

Financial Results for Whole FY09/3 and Prospect for Whole FY 10/3

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NYK LINE
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Summary of Whole FY 09/3

- 1) Profits decline by Yen Appreciation, Surging Bunker Cost and global slowdown Compared with whole FY 08/3
(Billions of Yen)

		Revenues		Operating Profit		Recurring Profit		Net Income	
Whole FY 08/3		2,584.6		202.1		198.5		114.1	
Whole FY 09/3		2,430.0		144.9		140.8		56.2	
Change	%	-154.7	-6%	-57.2	-28%	-57.7	-29%	-58.0	-51%

- 2) Shipping Div.: Rec. Profit dropped by ¥42.4Bil.
3) Non Shipping Div.: Rec. Profit Decreased by ¥20.3Bil. in Logistics/Terminal/Cruise.

NCA/Real Estate/Other Business Segment Attained ¥5.1Bil. Profit Improve, Profit Dropped by ¥15.2Bil. as a Whole 6 Segments

- 4) Exchange Rate/Bunker Oil Price (Comparison Between 08/3 vs 09/3)

Exchange Rate: ¥14.47 Yen Appreciation (¥115.29 → ¥100.82)

Bunker Oil Price: \$100.44/MT Increase (\$402.77/MT → \$503.21/MT)

Analysis of Change in Rec. Profit between Whole FY08/3 and FY09/3

(Billions of Yen)

Yen Appreciation	▲ 28.9	¥ <u>100.82</u> / Appreciated by ¥ <u>14.47</u>
Bunker Oil Price	▲ 30.1	\$ <u>503.21</u> / Increased by \$ <u>100.44</u>
Market Effects etc	▲ 11.3	
Non Shipping Div.	▲ 15.2	
Cost Reduction	26.4	
New Consolidation	1.5	Shipping Division Only
Total	▲ 57.7	

Sensitivity against Rec. Profit (Whole Year)

Exchange Rate **¥2.0 Billion Increase per ¥1/\$ Depreciation**

Bunker Oil Price **¥300 Million Decrease per \$1/MT Increase**



Comparison of Financial Results between Whole FY08/3 and FY09/3 by Industrial Segments

(Billions of Yen)

Revenues	Liner	Bulk Shipping	Logistics	Terminal	Cruise	Air Cargo	Real Estate	Other	Elimination/ Unallocation	Consolidated
Whole FY08/3	666.5	1,039.1	526.9	151.4	46.7	102.6	11.5	205.1	▲ 165.2	2,584.6
Whole FY09/3	595.4	1,087.1	448.1	132.0	44.2	79.4	11.7	207.9	▲ 175.9	2,430.0
Change	▲ 71.1	48.0	▲ 78.8	▲ 19.4	▲ 2.5	▲ 23.2	0.2	2.8	▲ 10.7	▲ 154.7

Rec. Profit	Liner	Bulk Shipping	Logistics	Terminal	Cruise	Air Cargo	Real Estate	Other	Elimination/ Unallocation	Consolidated
Whole FY08/3	11.5	174.1	17.2	9.4	5.1	▲ 23.2	4.2	0.2	0	198.5
Whole FY09/3	▲ 25.9	169.0	5.2	5.1	1.1	▲ 18.8	4.4	0.7	0	140.8
Change	▲ 37.3	▲ 5.1	▲ 12.0	▲ 4.3	▲ 4.0	4.4	0.2	0.4	0	▲ 57.7

(Revenues)	WholeFY 09/3	Whole FY 08/3	Change	%
Bulk and Specialized Carriers	918.4	886.9	31.5	4%
Tankers and LNG Carriers	168.7	152.2	16.5	11%
Total	1,087.1	1,039.1	48.0	5%

Summary of Revised Prospect for Whole FY10/3

1) Whole Year Prospect:

Revenues ¥1.88Tri. (▲¥550.0Bil. from FY09/3)

Rec. Profit ¥ 40.0Bil. (▲¥100.8Bil. from FY09/3)

2) Shipping Div.: Rec. Profit improved by ¥9.9Bil. in Liner due to Efforts to Increase Freight Rates, Cost Cut and Rationalized Operations.

Decreased by ¥99.0Bil. in Bulk Shipping although Plan to Take Measures for Over Supplied Vessels and Recovery of Market Assumption

Overall, Revised Downward as a Whole Shipping Div. by ¥89.1Bil.

3) Non Shipping Div.: Rec. Profit Increased in Logistics/Cruise/Terminal /NCA due to Global Economic Retrieval in 2nd half of FY 10/3, adding Real Estate/Other Business, **Overall, Revised Downward as a Whole Non Shipping Div. by ¥11.7Bil.**

4) Exchange Rate/Bunker Oil Assumption and Sensitivity against Rec.Profit (Whole Year)

Exchange Rate: ¥95/\$ ¥1.3 Billion Increase per ¥1/\$ Depreciation

Bunker Oil Price: \$275/MT ¥200 Million Decrease per \$1/MT Increase

5) Cash Dividend (Prospect): Annual Dividend of ¥4/Share (¥2/Share of Interim and ¥2/Share of Year-End)

Revised Prospect for Whole FY10/3

(Billions of Yen)

	FY09/3(Result)			FY10/3(Prospect)			Change Whole
	1H	2H	Whole	1H	2H	Whole	
Revenues	1,419.9	1,010.1	2,430.0	890.0	990.0	1,880.0	-550.0 -23%
Operating Profit	134.8	10.1	144.9	-18.0	71.0	53.0	-91.9 -63%
Recurring Profit	139.8	1.0	140.8	-23.0	63.0	40.0	-100.8 -72%
Net Income	91.3	-35.1	56.2	-22.0	40.0	18.0	-38.2 -68%

Exchange Rate	¥105.66	¥95.98	¥100.82	¥95.00	¥95.00	¥95.00	¥-5.82
Bunker Oil Price	\$593.73	\$412.68	\$503.21	\$275.00	\$275.00	\$275.00	-\$228.21

FY10/3 Exchange Rate : ¥95/\$
 FY10/3 Bunker Oil Price : \$275/MT

Comparison of Financial Results/Prospects of FY09/3 and FY10/3 by Industrial Segments

(Billions of Yen)

Revenues	Liner	Bulk Shipping	Logistics	Terminal	Cruise	Air Cargo	Real Estate	Other	Elimination/ Unallocation	Consolidated
FY09/3 (Result)	595.4	1,087.1	448.1	132.0	44.2	79.4	11.7	207.9	▲ 175.9	2,430.0
FY10/3 (Prospect)	450.0	755.0	395.0	115.0	38.0	54.0	14.0	154.0	▲ 95.0	1,880.0
1H (Prospect)	210.0	360.0	180.0	59.0	21.0	25.0	7.0	75.0	▲ 47.0	890.0
2H (Prospect)	240.0	395.0	215.0	56.0	17.0	29.0	7.0	79.0	▲ 48.0	990.0
Change	▲ 145.4	▲ 332.1	▲ 53.1	▲ 17.0	▲ 6.2	▲ 25.4	2.3	▲ 53.9	80.9	▲ 550.0

Rec. Profit	Liner	Bulk Shipping	Logistics	Terminal	Cruise	Air Cargo	Real Estate	Other	Elimination/ Unallocation	Consolidated
FY09/3 (Result)	▲ 25.9	169.0	5.2	5.1	1.1	▲ 18.8	4.4	0.7	0	140.8
FY10/3 (Prospect)	▲ 16.0	70.0	5.0	1.0	▲ 2.0	▲ 20.0	4.0	▲ 2.0	0	40.0
1H (Prospect)	▲ 32.0	17.0	1.0	1.0	1.0	▲ 12.0	2.0	▲ 1.0	0	▲ 23.0
2H (Prospect)	16.0	53.0	4.0	0.0	▲ 3.0	▲ 8.0	2.0	▲ 1.0	0	63.0
Change	9.9	▲ 99.0	▲ 0.2	▲ 4.1	▲ 3.1	▲ 1.2	▲ 0.4	▲ 2.7	0	▲ 100.8

(Revenues)	FY10/3 (Prospect)	FY09/3 (Result)	Change	Performance
Bulk and Specialized Carriers	595.0	918.4	▲ 323.4	-35%
Tankers and LNG Carriers	160.0	168.7	▲ 8.7	-5%
Total	755.0	1,087.1	▲ 332.1	-31%

Overview of Each Industrial Segment

1. Shipping -1) Container and Car Carrier

Container :

Container Lifting Result/Prospect (1,000TEU)

	FY08/3 (Result)	FY09/3 (Result)	Change	(%)	FY09/3 (Result)	FY10/3 (Prospect)	Change	(%)
Asia→ North America	765	713	-52	-6.8%	713	673	-40	-5.7%
Utilization	87%	80%			80%	79%		
Asia→Europe	530	525	-4	-0.8%	525	483	-42	-8.1%
Utilization	90%	86%			86%	91%		

Car Carrier :

Car Transportation Result/Prospect (10,000 Cars)

	FY08/3 (Result)	FY09/3 (Result)	Change	(%)	FY09/3 (Result)	FY10/3 (Prospect)	Change	(%)
All Trade	353	326	-27	-7.6%	326	266	-60	-18.4%

Overview of Each Industrial Segment

Shipping -2)

Trend of Shipping Market for Bulkers and Tankers

	FY08/3 (Result)	FY09/3 (Result)	FY10/3(Prospect)		
			1H	2H	Whole
B D I	7,758	4,912	2,000	3,000	2,500
VLCC (WS)	96	113	-45	56	51

Bulkers: Drybulk Market for FY09/3 Subsequently Stayed at Low Levels Since Fell Sharply Last September, but the Market Prospected Recovery for 2H of FY10/3.

Tankers: Tanker Market is Slowdown due to Declining Demand for Crude Oil, but Prospected Mild Recovery for the Winter Season in FY10/3.

Overview of Each Industrial Segment

2. Logistics Segment :

Continue the Efforts to Recover the Decline in North America, Europe and Japan Market.

(Billions of Yen)

Recurring Profit	FY08/3	FY09/3	FY10/3 (Prospect)		
			1H	2H	Whole
NYK Logistics	6.0	-0.2	0.6	1.0	1.6
YAS (Air Forwarding)	11.2	5.4	0.4	3.0	3.4
Total	17.2	5.2	1.0	4.0	5.0

Overview of Each Industrial Segment

3. Terminal and Harbor Transport Segment

Downward Revision due to Declining Cargo Movement and Intensified Competition.

4. Cruise Segment

Revised Downward by the Impact of Slowdown in the U.S. Economy, Continue Efforts to Promote Sales.

Air Cargo Transportation (NCA)

1) Comparison between Result for FY09/3 and Prospect for FY10/3

(Billions of Yen)

	08/3 (Result)	09/3 (Previous Prospect)	FY09/3 (Result)				FY10/3 (Prospect)		
			1H	3Q	4Q	whole	1H	2H	whole
Revenues	102.6	81.0	48.7	19.4	11.3	79.4	25.0	29.0	5.4
Rec.Profit	▲ 23.2	▲ 19.0	▲ 5.9	▲ 5.5	▲ 7.4	▲ 18.8	▲ 12.0	▲ 8.0	▲ 20.0
MOPS	\$97	\$108	\$148	\$75	\$55	\$107	\$55		

- Almost Same Level between the Result and Prospect for FY 09/3
- Prospect Further Downward for FY 10/3 due to Downturn in Air Cargo Market
- Resume direct freighter service on Narita-New York (JFK) route and Chubu International Airport-Europe Route, Planning Code-Share with Japan Airlines (JAL) in North American Route and Night-Time Flight for Europe and America.

Air Cargo Transportation (NCA)

2) Trade-wise Load Factor Trend

	FY09/3 Result			FY10/3 Prospect		
	1H	2H	Whole	1H	2H	Whole
Asia→NA	75%	69%	72%	62%	68%	65%
NA→Asia	55%	55%	55%	62%	71%	67%
Asia→Europe	85%	79%	82%	72%	78%	75%
Europe→Asia	72%	66%	69%	77%	77%	77%
Japan→Asia intra Asia	59%	43%	51%	44%	51%	48%
Asia→Japan	67%	60%	63%	49%	57%	54%
Ave. of All	68%	62%	65%	60%	68%	65%

LF = RTK/ATK