

<b>Name</b>	NYK Unsecured Corporate Bonds No. 47 (Transition Bonds)
<b>Issue Date</b>	April 17, 2024
<b>Pricing Date</b>	April 10, 2024
<b>Maturity</b>	5 years
<b>Issue Amount</b>	15 billion yen
<b>Coupon Rate</b>	0.722% per annum
<b>Use of Proceeds</b>	<p>New and existing projects referenced in "vessel fuel conversion scenario towards 2050" in NYK's medium-term management plan; LNG-fueled vessels</p> <p><b>More Information :</b></p> <ul style="list-style-type: none"> <li>➤ <a href="#">Medium-Term Management Plan</a></li> </ul>
<b>Credit Ratings</b>	AA- (Japan Credit Rating Agency, Ltd.)

## Reporting

### Third-party Evaluation

- [DNV PERIODIC REVIEW \(ISSUED IN JUNE 2025\)](#)

### Report on Use of Proceeds

As of March 2025, ¥4.3 billion in bond proceeds had been allocated.

Allocated to LNG-fueled Vessels: ¥4.3 billion

\*¥4.3 billion out of above ¥4.3 billion was used for refinancing

Construction of all vessels are on schedule, and they are going to be completed in 2026.

### Key Specifications

<b>LNG-fueled vessel 1</b>	
Length Overall	approx. 199.95m
Beam	approx. 38.00m
Gross Tonnage	73,500MT
Cargo Capacity	approx. 7,000RT
<b>LNG-fueled vessel 2</b>	
Length Overall	approx. 199.95m
Beam	approx. 38.00m
Gross Tonnage	74,600MT
Cargo Capacity	approx. 7,000RT
<b>LNG-fueled vessel 3</b>	
Length Overall	approx. 199.95m
Beam	approx. 38.00m
Gross Tonnage	74,600MT
Cargo Capacity	approx. 7,000RT

### Impact Report

LNG – fueled vessels	<b>3 ships</b>
GHG emissions	27,360 mt / ship / year
CO2 reduction rate	27%
NOx reduction rate	76%

<b>SO<sub>x</sub> reduction rate</b>	98%
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\*The reduction rates above are theoretical values compared with a conventional heavy oil-fueled vessel.

\*The figures shown are averages for each vessel.