

August 27, 2024

Kawasaki Kisen Kaisha, Ltd. ("K" LINE)

Mitsui O.S.K. Lines, Ltd. (MOL)

Nippon Yusen Kabushiki Kaisha (NYK Line)

Mitsubishi Shipbuilding Co., Ltd.

Imabari Shipbuilding Co., Ltd.

Japan Marine United Corporation (JMU)

Nihon Shipyard Co., Ltd.

Joint Study to Establish Standard Specifications and Designs for LCO₂ Carriers in Japan Towards Large-Scale International Marine Transport of Liquefied CO₂ by 2028

- ◆ **"K" LINE, MOL, NYK Line, Mitsubishi Shipbuilding, Imabari Shipbuilding, JMU, and Nihon Shipyard have started a joint study to establish standard specifications and designs for liquefied CO₂ (LCO₂) carriers.**
- ◆ **In the future, they will also consider designing, developing, and building new fuel ships using decarbonization technologies like ammonia fuel.**

"K" LINE (President: Yukikazu Myochin, Headquarters: Chiyoda-ku, Tokyo), MOL (President: Takeshi Hashimoto, Headquarters: Minato-ku, Tokyo), and NYK Line (President: Takaya Soga, Headquarters: Chiyoda-ku, Tokyo) have started a joint study with Mitsubishi Shipbuilding (President: Shin Ueda, Headquarters: Minato-ku, Tokyo), Imabari Shipbuilding (President: Yukito Higaki, Headquarters: Imabari City, Ehime), JMU (President: Nobuyuki Nada, Headquarters: Yokohama City, Kanagawa), and Nihon Shipyard (President: Kiyoshi Higaki, Headquarters: Chiyoda-ku, Tokyo), which is a joint venture between Imabari Shipbuilding and JMU, to establish standard specifications and designs for LCO₂ carriers.

As the demand for LCO₂ carriers is expected to grow in various CCS (Carbon dioxide Capture and Storage) projects that transport CO₂ collected in Japan to storage sites by sea, it is necessary to build and supply LCO₂ carriers stably within Japan to realize the CCS value chain and improve economic efficiency. Therefore, the seven companies have agreed to conduct a joint study to establish standard specifications and designs for LCO₂ carriers and to establish a construction supply chain.

This study will focus on LCO₂ carriers and aim to enable construction at other shipyards in Japan as well. Additionally, they plan to collaborate widely with industry stakeholders, including other shipyards that share the same awareness of the issues, to contribute to the further progress of a decarbonized society by developing low emission ships using decarbonization technologies (such as ammonia fuel).

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