For immediate release
Consolidated Financial Results for the Year Ended March 31, 2016
(Japanese GAAP) (Unaudited)

April 28, 2016

Nippon Yusen Kabushiki Kaisha (NYK Line)

Security Code:	9101
Listings:	The First Section of Tokyo and Nagoya Stock Exchanges
URL:	http://www.nyk.com/english/index.htm
Head Office:	Tokyo, Japan
Representative:	Tadaaki Naito, President
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Ordinary General Meeting of Shareholders	June 20, 2016
Start scheduled date of paying Dividends	June 21, 2016
Submit scheduled date of Financial Report	June 20, 2016
Preparation of Supplementary Explanation Material:	Yes
Financial Results Presentation Held:	Yes (for Analysts and Institutional Investors)

(Amounts rounded down to the nearest million yen)

1. Consolidated Financial Results for the Year Ended March 31, 2016 (April 1, 2015 to March 31, 2016)

(1) Consolidated Operating Results

(Percentage figures show year on year changes)

	Revenues		Operating income		Recurring profit		Net income attributable to owners of the parent company	
	million yen	%	million yen	%	million yen	%	million yen	%
Year ended March 31, 2016	2,272,315	-5.4	48,964	-26.0	60,058	-28.5	18,238	-61.7
Year ended March 31, 2015	2,401,820	7.4	66,192	47.1	84,010	43.8	47,591	44.0

Comprehensive income:
Year ended March 31, 2016: ¥ -17,269million (－%) Year ended March 31, 2015: ¥108,350 million (27.2%)

	Net income per share attributable to owners of the parent company	Net income per share attributable to owners of the parent company –fully diluted	Net income per share ratio in shareholders' equity	Recurring profit/ total assets	Operating income/ revenues
	yen	yen	%	%	%
Year ended March 31, 2016	10.75	10.75	2.3	2.5	2.2
Year ended March 31, 2015	28.06	28.05	6.2	3.3	2.8

Equity in earnings of unconsolidated subsidiaries and affiliates:
Year ended March 31, 2016: ¥22,068 million, Year ended March 31, 2015: ¥12,657 million

(2) Consolidated Financial Position

	Total assets	Equity	Shareholders' equity ratio	Equity per share
	million yen	million yen	%	yen
Year ended March 31, 2016	2,244,772	844,269	34.5	456.21
Year ended March 31, 2015	2,569,828	880,923	31.5	477.79

Shareholders' equity : Year ended March 31, 2016: ¥773,678 million, Year ended March 31, 2015: ¥810,311 million

(3) Cash Flow

	Cash flows from operating activities	Cash flows from investing activities	Cash flows from financing activities	Cash and cash equivalents at end of period
	million yen	million yen	million yen	million yen
Year ended March 31, 2016	142,857	(46,895)	(160,260)	253,618
Year ended March 31, 2015	136,448	26,755	(199,007)	327,243

2. Dividends

Date of record	Dividend per share					Total dividends paid (Full year)	Payout ratio (Consolidated)	Dividends/ Equity (Consolidated)
	1st Quarter	2nd Quarter	3rd Quarter	Year-end	Full year			
	yen	yen	yen	yen	yen	million yen	%	%
Year ended March 31, 2015	-	2.00	-	5.00	7.00	11,872	24.9	1.6
Year ended March 31, 2016	-	4.00	-	2.00	6.00	10,175	55.8	1.3
Year ending March 31, 2017 (Forecast)	-	2.00	-	2.00	4.00		45.2	

3. Forecast of Consolidated Financial Results for the Year Ending March 31, 2017 (April 1, 2016 to March 31, 2017)

(Percentage figures show year on year changes)

	Revenues		Operating income		Recurring profit		Net income attributable to owners of the parent company		Net income per share attributable to owners of the parent company
	million yen	%	million yen	%	million yen	%	million yen	%	yen
Cumulative second quarter ending September 30, 2016	1,090,000	-9.0	10,500	-72.8	15,000	-64.9	5,000	-90.9	2.95
Year ending March 31, 2017,	2,180,000	-4.1	27,500	-43.8	35,000	-41.7	15,000	-17.8	8.84

4. Others

(1)Changes of important subsidiaries in the period (changes in specified subsidiaries involving change in consolidated scope) : None
New: None Exclusion: None

(2) Changes in accounting policy, changes in accounting estimates, and restatements
1. Changes in accounting policy in accordance with changes in accounting standard: Yes
2. Changes other than No.1: None
3. Changes in accounting estimates: None
4. Restatements: None
Remark: Refer to page 21 of the attachment for "Changes in Accounting Policies"

(3) Total issued shares (Ordinary shares)

1. Total issued shares (includingtreasury stock)	As of March 31, 2016	1,700,550,988	As of March 31, 2015	1,700,550,988
2. Number of treasury stock	As of March 31, 2016	4,671,463	As of March 31, 2015	4,581,697
3. Average number of shares	Year ended March 31, 2016	1,695,922,318	Year ended March 31, 2015	1,696,032,632

(Reference)

Non-consolidated Financial Results for the Year Ended March 31, 2016 (April 1, 2015 to March 31, 2016)

(1) Operating Results

(Percentage figures show year on year changes)

	Revenues		Operating income		Recurring profit		Net income	
	million yen	%	million yen	%	million yen	%	million yen	%
Year ended March 31, 2016	1,201,339	-5.0	(6,525)	—	47,419	-35.5	2,974	-76.3
Year ended March 31, 2015	1,264,761	8.2	17,215	24.3	73,530	95.7	12,565	-6.0

	Net income per share	Net income per share-fully diluted
	yen	yen
Year ended March 31, 2016	1.75	1.75
Year ended March 31, 2015	7.41	7.41

(2) Financial Position

	Total assets	Equity	Shareholders' equity ratio	Equity per share
	million yen	million yen	%	yen
Year ended March 31, 2016	1,366,544	458,825	33.6	270.55
Year ended March 31, 2015	1,525,359	478,862	31.4	282.35

Shareholders' equity: Year ended March 31, 2016: ¥458,825 million, Year ended March 31, 2015: ¥478,862 million

*Indication about process of audit implementation status
This Financial Result is exempt from the audit process based upon Financial Instruments and Exchange Act. As of the press release date, the audit process is ongoing and therefore unaudited.

*Assumption for the forecast of consolidated financial results for the year ending March 31, 2017
Foreign exchange rate: (full year) ¥110/US$
Bunker oil price: (full year) US$200/MT
The above forecast is based on currently available information and assumptions that NYK Line deems to be reasonable. NYK Line offers no assurance the forecast will be realized. Actual results may differ from the forecast as a result of various factors. Refer to page 6-7 of the attachment for assumptions and other matters related to the forecast.

NYK Line is to hold a financial result presentation meeting for analysts and institutional investors. The on-demand audio presentation and presentation material are available
on the NYK website (http://www.nyk.com/english/release/IR_explanation.html)

Index of the Attachments

1.Review of Operating Results and Financial Position

(1) Review of Operating Results

1) Operating Results for the Fiscal Year 2015

Financial results for the consolidated fiscal accounting year are as follows:

(In billion yen)

	Year Ended March 31,2015	Year Ended March 31,2016	Change	Percentage Change
Revenues	2,401.8	2,272.3	-129.5	-5.4%
Cost and expenses	2,127.2	2,009.5	-117.6	-5.5%
Selling, general and administrative expenses	208.4	213.8	5.3	2.6%
Operating Income	66.1	48.9	-17.2	-26.0%
Recurring Profit	84.0	60.0	-23.9	-28.5%
Net Income attributable to owners of the parent company	47.5	18.2	-29.3	-61.7%

Average Exchange Rate	¥109.19/US$	¥120.78/US$	Yen Down ¥11.59
Average Bunker Oil Prices	US$557.28/MT	US$298.66/MT	Price Down US$258.62

(Overview)

During the fiscal year under review, the economic climate in the U.S. stabilized amid a recovery in employment conditions and housing investment, while signs of moderate economic growth continued to be seen in the Eurozone. In China, however, the slowdown of the economy became apparent and the economic environment became unstable with various economic indicators worsening due to sluggish demand. Economic growth in other emerging countries was negatively affected by declining prices of finished products, which reflected falling prices of crude oil and other resources along with the problem of excess production capacity. In Japan, the economy benefitted overall from the depreciation of the yen in the first half of the fiscal year, but owing to the yen’s appreciation from the third quarter, the economy had yet to make a full-blown recovery.

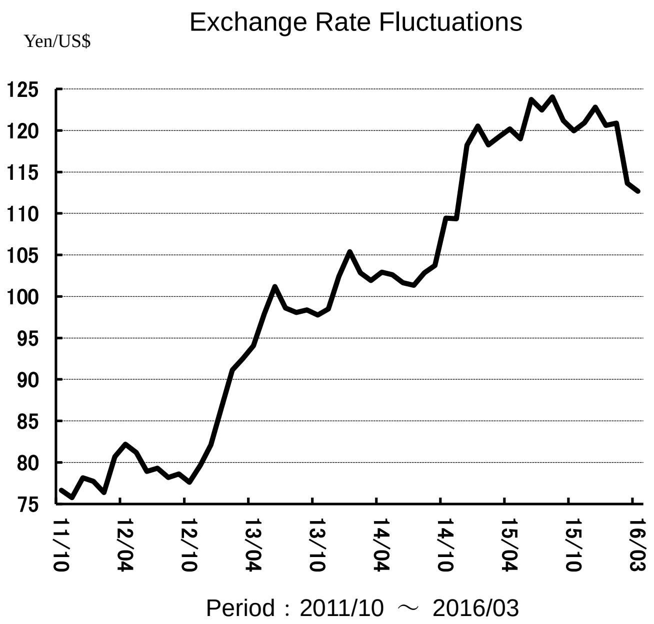
In the global maritime shipping industry, the steady appearance of newly built ultra-large container ships has been driving an oversupply of tonnage in the container shipping market. At the same time, conditions in the shipping market as a whole severely stagnated as declining demand for freight shipments for Europe-bound routes widened the gap between supply and demand. Conditions in the liquid division were favorable, however, in the dry bulk division, spot freight rates fell to historical lows against the backdrop of falling raw material prices, contraction of steel and other materials and the economic slowdown in China, which pushed down.

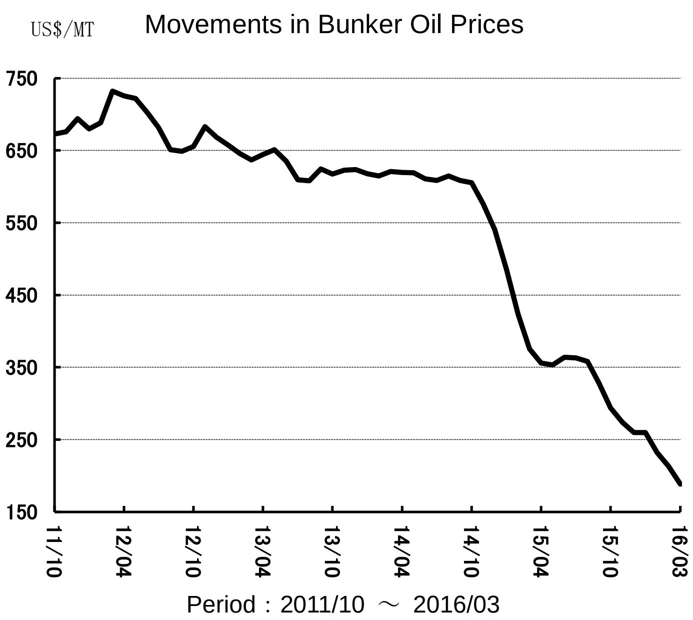
Altogether, these factors made the operating environment extremely challenging for the NYK Group. In response, the Group worked to generate profits from businesses in which freight rates are stable, while continuing to further improve its balance of income and expenditures through a number of measures, including reorganizing container shipping routes, and selling off and returning unprofitable vessels, particularly dry bulk carriers. Meanwhile, the Group’s non-shipping businesses performed strongly, with the Air Cargo Transportation segment and Logistics segment both recording solid results.

Against this backdrop, consolidated revenues decreased ¥129.5 billion, or 5.4%, compared to the previous fiscal year. Likewise, cost and expenses were down ¥117.6 billion, or 5.5%. Income also decreased year on year at every level, with operating income falling ¥17.2 billion, or 26.0%, and recurring profit dropping ¥23.9 billion, or 28.5%.

Despite an extraordinary income from the sale of North American-based CRYSTAL CRUISES, LLC, NYK Line recorded an extraordinary loss from impairment loss on dry bulk carriers, which contributed to a year-on-year decrease in net income attributable to owners of the parent company of ¥29.3 billion, or 61.7%

Changes in the average exchange rate between the U.S. dollar and yen as well as the average bunker oil price are shown in the following table.





Note: Exchange rates and bunker oil prices are our internal figures.

(Overview by Business Segment)

(In billion yen)

		Revenues				Recurring profit		
		FY 2014	FY 2015	Change	Percentage Change	FY 2014	FY 2015	Change
Global Logistics	Liner Trade	696.3	706.3	10.0	1.4 %	9.8	(0.3)	-10.1
	Air Cargo Transportation	99.1	91.1	-8.0	-8.1 %	0.6	1.5	0.8
	Logistics	486.9	496.5	9.5	2.0 %	10.7	11.8	1.0
Bulk Shipping		995.8	902.2	-93.5	-9.4 %	60.0	46.5	-13.4
Others	Real Estate	9.5	9.7	0.2	2.9 %	3.2	3.3	0.1
	Other	219.5	147.0	-72.5	-33.0 %	1.5	(0.0)	-1.5

Note: From this fiscal year, reportable segments listed under business segments have changed. Consolidated results comparisons and analysis are based on segments after this change was implemented.

Liner Trade

Container shipping market continued to face extremely challenging conditions, which reached historical low freight level during the fiscal year under review. Although cargo volume was comparatively brisk along transpacific routes, the supply and demand balance in Europe widened as demand for freight shipments to the region declined due to its sluggish economy, while the appearance of newly built ultra-large container ships on European routes exacerbated the oversupply situation. The usage of these new ships in Europe has caused a chain reaction worldwide as increasingly larger capacity ships have entered other shipping routes, severely disrupting the balance between supply and demand.

In response to these circumstances, the NYK Group worked to keep its services competitive. Without reorganizing the main routes it handles as a member of the G6 Alliance, the Group rationalized its services according to demand, reorganized routes in Asia and along the east coast of South America in order to make them more efficient, and suspended service for some unprofitable routes.

Owing to these and other factors, revenues in the Liner Trade segment increased overall compared with the previous fiscal year, supported by year-on-year growth in handling volume at container terminals in Japan and around the world. On the other hand, the NYK Group posted a segment loss in the fiscal year under review.

Air Cargo Transportation

In its Air Cargo Transportation segment, the NYK Group improved the quality of its transport services and responded quickly to customers’ needs in order to maintain orders for cargo shipments specifically for cargo aircraft. It also strove to expand its network by operating codeshare flight services. Despite these efforts, segment revenues declined compared with the previous fiscal year, largely owing to shrinking fuel surcharges in line with falling jet fuel prices. Nevertheless, segment income increased year on year as a result of the Group's ongoing efforts to cut costs, and brisk business handling cargo transferred to its cargo aircraft due to the high congestion of ports on the North American west coast since the previous fiscal year.

Logistics

Handling volume in the Group's air freight forwarding business tapered off following the end of a sudden surge in demand brought on by the high congestion of ports on the North American west coast, and did not reach the amount of the previous fiscal year. In the ocean freight forwarding business,, handling volume was up year on year, particularly in Asia, while competitiveness improved on the back of sales growth. In its logistics business, the Group strove to cut costs through business restructuring while offering more comprehensive services particularly in Asia. Meanwhile, the Group finished replacing ships operating on the main routes of its coastal transportation business with all-new vessels, and shipments were brisk. As a result of these factors and initiatives, both revenues and income in the Logistics segment increased compared with the previous fiscal year.

Bulk Shipping

Car Transportation Division

In the automobile transportation, the Group took advantage of robust demand for automobile shipments to North America and Asia by steadily and effectively assigning vessels to those regions. Consequently, the total number of new vehicles it shipped by sea increased slightly compared with the previous fiscal year. Moreover, since the previous fiscal year, the Group has been commissioning a series of highly fuel-efficient ultra-large carriers, which have contributed to results in this business. In its auto-logistics business, the Group jointly established automobile logistics service subsidiaries in Saudi Arabia and Columbia after reaching agreements with local business partners in each respective country, and began operations of new automobile logistics centers in China and India in response to growing demand in those countries. By providing a diverse range of value-added services through these new operations, the NYK Group has been making steady progress toward expanding its businesses while meeting the needs of customers.

Dry bulk Division

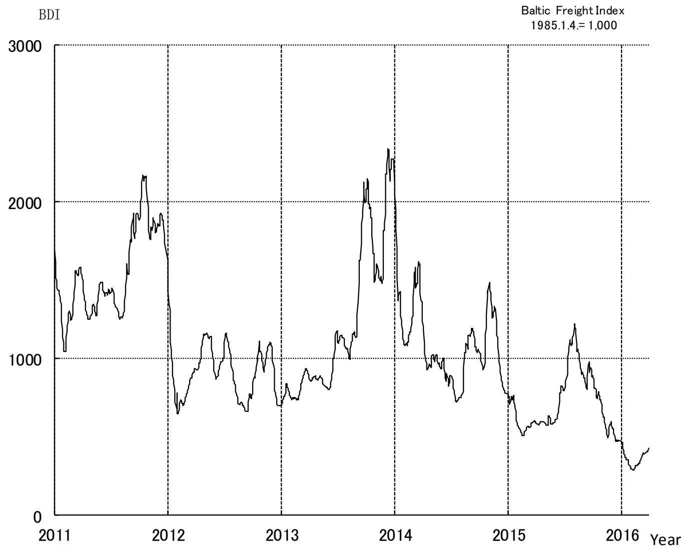
In the dry bulk shipping market, shipments of iron ore and grains were up, while shipments of coal were on the decline. Despite the ongoing scrapping of bulk carriers, particularly capesize bulkers, excess tonnage has not been cancelled out in the market because of the ongoing production of new vessels. Reflecting these factors, the Baltic Dry Index fell to all-time low levels in February 2016, and market conditions as a whole were extremely sluggish in all regions and for all types of vessels. Under these circumstances, the NYK Group strove to conclude shipping contracts that are less susceptible to market fluctuations, while continuing to cut costs by selling off or returning surplus vessels, and taking exhaustive measures for improving the operational efficiency of its fleet. At the same time, the Group worked to improve its balance of income and expenditures through a number of initiatives, such as reducing ballast voyages by combining cargoes and more efficiently assigning vessels.

Liquid Division

Although new ships continued to be built without progress in scrapping older vessels, conditions improved overall compared to the previous fiscal year as the diversification of shipments resulted in longer transport distances. The market for shipments by very large crude carriers (VLCC) was bolstered by surplus demand from China, and shipments by petrochemical tankers increased year on year. Meanwhile, the Group increased the overall distance of shipments by its liquefied petroleum gas (LPG) tankers from the United States to East Asia, and secured a stable source of earnings from its fleet of liquefied natural gas (LNG) tankers through long-term contracts. Consequently, both of these businesses performed solidly. In the offshore business, operations of shuttle tankers and drill ships contributed substantially to results, and the Group began operating its second new floating production storage and offloading (FPSO) vessel off the coast of Brazil.

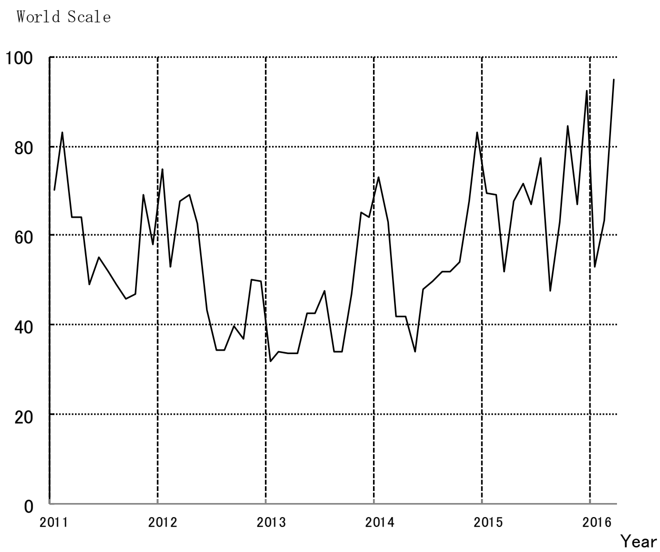
Despite the factors above, both revenues and income in the Bulk Shipping segment decreased compared the previous fiscal year.

Fluctuation in Tramper Freight Rate in BDI (BFI)



Period：2011/01 ～ 2016/03

Tanker Freight Rates (high) for VLCCs
From Middle East to Japan



Period：2011/01 ～ 2016/03

Real Estate and Other Businesses

In the Real Estate segment, the Group sold off certain properties, acquired new properties and rebuilt a number of properties with the goal of rejuvenating its portfolio. Segment revenues and income were generally on par with results in the previous fiscal year.

In the Other segment, revenues and income decreased year on year as a result of several factors, including a steep fall in the trading business' selling price of vessel bunker oil caused by the low price of crude oil, and the cancellation of several Asuka Cruise trips due to typhoons.

In addition, due to the selloff of CRYSTAL CRUISES, LLC, in the first quarter of the fiscal year under review, NYK Line has integrated its cruise business in the Other segment, and changed its accounting methods accordingly.

2) Consolidated Earnings Outlook

In the fiscal year ending March 31, 2017, the management of NYK Line expects its operating environment to remain extremely challenging. Although cargo volume is projected to increase in the container shipping market, the oversupply of tonnage is forecast to persist due to the entry of newly built ultra-large container ships, and spot freight rates are expected to remain stagnant. In the dry bulk transport market, while steady growth is projected, the market is expected to weaken as newly built tanker vessels are launched.

Management forecasts solid performances by the Group's automobile transport business as well as its LNG and offshore businesses. Strong results are also expected in the Logistics segment.

In view of the above, and in consideration of the projected year-on-year appreciation of the yen, consolidated revenues and income are forecast to decrease year on year in the current fiscal year, as follows.

(In billion yen)

	Revenues	Operating Income	Recurring Profit	Net Income attributable to owners of the parent company
Fiscal year Ending March 31,2017 (Forecast)	2,180.0	27.5	35.0	15.0
Fiscal year Ended March 31,2016 (Actual)	2,272.3	48.9	60.0	18.2
Change	(92.3)	(21.4)	(25.0)	(3.2)

Assumptions for forecasts:

Foreign exchange rate: ¥110/US$ Bunker oil price: US$200/MT

(2) Review of Change in Financial Position

1) Assets, Liabilities, and Equity

As of March 31, 2016, the end of the fiscal year under review, consolidated assets totaled ¥2,244.7 billion, a decrease of ¥325.0 billion compared with the end of the previous fiscal year. Consolidated liabilities totaled ¥1,400.5 billion, a decrease of ¥288.4 billion compared with the end of the previous fiscal year, mainly due to the repayment of interest-bearing debt. Under consolidated equity, retained earnings increased ¥3.3 billion compared with the end of the previous fiscal year, while shareholders' equity—the aggregate of shareholders' capital and total accumulated other comprehensive income—amounted to ¥773.6 billion. This amount combined with non-controlling interests of ¥70.5 billion brought total equity to ¥844.2 billion. Based on this result, the debt-to-equity ratio came to 1.22.

2) Cash Flows

(Overview)

In the fiscal year ended March 31, 2016, net cash provided by operating activities amounted to ¥142.8 billion. Main items included income before income taxes of ¥63.7 billion, non-cash depreciation and amortization of ¥103.3 billion, and interest expenses paid of ¥17.2 billion. Net cash used in investing activities totalled ¥46.8 billion, reflecting both the purchase of and proceeds from sales of vessels, property, plant and equipment and intangible assets. Net cash used in financing activities was ¥160.2 billion, mainly due to repayments of long-term loans payable. As a result of these factors, the balance of cash and cash equivalents stood at ¥253.6 billion as of March 31, 2016, down ¥73.6 billion compared with the beginning of the fiscal year on April 1, 2015, after taking into account the effect of exchange rate fluctuations.

Trends in cash flow indicators

	March 31,2012	March 31,2013	March 31,2014	March 31,2015	March 31,2016
Shareholder's equity ratio (%)	27.3	26.8	28.2	31.5	34.5
Shareholder's equity ratio at market price (%)	20.8	17.0	19.9	22.8	16.4
Cash flows vs ratio of interest bearing debt (years)	35.8	13.8	9.1	8.0	6.6
Interest coverage ratio	1.8	5.4	7.1	7.6	8.3

1. Shareholders' equity ratio: shareholders' equity/total assets

2. Shareholders' equity ratio at market value: total market capitalization/total assets

3. Interest-bearing debt to cash flow ratio (years): interest-bearing debt/cash flow from operating activities

4. Interest coverage ratio: cash flow from operating activities/interest paid

Notes:

1. All indicators are calculated using consolidated figures.

2. Total market capitalization is calculated by multiplying the closing price of NYK Line's shares at the end of the fiscal year by the number of its ordinary shares issued and outstanding at the end of the fiscal year.

3. Interest-bearing debt includes loans payable, bonds payable, and lease liabilities as stated in the consolidated balance sheets.

4. Cash flow from operating activities is equal to net cash provided by operating activities as stated in the consolidated cash flows statements.

5. Interest paid is equal to the amount of interest expenses paid as stated in the consolidated cash flows statements.

(3) Basic Policy Concerning Dividends and Planned Dividend Payments

NYK Line regards the stable return of profits to shareholders as one of the most important priorities of management. Dividends will be determined with consideration given to maintaining a certain level of retained earnings required to fortify the Company. Based on this policy, NYK Line plans to pay a year-end dividend of ¥2 per share, which, along with the interim dividend of ¥4 per share already paid, brings the full-year dividend to ¥6 per share for the fiscal year ended March 31, 2016. For the fiscal year ending March 31, 2017, NYK Line intends to maintain its policy of paying stable dividends to return profits to shareholders, and, accordingly, plans to pay an interim dividend of ¥2 per share along with a year-end dividend of ¥2 per share, for a total full-year dividend of ¥4 per share.

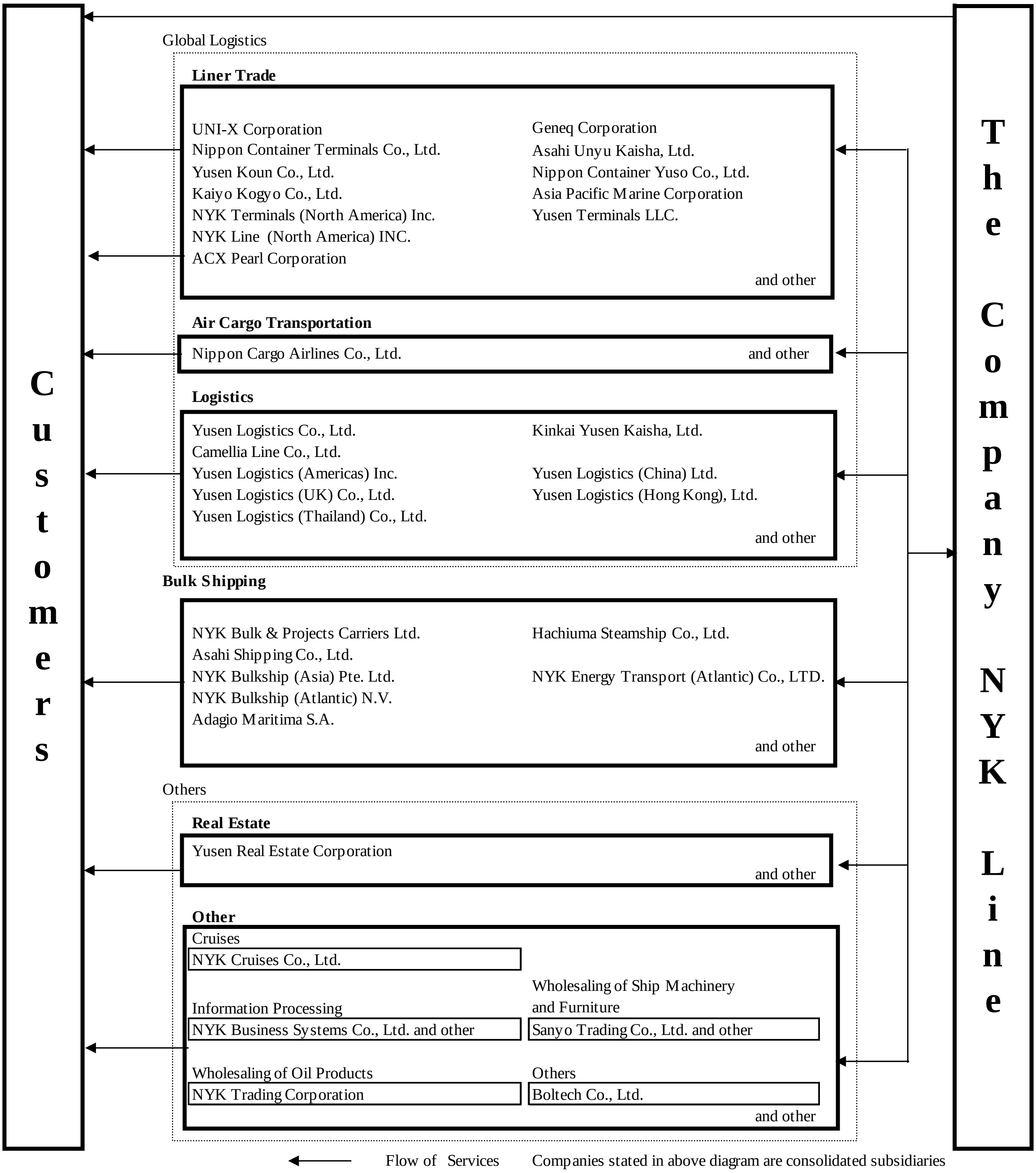
(4) Operational and Other Risks

Forecasts discussed herein may differ substantially from actual results due various factors associated with risks and uncertainties. These factors may include but are not limited to the following: accidents involving fleet or aircraft operated by the NYK Group; major changes in economic conditions or the maritime shipping market in which the Group operates; drastic fluctuations in exchange rates, interest rates, or bunker oil prices; social disorder in areas where the Group operates caused by acts of war, terrorism, or the spread of infectious disease; and various kinds of lawsuits, or investigations or other actions taken by regulatory authorities. Such risk factors or uncertainties could adversely affect the Group's business activities, operating results, or financial condition. Therefore, the NYK Group makes sure to assess the probability of such risks materializing, takes steps to avert their manifestation, and prepares countermeasures for immediately responding to any related incidents that could occur.

2. Diagram of the Group's Business Structure

The NYK Group (the Group) consists of the reporting company (Nippon Yusen Kabushiki Kaisha(NYK Line), the Company) 560 consolidated subsidiaries and 166 affiliates accounted for by the equity method. The Group's companies are classified into 6 business segments which are liner trade, air cargo transportation, logistics, bulk shipping, real estate and other services.

The segments' main business and Group companies engaging in respective businesses are as follows:



(Remark) Name of Company as of March 31, 2016 in stated in above diagram.

3. Management Policies

(1) Basic Philosophy

As there were no significant changes in disclosure details since the release of the Financial Results for the Year Ended March 31, 2014 (published April 30, 2014), this section has been omitted.

The Financial results for the Year Ended March 31, 2014 can be viewed on the NYK Line website at:

http://www.nyk.com/english/release/dbps_data/_material_/_files/000/000/003/265/fy2013.pdf

Tokyo Stock Exchange website (listed company information search page)

http://www.jpx.co.jp/english/listing/co-search/index.html

(2) The NYK Group's Medium to Long-Term Management Strategy and Target Management Indicators

The NYK Group is currently implementing its five-year medium-term management plan "More Than Shipping 2018 - Stage 2 Leveraged by Creative Solutions - " launched in the fiscal year beginning April 2014. This management plan aims to (1) Secure stable-freight-rate business, (2) Move toward asset-light business model in highly volatile business areas, (3) Differentiate through technological capabilities, and (4) Expand beyond traditional shipping. In addition, the new plan seeks to use the NYK Group's creative solutions to further differentiation.

Performance and financial targets pertaining to this medium-term management plan were disclosed in the Financial Results for the Year Ended March 31, 2014 (published April 30, 2014), and since there are no significant changes, this information has been omitted. Performance data for the fiscal year ended March 31, 2016 is included in this report.

The financial results for the Year Ended March 31, 2014 can be viewed on the NYK Line website at:

http://www.nyk.com/english/release/dbps_data/_material_/_files/000/000/003/265/fy2013.pdf

Tokyo Stock Exchange website (listed company information search page)

http://www.jpx.co.jp/english/listing/co-search/index.html

(Shareholder Returns)

NYK Line regards the return of profits to shareholders as one of the most important management issues it faces. Dividends will be determined with consideration given to maintaining a certain level of retained earnings required to fortify the Company against future changes in market conditions.

(3) Issues to be Addressed

The NYK Group is strengthening measures to address the following four key management issues.

1) Strategies for Stability and Growth

Looking back at the business environment for FY2015, it was a year in which market conditions for marine transportation were sluggish on the whole, reflecting a stagnant global economy despite the temporary boost provided by the fall in fuel oil prices and yen depreciation. Amid the deceleration of many projects in the energy transportation division due to the decline in crude oil prices, we provided high-quality navigation, ship management and shipbuilding management services in the LNG transport business by making use of the maritime college and other institutes we operate in the Philippines to focus on developing engineers, including seafarers. In addition, in the offshore business, through differentiation by accumulating relevant technologies and knowledge, we steadily expanded business opportunities. In the car transportation division, we enhanced the fleet by completing new ships using the latest energy-conserving technology, in addition to developing the automotive logistics business and expanding services mainly in emerging countries. In the container shipping division, we pushed ahead with streamlining of operations by adjusting routes and shipping capacity, as well as further pursuing projects such as the EAGLE project aimed at gross profit maximization through efficient container management and the IBIS project aimed at optimal economic ship operation. In the dry bulk carrier division, we reduced costs through initiatives such as improving operation technology and cargo handling efficiency, as well as made efforts to optimize ship allocation and adjust fleet capacity, for the purpose of developing a revenues and expense structure that is not easily affected by short-term market fluctuations.

In an increasingly severe business environment, the NYK Group will work on the following principal issues with the aim of achieving the plan upon entering the third year of the medium-term management plan, "More Than Shipping 2018 –Stage 2 Leveraged by Creative Solutions-."

In the energy transportation division, we will differentiate ourselves in terms of quality and expand the LNG transport business, the shuttle tanker business, and Floating production storage and offloading (FPSO) business for which growth and revenues can be expected over the medium to long term, together with leading business partners and customers. In the car transportation division, we will achieve a competitive advantage through our technological capabilities and on-site capabilities and expand the automotive logistics business through business innovation using state-of-the-art technologies, etc. that conduct real-time management of movement of individual cars. In addition, by capturing changes in customer needs accompanying globalization of the finished vehicles market, we will further integrate marine transportation and inland logistics. In the global logistics business, we will add the terminal business, which is the contact point between land and sea, to the container shipping division, a core asset, and the logistics business, a light asset, to create three pillars, and improve profitability by complementing each business and control volatility while looking for the optimal combination. In the dry bulk carrier division, we will continue to enhance our resilience toward dramatically changing market conditions with the support of long-term stable contracts.

The NYK Group will concentrate investments in businesses and growth fields for which stable revenues can be expected, in addition to taking initiatives to control revenue volatility with a view to achieving medium- to long-term growth amid a rapidly changing business environment.

2) Initiatives for environmental conservation

Considering environmental conservation as one of the most vital management issues, the NYK Group is pushing ahead with the development of innovative technologies, including "NYK Super Eco-ship 2030" based on our long-term vision. In order to improve fuel consumption efficiency by 15% compared to FY2010 levels by FY2018, in addition to the promotion of fuel saving measures using navigation big data, the LNG-fueled tugboat with low CO_2 emissions named "Sakigake" was completed in August last year, and LNG-fueled car carriers and a LNG bunkering vessel are scheduled to be completed in the second half of this year. We will press ahead with changing our business model to a more eco-friendly model in order to prevent air pollution.

3) CSR (Corporate Social Responsibility) Management Strengthening

Recognizing that CSR is the foundation that supports growth strategies, the NYK Group will strengthen its CSR management built on the three keys of “Securing safety and environmental conservation”, “Sound and highly transparent management” and “Workplaces that instill pride”.

In order to improve the soundness and transparency of management, we will continue to strengthen a system for internal control and compliance. In addition, the NYK Group is pushing ahead with creating an environment where diverse human resources can play active roles with the aim of creating workplaces that instill pride through the practice of the NYK Group Values of “Integrity, Innovation and Intensity” that support the NYK Group Mission Statement.

The Group will continue to make efforts to create good relationships with all stakeholders and to improve service quality.

4) Thorough Fair Trading

The NYK Group has been treating compliance with antitrust laws as a matter of the utmost importance and has worked to strengthen its compliance systems. Since the Japan Fair Trade Commission commenced its investigations in September 2012, we have held regular meetings of a Committee for ensuring adherence to antitrust law etc. and continued carrying out risk assessments of antitrust laws in all our businesses and are expanding such assessments to not only NYK but also all Group companies in both Japan and overseas. We are working to further strengthen and expand various measures to further instill compliance awareness, including establishing a code of conduct and training based on the results of risk assessments and obtaining written pledges on compliance with antitrust laws and competition laws from executives and employees. Going forward, we will devote our best efforts to prevent recurrence and to ensure thorough compliance with antitrust laws and other laws and regulations through all means necessary, as we conduct business fairly.

4. Basic Approach to Selection of Accounting Standards

We currently apply Japanese generally accepted accounting principles to the consolidated financial statements of the NYK Group. We constantly examine application of the optimal accounting standards with a view toward the future while paying due attention to trends surrounding the various accounting standards available to us for selection.

5. Consolidated Financial Statements

(1)Consolidated Balance Sheets

(In million yen)

	As of March 31, 2015	As of March 31, 2016
Assets		
Current assets		
Cash and deposits	260,900	237,219
Notes and operating accounts receivable-trade	287,518	222,831
Short-term investment securities	73,400	24,000
Inventories	48,717	27,495
Deferred and prepaid expenses	70,510	57,554
Deferred tax assets	7,083	3,326
Other	96,589	82,596
Allowance for doubtful accounts	(2,222)	(2,284)
Total current assets	842,496	652,740
Non-current assets		
Vessels, property, plant and equipment		
Vessels, net	937,245	802,324
Buildings and structures, net	79,650	76,963
Aircraft, net	21,621	23,576
Machinery, equipment and vehicles, net	37,337	34,967
Equipment, net	6,446	7,217
Land	67,162	72,511
Construction in progress	34,113	43,952
Other, net	6,883	6,430
Total vessels, property, plant and equipment	1,190,460	1,067,943
Intangible assets		
Leasehold right	4,625	4,102
Software	15,585	15,138
Goodwill	23,955	21,205
Other	4,621	2,123
Total intangible assets	48,787	42,569
Investments and other assets		
Investment securities	348,665	358,090
Long-term loans receivable	30,196	29,678
Net defined benefit asset	50,238	39,403
Deferred tax assets	6,104	6,777
Other	54,848	50,032
Allowance for doubtful accounts	(2,462)	(2,812)
Total investments and other assets	487,589	481,168
Total non-current assets	1,726,837	1,591,681
Deferred assets	493	350
Total assets	2,569,828	2,244,772

(In million yen)

	As of March 31, 2015	As of March 31, 2016
Liabilities		
Current liabilities		
Notes and operating accounts payable-trade	217,470	178,065
Short-term loans payable	99,566	92,374
Income taxes payable	20,628	8,963
Deferred tax liabilities	3,017	5,522
Advances received	78,102	40,653
Provision for bonuses	9,983	9,906
Provision for directors' bonuses	369	353
Provision for losses related to antitrust law	7,175	—
Provision for losses related to contracts	2,649	8,678
Other	97,894	76,826
Total current liabilities	536,858	421,343
Non-current liabilities		
Bonds payable	195,445	145,445
Long-term loans payable	788,832	690,005
Deferred tax liabilities	46,749	38,684
Net defined benefit liability	19,480	18,708
Provision for directors' retirement benefits	1,786	1,717
Provision for periodic dry docking of vessels	20,959	21,295
Provision for losses related to contracts	8,678	—
Other	70,115	63,301
Total non-current liabilities	1,152,047	979,158
Total liabilities	1,688,905	1,400,502
Equity		
Shareholders' capital		
Common stock	144,319	144,319
Capital surplus	155,616	155,691
Retained earnings	467,092	470,483
Treasury stock	(2,070)	(2,098)
Total shareholders' capital	764,957	768,396
Accumulated other comprehensive income (loss)		
Unrealized gain (loss) on available-for-sale securities	54,665	34,147
Deferred gain (loss) on hedges	(41,857)	(35,411)
Foreign currency translation adjustments	27,196	7,527
Remeasurements of defined benefit plans	5,348	(981)
Total accumulated other comprehensive income (loss)	45,353	5,281
Non-controlling interests	70,611	70,591
Total equity	880,923	844,269
Total liabilities and equity	2,569,828	2,244,772

(2)Consolidated Statements of Income and Consolidated Statements of Comprehensive Income
(Consolidated Statements of Income)

(In million yen)

	Year ended March 31, 2015	Year ended March 31, 2016
Revenues	2,401,820	2,272,315
Cost and expenses	2,127,207	2,009,547
Gross profit	274,612	262,767
Selling, general and administrative expenses	208,419	213,802
Operating income	66,192	48,964
Non-operating income		
Interest income	3,249	3,411
Dividend income	5,099	5,611
Equity in earning of unconsolidated subsidiaries and affiliates	12,657	22,068
Foreign exchange gains	11,955	—
Other	7,366	7,305
Total non-operating income	40,328	38,397
Non-operating expenses		
Interest expenses	17,755	16,924
Foreign exchange losses	—	6,652
Other	4,755	3,725
Total non-operating expenses	22,510	27,303
Recurring profit	84,010	60,058
Extraordinary income		
Gain on sales of non-current assets	12,165	13,368
Gain on sales of shares of subsidiaries and affiliates	36,647	28,747
Other	2,762	2,495
Total extraordinary income	51,575	44,611
Extraordinary losses		
Loss on sales of non-current assets	503	2,526
Impairment loss	6,262	35,431
Provision for losses related to contracts	11,328	—
Other	31,335	2,963
Total extraordinary losses	49,429	40,922
Income before income taxes	86,156	63,748
Income taxes - current	35,538	29,106
Income taxes - deferred	(1,661)	8,176
Total income taxes	33,876	37,283
Net income	52,280	26,464
Net income attributable to non-controlling interests	4,689	8,226
Net income attributable to owners of the parent company	47,591	18,238

(Consolidated Statements of Comprehensive Income)

(In million yen)

	Year ended March 31, 2015	Year ended March 31, 2016
Profit	52,280	26,464
Other comprehensive income		
Unrealized gain (loss) on available-for-sale securities	25,692	(20,474)
Deferred gain (loss) on hedges	(14,074)	5,425
Foreign currency translation adjustments	29,042	(22,461)
Remeasurements of defined benefit plans	9,459	(6,453)
Share of other comprehensive income of associates accounted for using equity method	5,950	229
Total other comprehensive income	56,069	(43,734)
Comprehensive income	108,350	(17,269)
(Breakdown)		
Comprehensive income attributable to owners of the parent company	98,697	(20,700)
Comprehensive income attributable to non-controlling interests	9,652	3,431

(3)Consolidated Statements of Changes in Equity

(Year ended March 31,2015) (In million yen)

	Shareholders' capital				
	Common stock	Capital surplus	Retained earnings	Treasury stock	Total Shareholders' capital
Balance at the beginning of current period	144,319	155,617	428,173	(2,034)	726,076
Cumulative effects of changes in accounting policies			(70)		(70)
Restated balance	144,319	155,617	428,102	(2,034)	726,005
Changes of items during the period					
Dividends from surplus			(8,480)		(8,480)
Net income attributable to owners of the parent company			47,591		47,591
Purchase of treasury stock				(38)	(38)
Disposal of treasury stock		(0)		1	1
Change of scope of consolidation			(110)		(110)
Increase by merger			15		15
Other			(25)		(25)
Net change of items other than shareholders' capital					
Total changes of items during the period	—	(0)	38,989	(36)	38,952
Balance at the end of current period	144,319	155,616	467,092	(2,070)	764,957

	Accumulated other comprehensive income					Non-controlling interests	Total equity
	Unrealized gain (loss) on available-for-sale securities	Deferred gain (loss) on hedges	Foreign currency translation adjustments	Remeasurements of defined benefit plans	Total accumulated other comprehensive income		
Balance at the beginning of current period	29,169	(22,638)	(8,289)	(4,046)	(5,805)	53,628	773,899
Cumulative effects of changes in accounting policies						293	223
Restated balance	29,169	(22,638)	(8,289)	(4,046)	(5,805)	53,922	774,122
Changes of items during the period							
Dividends from surplus							(8,480)
Net income attributable to owners of the parent company							47,591
Purchase of treasury stock							(38)
Disposal of treasury stock							1
Change of scope of consolidation							(110)
Increase by merger							15
Other							(25)
Net change of items other than shareholders' capital	25,495	(19,218)	35,486	9,395	51,158	16,689	67,848
Total changes of items during the period	25,495	(19,218)	35,486	9,395	51,158	16,689	106,800
Balance at the end of current period	54,665	(41,857)	27,196	5,348	45,353	70,611	880,923

(Year ended March 31,2016) (In million yen)

	Shareholders' capital				
	Common stock	Capital surplus	Retained earnings	Treasury stock	Total shareholders' capital
Balance at the beginning of current period	144,319	155,616	467,092	(2,070)	764,957
Changes of items during the period					
Dividends from surplus			(15,263)		(15,263)
Net income attributable to owners of the parent company			18,238		18,238
Purchase of treasury stock				(30)	(30)
Disposal of treasury stock		(0)		2	1
Change in equity of parent related to transactions with non-controlling shareholders		75			75
Adjustments due to change in the fiscal period of consolidated subsidiaries			22		22
Change of scope of consolidation			255		255
Change of scope of equity method			172		172
Other			(33)	0	(33)
Net change of items other than shareholders' capital					
Total changes of items during the period	—	74	3,391	(27)	3,438
Balance at the end of current period	144,319	155,691	470,483	(2,098)	768,396

	Accumulated other comprehensive income					Non-controlling interests	Total equity
	Unrealized gain (loss) on available-for-sale securities	Deferred gain (loss) on hedges	Foreign currency translation adjustments	Remeasurements of defined benefit plans	Total accumulated other comprehensive income		
Balance at the beginning of current period	54,665	(41,857)	27,196	5,348	45,353	70,611	880,923
Changes of items during the period							
Dividends from surplus							(15,263)
Net income attributable to owners of the parent company							18,238
Purchase of treasury stock							(30)
Disposal of treasury stock							1
Change in equity of parent related to transactions with non-controlling shareholders							75
Adjustments due to change in the fiscal period of consolidated subsidiaries							22
Change of scope of consolidation							255
Change of scope of equity method							172
Other							(33)
Net change of items other than shareholders' capital	(20,517)	6,445	(19,669)	(6,329)	(40,071)	(20)	(40,091)
Total changes of items during the period	(20,517)	6,445	(19,669)	(6,329)	(40,071)	(20)	(36,653)
Balance at the end of current period	34,147	(35,411)	7,527	(981)	5,281	70,591	844,269

(4)Consolidated Statements of Cash Flows

(In million yen)

	Year ended March 31, 2015	Year ended March 31, 2016
Net cash provided by (used in) operating activities		
Income before income taxes	86,156	63,748
Depreciation and amortization	101,045	103,347
Impairment loss	6,262	35,431
Provision for losses related to contracts	11,328	—
Loss (gain) on sales and retirement of vessels, property, plant and equipment and intangible assets	(11,113)	(10,633)
Loss (gain) on sales of short-term and long-term investment securities	(35,244)	(28,976)
Loss (gain) on valuation of short-term and long-term investment securities	7,241	173
Equity in (earnings) losses of unconsolidated subsidiaries and affiliates	(12,657)	(22,068)
Interest and dividend income	(8,348)	(9,023)
Interest expenses	17,755	16,924
Foreign exchange losses (gains)	(11,159)	6,373
Decrease (increase) in notes and accounts receivable - trade	(12,905)	58,107
Decrease (increase) in inventories	22,492	18,774
Increase (decrease) in notes and accounts payable - trade	(15,344)	(34,410)
Other, net	38,782	(5,194)
Subtotal	184,290	192,573
Interest and dividend income received	14,240	17,600
Interest expenses paid	(17,880)	(17,205)
Paid expenses related to antitrust law	(24,782)	(2,898)
Income taxes (paid) refund	(19,419)	(47,212)
Net cash provided by (used in) operating activities	136,448	142,857
Net cash provided by (used in) investing activities		
Purchase of vessels, property, plant and equipment and intangible assets	(189,981)	(115,913)
Proceeds from sales of vessels, property, plant and equipment and intangible assets	185,298	74,144
Purchase of investment securities	(23,409)	(38,767)
Proceeds from sales and redemption of investment securities	51,703	8,605
Purchase of investments in subsidiaries resulting in change in scope of consolidation	(70)	—
Payments for sales of investments in subsidiaries resulting in change in scope of consolidation	(1,634)	—
Proceeds from sales of shares of subsidiaries resulting in change in scope of consolidation	—	9,437
Payments of loans receivable	(18,415)	(25,557)
Collection of loans receivable	25,797	40,570
Other, net	(2,532)	585
Net cash provided by (used in) investing activities	26,755	(46,895)

(In million yen)

	Year ended March 31, 2015	Year ended March 31, 2016
Net cash provided by (used in) financing activities		
Net increase (decrease) in short-term loans payable	(4,068)	(2,016)
Proceeds from long-term loans payable	27,082	28,754
Repayments of long-term loans payable	(167,473)	(114,208)
Redemption of bonds	(40,000)	(50,000)
Proceeds from share issuance to non-controlling shareholders	—	130
Purchase of treasury stock	(38)	(30)
Proceeds from sales of treasury stock	1	1
Cash dividends paid to shareholders	(8,480)	(15,263)
Cash dividends paid to non-controlling interests	(2,268)	(3,760)
Other, net	(3,761)	(3,867)
Net cash provided by (used in) financing activities	(199,007)	(160,260)
Effect of exchange rate change on cash and cash equivalents	12,869	(10,351)
Net increase (decrease) in cash and cash equivalents	(22,933)	(74,650)
Cash and cash equivalents at beginning of period	349,723	327,243
Increase (decrease) in cash and cash equivalents resulting from change of scope of consolidation	338	993
Increase in cash and cash equivalents resulting from merger with non-consolidated subsidiaries	114	—
Increase (decrease) in beginning balance of cash and cash equivalents resulting from change in fiscal period of consolidated subsidiaries	—	32
Cash and cash equivalents at end of period	327,243	253,618

(5) Explanatory Notes to Consolidated Financial Statements

(Notes Regarding Going Concern Assumption)

Not applicable

(Changes in Accounting Policies)

Adoption of Revised Accounting Standard for Business Combinations and Other Related Standards

Effective from April 1, 2015, the Company applied the following revised standards issued by the Accounting Standards Board of Japan on September 13, 2013: Revised Accounting Standard for Business Combinations (Statement No.21), Revised Accounting Standard for Consolidated Financial Statements (Statement No.22), and Revised Accounting Standard for Business Divestitures (Statement No.7). In accordance with these revised standards, the Company's accounting methods have been changed as follows.
The balance remaining from changes in the Company's ownership interest in subsidiaries in which it retains a controlling interest is recorded as capital surplus, and acquisition-related costs are recorded under expenses in the fiscal year in which they are incurred. With respect to business combinations implemented during or after the fiscal year ended March 31, 2016, any revision of the amount allocated for acquisition costs based on provisionally determined accounting procedures is reflected in the consolidated financial statements for the fiscal year in which the business combination was conducted. In addition, the presentation of net income and other items in the financial statements have been amended, and minority interests has been reclassified as non-controlling interests. Accordingly, statements of consolidated financial results for previous fiscal years have been revised to reflect these changes.
With respect to the statements of consolidated cash flows in the fiscal year ended March 31, 2016, cash flows involving an acquisition or sale of stocks of a subsidiary resulting in no change in the scope of consolidation are recorded under cash flows from financing activities, while cash flows involving acquisition-related costs of stocks of a subsidiary resulting in a change in the scope of consolidation, or costs incurred in connection with an acquisition or sale of stocks of a subsidiary resulting in no change in the scope of consolidation are recorded under cash flows from operating activities.
In accordance with provisional procedures specified under item 58-2 (4) of the Revised Accounting Standard for Business Combinations, item 44-5 (4) of the Revised Accounting Standard for Consolidated Financial Statements, and item 57-4 (4) of the Revised Accounting Standard for Business Divestitures, the Company applied the revised standards effective from April 1, 2015, and will continue to do so in the future.

The changes in accounting policies described above had only a minor impact on financial results in the fiscal year ended March 31, 2016.

(Segment Information and Others)
[Segment Information]

1. Outline of reportable segments

Reportable segments of the Company, are the units of our group company of which financial information is obtainable separately, and are the objectives for our managements to review regularly to reallocate its management resources and evaluate business performance.

Our group companies are operating comprehensive global-logistic business offering ocean, land, and air transportation, and have 6 reporting segments including liner trade, air cargo transportation, logistics, bulk shipping, real estate, and other. The major operations and services of each segment are as follows

Reportable segment	Major operation and services in each segment:
Liner Trade	Ocean cargo shipping, ship owning and chartering, shipping agency, container terminals business, harbor transport services, tugboat operation
Air Cargo Transportation	Air cargo transport
Logistics	Warehouse operation, cargo transport/handling business, coastal cargo shipping
Bulk Shipping	Ocean cargo shipping, ship owning and chartering, shipping agency
Real Estate	Rental, management and sale of real estate properties
Other	Ownership and operation of passenger ships, wholesaling of ship machinery and furniture, other services related to transport, information- processing business, wholesaling of oil products

During the first quarter of the fiscal year ended March 31, 2016, the Company sold all of its ownership interest in Crystal Cruises, LLC, which was the main consolidated subsidiary in its Cruises segment. Therefore, effective from the fiscal year ending March 31, 2016, the Cruises segment was integrated in the Other segment, and accounting methods were changed accordingly. Segment-related information for previous fiscal years has been modified to reflect this new classification of segments.

2. Method used to calculate the amount of revenues, profit or loss, asset, and other items of each reportable segment

Income amount of reportable segment is based on recurring profit or loss amount. The amount of internal revenues and transfer to other accounts among the segments are based on transactions prices among third parties.

3. Information on revenues, income (loss), assets, and other items by reportable segments

Year ended March 31, 2015 (April 1, 2014 – March 31, 2015) (In million yen)

	Global Logistics			Bulk Shipping	Others		Total	Adjustment	Consolidated Total
	Liner Trade	Air Cargo Transportation	Logistics		Real Estate	Other			
Revenues									
Revenues from customer	683,426	92,433	483,224	995,205	7,880	139,650	2,401,820	—	2,401,820
Inter-segment revenues	12,925	6,677	3,695	645	1,624	79,904	105,472	(105,472)	—
Revenues	696,352	99,110	486,919	995,851	9,504	219,554	2,507,292	(105,472)	2,401,820
Segment income (loss)	9,807	699	10,794	60,082	3,257	1,521	86,163	(2,153)	84,010
Segment assets	499,804	56,221	274,382	1,501,200	56,835	431,259	2,819,703	(249,875)	2,569,828
Other items									
Depreciation and amortization	17,660	2,595	8,043	68,688	1,090	3,188	101,266	(220)	101,045
Amortization of goodwill or (negative goodwill)	345	—	316	1,214	—	1	1,877	—	1,877
Interest income	462	26	381	2,017	6	4,000	6,895	(3,646)	3,249
Interest expenses	2,574	525	825	13,158	31	4,360	21,476	(3,721)	17,755
Equity in earnings (losses) of unconsolidated subsidiaries and affiliates	1,004	—	(49)	11,646	29	26	12,657	—	12,657
The amount of investment in associates accounted for by the equity method	11,370	—	1,028	143,626	939	137	157,103	(40)	157,062
Increase in vessels, property, plant and equipment and intangible assets	21,263	33,052	10,623	130,091	1,323	2,988	199,343	—	199,343

(Note)

Details of the amount for adjustments of segment income (loss) are internal exchanges or transfers to other amounts among segments of -¥85 million and other corporate expenses of -¥2,067 million. We treat general and administrative expenses that do not belong to any single segment as other corporate expenses. Details of the amount for adjustments of segment assets are receivables or assets related to internal exchange among segments of -¥337,645 million and corporate assets of ¥87,770 million. Corporate assets are mainly surplus funds invested in cash and deposits.

Year ended March 31, 2016 (April 1, 2015 – March 31, 2016) (In million yen)

	Global Logistics			Bulk Shipping	Others		Total	Adjustment	Consolidated Total
	Liner Trade	Air Cargo Transportation	Logistics		Real Estate	Other			
Revenues									
Revenues from customer	691,922	84,694	493,059	901,279	8,377	92,980	2,272,315	—	2,272,315
Inter-segment revenues	14,443	6,407	3,449	1,011	1,404	54,034	80,751	(80,751)	—
Revenues	706,366	91,101	496,509	902,291	9,781	147,015	2,353,066	(80,751)	2,272,315
Segment income (loss)	(321)	1,585	11,869	46,595	3,379	(53)	63,056	(2,997)	60,058
Segment assets	419,247	47,597	250,303	1,338,549	63,542	251,326	2,370,568	(125,795)	2,244,772
Other items									
Depreciation and amortization	20,173	2,160	8,202	68,942	1,118	2,916	103,514	(166)	103,347
Amortization of goodwill or (negative goodwill)	394	—	310	1,246	—	1	1,952	—	1,952
Interest income	438	51	352	2,305	3	2,435	5,586	(2,174)	3,411
Interest expenses	2,429	361	776	13,590	53	1,886	19,099	(2,174)	16,924
Equity in earnings (losses) of unconsolidated subsidiaries and affiliates	1,651	—	(6)	20,361	37	24	22,068	—	22,068
The amount of investment in associates accounted for by the equity method	11,860	—	1,178	175,143	965	216	189,362	(40)	189,322
Increase in vessels, property, plant and equipment and intangible assets	20,489	3,122	8,027	70,467	12,313	1,370	115,791	—	115,791

(Note)

Details of the amount for adjustments of segment income (loss) are internal exchanges or transfers to other amounts among segments of -¥89 million and other corporate expenses of -¥2,907 million. We treat general and administrative expenses that do not belong to any single segment as other corporate expenses. Details of the amount for adjustments of segment assets are receivables or assets related to internal exchange among segments of -¥249,529 million and corporate assets of ¥123,733 million. Corporate assets are mainly surplus funds invested in cash and deposits.

[Related Information]

Year ended March 31, 2015 (April 1, 2014– March 31, 2015)

1. Information by products and services

Disclosure of these information is omitted because same kind of information is disclosed in segment information.

2. Information by area

(1) Revenues (In million yen)

Japan	North America	Europe	Asia	Other areas	Total
1,801,885	200,387	174,689	208,000	16,857	2,401,820

(Remark) Revenues are based on the country that booked the revenues, and the countries are classified in each areas.

(2) Vessels, property, plant and equipment (In million yen)

Japan	North America	Europe	Asia	Other areas	Total
860,967	42,156	206,114	80,325	896	1,190,460

3. Information by major customers

There is no indication because within the total revenue from external customers, there are no customers that cover more than 10% of whole consolidated revenue.

Year ended March 31, 2016 (April 1, 2015 – March 31, 2016)

1. Information by products and services

Disclosure of these information is omitted because same kind of information is disclosed in segment information.

2. Information by area

(1) Revenues (In million yen)

Japan	North America	Europe	Asia	Other areas	Total
1,690,920	176,688	171,937	212,189	20,578	2,272,315

(Remark) Revenues are based on the country that booked the revenues, and the countries are classified in each areas.

(2) Vessels, property, plant and equipment (In million yen)

Japan	North America	Europe	Asia	Other areas	Total
786,365	36,796	170,685	73,489	607	1,067,943

3. Information by major customers

There is no indication because within the total revenue from external customers, there are no customers that cover more than 10% of whole consolidated revenue.

[Information regarding Impairment Loss by Reportable Segment]

Year ended March 31, 2015 (April 1, 2014 – March 31, 2015)

(In million yen)

	Liner Trade	Air Cargo Transportation	Logistics	Bulk Shipping	Real Estate	Other	Elimination or Corporate	Total
Impairment loss	—	942	369	4,872	—	14	62	6,262

Year ended March 31, 2016 (April 1, 2015 – March 31, 2016)

(In million yen)

	Liner Trade	Air Cargo Transportation	Logistics	Bulk Shipping	Real Estate	Other	Elimination or Corporate	Total
Impairment loss	10	—	1,003	34,408	—	—	9	35,431

[Information regarding Outstanding Goodwill by Reportable Segment]

Year ended March 31, 2015 (April 1, 2014 – March 31, 2015)

(In million yen)

	Liner Trade	Air Cargo Transportation	Logistics	Bulk Shipping	Real Estate	Other	Elimination or Corporate	Total
Amount of goodwill (negative goodwill) at the end of current period	3,057	—	2,582	18,312	—	2	—	23,955

(Note) We have omitted disclosure of goodwill amortization because this is disclosed in segment information.

Year ended March 31, 2016 (April 1, 2015 – March 31, 2016)

(In million yen)

	Liner Trade	Air Cargo Transportation	Logistics	Bulk Shipping	Real Estate	Other	Elimination or Corporate	Total
Amount of goodwill (negative goodwill) at the end of current period	2,540	—	2,641	16,023	—	1	—	21,205

(Note) We have omitted disclosure of goodwill amortization because this is disclosed in segment information.

[Information regarding Gain on Negative Goodwill by Reportable Segment]

Not applicable

(Information per Share)

	Year ended March 31, 2015	Year ended March 31, 2016
Equity per share (yen)	477.79	456.21
Net income per share attributable to owners of the parent company (yen)	28.06	10.75
Net income per share attributable to owners of the parent company -fully diluted (yen)	28.05	10.75

(Notes)

1. The base on equity per share is summarized in the following table.

	As of March 31, 2015	As of March 31, 2016
Total equity (million yen)	880,923	844,269
Amount deducting from total equity (million yen)	70,611	70,591
(Non-controlling interests) (million yen)	(70,611)	(70,591)
Equity related to ordinary shares (million yen)	810,311	773,678
Number of shares of ordinary shares used as basis for calculation of equity per share (Thousands of shares)	1,695,969	1,695,879

2. The base on net income per share attributable to owners of the parent company and net income per share attributable to owners of the parent company-fully diluted are summarized in the following table.

	Year ended March 31, 2015	Year ended March 31, 2016
Net income per share attributable to owners of the parent company		
Net income attributable to owners of the parent company (million yen)	47,591	18,238
Amount not attributable to ordinary shares (million yen)	—	—
Net income attributable to owners of the parent company related to ordinary shares (million yen)	47,591	18,238
Weighted average number of shares outstanding (thousands of shares)	1,696,032	1,695,922
Net income per share attributable to owners of the parent company-fully diluted		
Adjustment in Net income attributable to owners of the parent company (million yen)	—	—
Increase in ordinary shares (Thousands of shares)	572	572
(Convertible Bond (Thousands of shares))	(572)	(572)
Refers to latent shares outstanding that have not been included in the calculation for net income per share-fully diluted as no dilution has taken place.	—	—

(Important Subsequent Event)

Not applicable

6. Other Information
(1) Consolidated Operating Results

(In million yen)

	Year ended March 31, 2012	Year ended March 31, 2013	Year ended March 31, 2014	Year ended March 31, 2015	Year ended March 31, 2016
Revenues	1,807,819	1,897,101	2,237,239	2,401,820	2,272,315
Operating income(loss)	(24,124)	17,434	44,995	66,192	48,964
Recurring profit(loss)	(33,238)	17,736	58,424	84,010	60,058
Net income(loss) attributable to owners of the parent company	(72,820)	18,896	33,049	47,591	18,238

(2) Quarterly Operating Results
Year ended March 31, 2016

(In million yen)

	Apr 1, 2015 – Jun 30, 2015 1Q	Jul 1, 2015 – Sep 30, 2015 2Q	Oct 1, 2015 – Dec 31, 2015 3Q	Jan 1,2016 – Mar 31, 2016 4Q
Revenues	588,703	609,594	568,397	505,619
Operating income	17,461	21,161	8,543	1,797
Recurring profit	21,500	21,211	13,307	4,039
Net income(loss) attributable to owners of the parent company for the quarter	43,067	11,701	(31,946)	(4,583)
Net income(loss) per share attributable to owners of the parent company	¥25.39	¥6.90	(¥18.84)	(¥2.70)
Net income per share attributable to owners of the parent company -fully diluted	¥25.39	¥6.90	—	—
Total assets	2,569,153	2,497,933	2,431,080	2,244,772
Equity	932,372	912,967	876,051	844,269
Equity per share	¥506.95	¥495.94	¥473.84	¥456.21

Year ended March 31, 2015

(In million yen)

	Apr 1, 2014 – Jun 30, 2014 1Q	Jul 1, 2014 – Sep 30, 2014 2Q	Oct 1, 2014 – Dec 31, 2014 3Q	Jan 1,2015 – Mar 31, 2015 4Q
Revenues	582,377	596,721	603,760	618,961
Operating income	11,572	16,323	13,016	25,279
Recurring profit	12,002	24,736	24,838	22,433
Net income attributable to owners of the parent company for the quarter	10,222	9,780	8,454	19,133
Net income per share attributable to owners of the parent company	¥6.03	¥5.77	¥4.98	¥11.28
Net income per share attributable to owners of the parent company -fully diluted	¥6.03	¥5.76	¥4.98	¥11.28
Total assets	2,494,600	2,531,546	2,610,735	2,569,828
Equity	776,489	802,216	826,137	880,923
Equity per share	¥426.52	¥440.13	¥452.21	¥477.79

Note:1 The above operating results (revenue, operating income, recurring profit and net income attributable to owners of the parent company) are based on the results for the first quarter and the cumulative results for the first six, nine and twelve months, and are computed by taking the difference between the two adjacent periods.

2 Net income per share attributable to owners of the parent company -fully diluted for the third and fourth quarter period in the fiscal year ended March 31,2016 are not shown in above in table, because net income per share attributable to owners of the parent company was negative although there are residual shares.

(3) Change in Number of NYK Fleet

Following are change in the fleet owned or co-owned by the Company and its consolidated subsidiaries.
(The tonnage figures include other companies' ownership for co-owned vessels)

Business segment	Type of vessel	Decrease during the period		Increase during the period	
		Number of vessels	Kt (dwt)	Number of vessels	Kt (dwt)
Liner Trade	Containerships	2	156,488	1	81,172
Bulk Shipping	Bulk Carriers (Capesize)	6	1,015,836	1	205,320
	Bulk Carriers (Panamaxsize)	3	248,555	1	100,172
	Bulk Carriers (Handysize)	9	309,225	-	-
	Wood Chip Carriers	-	-	-	-
	Car Carriers	1	20,098	3	55,078
	Tankers	2	328,626	2	592,194
	LNG Carriers	1	67,024	-	-
	Multi-purpose Carriers	-	-	2	33,946
	Other	-	-	-	-
Other	Cruise Ships	-	-	-	-
Total		24	2,145,852	10	1,067,882

(4) Fleet in Operation as of Fiscal Year-End

Following are the fleet owned (or co-owned) or chartered by the Company and its consolidated subsidiaries.
(The tonnage figures include other companies' ownership for co-owned vessels)

Business Segment	Type of vessel	Classifi-cation	Year ended March 31,2015		Year ended March 31,2016		Change	
			Number of vessels	Kt(dwt)	Number of vessels	Kt(dwt)	Number of vessels	Kt(dwt)
Liner Trade	Containerships	Owned	20	1,219,192	19	1,143,876	-1	-75,316
		Chartered	84	4,772,101	80	4,676,905	-4	-95,196
		Total	104	5,991,293	99	5,820,781	-5	-170,512
Bulk Shipping	Bulk Carriers (Capesize)	Owned	36	6,806,755	31	5,996,239	-5	-810,516
		Chartered	87	17,054,512	77	15,252,367	-10	-1,802,145
		Total	123	23,861,267	108	21,248,606	-15	-2,612,661
	Bulk Carriers (Panamaxsize)	Owned	42	3,696,172	40	3,547,789	-2	-148,383
		Chartered	71	5,846,525	65	5,305,874	-6	-540,651
		Total	113	9,542,697	105	8,853,663	-8	-689,034
	Bulk Carriers (Handysize)	Owned	67	3,010,484	58	2,701,259	-9	-309,225
		Chartered	105	4,838,258	106	4,856,471	1	18,213
		Total	172	7,848,742	164	7,557,730	-8	-291,012
	Wood Chip Carriers	Owned	8	416,658	8	416,658	-	-
		Chartered	40	2,141,889	39	2,092,389	-1	-49,500
		Total	48	2,558,547	47	2,509,047	-1	-49,500
	Car Carriers	Owned	28	477,387	30	512,367	2	34,980
		Chartered	95	1,738,529	89	1,652,771	-6	-85,758
		Total	123	2,215,916	119	2,165,138	-4	-50,778
	Tankers	Owned	47	8,107,505	47	8,371,073	-	263,568
		Chartered	21	3,206,160	21	2,659,528	-	-546,632
		Total	68	11,313,665	68	11,030,601	-	-283,064
	LNG Carriers	Owned	27	2,015,494	26	1,948,470	-1	-67,024
		Chartered	3	228,211	3	228,211	-	-
		Total	30	2,243,705	29	2,176,681	-1	-67,024
	Multi-purpose Carriers	Owned	15	302,617	17	336,563	2	33,946
		Chartered	32	455,748	24	351,961	-8	-103,787
		Total	47	758,365	41	688,524	-6	-69,841
	Other	Owned	1	7,450	1	7,450	-	-
		Chartered	-	-	-	-	-	-
		Total	1	7,450	1	7,450	-	-
Other	Cruise Ships	Owned	1	7,548	1	7,548	-	-
		Chartered	2	14,029	-	-	-2	-14,029
		Total	3	21,577	1	7,548	-2	-14,029
Total		Owned	292	26,067,262	278	24,989,292	-14	-1,077,970
		Chartered	540	40,295,962	504	37,076,477	-36	-3,219,485
		Total	832	66,363,224	782	62,065,769	-50	-4,297,455

(5) Vessels under Construction as of Fiscal Year-End

The vessels under construction possessed by the company and consolidated companies are as follows.

Business segment	Type of vessel	Number of vessels	Kt (dwt)
Liner Trade	Containerships	-	-
Bulk Shipping	Bulk Carriers (Capesize)	2	482,000
	Bulk Carriers (Panamaxsize)	4	357,186
	Bulk Carriers (Handysize)	3	146,000
	Wood Chip Carriers	2	133,550
	Car Carriers	2	37,000
	Tankers	3	151,100
	LNG Carriers	5	394,870
	Multi-purpose carriers	-	-
	Other	-	-
Other	Cruise Ships	-	-
Total		21	1,701,706

(6) Aircraft in Operation as of Fiscal Year-End

	Year ended March 31, 2015		Year ended March 31, 2016		Change	
	Number of aircraft	Maximum take-off weight (t)	Number of aircraft	Maximum take-off weight (t)	Number of aircraft	Maximum take-off weight (t)
Aircraft	13	5,565	13	5,565	-	-

(7) Number of Employees as of Fiscal Year-End

Business segment	Year ended March 31, 2015	Year ended March 31, 2016	Change
Liner Trade	6,560	6,699	139
Air Cargo Transportation	707	730	23
Logistics	21,244	22,244	1,000
Bulk Shipping	2,570	2,616	46
Real Estate	74	68	-6
Other	1,975	1,536	-439
Company-wide (common)	390	383	-7
Total	33,520	34,276	756

(8) Containers in Operation as of Fiscal Year-End

	Year ended March 31, 2015	Year ended March 31, 2016	Change
TEU	845,016	796,338	-48,678(-5.76%)

(9) Foreign Exchange Rate Information

	Year ended March 31, 2015	Year ended March 31, 2016	Change
Average exchange rate during the period	¥109.19/US$	¥120.78/US$	Yen down ¥11.59
Exchange rate at the end of the period	¥120.17/US$	¥112.68/US$	Yen up ¥7.49

(10) Bunker Oil Prices Information

	Year ended March 31, 2015	Year ended March 31, 2016	Change
Average bunker oil prices	US$557.28/MT	US$298.66/MT	Price down US$258.62

(11) Balance of Interest-Bearing Debt as of Fiscal Year-End

(In million yen)

	Year ended March 31, 2015	Year ended March 31, 2016	Change
Loans	888,399	782,379	-106,019
Corporate bonds	195,445	145,445	-50,000
Leases liabilities	14,512	12,752	-1,760
Total	1,098,357	940,576	-157,780