September 8, 2025
Idemitsu Tanker Co., Ltd.

The newly built environmentally friendly VLCC (Very Large Crude Carrier) has been named "NISSHO MARU."
~100th Anniversary of the Birth of NISSHO MARU~

Idemitsu Tanker Co., Ltd. (Headquarters: Chiyoda-ku, Tokyo; President and CEO: Tomio Inagaki; hereinafter referred to as "the ITC") has decided to name one of the two environmentally friendly VLCCs scheduled for delivery in 2028 as "NISSHO MARU."

Since the completion of the first NISSHO MARU in 1938, ITC has built and operated five generations of large crude oil tankers named "NISSHO MARU." As the sixth-generation vessel, this ship will enter service as ITC's flagship, carrying forward its history and tradition while also embodying next-generation environmental performance, as approaching the 100th anniversary of the first ship's completion.

This vessel is an environmentally friendly VLCC equipped with the latest technology. Moving forward, ITC will continue to leverage the foresight and expertise cultivated over its long history to pioneer sustainable energy transportation while contributing to the realization of a carbon-neutral (CN) and circular society.

■ Features of environmentally friendly VLCCs

・Adopting a dual-fuel main engine capable of using methanol and heavy oil as fuel

Using methanol enables emission reductions of up to approximately 80% for nitrogen oxides (NOx), up to approximately 99% for sulfur oxides (SOx), and up to approximately 15% for carbon dioxide (CO_2) compared to heavy oil.

・Equipped with a shaft generator that supplies power by utilizing the rotation of the propeller shaft during sailing operations

Reducing fuel consumption for onboard generators enables CO_2 emissions reduction.

・Equipped with rotor sails, the world's first* wind-assisted propulsion system installed on a VLCC

Wind propulsion systems used to assist a vessel's propulsion. They achieve the reducing fuel consumption through wind propulsion, reducing greenhouse gas emissions such as CO_2 associated with lower fuel consumption, and reducing engine load and improving energy efficiency by utilizing wind power.

* Researched by ITC (as of April 2025)

■ The history of NISSHO MARU

・Completed in 1938: NISSHO MARU I (First Generation)

・Completed in 1951: NISSHO MARU II
In 1953, the NISSHO MARU incident stirred global attention by transporting oil from Iran.

・Completed in 1962: NISSHO MARU III (the world's largest VLCC at the time)

・Completed in 1981: NISSHO MARU IV

・Completed in 2004: NISSHO MARU V

・To be completed in 2028: NISSHO MARU VI (environmentally friendly VLCC)

■ Overview of NISSHO MARU VI

Length Overall	Maximum 339.5m
Moulded Breadth	60.0m
Moulded Depth	28.6m
Full Load Draft	21.0m
Deadweight tonnage	Approximate 309,400 tons
Fuel	Methanol and heavy oil
Others	Equipped with large shaft generator Equipped with two wind propulsion auxiliary systems, “Rotor Sail”

Image of environmentally friendly VLCC

[Reference]

NEWS RELEASE by Idemitsu Kosan Co., Ltd.:

Idemitsu Tanker Co., Ltd. Decided to build two environmentally friendly VLCCs (very large crude carriers), as its first case（April 24, 2025）

https://www.idemitsu.com/jp/news/2025/250424.pdf

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