

**Consolidated Financial Results for Nine Months Ended December 31, 2025
(Japanese GAAP) (Unaudited)**

February 4, 2026

Nippon Yusen Kabushiki Kaisha (NYK Line)

Securities Code: 9101
Listing: Prime Market of Tokyo Stock Exchange
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Start scheduled date of paying Dividends -

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 Nine Months Ended December 31, 2025 (April 1, 2025 to December 31, 2025)

(1) Consolidated Operating Results

(Percentage figures show year on year changes)

	Revenues		Operating profit		Recurring profit		Profit attributable to owners of parent	
	million yen	%	million yen	%	million yen	%	million yen	%
Nine months ended December 31, 2025	1,812,073	-8.3	100,122	-43.8	165,078	-62.2	146,962	-62.8
Nine months ended December 31, 2024	1,976,959	10.5	178,149	23.5	436,429	117.9	395,485	157.5

(Note) Comprehensive income: Nine Months ended December 31, 2025: ¥219,194 million (-53.5%),

Nine Months ended December 31, 2024: ¥471,696 million (54.6%)

	Profit per share		Profit per share-fully diluted	
	yen	yen	yen	yen
Nine months ended December 31, 2025	347.33			-
Nine months ended December 31, 2024	878.46			-

(2) Consolidated Financial Position

	Total assets		Equity		Shareholders' equity ratio
	million yen	million yen	million yen	%	
As of December 31, 2025	4,980,525		2,954,391		57.9
As of March 31, 2025	4,320,269		2,969,973		67.6

(Reference) Shareholders' equity: As of December 31, 2025: ¥2,885,247 million, As of March 31, 2025: ¥2,918,876 million

2. Dividends

Date of record	Dividend per share				
	1 st Quarter End	2 nd Quarter End	3 rd Quarter End	Year-end	Total
	yen	yen	yen	yen	yen
Year ended March 31, 2025	-	130.00	-	195.00	325.00
Year ending March 31, 2026	-	115.00	-		
Year ending March 31, 2026 (Forecast)				110.00	225.00

(Note) Revision of forecast for dividends in this quarter: None

Breakdown of the year-end dividend for the fiscal year ending March 2026 (forecast):

Ordinary dividend: ¥85.00 Commemorative dividend: ¥25.00

3. Consolidated Financial Results Forecast for the Year Ending March 31, 2026 (April 1, 2025 to March 31, 2026)

(Percentage figures show year on year changes)

	Revenues		Operating profit		Recurring profit		Profit attributable to owners of parent		Profit per share
	million yen	%	million yen	%	million yen	%	million yen	%	yen
Year ending March 31, 2026	2,390,000	-7.7	120,000	-43.1	195,000	-60.3	210,000	-56.0	499.64

(Note) Revision of forecast in this quarter: Yes

4. Notes

(1) Changes of important subsidiaries in the period: Yes

New: 1 company (Movianto International B.V.)

Exclusion: 2 companies (Nippon Cargo Airlines Co., Ltd., one other company)

(2) Particular accounting methods used for preparation of quarterly consolidated financial statements: None

(3) Changes in accounting policy, changes in accounting estimates, and restatements

1. Changes in accounting policy in accordance with changes in accounting standard: None

2. Changes other than No.1: None

3. Changes in accounting estimates: None

4. Restatements: None

(4) Total issued shares (Ordinary shares)

1. Total issued shares (including treasury stock)	As of December 31, 2025	434,101,600	As of March 31, 2025	461,000,000
2. Number of treasury stock	As of December 31, 2025	23,228,209	As of March 31, 2025	27,612,504
3. Average number of shares (cumulative quarterly period)	Nine months ended December 31, 2025	423,126,559	Nine months ended December 31, 2024	450,202,872

*Review of the Japanese-language originals of the attached consolidated quarterly financial statements by certified public accountants or an audit firm: None

*Assumptions for the forecast of consolidated financial results and other particular issues

Foreign exchange rates:

(for the fourth quarter) ¥155.00/US\$ (for the full year) ¥150.14/US\$

Bunker oil prices:

(for the fourth quarter) US\$475.08/MT (for the full year) US\$534.35/MT

*Bunker oil prices are on average basis for all the major fuel grades.

The above forecast is based on currently available information and assumptions that NYK Line deems to be reasonable. NYK Line offers no assurance that the forecast will be realized. Actual results may differ from the forecast as a result of various factors. Refer to pages 2-7 of the attachment for assumptions and other matters related to the forecast.

(Methods for obtaining supplementary materials and content of financial results disclosure)

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.

(<https://www.nyk.com/english/ir/library/result/2025/>)

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1. Qualitative Information on Quarterly Results

(1) Review of Operating Results

(Billions of yen)

	Nine months ended December 31, 2024	Nine months ended December 31, 2025	Change	Percentage Change
Revenues	1,976.9	1,812.0	-164.8	-8.3%
Operating Profit	178.1	100.1	-78.0	-43.8%
Recurring Profit	436.4	165.0	-271.3	-62.2%
Profit attributable to owners of parent	395.4	146.9	-248.5	-62.8%

In the first nine months of the fiscal year ending March 31, 2026 (April 1, 2025 to December 31, 2025), revenues amounted to ¥1,812.0 billion (decreased by ¥164.8 billion compared to the first nine months of the previous fiscal year), operating profit amounted to ¥100.1 billion (decreased by ¥78.0 billion), recurring profit amounted to ¥165.0 billion (decreased by ¥271.3 billion), profit attributable to owners of parent amounted to ¥146.9 billion (decreased by ¥248.5 billion).

Equity in earnings of unconsolidated subsidiaries and affiliates of ¥72.4 billion in non-operating income was recorded. Within this amount, equity in earnings of affiliates from OCEAN NETWORK EXPRESS PTE. LTD. (ONE), our equity-method affiliate, was ¥15.7 billion.

Changes in the average exchange rate between the U.S. dollar and Japanese yen as well as the average bunker oil price during the first nine months of the current and previous fiscal years are shown in the following tables.

	Nine months ended Dec 31, 2024	Nine months ended Dec 31, 2025	Change
Average exchange rates	¥152.27/US\$	¥148.52/US\$	¥-3.75
Average bunker oil prices	US\$624.74/MT	US\$553.11/MT	US\$-71.64

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

Overview by Business Segment

Business segment information for the nine months ended December 31, 2025 (April 1, 2025 to December 31, 2025) is as follows.

(Billions of yen)

		Nine Months Ended					
		Revenues				Recurring profit	
		Dec 31, 2024	Dec 31, 2025	Change	Percentage Change	Dec 31, 2024	Dec 31, 2025
Liner & Logistics	Liner Trade	137.0	135.8	-1.2	-0.9%	250.2	38.5
	Air Cargo Transportation	142.0	41.1	-100.9	-71.1%	19.0	2.1
	Logistics	614.4	594.6	-19.8	-3.2%	20.7	9.7
Automotive		405.7	395.4	-10.3	-2.6%	91.6	77.8
Dry Bulk		475.6	414.0	-61.6	-13.0%	21.8	2.2
Energy		134.9	170.7	35.8	26.5%	32.3	42.2
Others		153.8	132.0	-21.7	-14.2%	7.0	1.0
							-6.0

Liner Trade Business

Container Shipping Business: Following the provisional agreement on U.S.-China tariffs, the freight market level temporarily rose in the first quarter, but amid a continued increase in shipping capacity following the delivery of new vessels, freight rates declined from the second quarter onward. At ONE, the profit level was lower year on year due to the impact of a decrease in freight rates.

Terminal Business: At the terminals in Japan, the handling volumes decreased year on year.

As a result of the above, the Liner Trade Business overall decreased revenues and profits year on year.

Air Cargo Transportation Business

Following the completion of the share exchange between Nippon Cargo Airlines Co, Ltd. and ANA Holdings Inc., effective August 1, 2025, Nippon Cargo Airlines Co, Ltd. is no longer included in the results for the second quarter of the fiscal year ending March 31, 2026 and thereafter.

As a result of the above, the Air Cargo Transportation Business decreased both revenues and profits year on year.

Logistics Business

Air Freight Forwarding Business: While the handling volumes were lower year on year, in the first half, the profit level increased year on year due to lower purchasing prices.

Ocean Freight Forwarding Business: Although cargo movements remained firm and the handling volumes increased year on year, the profit level declined year on year due to higher costs resulting from lower freight rates and inflation.

Contract Logistics Business: The profit level declined year on year as a result of a decrease in the cargo volumes of major customers due to the uncertain economic outlook caused by the impact of the U.S.-China tariff policy and other factors.

As a result of the above, the Logistics Business overall decreased both revenues and profits year on year.

Automotive Business

Car Carriers Business: The number of vehicles transported remained at the same level year over year. On the other hand, the business was affected by a decrease in revenues due to the stronger yen against the U.S. dollar compared to the last year and higher costs such as cargo handling costs due to inflation.

Auto Logistics Business: While transaction volume increased year on year in some regions of Europe and Southeast Asia, transaction volume decreased year-on-year in some regions of China.

As a result of the above, the Automotive Business overall decreased both revenues and profits year on year.

Dry Bulk Business

The market level for each vessel type rose year on year.

The Dry Bulk Business overall was affected by the year-on-year appreciation of the yen, and lower profitability in certain vessel types.

As stated above, the Dry Bulk Business overall decreased both revenues and profits year on year.

Energy Business

VLCC (Very Large Crude Carrier): The market level rose year on year as supply-and-demand conditions tightened as a result of OPEC+ easing production cuts from the second quarter onward, cargo demand increasing in the Atlantic region, and other factors.

VLGC (Very Large Gas Carrier): The market level rose year on year as supply-and-demand conditions tightened due to changes in trade patterns influenced by factors such as U.S.-China tariff policies.

Petrochemical tanker: The market level declined year on year due to a slowdown in cargo movements resulting from a decrease in demand for petroleum products caused by an economic slowdown and other factors.

LNG carrier: The results were steady on support from the long-term contracts that generate stable earnings.

Offshore Business: FPSO (Floating, Production, Storage and Offloading) recorded a one-off profit as a new project launching operation. Existing FPSO and shuttle tankers operated steadily.

As a result of the above, the Energy Business overall increased both revenues and profits year on year.

Other Business

Vessel & Technical Service Business: The bunker fuel sales business remained weak due to lower bunker oil prices and a decrease in sales volume.

Cruise Business: While Asuka II and Asuka III both generally operated smoothly, we recorded expenses in preparation for the launch of Asuka III operations.

As a result of the above, the Other Business overall decreased both revenues and profits year on year.

(2) Explanation of the Financial Position

Status of Assets, Liabilities and Equity

As of the end of the third quarter of the current fiscal year, total assets amounted to ¥4,980.5 billion, an increase of ¥660.2 billion from the end of the previous fiscal year due to factors including an increase in goodwill and vessels. Total liabilities amounted to ¥2,026.1 billion, also an increase of ¥675.8 billion from the end of the previous fiscal year due to factors including a ¥489.1 billion increase in interest-bearing debt to ¥1,227.5 billion caused mainly by an increase in short-term loans payable. In the equity section, retained earnings decreased by ¥115.4 billion and shareholders' equity, which is the aggregate of shareholders' capital and accumulated other comprehensive income, amounted to ¥2,885.2 billion. This amount combined with the non-controlling interests of ¥69.1 billion brought total equity to ¥2,954.3 billion. Based on this result, the debt-to-equity ratio (D/E ratio) came to 0.43, and the shareholders' equity ratio was 57.9%.

(3) Explanation of the Consolidated Earnings Forecast and Future Outlook

① Forecast of the Consolidated Financial Results

Liner Trade

Container Shipping Business: For the second half as a whole, short-term freight rates are expected to be on par with the previous forecast, and the full-year profit level is projected to be largely the same as the previous forecast.

Logistics Business

Air Freight Forwarding Business: The profit level is expected to be on par with the previous forecast.

Ocean Freight Forwarding Business: Market levels are expected to be below our previous forecast throughout the second half, and the profit level is projected to fall below the previous forecast.

Contract Logistics Business: The decrease in the cargo volumes of major customers caused by the impact of the U.S.-China tariff policy and other factors is expected to continue, and the profit level is projected to fall below the previous forecast.

Automotive Business

The full-year profit level is expected to exceed the previous forecast, as a result of firm transportation demand, as well as postponement in the collection of additional port fees by the U.S.

Dry Bulk Business

Market levels are expected to exceed our previous forecast throughout the second half, but the full-year profit level is projected to be largely the same as the previous forecast.

Energy Business

VLCC & VLGC: The market level is expected to remain strong, at levels similar to those seen in the third quarter, and to exceed the previous forecast.

LNG carrier: The business is expected to remain firm, backed by stable earnings from medium- to long-term contracts.

Based on the above, the forecast of the full-year consolidated financial results has been revised as follows.

(Billions of yen)

Consolidated forecast for the fiscal year ending March 31, 2026	Revenues	Operating Profit	Recurring Profit	Profit attributable to owners of parent
Previous Forecast (Nov 6, 2025)	2,350.0	120.0	190.0	210.0
Revised Forecast	2,390.0	120.0	195.0	210.0
Change	40.0	0	5.0	0
Percentage Change (%)	1.7%	0.0%	2.6%	0.0%

Assumptions for the forecast of consolidated financial results:

Foreign Exchange Rate (for the fourth quarter) ¥155.00/US\$ (for the full year) ¥150.14/US\$

Bunker Oil Price* (for the fourth quarter) US\$475.08/MT (for the full year) US\$534.35/MT

*Bunker oil price is on average basis for all the major fuel grades.

② Dividends for the Fiscal Year Ending March 31, 2026

The Company regards the stable return of profits to shareholders as one of the most important management priorities, and determines profit distribution based on a targeted consolidated dividend payout ratio of 40% and the minimum annual dividend of ¥200 per share, by comprehensively considering the outlook for business performance and other factors. In addition, the Company will make

decisions on the implementation of flexible additional shareholder returns, including the acquisition of its own stock, after considering investment opportunities and the business environment.

In accordance with this policy, the Company paid an interim dividend for the current fiscal year of ¥115 per share. The Company plans to pay a year-end dividend (ordinary dividend) of ¥85 per share, unchanged from the previous forecast.

To commemorate the 140th anniversary of our founding in October 2025 and to express our gratitude for the continued support of our shareholders, we plan to distribute a commemorative dividend of ¥25 per share. As a result, the annual dividend for the fiscal year ending March 2026 is expected to be ¥225 per share, including the regular dividend (interim dividend: ¥115 per share; year-end dividend: ¥110 per share, of which ¥85 is an ordinary dividend and ¥25 is a commemorative dividend).

In addition, the Company has decided to acquire its own shares with a total maximum acquisition amount of ¥150 billion, a total maximum number of shares to be acquired of 48 million shares, and a share acquisition period from May 9, 2025 to April 30, 2026. As of the end of January 2026, the Company has completed the acquisition of 23,486,800 shares. The Company plans to retire the acquired shares in principle. All dividends for the current fiscal year are based on the number of shares excluding the number of shares of treasury stock acquired by the end of January 2026.

2. Consolidated Financial Statements

(1) Consolidated Balance Sheet

(Millions of yen)

	As of March 31, 2025	As of December 31, 2025
Assets		
Current assets		
Cash and deposits	156,012	221,192
Notes and operating accounts receivable-trade and contract assets	349,821	417,422
Inventories	64,641	61,694
Deferred and prepaid expenses	31,297	48,742
Other	97,258	137,477
Allowance for doubtful accounts	(2,696)	(3,423)
Total current assets	696,334	883,105
Non-current assets		
Vessels, property, plant and equipment		
Vessels, net	753,731	878,202
Buildings and structures, net	158,322	245,693
Aircraft, net	82,255	—
Machinery, equipment, and vehicles, net	32,785	55,595
Furniture and fixtures, net	9,462	10,683
Land	75,219	120,355
Construction in progress	174,690	242,147
Other, net	8,888	13,003
Total vessels, property, plant and equipment	1,295,356	1,565,681
Intangible assets		
Leasehold right	5,683	5,849
Software	6,911	7,096
Goodwill	27,168	254,687
Other	18,531	30,518
Total intangible assets	58,294	298,152
Investments and other assets		
Investment securities	1,987,760	1,930,544
Long-term loans receivable	37,767	49,299
Net defined benefit asset	159,211	158,764
Deferred tax assets	11,097	10,642
Other	79,759	89,383
Allowance for doubtful accounts	(5,607)	(5,507)
Total investments and other assets	2,269,988	2,233,128
Total non-current assets	3,623,640	4,096,962
Deferred assets	293	457
Total assets	4,320,269	4,980,525

(Millions of yen)

	As of March 31, 2025	As of December 31, 2025
Liabilities		
Current liabilities		
Notes and operating accounts payable - trade	231,949	267,404
Current portion of bonds payable	—	20,000
Short-term loans payable	54,412	270,704
Leases liabilities	26,894	37,433
Income taxes payable	20,797	20,351
Contract liabilities	54,047	61,951
Provision for bonuses	20,814	15,404
Provision for directors' bonuses	476	456
Provision for stock payment	539	172
Provision for losses related to contracts	978	640
Other	112,195	236,617
Total current liabilities	523,106	931,137
Non-current liabilities		
Bonds payable	99,000	122,000
Long-term loans payable	465,763	553,361
Leases liabilities	92,392	224,089
Deferred tax liabilities	85,200	110,124
Net defined benefit liability	16,472	17,587
Provision for directors' retirement benefits	791	763
Provision for stock payment	—	63
Provision for periodic dry docking of vessels	28,736	32,443
Provision for losses related to contracts	2,850	1,153
Provision for related to business restructuring	68	61
Other	35,913	33,346
Total non-current liabilities	827,189	1,094,996
Total liabilities	1,350,295	2,026,133
Equity		
Shareholders' capital		
Common stock	144,319	144,319
Capital surplus	39,009	40,013
Retained earnings	2,293,314	2,177,821
Treasury stock	(131,968)	(117,375)
Total shareholders' capital	2,344,675	2,244,778
Accumulated other comprehensive income (loss)		
Unrealized gain (loss) on available-for-sale securities	56,815	69,116
Deferred gain (loss) on hedges	36,833	26,468
Foreign currency translation adjustments	421,267	493,577
Remeasurements of defined benefit plans	59,284	51,306
Total accumulated other comprehensive income (loss)	574,200	640,468
Non-controlling interests	51,097	69,144
Total equity	2,969,973	2,954,391
Total liabilities and equity	4,320,269	4,980,525

**(2) Consolidated Statement of Income and Consolidated Statement of Comprehensive Income
(Consolidated Statement of Income)**

(Millions of yen)

	Nine months ended December 31, 2024	Nine months ended December 31, 2025
Revenues	1,976,959	1,812,073
Cost and expenses	1,608,861	1,499,044
Gross profit	368,098	313,028
Selling, general and administrative expenses	189,949	212,905
Operating profit	178,149	100,122
Non-operating income		
Interest income	4,996	5,163
Dividend income	7,190	8,446
Equity in earnings of unconsolidated subsidiaries and affiliates	263,178	72,403
Other	7,096	3,203
Total non-operating income	282,461	89,217
Non-operating expenses		
Interest expenses	15,735	15,328
Foreign exchange losses	6,487	3,255
Other	1,957	5,677
Total non-operating expenses	24,181	24,261
Recurring profit	436,429	165,078
Extraordinary income		
Gain on sales of non-current assets	13,006	12,905
Gain on sale of shares of subsidiaries and associates	35	9,800
Gain on sale of investment securities	1,071	7,280
Other	1,748	5,455
Total extraordinary income	15,862	35,442
Extraordinary losses		
Loss on sales of non-current assets	20	124
Loss on share exchange of affiliated companies	—	7,057
Other	4,177	4,440
Total extraordinary losses	4,198	11,622
Profit before income taxes	448,093	188,898
Total income taxes	47,896	39,112
Profit	400,196	149,786
Profit attributable to non-controlling interests	4,710	2,823
Profit attributable to owners of parent	395,485	146,962

(Consolidated Statement of Comprehensive Income)

(Millions of yen)

	Nine months ended December 31, 2024	Nine months ended December 31, 2025
Profit	400,196	149,786
Other comprehensive income		
Unrealized gain (loss) on available-for-sale securities	6,391	12,062
Deferred gain (loss) on hedges	4,468	2,472
Foreign currency translation adjustments	18,466	50,271
Remeasurements of defined benefit plans	(10,840)	(8,000)
Share of other comprehensive income of associates accounted for using equity method	53,014	12,601
Total other comprehensive income	71,500	69,407
Comprehensive income	471,696	219,194
(Breakdown)		
Comprehensive income attributable to owners of parent	465,732	212,634
Comprehensive income attributable to non-controlling interests	5,964	6,559

(3) Notes Regarding Consolidated Financial Statements

(Segment Information)

I. Nine months ended December 31, 2024 (April 1, 2024 - December 31, 2024)

1. Revenues and income or loss by reportable segment

	Liner & Logistics			Auto-motive	Dry Bulk	Energy	Others	Total	Adjustment (*1)	Consolidated Total (*2)
	Liner Trade	Air Cargo Transportation	Logistics							
Revenues										
(1) Revenues from customer	132,603	137,047	611,924	405,394	471,372	134,630	83,985	1,976,959	-	1,976,959
(2) Inter-segment revenues	4,463	5,035	2,574	394	4,257	350	69,902	86,978	(86,978)	-
Total	137,066	142,083	614,499	405,789	475,629	134,981	153,887	2,063,937	(86,978)	1,976,959
Segment income (loss)	250,250	19,086	20,722	91,673	21,883	32,385	7,040	443,042	(6,612)	436,429

(Notes)

1. Adjustments of segment income (loss) are internal exchanges or transfer to other amount among segments 47 million yen and other corporate expenses -6,659 million yen. The general and administrative expenses and non-operating expenses which do not belong to any single segment are treated as other corporate expenses.
2. Segment income (loss) is adjusted on recurring profit on the quarterly consolidated statement of income.

II. Nine months ended December 31, 2025 (April 1, 2025 - December 31, 2025)

1. Revenues and income or loss by reportable segment

	Liner & Logistics			Auto-motive	Dry Bulk	Energy	Others	Total	Adjustment (*1)	Consolidated Total (*2)
	Liner Trade	Air Cargo Transportation	Logistics							
Revenues										
(1) Revenues from customer	131,164	39,616	592,361	394,922	408,114	170,425	75,467	1,812,073	-	1,812,073
(2) Inter-segment revenues	4,681	1,485	2,241	517	5,895	365	56,630	71,816	(71,816)	-
Total	135,846	41,102	594,603	395,440	414,009	170,790	132,097	1,883,890	(71,816)	1,812,073
Segment income (loss)	38,500	2,158	9,779	77,807	2,275	42,221	1,015	173,759	(8,681)	165,078

(Notes)

1. Adjustments of segment income (loss) are internal exchanges or transfer to other amount among segments 137 million yen and other corporate expenses -8,818 million yen. The general and administrative expenses and non-operating expenses which do not belong to any single segment are treated as other corporate expenses.
2. Segment income (loss) is adjusted on recurring profit on the quarterly consolidated statement of income.

2. Assets by reportable segment

During the nine months ended December 31, 2025, the Company carried out a share exchange involving all shares of its consolidated subsidiary Nippon Cargo Airlines Co., Ltd. on August 1, 2025. As a result, in the Air Cargo Transportation Business, the amount of assets in the reportable segment decreased by ¥120,316 million compared with the end of the previous fiscal year.

In addition, in the Logistics Business, the Company acquired all shares of Movianto International B.V. for the purpose of acquiring the healthcare logistics business of the Walden Group, a European logistics company group. As a result, the amount of assets in the reportable segment increased by ¥505,977 million compared with the end of the previous fiscal year.

3. Impairment Losses on Non-current Assets and Outstanding Goodwill, etc. by reportable segment
(Material changes in the amount of goodwill)

In the Logistics Business, during the nine months ended December 31, 2025, the amount of goodwill increased by approximately ¥200 billion, owing to the acquisition of all shares of Movianto International B.V. for the purpose of acquiring the healthcare logistics business of the Walden Group, a European logistics company group. The amount of goodwill is a provisionally calculated amount because the allocation of the acquisition cost has not been completed.

(Notes in the Event of Significant Changes in Shareholders' Capital)

Nine months ended December 31, 2025 (April 1, 2025 - December 31, 2025)

Not applicable

(Notes Regarding Going Concern Assumption)

Nine months ended December 31, 2025 (April 1, 2025 - December 31, 2025)

Not applicable

(Notes on Consolidated Statement of Cash Flows)

While we do not prepare quarterly consolidated statement of cash flows for the third quarter of the current fiscal year, depreciation (including amortization for intangible assets) for the third quarter of the current fiscal year is as follows.

	(Millions of yen)	
	Nine months ended December 31, 2024	Nine months ended December 31, 2025
Depreciation and amortization	114,543	129,178

3. Other Information

(1) Quarterly Operating Results

Year ending March 31, 2026

(Millions of yen)

	Apr 1, 2025 - Jun 30, 2025	Jul 1, 2025 - Sep 30, 2025	Oct 1, 2025 - Dec 31, 2025	Jan 1, 2026 - Mar 31, 2026
	1Q	2Q	3Q	4Q
Revenues	600,926	581,174	629,971	
Operating profit (loss)	37,788	30,258	32,076	
Recurring profit (loss)	59,755	67,078	38,244	
Profit (loss) attributable to owners of parent	52,078	50,173	44,710	
Total assets	4,311,557	4,380,465	4,980,525	
Equity	2,841,408	2,893,188	2,954,391	

Year ended March 31, 2025

(Millions of yen)

	Apr 1, 2024 - Jun 30, 2024	Jul 1, 2024 - Sep 30, 2024	Oct 1, 2024 - Dec 31, 2024	Jan 1, 2025 - Mar 31, 2025
	1Q	2Q	3Q	4Q
Revenues	651,714	665,101	660,143	611,741
Operating profit (loss)	65,878	49,749	62,521	32,670
Recurring profit (loss)	125,787	163,452	147,189	54,437
Profit (loss) attributable to owners of parent	110,234	155,658	129,593	82,222
Total assets	4,336,689	4,178,867	4,430,962	4,320,269
Equity	2,884,436	2,824,013	2,965,027	2,969,973

(Note) The above operating results (revenues, operating profit (loss), recurring profit (loss) and profit (loss) attributable to owners of parent) 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) Foreign Exchange Rate Information

	Nine months ended December 31, 2024	Nine months ended December 31, 2025	Change	Year ended March 31, 2025
Average exchange rate during the period	¥152.27/US\$	¥148.52/US\$	¥-3.75	¥152.73/US\$
Exchange rate at the end of the period	¥158.18/US\$	¥156.56/US\$	¥-1.62	¥149.52/US\$

(3) Balance of Interest-Bearing Debt

(Millions of yen)

	Year ended March 31, 2025	Nine months ended December 31, 2025	Change
Loans	520,176	824,065	303,889
Corporate bonds	99,000	142,000	43,000
Leases liabilities	119,286	261,523	142,237
Total	738,462	1,227,589	489,126