

Financial Results for FY 17/3 and Forecast for FY 18/3

April 28, 2017

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Overview of FY 17/3 Results



▶ Decreased revenues and profit vs FY 16/3.

Market recovery in container/dry is in progress but gradually.

NYK group's consolidated recurring profit turned into the black.

- **Liner Trade** Market picked up in 3Q, kept it's level through 4Q, but profitability decreased YoY.
- **Air Cargo** Stable cargo move in 4Q and one-off forex profit resulted in increased profit YoY.
- **Logistics** Air freight forwarding still struggled with high procurement cost.
- **Bulk Shipping** Dry bulk market recovery continued through 4Q, although worsening tanker market and decreased automobile shipments resulted in profit decline.
- **Non-operating Income** Real Estate Business : 3Q JPY 8.5b.
- **Extra-ordinary Loss** Recorded substantial restructuring cost.
 - 2Q Impairment loss & provision for losses: JPY 200b
 - 3Q Impairment losses in off-shore business investment: JPY13b
 - 4Q Provision for losses related to contracts in air cargo: JPY7b
 - 4Q Provision for losses related to antitrust law: JPY17.4b



- ▶ Market showing moderate recovery and recurring profit gained as expected.
- ▶ Net income worsened due to extraordinary losses.

| (In billion yen) | FY16/3 | | | | | FY17/3 | | | | | Year-on-year | Previous Forecast 4Q | Change From Previous forecast |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|----------------------|-------------------------------|
| | 1Q | 2Q | 3Q | 4Q | Full-Year | 1Q | 2Q | 3Q | 4Q | Full-year | | | |
| Revenues | 588.7 | 609.5 | 568.3 | 505.6 | 2,272.3 | 470.7 | 457.8 | 485.9 | 509.3 | 1,923.8 | -348.4 | 490.5 | 18.8 |
| Operating Income | 17.4 | 21.1 | 8.5 | 1.7 | 48.9 | -10.9 | -11.5 | 6.9 | -2.5 | -18.0 | -67.0 | -1.9 | -0.5 |
| Recurring Profit | 21.5 | 21.2 | 13.3 | 4.0 | 60.0 | -9.9 | -13.6 | 25.9 | -1.2 | 1.0 | -59.0 | -2.1 | 1.0 |
| Net Income Attributable of owners of the Parent Company | 43.0 | 11.7 | -31.9 | -4.5 | 18.2 | -12.7 | -219.0 | 5.7 | -39.6 | -265.7 | -283.9 | -19.0 | -20.7 |
| Exchange rate | ¥ 120.97 | ¥ 122.56 | ¥ 121.23 | ¥ 118.37 | ¥ 120.78 | ¥ 111.12 | ¥ 103.50 | ¥ 106.13 | ¥ 114.29 | ¥ 108.76 | - ¥ 12.02 | ¥ 110.00 | |
| Bunker Oil Prices | \$ 357.71 | \$ 349.69 | \$ 276.00 | \$ 211.22 | \$ 298.66 | \$ 192.62 | \$ 238.71 | \$ 270.71 | \$ 312.94 | \$ 253.75 | -\$ 44.91 | \$ 320.00 | |

FY16/3 vs FY17/3 by Industrial SEGs

17/3 Result



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▶ Market moderate recovering but it will take some time to be reflected in the results. Liner and bulk shipping results lower than expected vs the prev. forecast. Air cargo one-off forex profit attributed to positive recurring profit.

| Industrial Segment (In Billion Yen) | FY 16/3 | | | | | FY17/3 | | | | | Year-on-year | Previous Forecast 4Q | Change From Previous forecast | |
|--|--------------------------|-------|-------|-------|-----------|---------|-------|-------|-------|-----------|--------------|----------------------|-------------------------------|------|
| | 1Q | 2Q | 3Q | 4Q | Full-year | 1Q | 2Q | 3Q | 4Q | Full-year | | | | |
| Global Logistics | Liner | 184.1 | 194.0 | 168.6 | 159.4 | 706.3 | 141.4 | 139.1 | 149.8 | 155.4 | 585.9 | -120.4 | 155.7 | -0.1 |
| | | 3.9 | 3.8 | -6.9 | -1.1 | -0.3 | -8.8 | -6.4 | 3.9 | -1.3 | -12.7 | -12.3 | 0.0 | -1.2 |
| Bulk Shipping | Air Cargo | 24.6 | 24.2 | 23.8 | 18.3 | 91.1 | 19.0 | 19.4 | 22.5 | 20.9 | 81.9 | -9.1 | 21.0 | -0.1 |
| | | 0.8 | 0.1 | 1.2 | -0.6 | 1.5 | -1.9 | -1.4 | 2.2 | 3.8 | 2.6 | 1.0 | -0.8 | 4.6 |
| Others | Logistics | 123.4 | 126.0 | 129.9 | 117.0 | 496.5 | 113.8 | 111.9 | 118.0 | 117.5 | 461.3 | -35.1 | 110.1 | 7.3 |
| | | 2.3 | 3.7 | 4.1 | 1.6 | 11.8 | 2.1 | 2.4 | 2.0 | 0.9 | 7.6 | -4.2 | 1.4 | -0.4 |
| Bulk Shipping | (Total) | 332.3 | 344.3 | 322.4 | 294.7 | 1,293.9 | 274.3 | 270.6 | 290.4 | 293.8 | 1,129.1 | -164.7 | 286.7 | 7.1 |
| | | 7.1 | 7.7 | -1.5 | -0.1 | 13.1 | -8.6 | -5.4 | 8.2 | 3.4 | -2.4 | -15.5 | 0.6 | 3.1 |
| Bulk Shipping | Bulk Shipping | 237.5 | 245.6 | 226.9 | 192.1 | 902.2 | 180.1 | 169.6 | 176.6 | 191.2 | 717.7 | -184.5 | 184.6 | 6.7 |
| | | 14.4 | 12.8 | 13.7 | 5.6 | 46.5 | -0.8 | -8.5 | 8.0 | -2.7 | -4.1 | -50.7 | 0.0 | -2.6 |
| Others | Real Estates | 2.3 | 2.5 | 2.4 | 2.4 | 9.7 | 2.4 | 2.4 | 2.5 | 2.0 | 9.4 | -0.3 | 2.2 | -0.1 |
| | | 0.7 | 0.9 | 0.8 | 0.7 | 3.3 | 0.9 | 0.9 | 9.4 | 0.7 | 12.0 | 8.6 | 0.8 | 0.0 |
| Bulk Shipping | Other | 37.8 | 38.6 | 36.5 | 33.9 | 147.0 | 32.0 | 34.5 | 37.0 | 42.8 | 146.6 | -0.4 | 36.3 | 6.6 |
| | | -0.1 | 0.2 | 0.8 | -0.9 | 0.0 | -0.6 | 0.1 | 0.6 | -1.6 | -1.4 | -1.4 | -2.1 | 0.6 |
| Bulk Shipping | Elimination/Unallocation | -21.3 | -21.6 | -20.0 | -17.7 | -80.7 | -18.2 | -19.3 | -20.7 | -20.6 | -79.0 | 1.6 | -19.2 | -1.5 |
| | | -0.5 | -0.6 | -0.5 | -1.2 | -2.9 | -0.7 | -0.7 | -0.4 | -1.0 | -2.9 | 0.0 | -1.2 | 0.1 |
| Bulk Shipping | Consolidated | 588.7 | 609.5 | 568.3 | 505.6 | 2,272.3 | 470.7 | 457.8 | 485.9 | 509.3 | 1,923.8 | -348.4 | 490.5 | 18.8 |
| | | 21.5 | 21.2 | 13.3 | 4.0 | 60.0 | -9.9 | -13.6 | 25.9 | -1.2 | 1.0 | -59.0 | -2.1 | 1.0 |

※ (Upper) Revenues (Lower) Recurring Profit
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Analysis of Change in Recurring Profit between FY 16/3 and FY 17/3

17/3 Result



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(billion yen)

| | | |
|-------------------------------------|--------------|-------------------------------------|
| Yen Appreciation | -4.1 | ¥108.76/\$, Appreciated by ¥ 12.02 |
| Lower Bunker Oli Price | 5.6 | \$253.75/MT, Decreased by \$44.91 |
| Market Effects etc | -76.7 | |
| Cost Reduction | 9.6 | VS. FY 17/3 target of 6.0 |
| Foreign Exchange Profit/Loss | 7.3 | |
| Others | -0.7 | |
| Total | -59.0 | |



- ▶ Market moderately recovering, but expected it will take some time to be reflected in the results.
- ▶ Liner
 - Increased profit.
 - Aiming for better yearly contracts vs. previous FY.
 - Expect increased volume in the new alliance.
- ▶ Air Cargo
 - Reduced profitability due to lack of one-off profit as in last FY.
 - With better volume, substantially better vs. last FY.
- ▶ Logistics
 - Stable, with recurring profit same level as last FY.
- ▶ Bulk Shipping
 - Increased profit.
 - Recovery in dry bulk market to continue.
 - It is expected to take some time for the automobile handling volume to resource rich countries to recover.
- ▶ Dividends
 - Mid-term: no payment
 - Year-end: TBD

Forecast for FY18/3 (Summary)

Forecast



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NIPPON YUSEN KAISHA

| (In billion yen) | FY 17/3 (Result) | | | | | FY 18/3 (Forecast) | | | Year-on year |
|---|------------------|-----------|-----------|-----------|-----------|--------------------|-----------|-----------|--------------|
| | 1H | | 2H | | Full-year | 1H | 2H | Full-year | |
| | 1Q | 2Q | 3Q | 4Q | | | | | |
| Revenues | 928.5 | | 995.2 | | 1,923.8 | 1,000.0 | 1,008.0 | 2,008.0 | 84.2 |
| | 470.7 | 457.8 | 485.9 | 509.3 | | | | | |
| Operating Income | -22.4 | | 4.3 | | -18.0 | 11.5 | 13.0 | 24.5 | 42.5 |
| | -10.9 | -11.5 | 6.9 | -2.5 | | | | | |
| Recurring Profit | -23.6 | | 24.6 | | 1.0 | 14.0 | 9.0 | 23.0 | 22.0 |
| | -9.9 | -13.6 | 25.9 | -1.2 | | | | | |
| Net Income Attributable to Owners of the parent company | -231.8 | | -33.9 | | -265.7 | 4.0 | 1.0 | 5.0 | 270.7 |
| | -12.7 | -219.0 | 5.7 | -39.6 | | | | | |
| Exchange Rate | ¥ 111.12 | ¥ 103.50 | ¥ 106.13 | ¥ 114.29 | ¥ 108.76 | ¥ 108.00 | ¥ 108.00 | ¥ 108.00 | -¥ 0.76 |
| Bunker Oil Prices | \$ 192.62 | \$ 238.71 | \$ 270.71 | \$ 312.94 | \$ 253.75 | \$ 340.00 | \$ 340.00 | \$ 340.00 | \$ 86.25 |

► Sensitivity on Recurring Profit

Exchange Rate : 0.7 billion increase per ¥1/\$ depreciation

Bunker Oil Prices : 1.0 billion increase per \$10/MT decrease

FY 18/3 Forecast by Industrial SEGs.

Forecast



NYK LINE
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| Industrial Segment (In billion yen) | FY17/3 (Result) | | | | | | | FY 18/3 (Forecast) | | | Year-on Year | | |
|--|-----------------|-------|-------|-------|-------|-------|-----------|--------------------|---------|-----------|--------------|-------|------|
| | 1Q | 2Q | 1H | 3Q | 4Q | 2H | Full-year | 1H | 2H | Full-year | | | |
| Global Logistics | Liner | 141.4 | 139.1 | 280.5 | 149.8 | 155.4 | 305.3 | 585.9 | 308.0 | 303.0 | 611.0 | 25.1 | |
| | | -8.8 | -6.4 | -15.3 | 3.9 | -1.3 | 2.5 | -12.7 | 3.0 | -3.0 | 0.0 | 12.7 | |
| | Air Cargo | 19.0 | 19.4 | 38.5 | 22.5 | 20.9 | 43.4 | 81.9 | 47.0 | 46.0 | 93.0 | 11.1 | |
| | | -1.9 | -1.4 | -3.4 | 2.2 | 3.8 | 6.1 | 2.6 | 0.0 | 1.0 | 1.0 | -1.6 | |
| Logistics | | 113.8 | 111.9 | 225.8 | 118.0 | 117.5 | 235.5 | 461.3 | 252.0 | 258.0 | 510.0 | 48.7 | |
| | | 2.1 | 2.4 | 4.6 | 2.0 | 0.9 | 3.0 | 7.6 | 3.5 | 5.0 | 8.5 | 0.9 | |
| (Total) | | 274.3 | 270.6 | 544.9 | 290.4 | 293.8 | 584.2 | 1,129.1 | 607.0 | 607.0 | 1,214.0 | 84.9 | |
| | | -8.6 | -5.4 | -14.1 | 8.2 | 3.4 | 11.6 | -2.4 | 6.5 | 3.0 | 9.5 | 11.9 | |
| Bulk Shipping | Bulk Shipping | 180.1 | 169.6 | 349.8 | 176.6 | 191.2 | 367.9 | 717.7 | 362.0 | 361.0 | 723.0 | 5.3 | |
| | | -0.8 | -8.5 | -9.4 | 8.0 | -2.7 | 5.2 | -4.1 | 7.0 | 5.5 | 12.5 | 16.6 | |
| Others | Real Estate | | 2.4 | 2.4 | 4.8 | 2.5 | 2.0 | 4.5 | 9.4 | 3.5 | 4.5 | 8.0 | -1.4 |
| | | | 0.9 | 0.9 | 1.8 | 9.4 | 0.7 | 10.1 | 12.0 | 1.0 | 1.5 | 2.5 | -9.5 |
| | Other | | 32.0 | 34.5 | 66.6 | 37.0 | 42.8 | 79.9 | 146.6 | 67.0 | 76.0 | 143.0 | -3.6 |
| | | | -0.6 | 0.1 | -0.5 | 0.6 | -1.6 | -0.9 | -1.4 | 1.0 | 0.5 | 1.5 | 2.9 |
| Elimination/ Unallocation | | -18.2 | -19.3 | -37.6 | -20.7 | -20.6 | -41.4 | -79.0 | -39.5 | -40.5 | -80.0 | -1.0 | |
| | | -0.7 | -0.7 | -1.4 | -0.4 | -1.0 | -1.5 | -2.9 | -1.5 | -1.5 | -3.0 | -0.1 | |
| Consolidated | | 470.7 | 457.8 | 928.5 | 485.9 | 509.3 | 995.2 | 1,923.8 | 1,000.0 | 1,008.0 | 2,008.0 | 84.2 | |
| | | -9.9 | -13.6 | -23.6 | 25.9 | -1.2 | 24.6 | 1.0 | 14.0 | 9.0 | 23.0 | 22.0 | |

※ (Upper) Revenues (Lower) Recurring Profit

- Container and dry bulker markets' moderate recovery to continue.
- No one off profit in real estates segment.

- Liner Influx of large new vessels will continue, but scrapping is also expected.
Cargo volume stable, and thus expect moderate recovery to continue.

- Air Cargo
Improve volume/rates by focusing on collecting air freight-specific cargoes.

- Bulk Shipping
 - Dry Bulk Markets on moderate recovery.
 - Liquid VLCC market remains same level as previous FY.
 - Car Carrier Secure cargo volume same level as previous FY, and optimize vessel allocation/operation.



▶ 1. Liner Trade (Container Transportation)

| Lifting · Utilization (1,000TEU) | | 16/3 (Result) | 17/3(Result) | | | | Full-Year | Change From Previous forecast | 18/3(Forecast) | | | Year-on Year |
|-------------------------------------|-------------------------------|------------------|--------------|------------|------------|-------------|------------|-------------------------------|----------------|------------|------------|--------------|
| | | | 1H | | 2H | | | | 1H | 2H | Full-Year | |
| | | | 1Q | 2Q | 3Q | 4Q | | | | | | |
| Asia → North America | Lifting (Prev. F/Cast) | 769 | 175 | 220 | 227 | 217 | 840 | -9 | 487 | 482 | 968 | 128 |
| | Utilization (Prev. F/Cast) | 91% | 80% | 92% | 92% | 90% | 89% | -1% | 92% | 92% | 92% | 3% |
| Asia → Europe | Lifting (Prev. F/Cast) | 508 | 117 | 128 | 124 | 129 | 498 | 7 | 333 | 306 | 639 | 141 |
| | Utilization (Prev. F/Cast) | 93% | 91% | 95% | 97% | 102% | 96% | 1% | 94% | 90% | 92% | -4% |

| Freight Index (09/3 1Q = 100) | | 16/3 (Result) | 17/3(Result) | | | | Full-Year | Change From Previous forecast | 18/3(Forecast) | | | Year-on Year |
|---|--|------------------|--------------|-----------|-----------|-----------|-----------|-------------------------------|----------------|-----------|-----------|--------------|
| | | | 1H | | 2H | | | | 1H | 2H | Full-Year | |
| | | | 1Q | 2Q | 3Q | 4Q | | | | | | |
| Asia→North America (Previous Forecast) | | 85 | 74 | 69 | 71 | 71 | 71 | 0 | 74 | 75 | 74 | 3 |
| Asia→Europe (Previous Forecast) | | 52 | 42 | 46 | 47 | 51 | 46 | 0 | 53 | 52 | 53 | 7 |

Volume : Space allocation increment in new alliance considered.

Freight : Expect better yearly contract vs previous FY.



► 2. Air Cargo Transportation (NCA)

| | FY16/3 (Result) | FY17/3 (Result) | | | | Full-year | FY18/3 (Forecast) | | |
|--|--------------------|-----------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| | | 1H | | 2H | | | 1H | 2H | Full-year |
| | | 1Q | 2Q | 3Q | 4Q | | | | |
| Revenues (billion yen) | 91.1 | 38.5 | | 43.4 | | 81.9 | 47.0 | 46.0 | 93.0 |
| | | 19.0 | 19.4 | 22.5 | 20.9 | | | | |
| Recurring Profit (billion yen) | 1.5 | -3.4 | | 6.1 | | 2.6 | 0.0 | 1.0 | 1.0 |
| | | -1.9 | -1.4 | 2.2 | 3.8 | | | | |
| Chargeable Weight (1,000 ton) | 461 | 246 | | 263 | | 510 | 282 | 268 | 550 |
| | | 118 | 129 | 136 | 128 | | | | |
| Volume (RTK) (mil.ton Kilo) | 2,866 | 1,493 | | 1,582 | | 3,075 | 1,711 | 1,647 | 3,358 |
| | | 719 | 773 | 825 | 756 | | | | |
| Capacity (ATK) (mil.ton Kilo) | 4,170 | 2,210 | | 2,172 | | 4,382 | 2,471 | 2,331 | 4,802 |
| | | 1,080 | 1,130 | 1,121 | 1,050 | | | | |
| YIELD FY09/3 1Q=100 | 90 | 72 | | 78 | | 75 | 79 | 81 | 80 |
| | | 74 | 71 | 79 | 77 | | | | |
| MOPS US\$ per bbl | \$58 | \$54 | | \$62 | | \$58 | \$65 | \$65 | \$65 |
| | | \$54 | \$54 | \$60 | \$64 | | | | |

➤ Improve volume/rates by focusing on collecting air freight-specific cargoes.



▶ 3. Logistics

| (billion yen) | FY16/3 (Result) | FY17/3 (Result) | | | | Full-year | FY18/3 (Forecast) | | |
|-------------------------|--------------------|-----------------|--------------|--------------|--------------|--------------|-------------------|--------------|--------------|
| | | 1H | | 2H | | | 1H | 2H | Full-year |
| | | 1Q | 2Q | 3Q | 4Q | | | | |
| Revenues | 496.5 | 225.8 | | 235.5 | | 461.3 | 252.0 | 258.0 | 510.0 |
| | | 113.8 | 111.9 | 118.0 | 117.5 | | | | |
| Recurring Profit | 11.8 | 4.6 | | 3.0 | | 7.6 | 3.5 | 5.0 | 8.5 |
| | | 2.1 | 2.4 | 2.0 | 0.9 | | | | |

➤ Ocean cargo handing volume is expected to increase.



4. Bulk Shipping – 1) Market trend and forecast :

| | FY16/3 (Result) | FY17/3 (Result) | | | | | FY18/3 (Forecast) | | |
|-----------------------|--------------------|-----------------|---------------|---------------|---------------|---------------|-------------------|---------------|---------------|
| | | 1Q | 2Q | 3Q | 4Q | Full-Year | 1H | 2H | Full-Year |
| D r y | | | | | | | | | |
| B u l k | | | | | | | | | |
| C a r r i e r | | | | | | | | | |
| T a n k e r | | | | | | | | | |
| BDI | 649 | 610 | 736 | 997 | 936 | 820 | 1,125 | 1,098 | 1,111 |
| Cape (5TC) | 7,309 | 6,684 | 8,080 | 11,983 | 10,970 | 9,429 | 15,500 | 14,000 | 14,750 |
| Panamax (Pac) | 4,656 | 4,546 | 5,743 | 7,338 | 7,481 | 6,277 | 9,000 | 9,000 | 9,000 |
| Handymax (Pac) | 5,371 | 4,836 | 6,509 | 5,841 | 5,972 | 5,789 | 8,500 | 8,500 | 8,500 |
| Handy (Pac) | 4,269 | 3,951 | 5,755 | 5,895 | 5,812 | 5,353 | 7,000 | 7,000 | 7,000 |
| VLCC | 65,653 | 43,686 | 19,549 | 49,208 | 31,483 | 35,982 | 30,000 | 40,000 | 35,000 |

※ Dry Bulk Charter Market (Sport Time Charter) 5TC = 5 Trade Average Pac = Pacific Round Voyage Unit : \$/day

- Dry Bulk Market continues to fluctuate in terms of short-term, but in longer-term on recovering.
- Tanker VLCC market same level as previous FY.



► 4. Bulk Shipping – 2) Car Carrier :

| | FY16/3 (Result) | FY17/3 (Result) | | | | | FY18/3 (Forecast) | | |
|----------------------------------|--------------------|-----------------|-------------|-------------|------------|------------|-------------------|------------|------------|
| | | 1H | | 2H | | Full-year | 1H | 2H | Full-year |
| | | 1Q | 2Q | 3Q | 4Q | | | | |
| All Trade (10,000cars) | 370 | 167 | | 169 | | 336 | 170 | 170 | 340 |
| | | 84 | 83 | 86 | 83 | | | | |
| Year-on year | 1% | -11% | | -7% | | -9% | 2% | 0% | 1% |
| | | -11% | -11% | -12% | -1% | | | | |

- Secure cargo volume same level as previous FY, and optimize vessel allocation/operation.

4. Financial Position

| | FY15/3 (Result) | FY16/3 (Result) | FY17/3 (Previous Forecast) | FY17/3 (Result) | FY18/3 (Forecast) |
|-------------------------------------|--------------------|--------------------|----------------------------------|--------------------|----------------------|
| Interest-bearing Debt | 1,098.3 | 940.5 | 1,000.0 | 945.3 | 1,000.0 |
| Shareholders' equity | 810.3 | 773.6 | 480.0 | 522.4 | 530.0 |
| Shareholders' equity ratio | 32% | 34% | 24% | 26% | 25% |
| DER | 1.36 | 1.22 | 2.1 | 1.81 | 1.90 |
| ROE | 6.2% | 2.3% | - | - | 1.0% |
| Cash flow from Operating Activities | 136.4 | 142.8 | 40.0 | 27.9 | 55.0 |
| Cash flow from investing Activities | 26.7 | -46.8 | -200.0 | -144.6 | ▲150.0 |
| (Depreciation and amortization) | (101.0) | (103.3) | (87.0) | (92.0) | (84.0) |

- 17/3 Recorded extraordinary cost and equity level decreased, capital adequacy ratio and DER worsened.
- Maintained financial discipline and at same time aim to invest in growing areas.

5. Fleet in Operation



| Industrial Segment | Type of Vessel | FY16/3(Result) | | | FY17/3 (Result) | | | | | |
|--------------------|---------------------------|--------------------------|------------|------------|--------------------------|---------------|------------|---------------|------------|---------------|
| | | Owned (incl.co-owned) | Chartered | Total | Owned (incl.co-owned) | | Chartered | | Total | |
| | | Vessels | Vessels | Vessels | Vessels | Kt(DWT) | Vessels | Kt(DWT) | Vessels | Kt(DWT) |
| Liner Trade | Container Ships | 19 | 80 | 99 | 27 | 1,791 | 70 | 4,306 | 97 | 6,097 |
| Bulk Shipping | Bulk Carriers (Capesize) | 31 | 77 | 108 | 27 | 5,252 | 72 | 14,317 | 99 | 19,570 |
| | Bulk Carriers (Panamax) | 40 | 65 | 105 | 39 | 3,489 | 57 | 4,689 | 96 | 8,179 |
| | Bulk Carriers (Handysize) | 58 | 106 | 164 | 56 | 2,623 | 121 | 5,633 | 177 | 8,257 |
| | Wood Chip Carriers | 8 | 39 | 47 | 9 | 460 | 34 | 1,861 | 43 | 2,321 |
| | Car carriers | 30 | 89 | 119 | 31 | 537 | 80 | 1,473 | 111 | 2,010 |
| | Tankers | 47 | 21 | 68 | 42 | 7,673 | 21 | 2,406 | 63 | 10,080 |
| | LNG carriers | 65 | 3 | 68 | 67 | 5,400 | 3 | 228 | 70 | 5,629 |
| | Multi-Purpose carriers | 17 | 24 | 41 | 21 | 393 | 20 | 294 | 41 | 688 |
| Others | Others | 1 | 0 | 1 | 1 | 7 | 0 | - | 1 | 7 |
| | Cruise Ships | 1 | 0 | 1 | 1 | 7 | 0 | - | 1 | 7 |
| Total | | 317 | 504 | 821 | 321 | 27,637 | 478 | 35,211 | 799 | 62,849 |
| Offshore | Shuttle Tankers | | | 28 | | | | | 28 | 3,279 |
| | FPSO | | | 2 | | | | | 4 | - |
| | Drill Ships | | | 1 | | | | | 1 | - |
| Grand Total | | | | 852 | | | | | 832 | 66,128 |

- Co-owned ship's dwt is including not only NYK Group companies' ownership but also other companies' ownership.
- The total number of LNG carriers owned includes vessels owned by equity method affiliates.