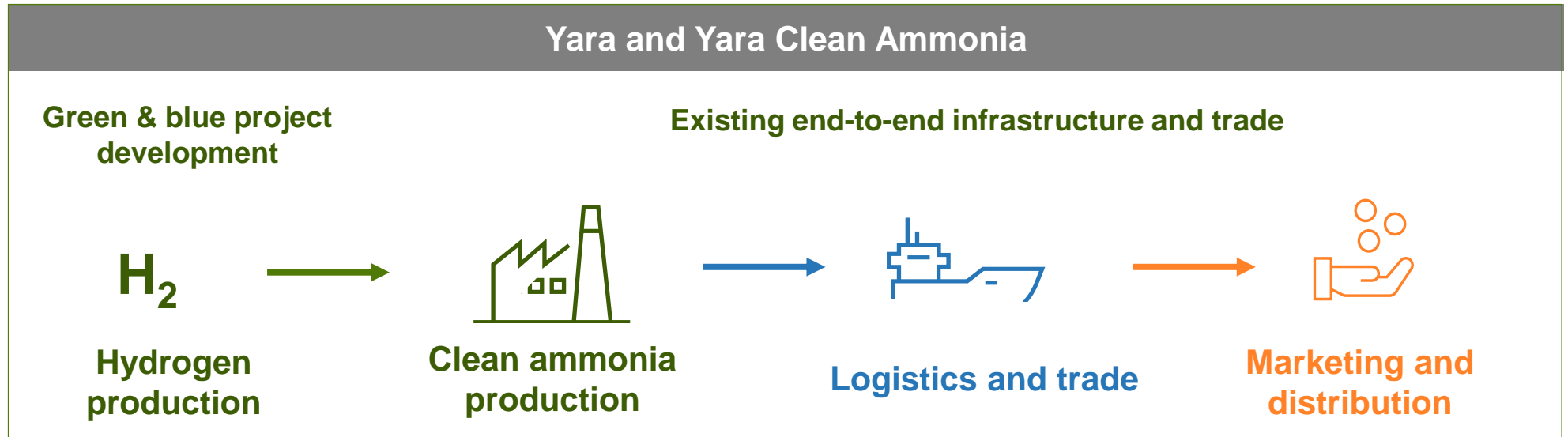


Yara Eyde – Enabling Green Shipping Corridors



A leading global ammonia platform well-positioned to capture the market for clean ammonia





Yara Eyde in brief

Capacity and ownership

- **Type of vessel:** Ammonia Dual Fuel Container Feeder Vessel
- **Capacity:** 1,300 TEU/16,600 MT
- **Charterer:** YCA/NCL JV
- **Contract:** 15-year Time Charter
- **Vessel owner:** CMB.TECH
- **Vessel design:** SDARI
- **Yard:** Qingdao Yangfan (China)
- **Engine:** WinGD X52-DF-A
- **Engine builder:** Hyundai Heavy Industries (HHI)

Trading route

- **Brevik → Europe:** Yara International ASA cargo owner
- **Europe → Norway:** Open for 3rd party cargo



Yara Eyde in brief

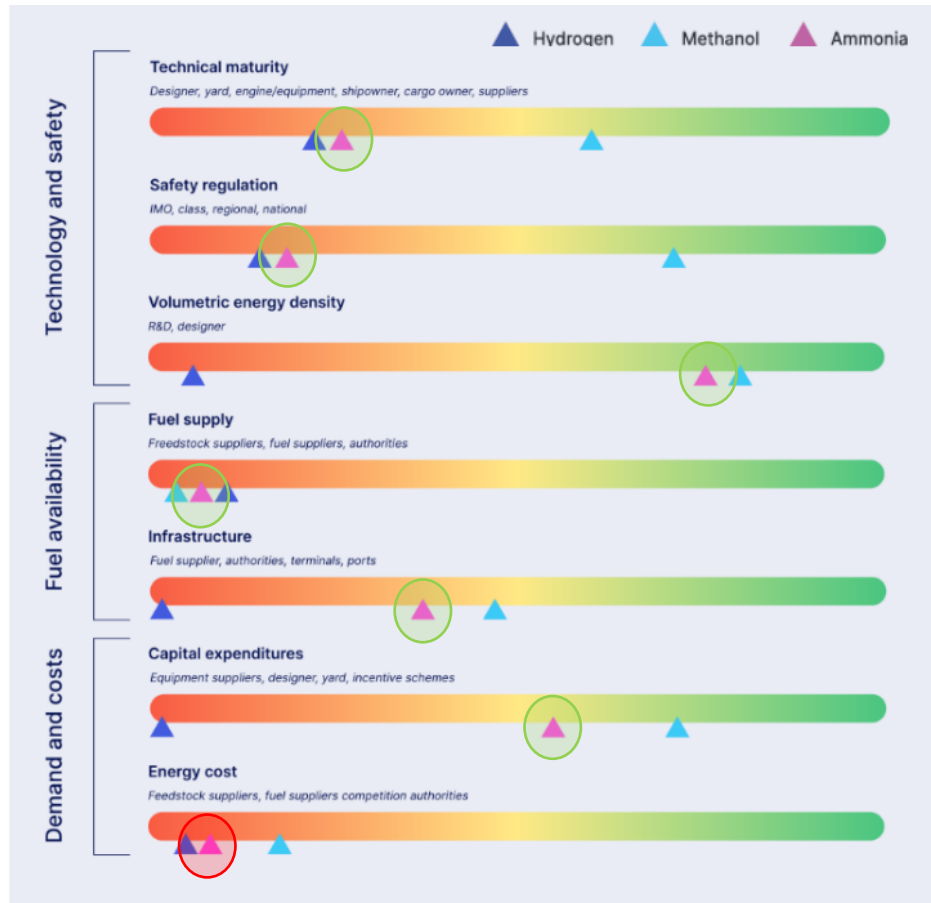


- Support (Enova CAPEX 40mNOK)
- Will utilize one or more major container ports (**Bremerhaven, Hamburg** or Rotterdam)
- Norway: Oslo and Brevik



Assessment of Barriers for Green Corridors

-- Yara Eyde as a Case Study



Technical maturity



Safety regulation

Energy density



Fuel supply



Infrastructure



CAPEX



Energy cost

Source: Fuel Transition Roadmap for Nordic Shipping

Example fuel cost calculation based on Platts cost

Assumptions:

- Rotterdam → Oslo
- 555 nm
- Weekly schedule
- Same vessel/energy efficiency
- 1000 TEU in use
- FuelEU Maritime and EU ETS are NOT considered

	MGO	Ammonia
Cost Rotterdam [\$/t]	690*	925*
Cost Rotterdam [\$/GJ]	15,44	49,76
Consumption [\$/nm]	45	135
Yearly cost [\$/]**	1,3m\$	3,8m\$

Rule of thumb: 3x cost

Thank you

Contacts:

Yang Zhang: yang.zhang@yara.com

Åge Johansen: age.johansen@yara.com



Yara Clean Ammonia