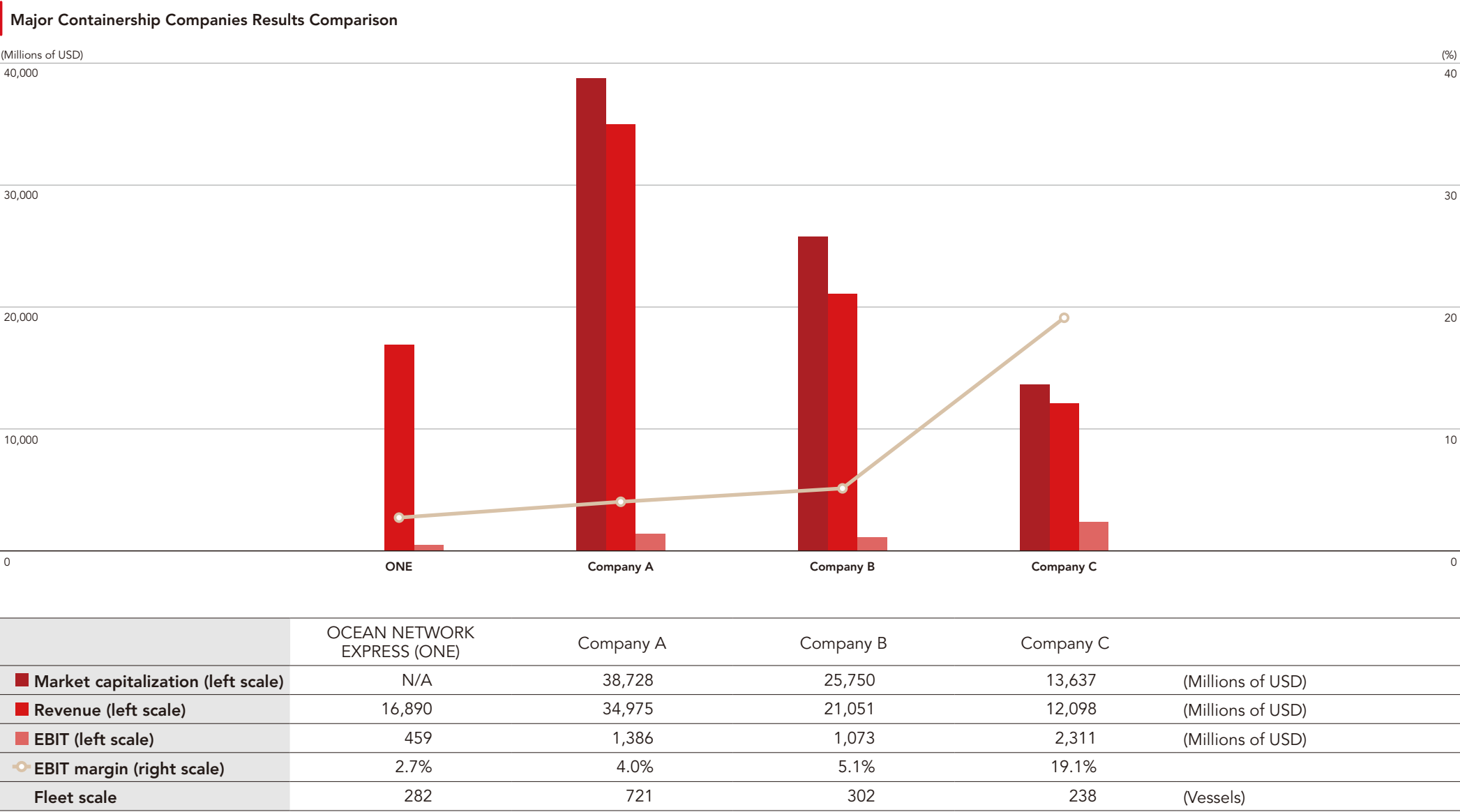
Market Capitalization Ranking of Listed Shipping Companies

(As of July 31, 2026)



Source: Speeda

01. "K" LINE at a Glance | Major Containership Companies Results Comparison



* Based on publicly available information
* Market capitalization: As of July 31, 2026
* Revenue, EBIT: CY2025
* Fleet scale: As of March 31, 2026
* Regarding Company A, figures represent the Ocean segment only

02. Business Segment Data | Segment Overview

Segment	Business	Business Overview
Dry Bulk	Coal & Iron Ore Carrier Business / Bulk Carrier Business	In the Dry Bulk business, we offer a global transportation service for dry bulk cargoes such as steelmaking raw materials (iron ore and coking coal), bauxite, steel products, paper raw materials (woodchip), grains, and coal. In addition to shipments to Japan, we actively provide transportation services across South Korea, China, India, and the Middle East, as well as cross-trade transportation services in the Atlantic region, thereby expanding our business scope. The Dry Bulk Business Unit is advancing decarbonization efforts through initiatives such as wind-assisted propulsion and the adoption of low- and zero-carbon fuels, including biofuels, LNG, methanol, and ammonia.
	LNG Carrier Business	In the LNG Carrier Business, we offer global transportation services for liquefied natural gas (LNG), an important energy source supporting the transition to a decarbonized society. Leveraging the expertise and network we have cultivated over many years, we provide safe and high-quality transportation services underpinned by long-term, stable contracts, while meeting customers' diverse needs across the LNG value chain.
	Crude Oil and LPG Carrier Business	The Crude Oil and LPG Carrier Business has developed a global shipowning business for customers both in Japan and overseas engaged in the marine transportation of crude oil and LPG. We also participate in offshore energy development projects, with a drillship and an FPSO operating off Brazil and an FPSO operating off Ghana. In addition, we are expanding our involvement in the transportation of next-generation energy sources, such as ammonia, for which demand is expected to grow, while capturing new transportation demand that supports the transition to a decarbonized society.
	Electricity Business	Our main area of business is transporting thermal coal from Australia and Indonesia to Japan for use by domestic power utility companies in coal-fired power plants. Our wide-beam bulk carriers developed for transporting thermal coal for power generation have become the basic type for the transport of coal, and thanks to our "Corona Series" of wide-beam carriers, we can provide safe and flexible services that meet the specific coal transportation needs of electric power utility companies.
Energy Resource Transport	CCS Business, Offshore Wind Business	CCS is attracting attention as one of the practical solutions for achieving net-zero emissions. Within the CCS value chain, "K" LINE provides the maritime transportation services for liquefied CO ₂ and is actively participating in the world's first full-scale commercial liquefied CO ₂ transportation project for CCS. In our offshore wind support vessel business, we provide and operate various types of vessels essential for the construction and maintenance of offshore wind power facilities, including support vessels, transport vessels, and survey vessels. Through these initiatives, we are engaged in businesses that contribute to reducing future environmental impacts.
	Car Carrier Business	Since developing and introducing Japan's first pure car carrier (PCC) in 1970, we have continued to provide high-quality transportation services worldwide. In addition, to flexibly respond to diversifying needs, we will also strengthen our High & Heavy (high and heavy cargoes such as construction machinery, agricultural machinery, and railway cars) transportation. Since the 2020 fiscal year, we have steadily expanded our fleet of LNG-fueled car carriers, which now stands at 14 vessels, responding to growing customer demand for lower-emission transportation services.
	Logistics and Port Business	We provide comprehensive logistics services to meet various customer needs for ocean cargo transportation as well as air cargo transportation, tugboats, land transportation, warehousing, and automotive logistics, including storage, processing, and transportation of finished vehicles. In addition, we operate car carrier terminals and container terminals at four ports in Japan—Tokyo, Yokohama, Osaka, and Kobe.
	Short Sea and Coastal Business	Kawasaki Kinkai Kisen Kaisha, Ltd. operates a wide variety of vessels, such as coastal vessels to / from Asia, including steel products and fuel transport for biomass power plants; RORO vessels and ferries to promote modal shifts in Japan; and dedicated limestone carriers for steel and dedicated coal carriers for electric power. In addition, we see growing demand driven by future offshore development as an opportunity and are working to steadily expand our offshore support vessel business.
Product Logistics	Containership Business	In April 2018, the containership businesses of three Japanese shipping companies were integrated to form a new company, ONE. As of March 31, 2026, ONE operates a containership fleet of over 282 vessels (2.23 million TEU). Through our extensive service network covering more than 120 countries worldwide, we provide reliable and prompt international transportation services.
	Other	Other includes the fuel business, ship management business, travel agency business, and real estate rental and management business.

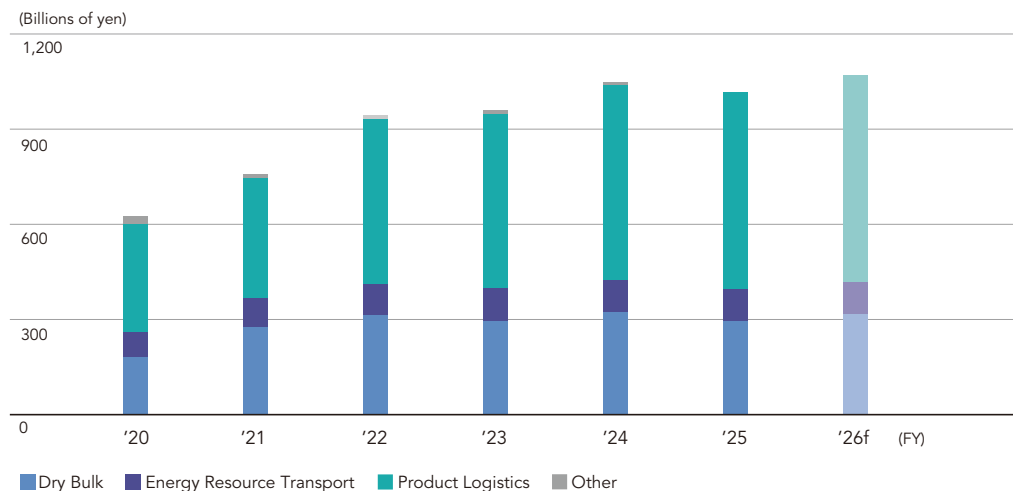
Vessel types	Cargo types
Capesize	Iron ore, coking coal, and bauxite
Panamax	Steam coal, iron ore, grain, salt, nickel ore, steel products, alumina, etc.
Handymax	
Small handy	
Woodchip carriers	Woodchip, etc.

Vessel types	Cargo businesses
LNG carriers	LNG
LNG bunkering vessel	LNG as marine fuel
Liquefied CO ₂ carriers	Liquefied CO ₂
Thermal coal carriers	Steam coal, etc.
Oil tanker / VLCC	Crude oil
Oil tanker / Aframax	
LPG carriers	Liquefied petroleum gas (propane / butane)
Drillship	Mobile offshore drilling unit
FPSO	Floating production storage and offloading system
Geo-survey vessel	Offshore marine geo-survey

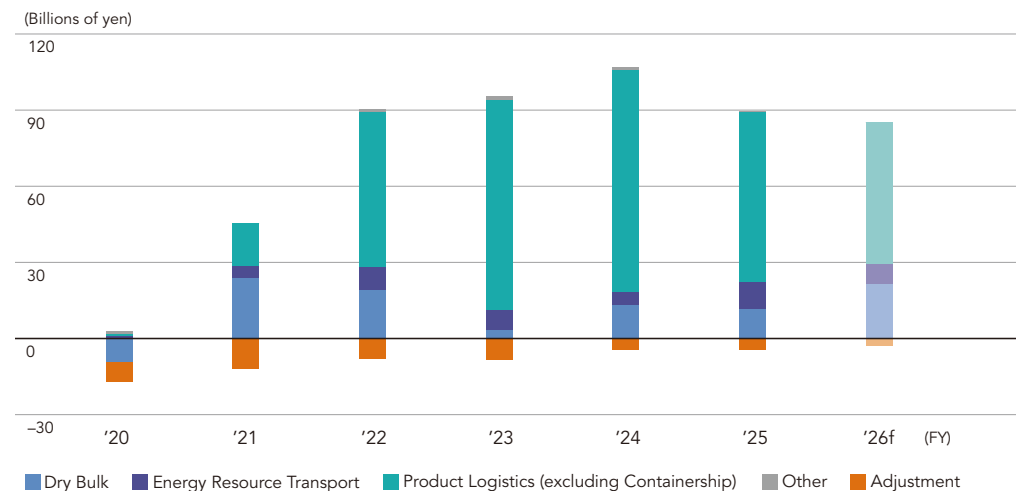
Vessel types	Cargo types
Car carriers	Complete built-up cars, large vehicles (bus / truck, etc.), construction machinery, agricultural machinery, static cargo, etc.
Short sea and coastal vessels, RORO vessels	Coking coal, limestone, steel products, biomass power generation fuel, paper products, foods, construction materials, etc.
Containerships	General consumer goods, parts, industrial products, precision machinery, food, wood products, dry cargo such as raw materials, frozen food, etc.

02. Business Segment Data | Segment Data

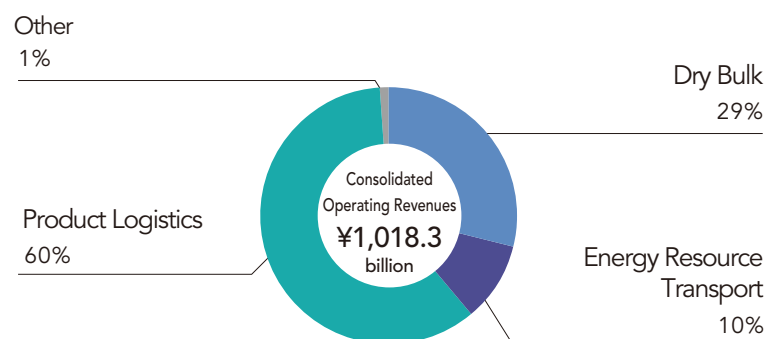
Operating Revenues by Segment



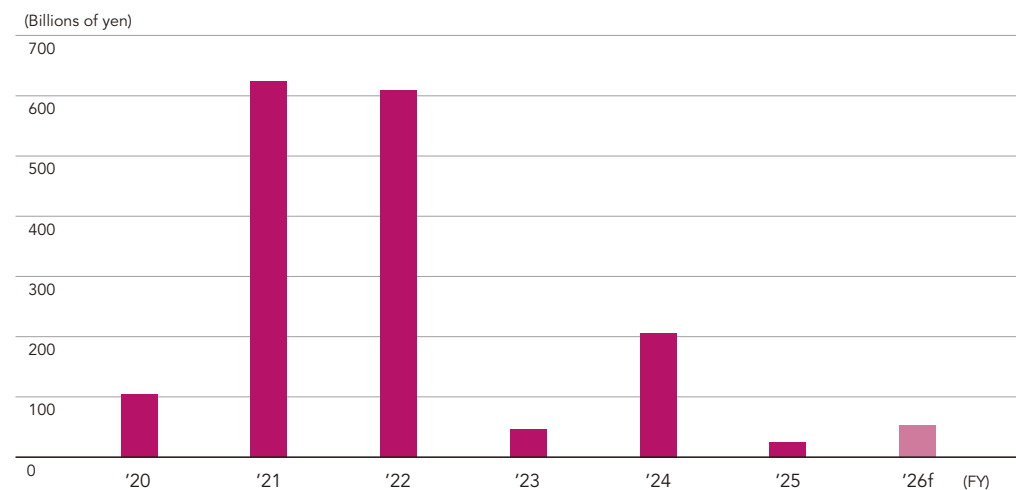
Ordinary Income (Loss) by Segment ("K" LINE's Own Businesses)



Operating Revenues by Segment (FY2025)



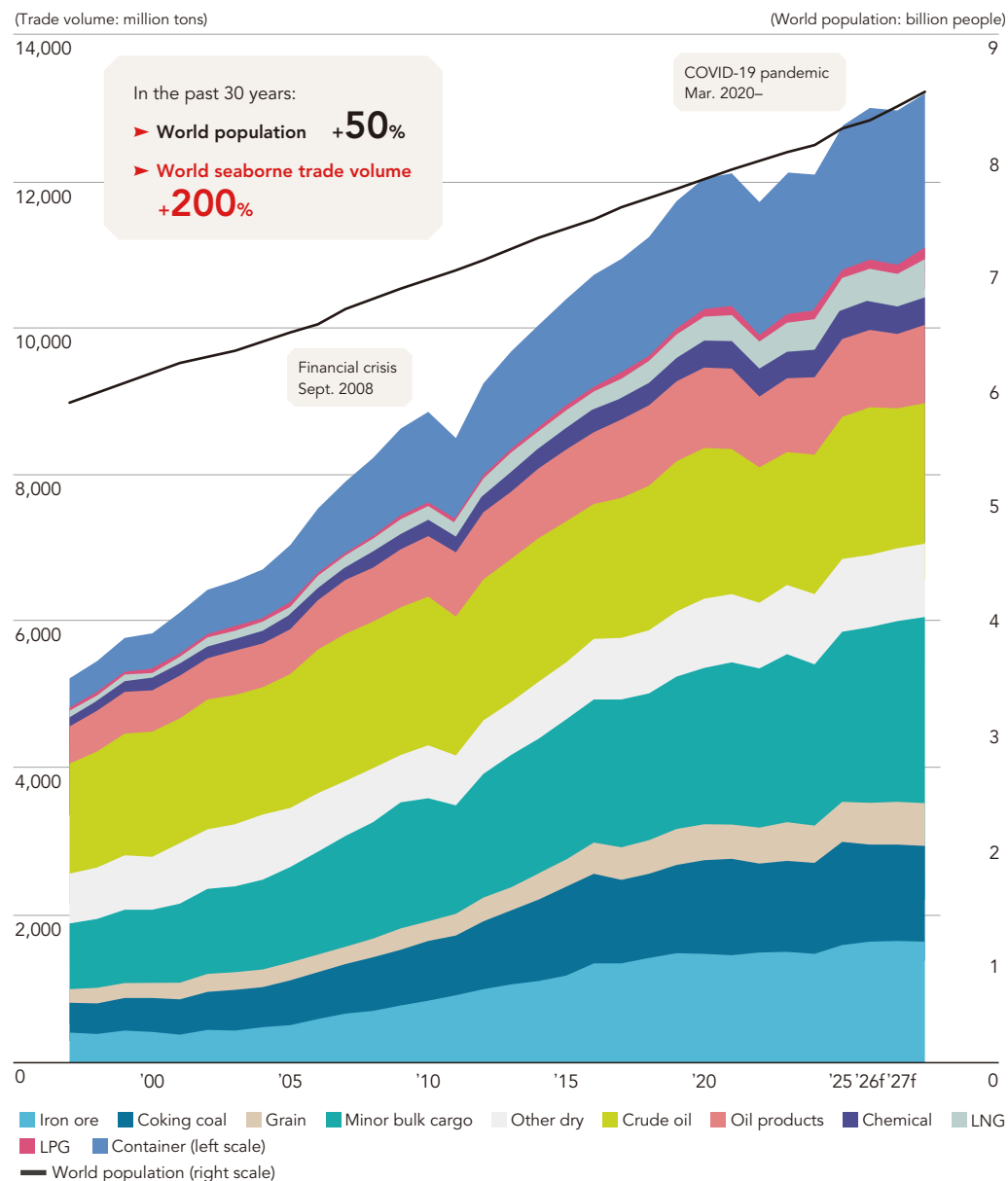
Ordinary Income (Loss) for Containership Business



* Regarding operating revenues by segment, ordinary income (loss) by segment ("K" LINE's own businesses), and the Containership Business's ordinary income are as follows:
 - FY2026 forecasts are as of August 2026.
 - The allocation method for SG&A expenses has been partially changed from FY2023. FY2022 actual figures were also created using the method after the change.
 - The allocation method for converting revenues and expenses of overseas subsidiaries into Japanese yen was changed from FY2024. FY2023 actual figures were also created using the method after the change.
 - The allocation method for foreign exchange gains and losses was changed from FY2025. FY2024 actual figures were also created using the method after the change.

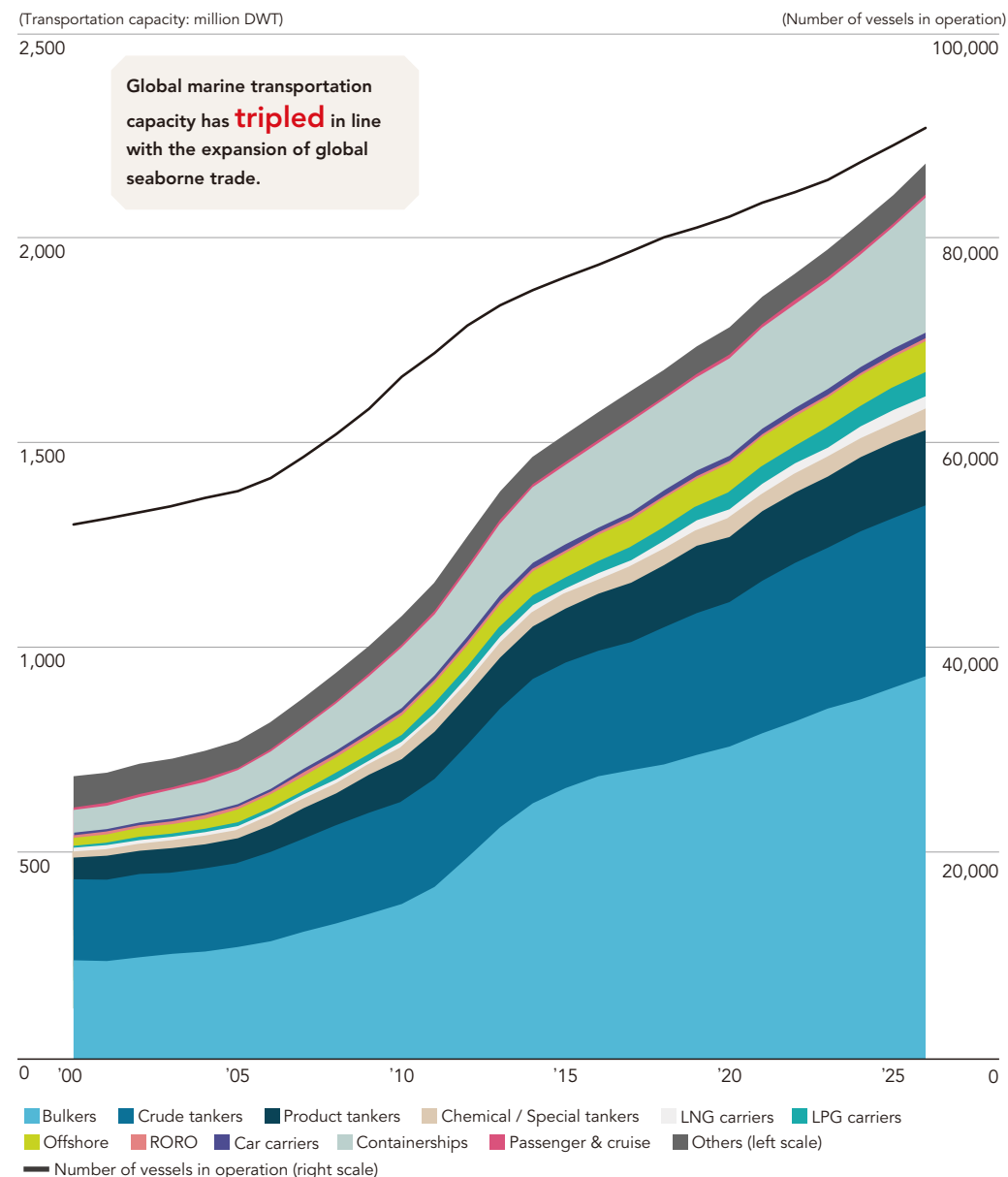
02. Business Segment Data | World Seaborne Trade and Transportation Capacity Data

World Seaborne Trade Volume by Major Cargoes and World Population



Based on Clarksons and database of the Ministry of Internal Affairs and Communications, Japan, etc.

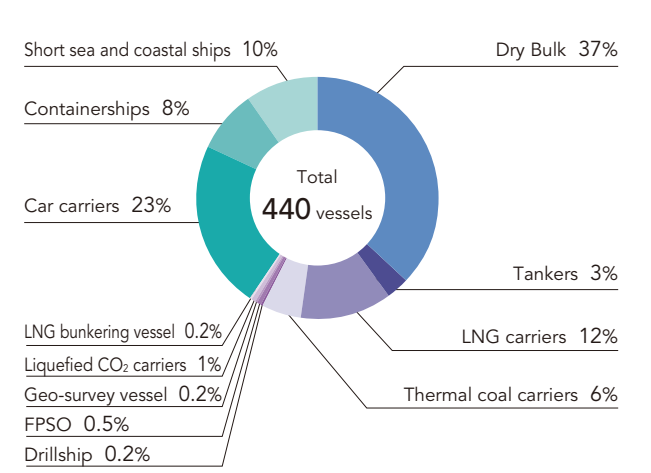
Total World Transportation Capacity and Number of Vessels in Operation



Based on Clarksons

02. Business Segment Data | "K" LINE Group Vessels in Operation and Ship Newbuilding Prices

"K" LINE Group Fleet Composition (As of March 31, 2026)

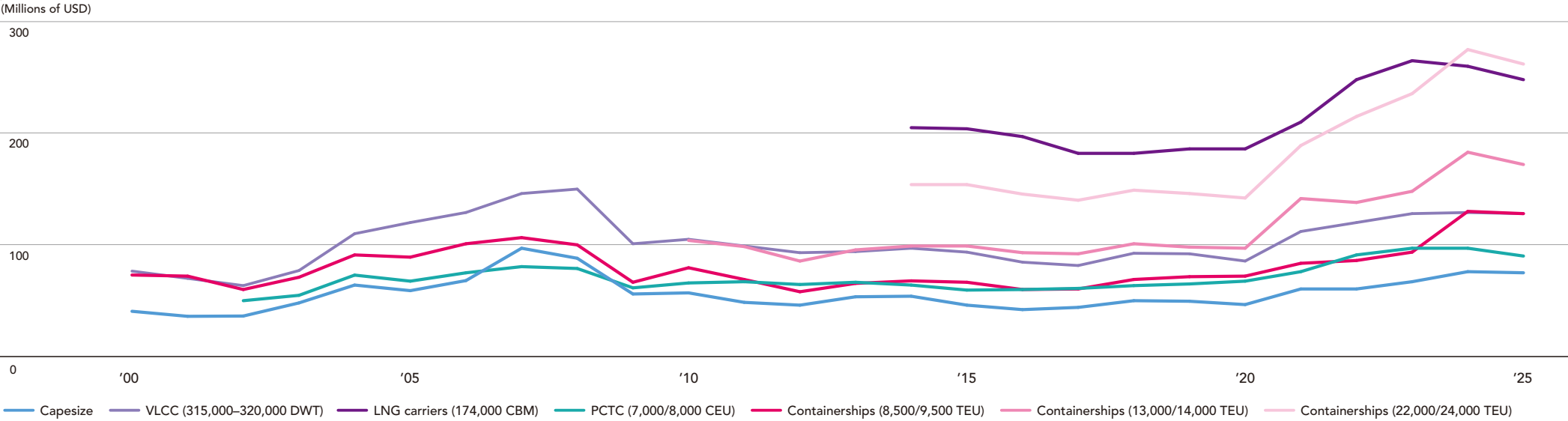


"K" LINE Group Vessels in Operation

Type of vessel	As of March 31, 2024						As of March 31, 2025						As of March 31, 2026					
	Owned		Chartered		Total		Owned		Chartered		Total		Owned		Chartered		Total	
	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)	Vessels	DWT (MT)
Dry Bulk	52	6,284,338	140	17,388,141	192	23,672,479	53	6,548,336	125	15,777,149	178	22,325,485	47	6,118,592	116	13,932,874	163	20,051,466
Tankers	11	2,228,808	2	108,320	13	2,337,128	11	2,228,599	2	108,320	13	2,336,919	11	2,228,599	2	108,320	13	2,336,919
LNG carriers	44	3,636,087	2	153,909	46	3,789,996	44	3,636,087	2	153,909	46	3,789,996	51	4,287,382	2	153,950	53	4,441,332
Thermal coal carriers	9	791,371	16	1,450,522	25	2,241,893	9	791,718	15	1,361,678	24	2,153,396	9	791,718	17	1,524,715	26	2,316,433
Drillship	1	—	0	—	1	—	1	—	0	—	1	—	1	—	0	—	1	—
FPSO	1	—	0	—	1	—	2	—	0	—	2	—	2	—	0	—	2	—
Geo-survey vessel	0	—	0	—	0	—	1	3,587	0	—	1	3,587	1	3,587	0	—	1	3,587
Liquefied CO ₂ carriers	0	—	0	—	0	—	2	20,359	0	—	2	20,359	3	30,541	0	—	3	30,541
LNG bunkering vessel	1	2,431	0	—	1	2,431	1	2,431	0	—	1	2,431	1	2,431	0	—	1	2,431
Car carriers	32	456,088	59	1,071,990	91	1,528,078	42	634,637	56	1,033,038	98	1,667,675	46	711,893	53	981,465	99	1,693,358
Containerships	11	849,856	30	2,970,195	41	3,820,051	13	1,143,606	26	2,478,747	39	3,622,353	11	1,050,785	25	2,405,835	36	3,456,620
Short sea and coastal ships	23	178,484	19	167,300	42	345,784	28	310,135	15	131,591	43	441,726	28	310,135	14	118,715	42	428,850
Total	185	14,427,463	268	23,310,377	453	37,737,840	207	15,319,495	241	21,044,432	448	36,363,927	211	15,535,663	229	19,225,874	440	34,761,537

* The number of owned vessels includes co-owned vessels, and deadweight tonnage includes shares of other companies' ownership in co-owned vessels.
* Includes flagships and spot and short-term activities at the end of term.

Ship Newbuilding Prices



* For Containerships, the fuel type was conventional fuel through 2023, transitioning to LNG dual fuel from 2024 onward

Source: Clarksons

02. Business Segment Data | Coal & Iron Ore Carrier Business / Bulk Carrier Business

Ranking of Dry Bulk Fleets (All Types) by Ownership

(As of June 2026)

Ranking	Operator	100,000 DWT	Vessels
1	China COSCO Shipping	347.3	295
2	NYK	216.7	191
3	CMB	178.1	109
4	Star Bulk Carriers	135.3	135
5	Berge Bulk	134.1	71
6	Pan Ocean	122.7	81
7	MOL	122.1	120
8	China Merchants	121.8	102
9	Winning Intl	114.1	59
10	China Dev Bank (CDB)	113.0	130
12	"K" LINE	110.0	91

* Includes a portion of chartered vessels.

Based on Clarksons

Ranking of Capesize Fleets by Ownership

(As of June 2026)

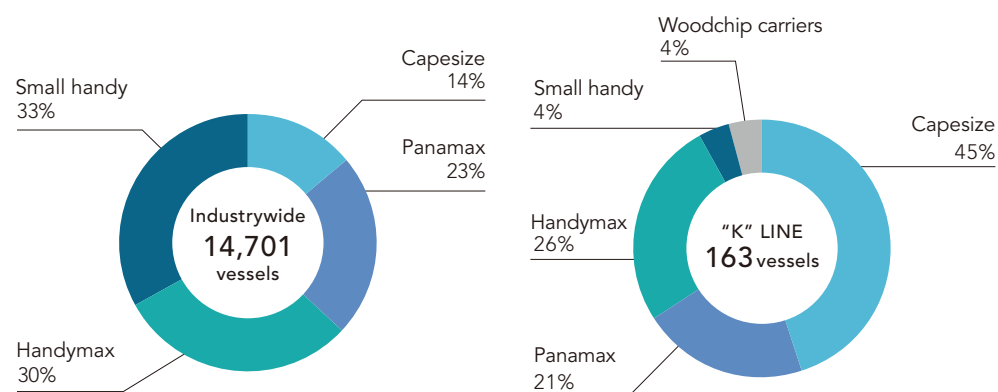
Ranking	Operator	100,000 DWT	Vessels
1	China COSCO Shipping	227.8	91
2	CMB	153.5	79
3	NYK	136.7	63
4	Berge Bulk	129.5	59
5	Winning Intl	114.1	59
6	ICBC	104.3	31
7	Pan Ocean	95.4	38
8	China Merchants	82.8	29
9	H-Line Shipping	75.0	36
10	Angelicoussis Group	74.5	40
11	"K" LINE	69.7	35

* Includes a portion of chartered vessels.

Based on Clarksons

Dry Bulk Fleet Composition

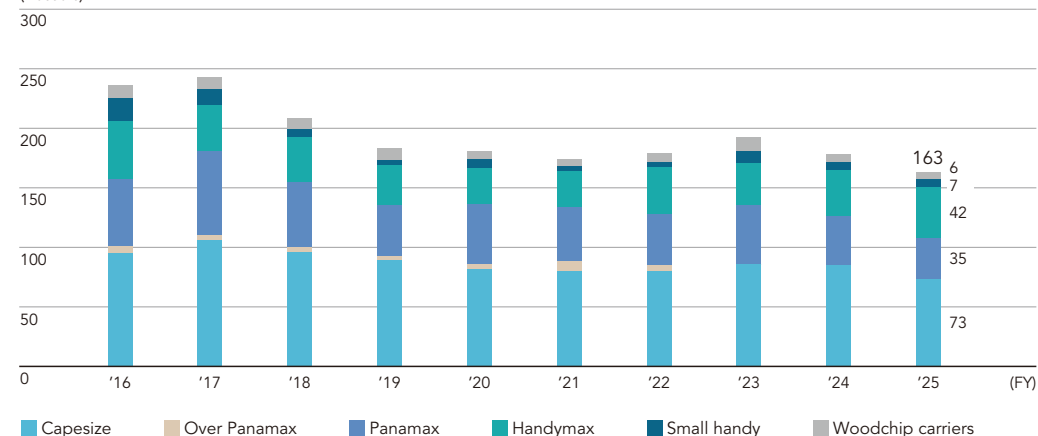
(As of March 2026)



Source: Clarksons

"K" LINE Dry Bulk Fleet

(Vessels)

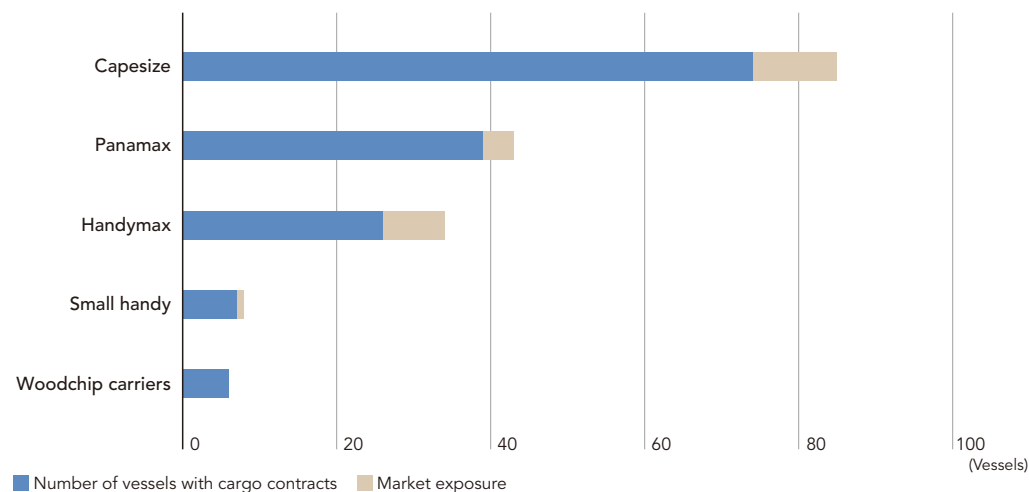


* Capesize includes the number of Over Panamax vessels from FY2023 onward.

02. Business Segment Data | Coal & Iron Ore Carrier Business / Bulk Carrier Business

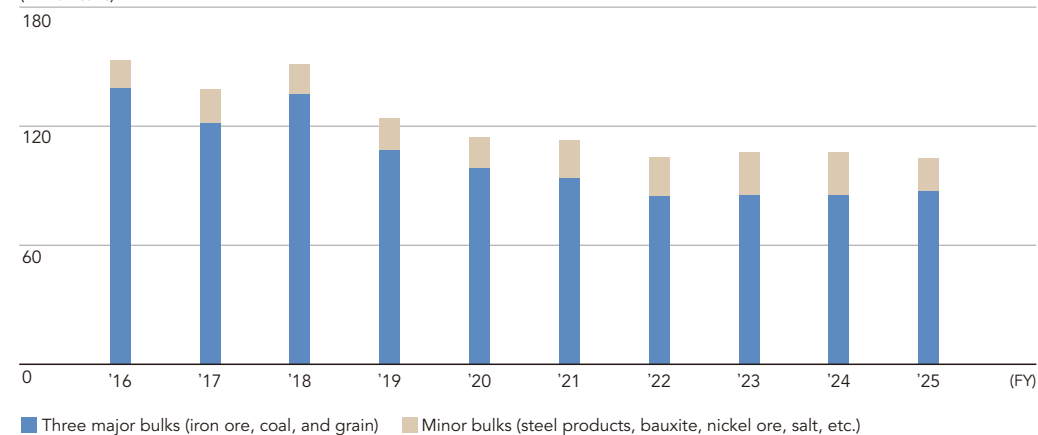
"K" LINE's Total Dry Bulk Fleet Cargo Contracts Covered Ratio

(As of August 2026)



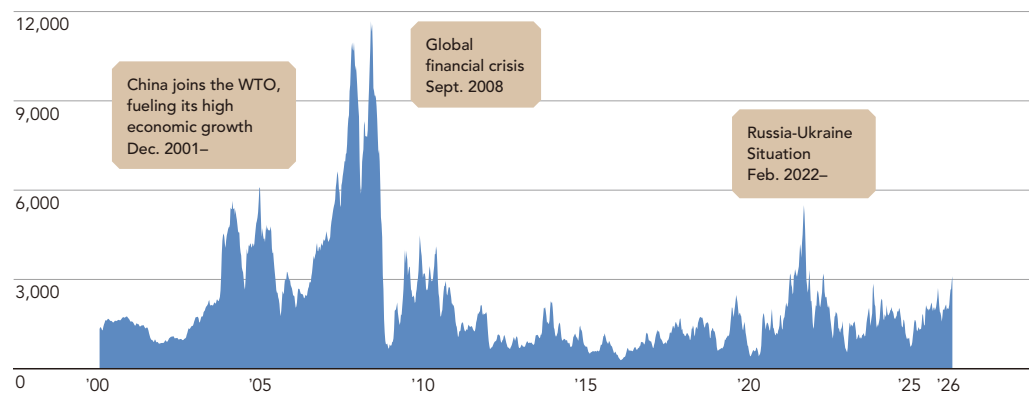
"K" LINE Cargo Tonnage Carried by Dry Bulk Carriers

(Million tons)



* The figures from FY2017 exclude the volume carried by the Electricity Business.

Baltic Dry Index (BDI)



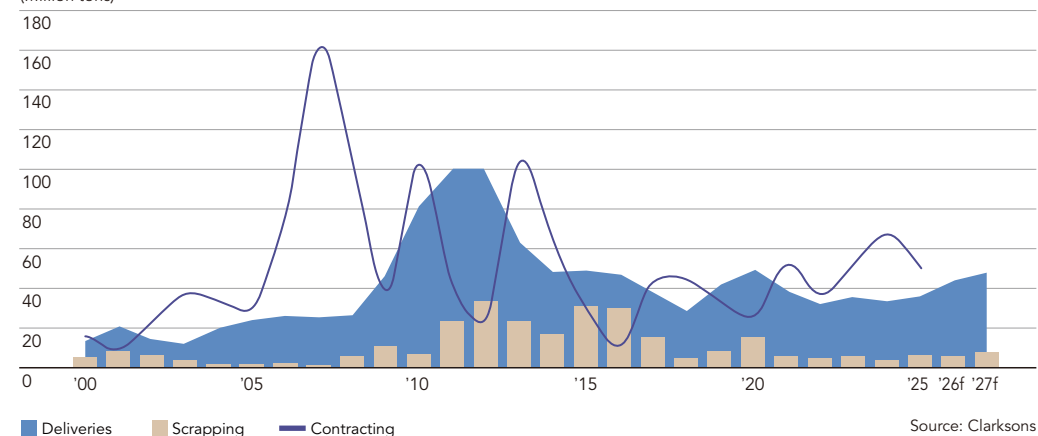
* The BDI is January 4, 1985 = 1,000

Source: Clarksons

Dry Bulk Carriers Delivery and Removal Progress

(As of June 2026)

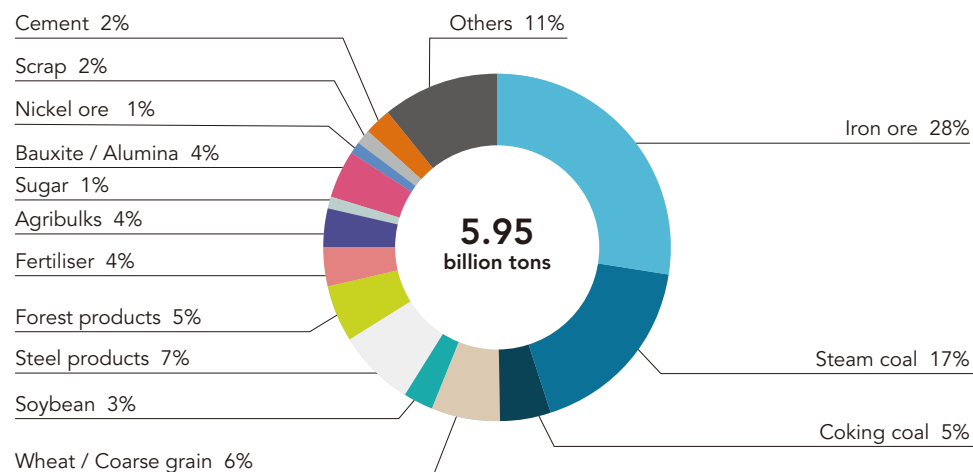
(Million tons)



Source: Clarksons

02. Business Segment Data | Coal & Iron Ore Carrier Business / Bulk Carrier Business

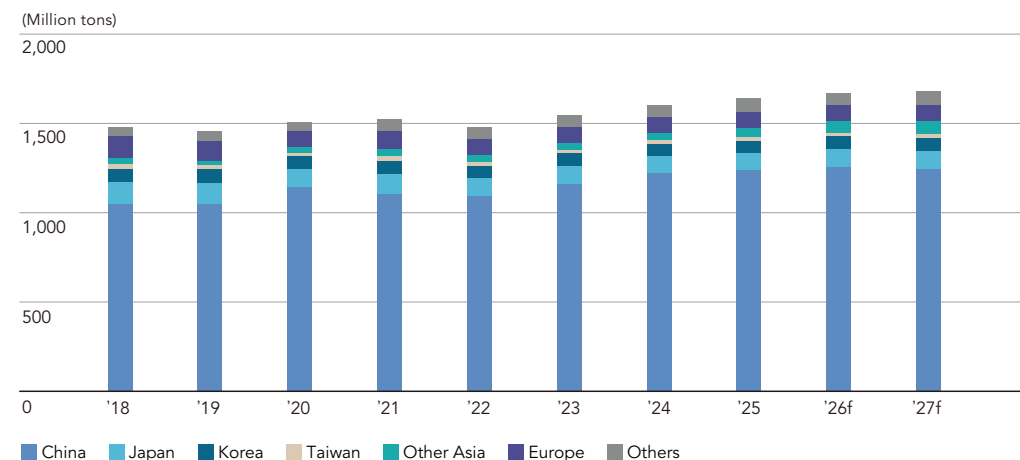
Dry Bulk Cargo: Ocean Transport Commodity Breakdown in CY2025



Source: Clarksons

Seaborne Iron Ore Imports by Major Country and Region

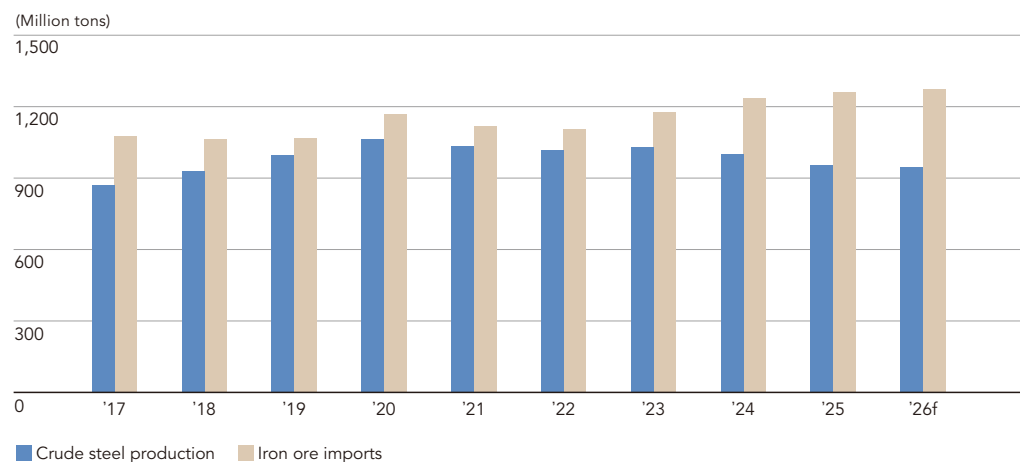
(As of May 2026)



Source: Clarksons

Crude Steel Production and Iron Ore Imports by China

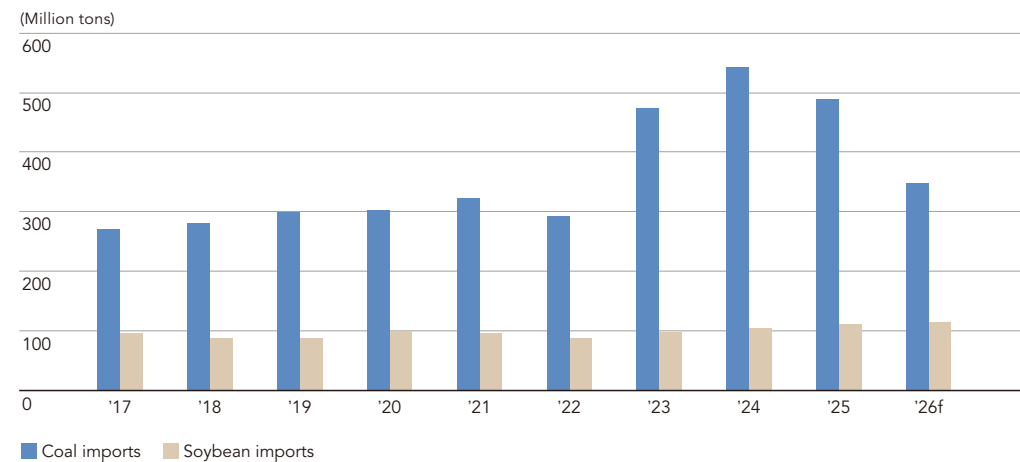
(As of May 2026)



Based on database of National Bureau of Statistics of China, China Customs Statistics, and Clarksons

Coal and Soybean Imports by China

(As of May 2026)



Based on database of China Customs Statistics and Clarksons

02. Business Segment Data | LNG Carrier Business, Crude Oil and LPG Carrier Business, Electricity Business, CCS Business, Offshore Wind Business

LNG Carrier Fleet Ranking

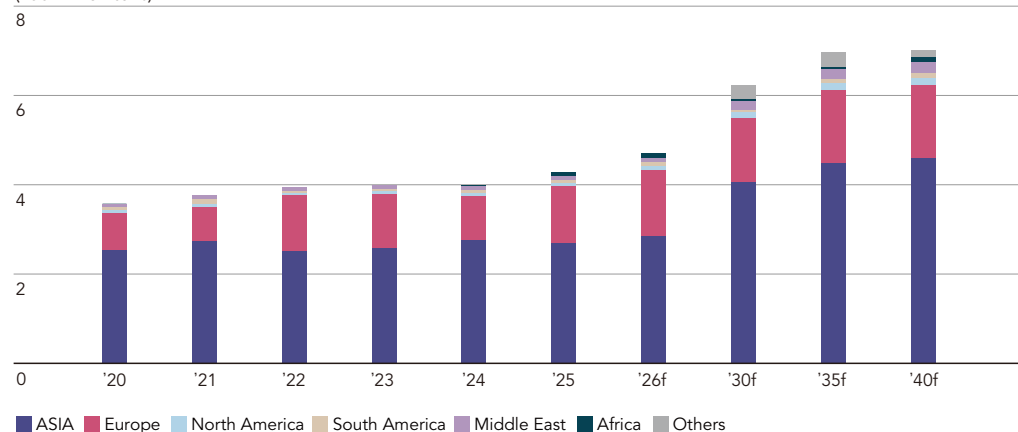
(As of March 2026)

Ranking	Operator	Vessels
1	MOL	103
2	NYK	96
3	Nakilat	69
4	"K" LINE	53
5	Maran Gas	52
6	Sea Peak	42
7	Knutsen	37
8	Gaslog	35
9	MISC	31
10	China LNG Shipping	30

Source: "K" LINE

LNG Demand Trends

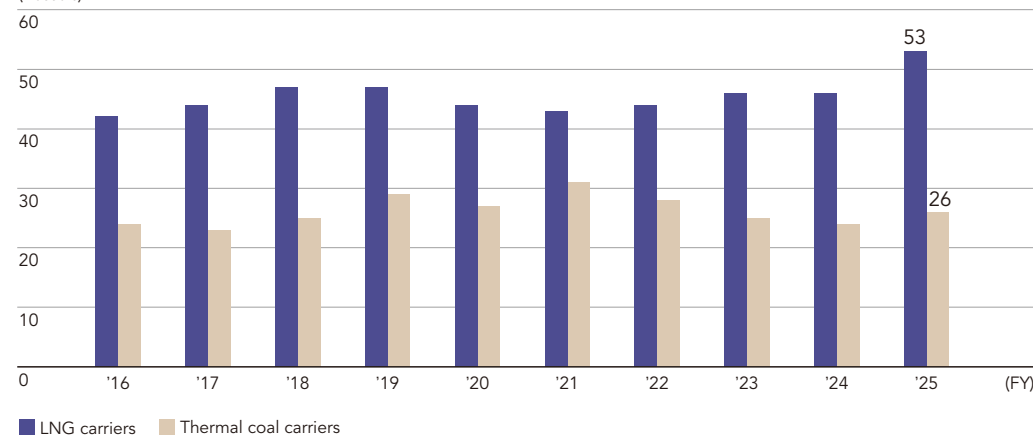
(100 million tons)



Based on S&P Global Energy (Platts)

"K" LINE LNG Carrier and Thermal Coal Carrier Fleet (Including Co-Owned)

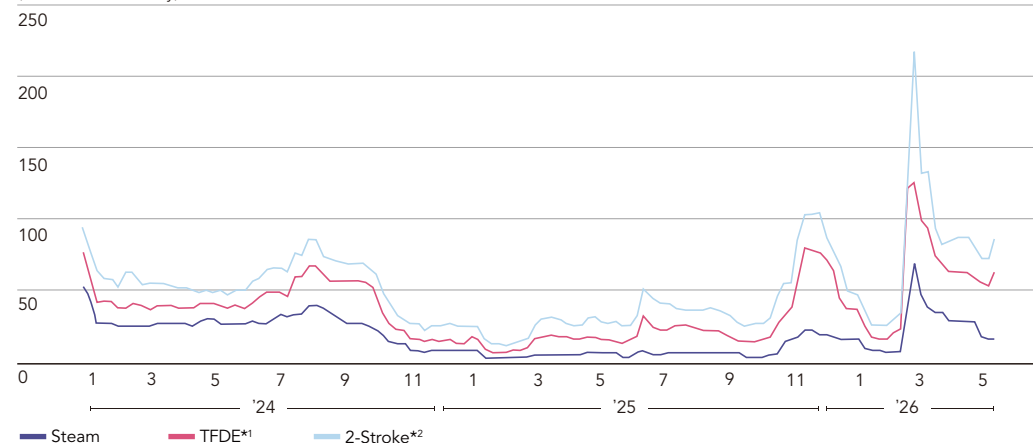
(Vessels)



■ LNG carriers ■ Thermal coal carriers

LNG Carrier Spot Market

(Thousand USD / day)



*1. TFDE (Tri Fuel Diesel Electric) propulsion plants are propelled by electric motors utilizing power generated by four-stroke engines fueled by boil-off gas or marine diesel oil or heavy oil.

*2. 2-stroke engines are gas-injection propulsion plants fueled by boil-off gas, marine diesel oil, or heavy fuel oil.

Source: SSY

02. Business Segment Data | LNG Carrier Business, Crude Oil and LPG Carrier Business, Electricity Business, CCS Business, Offshore Wind Business

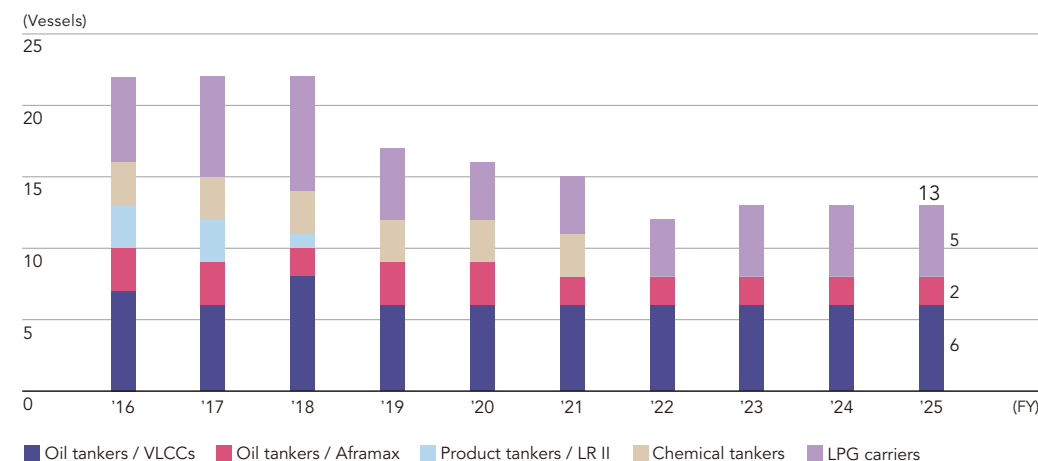
Ranking of VLCC Fleets by Ownership

(As of June 2026)

Ranking	Operator	100,000 DWT	Vessels
1	Sinokor Merchant	274.4	90
2	China Merchants	157.6	51
3	Bahri	152.0	49
4	China COSCO Shipping	125.9	41
5	Nat Iranian Tanker	117.6	38
6	Fredriksen Group	105.4	35
7	Angelicoussis Group	105.0	33
8	Mitsui OSK Lines	77.0	25
9	DHT Holdings	71.6	23
10	Hahn & Company	53.1	17
25	"K" LINE	18.4	6

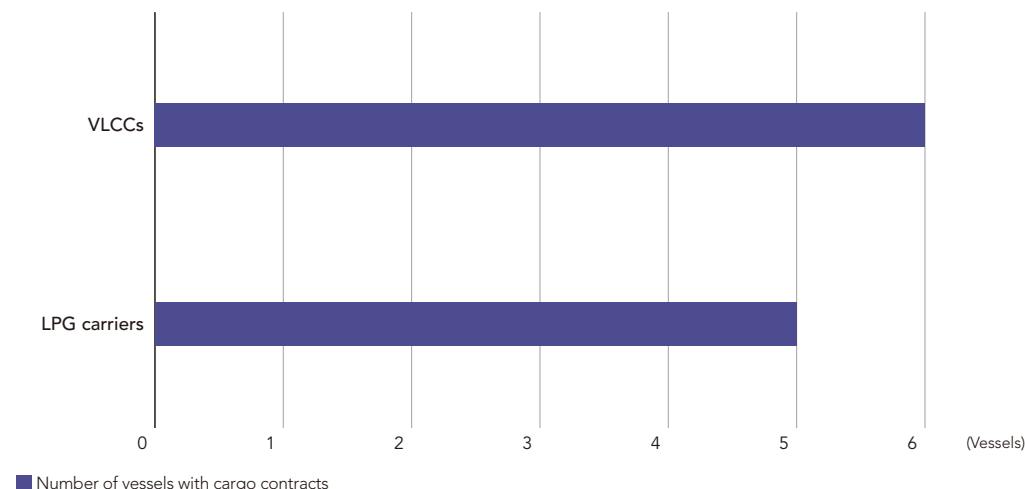
Source: Clarksons

"K" LINE Tanker Fleet Scale

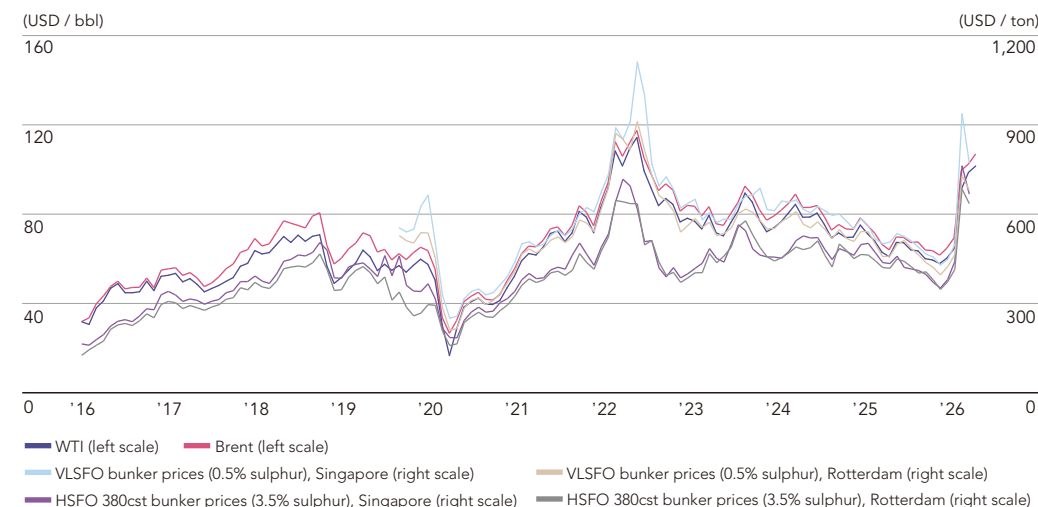


"K" LINE's Total Tanker Fleet Cargo Contracts Covered Ratio

(As of July 2026)



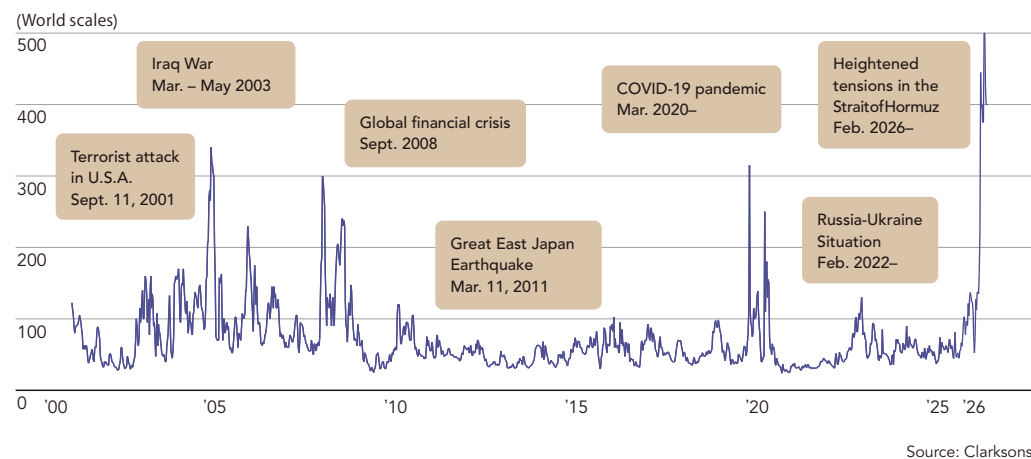
Historical Oil and Bunker Price Trends



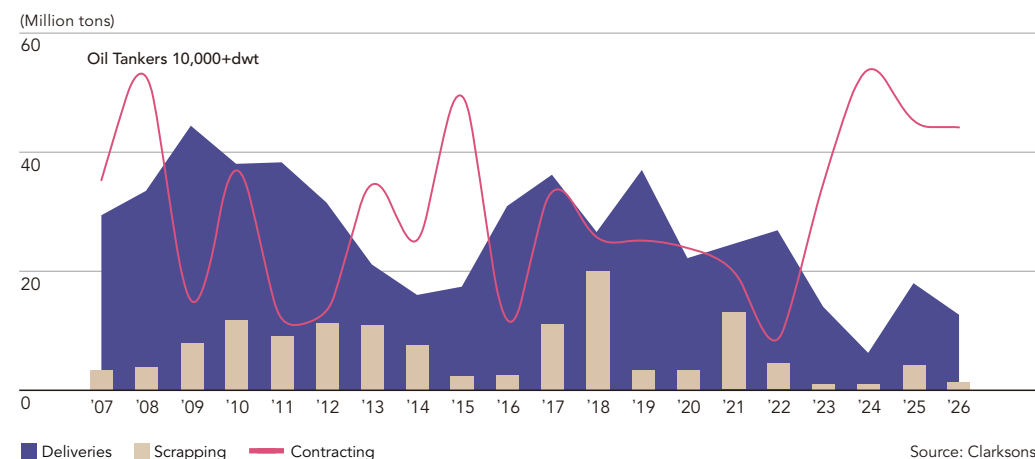
Based on Clarksons and LSEG Workspace

02. Business Segment Data | LNG Carrier Business, Crude Oil and LPG Carrier Business, Electricity Business, CCS Business, Offshore Wind Business

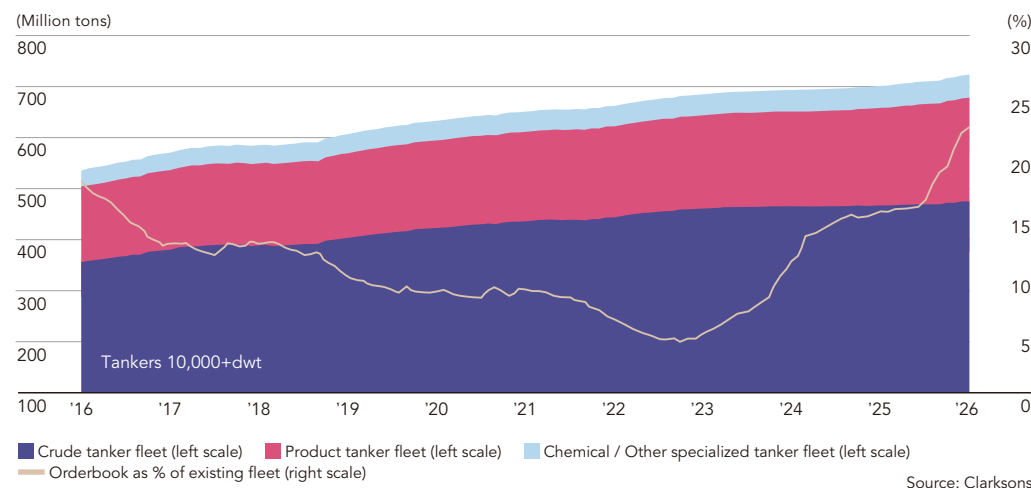
Tanker Freight Index (World Scale)



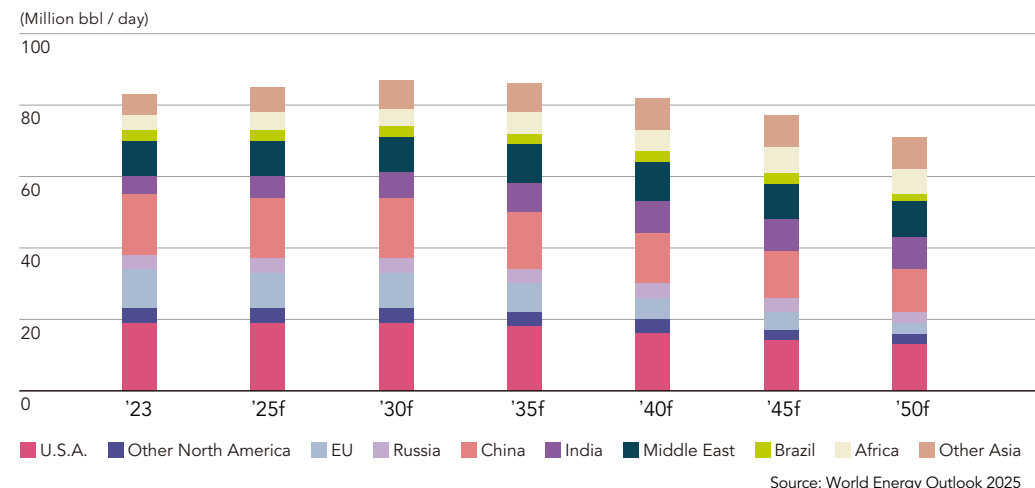
Tanker Delivery and Removal Progress



Tanker Fleet and Orderbook



Forecast of Oil Demand by Country



02. Business Segment Data | Car Carrier Business

Car Carrier Fleet Ranking

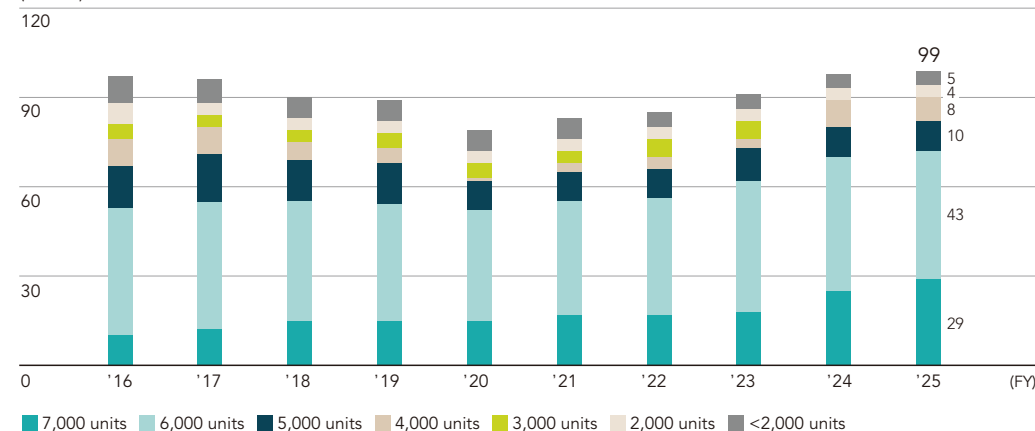
(As of May 2026)

Ranking	Operator	Vessels	Share of vessels	Capacity (units)	Share of capacity
1	WWO AS	116	14.0%	796,421	15.4%
2	NYK	115	13.9%	716,166	13.9%
3	MOL	102	12.3%	620,909	12.0%
4	"K" LINE	90	10.8%	559,475	10.8%
5	GLOVIS	83	10.0%	563,940	10.9%
6	GRIMALDI	70	8.4%	391,253	7.6%
7	HOEGH	43	5.2%	316,265	6.1%
8	COSCO	30	3.6%	196,267	3.8%
9	ANJI	22	2.7%	150,450	2.9%
10	NEPTUNE	17	2.0%	69,990	1.4%
	Others	142	17.1%	786,238	15.2%
	Total	830	100%	5,167,374	100%

Based on Hennes Shipping "AS Year Report"

"K" LINE Car Carrier Fleet

(Vessels)

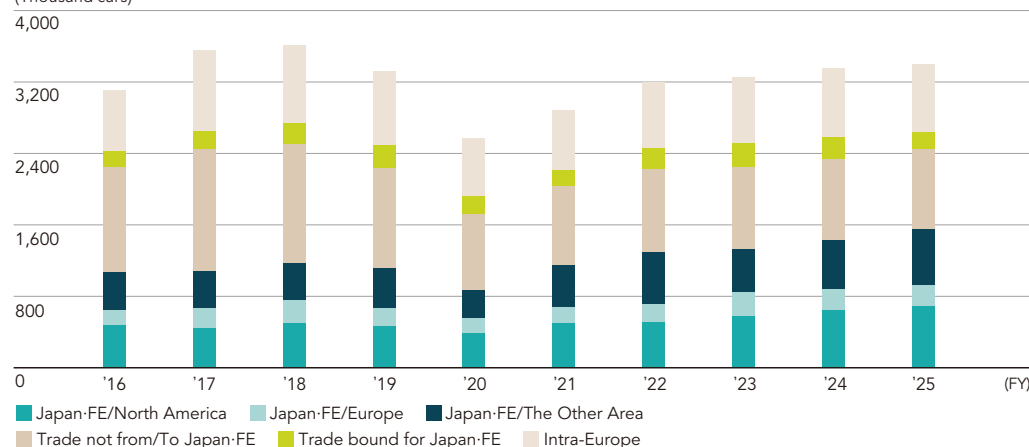


* Includes short-term chartered vessels and Group company-operated vessels.

* The classification of certain ships was changed as of the end of FY2024 and as of the end of FY2025.

Total Units Carried by "K" LINE Car Carriers

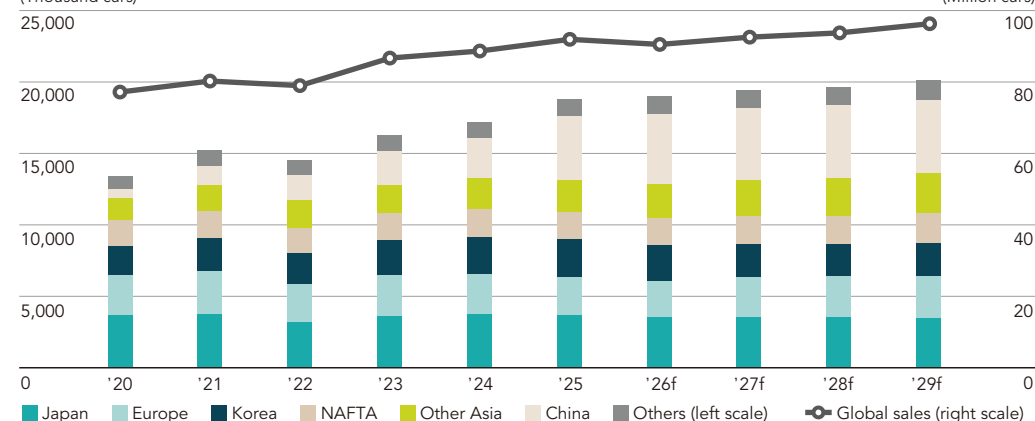
(Thousand cars)



Worldwide Car Ocean Transportation Volume

(As of May 2026)

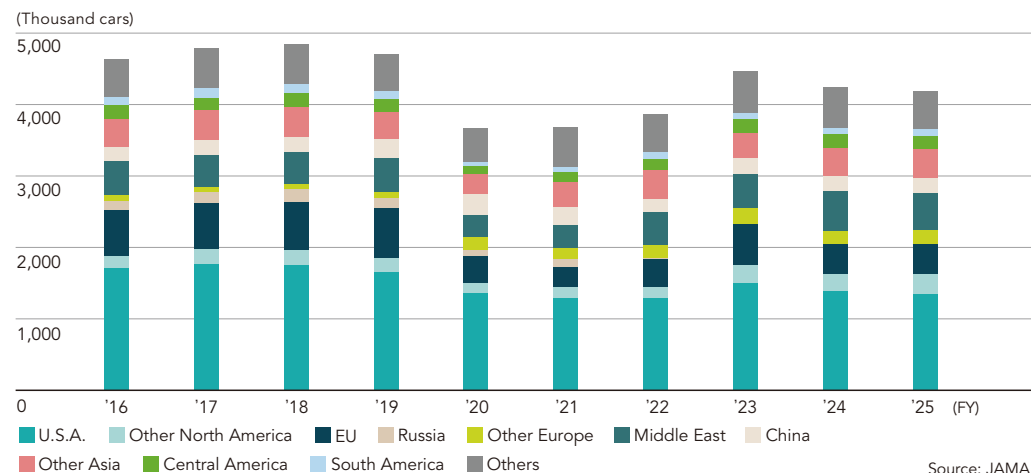
(Thousand cars)



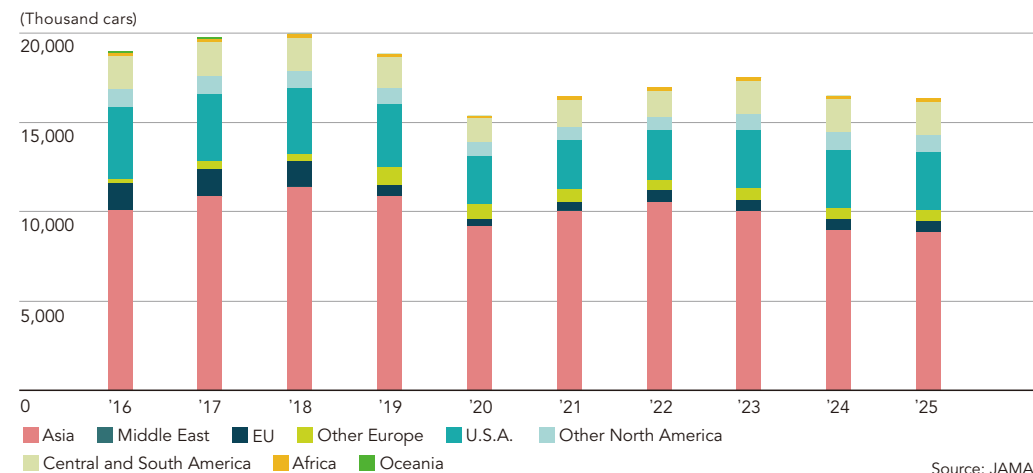
Based on S&P Global Automotive

02. Business Segment Data | Car Carrier Business

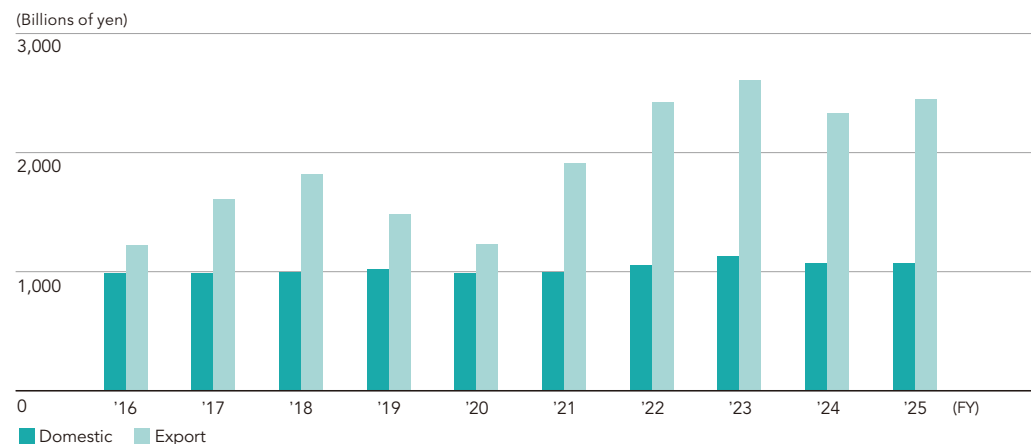
Total Cars Units Exported from Japan



Japanese Automakers' Overseas Vehicle Production

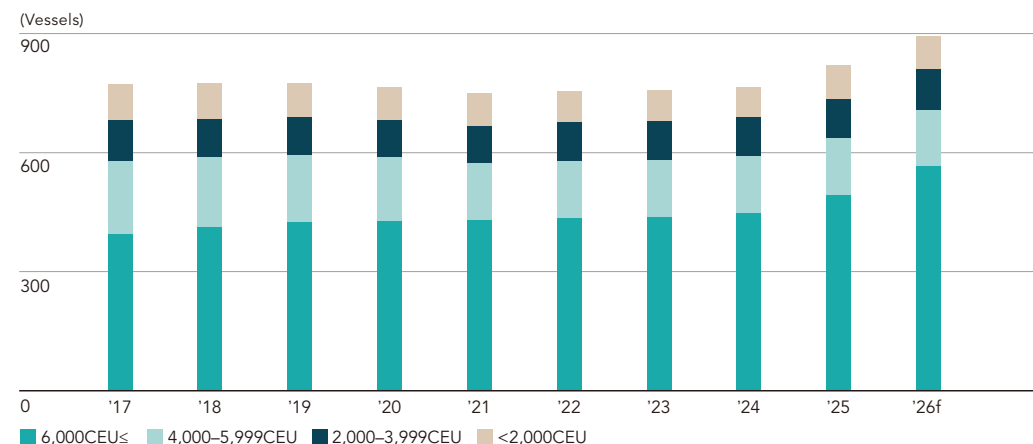


Japanese Construction Machine Sales Results



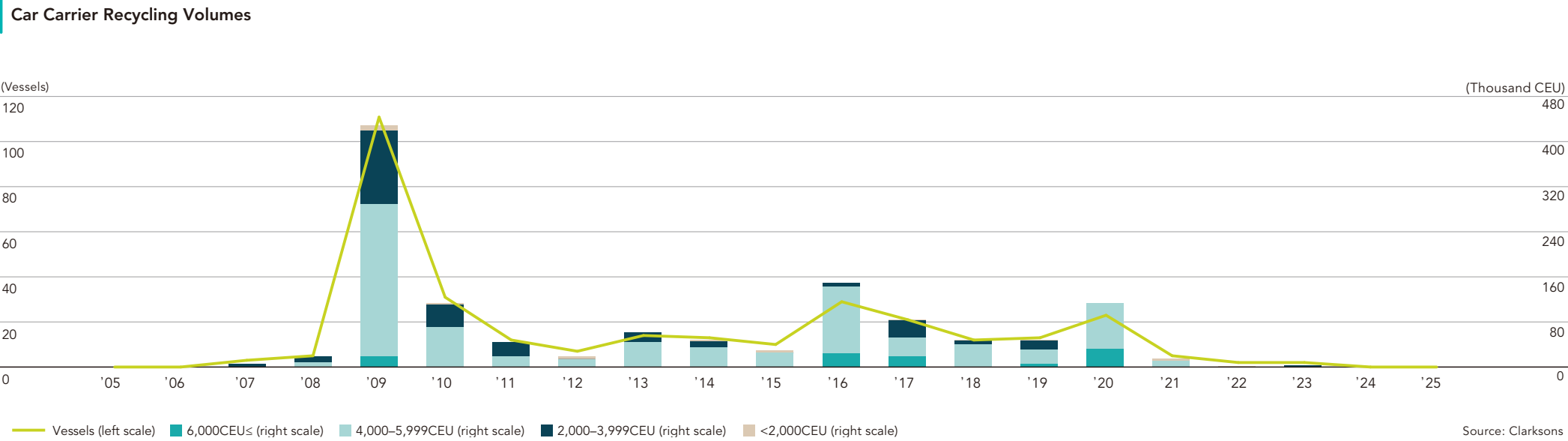
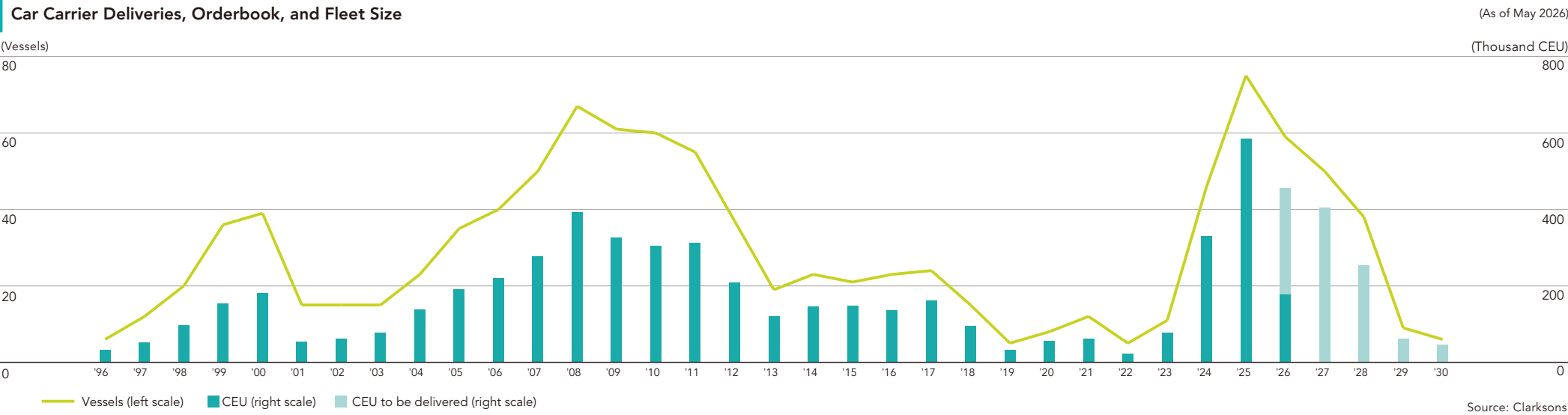
Pure Car Carrier Fleet Development

(As of May 2026)



* CEU: Car Equivalent Unit

02. Business Segment Data | Car Carrier Business



02. Business Segment Data | Containership Business

Containership Operators Fleet Ranking (As of May 2026)

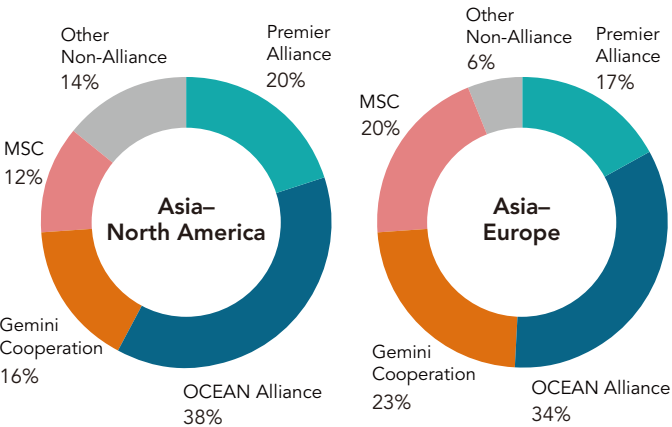
Ranking	Operator	TEU	Vessels	Share
1	MSC	7,318,632	999	21.8%
2	APM-Maersk	4,653,503	736	13.8%
3	CMA CGM Group	4,273,202	723	12.7%
4	COSCO Group	3,593,746	554	10.7%
5	Hapag-Lloyd	2,400,946	291	7.1%
6	ONE	2,134,872	272	6.3%
7	Evergreen	1,973,231	239	5.9%
8	HMM	1,029,773	97	3.1%
9	Yang Ming	741,908	98	2.2%
10	ZIM	698,205	115	2.1%
11	Wan Hai Lines	591,132	120	1.8%
12	PIL	442,216	99	1.3%
	Others	3,790,025	2,377	11.3%
	Total	33,641,391	6,720	100%

Members of each alliance

- Premier Alliance: ONE, HMM, Yang Ming
- OCEAN Alliance: CMA CGM Group, COSCO Group, Evergreen
- Gemini Cooperation: APM-Maersk, Hapag-Lloyd

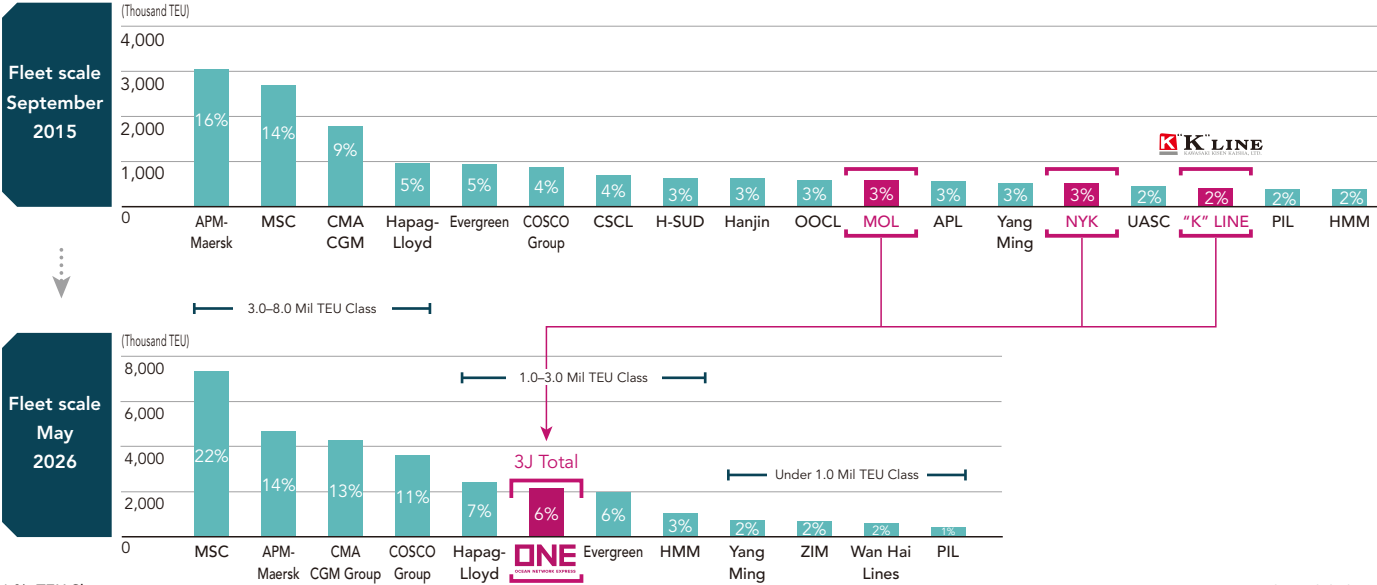
Based on Alphaliner

Trade Capacity Share by Alliance (As of May 2026)



Source: Alphaliner

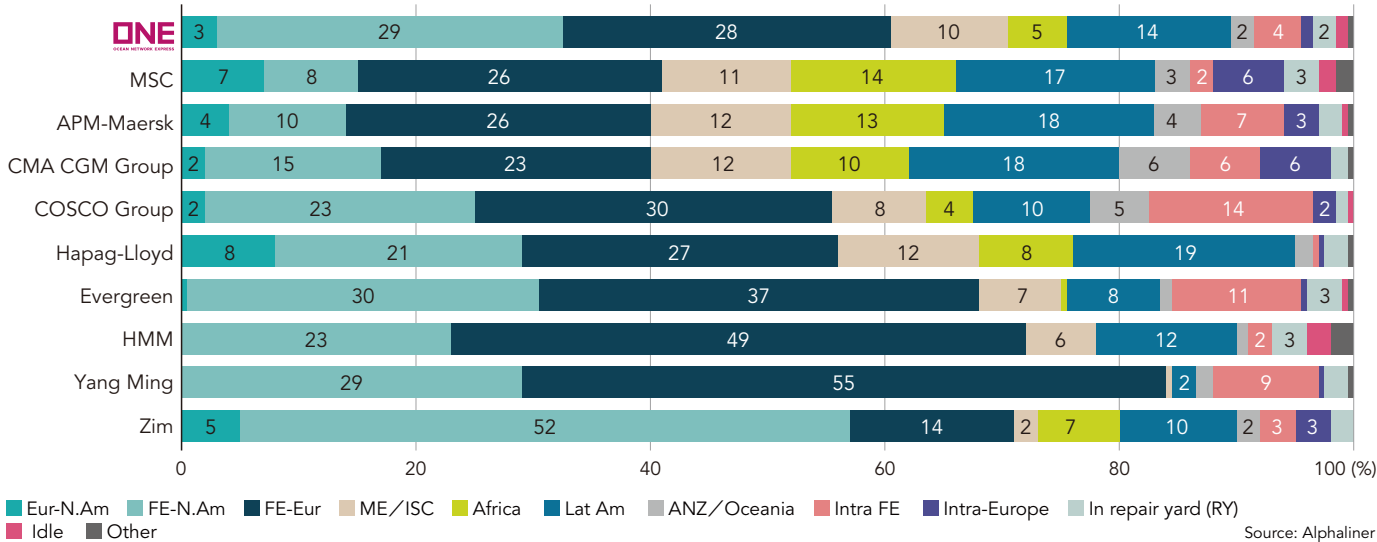
Change in Number of Containerships by Company and Capacity Scale



Based on Alphaliner

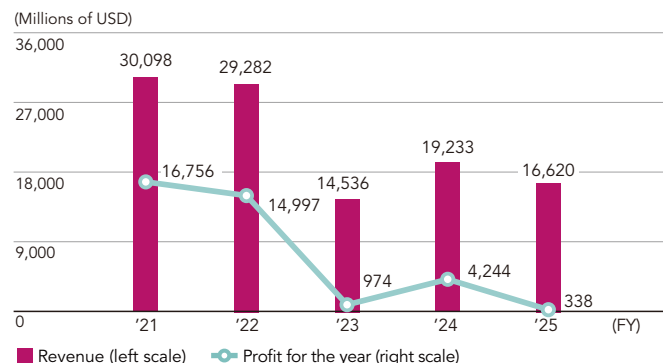
Main Carrier Breakdown of Capacity Operated by Trade

(As of May 2026)



02. Business Segment Data | Containership Business

Financial Results for OCEAN NETWORK EXPRESS (ONE)



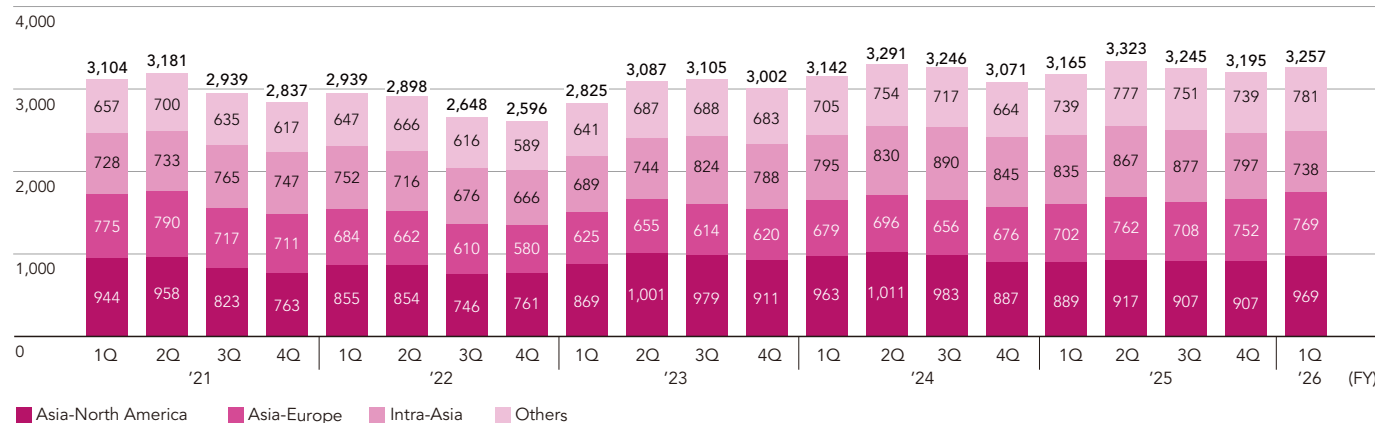
Quarterly Financial Results for ONE

(Millions of USD)

FY2021	1Q	2Q	3Q	4Q	Total
Revenue	5,776	7,557	8,332	8,433	30,098
EBITDA	2,924	4,572	5,286	5,497	18,279
EBIT	2,657	4,295	5,019	5,225	17,196
Profit/Loss	2,559	4,200	4,889	5,108	16,756
Lifting (Thousand TEU)	3,104	3,181	2,939	2,837	12,061
FY2022	1Q	2Q	3Q	4Q	Total
Revenue	9,019	9,367	6,254	4,642	29,282
EBITDA	5,859	5,843	3,060	1,558	16,320
EBIT	5,561	5,528	2,732	1,184	15,005
Profit/Loss	5,499	5,521	2,768	1,210	14,997
Lifting (Thousand TEU)	2,939	2,898	2,648	2,596	11,081
FY2023	1Q	2Q	3Q	4Q	Total
Revenue	3,765	3,549	3,357	3,864	14,536
EBITDA	770	436	170	668	2,044
EBIT	385	31	(248)	223	392
Profit/Loss	513	187	(83)	356	974
Lifting (Thousand TEU)	2,825	3,087	3,105	3,002	12,019
FY2024	1Q	2Q	3Q	4Q	Total
Revenue	4,211	5,864	4,846	4,312	19,233
EBITDA	1,217	2,386	1,583	781	5,966
EBIT	667	1,865	1,049	223	3,804
Profit/Loss	779	1,999	1,156	309	4,244
Lifting (Thousand TEU)	3,142	3,291	3,246	3,071	12,750
FY2025	1Q	2Q	3Q	4Q	Total
Revenue	4,049	4,455	4,074	4,042	16,620
EBITDA	616	881	536	719	2,752
EBIT	38	282	(84)	74	310
Profit/Loss	86	285	(88)	55	338
Lifting (Thousand TEU)	3,165	3,323	3,245	3,195	12,927

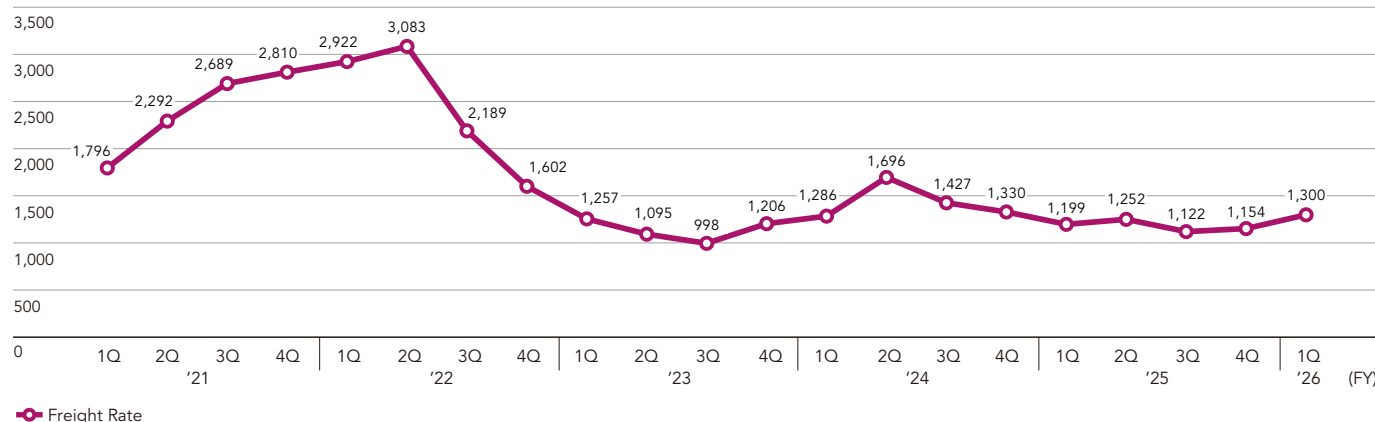
ONE Transport Volume by Trade

(Thousand TEU)



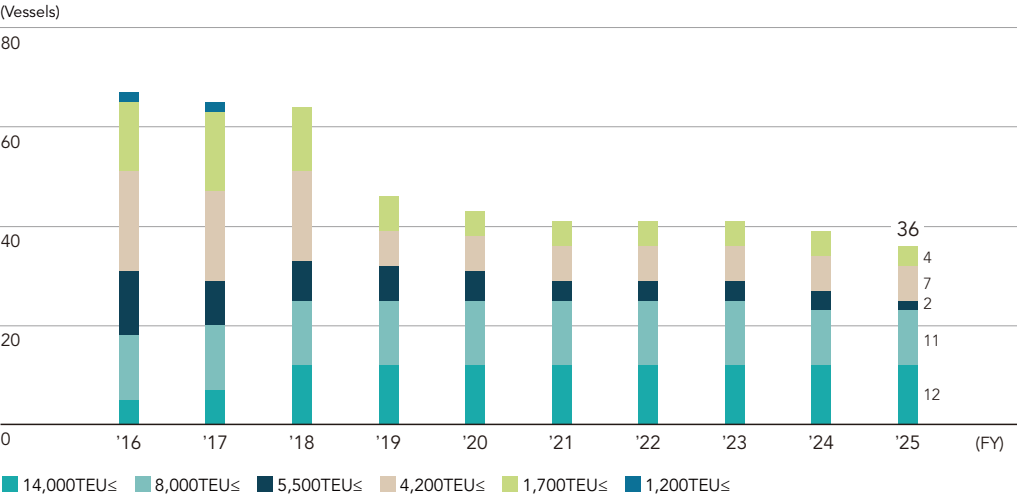
ONE Average Freight Rate Development

(USD/TEU)

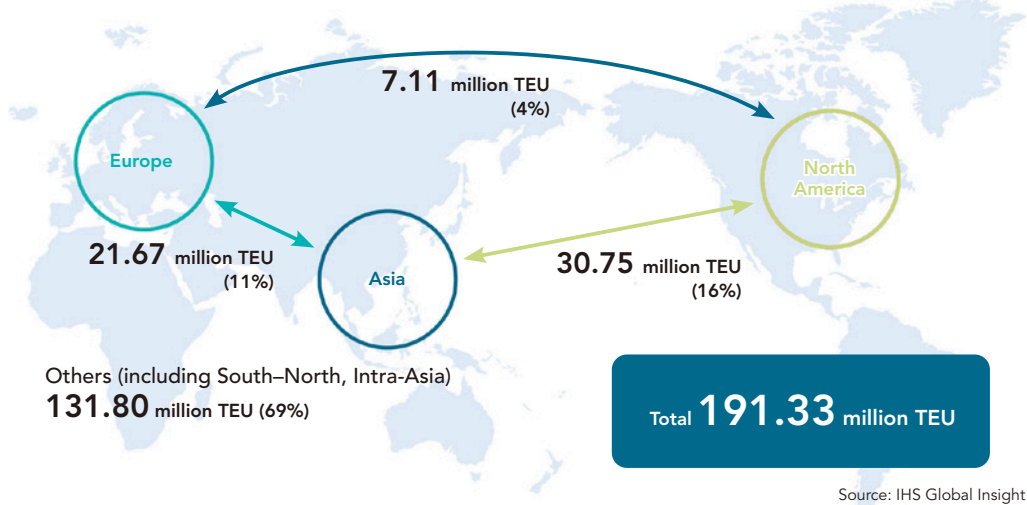


02. Business Segment Data | Containership Business

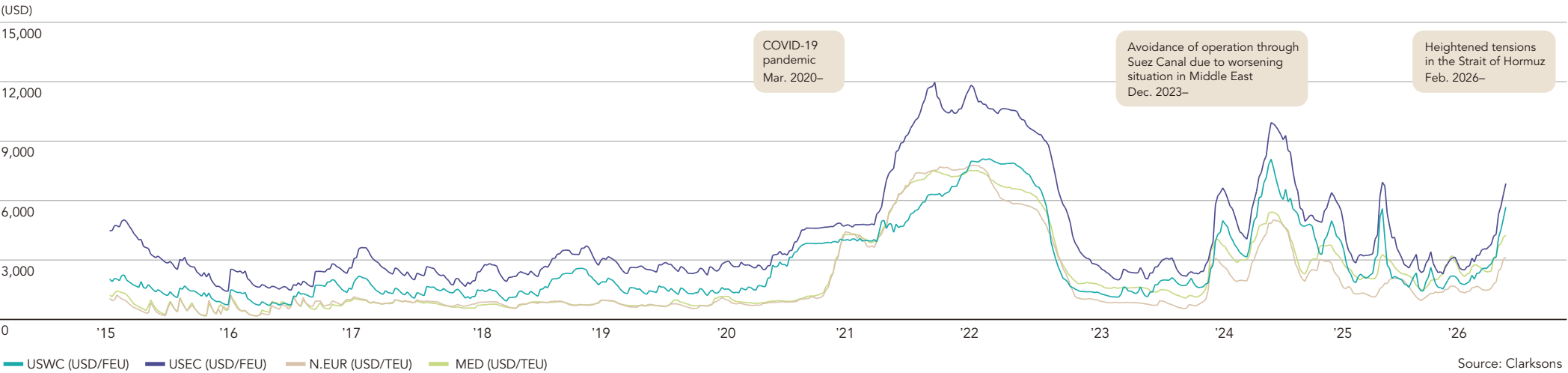
"K" LINE Containership Fleet



Container Cargo Movements (2025)

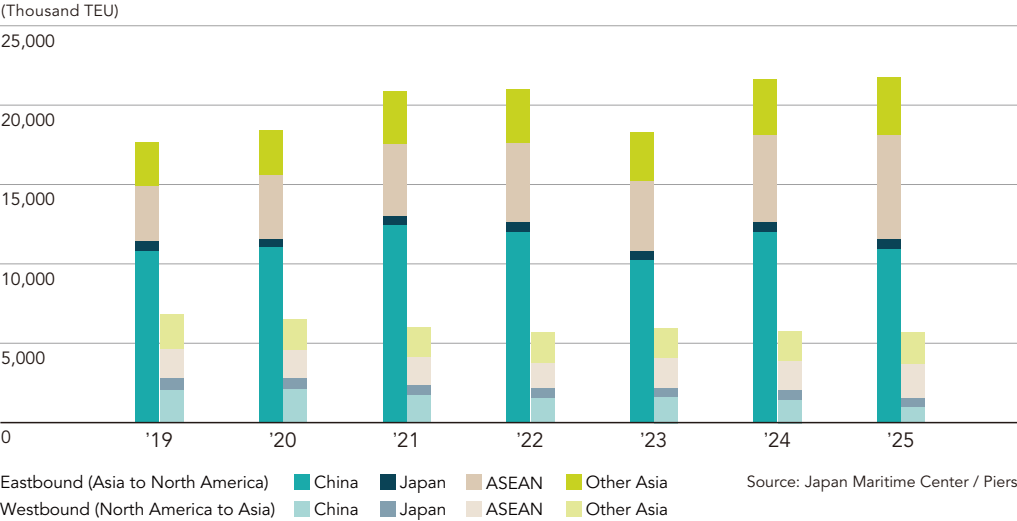


Shanghai Containerized Freight Index (SCFI)

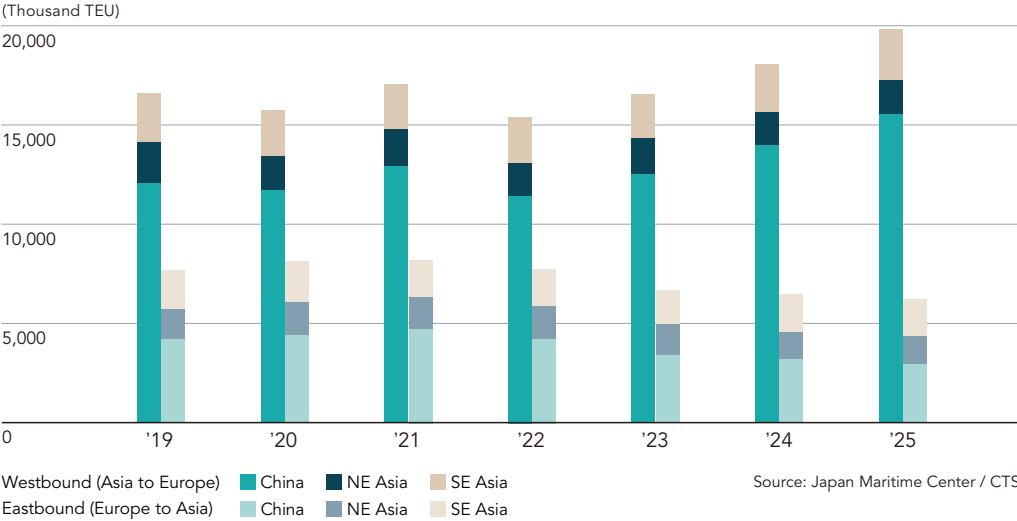


02. Business Segment Data | Containership Business

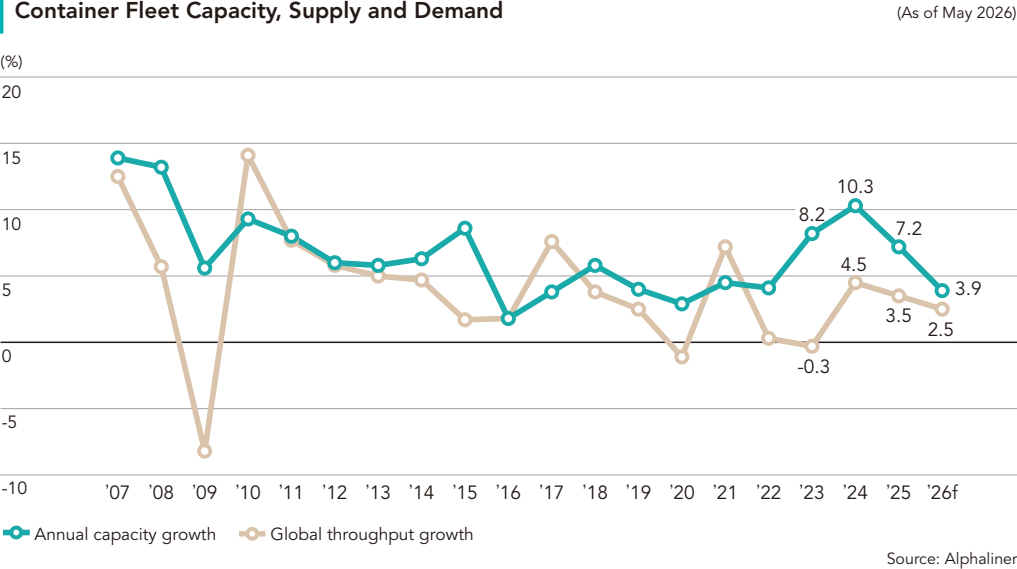
Asia–North America Cargo Volume



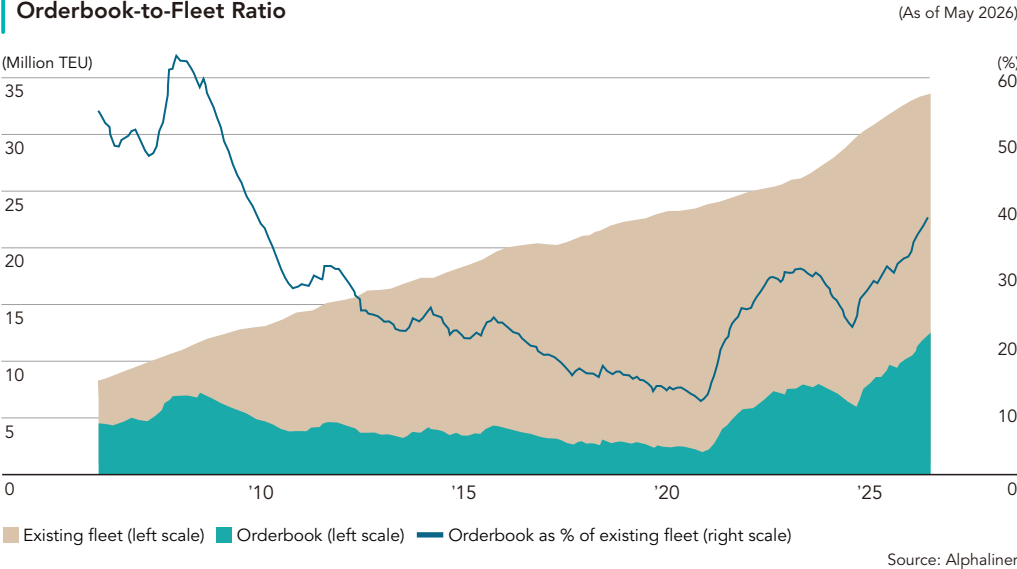
Asia–Europe Cargo Volume



Container Fleet Capacity, Supply and Demand

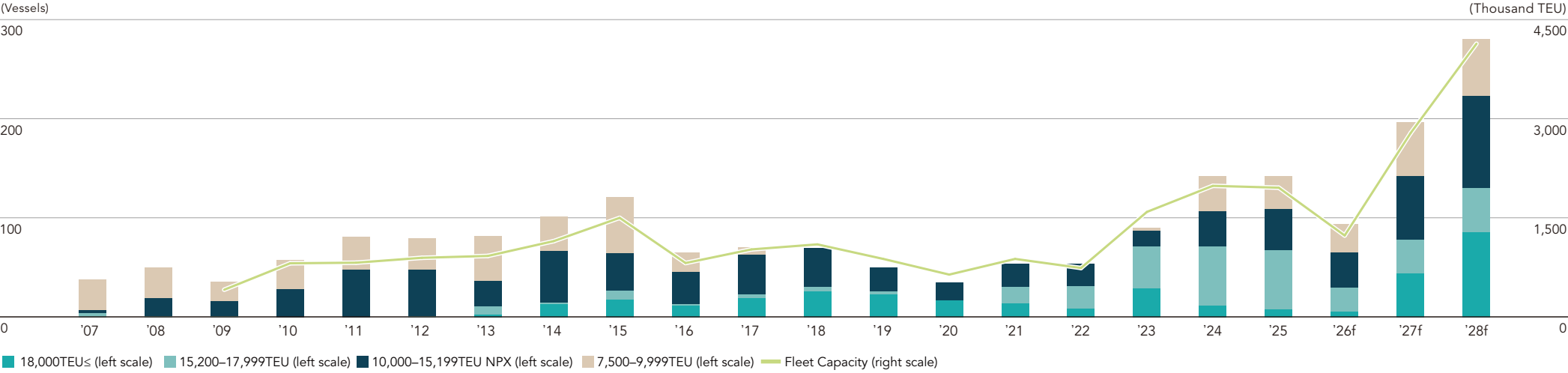


Orderbook-to-Fleet Ratio



02. Business Segment Data | Containership Business

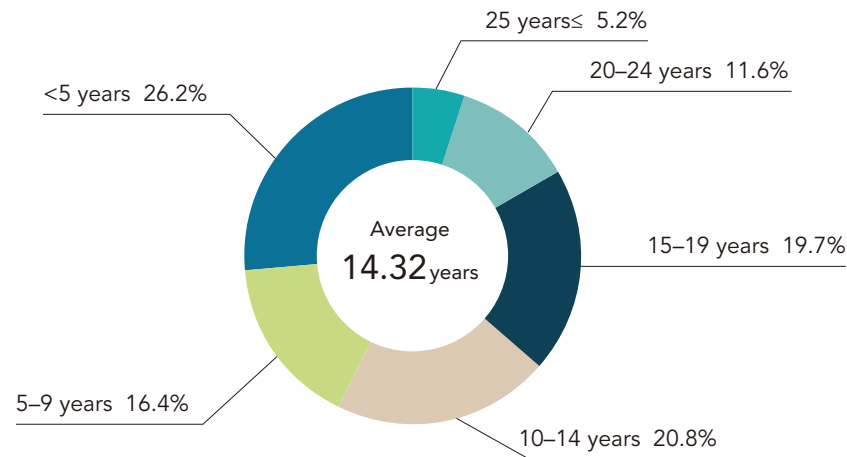
Delivery of Very Large Container Ships



Source: Alphaliner

Cellular Fleet Age Breakdown

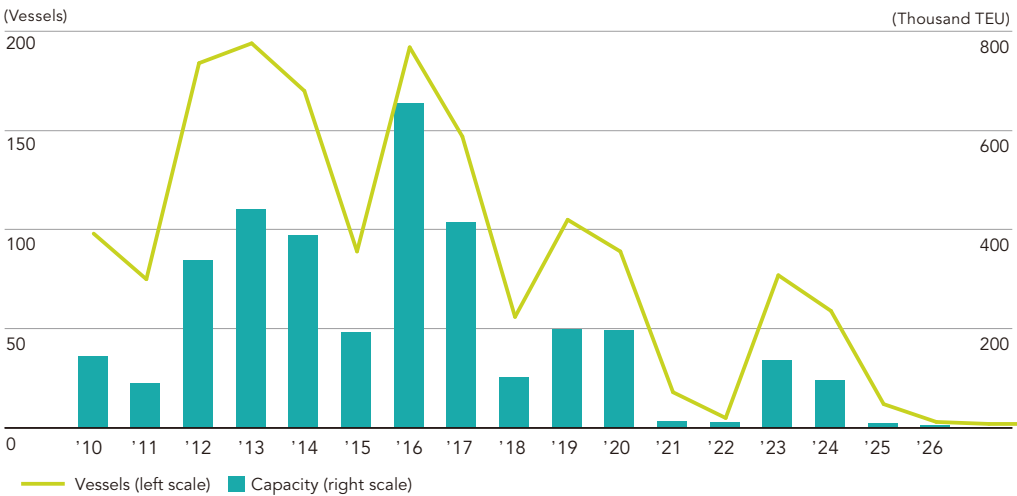
(As of May 2026)



Source: Alphaliner

Container Ship Scrapping Trends

(As of May 2026)



Source: Alphaliner

03. Outline of the Company / Stock Information | Outline of the Company / Stock Information

Outline of the Company (As of June 30, 2026)

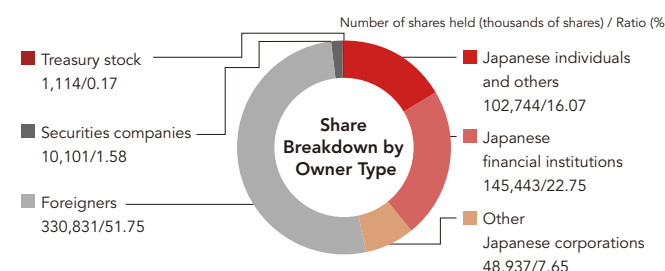
Name	Kawasaki Kisen Kaisha, Ltd. ("K" LINE)
Established	April 5, 1919
Paid-in capital	75,457.64 million yen
President	Takenori Igarashi (effective from March 28, 2025)
Employees	Non-Consolidated: 1,036 (808 on land, 228 at sea) Consolidated: 5,907
Business lines	Marine transportation, Land transportation, Air transportation, Through transportation involving marine, land, and air transportation, Harbor transportation, etc.
Offices	
Head office	Iino Building, 1-1, Uchisaiwaicho 2-chome, Chiyoda-ku, Tokyo 100-8540, Japan Phone: (+81) 3-3595-5000 Fax: (+81) 3-3595-5001
Registered head office Branches	Shinko Building, 8 Kaigandori, Chuo-ku, Kobe 650-0024, Japan Phone: (+81) 78-332-8020 Fax: (+81) 78-393-2676
Nagoya	Nagoya International Center Building, 47-1, Nagono 1-chome, Nakamura-ku, Nagoya 450-0001, Japan Phone: (+81) 52-589-4510 Fax: (+81) 52-589-4585
Kansai	Shinko Building, 8 Kaigandori, Chuo-ku, Kobe 650-0024, Japan Phone: (+81) 78-332-8020 Fax: (+81) 78-393-2676
Overseas representative offices	Taipei, Manila, Dubai, Doha
Overseas agents	Korea, China, Taiwan, Thailand, Singapore, Malaysia, Indonesia, Vietnam, India, Australia, U.K., Germany, Belgium, France, U.S.A., Mexico, Peru, Chile, Brazil, South Africa

Consolidated companies

29 (domestic), 257 (overseas)

Stock Information (As of March 31, 2026)

Authorized	1,800,000,000 shares of common stock
Issued	639,172,067 shares of common stock
Number of shareholders	191,201
Shareholder registry administrator	Sumitomo Mitsui Trust Bank, Limited 4-1, Marunouchi 1-chome, Chiyoda-ku, Tokyo, Japan
Stock Exchange listings	Tokyo Stock Exchange (Prime Market)
Stock Code	9107



Rating Information (As of March 6, 2026)

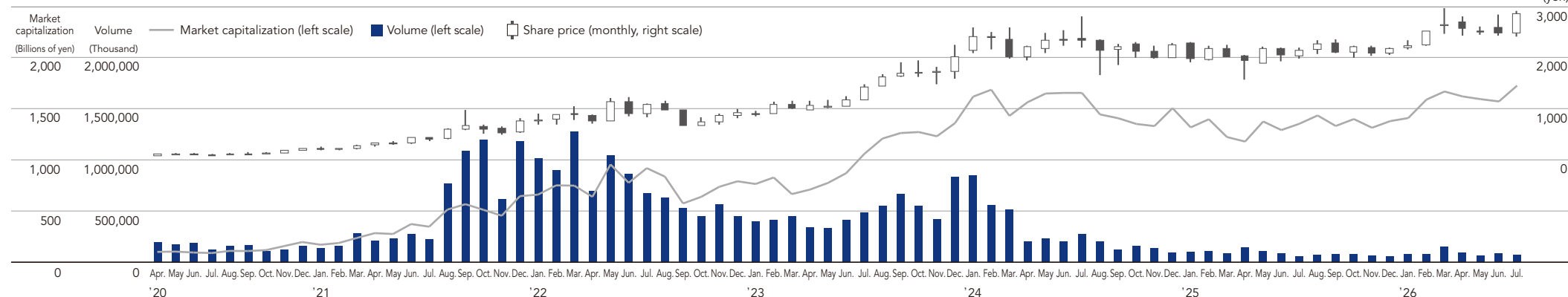
	Type of rating	Type of debt	Rating (Outlook)	Rating Publication Date
Japan Credit Rating Agency, Ltd. (JCR)	Long-Term Issuer Rating		A (Stable)	2026.03.06
	CP	Commercial Paper	J-1	2023.02.22

Major Shareholders (As of March 31, 2026)

Shareholders	Number of shares held (Thousand)	Percentage of shares held (%)
ECM MF	80,947	12.68
MLI FOR SEGREGATED PB CLIENT	62,862	9.85
The Master Trust Bank of Japan, Ltd. (trust account)	54,593	8.55
JPMSPC CLIENT ASSETS SK JPY	31,796	4.98
CGML PB CLIENT ACCOUNT/COLLATERAL	27,375	4.29
GOLDMAN SACHS INTERNATIONAL	24,437	3.83
Suntera (Cayman) Limited as trustee of ECM Master Fund	19,716	3.09
IMABARI SHIPBUILDING CO., LTD.	16,956	2.65
Custody Bank of Japan, Ltd. (trust account)	13,777	2.15
Mizuho Bank, Ltd.	12,694	1.98

* Figures for share ownership breakdown do not include treasury stock (1,114,301 shares).

Market Capitalization and Stock Price Trends



* Adjusted to reflect the October 1, 2022, and April 1, 2024, stock split (1 to 3) (rounded to the nearest yen).

Iino Building, 1-1, Uchisaiwaicho 2-chome,
Chiyoda-ku, Tokyo 100-8540, Japan

Kawasaki Kisen Kaisha, Ltd. ("K" LINE)

IR and ESG Promotion Team,
Corporate Sustainability, Environment Management, IR and Communication Group
Phone: (+81) 3-3595-5000
URL: <https://www.kline.co.jp/en/>

Disclaimer

Information contained in the FACTBOOK is provided solely for informational purposes and is not an offer or a solicitation of an offer to buy or sell securities. You are requested to make investment decisions using your own judgment.

Forward-looking statements

This FACTBOOK contains forward-looking statements concerning future plans and forecasts, and these statements are based on information currently available. Furthermore, "K" LINE therefore cautions readers that actual results may differ materially due to changes in economic conditions, supply and demand in the shipping industry, the bunker price, and foreign currency exchange rates.

