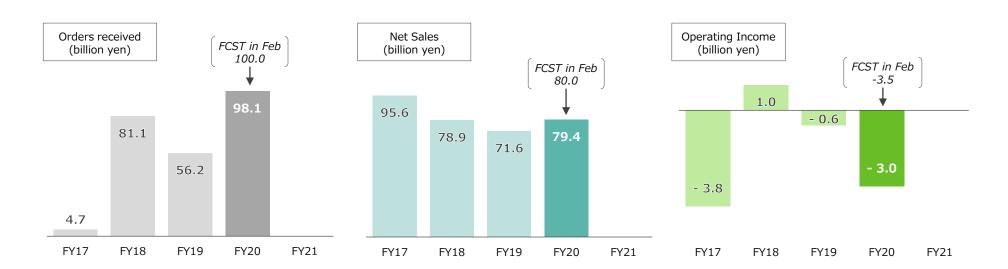
#### FY2020 (vs. FY2019)

Orders received Increased due to orders received for a submarine for MOD and other factors (orders for 4 LPG carriers in 'FY19 and 4 in FY'20)

Operating income Deteriorated due to the occurrence of operation losses and other factors, despite an increase in revenue

#### FY2021 (vs.FY2020)

See page 39 for the new segment "Energy solutions and Marine Engineering"



(Billion Yen)

	FY2019		FY2	FY2021			
	Actual	FCST in Feb.	Actual	Chg. vs FY19	Chg. vs FCST	Forecast	Chg. vs FY20
Orders Received	56.2	100.0	98.1	+ 41.8	- 1.9	-	-
Net Sales	71.6	80.0	79.4	+ 7.7	- 0.6	-	-
Operating Income (Loss)	- 0.6	- 3.5	- 3.0	- 2.4	+ 0.5	-	_
[Margin]	[- 0.8%]	[- 4.3%]	[- 3.7%]	[- 2.9pt]	[+ 0.6pt]		

Appendix

(billion yen)

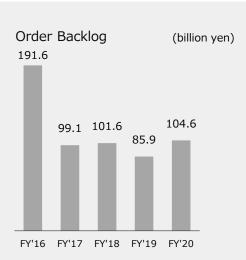
See page 40 for the new segment "Energy solutions and Marine Engineering"

#### Details of change in Operating Income(Loss)

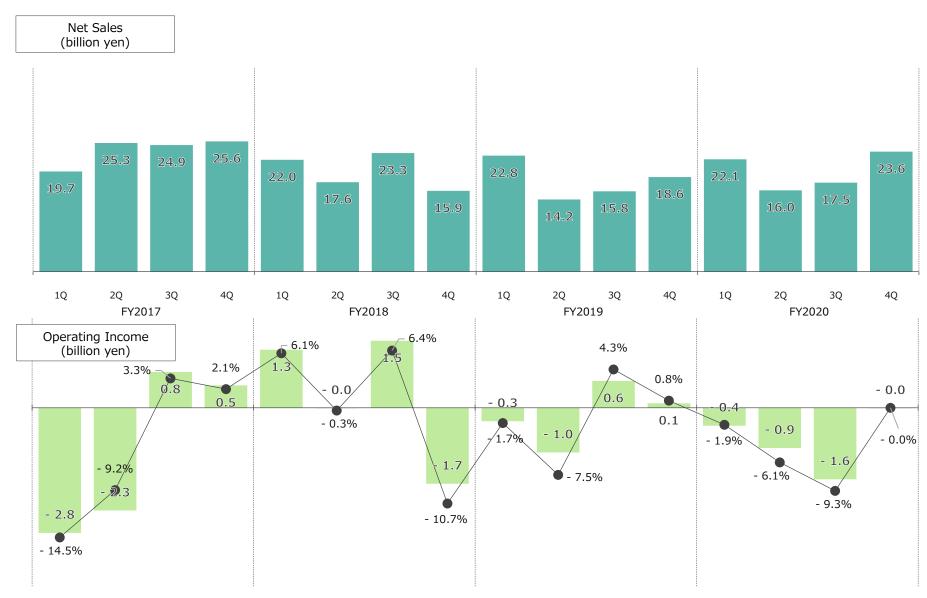
0.7
Change in selling, general and

administrative expenses

Delivery year (number of ships)									
	FY'20	FY21	FY22	FY23~	Order				
	Actual	Ş	Backlog						
LNG Carrier	-	-	-	-	-				
LPG Carrier	2	3	4	-	7				
Submarine	1	-	1	1	2				
Others	3	-	-	_	-				
Total	6	3	5	1	9				



Change in product mix and other factors



### **Market Overview**

- Submarines & governmental ships
  - Stable orders are expected
  - Regular repairs will increase due to the extension of the lifespan
- Commercial ships
  - Demand for LNG fueled vessels increases as environmental regulations strengthen
  - The situation remain severe, amid the limited availability of new projects due to the uncertainty of global economic trends
  - Strict competition with shipyards in Korea and China makes it difficult to secure orders at profitable prices

## **Specific Efforts**

See page 42 for the new segment "Energy solutions and Marine Engineering"