

FINANCIAL HIGHLIGHTS

Brief report of the nine months ended December 31, 2014

Kawasaki Kisen Kaisha, Ltd.

[Two Year Summary]

	Nine months ended December 31, 2013	Nine months ended December 31, 2014	Nine months ended December 31, 2014
Consolidated			
Operating revenues (Millions of yen / Thousands of U.S. dollars)	¥ 918,009	¥ 1,015,061	\$ 8,420,250
Operating income (Millions of yen / Thousands of U.S. dollars)	24,119	40,327	334,530
Net income (Millions of yen / Thousands of U.S. dollars)	15,707	33,006	273,802
Per share of common stock (Yen / U.S. dollars)			
Basic	16.75	35.20	0.29
Diluted	15.80	30.07	0.25

	Year ended March 31, 2014	Nine months ended December 31, 2014	Nine months ended December 31, 2014
Total Assets (Millions of yen / Thousands of U.S. dollars)	¥ 1,254,741	¥ 1,259,718	\$ 10,449,759
Net assets (Millions of yen / Thousands of U.S. dollars)	410,688	473,862	3,930,837

	Nine months ended December 31, 2013	Nine months ended December 31, 2014	Nine months ended December 31, 2014
Net cash provided by operating activities (Millions of yen / Thousands of U.S. dollars)	¥ 78,550	¥ 67,963	\$ 563,782
Net cash used in investing activities (Millions of yen / Thousands of U.S. dollars)	(14,882)	(13,898)	(115,296)
Net cash used in financing activities (Millions of yen / Thousands of U.S. dollars)	(4,259)	(105,522)	(875,346)

The U.S. dollar amounts are converted from the yen amount at ¥120.55 = U.S.\$1.00.
The exchange rate prevailing on December 31, 2014.

1. Qualitative Information and Financial Statements

(1) Qualitative Information about the Consolidated Operating Result

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

	Nine months ended December 31, 2013	Nine months ended December 31, 2014	Change	% Change
Operating revenues	918.0	1,015.1	97.1	10.6%
Operating income	24.1	40.3	16.2	67.2%
Ordinary income	29.2	46.2	17.0	58.3%
Net income	15.7	33.0	17.3	110.1%

Exchange Rate (¥/US\$) (9-month average)	¥98.54	¥105.80	¥7.26	7.4%
Fuel oil price (US\$/MT) (9-month average)	\$626	\$588	(\$38)	(6.0%)

During the first nine months of the fiscal year ending March 31, 2015 (from April 1, 2014 to December 31, 2014; hereinafter “the nine-month period”), global economy saw a recovery trend continuing in the US, while the recovery appeared to mark time in Europe, where the political instability in southern Europe, in addition to the concern over deterioration in the situation in the Ukraine, affected the situation. In emerging countries, China again showed signs of slowing economic growth, while in India the economy appeared to gradually turn into a recovery trend.

The Japanese economy is on a trend of mild recovery, although there were falls in capital expenditure and consumer spending due to the consumption tax rate increase.

The yen continued to depreciate against the US dollar, reaching ¥120 per dollar at one point in expectation of an early interest rate rise by the Federal Reserve in the US. In addition, the downward trend in oil prices grew even stronger after the Organization of the Petroleum Exporting Countries (OPEC) decided at its regular meeting in November to leave production targets unchanged.

In the business environment for the shipping industry, negative factors included the continuing market slump in the dry bulk business sector, and the declining trend in the export volume of finished vehicles from Japan in the car carrier business sector. However, the oil tanker market recovered further in line with improvement of tonnage supply-demand balance, while the containership business saw freight rates on East-West services enter an uptrend atop steady cargo volumes.

As a result, operating revenues for the nine-month period were ¥1,015.061 billion (up ¥97.051 billion year on year), operating income was ¥40.327 billion (up ¥16.207 billion), ordinary income was ¥46.185 billion (up ¥17.017 billion), and net income was ¥33.006 billion (up ¥17.299 billion).

Performance per segment was as follows:

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

		Nine months ended December 31, 2013	Nine months ended December 31, 2014	Change	%Change
Containership	Operating revenues	436.4	503.8	67.4	15.4%
	Segment income (loss)	(1.1)	18.2	19.3	-
Bulk Shipping	Operating revenues	428.5	451.9	23.5	5.5%
	Segment income (loss)	34.3	32.7	(1.6)	(4.6%)
Offshore Energy E&P Support and Heavy Lifter	Operating revenues	25.8	29.9	4.1	16%
	Segment income (loss)	(3.1)	(4.1)	(1.0)	-
Other	Operating revenues	27.3	29.4	2.0	7.5%
	Segment income (loss)	3.4	3.2	(0.3)	(8.0%)
Adjustment and elimination	Segment income (loss)	(4.3)	(3.8)	0.5	-
Total	Operating revenues	918.0	1,015.1	97.1	10.6%
	Segment income	29.2	46.2	17.0	58.3%

(i) Containership Business Segment

Containership Business

During the nine-month period, the Group's cargo volume loaded increased by around 5% year on year, supported by steady cargo movements. Cargo volumes were up around 7% year on year on the Asia-North America service and around 9% on the Asia-Europe service, but declined by around 4% on both the Intra-Asia and North-South services. The freight rates improved year on year, due mainly to relatively stable market activities on East-West services. In addition to the effect of a fall in fuel oil prices, as a result of initiatives including rigorous implementation of slow steaming navigations and cost cutting measures, and sales activities to take profitable cargos such as reefer cargos, the Group recorded a year-on-year increase in revenues for the nine-month period, and income went into the black.

Logistics Business

The domestic logistics services performed strongly in the nine-month period. The international logistics

services also delivered steady results, mainly in Asia, with a large increase in handling volume of air freight export cargos from Japan. Supported by the yen's depreciation, the Group recorded year-on-year increases in both revenues and income for the nine-month period in the logistics business.

As a result of the above, the Containership Business Segment recorded year-on-year increases in revenues for the nine-month period, and income went into the black.

(ii) Bulk Shipping Business Segment

Dry Bulk Business

In the large vessel sector, the market recovered temporarily from the start of October, only to slump to the lowest level on record in December, due to a decline in volumes of iron-ore supply from Brazil. The market for medium-sized vessels continued to stagnate due to a persistent oversupply of vessels partly reflecting a drop in the volume of coal transported to China. In the small vessel sector, the market has yet to recover, as upward pressure on freight rates has been limited, despite brisk cargo volumes of coal transportation to India and steel products transportation to China, as well as an increase in grain transportation. In this severe environment, the Group worked to improve profitability throughout the period through measures such as reducing vessel operating costs and minimizing cargo-free vessels by securing medium- and long-term contracts. Despite these efforts, the Group recorded higher revenues but lower income for the nine-month period compared with the same period of the previous fiscal year.

Car Carrier Business

During the nine-month period, the Group's total volume of finished vehicles shipped declined by around 3% year on year. Cargo volumes were steady from Europe and North America to the Far East, and within the Atlantic Basin; however, there was a declining trend in cargo volumes from Japan. Despite the Group's continued efforts towards efficient allocation and operation of vessels, the Group recorded higher revenues and lower income for the nine-month period compared with the same period of the previous fiscal year.

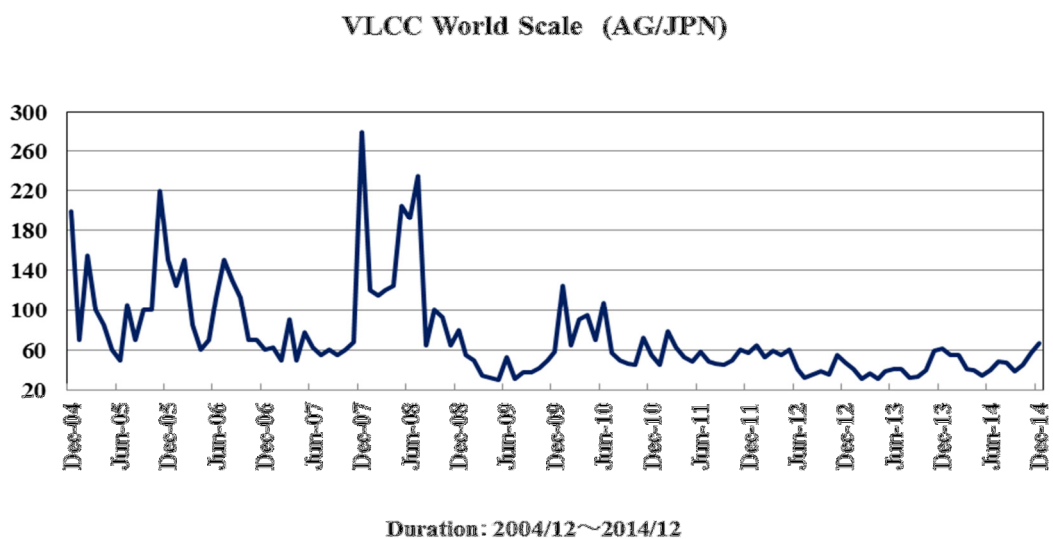
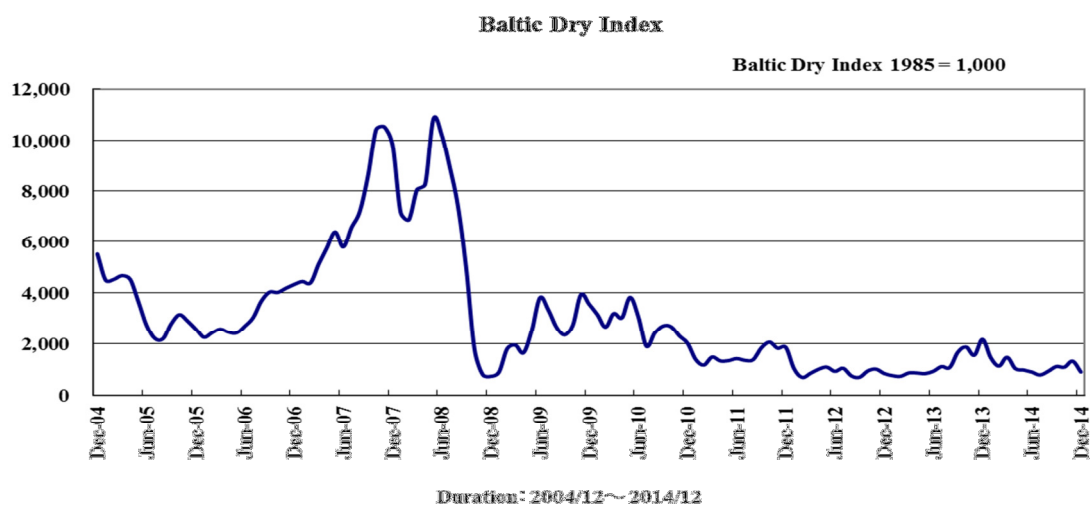
LNG Carrier Business and Tanker Business

LNG carriers, large crude tankers (VLCCs), and LPG carriers performed steadily on medium- and long-term charter contracts. Freight rates for medium-sized crude oil carriers and oil product carriers broke from their prolonged slump and started on a recovery trend amid falling oil prices, and profitability improved. The LNG carrier business and tanker business in aggregate reported year-on-year increases in both revenues and income for the nine-month period.

Short Sea and Coastal Business

In the coastal business in the nine-month period, while the volume of cargos transported in the liner service remained the same year on year, the volume declined in the ferry service due partly to a slackening of consumer consumption after the consumption tax hike. For the tramper service, the utilization level of shipper-dedicated vessels was stable, and likewise, the market for the small-sized vessels sector developed steadily supported by Japan's economy, which is in a recovery trend. As a result, although the Group's operating result in the short sea business sector was a loss owing to the weak market, the Group posted year-on-year increases in both revenues and income in the Short Sea and Coastal Business sector as a whole for the nine-month period.

As a result of the above, the Bulk Shipping Business Segment recorded higher revenues and lower income compared with the same period of the previous fiscal year.



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

Offshore Energy E&P Support Business

In the offshore support business, all vessels were in steady utilization backed by active drilling operations at offshore oil and gas fields. The drill ship was deployed stably, contributing to stable long-term earnings.

Overall, however, the offshore energy E&P support business recorded higher revenues year on year, but recorded a loss due to the impact of loss on foreign currency valuation at a foreign subsidiary.

Heavy Lifter Business

In the heavy lifter business, the Group was awarded contracts for profitable projects such as offshore operations in the large-sized vessels sector. The medium-sized and small-sized vessel sector saw recovery in the market conditions for semi-liner services. As a result, the heavy lifter business recorded a significant year-on-year increase in revenues and a decrease in operating losses.

As a result of the above, the Offshore Energy E&P Support and Heavy Lifter Business Segment as a whole recorded higher revenues year on year but its ordinary losses worsened compared with the same period of the previous fiscal year.

(iv) Other Business

Other business includes the Group's ship management service, travel agency service, and real estate rental and administration service. The segment recorded higher revenues and lower income for the nine-month period compared with the same period of the previous fiscal year.

(2) Qualitative Information on the Consolidated Financial Situation

Consolidated assets at the end of the consolidated 3rd Quarter were ¥1,259.718 billion, a increase of ¥4.976 billion over the end of the previous fiscal year as a result of a increase in cash and deposits, investments in securities and other factors.

Consolidated liabilities decreased by ¥58.196 billion to ¥785.856 billion due to factors including a decrease in long-term debt compared to the previous fiscal year.

Consolidated net assets were ¥473.862 billion, an increase of ¥63.173 billion compared to the end of the previous fiscal year as a result of increase in retained earnings, translation adjustments and other factors.

(3) Qualitative Information on the Consolidated Prospects for FY2014

(Billion yen; rounded to the nearest 100 million)

	Prior Forecast (at the time of announcement dated October 31, 2014)	Current Forecast (at the time of announcement of the 3rd Quarter result)	Change	% Change
Operating revenues	1,250	1,350	100	8.0%
Operating income	36	46	10	27.8%
Ordinary income	34	48	14	41.2%
Net income	21.5	25	3.5	16.3%

Exchange rate (¥/US\$)	¥103.76	¥108.56	¥4.80	4.6%
Fuel oil price (US\$/MT)	\$601	\$560	(\$41)	(6.8%)

In the containership business, despite some uncertainties like the effects of prolonged labor-management negotiations in ports on the US west coast, the Group will continue its cost reduction efforts, such as temporary reduction of service capacity in winter in line with slackening of market demand.

In the logistics business, the Group expects continued stable business operations backed by steady development of demand in domestic and international logistic services mainly in Asia.

In the dry bulk business, severe market conditions are expected to continue for all vessel classes, with a decline in demand for iron-ore transportation resulting from seasonal factors as well as a persistent oversupply of vessels that is expected to require some time to ease. The Group will continue to take all measures to improve income including securing medium- to long-term contracts, efficient allocation of vessels, and reduction of vessel operating costs.

In the car carrier business, the Group will reinforce business operations to pursue cargos from South-East Asian countries and trade within the Atlantic Basin in line with the changing trade structure. At the same time, the Group will continue to improve profitability of the business with further efforts to make efficient vessel allocations.

In the LNG carrier business and tanker business, the Group expects stable utilization of the LNG carriers, VLCCs, and LPG carriers based on medium- and long-term charter contracts. The Group also expects improvement of the market conditions for medium-sized crude oil carriers and oil product carriers to a certain degree.

In the short sea business, the Group will increase the size of the fleet while optimizing the tonnage. The Group will also work to make efficient allocation of vessels and reduce vessel operating costs. In the coastal business, the

Group will work on development of new customers in tramper services, and on active sales promotions for its Tomakomai-Ibaraki-Kyushu services, in particular in its liner service, whose fleet was upgraded and expanded.

In the offshore energy E&P support business, contrary to the drill ship, for which stable utilization is expected, the Group anticipates market conditions for the offshore support vessels sector to become slack in the fourth quarter owing to seasonal factors as well as the impact of falling oil prices. However, the Group estimates that its impact on full-year results will be limited.

In the heavy lifter business, the Group will continue to pursue business opportunities of profitable contracts such as transportation of project cargos and offshore installation operations, while carrying on its cost cutting measures to improve business profitability.

While there are uncertainties surrounding the market outlook for the containership business and the dry bulk business in the fourth quarter, the Group has revised its full-year operating forecasts taking into consideration the effects of further depreciation of the yen and the fall in fuel oil prices.

As for the year-end dividend for the current fiscal period, we are planning to change the amount of payment based on a revised forecast of the Group's operating results announced today. The final decision on the amount of payment will be made in line with the progress level of the fourth quarter forecast.

2. Matters Relating to Summary Information

Changes in Accounting Policies, Accounting estimates and retrospective restatements

Changes in Accounting Policies

(Application of Accounting Standard for Retirement Benefits)

The Company and its domestic consolidated subsidiaries have adopted "Accounting Standard for Retirement Benefits" (Accounting Standards Board of Japan (ASBJ) Statement No.26, May 17, 2012) and "Guidance on Accounting Standard for Retirement Benefits" (ASBJ Guidance No.25, May 17, 2012), effective from the first quarter of the fiscal year ending March 31, 2015, in accordance with the provisions stated in paragraph 35 of ASBJ Statement No.26 and paragraph 67 of ASBJ Guidance No.25. As a result, the methods for calculating retirement benefit obligations and service costs have been revised in the following respects: The method for attributing projected benefits to periods has been changed from the straight-line basis to the benefit formula basis, and the method for determining the discount rate has been changed from referring to the period approximate to the expected average remaining working lives of employees, to use a single weighted-average discount rate that reflects the periods until the expected payment of retirement benefits and the amount of projected benefits every such period.

According to the transitional treatment provided in paragraph 37 of ASBJ Statement No.26, the effect of changing the

method for calculating retirement benefit obligations and service costs was recognized by adjusting retained earnings at the beginning of the consolidated cumulative third quarter.

As a result, net defined benefit asset decreased by ¥105 million and net defined benefit liability increased by ¥381 million, whereas retained earnings decreased by ¥244 million at the beginning of the consolidated cumulative third quarter. The effect of this change on consolidated operating results for the consolidated cumulative third quarter is immaterial.

Additional Information

(Adoption of the consolidated taxation system)

The Company files a tax return under the consolidated corporate-tax system, from the first quarter of the fiscal year ending March 31, 2015, which allows companies to base tax payments on the combined profits or losses of the parent company and its wholly owned domestic subsidiaries.

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, 2014 and nine months ended December 31, 2014

	(Millions of Yen/Thousands of U.S.Dollars)		
	Year ended March 31, 2014	Nine months ended December 31, 2014	Nine months ended December 31, 2014
ASSETS			
Current assets :			
Cash and deposits	¥ 186,394	¥ 201,814	\$ 1,674,111
Accounts and notes receivable-trade	94,345	106,351	882,217
Marketable securities	49,998	-	-
Raw material and supply	49,032	42,006	348,458
Other current assets	68,492	83,650	693,911
Allowance for doubtful receivables	(656)	(1,664)	(13,810)
Total current assets	<u>447,605</u>	<u>432,158</u>	<u>3,584,886</u>
Fixed assets :			
(Tangible fixed assets)			
Vessels	566,589	576,425	4,781,632
Buildings and structures	21,599	21,223	176,056
Machinery and vehicles	7,431	8,108	67,265
Land	26,623	27,093	224,748
Construction in progress	35,332	33,438	277,384
Other tangible fixed assets	3,649	3,643	30,224
Total tangible fixed assets	<u>661,226</u>	<u>669,933</u>	<u>5,557,309</u>
(Intangible fixed assets)			
Goodwill	507	277	2,303
Other intangible fixed assets	4,850	4,501	37,339
Total intangible fixed assets	<u>5,358</u>	<u>4,778</u>	<u>39,642</u>
(Investments and other long-term assets)			
Investments in securities	88,310	103,944	862,249
Long-term loans receivable	16,291	17,251	143,106
Net defined benefit asset	1,168	1,153	9,571
Other long-term assets	35,091	30,779	255,322
Allowance for doubtful receivables	(310)	(280)	(2,326)
Total investments and other long-term assets	<u>140,551</u>	<u>152,847</u>	<u>1,267,922</u>
Total fixed assets	<u>807,135</u>	<u>827,560</u>	<u>6,864,873</u>
Total assets	<u>¥ 1,254,741</u>	<u>¥ 1,259,718</u>	<u>\$ 10,449,759</u>

Consolidated Balance Sheets

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for the year ended March 31, 2014 and nine months ended December 31, 2014

	(Millions of Yen/Thousands of U.S.Dollars)		
	Year ended March 31, 2014	Nine months ended December 31, 2014	Nine months ended December 31, 2014
LIABILITIES			
Current liabilities :			
Accounts and notes payable-trade	¥ 91,492	¥ 104,196	\$ 864,339
Short-term loans and current portion of long-term debt	77,091	82,107	681,110
Accrued income taxes	2,822	4,226	35,063
Accrued allowance	2,587	2,205	18,293
Other current liabilities	112,317	76,501	634,605
Total current liabilities	286,312	269,237	2,233,410
Long-term liabilities :			
Bonds	53,321	53,132	440,747
Long-term debt, less current portion	418,933	374,630	3,107,675
Accrued expenses for overhaul of vessels	15,452	13,747	114,042
Other allowance	1,541	1,424	11,820
Net defined benefit liability	7,978	6,412	53,193
Other long-term liabilities	60,513	67,271	558,035
Total long-term liabilities	557,740	516,618	4,285,512
Total liabilities	844,052	785,856	6,518,922
NET ASSETS			
Shareholder's equity:			
Common stock	75,457	75,457	625,945
Capital surplus	60,312	60,312	500,308
Retained earnings	234,429	261,119	2,166,064
Less treasury stock, at cost	(908)	(913)	(7,579)
Total shareholders' equity	369,291	395,975	3,284,738
Accumulated other comprehensive income :			
Net unrealized holding gain on investments in securities	8,188	16,001	132,735
Deferred gain on hedges	5,753	3,727	30,917
Revaluation reserve for land	5,978	5,973	49,553
Translation adjustments	71	25,130	208,463
Remeasurements of defined benefit plans	(446)	(283)	(2,352)
Total accumulated other comprehensive income, net	19,545	50,548	419,316
Minority interests in consolidated subsidiaries	21,851	27,338	226,783
Total net assets	410,688	473,862	3,930,837
Total liabilities and net assets	¥ 1,254,741	¥ 1,259,718	\$ 10,449,759

Consolidated Statements of Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for nine months ended December 31, 2014 and 2013

	(Millions of Yen/Thousands of U.S.Dollars)		
	Nine months ended December 31, 2013	Nine months ended December 31, 2014	Nine months ended December 31, 2014
Marine transportation and other operating revenues	¥ 918,009	¥ 1,015,061	\$ 8,420,250
Marine transportation and other operating expenses	839,509	916,814	7,605,263
Gross income	78,499	98,246	814,987
Selling, general and administrative expenses	54,379	57,919	480,457
Operating income	24,119	40,327	334,530
Non-operating income :			
Interest income	953	1,025	8,509
Dividend income	1,765	2,079	17,249
Equity in earnings of affiliated companies	2,164	2,188	18,154
Exchange gain	7,275	7,030	58,317
Other non-operating income	2,324	1,105	9,168
Total non-operating income	14,484	13,428	111,396
Non-operating expenses :			
Interest expenses	8,352	7,381	61,232
Other non-operating expenses	1,083	189	1,573
Total non-operating expenses	9,435	7,571	62,804
Ordinary income	29,168	46,185	383,122
Extraordinary profits :			
Gain on sales of fixed assets	4,283	3,512	29,134
Gain on sales of shares of subsidiaries and associates	-	10,714	88,877
Other extraordinary profits	1,943	3,292	27,315
Total extraordinary profits	6,227	17,519	145,326
Extraordinary losses :			
Loss on impairment of fixed assets	2,695	2,483	20,602
Loss related to Anti-Monopoly Act	-	7,023	58,260
Provision of allowance for loss related to Anti-Monopoly A	5,721	-	-
Other extraordinary losses	3,576	864	7,172
Total extraordinary losses	11,994	10,371	86,034
Income before income taxes	23,401	53,332	442,414
Income taxes :			
Current	6,029	8,686	72,054
Deferred	(173)	9,363	77,677
Total income taxes	5,856	18,050	149,731
Net income before minority interests	17,544	35,282	292,683
Minority interests	1,837	2,276	18,881
Net income	¥ 15,707	¥ 33,006	\$ 273,802

Consolidated Statements of Comprehensive Income

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for nine months ended December 31, 2014 and 2013

	(Millions of Yen/Thousands of U.S.Dollars)					
	Nine months		Nine months		Nine months	
	ended	ended	ended	ended	ended	ended
	December 31, 2013	December 31, 2014	December 31, 2014	December 31, 2014	December 31, 2014	December 31, 2014
Income before minority interests	¥	17,544	¥	35,282	\$	292,683
Other comprehensive income						
Net unrealized holding gain on investments in securities		11,657		7,820		64,869
Deferred (loss) income on hedges		14,487		(1,786)		(14,821)
Revaluation reserve for land		272		-		-
Translation adjustments		17,180		25,693		213,133
Remeasurements of defined benefit plans, net of tax		-		166		1,382
Share of other comprehensive income of subsidiaries and affiliates accounted for by the equity method		1,312		929		7,711
Total other comprehensive income		44,909		32,822		272,274
Comprehensive income	¥	62,454	¥	68,105	\$	564,956
(Breakdown)						
Comprehensive income attributable to:						
Shareholders of Kawasaki Kisen Kaisha, Ltd.	¥	60,130	¥	64,014	\$	531,020
Minority interests		2,323		4,090		33,936

Consolidated Statements of Cash Flows

Kawasaki Kisen Kaisha, Ltd. and Consolidated Subsidiaries for nine months ended December 31, 2014 and 2013

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

	Nine months ended December 31, 2013	Nine months ended December 31, 2014	Nine months ended December 31, 2014
Cash flows from operating activities :			
Income before income taxes and minority interests	¥ 23,401	¥ 53,332	\$ 442,414
Depreciation and amortization	39,891	40,206	333,524
Provision for employees' retirement benefits	120	-	-
Decrease in net defined benefit liability	-	(1,565)	(12,989)
Decrease in net defined benefit asset	-	14	118
Decrease in accrued expenses for overhaul of vessels	(81)	(1,759)	(14,594)
Interest and dividend income	(2,719)	(3,105)	(25,758)
Interest expense	8,352	7,381	61,232
Exchange gain	(3,119)	(787)	(6,534)
Loss on impairment of fixed assets	2,695	2,483	20,602
Loss related to Anti-Monopoly Act	-	7,023	58,260
Gain on sales of vessels, property and equipment	(4,280)	(3,486)	(28,918)
Gain on sales of shares of subsidiaries and associates	-	(10,714)	(88,877)
Increase in accounts and notes receivable – trade	(12,350)	(8,770)	(72,757)
Decrease (increase) in inventories	(3,321)	7,579	62,873
Increase in other current assets	(844)	(7,084)	(58,766)
Increase in accounts and notes payable – trade	10,420	9,536	79,112
Increase in other current liabilities	3,771	2,336	19,383
Change in derivative assets and liabilities, net	23,612	-	-
Other, net	2,834	(1,446)	(12,002)
Subtotal	88,382	91,174	756,321
Interest and dividends received	3,530	4,074	33,803
Interest paid	(8,055)	(7,243)	(60,084)
Payments related to Anti-Monopoly Act	-	(12,721)	(105,530)
Income taxes paid	(5,307)	(7,320)	(60,728)
Net cash provided by operating activities	78,550	67,963	563,782
Cash flows from investing activities :			
Payments into time deposits	(16,996)	(16,080)	(133,395)
Proceeds from withdrawal of time deposits	11,199	12,532	103,962
Purchases of marketable securities and investments in securities	(1,228)	(3,660)	(30,365)
Proceeds from sale of marketable securities and investments in securities	6,952	4,609	38,240
Proceeds from sales of shares of subsidiaries	-	13,620	112,989
Purchases of vessels, property and equipment	(69,640)	(65,520)	(543,516)
Proceeds from sale of vessels, property and equipment	56,364	42,051	348,832
Purchases of intangible fixed assets	(685)	(606)	(5,028)
Increase in long-term loans receivable	(814)	(1,537)	(12,751)
Collection of long-term loans receivable	112	2,252	18,681
Other, net	(147)	(1,560)	(12,944)
Net cash used in investing activities	(14,882)	(13,898)	(115,296)
Cash flows from financing activities :			
Decrease in short-term loans, net	(2,180)	(661)	(5,485)
Proceeds from long-term debt	72,603	24,599	204,063
Repayment of long-term debt and obligations under finance leases	(95,445)	(80,527)	(668,003)
Proceeds from Issuance of Bonds	49,939	-	-
Redemption of Bonds	(25,685)	(45,189)	(374,857)
Cash dividends paid	(2,341)	(6,563)	(54,449)
Cash dividends paid to minority shareholders	(1,148)	(1,133)	(9,404)
Proceeds from sales and leasebacks	-	3,958	32,838
Other, net	(1)	(5)	(49)
Net cash used in financing activities	(4,259)	(105,522)	(875,346)
Effect of exchange rate changes on cash and cash equivalents	9,090	12,179	101,031
Net (decrease) increase in cash and cash equivalents	68,498	(39,278)	(325,828)
Cash and cash equivalents at beginning of the period	159,075	222,606	1,846,591
Increase in cash and cash equivalents arising from inclusion of subsidiaries in consolidation	30	708	5,881
Cash and cash equivalents at end of the period	¥ 227,604	¥ 184,036	\$ 1,526,643

Segment information

Nine months ended December 31, 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	¥ 436,447	¥ 428,460	¥ 25,765	¥ 27,335	¥ 918,009	¥ -	¥ 918,009
Inter-group revenues and transfers	5,736	2,076	-	31,777	39,591	(39,591)	-
Total revenues	442,183	430,537	25,765	59,113	957,600	(39,591)	918,009
Segment income (loss)	¥ (1,117)	¥ 34,254	¥ (3,097)	¥ 3,428	¥ 33,467	¥ (4,299)	¥ 29,168

Nine months ended December 31, 2014

(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	¥ 503,828	¥ 451,947	¥ 29,900	¥ 29,384	¥ 1,015,061	¥ -	¥ 1,015,061
Inter-group revenues and transfers	5,689	2,401	-	35,458	43,549	(43,549)	-
Total revenues	509,517	454,348	29,900	64,842	1,058,610	(43,549)	1,015,061
Segment income (loss)	¥ 18,225	¥ 32,693	¥ (4,099)	¥ 3,154	¥ 49,973	¥ (3,788)	¥ 46,185

Nine months ended December 31, 2014

(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	\$ 4,179,417	\$ 3,749,045	\$ 248,036	\$ 243,753	\$ 8,420,250	\$ -	\$ 8,420,250
Inter-group revenues and transfers	47,195	19,919	-	294,140	361,254	(361,254)	-
Total revenues	4,226,611	3,768,964	248,036	537,893	8,781,504	(361,254)	8,420,250
Segment income (loss)	\$ 151,186	\$ 271,202	\$ (34,009)	\$ 26,171	\$ 414,549	\$ (31,427)	\$ 383,122