1Q FY2026 Consolidated Financial Results Presentation
(for the three months ended June 30, 2026)

Mitsubishi HC Capital Inc.

August 7, 2026

Thank you for joining us today.

We will now begin our financial results announcement for 1Q FY2026.

I am Kazuyoshi Kawakami.
I succeeded Mr. Sato as CFO in May this year.

Today, I would like to begin by explaining the key points of the financial results announced last Friday, August 7.

After the presentation, we will take your questions.

Without further ado, please turn to the Highlights on page 2 of the presentation.

Terms used in this presentation

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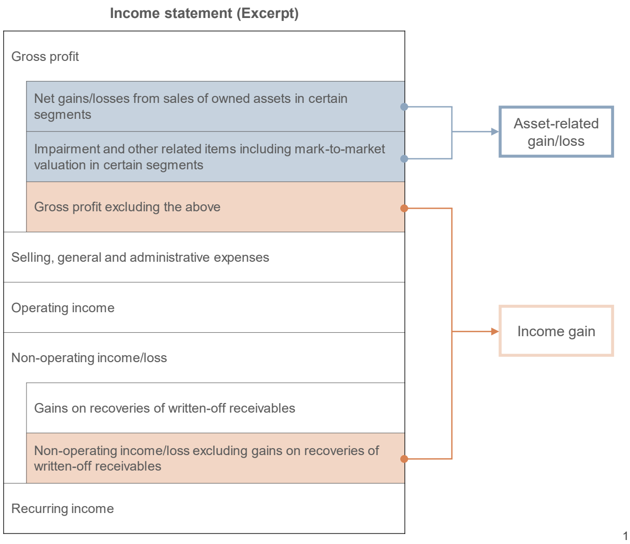
Definitions	
Asset-related gain/loss	Net gains/losses from sales of owned assets, impairment, and other related items, including mark-to-market valuation in the Customer Solutions, Environment & Energy, Aviation, Logistics, and Real Estate segments, on a gross profit basis
Income gain	Gross profit excluding asset-related gain/loss, plus non-operating income/loss excluding gains on recoveries of written-off receivables
Net income	Quarterly or full-year net income attributable to owners of the parent
ROA	Net income divided by average total assets at the beginning and end of the fiscal year
ROE	Net income divided by average net assets* at the beginning and end of the fiscal year *Net assets excluding share acquisition rights and non-controlling interests
Segment assets	Total assets by segment

Abbreviations of company names	
MHC	Mitsubishi HC Capital
MHCUK	Mitsubishi HC Capital UK (leasing and finance company in Europe)
MHCA	Mitsubishi HC Capital America (leasing and finance company in North America)
EE	European Energy (renewable and next-generation energy company)
JSA	Jackson Square Aviation (aircraft leasing company)
elfc	Engine Lease Finance (aircraft engine leasing company)
CAI	CAI International (marine container leasing company)
PNW	PNW Railcars (railcar leasing company)

Reference: Illustrative definitions of asset-related gain/loss and income gain



Highlights

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Net income

1Q FY2026 Results	YoY Change (excl. fiscal period change impact)
¥31.6bn	-¥2.8bn (-8.2%)

FY2026 Forecast	Progress
¥160bn*	19.8%

Comments

- Net income for 1Q FY2026 was ¥31.6 billion, down ¥2.8 billion (8.2%) YoY, mainly due to lower gains on asset sales, excluding the prior-year one-off profit of ¥22.8 billion resulting from subsidiaries' fiscal period changes.
  Including the fiscal period change impact, net income fell ¥25.6 billion (44.8%) YoY.
- As of 1Q-end, the impact of ongoing instability in the Middle East on our earnings remains limited. Given the continued uncertainty, we are monitoring the situation closely.
- Progress against the full-year forecast was 19.8%, reflecting the low share of planned asset sales in 1Q. Results were broadly in line with our plan.

* Assumed FX rates: USD/JPY = 150, GBP/JPY = 205.
FX sensitivity: a ¥1 depreciation of the yen against the USD raises net income by approximately ¥460 million, and against the GBP by approximately ¥110 million.

Net income for 1Q FY2026 decreased by ¥2.8 billion year-on-year, coming in at ¥31.6 billion, excluding the prior-year impact from subsidiaries' fiscal period changes.

The decline was mainly due to the absence of large prior-year gains on asset sales in the Real Estate segment.

Despite prevailing uncertainty, the ongoing instability in the Middle East had no significant impact on 1Q results. However, we will continue to monitor the situation closely.

Progress toward the full-year net income forecast of ¥160.0 billion was 19.8%, below the 25% quarterly benchmark. However, this was broadly in line with our initial plan, as we had expected gains on asset sales to be weighted toward the second half of the fiscal year.

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(¥ in billions)		(a) 1Q FY2025	(b) Excl. fiscal period change impact	(c) 1Q FY2026	(d)=(c)-(b) YoY (excl. fiscal period change impact) Change	(e)=(d)/(b) Change (%)	(f) Change (excl. FX impact[*2])
1	Income gain	129.9	98.6	102.9	1 +4.3	+4.4%	-1.5
2	Asset-related gain/loss	18.1	14.5	8.4	2 -6.1	-42.1%	-6.4
3	Net income	57.2	34.4	31.6	3 -2.8	-8.2%	-4.6
4	New transactions volume	745.1	702.0	918.5	+216.5	+30.8%	+159.6

(¥ in billions)		(a) End of FY2025	(b) End of 1Q FY2026	(c)=(b)-(a) Vs. end of FY2025 Change	(d)=(c)/(a) Change (%)	(e) Change (excl. FX impact[*2])
5	Total assets (Segment assets[*1])	13,089.5	13,314.4	4 +224.8	+1.7%	+92.8
6	Equity ratio	15.2%	15.1%	-0.1pt	-	-

*1 Effective from FY2026, the scope of assets included in segment assets was revised (see page 8 for details).
*2 Impact of YoY changes in foreign exchange rates applied to the consolidation of overseas subsidiaries (see page 38 for the applicable FX rates).

YoY change factors

1 Income gain
- ✓ Increased, excluding the prior-year fiscal period change impact

2 Asset-related gain/loss
- ✓ Declined mainly due to the absence of large prior-year gains on asset sales in the Real Estate segment
- ✓ The majority of gains on asset sales are expected to be recognized in the second half

3 Net income
- ✓ Declined mainly due to lower asset-related gain/loss, partially offset by lower credit costs, particularly in the Global Customer Business segment

4 Total assets
- ✓ Increased from the prior fiscal year-end, driven by asset growth mainly in the Aviation and Real Estate segments, as well as the FX impact

This slide shows the key metrics for our financial results.

As with the previous slide, year-on-year changes in line items exclude the prior-year impact from subsidiaries' fiscal period changes.

First, income gain increased by ¥4.3 billion year-on-year (①), supported in part by the positive impact of a weaker yen.

As I mentioned earlier, asset-related gain decreased by ¥6.1 billion year-on-year (②), mainly due to the absence of large prior-year gains on asset sales in the Real Estate segment.

Net income decreased by ¥2.8 billion year-on-year (③) reflecting lower income gain (①) and asset-related gain (②), partially offset by lower credit costs, particularly in the Global Customer Business segment.

Total assets increased by ¥224.8 billion from the prior fiscal year-end (④), mainly driven by asset growth in the Aviation and Real Estate segments, as well as FX impact.

Please note that until FY2025, we presented the aggregate value of segment assets. From FY2026 onward, we have changed this to consolidated total assets.

This reflects revisions to the definition and calculation methodology of segment assets, enabling us to present segment-level ROA more accurately, in line with our focus on profitability under the 2028 Medium-term Management Plan. I will later discuss this in more detail.

Please turn to page 6.

1Q FY2026 net income vs. 1Q FY2025

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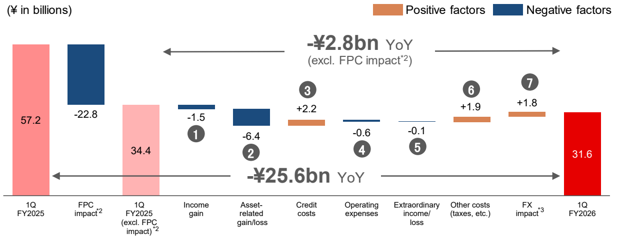
1Q FY2026 net income vs. 1Q FY2025[*1]



(¥ in billions)	(a) 1Q FY2025	(b) Excl. FPC impact[*2]	(c) 1Q FY2026	(d)=(c)-(b) YoY	(e) Excl. FX impact 1Q FY2026	(f)=(e)-(b) Excl. FX impact YoY
Income gain	129.9	98.6	102.9	+4.3	97.0	① -1.5
Asset-related gain/loss	18.1	14.5	8.4	-6.1	8.1	② -6.4
Credit costs	7.6	7.6	5.9	-1.6	5.4	③ -2.2
Operating expenses	60.7	55.2	58.9	+3.7	55.8	④ +0.6
Extraordinary income/loss	0.1	0.1	-	-0.1	-	⑤ -0.1
Other costs (taxes, etc.)	22.5	16.0	14.8	-1.1	14.0	⑥ -1.9
Net income	57.2	34.4	31.6	-2.8	29.8	-4.6
FX impact[*3]					⑦ 1.8	

YoY change factors[*4] (+/-: impact on net income)

① Income gain

✓ Aviation	-¥2.8bn	Lower leasing revenues due to an increase in off-lease aircraft following returns from a specific airline
✓ Environment & Energy	-¥1.5bn	Higher equity-method loss from EE
✓ Real Estate	+¥1.2bn	Increase driven by asset growth

② Asset-related gain/loss

✓ Real Estate	-¥5.8bn	The absence of large prior-year gains on asset sales

③ Credit costs

✓ Global Customer Business	+¥3.6bn	Lower costs in the Americas' commercial truck business and the absence of prior-year restructuring costs in Asia & Oceania
✓ Real Estate	-¥1.4bn	The absence of a prior-year reversal of general credit provisions

⑥ Other costs (taxes, etc.)

✓ Multiple segments		Lower tax expenses reflecting lower profit

*1 Figures from "Income gain" through "Extraordinary income/loss" are presented on a pre-tax basis. Taxes are included in "Other costs (taxes, etc.)".
*2 FPC impact: fiscal period change impact. YoY figures are calculated against prior-year figures excluding the fiscal period change impact.
*3 FX impact on net income
*4 Figures exclude FX impact.

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Now, I would like to go into more detail on the factors behind the year-on-year change in net income using the waterfall chart.

Starting from net income of ¥57.2 billion for 1Q FY2025, shown on the far left, we exclude the ¥22.8 billion positive impact of the fiscal period change to arrive at a baseline of ¥34.4 billion. The chart then shows the year-on-year changes by individual factor from that baseline.

As FX impact is shown separately in item ⑦, the changes presented in items ① through ⑥ exclude the impact of FX movements, allowing you to see the underlying business performance on a constant-currency basis.

First, income gain declined by ¥1.5 billion (①) mainly reflecting lower income gain in the Aviation and Environment & Energy segments.

As I explained earlier, asset-related gain/loss (②) decreased mainly due to the absence of large prior-year gains on asset sales in the Real Estate segment.

Regarding credit costs (③), lower costs in the Americas' commercial truck business and the absence of restructuring costs incurred in Asia & Oceania in the prior year contributed positively, resulting in a ¥2.2 billion increase in profit.

Credit costs in the Americas business, which had been a major drag on earnings and a key management concern over the past several years, bottomed out in FY2024. The measures we have implemented are producing tangible results, and costs have remained well under control so far this fiscal year. We expect further reductions in credit costs and continued earnings stabilization from the second quarter onward.

Next, I will provide segment updates.

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Changes in segment financial reporting from FY2026

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✓ Effective from FY2026, we revised the basis of calculation for segment profit and segment assets.

1. **Segment profit:** The allocation method for certain expenses, including interest expense and certain head office expenses, was revised. Accordingly, prior-year segment figures have been retrospectively restated. The revision has no impact on consolidated net income (total of segment profits).
2. **Segment assets:** Revised the scope of segment assets from "operating assets, equity-method investments, goodwill, investment securities and other assets" to "total assets" for each segment. Prior year-end segment figures have been retrospectively restated accordingly.

Impact of the retrospective restatement of segment figures

(¥ in billions)	① Segment profit for 1Q FY2025 Previous	Restated	Variance
Customer Solutions	9.0	9.2	+0.2
Global Customer Business	1.0	0.9	0.0
Environment & Energy	-1.0	-0.7	+0.3
Aviation	19.0	18.9	0.0
Logistics*1	14.8	14.6	-0.1
Real Estate	7.3	7.3	0.0
Adjustments	7.0	6.8	-0.1
Total segment profit	57.2	57.2	-

(¥ in billions)	② Segment assets as of the end of FY2025 Previous	Restated	Variance
Customer Solutions	3,132.6	3,310.6	+178.0
Global Customer Business	3,495.7	3,683.3	+187.6
Environment & Energy	512.4	621.7	+109.2
Aviation	2,745.0	3,021.9	+276.9
Logistics*1	1,382.3	1,412.6	+30.2
Real Estate	750.3	830.5	+80.2
Adjustments	16.3	208.6	+192.2
Total segment assets	12,034.9	13,089.5	+1,054.5
Other (cash & deposits etc.)*2	1,054.5	-	-1,054.5
Total assets	13,089.5	13,089.5	-

*1 Includes figures of the former Mobility segment
*2 Includes cash and deposits, advance payments, intangible assets, etc.

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Before moving on to the segment reviews, I would like to explain the changes introduced this fiscal year to the methodologies used to calculate segment profit and segment assets, which I briefly touched on earlier when discussing changes in total assets.

First, with regard to segment profit, we revised the allocation method for certain expenses, including interest expense and head office expenses, to better reflect the underlying economics of each business.

Accordingly, the prior-year figures have been retrospectively restated, as shown in the table on the left. These revisions did not result in any material changes to the figures of any segment.

Next, we revised the scope of assets included in segment assets.

Until FY2025, segment assets were defined as the sum of operating assets, equity-method investments, goodwill, investment securities, and other assets. From FY2026 onward, segment assets are based on total assets, including assets that were previously excluded, such as cash and deposits, advance payments and intangible assets.

The retrospectively restated segment assets as of the end FY2025 are presented in the table on the right.

As a result, ROA can now be calculated and evaluated on a total-asset basis for each segment. Internally, the revisions will also help improve consistency between segment management and company-wide management, further strengthening our efforts to enhance profitability.

Please turn to page 10. I will now walk you through each segment.

1Q FY2026 segment profit vs. 1Q FY2025

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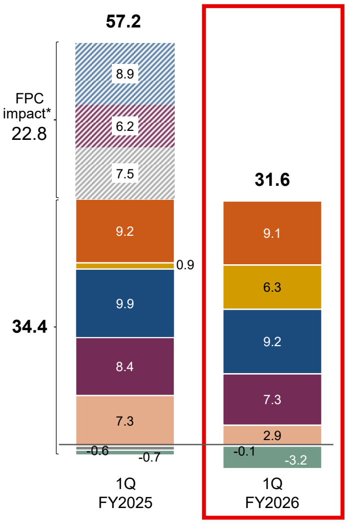
1Q FY2026 segment profit vs. 1Q FY2025 (¥ in billions)



	Segment profit/loss				YoY change factors
	(a) 1Q FY2025	(b) Excl. FPC impact*	(c) 1Q FY2026	(d)=(c)-(b) YoY	
Customer Solutions	9.2	9.2	9.1	-0.1	【+】 The absence of a prior-year provision for general credit losses 【－】 Lower gains on real estate sales
Global Customer Business	0.9	0.9	6.3	+5.4	【+】 Lower credit costs in the Americas' commercial truck business and the absence of prior-year restructuring costs in Asia & Oceania
Environment & Energy	-0.7	-0.7	-3.2	-2.5	【－】 Higher equity-method loss from EE
Aviation	18.9	9.9	9.2	-0.7	【+】 Higher gains on aircraft and engine sales 【－】 Lower leasing revenue due to an increase in off-lease aircraft following returns from a specific airline
Logistics	14.6	8.4	7.3	-1.0	【－】 Lower gains on railcar sales
Real Estate	7.3	7.3	2.9	-4.3	【－】 The absence of large prior-year gains on asset sales
Adjustments	6.8	-0.6	-0.1	+0.4	－
Total	57.2	34.4	31.6	-2.8	

* FPC impact: fiscal period change impact. YoY figures are calculated against prior-year figures excluding the fiscal period change impact.

Customer Solutions

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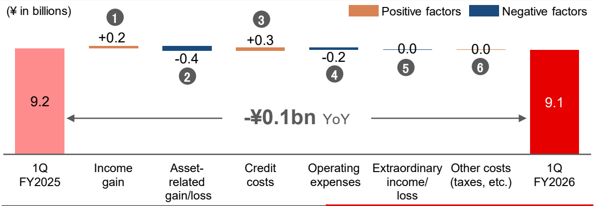
1Q FY2026 segment profit vs. 1Q FY2025



(¥ in billions)	1Q FY2025*	1Q FY2026	YoY
Income gain	28.7	28.9	① +0.2
Asset-related gain/loss	1.3	0.9	② -0.4
Credit costs	0.7	0.4	③ -0.3
Operating expenses	15.8	16.1	④ +0.2
Extraordinary income/loss	0.0	-	⑤ 0.0
Other costs (taxes, etc.)	4.2	4.2	⑥ 0.0
Segment profit	9.2	9.1	-0.1

Segment assets

(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025
Total	3,310.6	3,309.7	-0.9
Leasing	2,521.0	2,538.0	+17.0
Installment sales and loans	416.5	406.9	-9.6
Other	373.1	364.8	-8.3

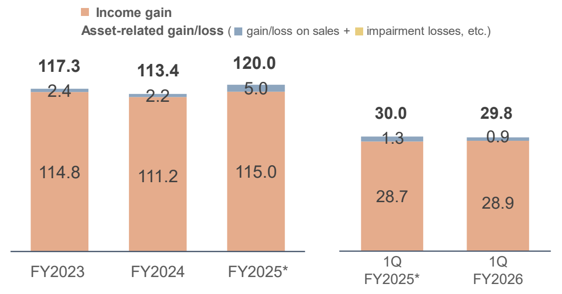
* Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

YoY change factors (+/−: impact on segment profit)

② **Asset-related gain/loss** (−) Lower gains on real estate sales

③ **Credit costs** (+) The absence of a prior-year provision for general credit losses

Income gain and asset-related gain/loss trends (¥ in billions)



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Please note that segment discussions are based on figures excluding the impact of fiscal period changes.

Let me begin with the Customer Solutions segment.

Income gain (①), which represents the stable earnings base of our company, increased year on year despite the rising interest rate environment in Japan, while maintaining disciplined asset growth. Lower credit costs (③) also contributed positively. However, these factors were largely offset by lower asset-related gain (②), mainly due to lower gains on real estate sales, resulting in segment profit remaining broadly unchanged from the prior year.

Please turn to page 11.

Global Customer Business[*1] (1)

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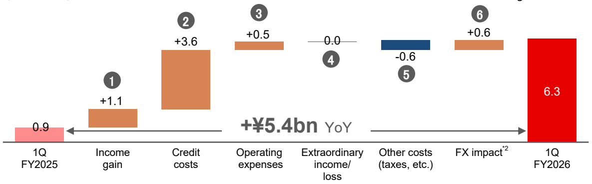
1Q FY2026 segment profit vs. 1Q FY2025



(¥ in billions)	1Q FY2025*3	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Income gain	33.5	38.3	+4.8	34.6	① +1.1
Credit costs	7.9	4.7	-3.2	4.2	② -3.6
Operating expenses	23.2	24.9	+1.7	22.6	③ -0.5
Extraordinary income/loss	-	-	-	-	④ -
Other costs (taxes, etc.)	1.4	2.3	+0.8	2.0	⑤ +0.6
Segment profit	0.9	6.3	+5.4	5.7	+4.7
FX impact*2				⑥ 0.6	

Segment assets

(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Excl. FX impact End of 1Q FY2026	Excl. FX impact Vs. end of FY2025
Total	3,683.3	3,755.5	+72.2	3,693.0	+9.7
Europe (MHCUK)	2,229.8	2,296.3	+66.4	2,253.4	+23.5
Americas (MHCA)	1,100.9	1,096.7	-4.2	1,079.8	-21.1
Asia & Oceania	292.8	303.0	+10.1	301.7	+8.8
Other (incl. China)	59.7	59.4	-0.2	58.1	-1.5

*1 These results represent the Global Customer Business segment and do not include overseas businesses in the Aviation, Logistics, or other segments.
*2 FX impact on segment profit.

YoY change factors (+/−: impact on segment profit)

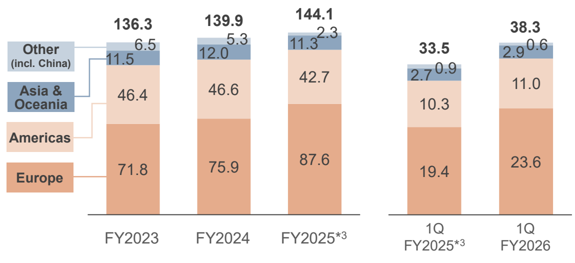
① **Income gain** (+) Higher gains driven by business growth in Europe

② **Credit costs** (+) Lower costs in the Americas' commercial truck business
(+) The absence of prior-year business restructuring costs in Asia & Oceania (+¥0.8bn)

Notable items (pretax income basis)

1Q FY2025 (−) Restructuring costs in Asia & Oceania (credit costs and operating expenses): approx. ¥1.1bn

Income gain trends (¥ in billions)



*3 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

Let me now move on to the Global Customer Business segment. Excluding FX impact, segment profit increased by ¥4.7 billion year on year, primarily driven by higher income gain (①) and lower credit costs (②).

The increase in income gain was driven by asset growth in Europe while maintaining a focus on profitability. The decrease in credit costs was mainly attributable to lower costs in the Americas' commercial truck business and the absence of business restructuring costs recorded in the Asia & Oceania business in the prior year.

As noted in the comments section on the right, the business restructuring costs recorded in the prior year totaled approximately ¥1.1 billion, including not only credit costs but also operating expenses and other costs.

Please turn to page 13.

Global Customer Business (2)

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Key figures (¥ in billions)

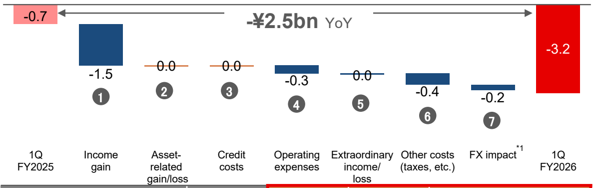
	1Q FY2025*2	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Europe (MHCUK)					
Income gain	19.4	23.6	+4.2	21.3	+1.8
Credit costs	2.2	2.5	+0.2	2.2	0.0
Operating expenses	12.5	14.3	+1.7	12.9	+0.4
Extraordinary income/loss	-	-	-	-	-
Other costs (taxes, etc.)	1.2	1.7	+0.5	1.6	+0.3
Segment profit	3.3	4.9	+1.6	4.4	+1.1
FX impact*1				0.5	
Americas (MHCA)					
Income gain	10.3	11.0	+0.7	10.0	-0.3
Credit costs	3.6	2.3	-1.3	2.0	-1.5
Operating expenses	7.4	8.0	+0.5	7.2	-0.1
Extraordinary income/loss	-	-	-	-	-
Other costs (taxes, etc.)	-0.1	0.2	+0.3	0.2	+0.3
Segment profit	-0.5	0.4	+1.0	0.4	+0.9
FX impact*1				0.0	

	1Q FY2025*2	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Asia & Oceania					
Income gain	2.7	2.9	+0.1	2.6	0.0
Credit costs	1.4	0.2	-1.2	0.2	-1.2
Operating expenses	2.1	1.8	-0.3	1.7	-0.4
Extraordinary income/loss	-	-	-	-	-
Other costs (taxes, etc.)	0.3	0.2	0.0	0.2	0.0
Segment profit	-1.1	0.5	+1.7	0.4	+1.6
FX impact*1				0.0	
Other (incl. China)					
Income gain	0.9	0.6	-0.2	0.5	-0.3
Credit costs	0.6	-0.3	-0.9	-0.3	-0.9
Operating expenses	1.0	0.6	-0.3	0.6	-0.3
Extraordinary income/loss	-	-	-	-	-
Other costs (taxes, etc.)	0.0	0.0	0.0	0.0	0.0
Segment profit	-0.6	0.3	+1.0	0.3	+0.9
FX impact*1				0.0	

*1 FX impact on segment profit.
*2 Retrospectively restated based on the revised methodology described on page 8

1Q FY2026 segment profit vs. 1Q FY2025

(¥ in billions)



(¥ in billions)	1Q FY2025*2	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Income gain	0.7	-1.0	-1.8	-0.8	① -1.5
Asset-related gain/loss	-	0.0	0.0	0.0	② 0.0
Credit costs	0.0	0.0	0.0	0.0	③ 0.0
Operating expenses	1.8	2.1	+0.3	2.1	④ +0.3
Extraordinary income/loss	0.0	-	0.0	-	⑤ 0.0
Other costs (taxes, etc.)	-0.3	0.1	+0.4	0.0	⑥ +0.4
Segment profit	-0.7	-3.2	-2.5	⑦ -3.0	-2.2
FX impact*1				-0.2	

Segment assets

(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Excl. FX impact End of 1Q FY2026	Excl. FX impact Vs. end of FY2025
Total	621.7	616.2	-5.4	615.9	-5.7
Japan	373.5	378.4	+4.9	378.4	+4.9
Overseas	248.2	237.8	-10.4	237.5	-10.6

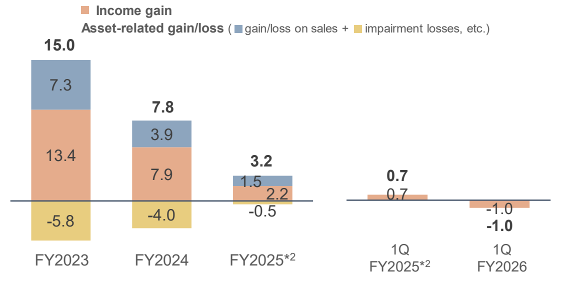
YoY change factors (+/−: impact on segment profit)

① Income gain (−) Higher equity-method loss from EE (approx. -¥2.1bn)

Notable items (pretax income basis)

1Q FY2026 (−) Equity-method loss from EE: approx. ¥2.3bn

Income gain and asset-related gain/loss trends (¥ in billions)



*1 FX impact on segment profit
*2 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

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The Environment & Energy segment recorded a ¥2.2 billion decrease in segment profit, excluding FX impact, mainly due to lower income gain resulting from a higher equity-method loss from European Energy.

The equity-method loss from European Energy amounted to approximately ¥2.3 billion. We aim to steadily reduce this loss through measures such as accelerating the development of new projects in collaboration with our partners and increasing gains from the sale of operating projects, which we expect to pick up in the second half.

Please turn to page 14.

Environment & Energy (2)

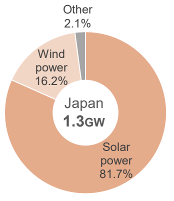
MITSUBISHI HC CAPITAL

MHC Group's share of operating renewable energy capacity (MW)

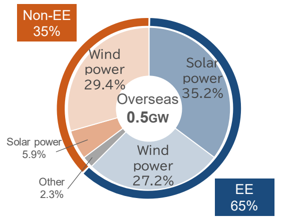
		End of FY2025	End of 1Q FY2025	Vs. end of FY2025
Total		1,760	1,877	+117
Japan		1,288	1,377	+89
	Solar power	1,041	1,124	+83
	Wind power	217	223	+5
	Other	28	28	-
Overseas		472	500	+28
	Solar power	175	205	+29
	Wind power	285	283	-1
	Other	11	11	0

Breakdown of operating renewable energy capacity (end of 1Q FY2026)

(1) Japan



(2) Overseas



Renewable energy market environment in our operating regions

Japan (Solar/ Onshore wind)

Short-term

- ✓ New development is becoming increasingly challenging amid rising material costs, higher interest rates, tighter mega-solar regulations, and fewer suitable sites.
- ✓ Most operating plants have fixed electricity prices under the FIT scheme, resulting in limited volatility except for weather-related disruptions, equipment failures, and repair work.

Mid- to long-term

- ✓ Renewables remain a primary power source under the Japanese government's 7th Strategic Energy Plan, supporting further expansion of renewable energy deployment and battery storage toward carbon neutrality by 2050.
- ✓ Fewer sites and longer lead times will persist, but replacement demand and local production and consumption are set to grow.

Europe (Solar/ Onshore wind)

Short-term

- ✓ Grid and permitting delays are extending development timelines, and surplus power is driving negative prices and higher curtailment.
- ✓ Efforts to improve project certainty and profitability—such as securing grid connections and refining sales strategies—are increasingly important.

Mid- to long-term

- ✓ Renewable demand is set to grow on electrification, AI/data centers, decarbonization, and energy security.
- ✓ As renewable energy deployment expands, the importance of battery storage for balancing supply and demand and stabilizing the grid is increasing. Co-located storage projects are expected to expand.

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On the right-hand side of the page, we summarize our view of the business environment surrounding the renewable energy business.

In Japan, the short–term environment for new development is becoming increasingly challenging due to rising material costs, higher interest rates, tighter mega-solar regulations, and other factors. Despite these challenges, our operating power plants continue to generate stable earnings as electricity selling prices remain stable under the Feed-in Tariff (FIT) scheme.

From a medium to long term perspective, we believe the transition toward decarbonization is irreversible, as renewable energy continues to be positioned as a primary power source under the Japanese government's 7th Strategic Energy Plan. Accordingly, we will continue to manage the business with a balanced focus on profitability and risk.

In addition, as battery storage, which helps balance the intermittency of renewable energy, is expected to expand further, our group is accelerating its initiatives in this area.

Turning to Europe, the core market of European Energy, development timelines for new power generation projects have been lengthening, reflecting delays in grid development, increasingly lengthy permitting processes, and other factors.

Furthermore, growing power surpluses have resulted in lower electricity prices and output curtailment. These factors have led to lower electricity sales revenue, longer negotiations for project sales, and lower gains on sales at European Energy.

Over the medium to long term, demand for renewable energy is expected to continue to grow, driven by increasing electricity demand due to electrification, the expansion of AI and data centers, and the growing importance of energy security across Europe.

Against this backdrop, battery storage is becoming increasingly important in helping balance power supply and demand and stabilize the grid globally. Accordingly, European Energy is accelerating the deployment of battery storage systems at its power generation facilities.

Please turn to page 15.

Aviation (1)

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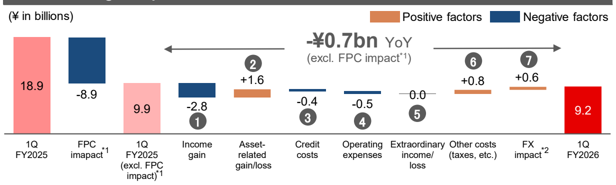
1Q FY2026 segment profit vs. 1Q FY2025



(¥ in billions)	1Q FY2025*3	Excl. FPC impact*1	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Income gain	30.2	19.3	17.7	-1.5	16.4	① -2.8
Asset-related gain/loss	4.6	1.6	3.6	+1.9	3.3	② +1.6
Credit costs	0.2	0.2	0.7	+0.5	0.6	③ +0.4
Operating expenses	8.4	5.9	6.9	+1.0	6.4	④ +0.5
Extraordinary income/loss	-	-	-	-	-	⑤ -
Other costs (taxes, etc.)	7.3	4.8	4.3	-0.4	4.0	⑥ -0.8
Segment profit	18.9	9.9	9.2	-0.7	8.5	-1.4
FX impact*2					⑦ 0.6	

Segment assets

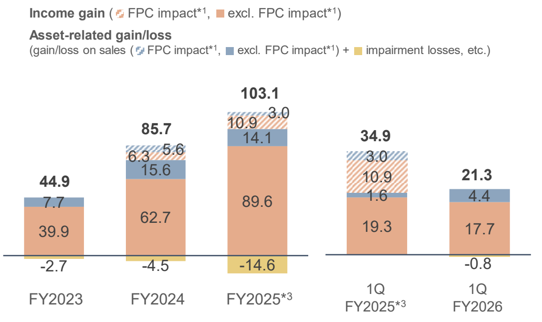
(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Excl. FX impact End of 1Q FY2026	Excl. FX impact Vs. end of FY2025
Total	3,021.9	3,134.5	+112.5	3,086.9	+64.9
Aircraft leasing (JSA)	2,077.0	2,150.8	+73.8	2,117.6	+40.5
Engine leasing (elfc)	895.2	930.0	+34.8	915.6	+20.4
Aircraft leasing (MHC)	49.7	53.6	+3.9	53.6	+3.9

YoY change factors (+/−: impact on segment profit)

① **Income gain** (−) Lower leasing revenue due to an increase in off-lease aircraft following returns from a specific airline

② **Asset-related gain/loss** (+) Higher gains on aircraft and engine sales

Income gain and asset-related gain/loss trends (¥ in billions)



*1 FPC impact: fiscal period change impact. YoY figures are calculated against prior-year figures excluding the fiscal period change impact.
*2 FX impact on segment profit
*3 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

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In the Aviation segment, gains on both aircraft and engine sales increased year on year (②). However, segment profit decreased by ¥1.4 billion, excluding FX impact, mainly due to lower income gain resulting from a decrease in leasing revenue (①).

The decline in leasing revenue was attributable to an increase in off-lease aircraft following a bulk return from a specific airline. These were the same aircraft for which impairment losses were recognized in the previous fiscal year and do not reflect new returns from other airlines. We expect income gain to recover from the second quarter onward as new lease contracts are executed.

Please turn to page 17.

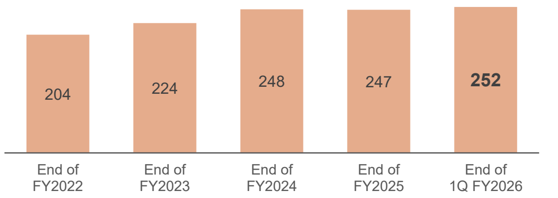
Aviation (2)

MITSUBISHI HC CAPITAL

Owned aviation assets

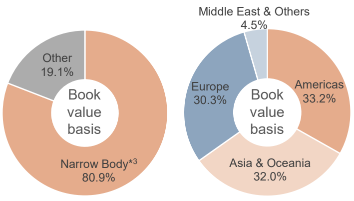
	End of FY2025	End of 1Q FY2026	Vs. end of FY2025
Number of aircraft (JSA)	344	343	-1
Owned aircraft	247	252	+5
Aircraft purchased/sold	21/22	11/6	-
Aircraft to be delivered	97	91	-6
Average age (JSA)	5.5 years*2	5.4 years	-0.1 year
Average remaining lease term (JSA)	6.8 years	6.8 years	0.0 years
Percentage of new-type aircraft (JSA)*1	78.9%	79.9%	+1.0pt
Number of aircraft engines (elfc)	428	434	+6
Percentage of new-type engines (elfc)*1	82.8%*2	84.2%	+1.4pt

Number of owned aircraft

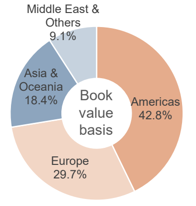


Breakdown of owned aviation assets (end of 1Q FY2026)

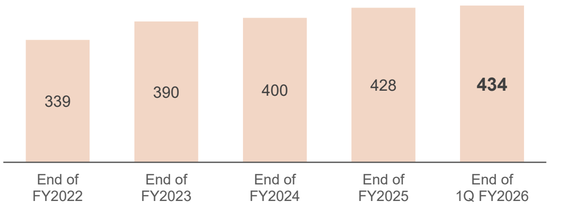
(1) Aircraft by type/region



(2) Aircraft engines by region



Number of owned aircraft engines



*1 Percentage of new-type aircraft and engines, defined as fuel-efficient models with lower CO_2 emissions than older models. Examples include A320neo, B737MAX aircraft, and PW1100G, LEAP-1A/1B engines.
*2 The figures as of March 31, 2026 have been retrospectively restated to reflect the correction of certain calculation errors.
*3 Single-aisle aircraft primarily used for short-distance flights.

Logistics (1)

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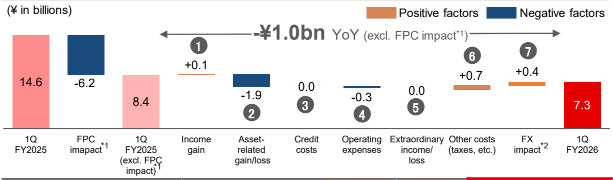
1Q FY2026 segment profit vs. 1Q FY2025



(¥ in billions)	1Q FY2025*3	Excl. FPC impact*1	1Q FY2026	YoY	Excl. FX impact: 1Q FY2026	Excl. FX impact: YoY
Income gain	22.1	11.5	12.3	+0.8	11.6	① +0.1
Asset-related gain/loss	3.3	2.7	0.8	-1.8	0.7	② -1.9
Credit costs	0.0	0.0	0.0	0.0	0.0	③ 0.0
Operating expenses	6.5	3.5	4.0	+0.5	3.8	④ +0.3
Extraordinary income/loss	0.0	0.0	-	0.0	-	⑤ 0.0
Other costs (taxes, etc.)	4.2	2.3	1.7	-0.5	1.6	⑥ -0.7
Segment profit	14.6	8.4	7.3	-1.0	6.9	-1.4
FX impact*2					⑦ 0.4	

Segment assets

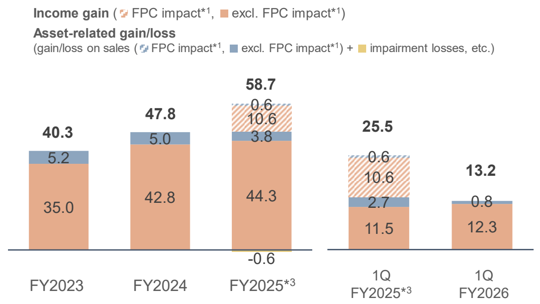
(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Excl. FX impact: End of 1Q FY2026	Excl. FX impact: Vs. end of FY2025
Total	1,412.6	1,439.7	+27.1	1,418.9	+6.3
Marine containers (CAI)	1,003.6	1,026.2	+22.6	1,010.4	+6.8
Railcars (PNW)	323.7	330.3	+6.5	325.2	+1.4
Mobility	71.1	71.7	+0.6	72.0	+0.9
Other (vessels, etc.)	14.1	11.3	-2.7	11.2	-2.9

YoY change factors (+/−: impact on segment profit)

① **Income gain**
(+) Higher equity-method income in the mobility business in Japan
(−) Lower leasing revenue in the marine container business

② **Asset-related gain/loss**
(−) Lower gains on railcar sales

Income gain and asset-related gain/loss trends (¥ in billions)



*1 FPC impact: fiscal period change impact. YoY figures are calculated against prior-year figures excluding the fiscal period change impact.
*2 FX impact on segment profit
*3 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

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The Logistics segment recorded a ¥1.4 billion decrease in segment profit, excluding FX impact, mainly due to lower asset-related gain (②). This primarily reflected the absence of the significant gains on railcar sales recorded in the railcar leasing business in the prior year, when favorable market conditions for used railcars were captured.

Income gain (①), the segment's stable earnings base, remained broadly flat year on year. Within this, equity-method income increased in the Mobility business in Japan, while lease revenue declined in the marine container leasing business due to lower utilization rates.

More recently, however, container demand has been increasing amid uncertainty surrounding U.S. tariff policies and the situation in the Middle East. As a result, we expect earnings to improve from the second quarter onward, supported by higher utilization rates.

Please turn to page 19.

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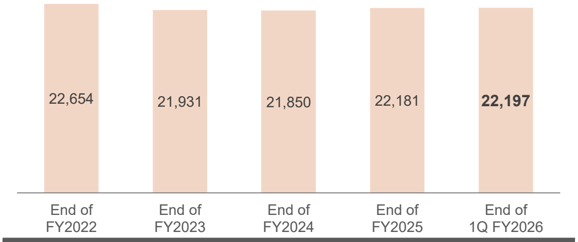
Owned logistics assets

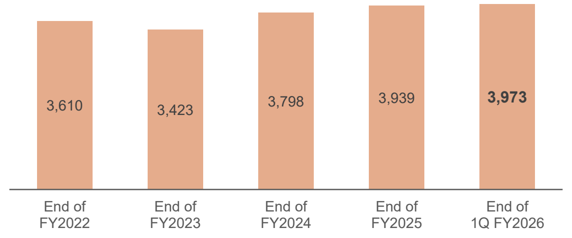
	End of FY2025	End of 1Q FY2026	Vs. end of FY2025
Marine container fleet (1,000 TEUs[*1])	3,811	3,825	+14
Marine container fleet (1,000 CEUs[*2])	3,939	3,973	+34
Number of railcars	22,181	22,197	+16
Mobility vehicles under management (1,000 vehicles)	359	359	0
(Reference) MHC Group vehicles under management (1,000 vehicles)	647	649	+2

Number of railcars



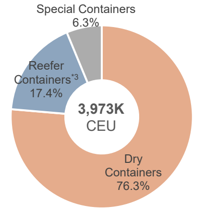
Number of marine containers

(1,000 CEUs)

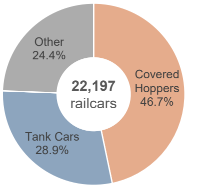


Breakdown of owned logistics-related assets (end of 1Q FY2026)

(1) Marine containers by asset type



(2) Railcars by asset type



*1 TEU (Twenty-foot Equivalent Unit): a standard unit for measuring container volume, based on a 20-foot dry container.
*2 CEU (Cost Equivalent Unit): a cost-based measure of container volume, where 1 CEU corresponds to the cost of a 20-foot dry container.
*3 Reefer container: a container for frozen or chilled products.

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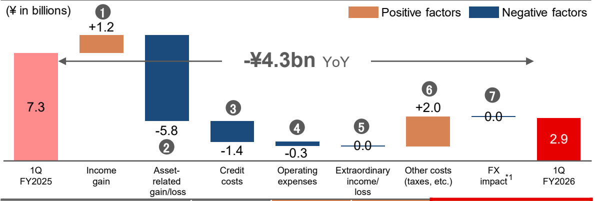
1Q FY2026 segment profit vs. 1Q FY2025



(¥ in billions)	1Q FY2025*2	1Q FY2026	YoY	Excl. FX impact 1Q FY2026	Excl. FX impact YoY
Income gain	2.4	3.6	+1.2	3.6	① +1.2
Asset-related gain/loss	8.8	3.0	-5.8	3.0	② -5.8
Credit costs	-1.4	0.0	+1.4	0.0	③ +1.4
Operating expenses	1.6	2.0	+0.3	2.0	④ +0.3
Extraordinary income/loss	-	-	-	-	⑤ -
Other costs (taxes, etc.)	3.7	1.6	-2.0	1.6	⑥ -2.0
Segment profit	7.3	2.9	-4.3	2.9	-4.3
FX impact*1				⑦ 0.0	

Segment assets

(¥ in billions)	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Excl. FX impact End of 1Q FY2026	Excl. FX impact Vs. end of FY2025
Total	830.5	885.6	+55.0	885.3	+54.7
Japan	803.7	862.1	+58.4	862.1	+58.4
Finance business	253.2	293.1	+39.8	293.1	+39.8
Investment business	456.7	472.0	+15.3	472.0	+15.3
Other	93.7	96.9	+3.2	96.9	+3.2
Overseas	26.8	23.5	-3.3	23.1	-3.6

*1 FX impact on segment profit
*2 Gains related to divestment of a subsidiary (Miyuki Building)

YoY change factors (+/−: impact on segment profit)

① **Income gain** (+) Higher gains driven by asset growth

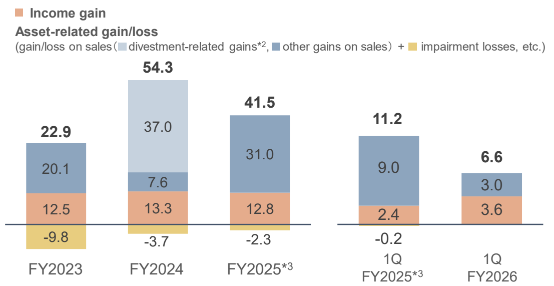
② **Asset-related gain/loss** (−) The absence of large prior-year gains on asset sales

③ **Credit costs** (−) The absence of a prior-year reversal of general credit provisions

Notable items (pretax income basis)

1Q FY2025 (+) Reversal of general credit provisions: approx. ¥1.4bn

Income gain and asset-related gain/loss trends (¥ in billions)



*3 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for FY2025 (full-year) are preliminary and unaudited.

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The Real Estate segment recorded a ¥4.3 billion year-on-year decrease in segment profit, mainly due to the absence of both large gains on asset sales (②), and a reversal of general credit provisions in 1Q FY2025 (③).

On the other hand, income gain increased (①), supported by the accumulation of assets that have started contributing to earnings as well as higher occupancy rates in the hotel business.

We believe that this is partly the result of initiatives related to our strategy under the 2028 Medium-Term Management Plan to expand income gain-generating investments to secure stable earnings.

Together with the realization of gains on asset sales expected from the second quarter onward, we expect the segment's underlying earnings base to remain solid.

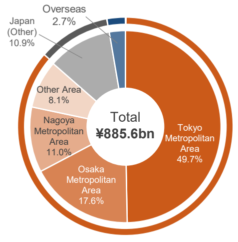
As noted under the notable items on the right, the reversal of general credit provisions recorded in the prior year was attributable to a one-off accounting factor: Following the transfer of the financing business in April 2025, the allowance was recalculated, resulting in the reversal recorded in 1Q FY2025.

While the absence of this one-time gain was a negative factor in the year-on-year comparison, the actual level of credit costs has remained close to zero in FY2026.

Next, I will explain our financial forecast for FY2026 and our current progress.

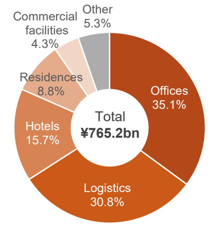
Please turn to page 22.

Segment assets by region (end of 1Q FY2026)

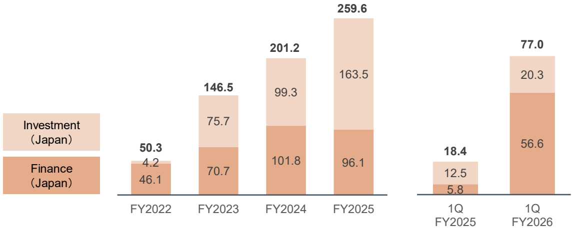


Japan (Finance &investment)	¥765.2bn（86%）
Japan (Other)	¥96.9bn（11%）
Overseas	¥23.5bn　（3%）
Total	¥885.6bn（100%）

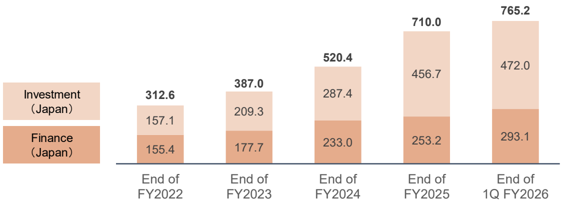
Segment assets in Japan by asset type (end of 1Q FY2026)



New transactions volume (¥ in billions)



Segment assets balance (¥ in billions)



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FY2026 financial forecast

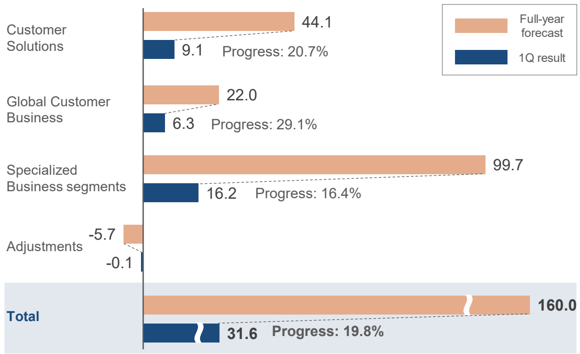
MITSUBISHI HC CAPITAL

- ✓ 1Q net income represented 19.8% of the full-year forecast. This was broadly in line with our plan, as we expect to recognize the majority of gains on asset sales in the second half.
- ✓ As of 1Q-end, the impact of ongoing instability in the Middle East on our earnings remains limited. Given the continued uncertainty, we are monitoring the situation closely.

FY2026 forecast

		FY2025 results	FY2026 forecast*	Change	Change (%)
1	**Net income (¥ in billions)**	162.2	160.0	-2.2	-1.4%
2	**ROA**	1.3%	1.2%	-0.1pt	-
3	**ROE**	8.6%	8.0%	-0.6pt	-
4	**Annual dividend per share (Payout ratio)**	¥46 (40.7%)	¥51 (45.8%)	+¥5 (+5.1pt)	-

Progress of segment profit (¥ in billions)



* Assumed FX rates: USD/JPY = 150, GBP/JPY = 205.
FX sensitivity: a ¥1 depreciation of the yen against the USD raises net income by approximately ¥460 million, and against the GBP by approximately ¥110 million.

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As I mentioned at the beginning of this presentation, progress toward our full-year net income forecast of ¥160.0 billion was 19.8% in the first quarter. However, the progress is broadly in line with our initial plan and on track to achieve the full-year forecast.

The same is true at the business-unit level, with performance broadly tracking our initial assumptions. Let me briefly elaborate.

For the Customer Solutions unit, the progress against the full-year forecast was 20.7%. Earnings are typically weighted toward the second half of the fiscal year, and our initial plan also assumed additional contributions from the expansion of higher-margin transactions in the second half. Accordingly, performance has progressed largely as planned.

The Global Customer Business unit delivered solid results, achieving a progress rate of 29.1%. Even excluding FX impact, the progress rate was approximately 26%. Cost reduction initiatives in Europe aimed at improving ROA are beginning to produce results, and we believe the unit is progressing steadily toward its full-year forecast.

For the Specialized Business unit, progress against the full-year forecast was 16.4%. As explained earlier, a significant portion of planned gains on asset sales in the Environment & Energy, Aviation and Real Estate segments is expected to be recognized in the second half of the fiscal year. Together with the recovery and continued accumulation of income gain, performance is also progressing in line with our plan.

Across all business units, we will continue to execute the initiatives set out in our initial plan from the second quarter onward and steadily deliver our earnings target. At the same time, we will continue to advance the business portfolio restructuring and growth investments outlined in our 2028 Medium-Term Management Plan, while remaining firmly committed to achieving our FY2026 profitability targets of ROA of 1.2% and ROE of 8.0%.

This concludes my presentation. Thank you very much for your attention.

Net income: FY2026 forecast vs. FY2025

(Reproduced from the FY2025 financial results presentation)

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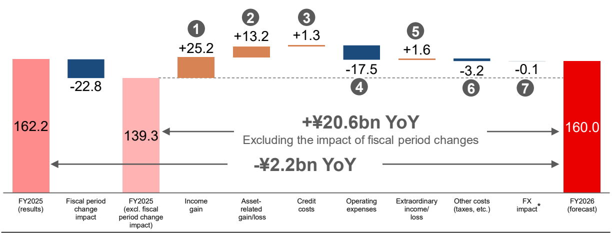
FY2026 net income forecast vs. the prior year

(¥ in billions)



	(a)	(b)	(c)	(d)=(b)-(c)	(e)	(f)=(e)-(b)
					Excl. FX impact	
(¥ in billions)	FY2025	FY2025 (excl. fiscal period change impact)	FY2026 Forecast	YoY	FY2026 Forecast	YoY
Income gain	450.1	418.8	444.4	+25.5	444.1	1 +25.2
Asset-related gain/loss	40.8	37.2	50.3	+13.0	50.4	2 +13.2
Credit costs	20.1	20.1	18.8	-1.2	18.8	3 -1.3
Operating expenses	234.8	229.2	247.0	+17.8	246.8	4 +17.5
Extraordinary income/loss	-3.2	-3.2	-1.6	+1.6	-1.6	5 +1.6
Other costs (taxes, etc.)	70.6	64.0	67.2	+3.1	67.3	6 +3.2
Net income	162.2	139.3	160.0	+20.6	160.0	+20.6
Fiscal period change impact		22.8				
FX impact*					7 -0.1	

* FX impact on net income

YoY change factors

(+/-: impact on net income)

1 Income gain

- ✓ Customer Solutions (+) Increase in higher-margin businesses
- ✓ Specialized Businesses (+) Higher equity-method income in Environment & Energy

2 Asset-related gain/loss

- ✓ Specialized Businesses
  - (+) Absence of prior-year impairment losses in Aviation
  - (–) Lower gains on asset sales in Real Estate

3 Credit costs

- ✓ Global Customer Business (+) Lower costs in the Americas
- ✓ Specialized Businesses (–) Absence of prior-year reversals in Real Estate and Aviation

4 Operating expenses

- ✓ Customer Solutions (–) Higher sales-related expenses
- ✓ Specialized Businesses (–) Higher sales-related expenses in Aviation and Real Estate

5 Extraordinary income/loss

- ✓ Customer Solutions (–) Lower gains on sale of investment securities
- ✓ Global Customer Business (+) Absence of prior-year losses in Europe
- ✓ Specialized Businesses (–) Absence of prior-year gains from step acquisitions in Environment & Energy and Real Estate

Trends in key metrics

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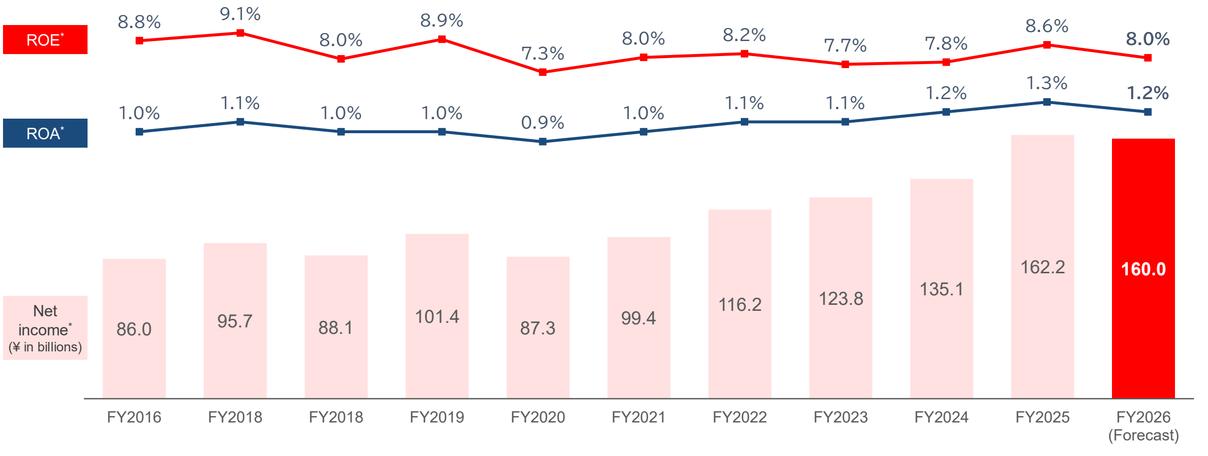
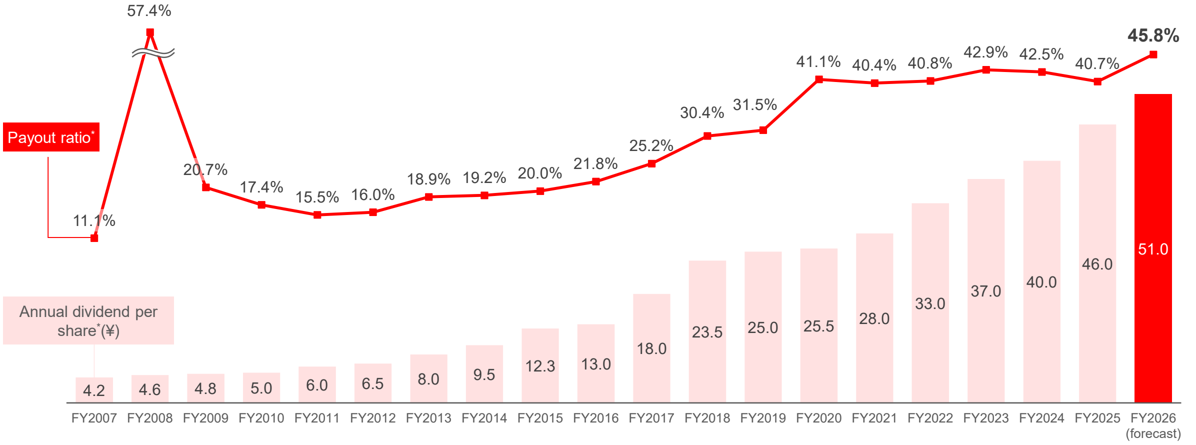


* Figures for FY2016 to FY2020 are simple sums of Mitsubishi UFJ Lease & Finance's and Hitachi Capital's figures.

Trends in dividends

MITSUBISHI HC CAPITAL



* Mitsubishi UFJ Lease & Finance's results from FY2007 to FY2020.

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Income gain and asset-related gain/loss trends

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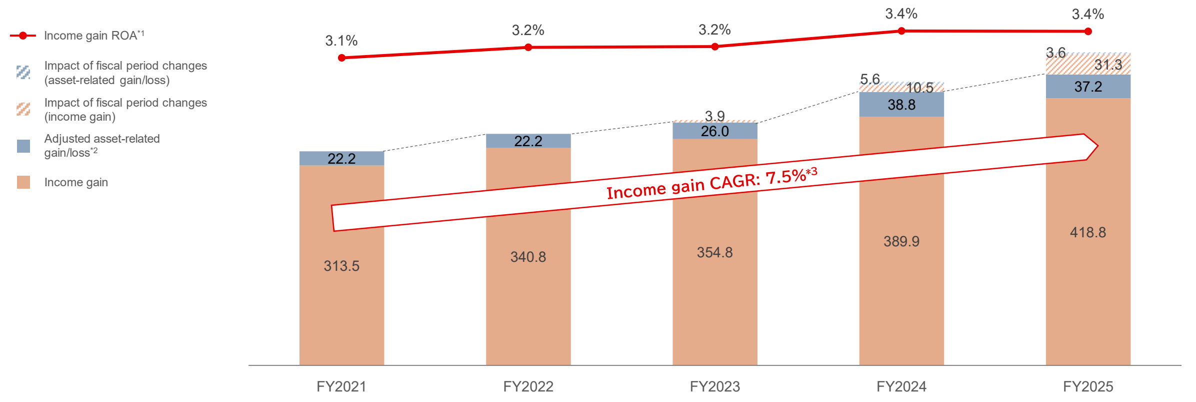
- ✓ Our business model is built on two earnings drivers—income gain and asset-related gain—both increasing steadily year over year.
- ✓ Income gain serves as our core earnings base, supported by asset-related gain consistently generated through asset turnover.

Annual trends in income gain and asset-related gain/loss (¥ in billions)



*1 Income gain excluding the impact of fiscal period changes / average total assets for the year
*2 Adjusted asset-related gain/loss includes extraordinary gains/losses of a similar nature and excludes gains/losses related to subsidiary divestments
*3 Income gain CAGR excluding the impact of fiscal period changes

Impact of rising interest rates on earnings

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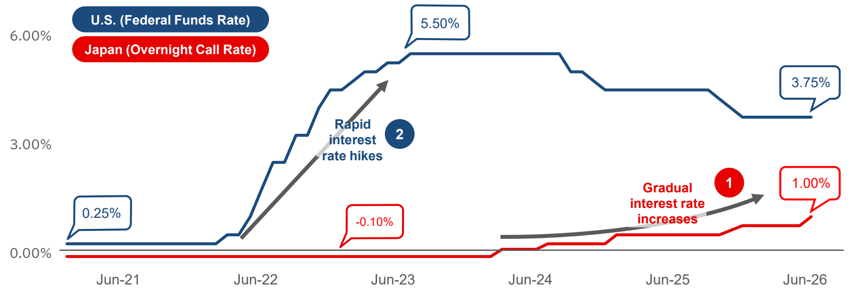
- The impact of rising interest rates on earnings is limited.
  - ✓ **Existing funding:** Disciplined ALM management effectively controls asset-liability mismatch risks, including interest rate risk.
  - ✓ **New funding:** Gradual rate increases, as currently seen in Japan (1), can be passed through to lease rates with little time lag. However, rapid rate hikes, as seen in the U.S. in 2022–2023 (2), may create a lag in passing higher market rates through to lease rates, posing a risk of a temporary decline in the profitability of new business.

(Reference) Policy rate trends in Japan and the U.S.



Summary of the fiscal period change impact in FY2025

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- ✓ Effective from FY2025, elfc, CAI, and PNW (subsidiaries in the Aviation and Logistics segments) changed their fiscal year-ends from December to March.
- ✓ As a result, 1Q FY2025 covered six months (January through June 2025), generating an additional ¥22.8 billion in segment profit attributable to the transition period from January through March 2025: ¥8.9 billion in Aviation, ¥6.2 billion in Logistics, and ¥7.5 billion in Adjustments.

Breakdown of the fiscal period change impact in 1Q FY2025

(¥ in billions)	Aviation	Logistics	Adjustments	Total
Income gain	+10.9	+10.6	+9.7	+31.3
Asset-related gain/loss	+3.0	+0.6	-	+3.6
Credit costs	-	0.0	-	0.0
Operating expenses	+2.5	+3.0	-	+5.5
Extraordinary income/loss	-	-	-	-
Other costs (taxes, etc.)	+2.4	+1.9	+2.1	+6.5
Segment profit	+8.9	+6.2	+7.5	+22.8

Segment profit (1) (by quarter)

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(¥ in billions)			FY2025* 1Q	FY2025* 2Q	FY2025* 3Q	FY2025* 4Q	FY2025* Full year	FY2026 1Q	FY2026 YoY
1	Customer Solutions	Income gain	28.7	28.0	27.1	31.1	115.0	28.9	+0.2
2		Asset-related gain/loss	1.3	0.3	0.6	2.6	4.9	0.9	-0.4
3		Recurring income	13.4	13.1	11.8	17.6	56.1	13.3	-0.1
4		Segment profit	9.2	9.1	10.7	12.7	41.9	9.1	-0.1
5	Global Customer Business	Income gain	33.5	32.1	37.9	40.5	144.1	38.3	+4.8
6		Asset-related gain/loss	-	-	-	-	-	-	-
7		Recurring income	2.3	2.4	10.9	10.9	26.6	8.7	+6.3
8		Segment profit	0.9	1.7	8.1	-2.7	8.0	6.3	+5.4
9	Environment & Energy	Income gain	0.7	-1.4	1.1	1.7	2.2	-1.0	-1.8
10		Asset-related gain/loss	-	-	-0.4	1.4	0.9	0.0	0.0
11		Recurring income	-1.1	-2.8	-1.8	1.0	-4.6	-3.1	-2.0
12		Segment profit	-0.7	-2.8	-2.7	3.0	-3.3	-3.2	-2.5
13	Aviation	Income gain	30.2	18.7	27.9	23.7	100.6	17.7	-12.5
14		Asset-related gain/loss	4.6	-1.1	2.7	-3.8	2.4	3.6	-1.0
15		Recurring income	26.2	11.3	24.7	13.1	75.4	13.6	-12.6
16		Segment profit	18.9	8.2	18.0	8.9	54.1	9.2	-9.7

* Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for 2Q through 4Q and full year are preliminary and unaudited.

Segment profit (2) (by quarter)

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(¥ in billions)			FY2025*2 1Q	2Q	3Q	4Q	Full year	FY2026 1Q	YoY
17	Logistics	Income gain	22.1	11.2	11.3	10.1	54.9	12.3	-9.8
18		Asset-related gain/loss	3.3	0.7	1.0	-1.3	3.7	0.8	-2.4
19		Recurring income	18.9	8.4	8.4	4.7	40.5	9.1	-9.8
20		Segment profit	14.6	6.6	6.5	4.0	31.9	7.3	-7.2
21	Real Estate	Income gain	2.4	4.2	3.1	2.9	12.8	3.6	+1.2
22		Asset-related gain/loss	8.8	9.3	8.9	1.5	28.7	3.0	-5.8
23		Recurring income	11.0	11.5	10.1	2.5	35.3	4.6	-6.4
24		Segment profit	7.3	8.3	5.9	4.4	26.0	2.9	-4.3
25	Total*1	Income gain	129.9	95.7	111.5	112.9	450.1	102.9	-26.9
26		Asset-related gain/loss	18.1	9.3	12.9	0.4	40.8	8.4	-9.7
27		Recurring income	79.6	44.2	63.8	48.2	236.0	46.4	-33.2
28		Segment profit	57.2	31.5	46.1	27.2	162.2	31.6	-25.6

*1 The total differs from the sum of the six segments because it includes Adjustments representing MHC head office accounts.
*2 Retrospectively restated based on the revised methodology described on page 8; however, the restated figures for 2Q through 4Q and full year are preliminary and unaudited.

Asset-related gain/loss (by quarter)

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(¥ in billions)		FY2025 1Q	FY2025 2Q	FY2025 3Q	FY2025 4Q	FY2025 Full year	FY2026 1Q	FY2026 YoY
1	Customer Solutions	1.3	0.3	0.6	2.6	4.9	0.9	-0.4
2	Gains/losses on sales	1.3	0.3	0.6	2.7	5.0	0.9	-0.4
3	Impairment losses, etc.	-	-	-	0.0	0.0	-	-
4	Environment & Energy	-	-	-0.4	1.4	0.9	0.0	0.0
5	Gains/losses on sales	-	-	-	1.5	1.5	0.0	0.0
6	Impairment losses, etc.	-	-	-0.4	-0.1	-0.5	-	-
7	Aviation	4.6	-1.1	2.7	-3.8	2.4	3.6	-1.0
8	Gains/losses on sales	4.6	4.2	3.0	5.0	17.1	4.4	-0.2
9	Impairment losses, etc.	-	-5.4	-0.2	-8.9	-14.6	-0.8	-0.8
10	Logistics	3.3	0.7	1.0	-1.3	3.7	0.8	-2.4
11	Gains/losses on sales	3.3	0.7	1.0	-0.6	4.4	0.8	-2.4
12	Impairment losses, etc.	-	-	-	-0.6	-0.6	-	-
13	Real Estate	8.8	9.3	8.9	1.5	28.7	3.0	-5.8
14	Gains/losses on sales	9.0	9.0	11.5	1.4	31.0	3.0	-5.9
15	Impairment losses, etc.	-0.2	0.3	-2.5	0.1	-2.3	0.0	+0.1
16	Total asset-related gain/loss	18.1	9.3	12.9	0.4	40.8	8.4	-9.7
17	Gains/losses on sales	18.4	14.4	16.2	10.2	59.2	9.3	-9.1
18	Impairment losses, etc.	-0.2	-5.1	-3.2	-9.7	-18.4	-0.8	-0.6

Segment assets

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(¥ in billions)		End of FY2024*	End of FY2025	End of 1Q FY2026	Vs. end of FY2025
1	Customer Solutions	3,087.4	3,310.6	3,309.7	-0.9
2	Percentage of total	26.3%	25.3%	24.9%	-0.4pt
3	Global Customer Business	3,249.2	3,683.3	3,755.5	+72.2
4	Percentage of total	27.6%	28.1%	28.2%	+0.1pt
5	Environment & Energy	570.0	621.7	616.2	-5.4
6	Percentage of total	4.8%	4.8%	4.6%	-0.2pt
7	Aviation	2,617.5	3,021.9	3,134.5	+112.5
8	Percentage of total	22.3%	23.1%	23.5%	+0.4pt
9	Logistics	1,381.6	1,412.6	1,439.7	+27.1
10	Percentage of total	11.7%	10.8%	10.8%	0.0pt
11	Real Estate	634.8	830.5	885.6	+55.0
12	Percentage of total	5.4%	6.3%	6.7%	+0.4pt
13	Adjustments	221.4	208.6	172.8	-35.7
14	Percentage of total	1.9%	1.6%	1.3%	-0.3pt
15	Total segment assets	11,762.3	13,089.5	13,314.4	+224.8

* FY2024 figures have been revised to total assets basis, consistent with FY2025 and 1Q FY2026. However, these figures are for reference only, as the definition differs in part from FY2025 and 1Q FY2026.

New transactions volume by segment

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	(¥ in billions)	1Q FY2024	1Q FY2025	1Q FY2026	YoY change	YoY change (%)
1	Customer Solutions	220.2	209.9	222.8	+12.9	+6.2%
2	Global Customer Business	370.4	379.3	417.7	+38.4	+10.1%
3	Europe	229.5	265.5	299.3	+33.8	+12.7%
4	Americas	101.9	85.2	81.5	-3.7	-4.4%
5	Asia & Oceania	31.5	26.1	36.8	+10.7	+41.2%
6	Other (incl. China)	7.3	2.3	-	-2.3	-100.0%
7	Environment & Energy	6.1	2.8	5.4	+2.5	+87.7%
8	Aviation	143.8	89.4	159.6	+70.1	+78.4%
9	Logistics	28.6	45.0	36.6	-8.4	-18.7%
10	Real Estate	41.1	18.4	77.0	+58.5	+317.3%
11	Adjustments	-	-	-0.7	-0.7	-
12	Total new transactions volume	810.4	745.1	918.5	+173.4	+23.3%

Credit costs by segment

MITSUBISHI HC CAPITAL

	(¥ in billions)	1Q FY2024	1Q FY2025	1Q FY2026	YoY change	YoY change (%)
1	Customer Solutions	0.1	0.7	0.4	-0.3	-44.4%
2	Global Customer Business	6.2	7.9	4.7	-3.2	-40.8%
3	Europe	1.7	2.2	2.5	+0.2	+12.9%
4	Americas	3.9	3.6	2.3	-1.3	-36.3%
5	Asia & Oceania	0.1	1.4	0.2	-1.2	-83.6%
6	Other (incl. China)	0.3	0.6	-0.3	-0.9	-163.5%
7	Environment & Energy	0.0	0.0	0.0	0.0	-99.6%
8	Aviation	-0.4	0.2	0.7	+0.5	+207.3%
9	Logistics	0.0	0.0	0.0	0.0	-25.0%
10	Real Estate	0.1	-1.4	0.0	+1.4	-
11	Adjustments	0.0	0.0	0.0	0.0	-17.1%
12	Total credit costs	6.1	7.6	5.9	-1.7	-22.3%

Financial performance: income statement

MITSUBISHI HC CAPITAL

	(¥ in billions)	1Q FY2024	1Q FY2025	1Q FY2026	YoY change	YoY change (%)
1	Revenues	529.8	584.5	539.1	-45.3	-7.8%
2	Cost of revenues	416.2	432.9	425.6	-7.3	-1.7%
3	Cost of funds	71.4	68.6	75.5	+6.8	+10.0%
4	Gross profit	113.6	151.5	113.4	-38.0	-25.1%
5	SG&A expenses	64.6	69.0	66.3	-2.6	-3.9%
6	Personnel expenses	31.2	33.7	32.3	-1.3	-4.1%
7	Non-personnel expenses	26.6	27.0	26.6	-0.4	-1.7%
8	Provision for doubtful accounts	6.7	8.2	7.4	-0.8	-10.3%
9	Operating income	48.9	82.4	47.1	-35.3	-42.9%
10	Recurring income	49.2	79.6	46.4	-33.2	-41.7%
11	Extraordinary income	6.8	0.1	-	-0.1	-100.0%
12	Extraordinary loss	0.3	-	-	-	-
13	Income before income taxes	55.6	79.7	46.4	-33.3	-41.7%
14	Net income attributable to owners of the parent	39.1	57.2	31.6	-25.6	-44.8%

Financial performance: balance sheet, etc.

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	(¥ in billions)	End of FY2024	End of FY2025	1Q FY2026	Vs. end of FY2025	Vs. end of FY2025 (%)
1	**Cash and cash equivalents**	313.3	366.0	317.9	-48.1	-13.1%
2	**Net assets*** excl. share acquisition rights and non-controlling interests	1,789.6	1,989.0	2,008.1	+19.0	+1.0%
3	**Net assets**	1,804.5	2,008.7	2,028.2	+19.5	+1.0%
4	**Total assets**	11,762.3	13,089.5	13,314.4	+224.8	+1.7%
5	**Distressed receivables**	87.0	70.8	66.3	-4.5	-6.4%
6	**Allowance for doubtful accounts**	40.7	31.8	31.6	-0.2	-0.7%
7	**Net balance of distressed receivables**	46.2	38.9	34.6	-4.3	-11.0%
8	**Equity ratio**	15.2%	15.2%	15.1%	-0.1pt	-
9	**ROE**	7.8%	8.6%			
10	**ROA**	1.2%	1.3%			

* Used for the calculation of equity ratio and ROE.

Financial performance: balance sheet, etc. (continued)

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	(¥ in billions)	End of FY2024	End of FY2025	End of 1Q FY2026	Vs. end of FY2025	Vs. end of FY2025 (%)
11	Total funding	8,840.7	9,880.3	10,104.8	+224.4	+2.3%
12	Indirect funding	4,916.4	5,504.5	5,752.5	+247.9	+4.5%
13	Direct funding	3,924.3	4,375.7	4,352.3	-23.4	-0.5%
14	Commercial paper	965.4	1,196.7	1,209.5	+12.8	+1.1%
15	Securitization	580.7	697.8	648.0	-49.8	-7.1%
16	Corporate bonds	2,378.1	2,481.2	2,494.8	+13.6	+0.5%
17	Direct funding ratio	44.4%	44.3%	43.1%	-1.2pt	-
18	Long-term funding ratio	81.1%	80.4%	80.0%	-0.4pt	-
19	Foreign currency funding ratio	61.1%	61.6%	61.6%	0.0pt	-

FX rates used to translate the financial statements of major overseas subsidiaries*

		1Q FY2025		1Q FY2026
		Subsidiaries with FY ending in March (excl. subsidiaries whose fiscal periods were changed)	Subsidiaries whose fiscal periods were changed (elfc, CAI, PNW)	Subsidiaries with FY ending in March
20	Income statement translation rates	USD/JPY: 144.59 GBP/JPY: 193.01	USD/JPY: 148.60	USD/JPY: 159.49 GBP/JPY: 213.97

		End of FY2025		End of 1Q FY2026
		Subsidiaries with FY ending in March (excl. subsidiaries whose fiscal periods were changed)	Subsidiaries whose fiscal periods were changed (elfc, CAI, PNW)	Subsidiaries with FY ending in March
21	Balance sheet translation rates	USD/JPY: 159.88 GBP/JPY: 211.03	USD/JPY: 159.88	USD/JPY: 162.39 GBP/JPY: 215.05

* For major overseas subsidiaries with March fiscal year-ends (excluding subsidiaries whose fiscal periods were changed): 1Q Income statement figures are translated using the average exchange rates for the period from April to June, and balance sheet figures are translated using the exchange rates as of the end of FY2025 (March 31, 2026) and the end of 1Q FY2026 (June 30, 2026), respectively.
For overseas subsidiaries whose fiscal periods were changed: Income statement figures for 1Q FY2025 are translated using the average exchange rates for the period from January 2025 to June 2025, and fiscal year-end balance sheet figures are translated using the exchange rates as of the end of FY2025 (March 31, 2026).

Inquiries and other information

MITSUBISHI HC CAPITAL

Information published on our website

2028 MTMP

2028 MTMP, the Medium-term Management Plan for the three years from FY2026

Integrated Report

Financial and non-financial information including an overview of medium- to long-term value creation, management strategies, business performance, and ESG information

ESG Data Book

Initiatives and data related to ESG (environment, society, governance)

Financial Data Sheets

Excel documents containing MHC's historical financial data

Investors' Guide

Basic information, business descriptions by segment, etc. of the MHC Group

Presentation material for Business Segment Briefing

Presentation materials for previously held Business Segment Briefings

Information session for individual investors*

Presentation materials for previously held online information sessions for individual investors

*Japanese only

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https://www.mitsubishi-hc-capital.com/english/

Mitsubishi HC Capital Search

Title of the Commercial

The Company Empowering Your Challenges through Leasing.

Commercial Gallery*

The commercial and the behind-the-scenes video are available.

* The gallery and the contents are all in Japanese and can be viewed only in Japan

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