
Supplementary Report

11 November 2005

Kawasaki Kisen Kaisha, Ltd.

Supplemental Information-1

Shipping Markets

1-1. “K” Line Container Loading Volume

| Loading Volume (Unit;1,000TEU) | E/W Bound | 04F 2Q | 04F 1H | 04F 3Q | 04F 4Q | 04F 2H | 04F Yearly | 05F 1Q | 05F 2Q |
|-----------------------------------|-----------|--------|--------|--------|--------|--------|------------|--------|--------|
| Asia/N. America | E/Bound | 145 | 279 | 136 | 131 | 266 | 545 | 160 | 176 |
| | W/Bound | 52 | 107 | 57 | 58 | 114 | 222 | 58 | 56 |
| | | 197 | 386 | 193 | 189 | 380 | 767 | 218 | 232 |
| Asia/Europe | W/Bound | 97 | 193 | 97 | 99 | 195 | 388 | 107 | 108 |
| | E/Bound | 63 | 121 | 60 | 57 | 117 | 238 | 61 | 61 |
| | | 160 | 314 | 157 | 156 | 312 | 626 | 168 | 169 |

| Load Factor(%) | E/W Bound | 04F 2Q | 04F 1H | 04F 3Q | 04F 4Q | 04F 2H | 04F Yearly | 05F 1Q | 05F 2Q |
|-----------------|-----------|--------|--------|--------|--------|--------|------------|--------|--------|
| Asia/N. America | E/Bound | 90.9% | 89.9% | 86.2% | 78.1% | 82.0% | 85.9% | 85.7% | 96.2% |
| | W/Bound | 53.6% | 54.3% | 51.8% | 53.3% | 52.5% | 53.4% | 49.6% | 49.1% |
| | | 76.7% | 76.0% | 72.1% | 68.3% | 70.2% | 73.0% | 71.9% | 78.0% |
| Asia/Europe | W/Bound | 92.4% | 93.6% | 90.7% | 94.2% | 92.4% | 93.0% | 100.8% | 100.5% |
| | E/Bound | 81.7% | 79.8% | 77.1% | 75.8% | 76.5% | 78.2% | 79.5% | 78.8% |
| | | 87.9% | 87.8% | 84.9% | 86.5% | 85.7% | 86.7% | 91.8% | 91.4% |

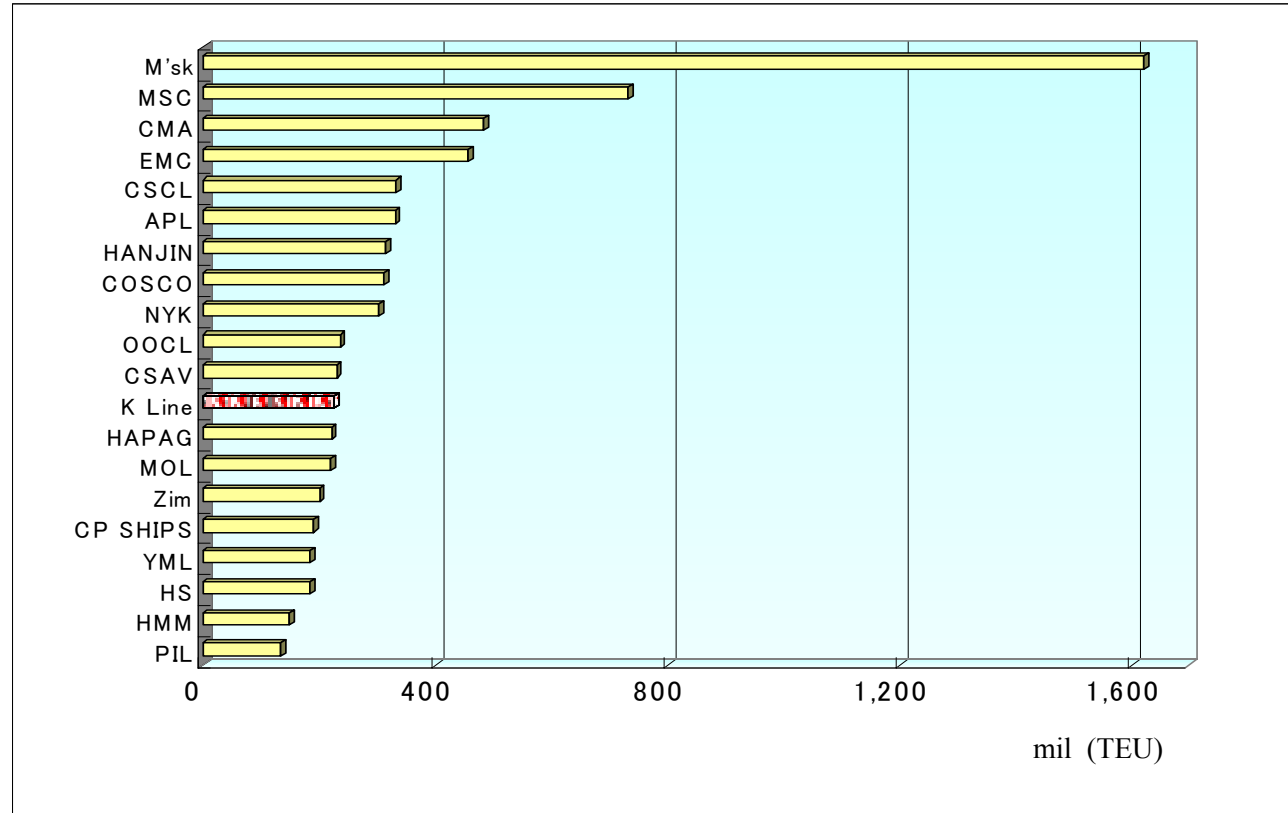
1-2. Line/Alliance wise Vessel/Capacity Comparison

Top 20 Container Carriers ranked by operating capacity

as of October 2005

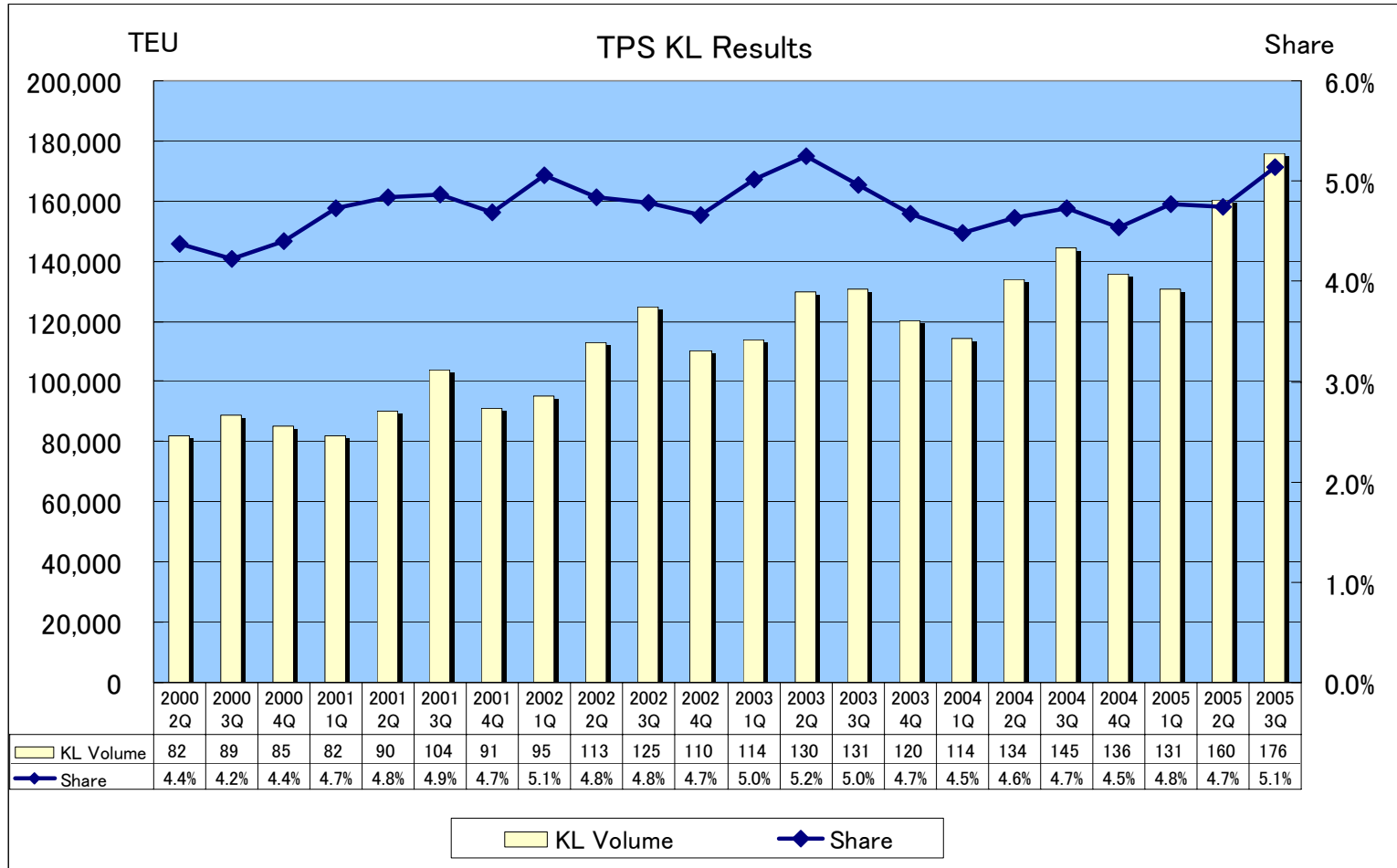
| Rank | Operator | TOTAL TEU |
|------|----------|-----------|
| 1 | M'sk | 1,620,587 |
| 2 | MSC | 733,772 |
| 3 | CMA | 484,322 |
| 4 | EMC | 458,490 |
| 5 | CSCL | 334,337 |
| 6 | APL | 331,639 |
| 7 | HANJIN | 315,153 |
| 8 | COSCO | 311,644 |
| 9 | NYK | 303,799 |
| 10 | OOCL | 236,789 |
| 11 | CSAV | 230,699 |
| 12 | K Line | 226,160 |
| 13 | HAPAG | 221,965 |
| 14 | MOL | 220,122 |
| 15 | Zim | 201,263 |
| 16 | CP SHIPS | 191,316 |
| 17 | YML | 185,639 |
| 18 | HS | 185,355 |
| 19 | HMM | 148,681 |
| 20 | PIL | 134,292 |

| Rank | Alliance | TEU |
|------|-----------------|-----------|
| 1 | M'sk (incl.P&O) | 1,620,587 |
| 2 | CKYH | 1,038,596 |
| 3 | GA | 803,096 |
| 4 | MSC | 733,772 |
| 5 | TNWA | 700,442 |
| 6 | EMC | 458,490 |
| 7 | CMA | 484,322 |
| 8 | CSCL | 334,337 |
| 9 | CSAV | 230,699 |

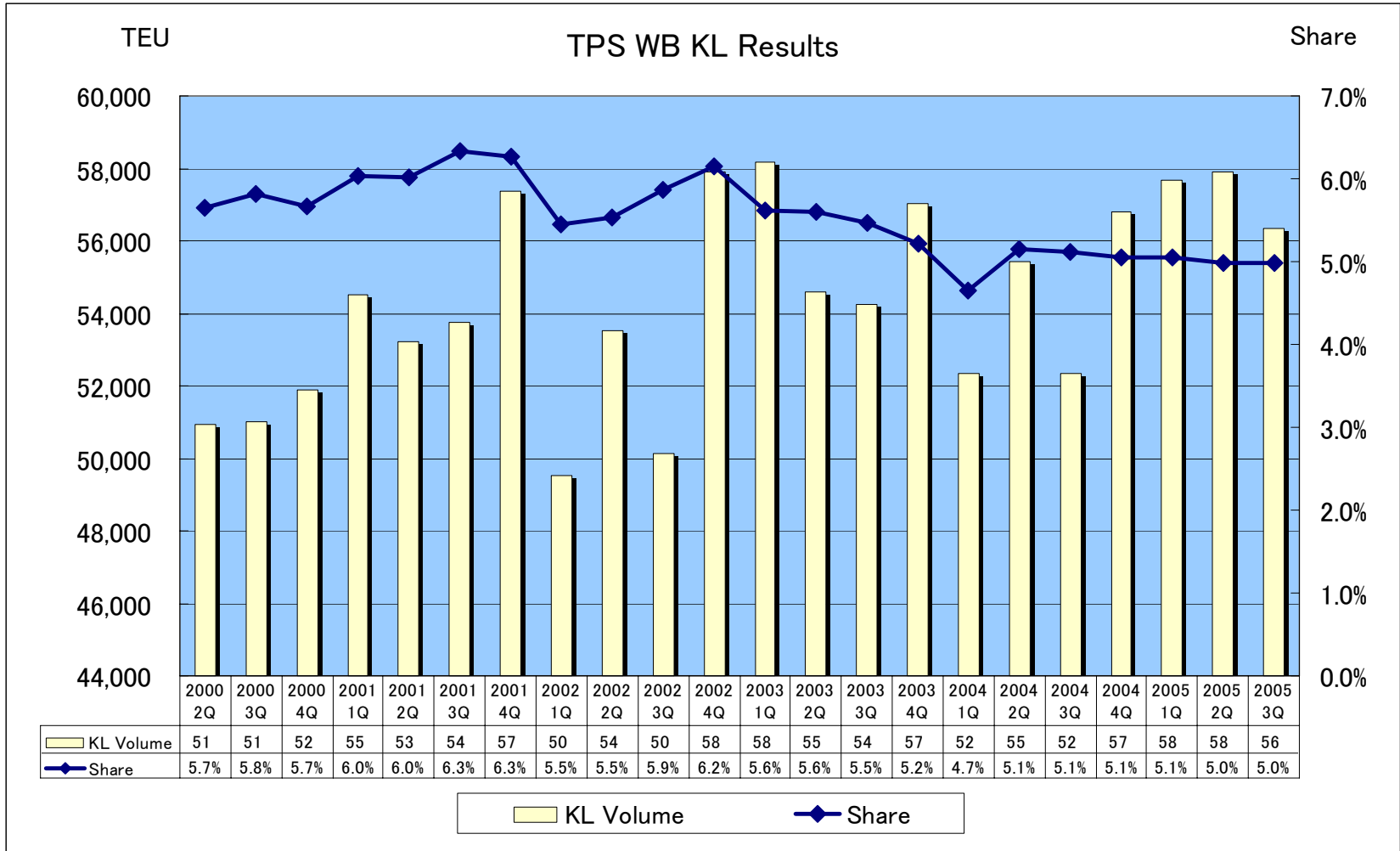


Source : Alphaliner (<http://www.alphaliner.com/>)

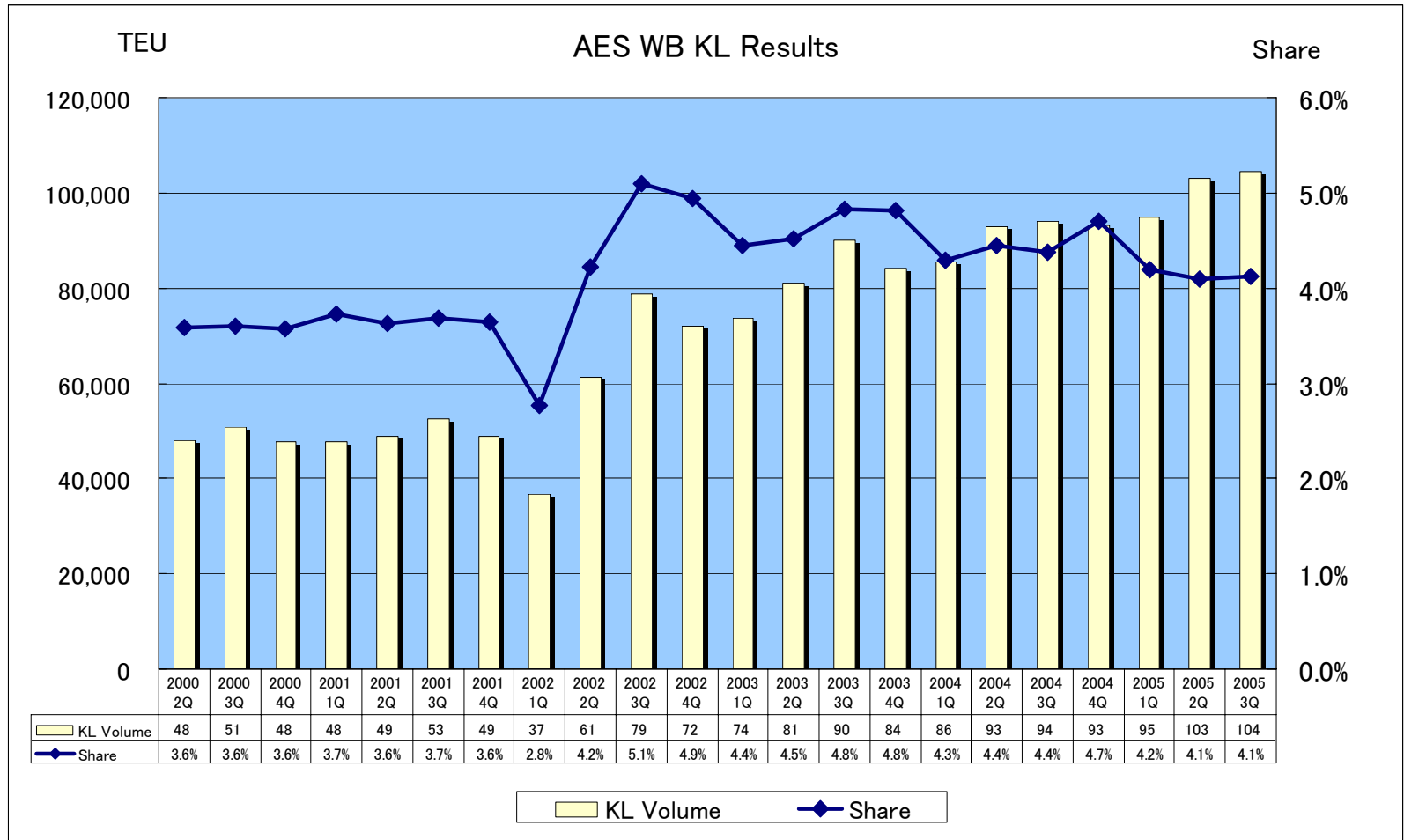
1-3. "K" Line Container Volume & Share (Asia to North America 00F-05F 3Q)



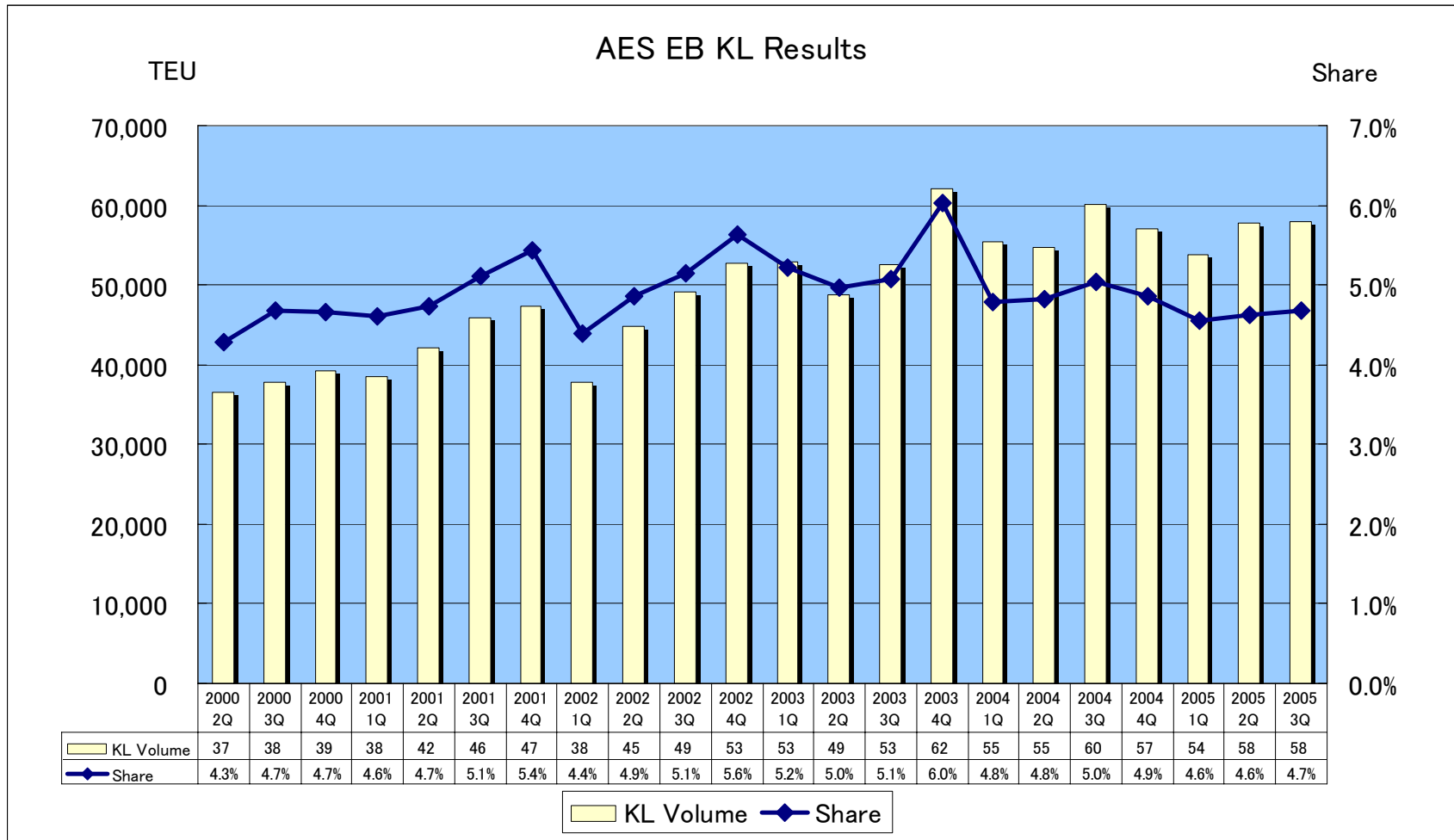
1-4. "K" Line Container Volume & Share (North America to Asia 00F-05F 3Q)



1-5. "K" Line Container Volume & Share (Asia (ex. India) to Europe 00F-05F 3Q)

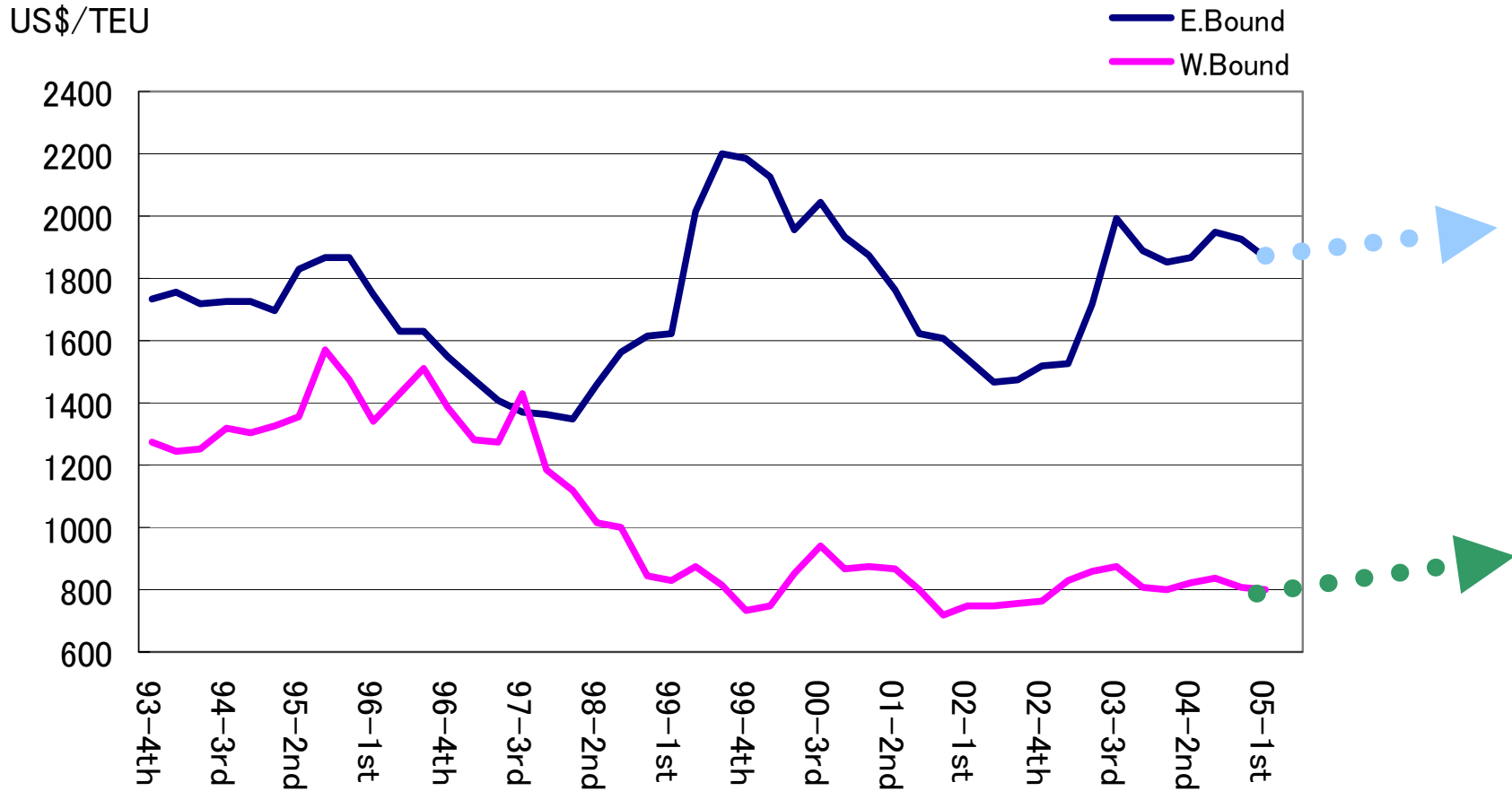


1-6. "K" Line Container Volume & Share (Europe to Asia (ex. India) 00F-05F 3Q)



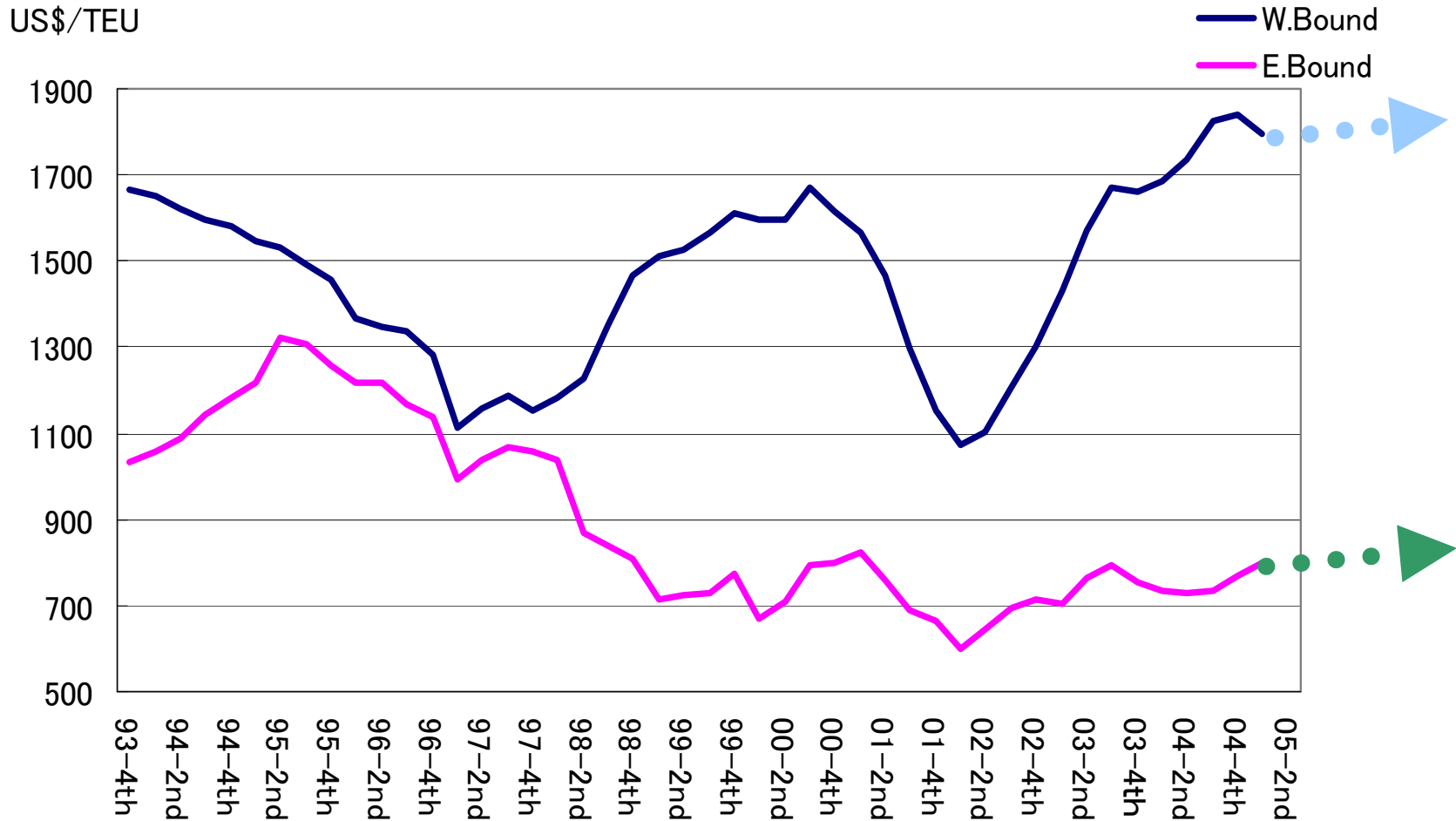
1-7. Trend of Average Container Freight (Asia-North America Trade)

(Data: CONTAINERIZATION INTERNATIONAL)

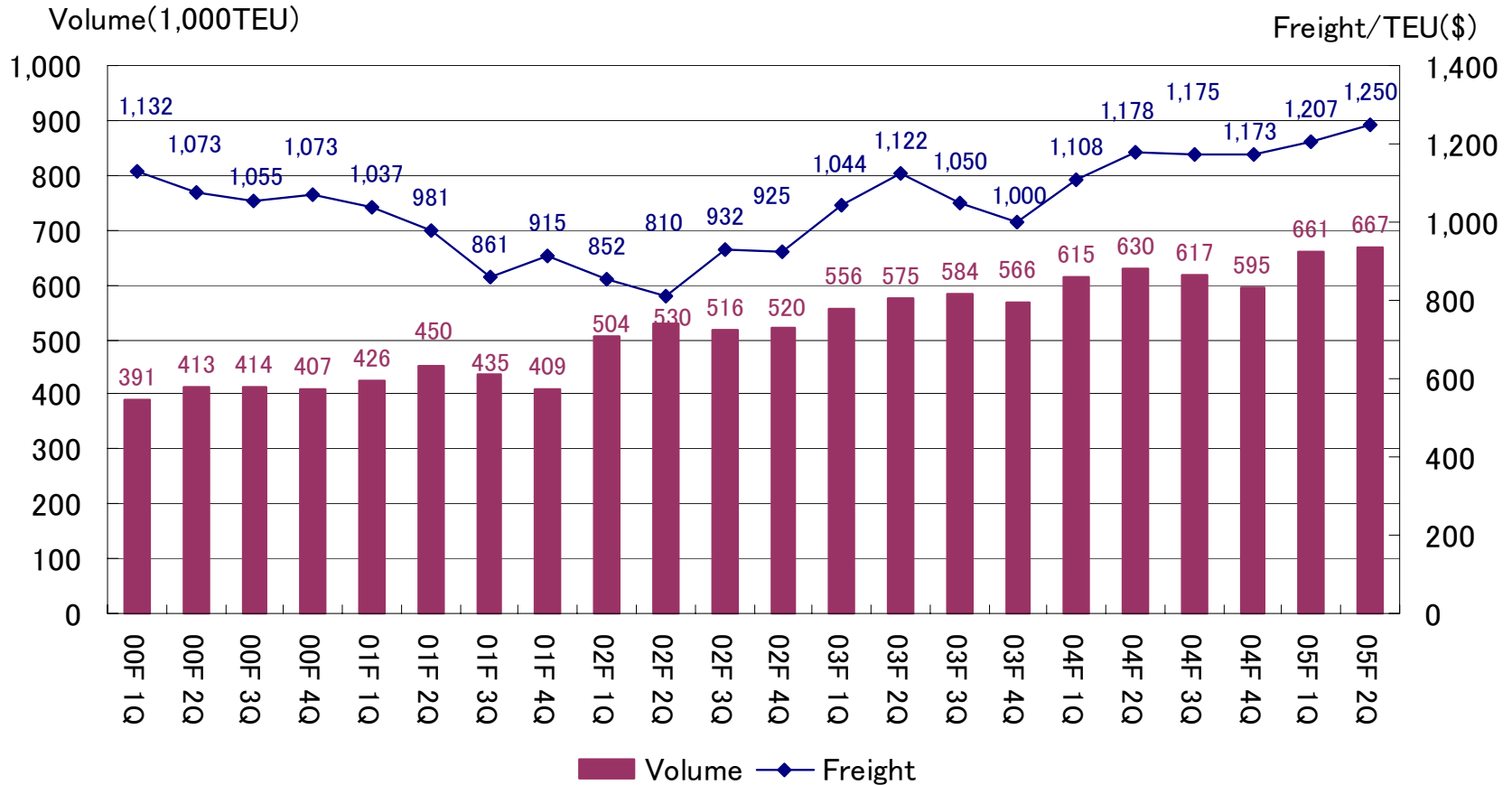


1-8. Trend of Average Container Freight (Asia-Europe Trade)

(Data : Containerization International)

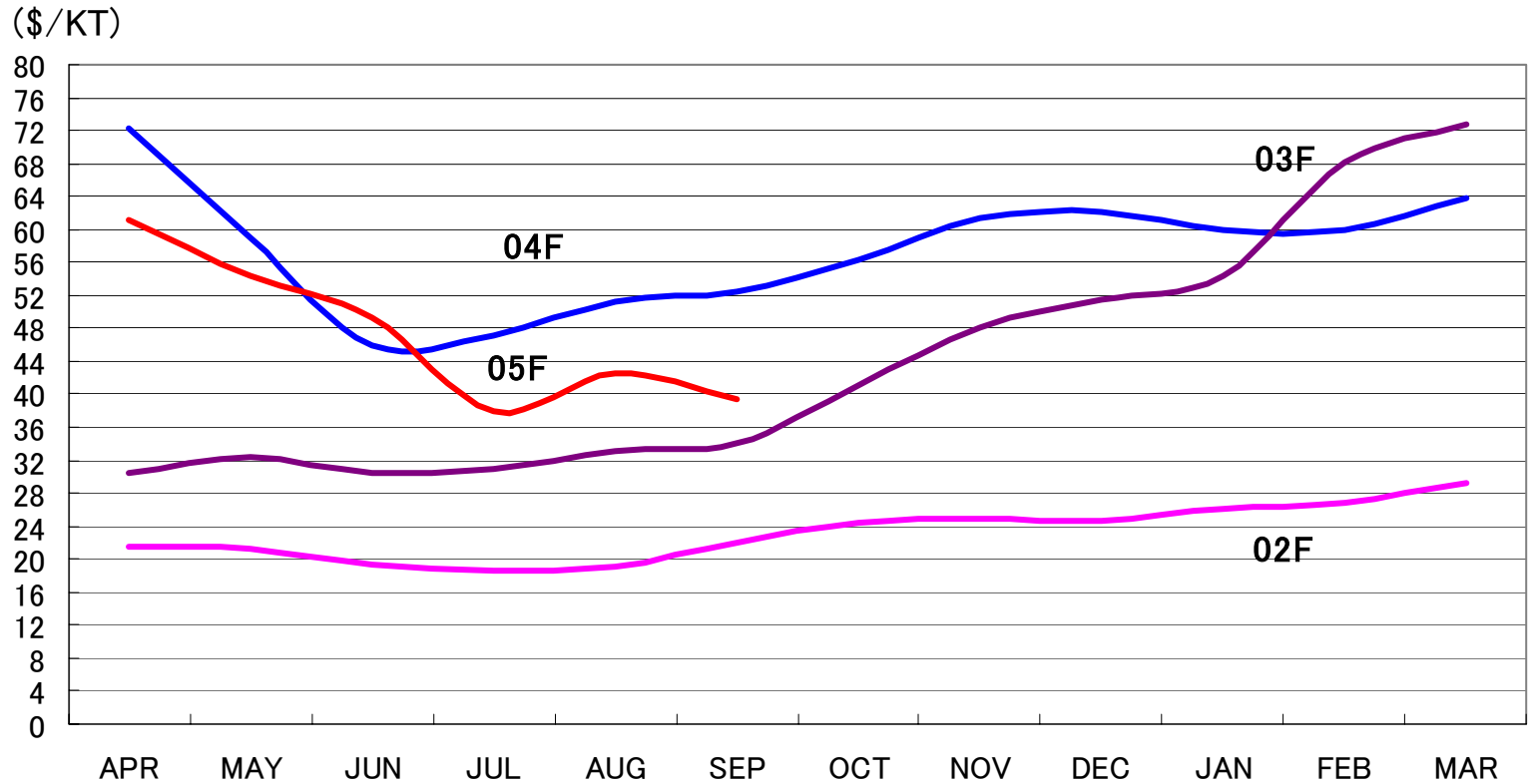


1-9. Trend of Average Container Freight/Volume ("K" Line All Trades)



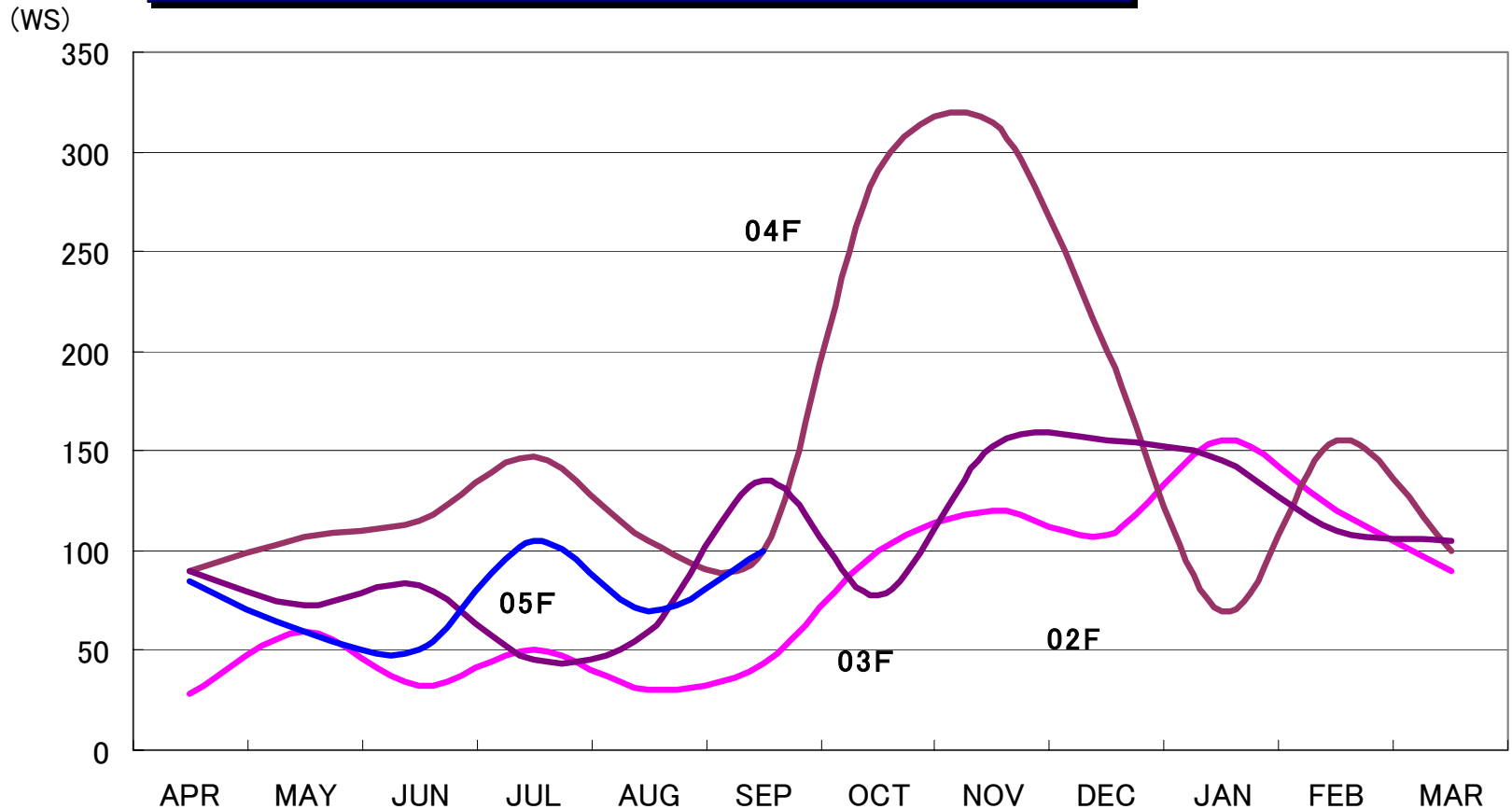
1-10. Bulker Market

PANAMAX US GULF/JAPAN GRAIN

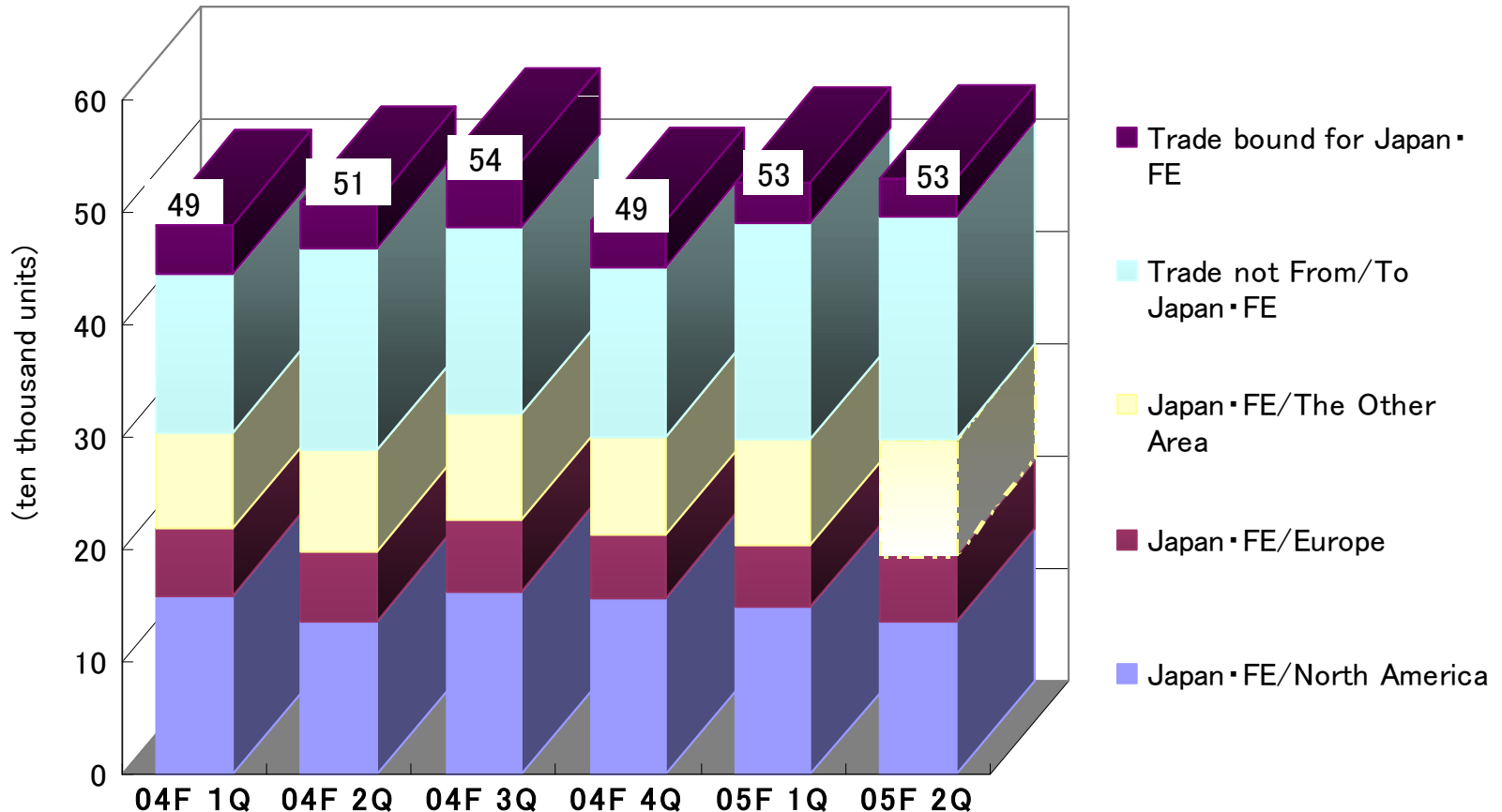


1-11. Tanker Market

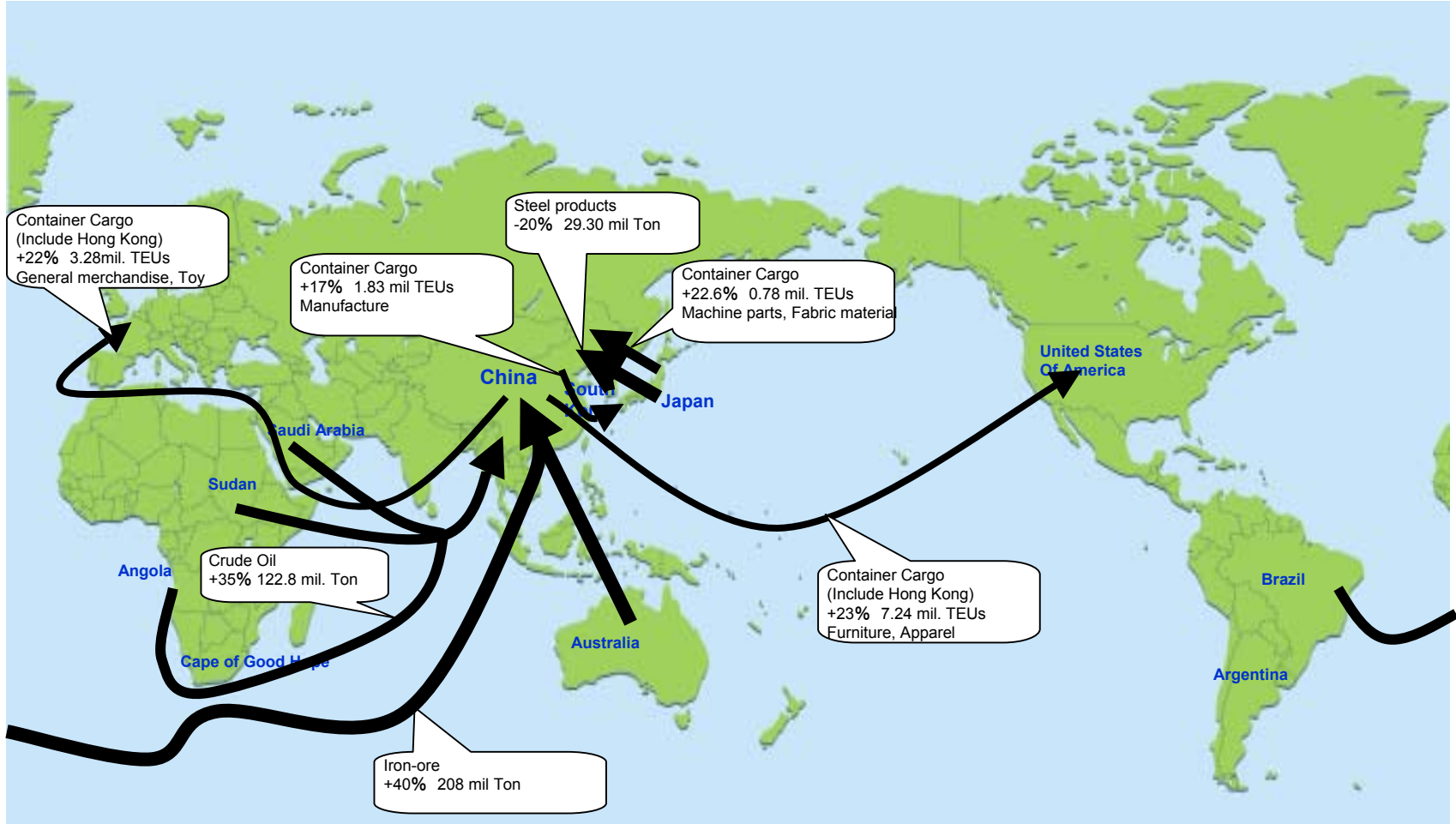
TANKER MARKET(VLCC ARABIAN GULF/JAPAN)



1-12. Transition of Cars/Trucks Transported by “K” Line PCTC Fleet



1-13. China Impact on World Logistics



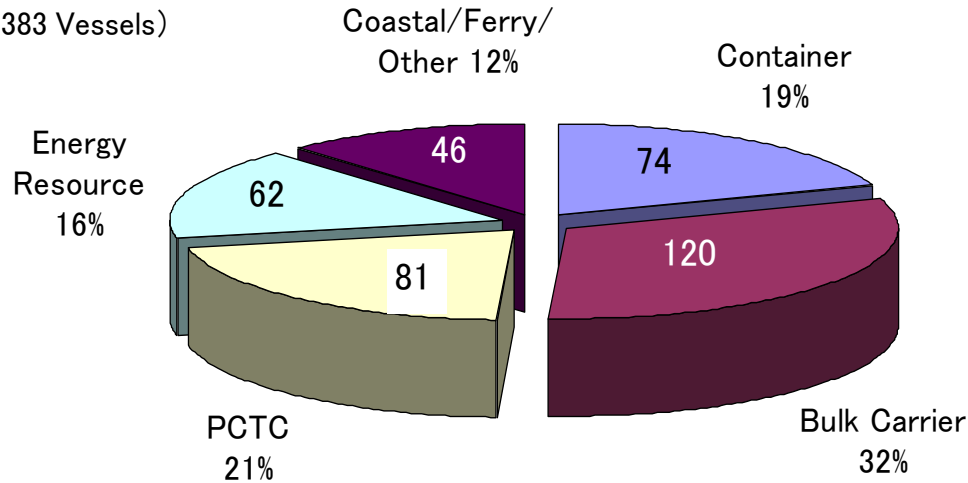
2004 actual result (Increase rate is YoY basis)

1-14. China Factor to World Goods Production and Demand Expansion

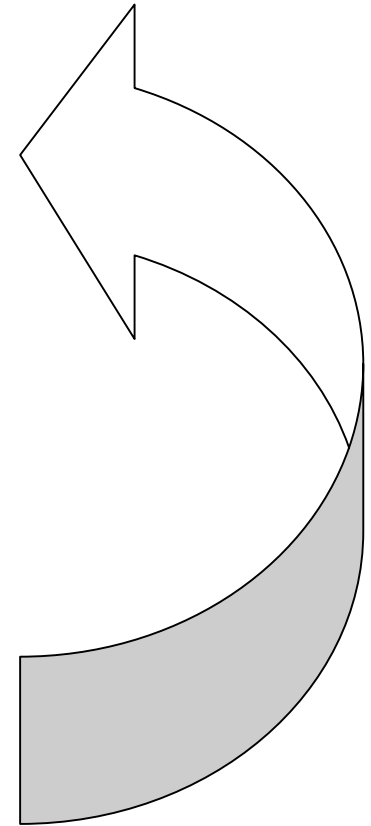
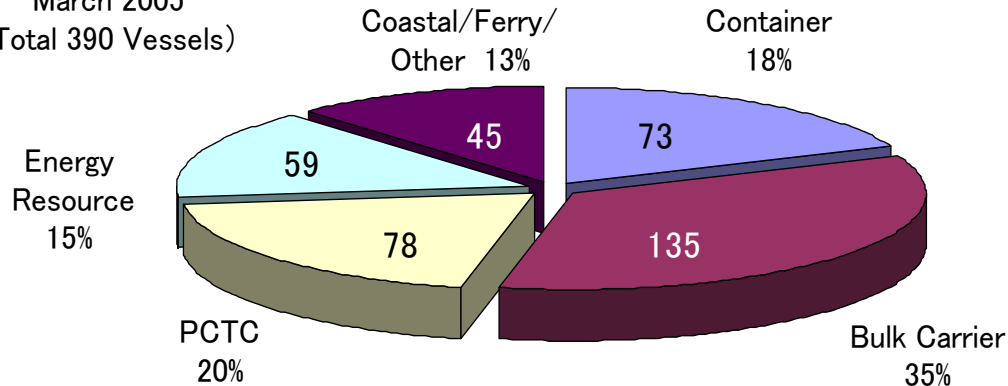
| | 1995 | 2004 | 95~04 Increase | Increase contribution |
|--|------|------|----------------|-----------------------|
| World Crude Steel Production (million ton) | 752 | 1057 | 305 | |
| (China) | 98 | 272 | 174 | 57% |
| World Aluminum Metal Demand (ten-thousand ton) | 2006 | 2820 | 814 | |
| (China) | 170 | 550 | 380 | 47% |
| World Oil Demand (ten-thousand barrel/day) | 6990 | 8240 | 1250 | |
| (China) | 342 | 630 | 288 | 23% |
| World Soybean Demand (million ton) | 131 | 208 | 76 | |
| (China) | 14 | 38 | 24 | 32% |
| World Car Production (ten-thousand units) | 4998 | 6541 | 1543 | |
| (China) | 150 | 507 | 357 | 23% |

1-15. “K” Line Vessel Fleet Composition

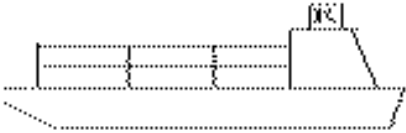
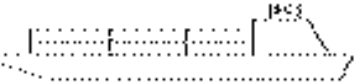
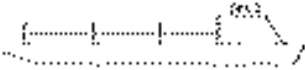
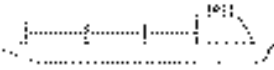
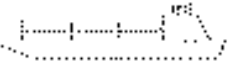
September 2005
(Total 383 Vessels)



March 2005
(Total 390 Vessels)

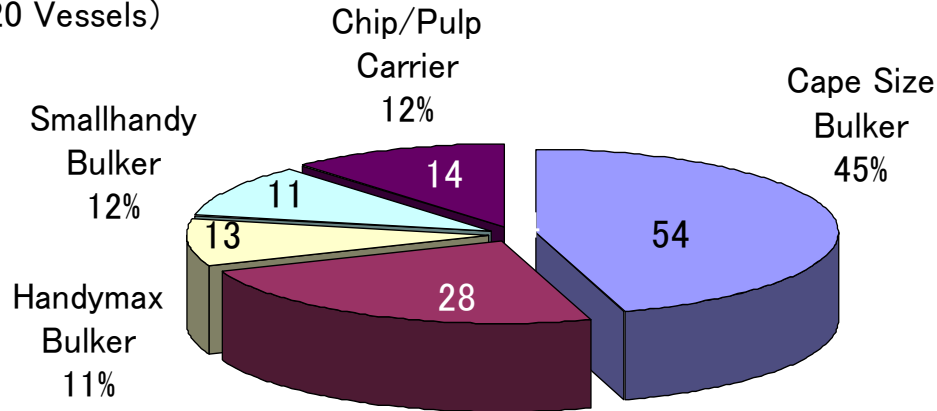


1-16. “K” Line Container Vessel Fleet Composition

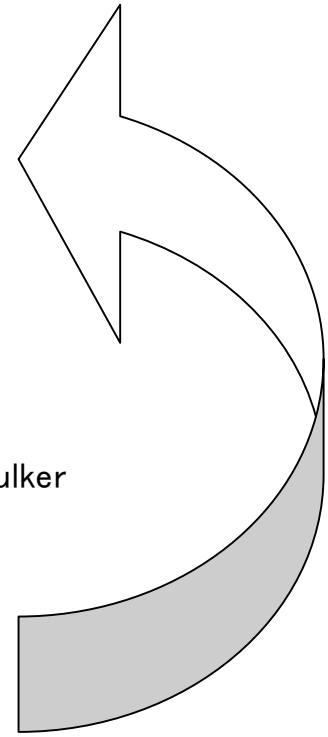
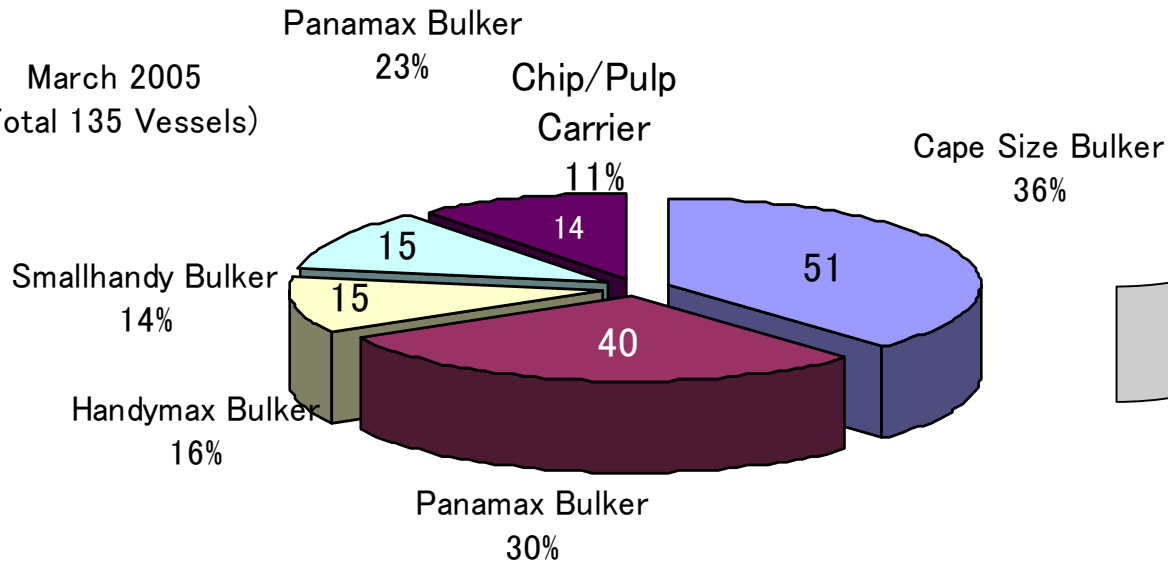
| | | March '05 | September '05 |
|---|--------------------|-----------|---------------|
|  | 5500TEU over | 13 | 13 |
|  | 3500TEU(3400-4700) | 22 | 24 |
|  | 2800TEU(2700-2900) | 5 | 5 |
|  | 2000TEU(1500-2500) | 11 | 10 |
|  | 1400TEU or under | 22 | 22 |
| <hr/> | | | |
| | Total | 73 | 74 |

1-17. “K” Line Bulk Carrier Fleet Composition

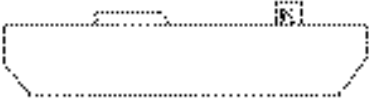
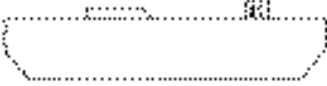
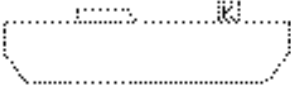
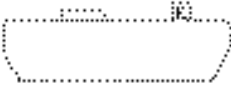


September 2005
 (Total 120 Vessels)



March 2005
 (Total 135 Vessels)

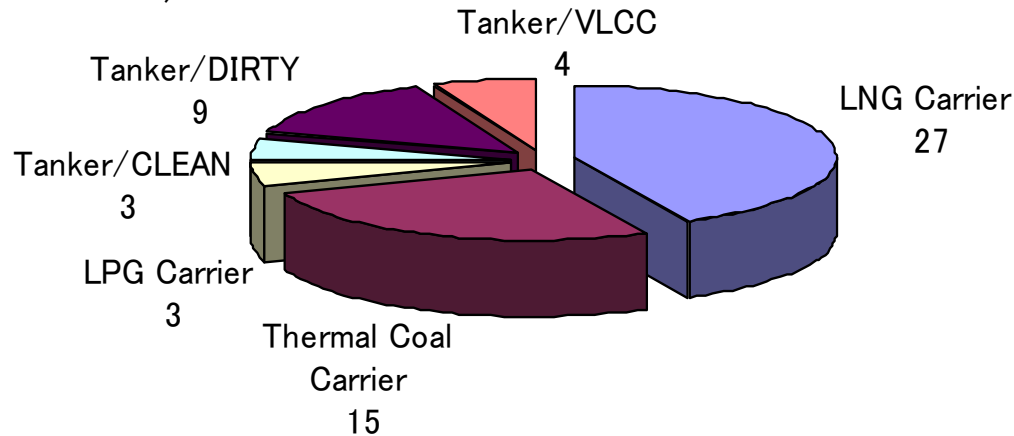


1-18. “K” Line PCTC Vessel Fleet Composition

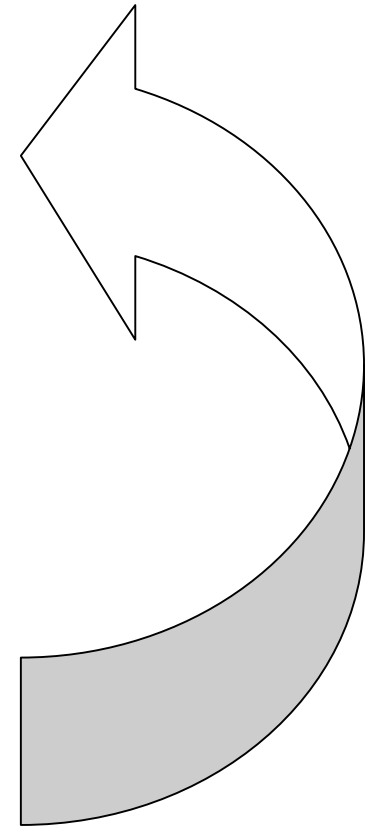
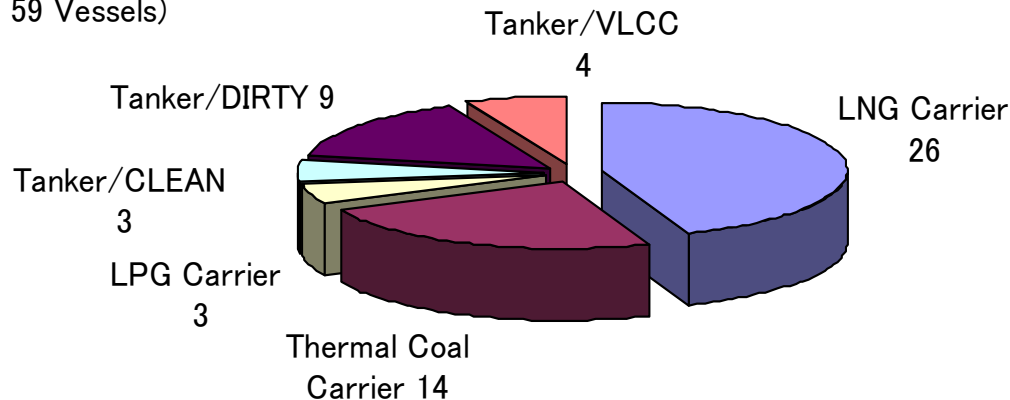
| | | March '05 | September '05 |
|---|------------------------|-----------|---------------|
|  | 6000 units | 10 | 10 |
|  | 5000 units (4750-5650) | 26 | 28 |
|  | 4000 units (3800-4600) | 17 | 18 |
|  | 3000 units (2800-3500) | 13 | 13 |
|  | 2000 units (1600-2500) | 2 | 3 |
|  | 800 units (800-850) | 10 | 9 |
| Total | | 78 | 81 |

1-19. “K” Line Energy Transport Fleet Composition

September 2005
(Total 61 Vessels)



March 2005
(Total 59 Vessels)



Supplemental Information-2

Financial Data

2-1. Breakdown on Non-Operating, Extra-Ordinary Items (05F 1H)

1. Non-Operating Income/Loss

(unit : billion yen)

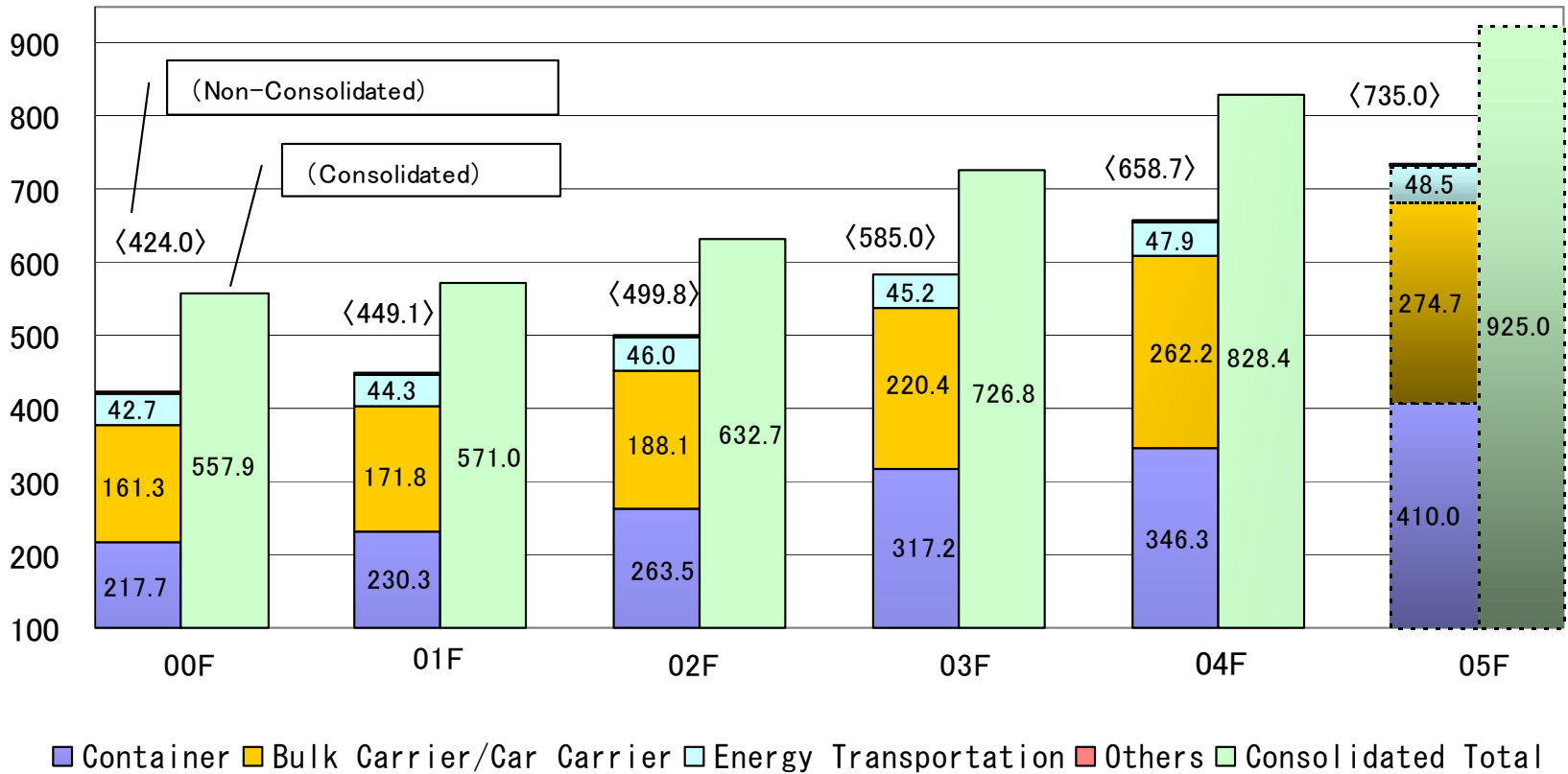
| | 1Q | 2Q | Sum total | | 1Q | 2Q | Sum total |
|---------------------|------|------|-----------|------------------------|------|------|-----------|
| Consolidated Total | 0.1 | -0.6 | -0.5 | Non-Consolidated Total | 0.9 | -0.2 | 0.7 |
| Financial Gain/Loss | -0.3 | -0.4 | -0.7 | Financial Gain/Loss | 0.6 | 0.2 | 0.8 |
| Exchange Gain/Loss | 0.4 | -0.1 | 0.3 | Exchange Gain/Loss | 0.5 | -0.5 | 0.0 |
| Others | 0.0 | -0.2 | -0.2 | Others | -0.1 | 0.1 | 0.0 |

2. Extra-Ordinary Income/Loss

| | 1Q | 2Q | Sum total | | 1Q | 2Q | Sum total |
|-------------------------------------|-----|-----|-----------|-------------------------------------|-----|-----|-----------|
| Consolidated Total | 0.0 | 3.1 | 3.1 | Non-Consolidated Total | 0.0 | 0.5 | 0.5 |
| Impairment losses on fixed assets | 0.0 | 0.0 | 0.0 | Impairment losses on fixed assets | 0.0 | 0.0 | 0.0 |
| Sales and disposal of fixed assets | 0.0 | 3.0 | 3.0 | Sales and disposal of fixed assets | 0.0 | 0.5 | 0.5 |
| Affiliated company liquidation loss | 0.0 | 0.0 | 0.0 | Affiliated company liquidation loss | 0.0 | 0.0 | 0.0 |
| Others | 0.0 | 0.2 | 0.2 | Others | 0.0 | 0.0 | 0.0 |

2-2. Transition of Operating Revenues

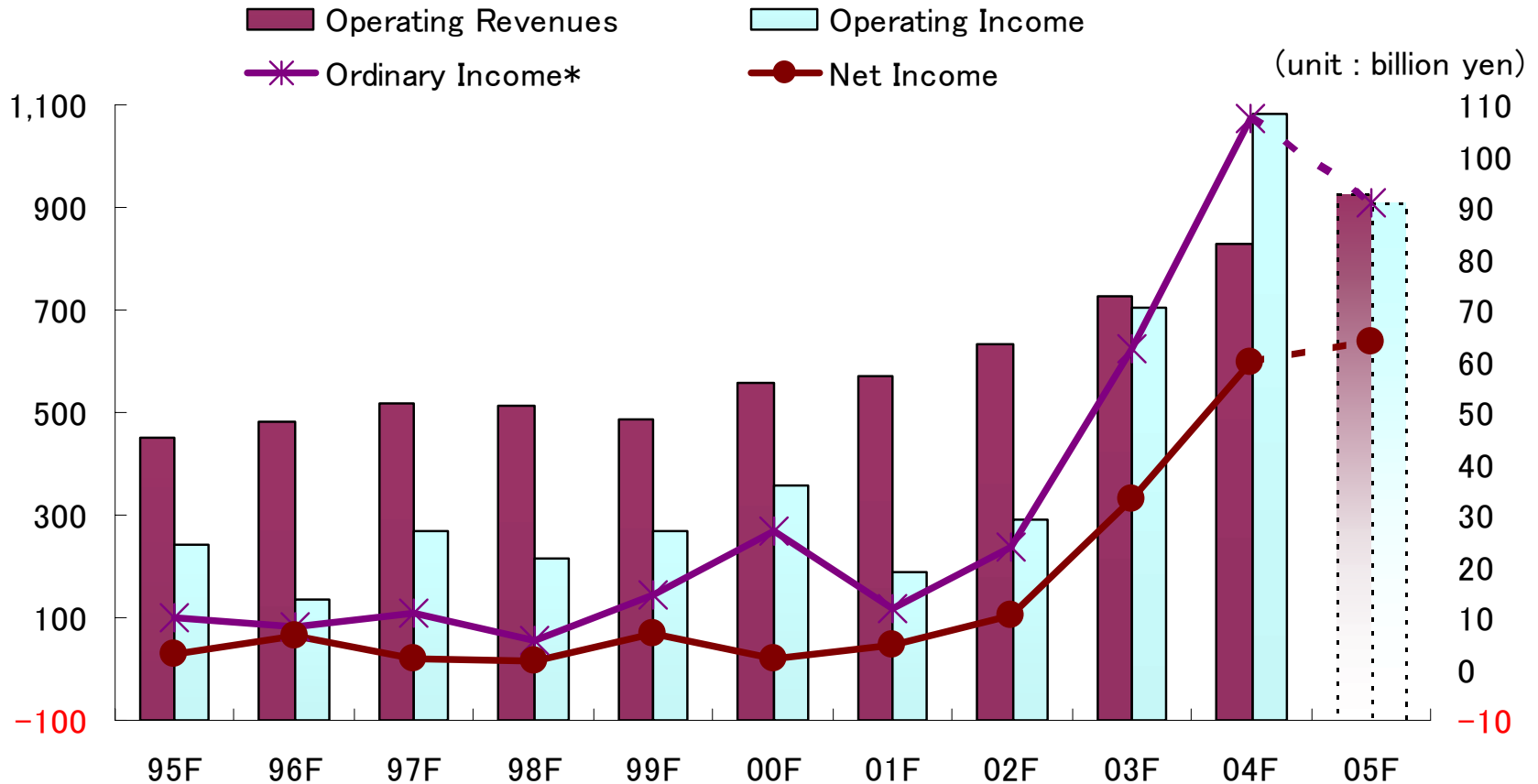
(billion yen)



Supplemental Information-3

Historical Data

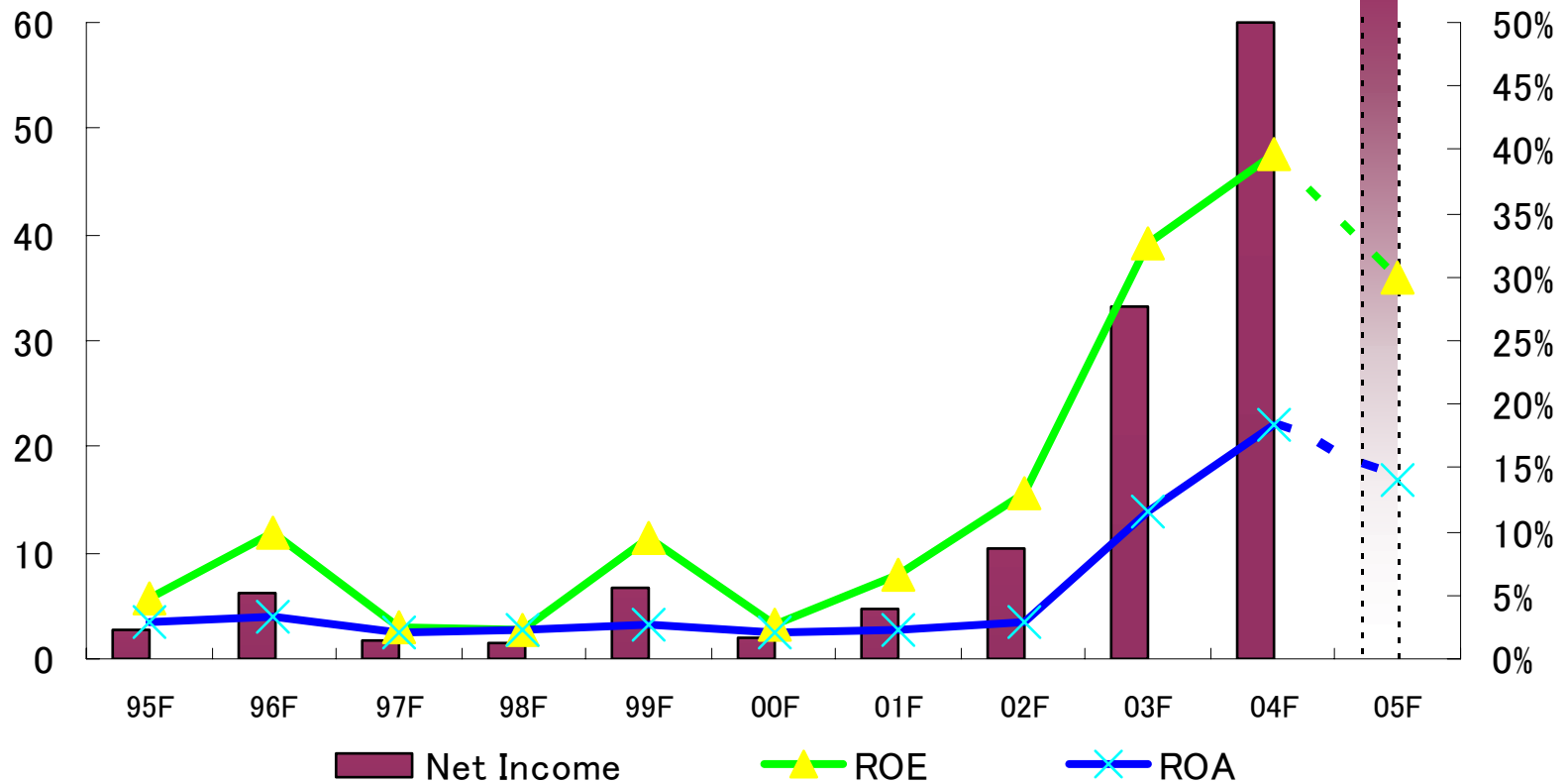
3-1. Consolidated Revenues & Incomes



* Ordinary income is income before income taxes and extra-ordinary items.

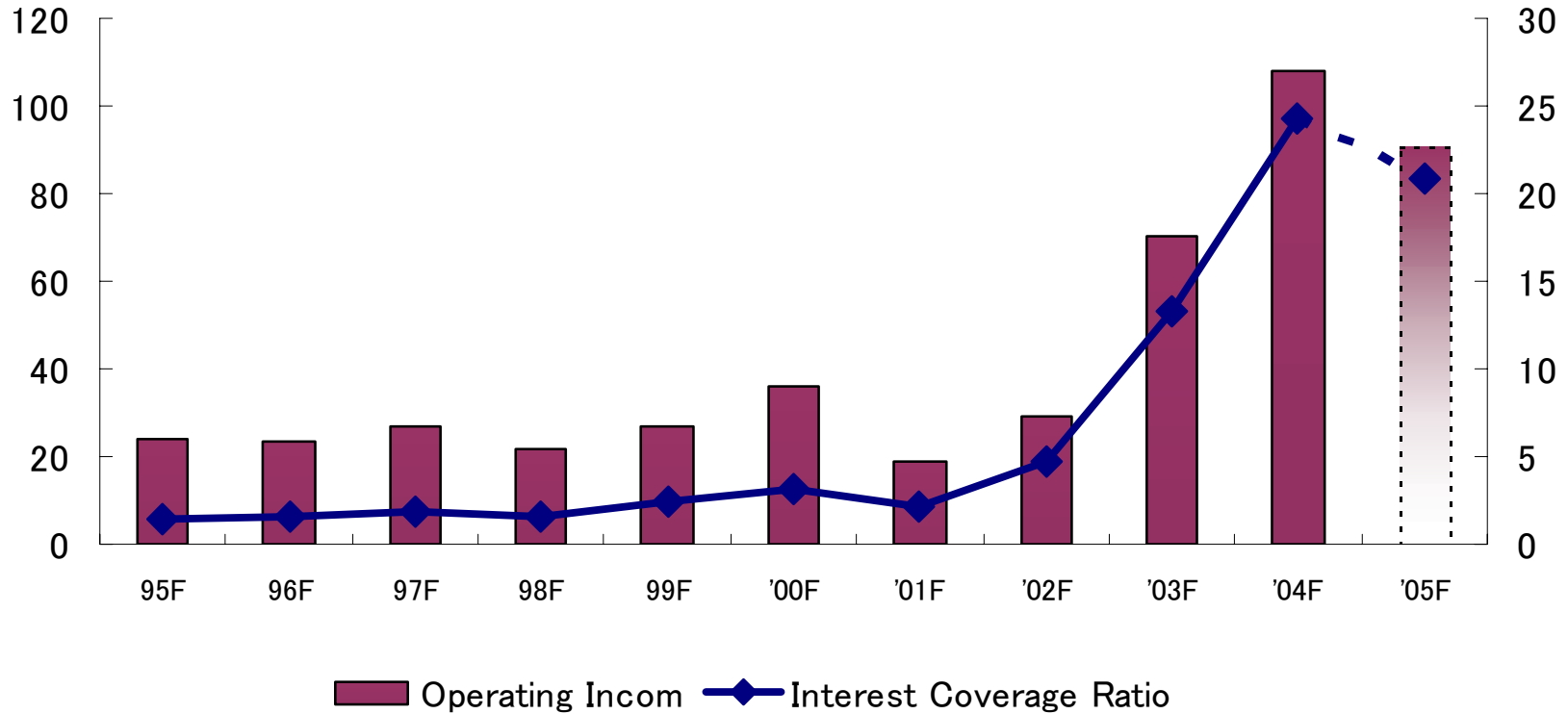
3-2. Consolidated ROE/ROA

(unit : billion yen)

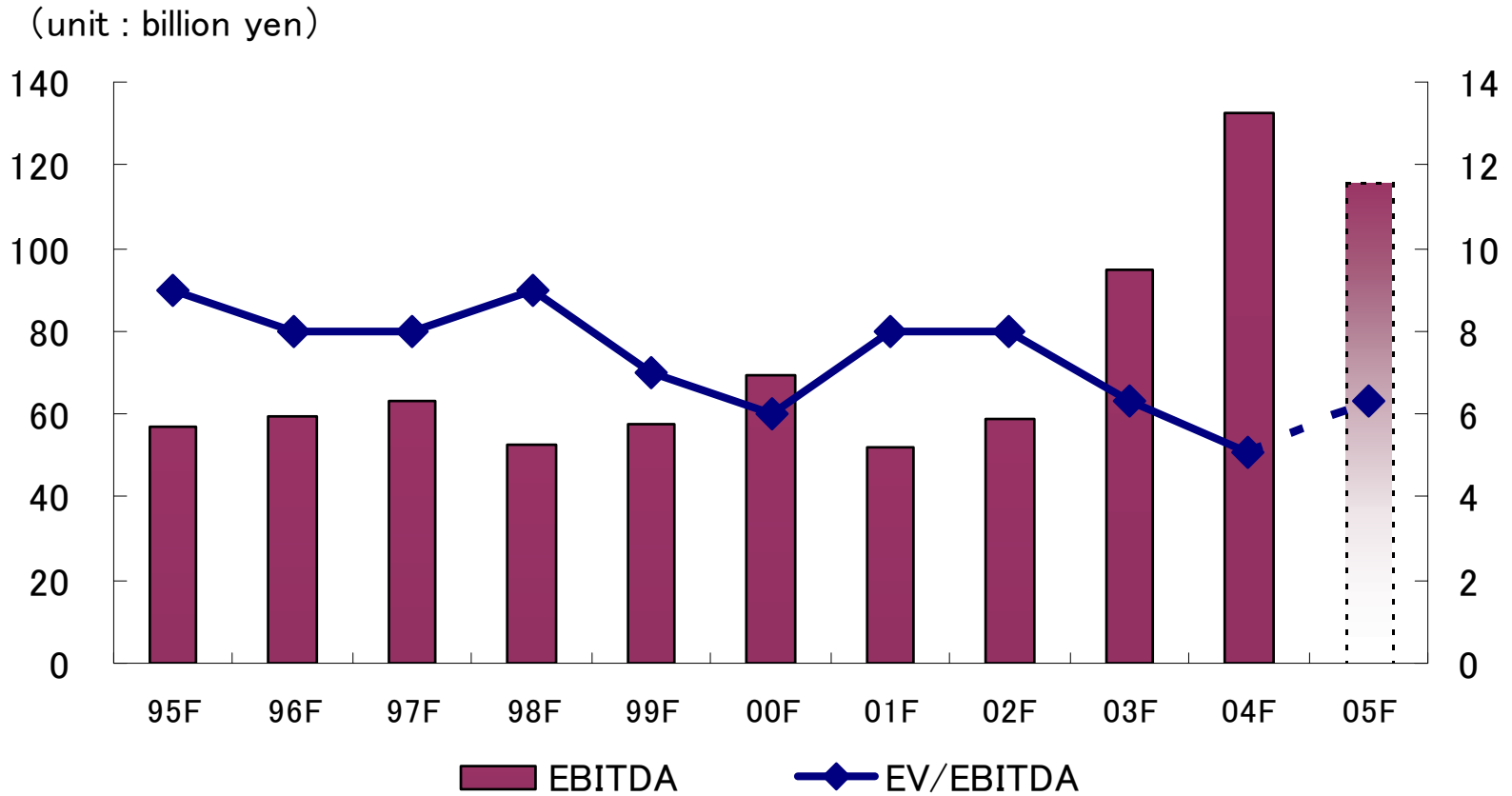


3-3. Consolidated Interest Coverage Ratio

(Unit: billion yen)

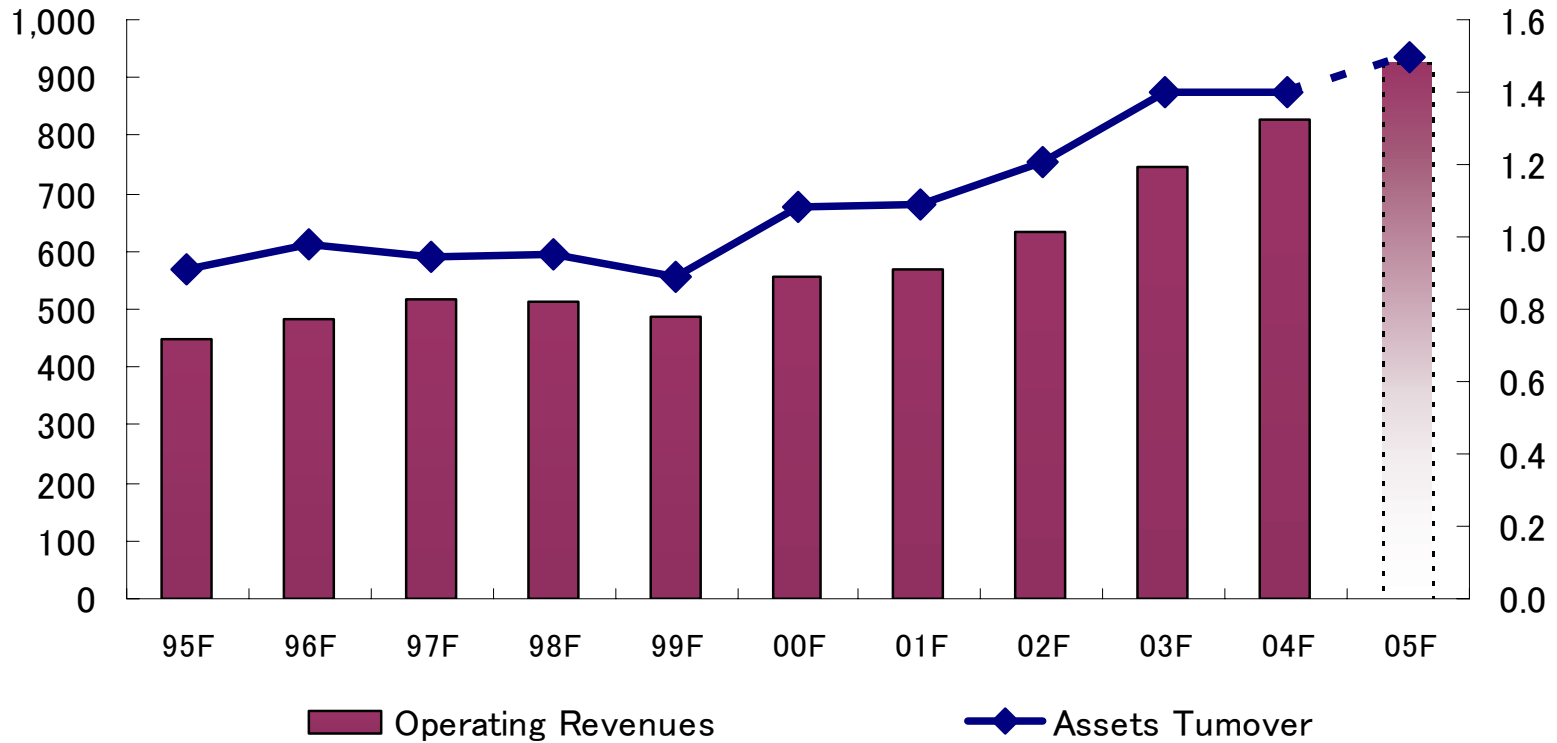


3-4. Consolidated EV/EBITDA

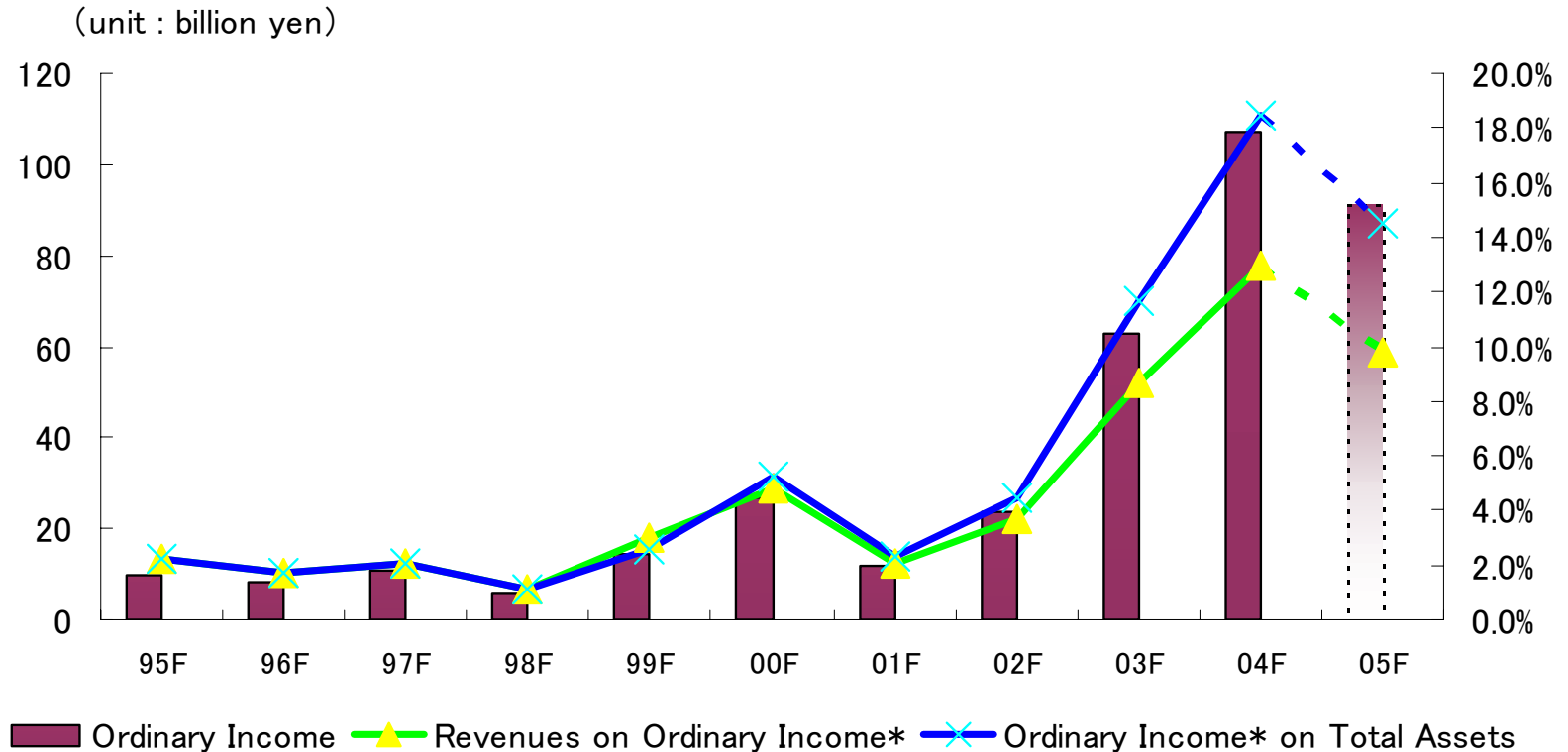


3-5. Consolidated Assets Turnover

(unit : billion yen)



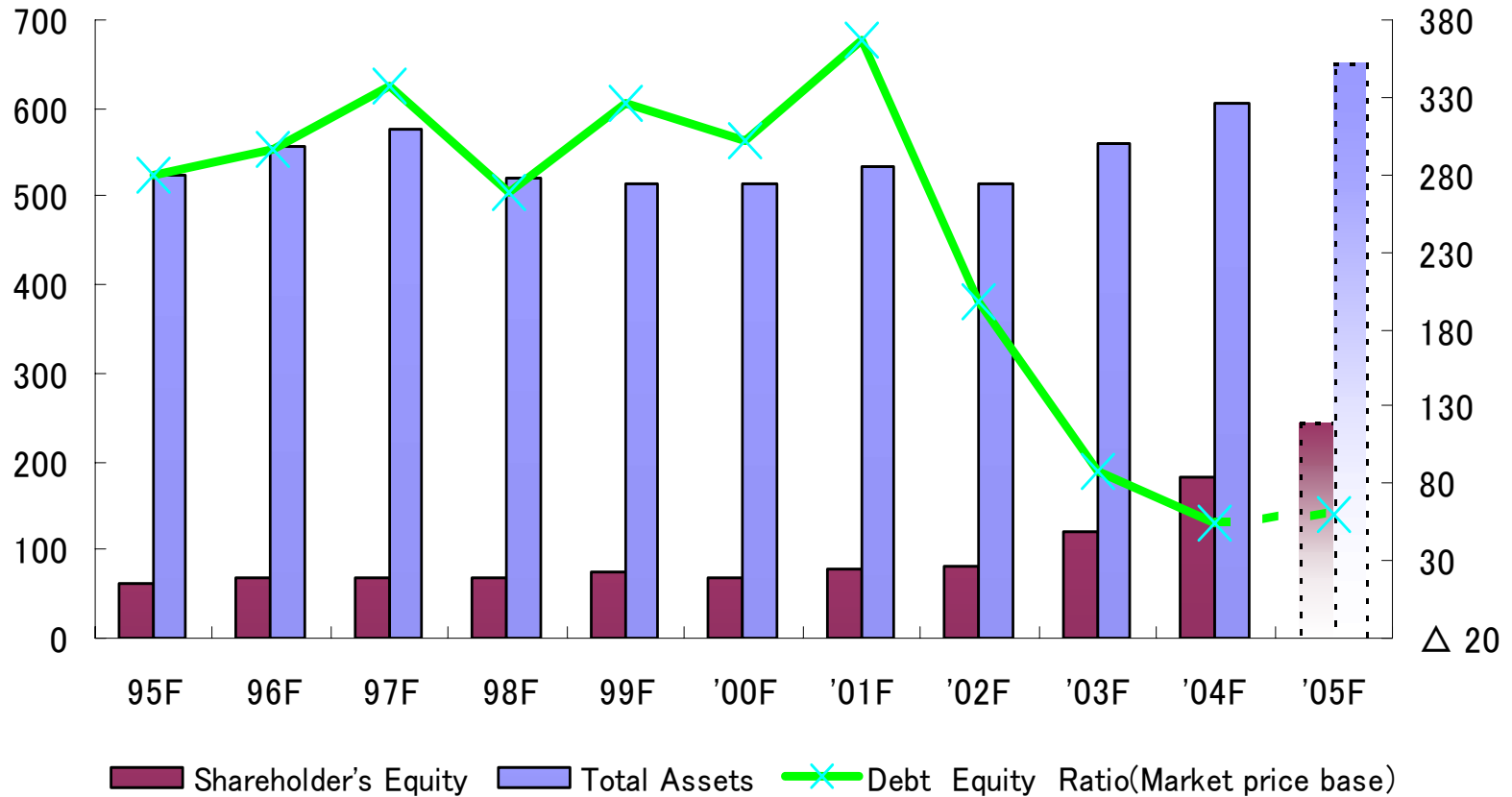
3-6. Consolidated Ordinary Income* on Revenues/Ordinary Income on Total Assets



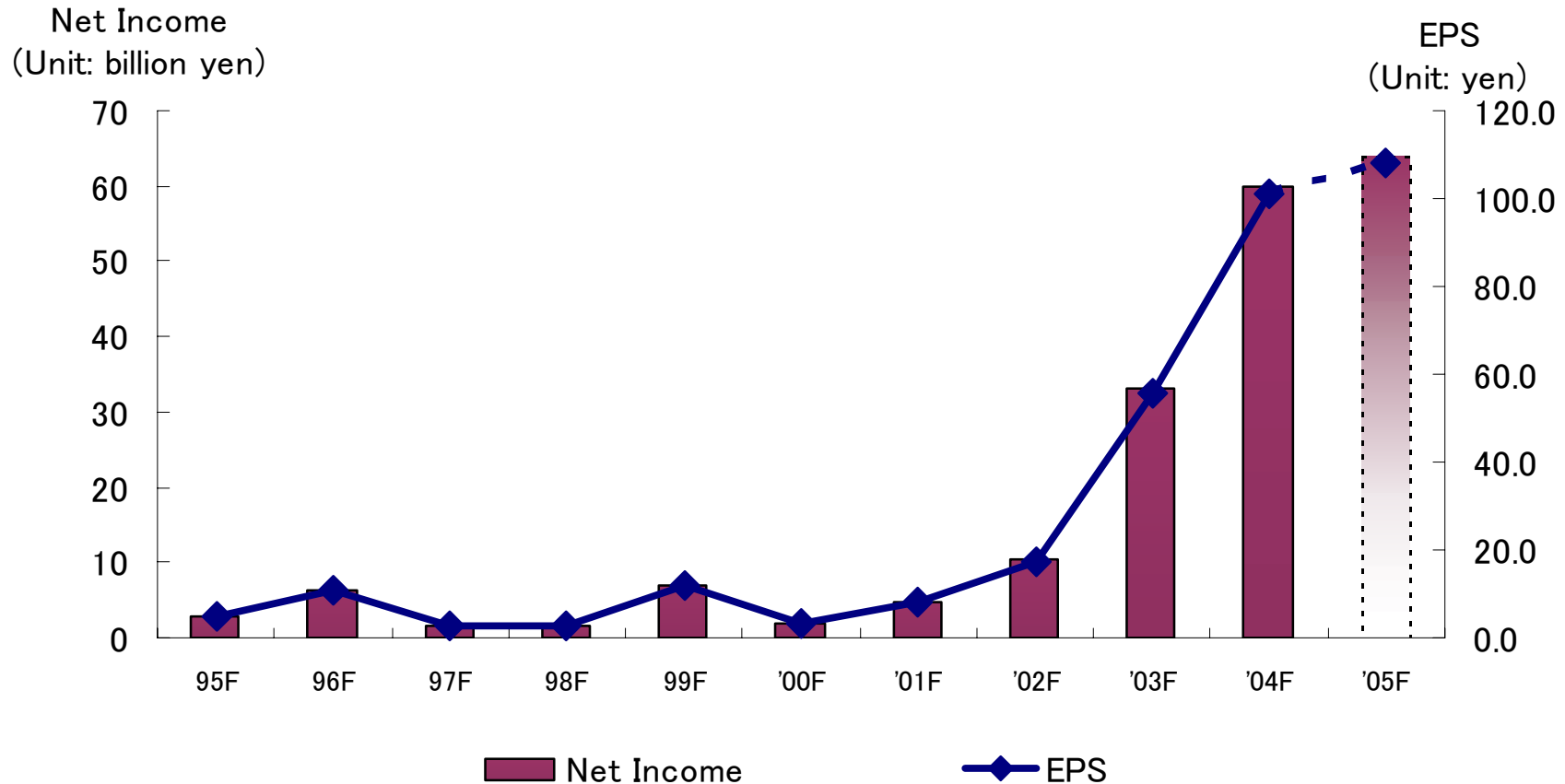
* Ordinary income is income before income taxes and extra-ordinary items.

3-7. Consolidated Debt Equity Ratio

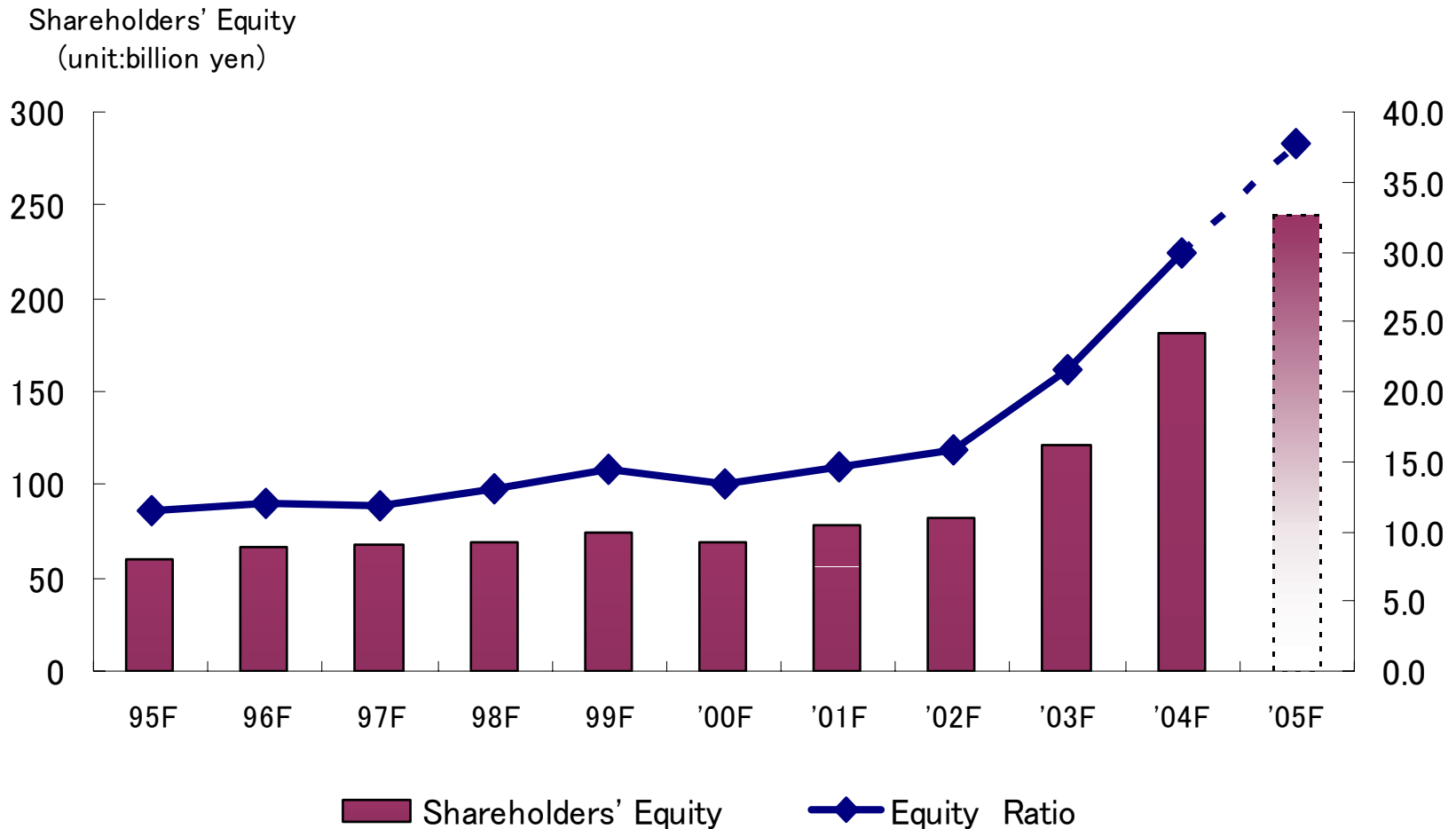
(Unit: billion yen)



3-8. Consolidated Net Income & EPS



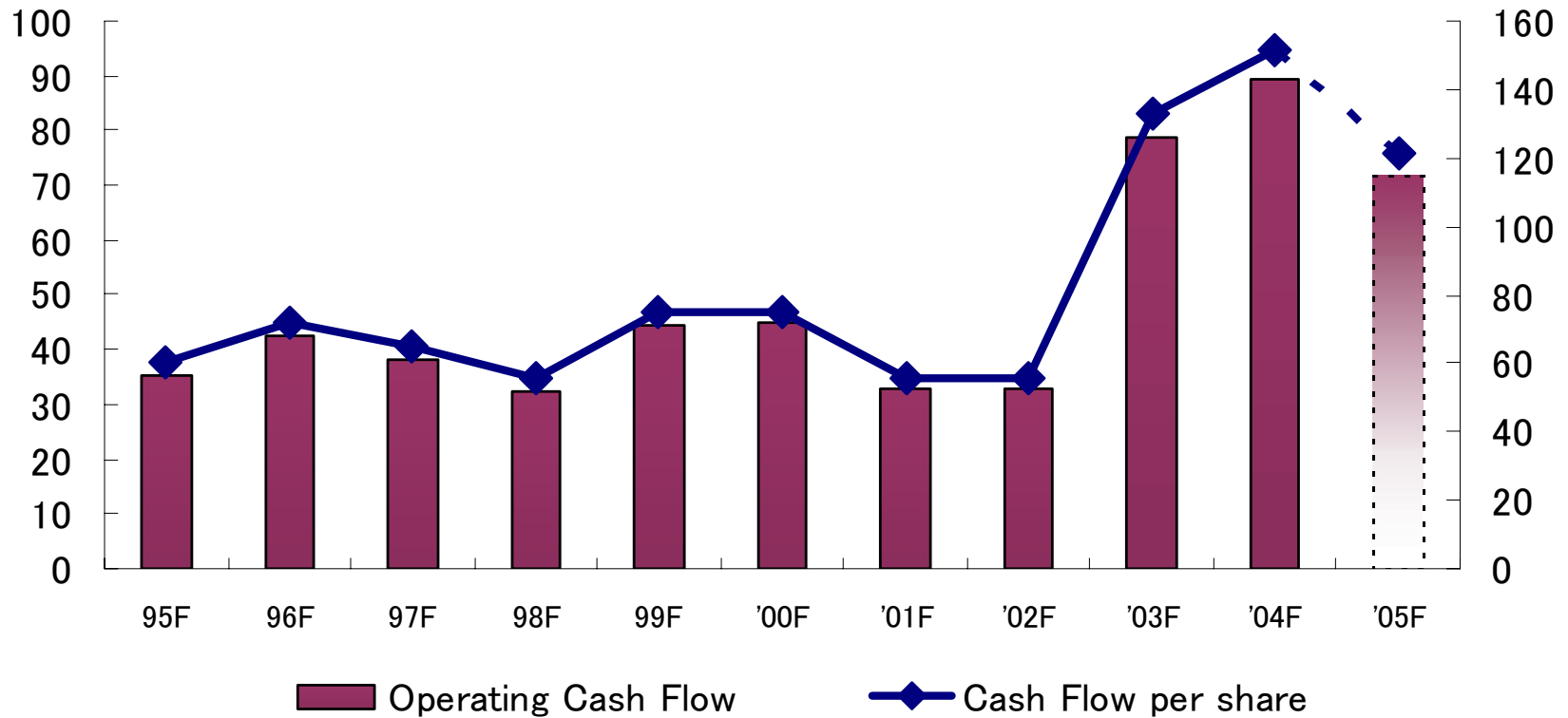
3-9. Consolidated Shareholder's Equity & Equity Ratio



3-10. Consolidated Operating Cash Flow

(Unit: billion yen)

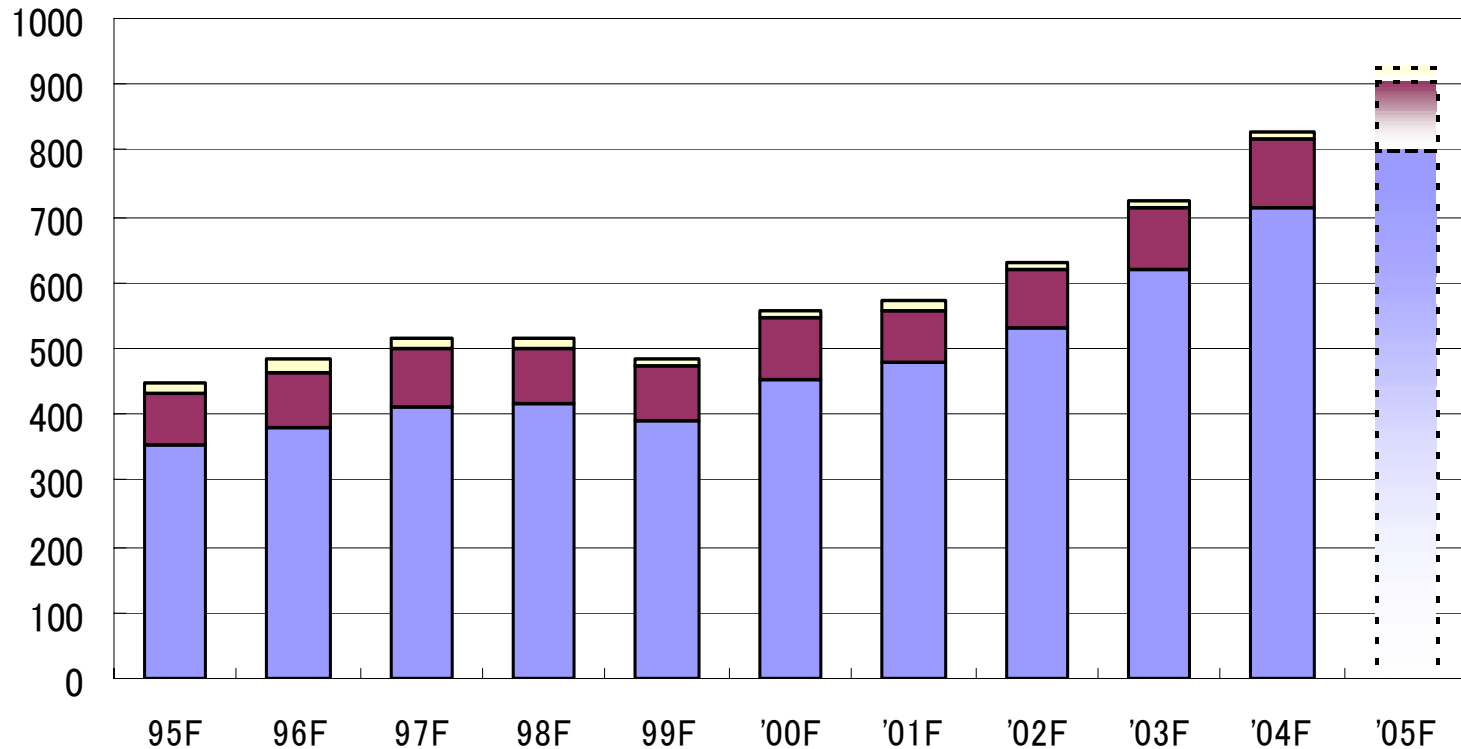
(Unit: yen)



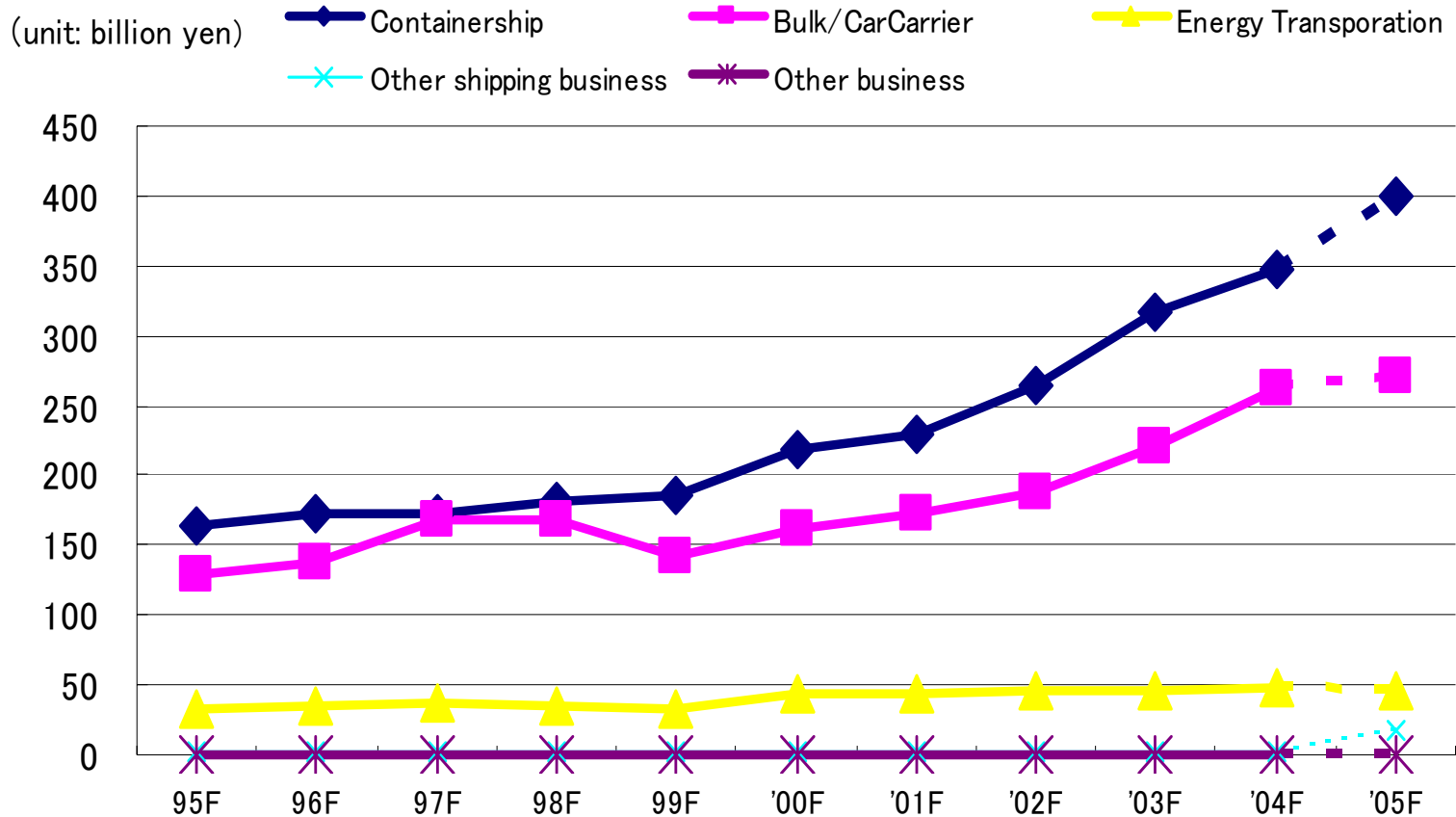
3-11. Consolidated Segment-wise Operating Revenues

(Unit: billion yen)

■ Marine Transportation
 ■ Freight Forwarding & Harbor Business
 ■ Others



3-12. Non-Consolidated Division-wise Operating Revenues



3-13. Consolidated Segment Information

(unit : million yen)

| | 95F | 96F | 97F | 98F | 99F | 00F | 01F | 02F | 03F | 04F |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Operating Revenues | | | | | | | | | | |
| Marine Transportation | 352,090 | 378,793 | 411,893 | 415,820 | 390,430 | 455,385 | 481,200 | 530,228 | 622,118 | 713,961 |
| Freight Forwarding/ Harbor Transportation | 82,075 | 86,271 | 89,951 | 83,614 | 83,407 | 89,527 | 75,757 | 88,773 | 89,885 | 101,710 |
| Others | 15,928 | 17,555 | 15,910 | 13,665 | 11,855 | 12,956 | 14,055 | 13,722 | 12,662 | 12,773 |
| Total | 450,093 | 482,619 | 517,754 | 513,099 | 485,692 | 557,868 | 571,012 | 632,723 | 724,665 | 828,444 |
| Operating Income | | | | | | | | | | |
| Marine Transportation | 22,230 | 22,003 | 21,669 | 18,645 | 22,136 | 29,947 | 13,148 | 22,383 | 61,267 | 97,808 |
| Freight Forwarding/ Harbor Transportation | 1,566 | 308 | 3,686 | 1,220 | 3,893 | 4,885 | 4,536 | 4,800 | 8,062 | 8,865 |
| Others | 251 | 1,204 | 770 | 1,105 | 828 | 1,084 | 1,274 | 2,087 | 1,269 | 1,083 |
| Total | 24,047 | 23,515 | 26,125 | 20,970 | 26,857 | 35,916 | 18,958 | 29,270 | 70,598 | 107,756 |
| Eliminations | 18 | 84 | 795 | 536 | -40 | 91 | 89 | 10 | -65 | 298 |
| Consolidated | 24,065 | 23,599 | 26,920 | 21,506 | 26,817 | 36,007 | 19,047 | 29,280 | 70,533 | 108,054 |

3-14. Non-Consolidated Financial Data

(unit : million yen)

| | 95F | 96F | 97F | 98F | 99F | 00F | 01F | 02F | 03F | 04F |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Operating Revenues | 328,122 | 348,611 | 379,601 | 385,482 | 362,029 | 424,021 | 449,153 | 499,791 | 584,958 | 658,699 |
| Container | 163,403 | 172,897 | 172,451 | 180,455 | 186,214 | 217,698 | 230,353 | 263,456 | 317,185 | 346,321 |
| Bulk & Carrier | 129,866 | 138,290 | 168,428 | 167,558 | 141,626 | 161,306 | 171,837 | 188,112 | 220,364 | 262,182 |
| Energy Transportation | 32,194 | 34,944 | 36,445 | 35,745 | 32,330 | 42,749 | 44,363 | 46,045 | 45,231 | 47,870 |
| Other Shipping Business | 2,659 | 2,480 | 2,277 | 1,722 | 1,858 | 1,809 | 1,800 | 1,396 | 1,291 | 1,372 |
| Other Business | 0 | 0 | 0 | 0 | 0 | 457 | 799 | 780 | 882 | 949 |
| Operating Income | 12,788 | 12,281 | 17,171 | 12,766 | 16,809 | 24,444 | 8,299 | 19,843 | 55,068 | 85,288 |
| Ordinary Income* | 9,827 | 6,949 | 10,258 | 8,233 | 11,133 | 21,582 | 7,115 | 16,434 | 49,670 | 86,873 |
| Net Income | 1,594 | 1,811 | 2,244 | 3,015 | 4,042 | 4,532 | 2,786 | 6,535 | 24,452 | 49,012 |
| Total Assets | 245,896 | 255,032 | 258,367 | 241,432 | 242,278 | 241,295 | 259,200 | 269,140 | 329,965 | 376,345 |
| Total Liabilities | 193,727 | 200,780 | 201,870 | 183,675 | 183,304 | 178,677 | 194,792 | 203,268 | 233,126 | 233,326 |
| Shareholder's Equity | 52,169 | 54,252 | 56,497 | 57,757 | 58,974 | 62,618 | 64,408 | 65,872 | 96,839 | 143,019 |
| Dividend per Share | 0 | 0 | 3 | 3 | 4 | 5 | 3 | 5 | 10 | 16.5 |
| Dividend Yield | - | - | 78.2 | 58.2 | 58.1 | 65.5 | 63.9 | 45.9 | 24.4 | 20.0 |

* Ordinary income is income before income taxes and extra-ordinary items.