




# [Appendix] Overview of LNG Bunkering in the Setouchi and Kyushu Areas

- ✓ The Setouchi and Kyushu areas receive many vessels from around the world, including cruise ships, pure car and truck carriers (PCTC), containerships, bulk carriers, and ferries.
- ✓ In the shipping industry, global environmental regulations are being tightened through a sulphur cap on marine fuel from 2020 and restrictions on greenhouse gas (GHG) emissions from 2025. To address these regulations, LNG-fueled vessels are expected to increase. Therefore, NYK and its three partner companies are considering the below LNG bunkering structure in the Setouchi and Kyushu areas.

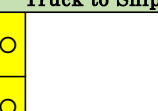
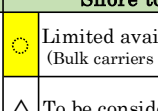
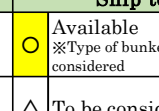
**Current**

Name of Terminal	Method of LNG Bunkering		
	Truck to Ship	Shore to Ship	Ship to Ship
	 From LNG tank truck	 From shore/satellite LNG terminal	 From LNG bunkering ship
Tobata LNG Terminal	○ Available	⊙ Limited availability (Bulk carriers only)	○ Available ※Type of bunkering ship to be considered
Hibiki LNG Terminal	○ Available	△ To be considered	×
Yanai LNG Terminal	○ Available	×	×
Oita LNG Terminal	○ Available	×	×

**Utilize existing infrastructures to supply LNG fuel through truck-to-ship and shore-to-ship method**

Consider to construct LNG bunkering vessel, etc.

**5-10 Years Later (Imagined)**

Name of Terminal	Method of LNG Bunkering		
	Truck to Ship	Shore to Ship	Ship to Ship
			
Tobata LNG Terminal	○ Available	⊙ Limited availability (Bulk carriers only)	○ Available ※Type of bunkering ship to be considered
Hibiki LNG Terminal	○ Available	△ To be considered	△ To be considered
Yanai LNG Terminal	○ Available	△ To be considered	- Undecided
Oita LNG Terminal	○ Available	△ To be considered	- Undecided

**Expansion of available terminals and ship-to-ship method by LNG bunkering vessel are to be considered according to expansion of supply area**

※ Use of ports must be confirmed

