

## LNG bunkering to “ASUKAⅢ” was conducted at the Osanbashi Yokohama International Passenger Terminal - First LNG bunkering to a cruise ship in Japan -

On June 10 and 11, liquefied natural gas (LNG) bunkering\* operations for the newly built cruise ship ASUKA III, which has Yokohama as its mother port, was successfully completed through the Truck to Ship method\* at the Osanbashi Yokohama International Passenger Terminal. This is the first LNG bunkering to a cruise ship in Japan. ASUKA III, which arrived in Yokohama Port on June 2, 2025, is the first Japanese cruise ship to be equipped with a trifuel engine that can use a total of three types of fuel such as heavy oil, diesel oil, and LNG, as well as an onshore power receiving equipment, making it an environmentally friendly eco ship.

During this bunkering, a total of four LNG lorries were used to supply LNG fuel to ASUKA III over a two-day period. As a leading cruise port in Japan, Yokohama welcomes a large number of cruise ships and will promote initiatives to create a carbon neutral port (CNP) in cooperation with the national government and private businesses, aiming to realize a decarbonized society by 2050.

\*Bunkering refers to the supply of fuel used by ships.

\*\*See reverse side.

### 1 Photos of LNG Bunkering



LNG supply by Tokyo Gas Chemical Co. to “ASUKA III” docked at berth D of the Osanbashi Yokohama International Passenger Terminal, Port of Yokohama.

\*The “misty substance” in the left photo is the result of the surrounding air being cooled by the low temperature (-162°C) LNG.

## 2 Ship Profile (as of June 2025)

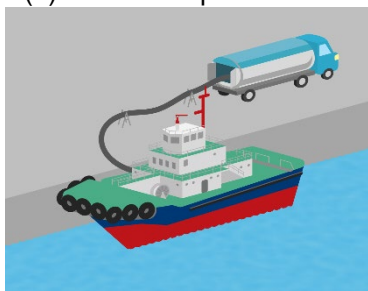


○ Ship name	: ASUKA III
○ Registry	: Yokohama Japan
○ Length / beam	: 230 m × 29.8 m
○ Gross tonnage	: 52,265 GT
○ Cabins	: 381
○ Passengers	: 740
○ Crew	: 470
○ LNG fuel tank capacity	: 560 m <sup>3</sup>
○ Enter service	: July 20, 2025

“ASUKA III” photo courtesy of NYK Cruises Co., Ltd.

### Reference1 Bunkering methods

#### (1) Truck to Ship



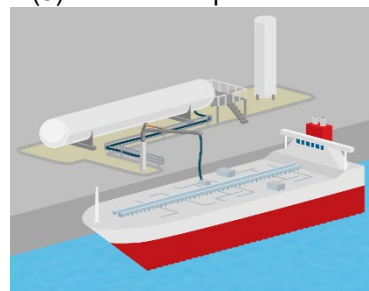
The vessel berths at the quay, and fuel is supplied by the lorry to the vessel.

#### (2) Ship to Ship



A bunkering vessel berths to a vessel arriving at/departing from a quay/pier, and fuel is supplied from the bunkering vessel to another vessel.

#### (3) Shore to Ship



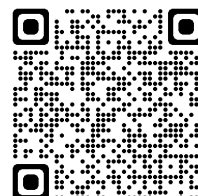
A vessel berths at a quay/pier where fuel can be supplied, and fuel is supplied from shore facilities to the ship.

### Reference2 Carbon-Neutral Port Initiatives of Port of Yokohama

The Port of Yokohama aims to become a Carbon Neutral Port (CNP) with net zero greenhouse gas emissions by 2050. This will be achieved by promoting the energy conversion of ships and waterfront industries using next-generation energy sources (hydrogen and its derivatives such as methanol, ammonia, e-methane, etc.) and by upgrading port functions with consideration for decarbonization, as well as by concentrating industrial facilities in the waterfront district.



Carbon-Neutral Port Initiatives of Port of Yokohama



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