HHI SHIPBUILDING GROUP

BETTER THAN THE BEST

HYUNDAI
HEAVY INDUSTRIES
GROUP

BETTER THAN THE BEST

HHI Shipbuilding Group is certainly a prominent leader in the global shipbuilding industry.
HHI Shipbuilding Group has four dedicated members – **HYUNDAI HEAVY INDUSTRIES (HHI), HYUNDAI SAMHO HEAVY INDUSTRIES (HSHI), HYUNDAI MIPO DOCKYARD(HMD) AND HYUNDAI-VIETNAM SHIPBUILDING(HVS)** – all teamed to offer the highest quality shipbuilding services to our customers.

HHI Shipbuilding Group has come a long way in pursuit for providing a '**BETTER THAN THE BEST**' solution for all types of ships and tailored to meet clients' needs. Each member of the Group is a well-established player in their market, but their combined efforts will create more value to our clients by leveraging a vast array of the most advanced production facilities and engineering capabilities and sharing technological innovations.

HHI Shipbuilding Group has been building an extensive product mix of commercial and special ships for the shipping, energy transport and exploration, and naval ship markets.

HHI SHIPBUILDING GROUP WITH 4 COMPANIES INTEGRATED

HYUNDAI HEAVY INDUSTRIES

HYUNDAI SAMHO HEAVY INDUSTRIES

HYUNDAI MIPO DOCKYARD

HYUNDAI-VIETNAM SHIPBUILDING

HYUNDAI HEAVY INDUSTRIES SHIPBUILDING GROUP

HYUNDAI HEAVY INDUSTRIES

- Integrated sales and marketing
- Basic and detail design
- Integrated procurement
- Integrated R&D

HYUNDAI SAMHO HEAVY INDUSTRIES

- Detail design
- Planning and production
- Quality management
- Contract management

HYUNDAI MIPO DOCKYARD

- Basic and detail design
- Planning and production
- Quality management
- Contract management
- **HVS** [1)]
  - Planning and production
  - Quality management
  - Contract management

1) HVS (Hyundai-Vietnam Shipbuilding): Joint venture company between HMD and Shipbuilding Industry Corporation of Vietnam

GLOBAL NETWORK

HHI Group has a worldwide network of offices and partners and its integrated marketing organization channels all our sales resources and capabilities toward effective market analysis, competitive marketing strategy and specific contract review.

HHI Group's Ship/Offshore Marketing Division serves as an integrated marketing point to set up a strong sales headquarters in Seoul, including 100 sales staff at HHI and its affiliate companies.

Design team staff members will be working side by side with the sales colleagues to improve coordination and efficiency with the purpose of finding optimal solutions for the needs of our clients.

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Sales Office of HHI Shipbuilding Group
Shipyard

OUR JOURNEY IN BECOMING THE BEST SHIPBUILDER

HHI
HMD/HVS
HSHI

1972 Establishment & Take-Off Period

1974 [HHI]
- Hyundai Shipyard delivered the first VLCC named *Atlantic Baron*

1975 [HMD]
- Hyundai Mipo Dockyard (HMD) was established to offer ship repair/conversion services

1984 Growth Period

1984 [HHI]
- HHI surpassed 10 million DWT in ship production after only 10 years of the shipyard operation
- Hyundai Maritime Research Institute was established to support R&D for the shipyard

1992 Maturity Period

1992 [HSHI]
- Halla Heavy Industries (the former entity of HSHI) was constructed

1994 [HHI]
- HHI delivered South Korea's first LNG carrier for Hyundai Merchant Marine

1996 [HHI]
- HHI completed drydocks No.8 & 9 at No.2 yard, dedicated to building VLCCs

1997 [HMD]
- HMD delivered its first ship (FPSO) for Petroleum Geo-Services

1999 [HVS]
- Hyundai-Vinashin Shipyard (former name of Hyundai-Vietnam Shipbuiding) was established in Vietnam as a repair/conversion shipyard

1999 [HSHI]
- HSHI started business as Samho Heavy Industries

1999 [HHI]
- HHI listed its shares on the South Korean Stock Exchange (KSE)

1972

GROUNDBREAKING OF THE HYUNDAI SHIPYARD IN ULSAN, SOUTH KOREA

1985

HHI WAS RANKED THE WORLD'S TOP SHIPYARD BY THE JAPANESE ECONOMIC JOURNAL *DIAMOND*

GATEWAY TO PROSPERITY [1972-1995]

The year 1972 marked the groundbreaking of Hyundai Shipyard. It was Chung Ju-yung, the founder of Hyundai Group, who initiated the construction of the shipyard in Ulsan, South Korea. At that time he had no experience, capital, nor technology for shipbuilding, but he had inspiration and belief in his resolution to dedicate the world's largest shipyard: "When you are at a dead end, look for a way out. When you look and still can't find a way, pave it out yourself." Two years later in 1974, Hyundai held a ceremony to simultaneously name the two VLCCs and dedicate the shipyard. The event was the first step of Hyundai Shipyard.

Now Hyundai Heavy Industries Shipbuilding Group operates four shipyards - HHI, HSHI, HMD and HVS - to provide top-quality ships and services around the world.

Beyond the horizon, HHI Shipbuilding Group will maintain the leading position by building up trust and mutual relationship with our clients; making ceaseless innovation; and meeting the highest standards and new market demands.

1996

HMD ENTERED INTO NEWBUILDING BUSINESS

2002

HALLA HEAVY INDUSTRIES WAS MERGED INTO HYUNDAI HEAVY INDUSTRIES AND INCORPORATED AS HYUNDAI SAMHO HEAVY INDUSTRIES (HSHI) IN 2003

HMD'S RISE TO PREMIUM BUILDER OF MEDIUM-SIZED SHIPS [1996-2001]

Hyundai Mipo Dockyard (HMD) is the world No.1 shipbuilder specializing in medium-sized ships such as Product/Chemical Tankers, Gas Carriers (LPGC, LEGC, LNGC, LNG B/V), Containerships, Bulk Carriers, PCTCs, Ro-Ro Ships, Con-Ro Ships, and other special ships.

HMD was founded in 1975 and had grown to be the world's largest ship-repair and conversion yard. Based on technology and experience accumulated from the repair and conversion services, HMD has focused on the newbuilding of medium-sized commercial ships since 1996. HMD has been solidifying its presence on this shipbuilding sector by delivering more than 1,080 ships.

Hyundai-Vietnam Shipbuilding (HVS) established in 1999 with full support from HMD has been marking its prestigious position in Product/Chemical Tankers, Bulk Carriers and Containerships.

ESTABLISHMENT OF HYUNDAI HEAVY INDUSTRIES GROUP [2002-2015]

In 2002, having spun off Hyundai Business Group, HHI has formed independent Hyundai Heavy Industries Group including three major shipyards. That year, HHI incorporated Halla Heavy Industries with HHI Group and changed its name to Hyundai Samho Heavy Industries in 2003, HSHI has become the world's 4th largest shipbuilder by delivering about 600 ships such as Tankers, Containerships, Bulk Carriers, PCTC, LNG Carriers and LPG Carriers and FPSO.

2008 [HHI/HSHI]
- Akpo FPSO was constructed and delivered jointly by both companies. HHI completed topside fabrication and HSHI completed hullside fabrication of Akpo FPSO

2008 [HSHI]
- HSHI completed the construction of the on-land shipbuilding site and delivered the first LNG carrier

2008 [HMD]
- HMD delivered its first LPG Carrier for Zodiac

2007 [HMD/HVS]
- HMD surpassed 10 million DWT
- HVS entered into newbuilding business

2009 [HSHI]
- HSHI expanded Drydock No.2 and constructed outfitting quays, and achieved 30 million DWT in ship production

2009 [HMD/HVS]
- HMD delivered its first PCTC for Vroon
- HVS delivered its first ship (56K B/C) for E.R.Schiffahrt

2010 [HMD]
- HMD delivered its first CON-RO and its first RO-RO for Grimaldi

2004 [HSHI]
- HSHI entered into Material Handling Equipment business

2003 [HMD]
- HMD delivered its first medium-ranged (MR) Product/Chemical Tanker and it was selected as the "World Class Product" by the Korean government

2012

HHI WAS THE FIRST IN THE WORLD TO SURPASS 100 MILLION GT IN SHIP PRODUCTION

2012 Innovative Rebirth Period

BEYOND THE HORIZONS: MOVING FORWARD THROUGH INNOVATIONS

Facing a new era of technical innovation, HHI Shipbuilding Group is not complacently satisfied with past success. We remain committed to moving forward through technological breakthroughs and innovations in the shipbuilding industry by continuing to build top-quality ships; contributing to the development of the world maritime industry; and looking forward to maintaining rewarding business relationships with our customers for the prosperity of all.

2015

HHI SHIPBUILDING GROUP ACHIEVED A NEW DELIVERY MILESTONE OF HHI'S 2,000TH, HMD'S 800TH AND HSHI'S 600TH SHIP, RESPECTIVELY

2016 [HSHI]
- HSHI completed construction of Panama Canal facilities (Valves)

2016 [HMD/HVS]
- HMD delivered the world's first methanol fuelled Product/Chemical Tanker for Westfal-Larsen
- HVS delivered 70th ship

2018 [HMD]
- HMD delivered its first LNG fuelled B/C for Ilshin Marine, LNG Bunkering Vessel for B.Schulte and Ropax for Weihai Weidong Ferry.
- HMD delivered1,000th ship

2018 [HSHI]
- HSHI delivered Harsh Environment Semi-Submersible Rig and THE WORLD's FIRST LNG fuelled Tanker

2020 [HSHI]
- HSHI delivered the world's first LNG fuelled very large containership for Eastern Pacific Shipping

2013 [HSHI]
- HSHI achieved 50 million DWT in ship production

2013 [HHI]
- HHI delivered the world's first LNG FSRU for Hoegh LNG

2014 [HMD/HVS]
- HMD achieved 30 million DWT
- HVS delivered the first MR Product/Chemical Tanker for d'Amico

2015 [HSHI]
- HSHI constructed 10,000 ton capacity floating crane

2015 [HMD]
- HMD delivered its first LEGC for Eletson

2019 [KSOE]
- Under Hyundai Heavy Industries Group, Korea Shipbuilding & Offshore Engineering (KSOE) was established as sub-holding company of four shipyards. As an leading shipyard group, KSOE will conduct smart and innovative researches and will prepare for future energy solutions.

2019 [HVS]
- HVS delivered 100th ship
- HVS changed the name to Hyundai-Vietnam Shipbuilding.

2020 [HSHI]
- HSHI delivered the world's first LNG fuelled capesiez B/C for H-Line Shipping

2021 [HMD]
- HMD delivered its first LNG Carrier for Knutsen, LNG fuelled RO-RO for CLdN and LNG fuelled Product/Chemical Tanker for J.P. Morgan

LOOKING BEYOND THE SHIPBUILDING TO THE SHIP MARKET [2016-]

Hyundai Global Service was launched to provide clients' urgent and follow-on demands for Hyundai ships for aftermarket, genuine spare parts, technical support and retrofit services as well.
This will create more value for our clients by combining all our shipbuilding and marine service resources to provide total solutions and one-stop service for all Hyundai marine products. We believe that HHI's well-aligned 'ship' businesses will create strong value chain for the ship industry beyond the shipbuilding.

OUR SHIPBUILDING CAPABILITIES

With 19 drydocks and modern production facilities, HHI Shipbuilding Group can provide the best solutions for our customers by producing all types and all sizes of vessels with cutting-edge technologies.

drydocks
19

m² in area
11 million

DWT in capacity
10 million

Any Ship Type of Any Size

HHI SHIPBUILDING DIVISION (Ulsan)

drydocks
10

m² in area
5.6 million

goliath cranes
10

DWT in capacity
5.5 million

- VLCC/Suez/Aframax Tanker
- LNG Carrier/FSRU
- VLOC/Capesize Bulk Carrier
- PCTC/Ro-Ro
- Containership
- VLGC
- Drillship

HMD (Ulsan)

drydocks
4

m² in area
1.0 million

DWT in capacity
1.6 million

- Product/Chemical Tanker
- MGC (LPGC, LEGC, LNGC, LNG B/V)
- PCTC
- Con-Ro
- Ropax
- Ro-Ro
- Feeder Containership

HVS (Vietnam)

drydocks
2

m² in area
1.0 million

DWT in capacity
0.5 million

- Product/Chemical Tanker
- Handy/Panamax Bulk Carrier
- Feeder Containership

HSHI (Yeongam)

drydocks
2

m² in area
3.3 million

berth
1

DWT in capacity
2.3 million

- VLCC/Suez/Aframax Tanker
- LNG Carrier/FSRU
- VLOC/Capesize Bulk Carrier
- PCTC
- Containership
- VLGC

HYUNDAI HEAVY INDUSTRIES

2,225 ships

342 shipowners

5,600,000 m²

12,500 employees
*shipbuiliding/offshore 8,500

As the world's leading shipbuilder, Hyundai Heavy Industries Shipbuilding Group has 15% share of the world shipbuilding market.

The shipyard had its ground breaking in 1972 and has since then delivered over 2,200 ships to 342 shipowners from 52 countries. HHI prides itself on its sterling record of client satisfaction.

HHI's shipbuilding facility is something that probably cannot be found anywhere else in the world. With a high level of automation and new production technologies ranging from welding robots and indoor production of 40-meter long blocks to the environmentally controlled paint shop, HHI offers a number of advantages: greater productivity gains, reduced building times and, above all, superb ship quality.

FACILITIES

DOCK	#1	#2	#3	#4	#5	#6	#7	#8	#9	#H
Size (Length)	387m	497m	672m	382m	382m	260m	170m	460m	460m	487m
Size (Width)	80m	80m	92m	65m	65m	43m	25m	70m	70m	115m
Size (Depth)	12.7m	12.7m	13.4m	12.7m	12.7m	12m	11m	12.7m	12.7m	13.5m
Crane (Goliath)	1 x 1,290T 2 x 450T		1 x 1,290T 2 x 450T	-	-	-	-	1 x 900T	1 x 900T	2 x 1,600T
Crane (Jib)	2 x 40T 2 x 30T		1 x 150T 1 x 80T 2 x 30T 1 x 20T	1 x 350T 1 x 200T(#5) 1 x 150T(#5) 1 x 80T		1 x 200T 1 x 150T(#6)		1 x 30T 2 x 30T(#8) 1 x 30T(#9) 1 x 20T(#9)		1 x 80T 2 x 40T
Max. Size DWT	700,000	700,000	1,000,000	400,000	400,000	150,000	150,000	500,000	500,000	1,000,000

Combined Length of Outfitting Quay : 7,624m

HYUNDAI SAMHO HEAVY INDUSTRIES

788 ships

143 shipowners

3,300,000 m²

3,600 employees

The shipyard is surrounded by islands, so the location itself serves as a natural breakwater against typhoon, tsunami and other natural disasters. The efficient yard lay-out coupled with cutting-edge facilities have enabled HSHI to deliver exceptionally competitive vessels to customers.

Ever since its establishment in 1992, Hyundai Samho Heavy Industries (HSHI) has accumulated the world's best technology and has built world-class containerships, tankers, car carriers, LNG carriers, LPG carriers, semi-submersible rigs, FPUs and FPSOs; all tolled around 788 ships. HSHI also offers offshore plants on a turnkey basis including sales, purchase, design, manufacturing, transportation, sea establishment and test run.

Recently, HSHI has expanded its expertise into emission control technology such as LNG/LPG fuelled ships and SOx scrubber/SCR/EGR equipped ships; HSHI has delivered the world's first LNG fuelled Aframax tanker, Very large container ship and capesize B/C. HSHI is ready to provide customers with proper technical solutions in the current uncertain market circumstances, which could lead you to greater sustainability and profitability in the long run.

FACILITIES

DOCK	No. 1 Dock	No. 2 Dock	No. 1 Berth	Floating Dock
Size (Length)	504 m	594 m	492 m	335 m
Size (Width)	100 m	104 m	65 m	70 m
Size (Depth)	13 m	13 m		24 m
Crane (Goliath)	2 x 600 T	2 x 900 T	1 x 1,200 T	
Crane (Jib)	4 x 40 T, 1 x 80 T	2 x 40 T	2 x 50 T	2 x 45 T
Max. Size DWT	800,000	1,000,000	500,000	80,000 T (Lifting)
Combined Length of Outffiting Quay: 3,350 m				

HYUNDAI MIPO DOCKYARD

1,181 ships

209 shipowners

1,000,000 m^2

3,000 employees

Hyundai Mipo Dockyard (HMD), founded in 1975, has been acknowledged as one of the leading and most versatile shipbuilders in the sectors of medium-sized conventional and specialized vessels.

HMD has specialized in building the medium range Product/Chemical Tankers and Gas Carriers (LPGC, LEGC, LNGC, LNG Bunkering) and has much experience to build a wide range of ship types such as Containerships, Bulk Carriers, PCTCs, Container Ro-Ro Ships, Ro-Ro Ships, Asphalt Carriers, Offshore Supply Vessels, Drillships, Cable Layers, Pipe Layers, FPSO, Car Ferry & Passenger Ships or any customized ship design.

HMD is at the forefront of developing the latest "Eco & Green" designs to satisfy increasing global demand. HMD's R&D team of experienced and innovative designers using a state-of-the-art engineering system is constantly searching to improve its portfolio of designs with the latest generation of engines, optimized hull forms and energy-saving and environmental-friendly technologies.

Never resting on its past accomplishments, HMD will always move forward to share its vision of a bright future with customers.

FACILITIES

DOCK	No. 1	No. 2	No. 3	No. 4
Size (Length)	380 m	380 m	380 m	295 m
Size (Width)	65 m	65 m	65 m	76 m
Size (Depth)	12 m	12 m	12 m	12 m
Crane	7 x 200 T		6 x 200 T	
Max. Size DWT	400,000	400,000	400,000	350,000

QUAY	No. 1	No. 2	No. 3	No. 4	No. 5
Size (Length)	720 m	195 m	870 m	520 m	480 m
Crane	3 x 30 T / 1 x 20 T	1 x 20 T	4 x 30 T	-	Tower Cranes

HYUNDAI-VIETNAM SHIPBUILDING

138 ships

36 shipowners

1,000,000 m²

3,200 employees

In Vietnam, HMD has devolved its repair and conversion business to Hyundai-Vietnam Shipbuilding (HVS) with its invaluable and accumulated know-how gained from repair and conversion business.

Since its operation in 1999, HVS performed repair and conversion business including offshore units (platform), upgrading and life extension works, elongation of PCTCs and conversion of various type of ships.

Accumulating diverse experience through repair and conversion business, HVS entered into the newbuilding business in 2007 with the aim of building quality ships to contribute world shipping industry.

With good reputation on Product/Chemical Tanker and Bulk Carrier sectors, HVS will mark its prestigious position in the worldwide shipbuilding industry with the full support from HMD in engineering and procurement of material.

FACILITIES

DOCK	No. 1		No. 2	
Size (Length)	260 m		380 m	
Size (Width)	45 m		65 m	
Size (Depth)	13 m		13 m	
Crane	2 x 250 T		1 x 80 T / 1 x 150 T / 1 x 350 T	
Max. Size DWT	80,000		400,000	
QUAY	**No. 1**	**No. 2**	**No. 3**	**No. 5**
Length	500 m	500 m	250 m	100 m
Crane	1 x 30 T	2 x 30 T	1 x 30 T	1 x 30 T

OUR PRODUCT RANGE

TANKER

CONTAINERSHIP

LNG CARRIER

LPG CARRIER

BULK CARRIER

PCTC

RO-RO SHIP

DRILLSHIP

1 2 3 4

TANKER

HHI Shipbuilding Group is leading the tanker market with its streamlined eco-friendly designs, especially in VLCC (Very Large Crude Carrier) segment ever since its first delivery in 1974. With delivery of LNG fuelled Aframax tanker as well as methanol burning MR tanker, we are striving to take another leap in developing greener and more fuel-efficient technology for tankers for the future as well as designing new systems for next generation smart ships.

WHY CHOOSE OUR ECO TANKER

- Highly skilled and fully qualified engineers/workers providing best solution to environmental regulations such as lower SOx limits
- Proven design with unparalleled performance records
- Satisfying customer's needs by providing various technical solutions
- Hull form optimization
- Low friction paint
- Propulsion efficiency with energy saving devices
- Specialized Engine optimization (as an Engine manufacturer)

PRODUCT RANGE

- VLCC
- Suezmax/Aframax Tanker
- LR3/LR2/LR1 Product Tanker
- MR Product/Chemical Tanker
- Shuttle Tanker
- Asphalt Carrier
- Methanol Carrier

1. HSHI: 317,000 DWT VLCC for Almi
2. HHI: 153,000 DWT Shuttle Tanker for KNOT
3. HHI: 112,000 DWT Crude Oil T/K for NESTE
4. HHI: 157,000 DWT P/C for AMPTC
5. HHI: 320,000 DWT VLCC for ASC

5

1 2 3 4

TANKER

MIPO PRODUCT & CHEMICAL TANKER

- The prestige Product/Chemical Tankers so called "MIPO TANKER" gained a reputation as a world best Tanker from the incomparable performances about 800 vessels with its unbeatable high technology and premium quality.

LNG FUELLED AFRAMAX TANKER

- The world's first LNG fuelled Aframax tanker was delievered in 2018, by HSHI. It is equipped with dual fuel engine, two LNG fuel tanks located on the upper deck and fuel gas supply system.

6

5

1. HSHI: 114,000 DWT T/K(LNG fuelled) for Sovcomflot
2. HVS: 75,000 DWT P/C for D'AMICO
3. HMD: 50,000 DWT P/C (methanol fuelled) for Westfal-Larsen
4. HMD: 37,000 DWT P/C for CIDO Shipping
5. HMD: 50,000 DWT P/C for Scorpio Tankers
6. HMD: 30,000 DWT Asphalt Carrier for Wisby Tankers

CONTAINERSHIP

HHI Shipbuilding Group boasts the world's largest performance record in this Containership segment. As the leading eco-shipbuilder, HHI Group has set the world record by successfully delivering the world's first LNG fuelled containership in 2020 and securing the newbuilding for 12 units of the world's first methanol fuelled containership recently. HHI Group, as the future builder, will continue to strengthen our leading capabilities for the development/engineering/construction of eco-friendly containerships in a bid to keep our planet clean.

1. HHI: 19,200 TEU Containership for MSC
2. HHI: 16,000 TEU Containership for HMM
3. HSHI: 14,700 TEU LNG fuelled Containership for EPS
4. HSHI: 10,500 TEU Containership for Hapag-Lloyd
5. HMD: 2,800 TEU Containership for PIL
6. HMD: 1,800 TEU Containership for MITSUI
7. HMD: 1,000 TEU Containership for CK Line

2 3
4 5
6 7

1

WHY CHOOSE OUR CONTAINERSHIP

- Highly skilled and fully qualified engineers/workers
- Proven design with unparalleled performance records
- Satisfying customer's needs by providing various technical solutions
- Low friction paint
- Specialized Engine optimization (as an Engine manufacturer)

MIPO CON-GREEN

- HMD Green Containership so called "CON-GREEN" provides customers with an innovative design which ensures maximized cargo capacity with superior fuel consumption in Feeder Containership segment by using neo optimization technique of Hyundai Mipo Dockyard.

PRODUCT RANGE

- 8,000/13,200/15,900/23,900 TEU Containership
- 1,000/1,800/2,500/2,800/3,500 TEU Containership

LNG CARRIER, FSRU & LNG BUNKERING VESSEL

HHI Shipbuilding Group is the world's leader in newbuilding of LNG (Liquefied Natural Gas) Carriers and FSRUs (Floating Storage & Regasification Unit) with extensive experience and accumulated know-hows.

We are the only shipbuilder in the world capable of providing both membrane and moss-type solutions for LNG cargo containment. We also offer a wide range of propulsion systems including MEGA, XDF, MEGI and TFDE, allowing us to meet our clients' various operational and technical requirements also in line with environmental requirements.

HHI Shipbuilding Group is always attentive to the needs of our clients and we are constantly striving to offer innovative solutions. With such efforts, we have won the world's first order for FSRU in 2011. Since then, HHI Shipbuilding Group has managed to sustain its global leadership by continuously coming up with more cost-effective solutions that make our FSRUs more competitive.

In line with the market trend, we also delivered the first high quality LNG Bunkering Vessel in 2018.

WHY CHOOSE OUR LNG CARRIER

- Low FOC: Hull form, propeller & rudder optimization
- Energy saving devices: Hi-RudderRS, Hi-Fin, Hi-ALS, Hi-FCF, Hi-ARS, Shaft Generator
- Low BOR: 0.085% with membrane Mark III FLEX cargo containment system
- Wide-range of BOG management solutions are provided including SMR, Hi-ERS®, Hi-ERS and Hi-SGAS ready for customization

WHY CHOOSE OUR LNG B/V

- BOG management: Dual fuel engine & semi-pressurized tanks
- High maneuverability: bow/stern thrusters
- Efficient operation: Power take-off & power take-home

WHY CHOOSE OUR FSRU

- Performance proven by successful deliveries & operations
- Reliable design of indirect-heating regasification system (Hi-ReGAS)
- Engineering capabilities to satisfy client's diverse operational requirements (reliquefaction plant, mooring system, MSO compressor, etc)

PRODUCT RANGE

- 200,000/180,000/174,000 CBM Membrane LNG Carrier, 173,000 CBM Moss LNG Carrier
- 180,000/170,000 CBM LNG FSRU
- 30,000/18,000 CBM LNG Carrier
- 18,000/12,500/7,500 CBM LNG B/V

1 2 3 4 5

1. HHI: 170,000 CBM FSRU for BOTAS
2. HMD: 30,000 CBM LNG Carrier for Knutsen
3. HSHI: 174,000 CBM LNG Carrier(Membrane) for FLEX LNG
4. HHI: 150,000 CBM LNG Carrier (Moss) for MISC
5. HMD: 18,000 CBM LNG Bunkering Vessel for Korea Line

LPG CARRIER

HHI Shipbuilding Group dominates the LPG Carrier market by its technological superiority and outstanding quality. In consequence, HHI Shipbuilding Group is maintaining 43% market share of VLGC order-book and 49% market share of VLGC fleet. Also, we are maintaining 80% market share of MGC order-book and 50% market share of MGC fleet.

Our constant innovation has resulted in the application of the world's first flame-retarding insulation that was developed in cooperation with insulation system manufacturers to LPG Carrier's cargo tank.

1. HSHI: 90,000 CBM LPG fuelled LPG Carrier for Geogas
2. HSHI: 90,000 CBM LPG fuelled LPG Carrier for Bocomm Leasing
3. HHI: 80,000 CBM LPG Carrier for SOLVANG
4. HHI: 84,000 CBM LPG Carrier for SK Shipping
5. HMD: 40,000 CBM LPG Carrier for Thenamaris
6. HMD: 23,000 CBM LPG Carrier for E.A.TEMILE AND SONS DEVELOPMENT COMPANY
7. HMD: 12,000 CBM Ethylene Carrier for Eletson

2 3
4 5
6 7

1

WHY CHOOSE OUR LPG CARRIER

- Standard application of LPG Dual Fuel
- Deep experience and knowledge
- High technology
- Engineering capabilities and first-class production facilities
- Magnificent performance records with the lion's share of the world VLGC order-book
- Proven designs
- Customer oriented technology (Cargo manifold flexibility: OCIMF & Japanese Ports Compliance, enhanced re-liquefaction plant)
- Flexibility in responding to the client's technical request
- Flexible building capacity
- LPG Carrier oriented newbuilding facilities
- LPG Tank fabrication shop
- Berths specialized for building LPG Carriers

PRODUCT RANGE

- VLGC (91,000/86,000 CBM LPG Carrier)
  * 86,000 CBM LPG Carrier is the maximum available design for old Panama canal transit (Patent Filed)
- MGC (40,000/22,000 CBM LPG Carrier)

BULK CARRIER, PCTC & RO-RO SHIP

HHI Shipbuilding Group confidently takes on every challenge satisfying needs of times for environmental goals. We have created a new era of Bulk Carrier construction with the successful delivery of the world's first LNG fuelled Bulk Carrier.

With accumulated expertise in building vessels with GREEN technology, HHI Shipbuilding Group delivers vessels providing low-carbon transportation to ocean-transport and logistics companies for carrying automobiles and other rolling cargo.

PRODUCT RANGE

- Bulk Carrier
- Car Carrier
- Ro-Ro Ship
- Con-Ro Ship
- Ro-Ro Passenger Ship (ROPAX)

1 2 3
4 5 6

1. HHI: 323,000 DWT VLOC for Bergesen D.Y. A/S
2. HSHI: 180,000 DWT LNG fuelled Capesize B/C for H-Line
3. HSHI: 8,000 UNIT PCTC for Wilhelmsen Lines
4. HSHI: 325,000 DWT VLOC for Polaris Shipping
5. HHI: 3,400 L.M. ROPAX for Stena RoRo
6. HMD: 28,000 DWT Ro-Ro Ship for CLDN

1 2 3

DRILLSHIP

Since HHI Shipbuilding Group's first drillship was appraised by our customer with its excellent performance, HHI has delivered about 20 drillships to various drillship owners.

WHY CHOOSE OUR DRILLSHIP

- Purpose-built drillship design
- Large free deck area
- Better position keeping
- Protected under deck passageway with electric cable/Utility Line Arrangement
- Canister Type Retractable Thruster (Optional)

PRODUCT RANGE

- Drillship
- Semi-submersible Rig

4

1. HSHI: Semi-Submersible Rig for Sea Tankers
2. HHI: Drillship for Noble
3. HHI: Drillship for Transocean
4. HHI: Drillship for Fred Olsen

HHI SHIPBUILDING GROUP'S INTEGRATION FOR:

RESEARCH & DEVELOPMENT

QUALITY MANAGEMENT

HEALTH, SAFETY & ENVIRONMENTAL MANAGEMENT

RESEARCH & DEVELOPMENT

VISION

GLOBAL TOP-TIER RESEARCH CENTER LEADING THE SHIPBUILDING AND OFFSHORE BUSINESS FOCUSED ON TECHNOLOGICAL ADVANCE

OBJECTIVE

Securing unrivaled technological capabilities to operate the world's best shipbuilding and offshore business

FUTURE UNRIVALED TECHNOLOGY

To achieve the goal of building advanced ships, the main R&D areas are focused on developing technologies for

I. Improving competiveness of gas carriers

II. Realizing eco-friendly propulsion such as ammonia/hydrogen in response to the IMO environmental regulations,

III. Reducing greenhouse gas emissions

IV. Autonomous navigation vessel combined with intelligent navigation/engine automation system etc.

We are also targeting to secure future unrivaled technologies, such as building a futuristic autonomous shipyard that combines cutting-edge ICT and intelligent robot technology.

ORGANIZATION

QUALITY MANAGEMENT

We are committed to winning customer confidence by delivering excellent products and services. To that end, each shipbuilding subsidiary has acquired and is maintaining ISO 9001 certification - the international standard for a quality management system established and executed by International Organization for Standardization (ISO). Shipbuilding & offshore engineering sector in HHI Group continues to improve quality management by incorporating customer feedback while engaging in various activities so that every employee becomes aware of the importance of quality management.

VISION

ENHANCING CUSTOMER SATISFACTION AND RELIABILITY THROUGH QUALITY MANAGEMENT.

OBJECTIVE

Leading the development of quality-centered technology and realizing customer-oriented quality management

QUALITY MANAGEMENT GOVERNANCE

Company	Manafement Tool	Discussion Forum
KSOE	ISO 9001 (accredited in 2020)	Shipbuilding subsidiary quality management meeting Shipbuilding subsidiary quality matters exchange meeting
HHI	ISO 9001 (accredited in 1992)	Excecutives meeting and breakfast meeting Briefing session on the cost of poor quality and current quality level Briefing session on quality management achievements
HMD	ISO 9001 (accredited in 1997)	Excecutives breakfast meeting Special Committee on Quality, Accuracy, and After-Sales Services, etc.
HSHI	ISO 9001 (accredited in 1998)	QM meeting Quality improverment breakfast meeting, etc.

PROCESS

HHI Shipbuilding Group's shipyards - HHI, HSHI, HMD and HVS can achieve higher level of product quality by sharing policies, methodology and principles in the whole process of development, design, purchasing, production, inspection and customer service.

HEALTH, SAFETY & ENVIRONMENTAL MANAGEMENT

HSE SLOGAN

ESTABLISHMENT OF OPERABILITY-ORIENTED SAFETY AND HEALTH ENVIRONMENT SYSTEM

HSE POLICY

In accordance with HHI's philosophy towards human dignity and its value, HHI sets HSE issues as the top priority and promises to fulfill and develop HSE policies in the workplace.

- Safety culture based on fundamentals & principles
- Comfortable & healthy working environment
- Building an environmental friendly corporate culture

SAFETY DISCIPLINE & ACTIVITIES

QUALIFICATION

All HSE activities are performed in accordance with global safety management standards, OSHAS 45001 Occupational Health and Safety Management Systems, while adhering to our own safety regulations and systems including 12 Golden Safety Rules and enhancing safety training through Safety Learning Center.

JOINT SAFETY ACTIVITIES

HHI Shipbuilding Group organizes special sessions for safety training with HHI people and supervisors hired by the shipowners and classification societies, thus sharing HSE awareness and promoting safety engagement of all stakeholders.

HYUNDAI HEAVY INDUSTRIES GROUP

HYUNDAI HEAVY INDUSTRIES | HYUNDAI SAMHO HEAVY INDUSTRIES | HYUNDAI MIPO DOCKYARD | HYUNDAI VIETNAM SHIPBUILDING

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FSC

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