For immediate release

February 9, 2006

FISCAL HIGHLIGHTS FOR THE THIRD QUARTER, ENDED DECEMBER 31, 2005

Nippon Yusen Kabushiki Kaisha (NYK Line) announces the following statement of accounts for the period ended December 31, 2005.

A. CONSOLIDATED

1. Business Results (From April 1 to December 31, 2005 and 2004)

	¥Million		US$Thousand*
	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Nine months ended December 31, 2005
Revenues	1,423,785	1,188,775	12,058,826
Operating income	120,020	122,409	1,016,522
Other income(expenses)	882	(5,662)	7,473
Income before extraordinary items	120,903	116,746	1,023,995
Extraordinary gains(losses)	1,703	(24,336)	14,428
Net income	76,130	52,701	644,792

2. Balance Sheets (As of December 31, 2005 / March 31,2005)

	¥Million		US$Thousand*
	Nine months ended December 31, 2005	Fiscal year ended March 31, 2005	Nine months ended December 31, 2005
Assets			
Current assets	489,377	399,500	4,144,810
Fixed assets	1,383,752	1,076,604	11,719,767
Deferred assets	75	121	640
Total assets	1,873,206	1,476,226	15,865,217
Liabilities			
Current liabilities	630,117	477,865	5,336,811
Long-term liabilities	655,575	541,673	5,552,427
Total liabilities	1,285,692	1,019,538	10,889,239
Interest-bearing debt	808,774	630,054	6,849,959
Minority interest	36,654	28,917	310,447
Stockholders' Equity			
Paid-in capital	88,531	88,531	749,818
Additional paid-in capital	94,427	94,421	799,758
Retained earnings	249,552	203,774	2,113,596
Unrealized gains on the holding of other securities	121,316	55,335	1,027,496
Foreign currency translation adjustments	728	(10,819)	6,172
Treasury stock	(3,696)	(3,472)	(31,310)
Total stockholders' equity	550,859	427,770	4,665,531
Total			
Liabilities, Minority interest and shareholders' equity	1,873,206	1,476,226	15,865,217

3. Revenues by Segment (From April 1 to December 31, 2005 and 2004)

	¥Million		US$Thousand*
	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Nine months ended December 31, 2005
Liner Trade	403,032	342,972	3,413,509
Other Shipping	500,876	420,633	4,242,197
Logistics	315,218	261,066	2,669,763
Terminal and Harbor Transport	84,795	82,252	718,177
Cruise	32,344	25,894	273,945
Real Estate	9,160	9,284	77,581
Others	158,700	107,225	1,344,123
Elimination & Unallocation	(80,343)	(60,553)	(680,470)
Total Revenues	1,423,785	1,188,775	12,058,826

4. Principal Financial Index

		Nine months ended December 31, 2005	Nine months ended December 31, 2004
Operating Profit Margin	(%)	8.4	10.3
Net Profit Margin	(%)	5.3	4.4
Debt/Equity Ratio	(Times)	1.5	1.6
Earning Per Share	(¥)	62.37	43.15
Equity Ratio	(%)	29.4	27.4
Shareholders' Equity Per Share	(¥)	451.34	327.99

5. Forecast of Results for Fiscal 2005 (From April 1, 2005 to March 31, 2006)

	¥Million	US$Thousand
	Fiscal year ending March 31, 2006	Fiscal year ending March 31, 2006
Revenue	1,910,000	16,608,695
Operating income	140,000	1,217,391
Income before extraordinary items	138,000	1,200,000
Net income	85,000	739,130

These forecasts are based on various assumptions made at the date of release of these materials, including the information available at the date of release of these materials and uncertain factors that may affect future earnings. Actual earnings may differ significantly from these forecasts as a consequence of various factors.

Forecast: exchange rate ¥115/US$1 (January-March, 2006), bunker price US$310/MT (January, 2005-March, 2006)

6. Consumed Bunker Price

	Nine months ended December 31, 2005	Nine months ended December 31, 2004
Average	US$273.92/MT	US$192.15/MT

7. Exchange Rate

	Nine months ended December 31, 2005	Nine months ended December 31, 2004
Average	¥111.66/US$1	¥108.55/US$1
End of December	¥118.07/US$1	¥104.21/US$1
End of September	¥113.19/US$1	¥111.05/US$1

B. NON-CONSOLIDATED

1. Business Results (From April 1 to December 31, 2005 and 2004)

	¥Million		US$Thousand*
	Nine months ended December 31, 2005	Nine months ended December 31, 2004	Nine months ended December 31, 2005
Revenues	712,678	628,254	6,036,068
Operating income	64,894	76,462	549,624
Other income(expenses)	9,774	4,254	82,790
Income before extraordinary items	74,669	80,717	632,413
Extraordinary gains(losses)	(3,697)	(18,531)	(31,320)
Net income	45,261	40,439	383,341

2. Balance Sheets (As of December 31, 2005 / March 31,2005)

	¥Million		US$Thousand*
	Nine months ended December 31, 2005	Fiscal year ended March 31, 2005	Nine months ended December 31, 2005
Assets			
Current assets	256,320	220,102	2,170,919
Fixed assets	845,153	718,862	7,158,074
Deferred assets	75	120	638
Total assets	1,101,549	939,085	9,329,631
Liabilities			
Current liabilities	274,303	227,594	2,323,227
Long-term liabilities	377,431	345,912	3,196,679
Total liabilities	651,735	573,507	5,519,906
Interest-bearing debt	415,843	372,486	3,522,006
Stockholders' Equity			
Paid-in capital	88,531	88,531	749,818
Additional paid-in capital	93,198	93,198	789,348
Retained earnings	155,920	134,565	1,320,573
Unrealized gains on the holding of other securities	115,853	52,740	981,227
Treasury stock	(3,688)	(3,457)	(31,241)
Total stockholders' equity	449,814	365,578	3,809,725
Total			
Liabilities and shareholders' equity	1,101,549	939,085	9,329,631

3. Principal Financial Index

		Nine months ended December 31, 2005	Nine months ended December 31, 2004
Operating Profit Margin	(%)	9.1	12.2
Net Profit Margin	(%)	6.4	6.4
Debt/Equity Ratio	(Times)	0.9	1.1
Earning Per Share	(¥)	37.08	33.11
Equity Ratio	(%)	40.8	38.6
Shareholders' Equity Per Share	(¥)	368.52	281.98

4. Forecast of Results for Fiscal 2005 (From April 1, 2005 to March 31, 2006)

	¥Million	US$Thousand
	Fiscal year ending March 31, 2006	Fiscal year ending March 31, 2006
Revenue	950,000	8,260,869
Operating income	73,000	634,782
Income before extraordinary items	82,000	713,043
Net income	50,000	434,782

These forecasts are based on various assumptions made at the date of release of these materials, including the information available at the date of release of these materials and uncertain factors that may affect future earnings. Actual earnings may differ significantly from these forecasts as a consequence of various factors.

Forecast : exchange rate ¥115/US$1 (January-March, 2006), bunker price US$310/MT (January, 2005-March, 2006)

* The U.S. dollar amounts represent the calculation of exchanging Japanese yen to U.S. dollars on a basis of ¥118.07=US$1.00 (as of end of December, 2005)

Operating Results

In the nine months from April 1 to December 30, 2005, NYK Line posted consolidated revenues of ¥1,423.7 billion, operating income of ¥120.0 billion, income before extraordinary items of ¥120.9 billion, and net income of ¥76.1 billion. These figures compare with revenues of ¥1,188.7 billion, operating income of ¥122.4 billion, income before extraordinary items of ¥116.7 billion, and net income of ¥52.7 billion in the corresponding period of the previous term.

Overview

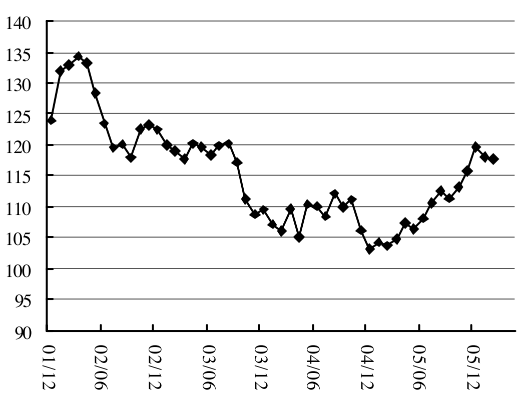
Consolidated revenues climbed 19.8%. Fleet expansion helped push up shipping revenues in the liner trade and other shipping segments. Revenues also expanded in other segments, including logistics, terminal and harbor transport, cruise, and others. Costs and expenses increased 22.9%, owing to higher bunker oil prices and freight rates on inland rail transport in North America, and operating income decreased ¥2.3 billion. Consequently, the ratio of operating income to revenues decreased 1.9 percentage points, from 10.3% to 8.4%. Income before extraordinary items grew 3.6%, owing primarily to higher interest and dividend income, which pushed up other income. Net income surged 44.5%, due to the improvement of extraordinary gains and losses.

The impact on income before extraordinary items of fluctuations in foreign exchange rates and bunker oil prices was as follows:

	April 1 to December 31, 2005	April 1 to December 31, 2004	Change	Impact
Average Exchange Rate	¥111.66 / US$1.00	¥108.55 / US$1.00	Yen down ¥3.11	¥4.0 billion
Average Bunker Oil Price	US$273.92 / metric ton	US$192.15 / metric ton	Price up US$81.77	– ¥18.4 billion

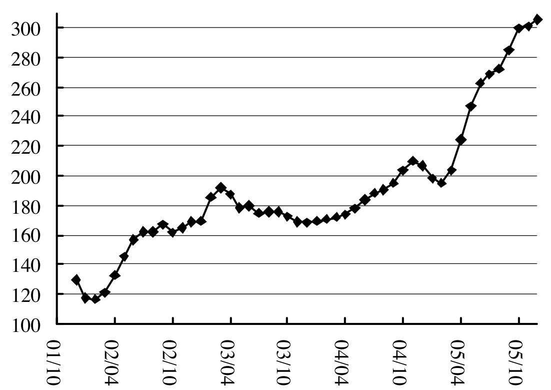
Notes: A ¥1 movement against the dollar alters annual income before extraordinary items by about ¥1.7 billion.
A $1 change per ton of bunker oil alters annual income before extraordinary items by about ¥0.3 billion.

Exchange Rate Changes



Period 12/2001 — 2/2006

Changes in Bunker Oil Prices



Period 12/2001 — 12/2006

Segment Information

Liner Trade

Freight volumes were generally firm during the first six months, but bunker oil prices rose sharply and inland container transport costs increased. In the third quarter, the bunker oil price jumped much more. Then in November, the liner trade entered a low-demand term, and competition intensified in particular trades. Consequently, on the whole, revenues increased, but income declined compared with the preceding term.

Other Shipping

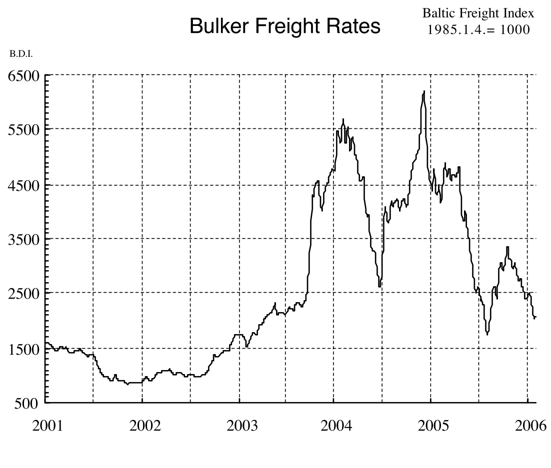
The other shipping segment includes trampers and specialized carriers, which provide bulk transport of iron, coal, and other items, as well as cars. The segment also includes tanker transport of crude oil and liquefied natural gas (LNG), as well as petroleum products and chemicals.

- Trampers and Specialized Carriers

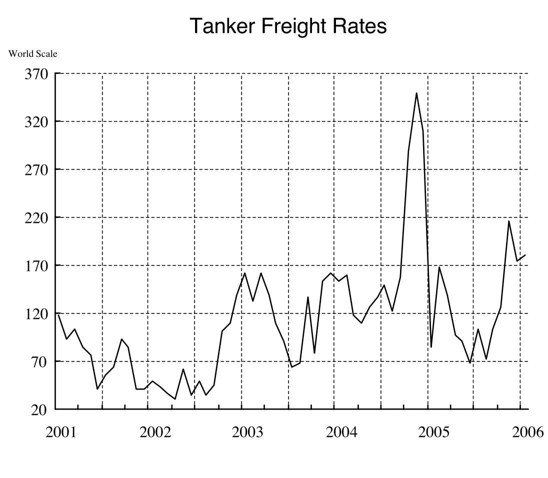
With active exports of automobiles continuing, freight volumes outstripped both the preceding term's volume and initially projected volume for the current period. We brought four new car carriers into operation during the term. However, a lack of space still remained and we continued to use charter vessels and rerouting to ensure transport stability. Overall, the bulk carrier market is more lackluster than one year earlier, though the market recovered slightly from September to October. Under these circumstances, we endeavored to secure stable revenues from Capesize vessels by allocating cargo efficiently. We also continued to obtain a firm profit from Panamax and Handysize vessels, which are owned by the group and rather cost competitive, and by efficient allocation and smooth operation. Operations of wood-chip carriers, open-hatch carriers, and reefer carriers remained robust.

- Tankers

Crude oil, liquefied petroleum gas (LPG), and LNG carriers, all with long-term stable contracts, were operated preferable. The market conditions for crude oil tankers generally softened compared with the preceding term, despite a turnup in September. The transition in the petroleum-product tanker demand remained high after September, and business performance exceeded the preceding term and the target.



Period: January 2001 – January 2006



Period: January 2001 – January 2006

Logistics

Our NYK Logistics division surpassed the preceding term's results and the target. Customer demand in inland logistics, mainly in North America, was preferable. Performance also improved in locations in Europe. In Japan, NYK Logistics (Japan) Co., Ltd., which was established in the previous fiscal year, contributed to the profit. The air-cargo division—Yusen Air & Sea Service Co., Ltd.—performed well and achieved its target.

Terminal and Harbor Transport

Container cargo remained favorable overall. Supported by higher handling fees and improved operational efficiency, and by the good results of affiliate companies, the segment exceeded its performance targets.

Cruise

The U.S. market is in a sign of recovery, and is changing favorably. The Japanese market was affected by *Asuka*'s final year, and the highest results ever were posted.

Others

The real estate business nearly matched its performance from the preceding term. Sales at NYK Trading Corporation increased sharply because of a rise in price for petroleum products. However, tugboat services were influenced by a jump in bunker oil price. Revenues and profits increased in the manufacturing and processing business and shipping agency business, compared with the preceding term. Nippon Cargo Airlines Co., Ltd., which became a consolidated subsidiary in August 2005, recorded a decline in performance because of fuel cost increases.

Financial Position

As of December 31, 2005, total assets were ¥1,873.2 billion, an increase of ¥396.9 billion from the previous year. Reflecting expanded sales, notes and accounts receivable, trade expanded ¥29.3 billion, and we posted a ¥113.0 billion increase in our investment in shipbuilding. Nippon Cargo Airlines Co., Ltd., became a consolidated subsidiary, which raised aircraft ¥28.8 billion. Higher stock prices prompted a ¥119.4 billion increase in investments in securities. Total liabilities grew ¥266.1 billion, to ¥1,285.6 billion. Although the currently redeemable portion of corporate bonds decreased, short-term bank loans, long-term debt, and issuance of commercial paper caused interest-bearing debt to rise ¥178.7 billion. Total shareholders' equity increased ¥550.8 billion, up ¥123.0 billion, owing to a rise in retained earnings. The debt-equity ratio was 1.5 times, the same level as of March 31, 2005.

Amendments to Forecasts of Results

We have now entered the fourth quarter and have continued with positive operating activities and cost reductions as much as possible. However, because of the weak shipping market and soaring bunker oil prices, we have adjusted performance expectations for this term as follows.

(Billions of yen)

Forecast of Results for Fiscal Year Ending March 31, 2006		Revised Forecast	Previous Forecast (November 15)	Change	Percentage Change
Revenues	Consolidated	1,910.0	1,840.0	70.0	3.8%
	Non-consolidated	950.0	915.0	35.0	3.8%
Operating income	Consolidated	140.0	155.0	-15.0	(9.7%)
	Non-consolidated	73.0	85.0	-12.0	(14.1%)
Income before extraordinary items	Consolidated	138.0	150.0	-12.0	(8.0%)
	Non-consolidated	82.0	92.0	-10.0	(10.9%)
Net income	Consolidated	85.0	92.0	-7.0	(7.6%)
	Non-consolidated	50.0	55.0	-5.0	(9.1%)

Forecast assumptions:
Exchange rates: ¥115 to the dollar (January 1, 2006, to March 31, 2006)
Bunker oil prices: $310 per ton (October 1, 2005, to March 31, 2006)

Operating Risks

The business performance forecasts contained in these materials are subject to a variety of risks and uncertainties, which may cause actual results to differ materially from those projected. These risk factors and uncertainties include the possibility of shifts in market and economic conditions that affect the NYK Group’s operations, significant changes in the shipping market, sharp fluctuations in foreign exchange rates, interest rates and fuel prices, a major accident involving NYK Group ships, and social turmoil caused by war, terrorism, or infectious diseases. The items described above are some of the potential risks that the NYK Group faces, and are not intended to encompass all potential risks.