

Our Aims for Sustainability

NRS signs the United Nations Global Compact

NRS CORPORATION has signed the United Nations Global Compact (UNGC), an initiative advocated by the United Nations, and was officially registered as a participating company on July 18, 2025. We are also pleased to announce that we have joined the Global Compact Network Japan (GCNJ), a local network of Japanese companies and organizations that support the UNGC.

The UNGC is a voluntary initiative aimed at creating a global framework for sustainable growth. By signing the UNGC, companies and organizations commit to upholding and implementing ten principles in the areas of human rights, labor, environment, and anti-corruption, and to integrating these principles into their business strategies and operations.

The NRS GROUP, guided by our corporate philosophy, “Like a shining diamond, to share happiness with everyone,” and our vision “To be a leading chemical-logistics company in the world,” has long been committed to addressing social challenges through logistics. Through our participation in the UNGC and the local network, we will further promote responsible corporate practices and strengthen our business activities in pursuit of a sustainable society.



JOIN DATE
2025/7/18

CERTIFICATE OF JOINING THE UN GLOBAL COMPACT

is given to

NRS CORPORATION

for committing to respect the ten principles of the United Nations Global Compact, to take action in support of Sustainable Development Goals and to submit annually a Communication on Progress.

HUMAN RIGHTS

1. Businesses should support and respect the protection of internationally proclaimed human rights; and
2. make sure that they are not complicit in human rights abuses.

LABOUR

3. Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining;
4. the elimination of all forms of forced and compulsory labour;
5. the effective abolition of child labour; and
6. the elimination of discrimination in respect of employment and occupation.

ENVIRONMENT

7. Businesses should support a precautionary approach to environmental challenges;
8. undertake initiatives to promote greater environmental responsibility; and
9. encourage the development and diffusion of environmentally friendly technologies.

ANTI-CORRUPTION

10. Businesses should work against corruption in all its forms, including extortion and bribery.

For information on what participation in the UN Global Compact means and for the current standing of participants, visit www.unglobalcompact.org.



Topic 2

The origin of NRS, NRS-ism (share happiness with everyone), as reflected in its contributions to improving the convenience and generalization of the bulk logistics business

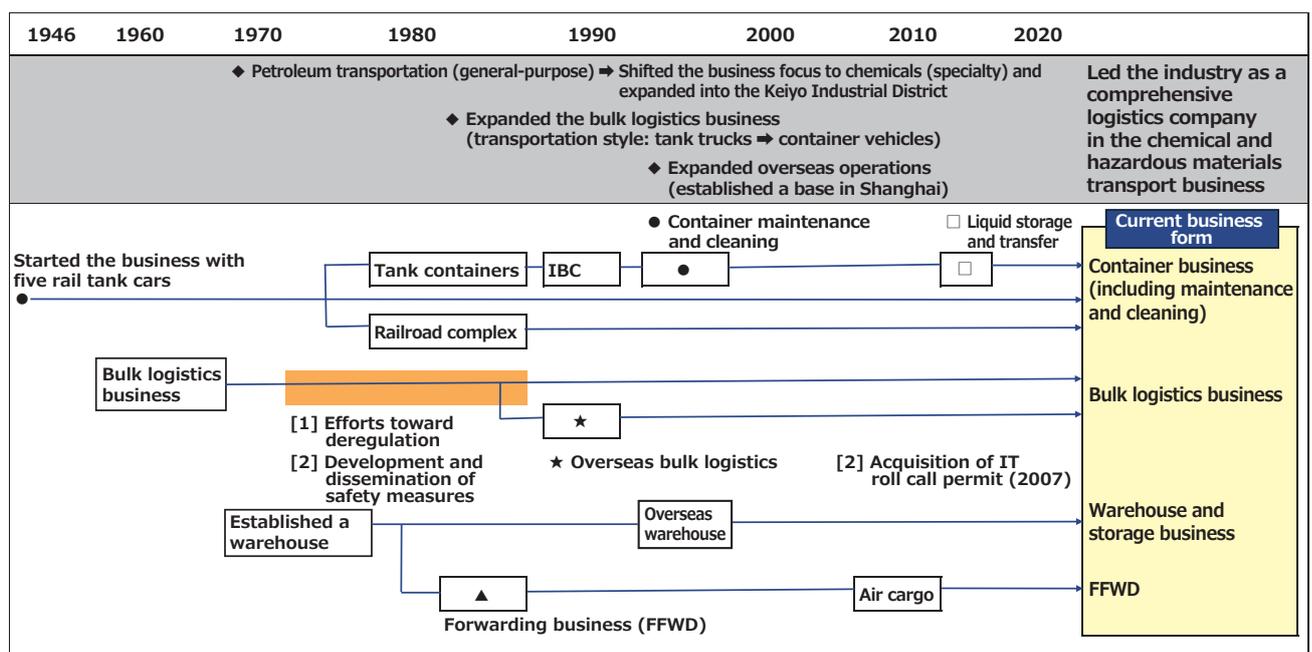
- In 1946, amid the devastation of the postwar period, the present NRS was founded as Nippon Rikuun Sangyo with a sense of mission and romantic adventure to rebuild Japan.
- Beginning with petroleum transportation, the business structure evolved in the 1970s into the bulk (large volume) transportation of chemical specialties.
- The transportation style and scale evolved from initial operations based on tank trucks to container transportation (with larger capacity). The company led the industry as a pioneer of full-scale bulk logistics and established the foundation for the present NRS.
- The business expanded from the initial cargo and tank transportation to the bulk logistics and warehouse storage business (1972), as well as the container business and forwarding. The company established an unshakable position as an organization that leads the chemical logistics industry.

There have been many challenges (regulations) in conducting and expanding the bulk business, and the process was far from a smooth ride. One of the challenges NRS has faced is the push to deregulate domestic transportation during the transition period to container transportation (development of 24-ton chassis). Another challenge was addressing the instability of vehicle bodies during mass land transportation (we experienced a rollover accident).

This section first outlines our track record in becoming a comprehensive logistics company (see the diagram below), followed by our notable efforts toward deregulation.

Our milestones

- ◆ 1946 : Establishment
- ◆ 1970s : Shifted the business to chemical transportation
- ◆ 1980s : Expansion of bulk logistics business
- ◆ 1990s : Expansion into overseas markets
- ◆ 2025 : Established a business base in Arizona, United States



● Efforts toward deregulation

Challenges to bulk (large volume) logistics include domestic operational restrictions on large cargo vehicles, gross weight limits on public roads, and maximum transport volume limits applied to certain items handled. In addition, ensuring driving stability during transportation was also a challenge that occurred simultaneously and had a direct impact on our business. NRS acknowledges these challenges and is committed to steadily resolving them, positioning the bulk business as the core of its management and continuing to promote it as a growth segment.

	Regulations on ISO tank containers operations	Weight restrictions		Related important matters Safety measures	Involvement of NRS																		
		Body	Goods handled																				
1982	Fire and Disaster Management Agency Notification No. 19 ● 1 / Permission for domestic operation with conditions				Shifted from tank trucks to container trucks (marking the full-scale launch of bulk logistics)																		
1984	Permit for the passage of a 24 t 20 ft tank container on a dedicated 40 ft chassis					Resolved the limitation of tank trucks (each vehicle transporting only one type of item) Introduced container trucks and enabled the transportation of multiple types of items (Improved transportation efficiency and reduced fixed costs)																	
1985		Permission for domestic use of ISO tank containers with a maximum loading capacity of 24 tons			● 1: Mobile tank storage Facility (same as tank truck regulations)																		
1988	Cabinet Order No. 358																						
1989	Ministry of Home Affairs Ordinance No. 5																						
1992	● 1/ Repeal of Notice No. 19 (by Notice No. 53)				● 1: Achieved deregulation for 18 items, including the simplification of completion inspections																		
	Years to regulatory repeal 1982 → 1992																						
1994	Launch of IBC-PJ	(IBC: general term for medium-sized tanks of 250 to 3,000 L)																					
1995	Permission for the domestic transportation of hazardous items using IBCs	● 2: Start rentals of IBCs, development of 1 kL containers																					
1998		● 3: Maximum loading capacity of international marine containers (* limited to cargo used for import/export) Maximum loading capacity 20 ft containers: 20.32 t → 24t 40 ft containers: 24 t → 30.48 t			● 3: No advantage of tank containers when a maximum loading capacity is 20.32 t = No change in transportable quantity Unit: t																		
		When an ISO 20 ft tank container is fully loaded Tank containers for hazardous materials (*) Maximum loading capacity: 24 t → 30.48t			<table border="1"> <thead> <tr> <th></th> <th>Maximum loading weight</th> <th>Vehicle weight</th> <th>Gross cargo weight</th> <th>Container weight</th> <th>Total transportable volume</th> </tr> </thead> <tbody> <tr> <td>ISO tank containers</td> <td>20.32</td> <td>3.5</td> <td>16.82</td> <td>0</td> <td>16.82</td> </tr> <tr> <td>20 ft dry steel containers</td> <td>20.32</td> <td>2.2</td> <td>18.12</td> <td>1.6</td> <td>16.52</td> </tr> </tbody> </table>		Maximum loading weight	Vehicle weight	Gross cargo weight	Container weight	Total transportable volume	ISO tank containers	20.32	3.5	16.82	0	16.82	20 ft dry steel containers	20.32	2.2	18.12	1.6	16.52
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1999																							
2002				2002 ■ From the Order for Enforcement of the Poisonous and Deleterious Substances Control Act Permission for exemptions to transport capacity limitations if the ISO tank container meets IMO standards.	■ Achievements from negotiating with relevant authorities as the secretariat of the Japan Dangerous Goods Container Association																		
2003				2003 ▲ Development of a 20 ft tank container chassis for 24 t	▲ Since European products did not meet domestic specifications, joint development with Japanese manufacturers began (Nippon Trex).																		
2004		● 3: ★ Cancellation of import/export cargo limitation		2004 Same as above, start of practical use	● 3: The maximum loading capacity was increased to 30.48 t, and the import/export cargo limitation was lifted.																		
		Number of years until deregulation 1985 → 2004			And ▲ Developed and popularized chassis with a rollover control device as a solution to driving instability associated with increased loading capacity.																		
2007				◆ The partial revision of Transportation Safety Regulations enabled IT rollcall.	◆ Purpose of development and introduction (1) For driver health management and to monitor their condition on the day (2) To reduce the man-hours required by inspectors																		

Closing message

The actions described here to address challenges and create solutions have been passed down and remain an integral part of NRS's DNA today. We remain committed to building a sustainable society together with our clients and other stakeholders.

Aiming to be the best in the world.

