

First Order Received for Construction of Kawasaki-developed 100 MW Class Combined Cycle Power Plant

Kawasaki recently received from Kashima South Joint Power Corporation (head office: Kamisu City, Ibaraki) its first order for a 100 MW class combined cycle power plant (CCPP). This Kawasaki-developed CCPP employs the L30A model 30 MW class made-in-Japan high-efficiency gas turbine, featuring the highest output of all Kawasaki gas turbines.

Kashima South Joint Power Corporation is the operator of Kashima South Joint Power Station, the energy center for Kashima Eastern Industrial Complex, and it supplies electricity and steam to surrounding factories.

The order is for a 107 MW CCPP to be constructed in Kamisu City, Ibaraki. It is to be composed of three L30A gas turbines,

three heat recovery steam generators, and one steam turbine, all made by Kawasaki. The CCPP employs a system that has functions as a cogeneration facility able to supply electricity and steam flexibly according to demand from surrounding factories. Kawasaki received a full turnkey contract for construction that includes overall design of the plant, supply and installation of gas turbines, steam turbine and heat recovery steam generators, as well as civil engineering construction. Operation is scheduled to start around the summer of 2020.



Kawasaki Launches the 2019 Ninja ZX-10R Series with Improved Track Performance

Kawasaki launched four upgraded 2019 models in the supersport Ninja ZX-10R series: the Ninja ZX-10R ABS, the Ninja ZX-10R, the Ninja ZX-10RR, and the Ninja ZX-10R SE. They were released in select markets (Europe, U.S.A., Canada, Australia, Japan and others) in October, 2018.

Since their debut in 2004, the Ninja ZX-10R ABS and Ninja ZX-10R have been active in races all over the world. Their reputation for superior performance on the circuit has been well known for many years. For its 2017 models, Kawasaki released a new, track-focused variation called the Ninja ZX-10RR. For 2018, Kawasaki added the high-spec Ninja ZX-10R SE, with Kawasaki Electronic Control

Suspension (KECS).^{*} The series serves the diverse needs of sport riders who can now choose the model best suited to their abilities, experience, and taste.

In both 2015 and 2016, Jonathan Rea of the Kawasaki Racing Team, riding a Ninja ZX-10R, won the World Superbike Championship,^{**} the pinnacle of production motorcycle racing where manufacturers and riders gather from around the world. When the Ninja ZX-10RR was introduced in 2017, Rea became the first racer ever to win the Championship in three consecutive years. Meanwhile, Kawasaki won the manufacturers' title for three years running, proving the superior performance of the Ninja ZX-10R series.

The 2019 Ninja ZX-10R series boasts engine improvements that increase output from 200 to 203 PS (204 PS for the Ninja ZX-10RR) while also achieving broader power bands. Enhanced equipment features boost track performance as well.

The Ninja ZX-10RR will be limited to a global production run of 500 units. Each unit has a serial number plate with the model logo mounted on the top bridge.

^{*} Jointly developed with Showa. Adjusts damping force instantly in response to road surface and riding style to improve tire grounding and achieve chassis stability.

^{**} The world's top road race for production-based bikes, overseen by the Fédération Internationale de Motocyclisme (FIM).



Ninja ZX-10R



Ninja ZX-10R ABS



Ninja ZX-10RR



Ninja ZX-10R SE

Kawasaki Receives First Order for Domestic LNG Bunkering Vessel

Kawasaki signed a shipbuilding contract for one 3,500 m³ capacity liquefied natural gas (LNG) bunkering vessel in July. The contract was signed with the Central LNG Shipping Japan Corporation, a joint venture between four companies: Kawasaki Kisen Kaisha, Ltd. ("K" Line), Chubu Electric Power Co., Inc., Toyota Tsusho Corporation and Nippon Yusen Kabushiki Kaisha (NYK Line). Kawasaki plans to construct the vessel at its Sakaide Shipyard and deliver it in 2020.

LNG bunkering vessels are outfitted with the facilities necessary to supply LNG-fueled ships with fuel while at sea. Increasing numbers of operators are using ships powered by LNG in place of heavy fuel oil; this new vessel will be the first to be constructed for domestic use around Japan, serving as an effective measure in response to stricter vessel exhaust-gas emission restrictions scheduled for implementation in 2020.

Kawasaki is making use of its wide array of LNG-related technologies in the development and design of this new vessel. The ship will come equipped with one independent, cylindrical, horizontally mounted pressure-accumulation tank made from a durable aluminum alloy—a type that has seen successfully used on many Kawasaki-built coastal LNG vessels. For thermal insulation, the tank utilizes the proprietary Kawasaki Panel System, which is renowned for its world-leading performance and quality. In 2016, Kawasaki delivered two LNG-fueled pure car and truck carrier (PCTC) vessels, which were the first of their kind in the world; the company is now putting the knowledge gained through those efforts to good use in the current LNG bunkering vessel construction project.



Concept image

Additional Order for 72 cars and Overhaul from PATH

In July, Kawasaki Rail Car, Inc. (KRC), Kawasaki's U.S. subsidiary based in Yonkers, New York, received orders for an additional 72 PA-5 railcars and an overhaul of the existing 350 PA-5 cars from the Port Authority Trans-Hudson Corporation (PATH), a wholly owned subsidiary of the Port Authority of New York & New Jersey. The total amount of the order is approximately US\$240 million.

Kawasaki will manufacture the PA-5 cars at its facilities in Lincoln, Nebraska and Yonkers, New York. The state-of-the-art Lincoln Nebraska Facility, established in 2001, will manufacture the car body structures and install interior equipment, while final assembly and function testing will be performed at both the Lincoln Facility

and the Yonkers Facility, established in 1986. The cars are scheduled to be delivered to PATH in 2021 and 2022. The overhaul of the existing 350 PA-5 cars will be conducted at the Yonkers Facility from 2018 through 2024.

The additional 72 cars will serve the PATH commuter line between New York and New Jersey, together with the existing 350 PA-5 cars that were delivered by Kawasaki between 2009 and 2012. The existing 350 car overhaul program was initiated by PATH to maintain the high reliability of the system, and Kawasaki was

chosen to perform this role.

All PATH's cars running in service have been delivered by Kawasaki, and with the additional cars, the total number of PA-5 cars in service will be 422.



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