

Financial Results for First Quarter FY2023 (IFRS) (for the year ending March 31, 2024)

IHI

August 8, 2023

IHI Corporation

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1. Consolidated Results for First Quarter FY2023



- Revenue and operating profits increased from the previous corresponding period.
- In the Civil aero engines Business, sales of spare parts remained steady along with the recovery in demand for aero transportation, although the supply chain remained instable.
- While the impact of the soaring prices of raw materials and equipment has been reflected in selling prices to a certain extent, the cost structure has been strengthened to respond flexibly to changes in the environment.
- While preparing for increases in production in the Civil aero engines Business, the IHI Group is proceeding with efforts to reduce working capital in order to obtain cash flows from operating activities.

1. Consolidated Results for First Quarter FY2023

Summary of Financial Results

(In billion yen)

	FY2022.1Q	FY2023.1Q	Change
Orders received	238.2	315.4	77.2
Revenue	264.2	298.4	34.1
Operating profit	7.5	8.9	1.3
Profit before tax	16.9	12.7	(4.1)
Profit attributable to owners of parent	8.4	5.6	(2.8)

Note: Average FX rate FY2022.1Q US\$ 1.00 = ¥125.29
 FY2023.1Q US\$ 1.00 = ¥137.44

1. Consolidated Results for First Quarter FY2023

Financial Results by Segment

■ Orders received & Order backlog

(In billion yen)

	Orders received			Order backlog		
	FY2022.1Q	FY2023.1Q	Change	FY2022	FY2023.1Q	Change
Resources, Energy and Environment	49.0	91.7	42.7	565.7	575.9	10.2
Social Infrastructure	21.6	33.0	11.3	218.4	216.1	(2.2)
Industrial Systems and General-Purpose Machinery	106.6	114.0	7.4	201.0	213.5	12.5
Aero Engine, Space and Defense	59.2	74.3	15.1	293.4	289.9	(3.5)
Total Reportable Segment	236.5	313.1	76.6	1,278.6	1,295.6	16.9
Others	12.9	14.6	1.6	20.8	23.7	2.8
Adjustment	(11.2)	(12.3)	(1.0)	-	-	-
Total	238.2	315.4	77.2	1,299.4	1,319.3	19.8
Overseas orders received / order backlog	106.6	182.4	75.7	390.7	417.7	26.9
% of Overseas orders received / order backlog	45%	58%	13%	30%	32%	2%

■ The change in order backlog include the effect of exchange rate changes.

1. Consolidated Results for First Quarter FY2023

Financial Results by Segment

■ Revenue & Operating profit

(In billion yen)

	Revenue			Operating profit		
	FY2022.1Q	FY2023.1Q	Change	FY2022.1Q	FY2023.1Q	Change
Resources, Energy and Environment	77.2	85.1	7.8	3.5	0.1	(3.4)
Social Infrastructure	35.1	34.0	(1.1)	2.1	(1.2)	(3.4)
Industrial Systems and General-Purpose Machinery	92.7	100.2	7.4	2.2	2.5	0.2
Aero Engine, Space and Defense	57.4	78.2	20.8	1.7	9.3	7.6
Total Reportable Segment	262.5	297.5	34.9	9.7	10.8	1.0
Others	9.9	9.7	(0.1)	(0.1)	0.0	0.2
Adjustment	(8.1)	(8.8)	(0.6)	(1.9)	(1.9)	0.0
Total	264.2	298.4	34.1	7.5	8.9	1.3

Overseas revenue	135.5	167.0	31.4
% of overseas revenue	51%	56%	5%

1. Consolidated Results for First Quarter FY2023

Financial Results by Segment

- Analysis of change in operating profit from the previous fiscal year

(In billion yen)

	Change in revenue	Change in construction profitability	Change in foreign exchange rate	Change in SG&A	Change in other income and expenses	Total
Resources, Energy and Environment	(2.4)	0.6	(0.1)	(0.6)	(0.9)	(3.4)
Social Infrastructure	(0.6)	(2.3)		(0.5)		(3.4)
Industrial Systems and General-Purpose Machinery	2.7	(0.5)	0.2	(0.8)	(1.4)	0.2
Aero Engine, Space and Defense	3.7	3.6	3.6	(3.3)	0.1	7.6
Total Reportable Segment	3.4	1.3	3.7	(5.2)	(2.2)	1.0
Others		0.3		(0.3)	0.2	0.2
Adjustment		(0.1)		0.2		0.0
Total	3.4	1.5	3.7	(5.3)	(2.0)	1.3

There are cases that the aggregated amount of each segment or factor doesn't match to the total due to rounding off. Change in SG&A and Change in other income and expenses exclude change in foreign exchange rate and other factors.

1. Consolidated Results for First Quarter FY2023

Finance Income / Costs etc.

(In billion yen)

	FY2022.1Q	FY2023.1Q	Change
Foreign exchange gains (losses)	10.1	6.9	(3.1)
Share of profit (loss) of investments accounted for using equity method	0.7	0.8	0.1
Other finance income (costs) *1	(1.4)	(3.9)	(2.4)
Finance income / costs etc.	9.3	3.8	(5.5)

*1: Other finance income (costs) include dividend income, interest expenses, interest expenses on lease liabilities, interest expenses on bonds, losses on derivatives, etc.

Change of FX rate (US\$) FY2022.1Q ¥14.22 (beginning ¥122.39→end ¥136.62)
 FY2023.1Q ¥11.45 (beginning ¥133.41→end ¥144.86)

1. Consolidated Results for First Quarter FY2023

Financial Position



(In billion yen)

	As of March 31, 2023	As of June 30, 2023	Change
Total assets	1,941.9	1,988.8	46.9
[Cash and cash equivalents]	[124.7]	[108.6]	[(16.0)]
[Trade receivables & contract assets]	[523.1]	[518.9]	[(4.2)]
[Inventories]	[374.5]	[425.7]	[51.2]
Total liabilities	1,485.7	1,522.0	36.2
[Trade payables etc.]	[247.0]	[218.0]	[(29.0)]
[Contract liabilities]	[201.8]	[201.3]	[(0.5)]
[Interest-bearing liabilities]	[519.4]	[588.7]	[69.2]
Bonds and borrowings	[393.6]	[464.0]	[70.4]
Lease liabilities	[125.8]	[124.6]	[(1.1)]
Total equity	456.2	466.8	10.6
Equity attributable to owners of parent	431.2	441.5	10.2
Non-controlling interests	25.0	25.3	0.3
Total liabilities and equity	1,941.9	1,988.8	46.9
D/E ratio (times) *1	1.14	1.26	0.12
Ratio of equity attributable to owners of parent (%) *2	22.2	22.2	(0.0)

*1 D/E ratio = Interest-bearing liabilities / Total equity

*2 Ratio of equity attributable to owners of parent = Equity attributable to owners of parent / Total liabilities and equity

1. Consolidated Results for First Quarter FY2023

Cash Flows

- In the Civil aero engines Business, working capital increased due to efforts to increase production, including securing parts inventories.

(In billion yen)

	FY2022.1Q	FY2023.1Q	Change
Profit before tax	16.9	12.7	(4.1)
Depreciation *1	15.8	15.2	(0.6)
Other	(36.3)	(25.9)	10.4
Subtotal	(3.6)	2.0	5.6
Change in working capital *2	(1.6)	(61.5)	(59.8)
Cash flows from operating activities	(5.3)	(59.5)	(54.2)
Cash flows from investing activities	(10.6)	(13.8)	(3.2)
Free cash flows	(15.9)	(73.4)	(57.4)
Cash flows from financing activities	(30.5)	55.4	86.0

*1: Depreciation consists of depreciation of property, plant and equipment, investment property, right-of-use assets and software, does not include amortization of capitalized development costs, patents and other intangible assets.

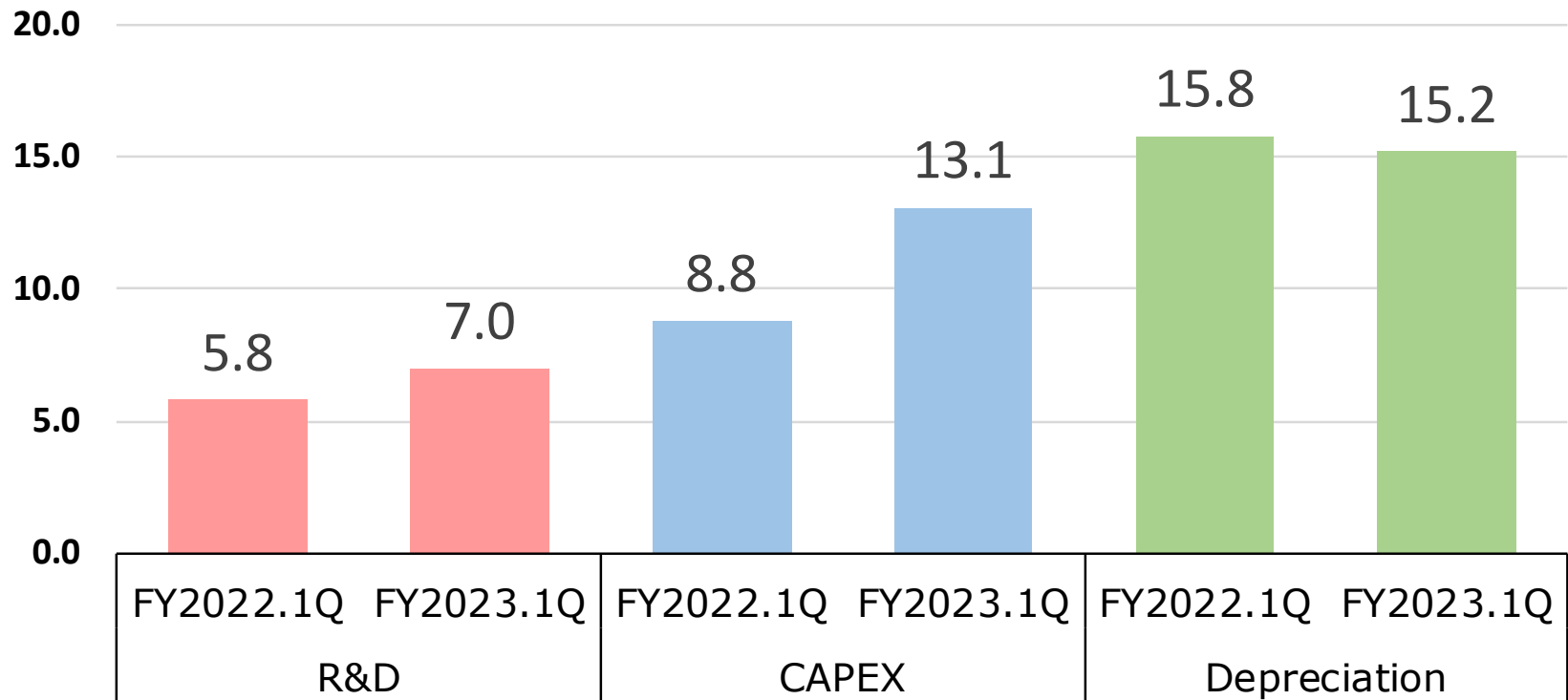
*2: Change in working capital consists of change in trade receivables, contract assets, inventories, prepayments, contract liabilities, trade payables and refund liabilities.

*Working capital = Trade receivables + Contract assets + Inventories + Prepayments - Contract liabilities
- Trade payables - Refund liabilities*

1. Consolidated Results for First Quarter FY2023 Supplementary Information

(1) R&D/CAPEX/Depreciation

(In billion yen)



•CAPEX and depreciation consist of those of property, plant and equipment, investment property, right-of-use assets and software.

1. Consolidated Results for First Quarter FY2023

Supplementary Information

(2) Revenue by Region

(In billion yen)

	FY2022.1Q	FY2023.1Q
Japan	128.7	131.3
Asia	42.6	53.4
China	22.8	25.2
North America	45.6	62.8
Central and South America	4.2	2.5
Europe	17.6	21.0
Others	2.5	1.9
Total	264.2	298.4

2. Forecasts of the Consolidated Results for FY2023

2. Forecasts of the Consolidated Results for FY2023

Summary of Forecasts

Assumed FX rate US\$ 1.00 = ¥130

(in and after the second quarter ending September 30, 2023)

(In billion yen)

	FY2022 Results	FY2023 Forecast (in May)	FY2023 Forecast (in August)	Change Vs. Forecast (in May)
Orders received	1,366.1	1,500.0	1,500.0	0.0
Revenue	1,352.9	1,450.0	1,450.0	0.0
Operating profit	81.9	90.0	90.0	0.0
Profit before tax	64.8	85.0	85.0	0.0
Profit attributable to owners of parent	44.5	50.0	50.0	0.0

(Reference) FX rate sensitivity (impact amount on operating profit by change of 1 yen) : US\$ ¥1.0 billion

Dividend forecast (unchanged) 100yen per share (Interim 50yen, year-end 50yen)

2. Forecasts of the Consolidated Results for FY2023

Forecasts by Segments

■ Orders received

(In billion yen)

	FY2022 Results	FY2023 Forecast (in May)	FY2023 Forecast (in August)	Change Vs. Forecast (in May)
Resources, Energy and Environment	393.4	380.0	380.0	0.0
Social Infrastructure	134.0	180.0	180.0	0.0
Industrial Systems and General-Purpose Machinery	455.9	470.0	470.0	0.0
Aero Engine, Space and Defense	372.7	470.0	470.0	0.0
Total Reportable Segment	1,356.2	1,500.0	1,500.0	0.0
Others	53.9	50.0	50.0	0.0
Adjustment	(44.0)	(50.0)	(50.0)	0.0
Total	1,366.1	1,500.0	1,500.0	0.0

2. Forecasts of the Consolidated Results for FY2023

Forecasts by Segments

■ Revenue & Operating profit

(In billion yen)

	Revenue				Operating profit			
	FY2022 Results	FY2023 Forecast (in May)	FY2023 Forecast (in August)	Change Vs. Forecast (in May)	FY2022 Results	FY2023 Forecast (in May)	FY2023 Forecast (in August)	Change Vs. Forecast (in May)
Resources, Energy and Environment	371.3	380.0	380.0	0.0	26.2	26.0	26.0	0.0
Social Infrastructure	171.0	190.0	190.0	0.0	17.0	13.0	13.0	0.0
Industrial Systems and General-Purpose Machinery	436.5	460.0	460.0	0.0	18.0	24.0	24.0	0.0
Aero Engine, Space and Defense	364.1	430.0	430.0	0.0	36.1	51.0	51.0	0.0
Total Reportable Segment	1,343.1	1,460.0	1,460.0	0.0	97.5	114.0	114.0	0.0
Others	54.2	50.0	50.0	0.0	1.3	3.0	3.0	0.0
Adjustment	(44.4)	(60.0)	(60.0)	0.0	(16.8)	(27.0)	(27.0)	0.0
Total	1,352.9	1,450.0	1,450.0	0.0	81.9	90.0	90.0	0.0

2. Forecasts of the Consolidated Results for FY2023

Forecasts by Segments

- Analysis of change in operating profit from the previous fiscal year
 - The forecasted operating profit remains unchanged due to yen depreciation, despite the impact of decreases in revenue due to delays in the supply of parts for civil aero engines.

(In billion yen)

	Change in revenue	Change in construction profitability	Change in foreign exchange rate	Change in SG&A	Change in other income and expenses	Total
Resources, Energy and Environment						0.0
Social Infrastructure						0.0
Industrial Systems and General-Purpose Machinery						0.0
Aero Engine, Space and Defense	(3.0)		3.0			0.0
Total Reportable Segment	(3.0)	0.0	3.0	0.0	0.0	0.0
Others						0.0
Adjustment						0.0
Total	(3.0)	0.0	3.0	0.0	0.0	0.0

2. Forecasts of the Consolidated Results for FY2023

Cash Flows

- While the delays in the supply of parts for civil aero engines are expected to have a negative impact on cash flows, the IHI Group will accelerate efforts to reduce working capital, including the promotion of collection of construction payments, and secure cash flows from operating activities of 100.0 billion yen.

(In billion yen)

	FY2022 Results	FY2023 Forecast (in May)	FY2023 Forecast (in August)	Change Vs. Forecast (in May)
Profit before tax	64.8	85.0	85.0	0.0
Depreciation *1	62.9	64.0	64.0	0.0
Change in working capital *2	(77.2)	(20.0)	(20.0)	0.0
Other	3.5	(29.0)	(29.0)	0.0
Cash flows from operating activities	54.1	100.0	100.0	0.0
Cash flows from investing activities	(52.3)	(100.0)	(100.0)	0.0
Free cash flows	1.7	0.0	0.0	0.0

*1: Depreciation consists of depreciation of property, plant and equipment, investment property, right-of-use assets and software, does not include amortization of capitalized development costs, patents and other intangible assets.

*2: Change in working capital consists of change in trade receivables, contract assets, inventories, prepayments, contract liabilities, trade payables and refund liabilities.

*Working capital = Trade receivables + Contract assets + Inventories + Prepayments - Contract liabilities
- Trade payables - Refund liabilities*

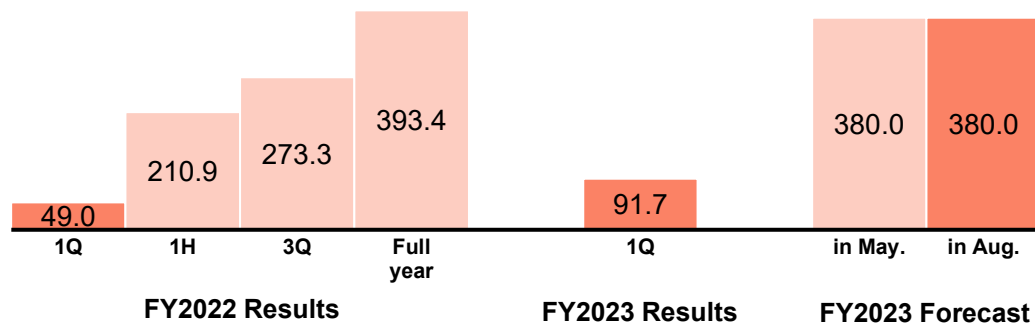
3. Financial Results by Segment



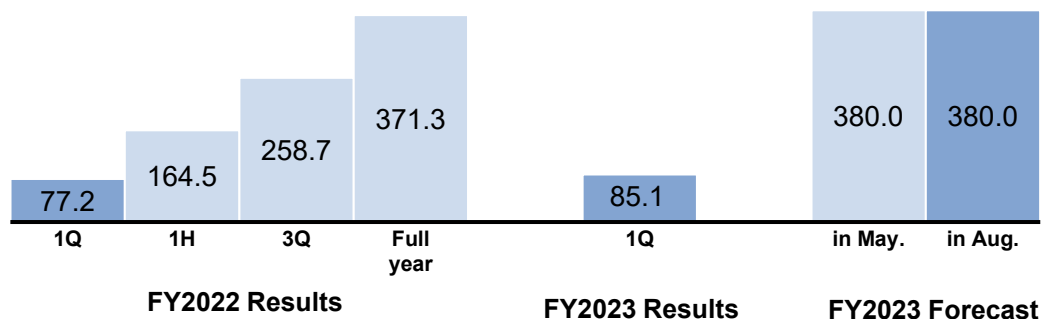
3. Financial Results by Segment Resources, Energy and Environment

(In billion yen, accumulated amount)

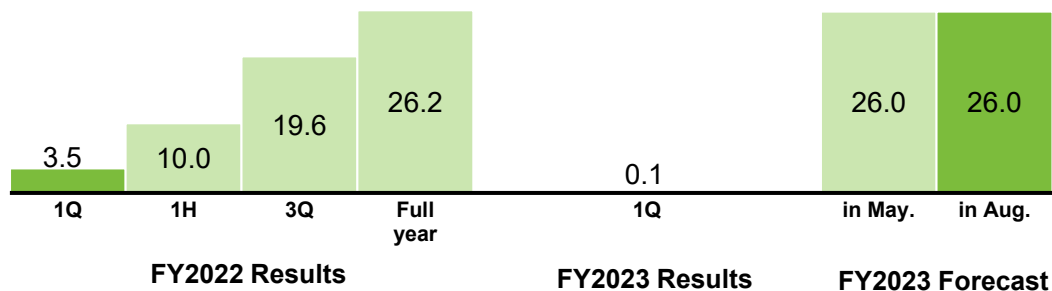
Orders received



Revenue



Operating Profit



Main Businesses : Power systems, Carbon solutions and Nuclear energy

Results (vs FY2022.1Q)

【Orders received】

Increased due to large-scale power plant projects in Southeast Asia and increased in Carbon solutions.

【Revenue】

Despite decreased in Nuclear energy, increased due to large-scale power plant projects in Southeast Asia.

【Operating profit】

Decreased due to lower construction volume in Nuclear energy.

Full year Forecasts (vs In May)

- The forecast of orders received, revenue and operating profit remain unchanged.

3. Financial Results by Segment Resources, Energy and Environment

(In billion yen)

	Orders received						Revenue					
	FY2022				FY2023		FY2022				FY2023	
	1Q	1H	3Q	Full year	1Q	Full year	1Q	1H	3Q	Full year	1Q	Full year
Power systems	22.2	49.1	75.9	97.6	23.7	74.0	15.7	32.6	53.2	81.8	14.7	80.0
Carbon solutions	3.3	23.9	39.6	67.7	22.8	182.0	32.3	73.7	111.1	156.2	32.8	163.0
Nuclear energy	11.3	25.5	33.3	48.7	4.5	34.0	15.9	28.7	45.3	71.0	12.6	55.0

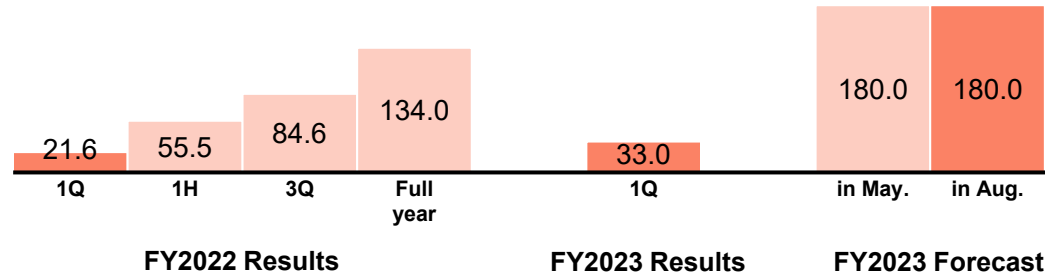
3. Financial Results by Segment

Social Infrastructure

(In billion yen, accumulated amount)

Main Businesses : Bridges and water gates, Shield systems, Urban development, Transport systems, and Concrete construction materials

Orders received



Results (vs FY2022.1Q)

【Orders received】

Increased in Bridges and water gates and Shield systems.

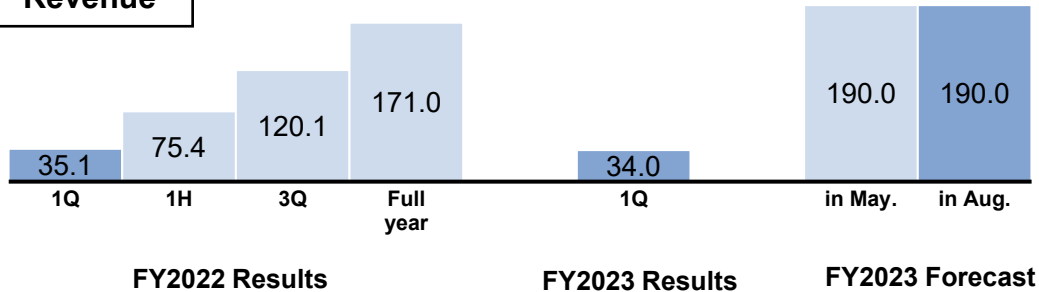
【Revenue】

Decreased in Shield systems.

【Operating profit】

Decreased due to the impact of recording the necessary costs in advance in Bridges and water gates, and lower sales in Shield systems.

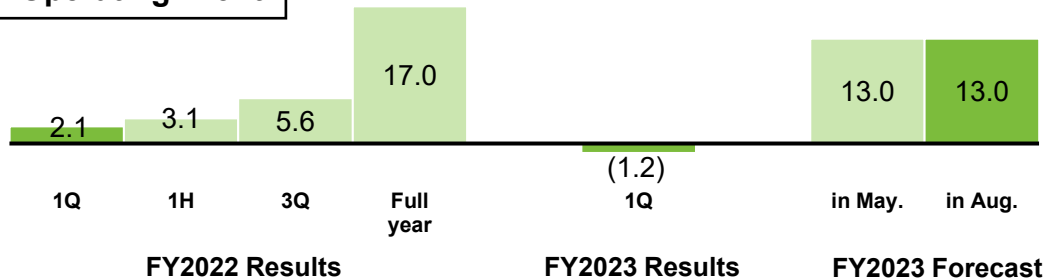
Revenue



Full year Forecasts (vs In May)

- The forecast of orders received, revenue and operating profit remain unchanged.

Operating Profit



3. Financial Results by Segment

Social Infrastructure

(In billion yen)

	Orders received						Revenue					
	FY2022				FY2023		FY2022				FY2023	
	1Q	1H	3Q	Full year	1Q	Full year	1Q	1H	3Q	Full year	1Q	Full year
Bridges and water gates	9.3	27.4	40.1	69.2	18.4	104.0	20.2	43.8	70.1	103.1	20.2	113.0
Shield systems	1.4	4.3	9.8	18.1	3.5	27.0	5.1	9.3	14.4	18.0	3.6	24.0
Urban development	4.3	8.5	13.2	17.5	4.1	17.0	4.1	8.5	13.1	17.5	4.1	17.0

*For related information of “Urban development” in Toyosu, please refer to <Appendices> Urban development.

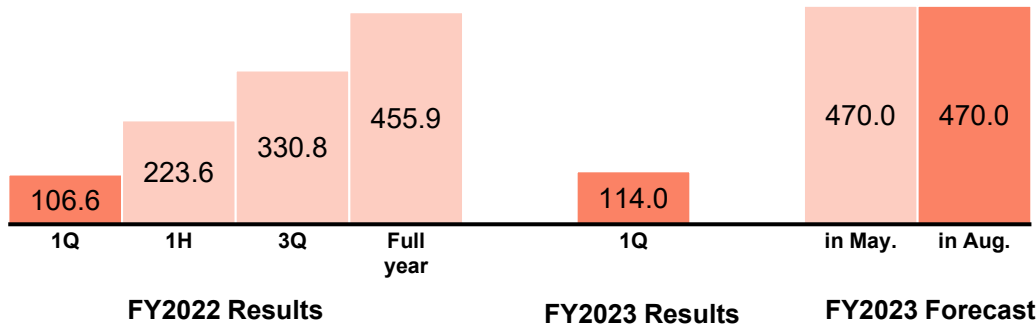
3. Financial Results by Segment

Industrial Systems and General-Purpose Machinery

(In billion yen, accumulated amount)

Main Businesses : Vehicular turbochargers, Parking, Rotating machineries, Heat treatment and surface engineering, Transport machineries and Logistics and industrial systems

Orders received



Results (vs FY2022.1Q)

【Orders received】

Despite decreased in Heat treatment and surface engineering and Transport machineries, increased in Vehicular turbochargers and Parking.

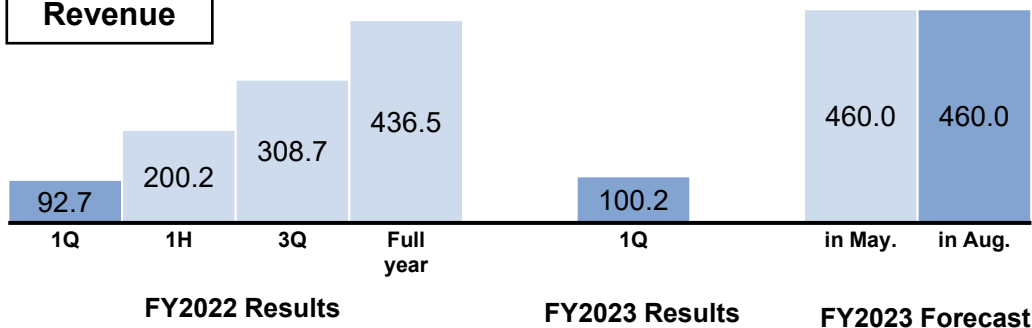
【Revenue】

Increased in Vehicular turbochargers and Rotating machineries.

【Operating profit】

Increased due to higher sales in Vehicular turbochargers and the improvement of profitability in Transport machineries.

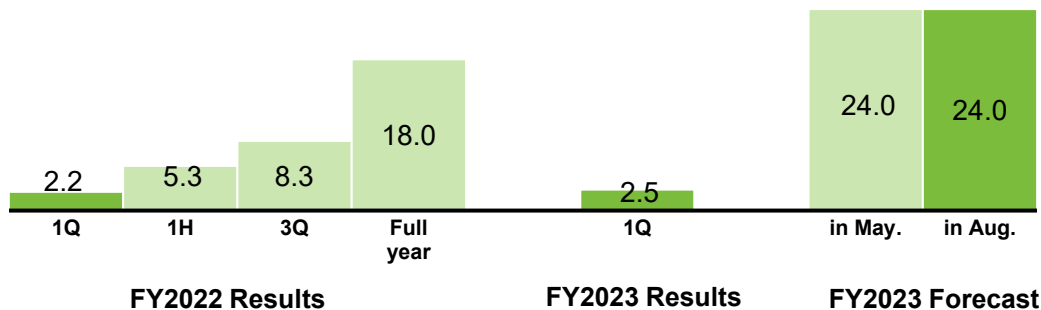
Revenue



Full year Forecasts (vs In May)

- The forecast of orders received, revenue and operating profit remain unchanged.

Operating Profit



3. Financial Results by Segment

Industrial Systems and General-Purpose Machinery



(In billion yen)

	Orders received						Revenue					
	FY2022				FY2023		FY2022				FY2023	
	1Q	1H	3Q	Full year	1Q	Full year	1Q	1H	3Q	Full year	1Q	Full year
Vehicular turbochargers	39.7	89.7	138.1	189.2	46.9	197.0	39.9	89.9	138.1	189.5	46.9	197.0
Parking	11.6	27.7	40.2	60.0	15.5	58.0	9.4	20.0	32.3	46.3	10.8	57.0
Rotating machineries	18.4	34.5	46.5	63.2	19.6	63.0	11.7	26.3	40.6	58.9	13.9	63.0
Heat treatment and surface engineering	13.5	25.3	38.3	48.4	9.6	54.0	10.1	21.6	34.1	47.7	10.4	50.0
Transport machineries	8.5	16.9	21.9	31.4	5.6	33.0	8.9	15.9	24.2	33.9	6.2	33.0
Logistics and industrial systems	7.7	15.9	26.4	36.0	9.3	45.0	6.6	14.1	21.3	33.6	6.0	41.0

*For details of “Vehicular turbochargers”, please refer to <Appendices> Vehicular turbochargers

<Number of vehicular turbochargers delivered>

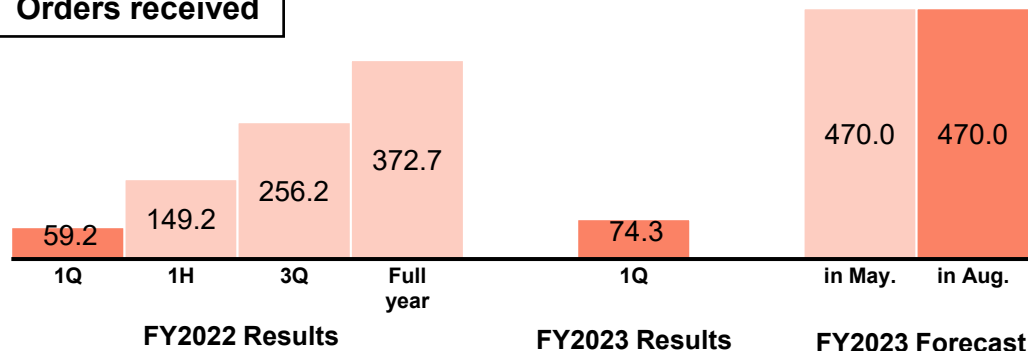
(1,000 Units)

	1Q	Full Year
FY2022	1,220	5,590
FY2023	1,390	5,800

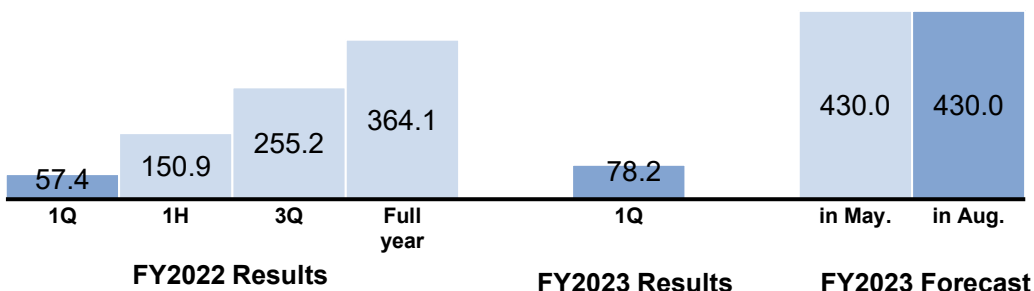
3. Financial Results by Segment Aero Engine, Space and Defense

(In billion yen, accumulated amount)

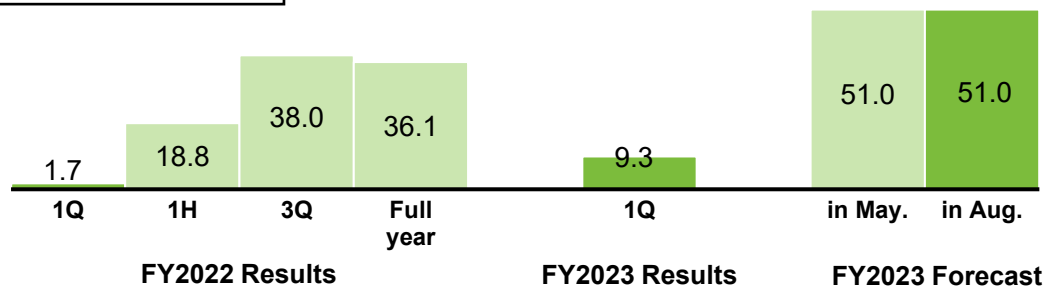
Orders received



Revenue



Operating Profit



Main Businesses : Aero engines, Rocket systems and space utilization systems and Defense systems

Results (vs FY2022.1Q)

【Orders received】

Increased in Civil aero engines, etc.

【Revenue】

Increased due to higher sales of spare parts and yen depreciation in Civil aero engines.

【Operating profit】

Despite increased in SG&A due to R&D and other costs, increased due to higher sales of spare parts and yen depreciation in Civil aero engines.

Full year Forecasts (vs In May)

- In Civil aero engines, delays in the supply of parts caused by the supply chain instability have resulted in delays in the maintenance of some engines. Due to the delay in maintenance, sales in after-market are expected to decrease.
- However, the full-year forecasts remain unchanged due to yen depreciation.

3. Financial Results by Segment Aero Engine, Space and Defense

(In billion yen)

	Orders received						Revenue					
	FY2022				FY2023		FY2022				FY2023	
	1Q	1H	3Q	Full year	1Q	Full year	1Q	1H	3Q	Full year	1Q	Full year
Civil aero engines	37.1	94.9	157.6	203.0	52.8	257.0	37.6	94.7	157.1	201.4	51.1	259.0

*For details of “Civil aero engines”, please refer to <Appendices> Aero engines.

<Number of civil aero engines delivered>

(Units)

	1Q	Full Year
FY2022	216	918
FY2023	215	1,204

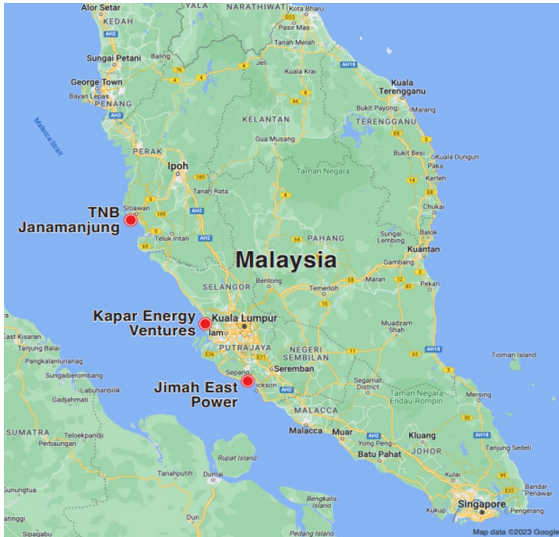
■ About PW1100G-JM Engines

In the PW1100G-JM engines program, in which IHI participates in the Civil aero engines Business, additional inspections are required for some parts of engines shipped to customers. IHI will work in collaboration with partner companies to address this issue appropriately and make every effort to minimize the impact of future occurrences. Along with resolving this issue, IHI will provide maximum support to ensure that its customers’ operations are not affected.

< Appendices >

- Topics in the First Quarter
- Financial Performance
- Aero engines
- Vehicular turbochargers
- Urban development

Completed Verification of Ammonia and Biomass Combustion for Decarbonization of Malaysian Coal-Fired Power Stations



- IHI and TNB Power Generation Sdn. Bhd. (“TNB Genco”), a wholly owned subsidiary of Malaysia’s national utility company Tenaga Nasional Berhad, have finished technical and economical validation for the application of ammonia and biomass combustion technologies to decarbonize a coal-fired power station owned by TNB Genco.
- They agreed to develop a decarbonization roadmap based on the verification discussions and to take actions to realize the roadmap. They plan to conduct a basic design for early implementation of ammonia and biomass small-scale combusting and a further detailed feasibility study of large-scale ammonia and biomass combusting.

<Map of coal-fired power plants owned by TNB Genco (left)>
(The red circle is the power plant. From top, TNB Janamanjung Sdn. Bhd., Kapar Energy Ventures Sdn. Bhd., Jimah East Power Sdn. Bhd.)

New Construction Material “CEMENON™” Geopolymer Concrete to Realize a Decarbonized Society by Reducing CO₂ Emissions

- IHI and IHI Construction Materials Co., Ltd (“IKK”), in collaboration with Yokohama National University and ADVAN ENG. Co., Ltd, have developed CEMENON™, a geopolymer concrete (*1). CEMENON™, which does not use any cement whatsoever, can reduce CO₂ emissions in the manufacturing process by up to 80% compared to conventional cement concrete.
- IHI and IKK have carried out testing for CEMENON™ in prototype shield segments, completed the testing necessary for social applications, and have confirmed that they are viable for commercialization. In the future, CEMENON™ will be used for piers and wave-dissipating blocks that require corrosion resistance to seawater, waterproof walls for flood prevention products, floor slabs for bridges, and wall balustrades, etc.

*1 : A construction material consisting of a geopolymer formed by the reaction of an alkali active powder (alumina silica powder) with an alkali silica solution such as water glass (aqueous sodium silicate or potassium silicate solution), plus aggregate (fine or coarse aggregate).



<Comparison of acid resistance of ordinary concrete and CEMENON™>

IHI Develops One of World's Lightest and Most Compact Electric Turbo Compressors Realized Aircraft Fuel Cell Propulsion System by Proprietary Air Bearing Technology



<New high-power electric turbo compressor>

- IHI has developed an electric turbo compressor for aircraft with the world's highest level of output (3.5 times higher than its conventional compressor), incorporating a proprietary air-floating gas bearing electric motor (*1).
- IHI's envisioned applications for this new compressor include (1) fuel cell propulsion systems for small passenger aircraft, (2) fuel cell power generation systems for internal power in passenger aircraft, (3) energy-saving air conditioning for medium-sized passenger aircraft, which will replace current civil aircraft.
- IHI developed this compressor as part of work on an electric hybrid system for R&D into a new-generation electric propulsion system, which the New Energy and Industrial Technology Development Organization commissioned in fiscal 2020 for a project to create practical applications for advanced aircraft systems.

*1 : This air-floating electric motor employs IHI technology (air (gas) bearings) to levitate a rotating body with an air layer generated around the motor during high-speed rotation.

IHI Started Maintenance for F-35 Fighter Engine

- IHI has completed preparations at Mizuho Works, which is the first maintenance base established outside of the joint development countries under the contract with the Ministry of Defense, and has started maintenance of the F135 turbofan engine, which is installed in the F35, the most advanced fighter also operated by the Air Self-Defence Force.
- Five regional depots will eventually operate around the globe. IHI will be responsible for the maintenance of the engine with Australia as one of the Asia-Pacific region bases.
- Through the experience of delivering new engines for this engine, IHI has gained a great deal of knowledge on assembly, operation, and operation. IHI will promptly shorten the maintenance period and increase the number of serviceable units, and will further strengthen its production base through cooperation with friendly countries that operate the F35.



Photo provided by IHI Corporation

This photo confirms no technical details subject to the EAR of the ITR.

<F135 engine>

Financial Performance

(In billion yen)

	Japanese GAAP		IFRS						IFRS
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023 1Q	FY2023 (Forecast)	FY2023 (Forecast) (in May)
Orders received	1,505.0	1,399.2	1,280.0	1,097.0	1,261.2	1,366.1	315.4	1,500.0	1,500.0
Revenue	1,590.3	1,483.4	1,263.1	1,112.9	1,172.9	1,352.9	298.4	1,450.0	1,400.0
Operating profit	72.2	82.4	47.8	27.9	81.4	81.9	8.9	90.0	90.0
Profit attributable to owners of parent	8.2	39.8	8.2	13.0	66.0	44.5	5.6	50.0	50.0
Cash flows from operating activities	99.0	46.4	42.4	36.3	114.1	54.1	(59.5)	100.0	100.0
Cash flows from investing activities	(47.9)	(79.2)	(85.5)	(40.4)	27.9	(52.3)	(13.8)	(100.0)	(100.0)
Free cash flows	51.0	(32.8)	(43.0)	(4.1)	142.0	1.7	(73.4)	0.0	0.0
Dividends per share (yen)	Interim 3 Year-end 30* (*after share consolidation)	70 (Interim 30, Year-end 40)	50 (Interim 30, Year-end 20)	0	70 (Interim 30, Year-end 40)	90 (Interim 40, Year-end 50)	-	100 (Interim 50, Year-end 50)	100 (Interim 50, Year-end 50)
ROIC (%)	7.7	8.7	4.1	2.2	6.4	6.3	-	6.4	6.4
Operating margin (%)	4.5	5.6	3.8	2.5	6.9	6.1	3.0	6.2	6.2
CCC (days)	83	97	92	124	112	120	-	124	124
D/E ratio (times)	0.92	0.93	2.00	1.85	1.24	1.14	1.26	1.13	1.13
ROE (%)	2.6	11.8	2.8	4.5	19.3	11.0	-	11.0	11.0
Ratio of equity attributable to owners of parent (%)	19.9	21.0	15.0	16.4	20.3	22.2	22.2	23.2	23.2

ROIC = (Operating profit + Interest income and dividend income) after tax / (Equity attributable to owners of parent + Interest-bearing liabilities)

*CCC = Working capital / Revenue * 365 days*

D/E ratio = Interest-bearing liabilities / Total equity

ROE = Profit attributable to owners of parent / Equity attributable to owners of parent

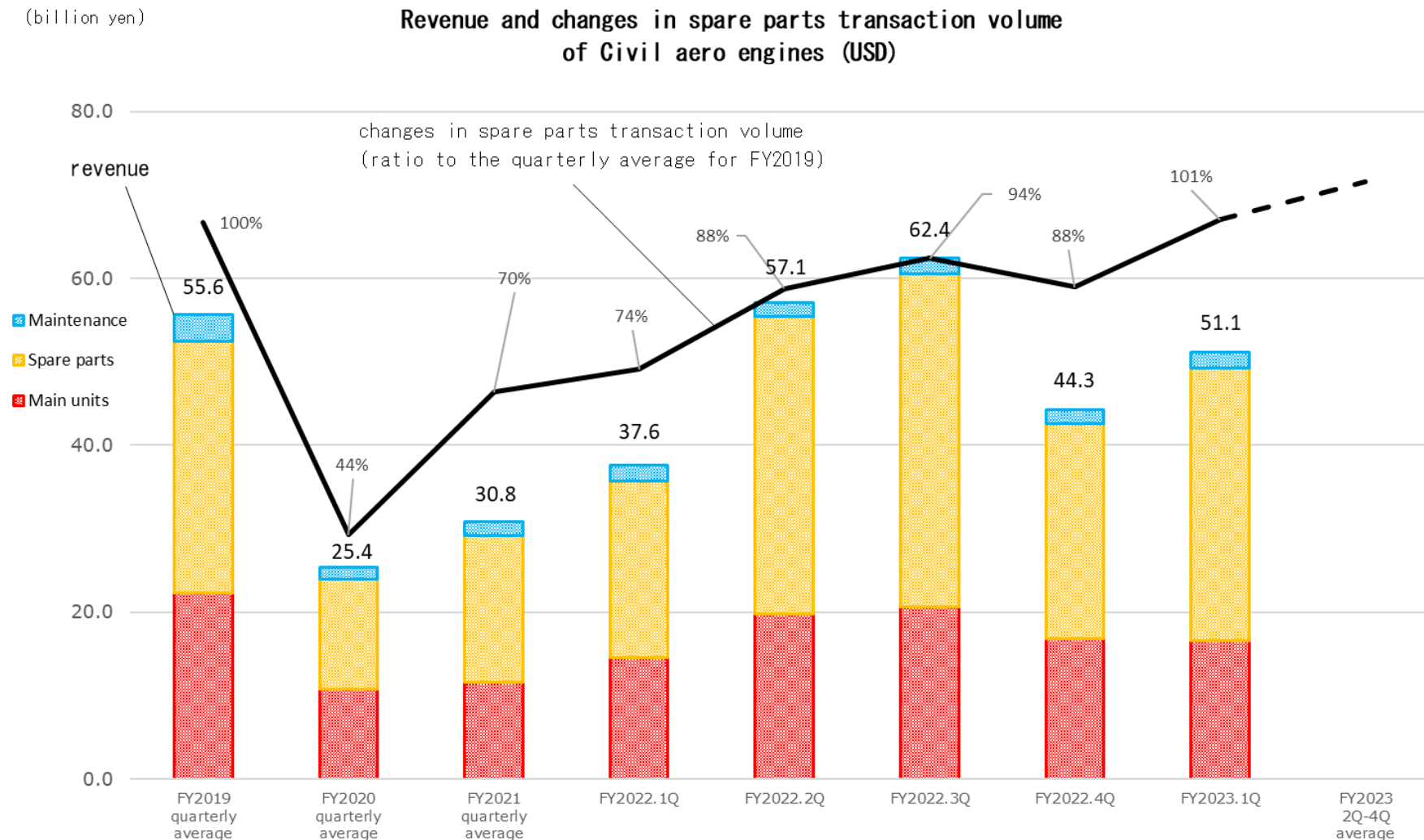
Ratio of equity attributable to owners of parent = Equity attributable to owners of parent / Total liabilities and equity

Revenue & Number of civil aero engines delivered

	Japanese GAAP						IFRS					Main loading
	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23/1Q	
Revenue (In billion yen)	226.0	267.0	299.1	291.5	281.0	318.5	222.4	101.7	123.3	201.4	51.1	
Accumulated number of civil aero engines delivered (Units)												
V2500	5,969	6,469	6,896	7,236	7,508	7,688	7,735	7,740	7,756	7,776	7,777	Airbus A319/320/321
GE90	1,806	2,039	2,257	2,457	2,617	2,715	2,824	2,885	2,925	2,968	2,983	Boeing B777
CF34	3,820	4,156	4,471	4,821	5,085	5,331	5,611	5,798	5,926	6,085	6,121	For regional jet (70 to 110 seats)
GE _{nx}	468	751	1,035	1,295	1,542	1,826	2,159	2,328	2,425	2,494	2,511	Boeing B787/B747-8
PW1100G			16	148	398	1,058	1,784	2,144	2,585	3,146	3,275	Airbus A320neo
Passport20					13	66	142	202	269	335	352	Bombardier Global7500
Total	12,063	13,415	14,675	15,957	17,163	18,684	20,255	21,097	21,886	22,804	23,019	

(Note) The number of civil aero engine delivered is the number handed over to the airframe maker, and differs from the number of factory shipments.

Information about civil aero engines

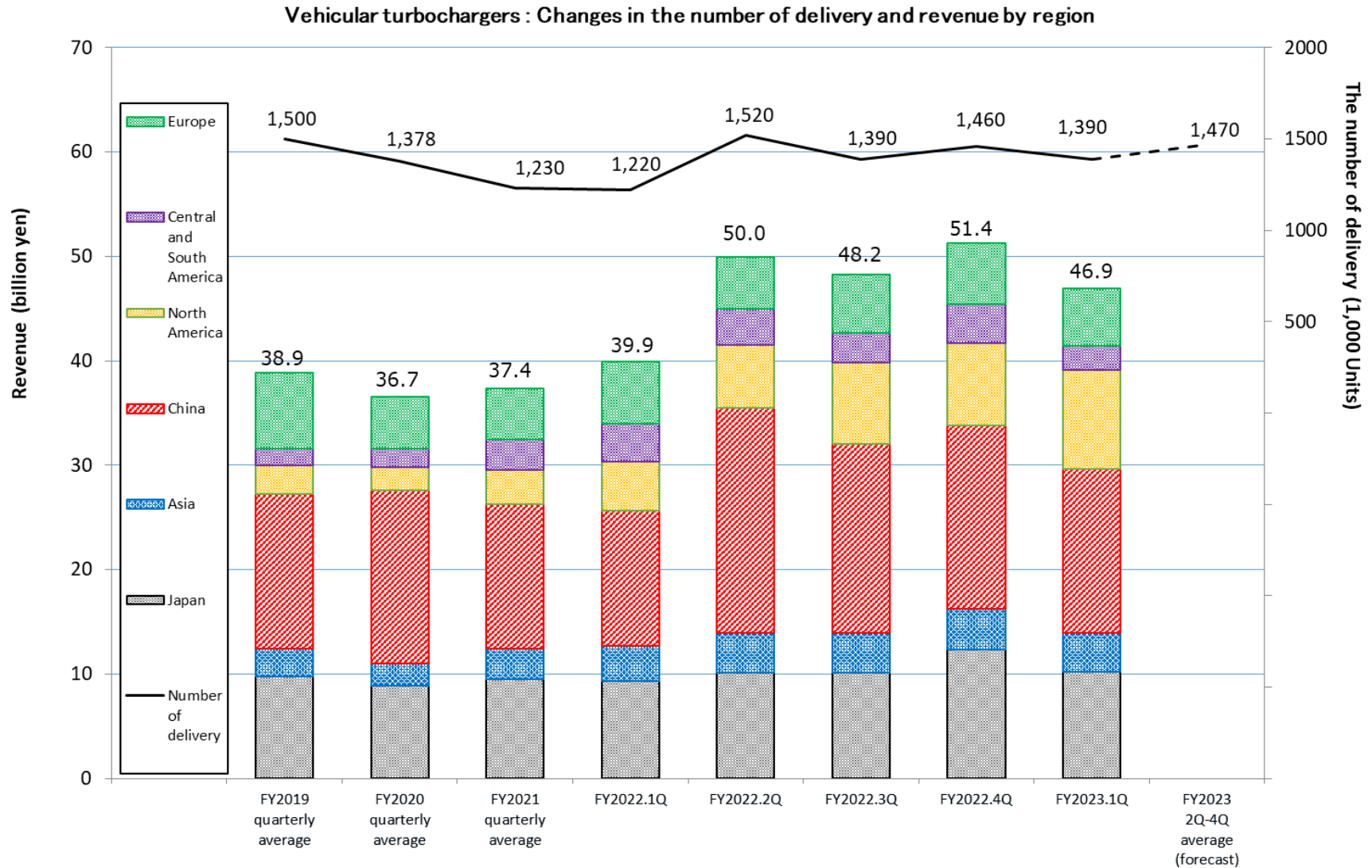


Revenue by region

(In billion yen)

	Japanese GAAP						IFRS					
	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23	
											1Q	Forecast
Japan	35.3	37.5	34.6	38.9	39.8	44.6	39.1	35.4	38.0	41.8	10.2	45.0
Asia	29.8	27.5	21.6	15.8	11.7	11.0	10.7	8.5	11.8	14.9	3.7	14.0
China	23.4	24.3	24.9	48.5	71.9	63.1	57.2	66.5	55.4	70.2	15.7	65.0
North America	1.6	1.8	2.4	3.3	8.4	11.6	10.8	9.0	13.1	26.4	9.5	32.0
Central and South America	0.0	0.7	3.4	6.1	7.4	7.5	6.6	6.9	11.5	13.8	2.3	12.0
Europe	60.2	75.6	74.3	61.7	81.1	51.3	28.9	19.9	19.5	22.3	5.5	29.0
Others	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0
Total	150.7	167.7	161.6	174.6	220.5	189.5	153.6	146.6	149.4	189.5	46.9	197.0
The number of delivery (1,000 Units)	5,540	5,890	5,360	6,100	7,900	6,760	6,000	5,510	4,920	5,590	1,390	5,800

Information about Vehicular turbochargers



(1) Lease revenue in Toyosu

(In billion yen)

	Japanese GAAP						IFRS					
	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23	
											1Q	Forecast
Lease revenue	9.1	9.3	10.1	9.3	9.2	9.3	9.4	12.3	12.1	12.2	2.9	12.0

(2) Lease revenue and expense in Toyosu (FY2023.1Q)

(In billion yen)

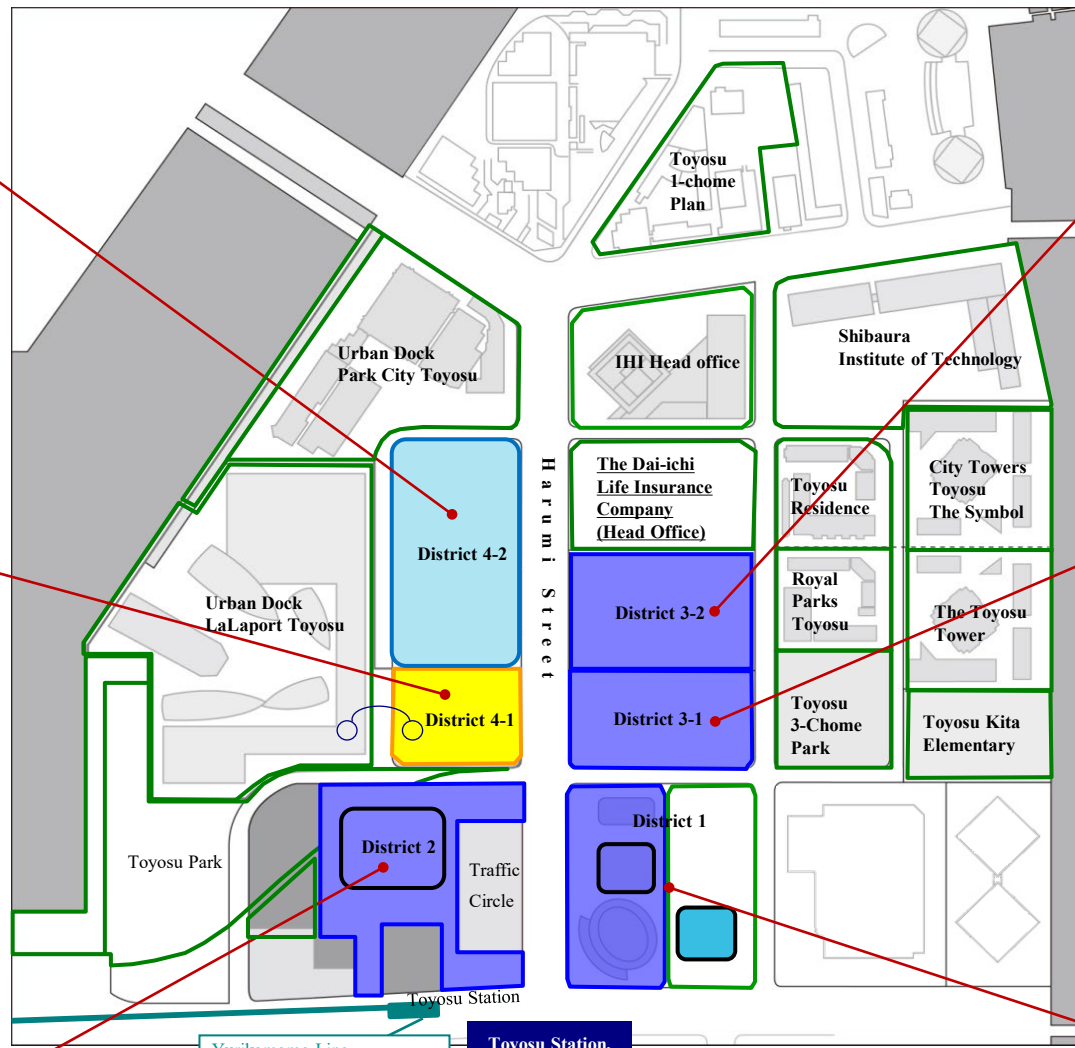
	Lease revenue	Lease expense		Profit
		Depreciation	Others	
FY2023.1Q	2.9	1.0	1.0	0.9

Development Plan for Toyosu 1 to 3 chome Area

Development Plan for District 4-2
 Site area : 19,493㎡
 Planned construction schedule from July 2022 to June 2025

Urban Dock LaLaport Toyosu ANNEX
 5 floors above ground, Approx. 25m high
 Store floor space : 24,721㎡
 Opened in October 2006

Toyosu Bayside Cross Tower A・C
 36 floors above ground, Approx. 178m high
 Gross floor area : 185,000㎡
 Completed in March 2020



Toyosu Foresia
 16 floors above ground, Approx. 75m high,
 Gross floor area : 101,503㎡
 Completed in July 2014

Toyosu Front
 15 floors above ground, Approx. 75m high
 Gross floor area : 106,861㎡
 Completed in August 2010

Toyosu Center Building
 37 floors above ground, Approx. 165m high
 Gross floor area : 100,069㎡
 Completed in October 1992
Toyosu Center Building Annex
 33 floors above ground, Approx. 150m high
 Gross floor area : 105,448㎡
 Completed in August 2006

Property of IHI	Approx. 5ha
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- Office Leasing
- Land Leasing
- Office Leasing (Leased land)
- Under development
- Sold, Donated, Exchanged



Forward-looking figures shown in this material with respect to IHI's performance outlooks and other matters are based on management's assumptions and beliefs in light of the information currently available to it, and therefore contain risks and uncertainties. Consequently, you should not place undue reliance on these performance outlooks in making judgments. IHI cautions you that actual results could differ materially from those discussed in these performance outlooks due to a number of important factors. These important factors include political environments in areas in which IHI operates, general economic conditions, and the yen exchange rate including its rate against the US dollar.