

NYK RORO SERVICE

Delivering Diverse Cargo to Destinations around the World

RORO vessels feature built-in ramps for automobiles and cargo trailers to roll-on/roll-off on their own power, allowing for the accommodation of diverse cargo. With such an advantage and our extensive route network, we can ensure the safe, secure transport of customer cargo to destinations across the globe.



Railroad car for the Doha Metro project being loaded onto our RORO vessel.

Supporting Customer Businesses with the World's Largest RORO Fleet

NYK boasts the largest RORO fleet in the world comprising more than 100 vessels. We draw upon our superior transportation capability to handle a wide range of needs including project cargo.

106 vessels

RORO Fleet (as of January 1, 2021)

Length	Width	Height
200m	32m	45m

Standard size of RORO vessels (as of January 1, 2021)



Route Network

Spanning the Globe

NYK operates an extensive RORO service network that connects major ports around the globe to satisfy the diverse transportation destinations of our customers.



30 countries
and regions

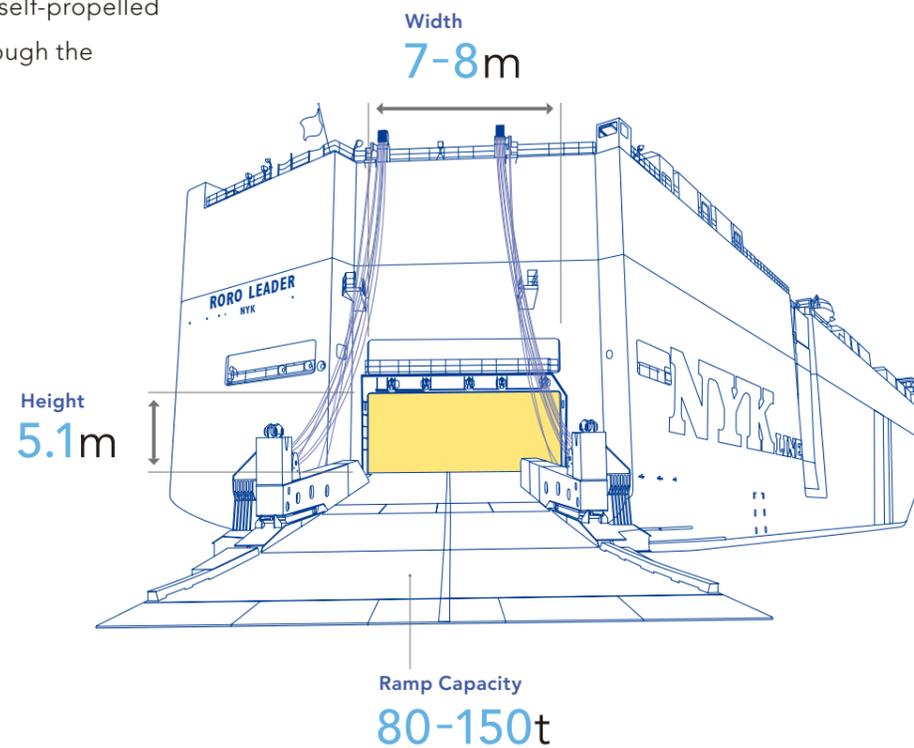
60 ports

Route Network (as of January 1, 2021)



Capable of Loading Any Type of Cargo

As all cargos are loaded onto vessels using a ramp, RORO vessels can carry a variety of freight, large and small, self-propelled or not, as long as it fits through the loading door.



Self-Propelled Cargo

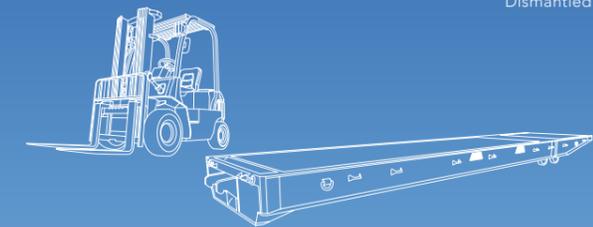
Staff drives self-propelled cargo such as automobiles, construction machines, and heavy machinery onto the vessel.



Criteria for Cargo Acceptance	
Length (L) x Width (W) x Height (H)	Under L 12.5 m x W 5 m x H 5 m
Gross Weight (G/W)	Under 75 t

Non-Self-Propelled Cargo

Non-self-propelled cargo is loaded onto vessels by forklift or roll trailer, depending on shape and weight.



Forklift Loading

Criteria for Cargo Acceptance	
Length (L) x Width (W) x Height (H)	L 5 m x W 2.5 m x H 3 m, max.
Gross Weight (G/W)	15 t, max. (Subject to loading equipment capacity at each port)

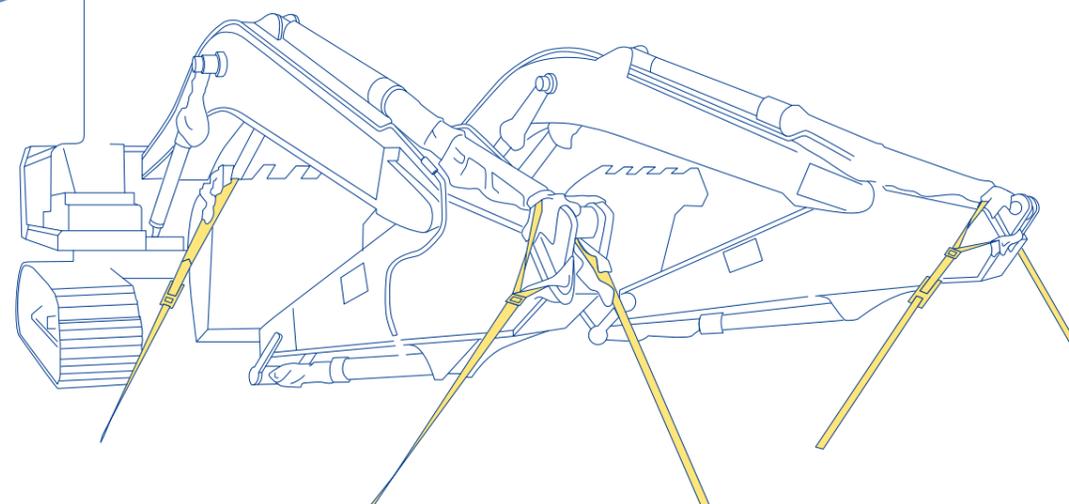
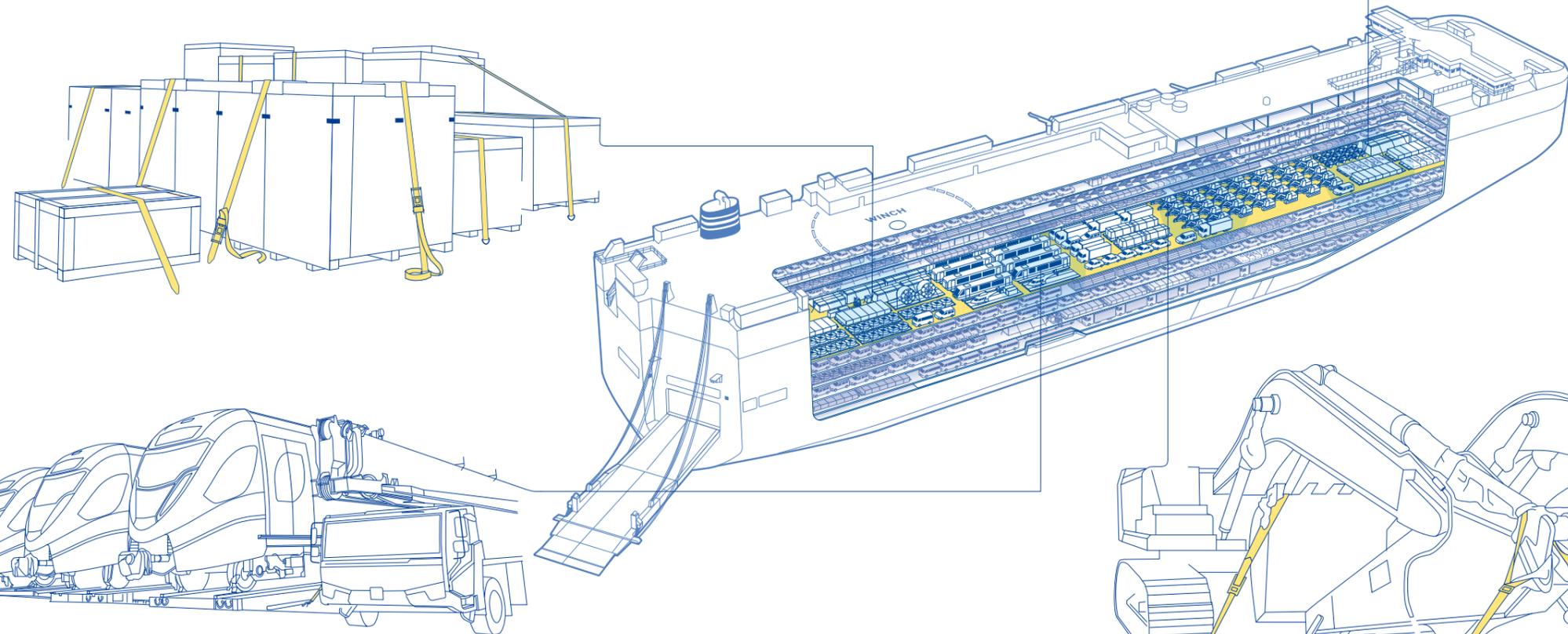
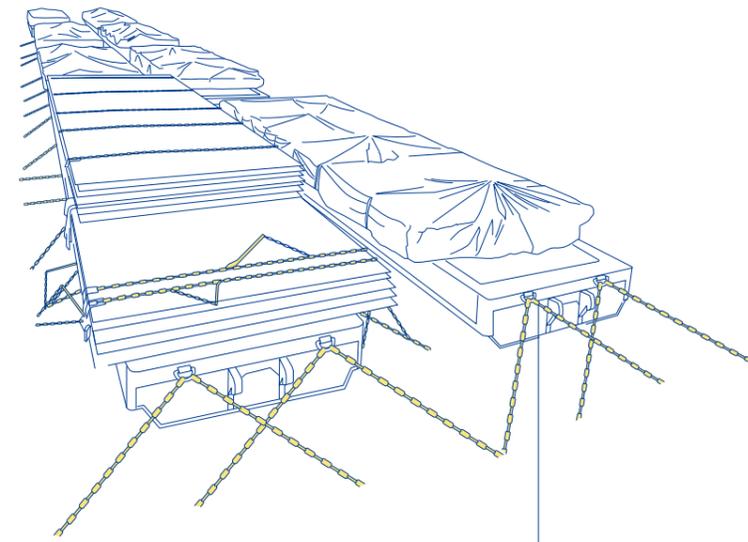
Roll Trailer Loading

Criteria for Cargo Acceptance	
Length (L) x Width (W) x Height (H)	40 Feet Roll Trailer: L 12.3 m x W 4 m x H 3.8 m, max.
	62 Feet Roll Trailer: L 18.9 m x W 4 m x H 3.8 m, max.
G / W	62 Feet Roll Trailer (low bed): L 18.9 m x W 4 m x H 4 m, max.
	50-100t (depends on the target vessel)

Exceptional length cargo can be considered and usually catered for by various technical solutions

Optimal Loading Plan for All Cargo

NYK RORO service provides quality maritime transportation by ensuring optimal deck placement and lashing to meet the requirements of all cargo.



Self-Propelled Cargo



Non-Self-Propelled Cargo



Cargo Solution 1

Oversized and Breakbulk Cargo

Roll trailers are used to load oversized freight and breakbulk cargo for transport.



Plant Machinery

RORO shipping can handle large-scale project cargo that is difficult to transport by container ship. Its schedule reliability, which is higher than those associated with multi-purpose vessels, and the roll-on/roll-off method reduce the risks of delay and damage.

Railroad Cars

Drawing upon its ample track record, NYK RORO Service provides the optimal transport option for a broad range of needs, including single destination and large-scale project cargo, while meeting the specific requirements of each project.



Machine Tools

Our RORO service is well suited for transporting high-precision machine tools.

Steel Products

Long steel pipes and sheets can be handled by NYK RORO Service.



Ultra-Large Construction Machinery

Loading and unloading with roll trailers make it possible for RORO vessels to handle ultra-large construction machinery more efficiently than multi-purpose vessels, which are typically used to transport such cargo.

Small Ships and Helicopters

RORO vessels are capable of transporting non-self-propelled cargo such as small ships and helicopters.



Cargo Solution 2

Small Cargo and Irregularly Shaped Cargo

Forklifts or roll trailers are used to load small or irregularly shaped cargo for transport.



/// Packaged Cargo

We also accept small cargo that is typically transported by container ship or aircraft, as long as it has been packed in wooden crates or other casings.

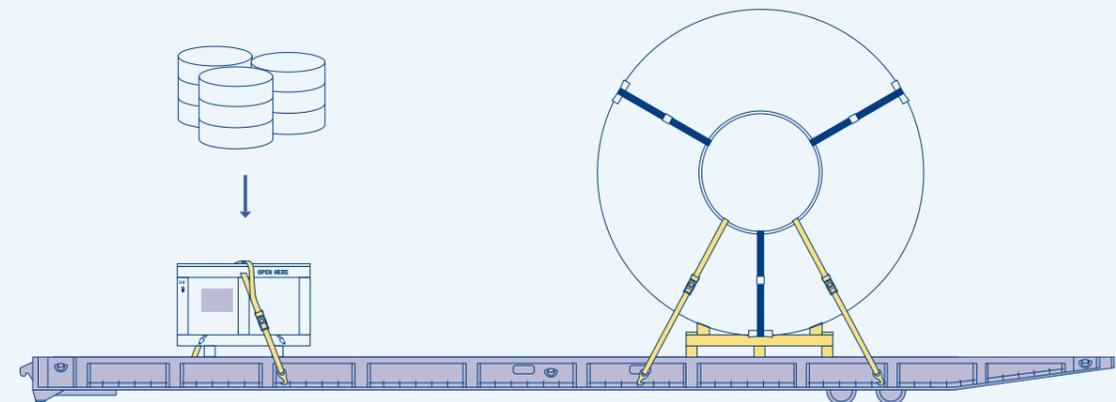


/// Steel Coils and Cable Drums

Cargo in the form of coils or drums can be placed on deck eye to the side or eye to the sky.



/// Packing and Lashing Requirements



! Bulk cargo must be packed in cases or pallets that can be lashed together.

! Irregularly shaped cargo that may roll must be secured to a skid.



! We do not accept cargo packed in ocean containers.

Capacity

Forklift and Roll Trailer



Forklift



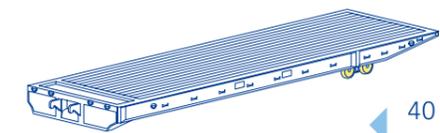
Non-self-propelled cargo is loaded onto the vessel using a forklift.
Please confirm the suitability of your cargo for our service.



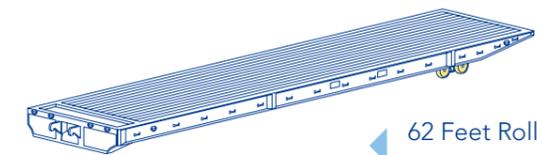
Roll Trailer



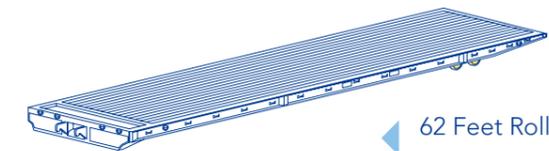
Non-self-propelled cargo that cannot be handled by a forklift is loaded onto the vessel using one of three types of roll trailers, depending on cargo size and weight.



40 Feet Roll Trailer
L 12.3 m × W 2.5 m × H 0.8 m



62 Feet Roll Trailer
L 18.9 m × W 2.5 m × H 0.8 m



62 Feet Roll Trailer (low bed)
L 18.9 m × W 3.0 m × H 0.65 m

Special Arrangement of Roll Trailer and Cargo Lashing in Japan

We offer all-around service for cargo shipped from Japan, from loading arrangements using roll trailers to cargo lashing. We ensure optimal loading and lashing for safely and securely delivering cargo based on our years of expertise.

- Please consult us for arranging roll trailers for shipment from outside Japan; cargo is reviewed on a case by case basis
- Consignee is responsible for arranging and paying for unloading cargo



Cargo suspended from crane



Loading steel products

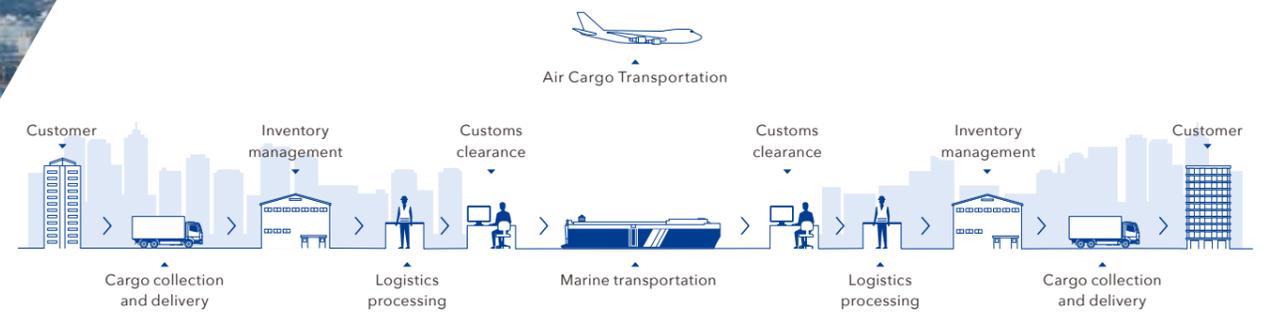


Cargo lashing

About NYK

The NYK Group is a comprehensive logistics business group that delivers a broad range of cargo across sea, land, and air, from marine transportation using one of the world's largest fleets to logistics based on trucks and air transportation by dedicated cargo aircraft.

Beyond transporting goods, we provide services that optimize the entire logistics flow, from warehousing and delivery to ocean- and air-freight forwarding, making effective use of our network of global locations.

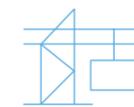


Size of Fleet



777
vessels
67,578k DWT

Base Terminals



21
ports
around the world

Cargo Aircraft



1,929
million ton-km

Logistic Business Locations



46 countries
609 locations

(All above information is current as of January 1, 2021)

Japan's First LNG-Fueled Carrier

Operating Next-Generation Environmental Vessels as Our Contribution to a Sustainable Society

In October 2020, construction was completed for the SAKURA LEADER, the first large-scale LNG-fueled RORO vessel to be built in Japan. LNG-fueled vessels are next-generation environmental vessels that reduce CO₂ emissions by 40% compared to conventional vessels fired by heavy oil. All new RORO vessels built over the next decade will be LNG-fueled to achieve our goal of creating an environmentally sound fleet.



Corporate Profile

As of December 31, 2020

Trade Name	Nippon Yusen Kabushiki Kaisha
Established	September 29, 1885
Description of Business	Comprehensive logistics business centered on international marine transportation, cruises, terminal and harbor transport, businesses related to marine transportation, real estate, and other business services
Paid-in Capital	¥144.3 billion
Employees	Consolidated: 34,857 / Nonconsolidated: 1,774
Headquarters	3-2, Marunouchi 2-chome, Chiyoda-ku, Tokyo 100-0005, Japan

