

IR Presentation – Oct. 2023

# HYUNDAI MIPO DOCKYARD



## Disclaimer

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# 1. Company Overview

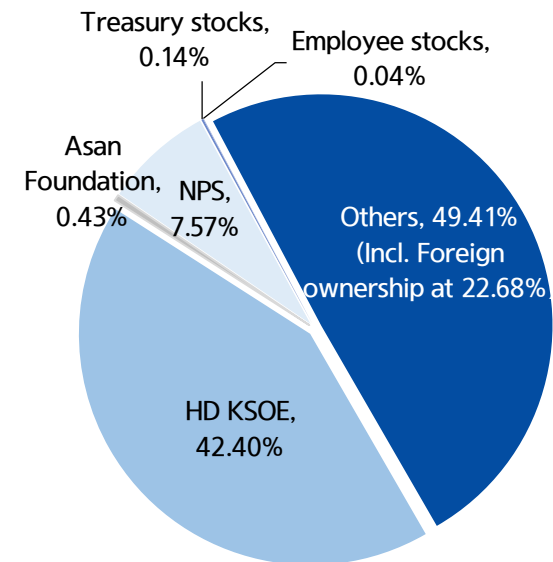
## Overview



|                          |                                      |
|--------------------------|--------------------------------------|
| Company                  | Hyundai Mipo Dockyard                |
| Establishment            | Apr. 28 <sup>th</sup> , 1975         |
| Listing Date             | Dec. 20 <sup>th</sup> , 1983         |
| Total # of issued shares | 40 million shares                    |
| Employees                | 3,152 (Mar. 31 <sup>th</sup> , 2023) |

## Ownership Structure

(As of Jun. 30<sup>th</sup>, 2023)



Note1) Foreign ownership is as of Oct. 19<sup>th</sup> basis

## 2. Facilities and Products

### Facilities



- HMD
  - # of Docks : 4
  - Dimension : 3 Docks(380\*65m) / 1 Dock(295\*76m)
  - Capacity : 1,550,000DWT
- HVS (Former. Hyundai Vinashin Shipyard)
  - # of Docks : 2
  - Dimension : 1 Dock(380\*65m) / 1 Dock(260\*45m)
  - Capacity : 480,000DWT

### Products

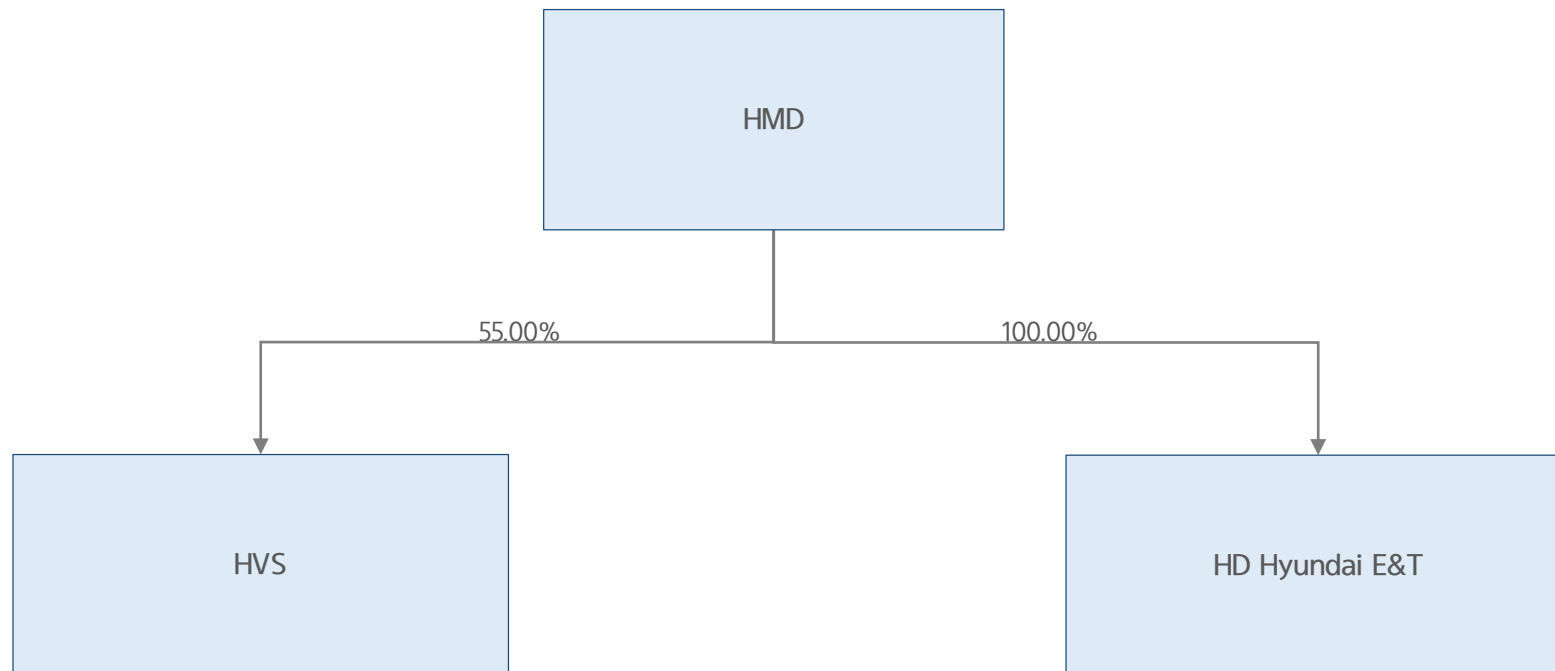


### 3. Consolidated Subsidiaries and Long-term Investments

#### Consolidated Subsidiaries

- One overseas subsidiary and one domestic subsidiary are consolidated to HMD.

(Jun. 30<sup>th</sup>, 2023)



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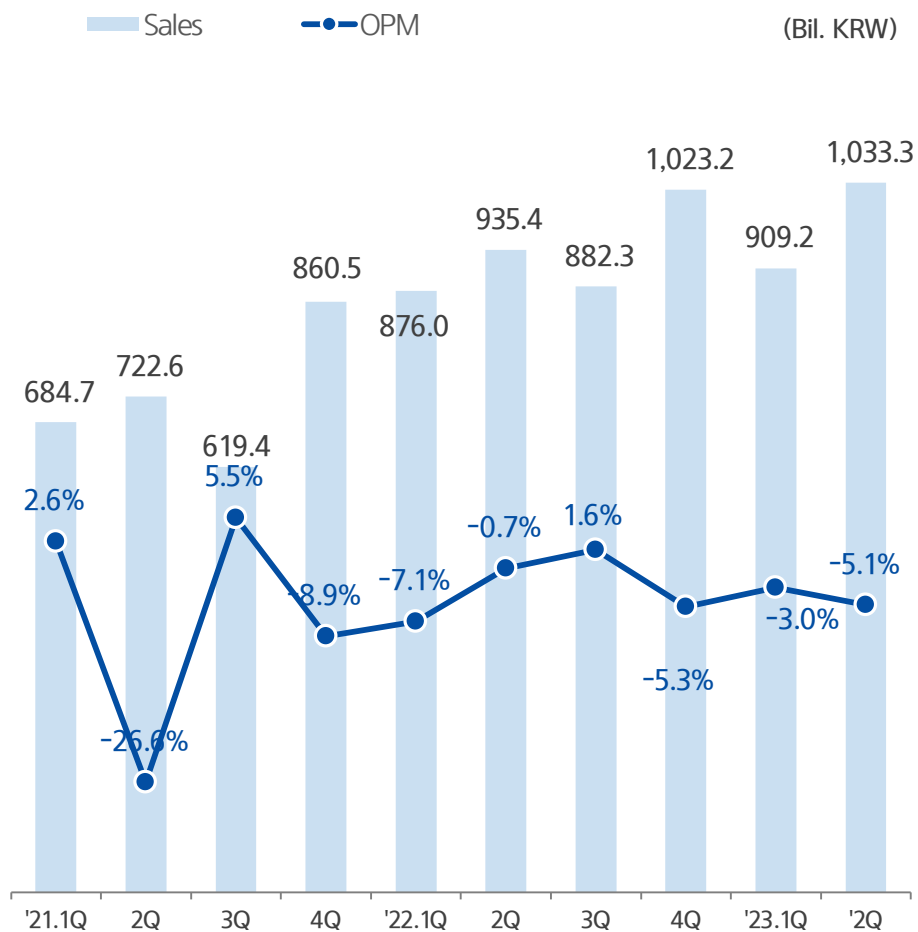
V. HVS



# 1. Financial Performance(Consolidated Basis)

HYUNDAI MIPO DOCKYARD

## Quarterly Sales and Operating Profit



Note1) Continuing Operation Basis

## Consolidated Income Statement

(Bil. KRW)

|                         | 2Q<br>2023 |                   |                   | 1Q<br>2023 | 2Q<br>2022 |
|-------------------------|------------|-------------------|-------------------|------------|------------|
|                         |            | QoQ               | YoY               |            |            |
| Sales                   | 1,033.3    | 13.6%             | 10.5%             | 909.2      | 935.4      |
| Cost of Sales           | 1,055.2    | 15.1%             | 15.6%             | 916.5      | 912.9      |
| Gross Profit            | -21.9      | Loss<br>Continued | Turned to<br>Loss | -7.3       | 22.5       |
| Operating Profit        | -52.5      | Loss<br>Continued | Loss<br>Continued | -27.4      | -6.6       |
| OPM(%)                  | -5.1       | -2.1p             | -4.4p             | -3.0       | -0.7       |
| Non-operating<br>Income | 6.1        | -                 | -                 | 22.6       | 57.5       |
| EBT                     | -46.4      | -                 | -                 | -4.8       | 50.9       |
| Income Taxes            | -11.5      | -                 | -                 | -0.4       | 13.4       |
| Net Income              | -34.9      | Loss<br>Continued | Turned to<br>Loss | -4.4       | 37.5       |

Note1) K-IFRS Consolidated Basis



## 2. Financial Position(Consolidated Basis)

HYUNDAI MIPO DOCKYARD

### Consolidated Statement of Financial Position

(Bil. KRW)

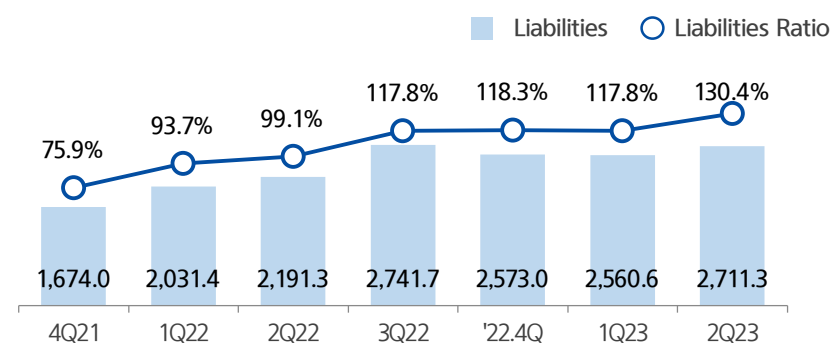
| Category                  | As of Jun. 30 2023 | As of Dec. 31 2022 | As of Dec. 31 2021 |
|---------------------------|--------------------|--------------------|--------------------|
| Current Assets            | 2,638.0            | 2,724.5            | 2,046.7            |
| (Cash & Cash Equivalents) | 381.1              | 490.1              | 400.4              |
| Non-current Assets        | 2,069.0            | 2,023.8            | 1,831.6            |
| <b>Total Assets</b>       | <b>4,707.0</b>     | <b>4,748.3</b>     | <b>3,878.3</b>     |
| Current Liabilities       | 2,492.3            | 2,499.1            | 1,612.0            |
| (Short-term borrowings)   | 285.8              | 107.7              | 169.2              |
| Non-current Liabilities   | 75.5               | 73.9               | 62.0               |
| (Long-term borrowings)    | 0                  | 0                  | 0                  |
| <b>Total Liabilities</b>  | <b>2,567.8</b>     | <b>2,573.0</b>     | <b>1,674.0</b>     |
| Common stock              | 199.7              | 199.7              | 199.7              |
| Others                    | 337.1              | 335.3              | 330.6              |
| Retained Earnings         | 1,558.3            | 1,599.8            | 1,633.4            |
| Non-controlling interests | 44.1               | 40.5               | 40.6               |
| <b>Total Equity</b>       | <b>2,139.2</b>     | <b>2,175.3</b>     | <b>2,204.3</b>     |

Note1) K-IFRS Consolidated Financial Statement

### Financial Ratio Trend

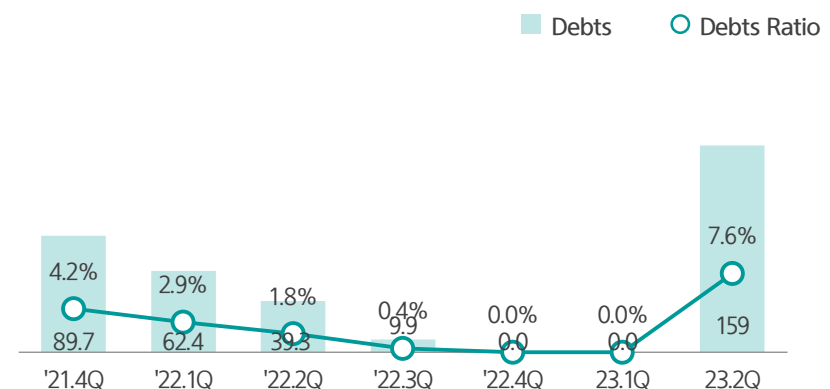
#### • Liabilities Ratio 130.4%

(Bil. KRW)



#### • Debts Ratio 7.6%

(Bil. KRW)

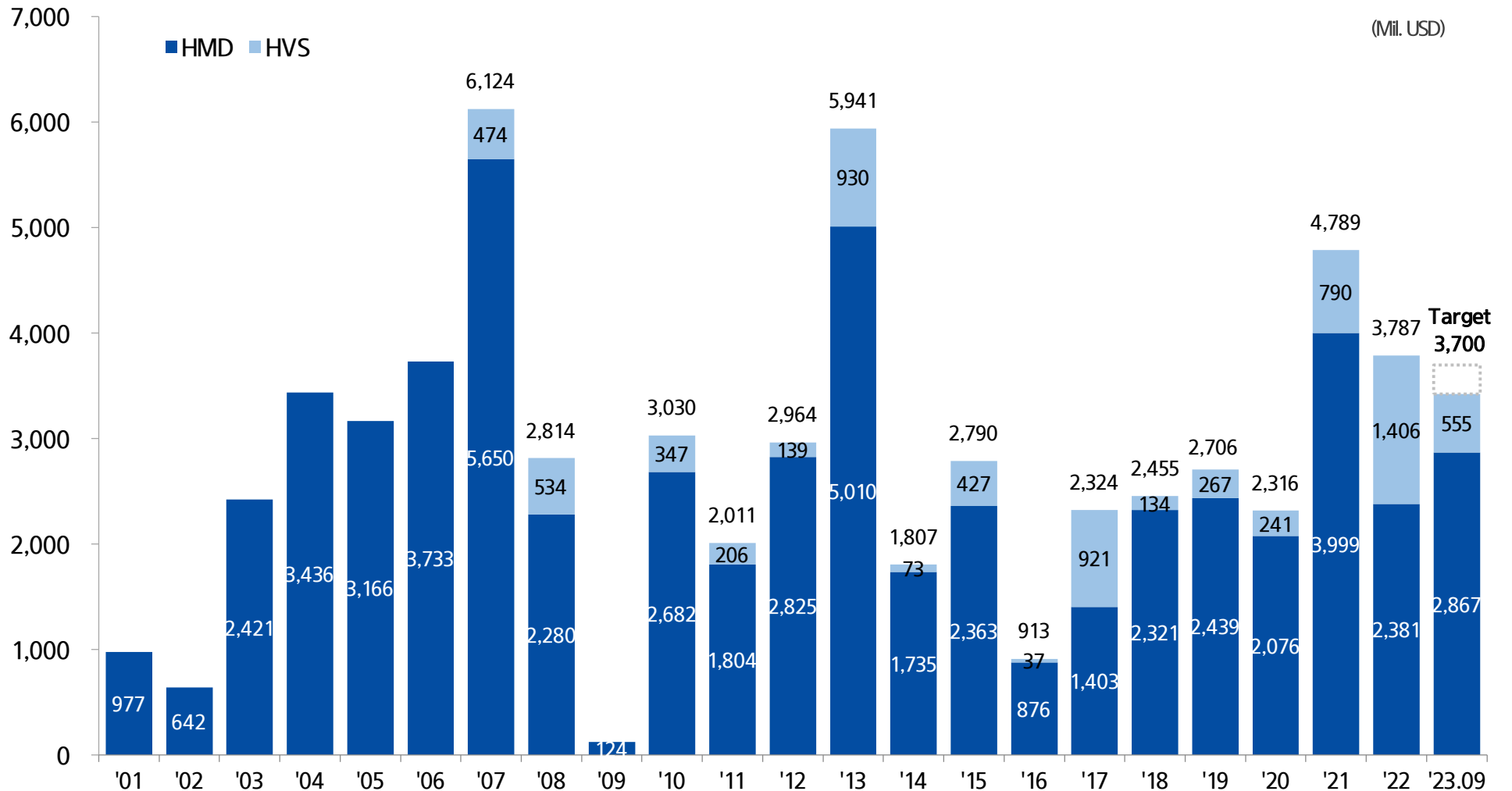


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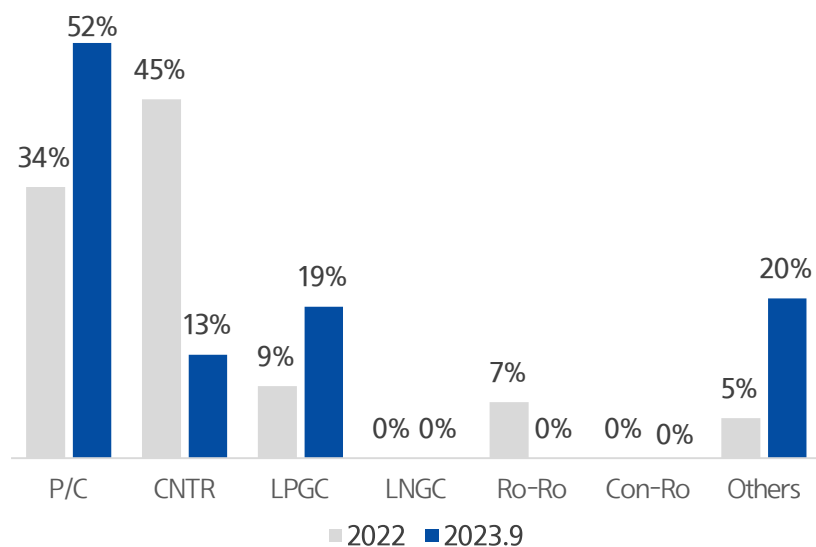
# 1. New Order Trend



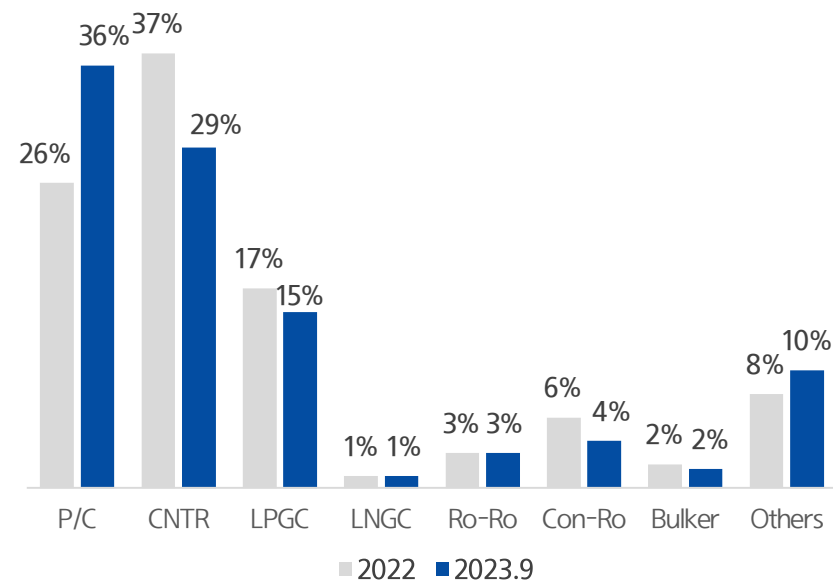
Note1) Achievement rate for the end of May 2023 is 57%

## 2. New Orders and Backlogs

### • New Orders Breakdown by Ship Type (2023.09)



### • Backlogs by Ship Type (2023.09)



Note1) Backlog as of end Aug. '23 : 174 vessels  
USD 94.5 Bil.(Delivery basis) / USD 74.9 Bil. (Sales basis)

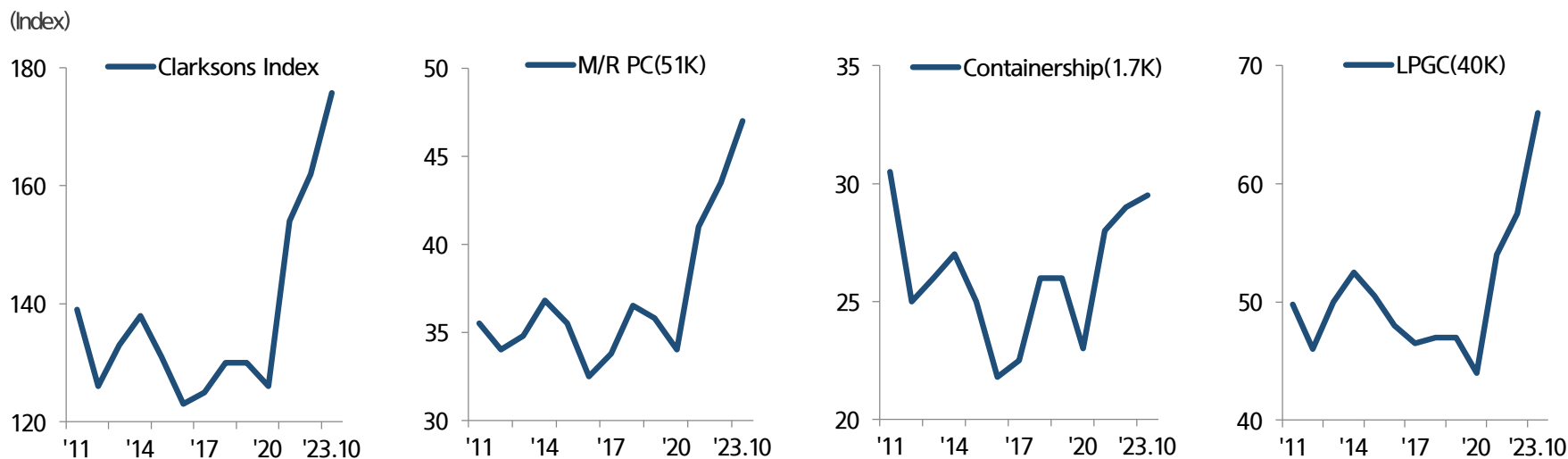
Note2) Based on contract amounts

### Monthly New Orders

(Mil. USD)

|     |              | 2022  | Jan. | Feb. | Mar. | Apr. | May | Jun. | Jul. | Aug. | Sep. | Oct. | Nov. | Dec. | Total | Target |
|-----|--------------|-------|------|------|------|------|-----|------|------|------|------|------|------|------|-------|--------|
| HMD | No. of Ships | 81    | 5    | 5    | 8    | 11   | 11  | 6    | 9    | 2    | -    |      |      |      | 57    | -      |
|     | Amount       | 3,787 | 266  | 188  | 458  | 597  | 588 | 348  | 870  | 88   | 19   |      |      |      | 3,422 | 3,700  |

### 3. Newbuilding Price Trend



(Mil. USD)

|                     | '13  | '14  | '15  | '16  | '17  | '18  | '19  | '20  | '21  | '22  | '23.10 | YTD    | Since '21 |
|---------------------|------|------|------|------|------|------|------|------|------|------|--------|--------|-----------|
| Clarksons Index     | 133  | 138  | 131  | 123  | 125  | 130  | 130  | 126  | 154  | 162  | 175.7  | +8.5%  | +39.4%    |
| Bulkers(81K)        | 29.5 | 30.0 | 26.5 | 24.5 | 25.5 | 28.0 | 27.5 | 26.0 | 34.8 | 33.5 | 35.0   | +4.5%  | +34.6%    |
| LPGC(40K)           | 50.0 | 52.5 | 50.5 | 48.0 | 46.5 | 47.0 | 47.0 | 44.0 | 54.0 | 57.5 | 66.0   | +14.8% | +50.0%    |
| M/R PC(51K)         | 34.8 | 36.8 | 35.5 | 32.5 | 33.8 | 36.5 | 35.8 | 34.0 | 41.0 | 43.5 | 47.0   | +8.0%  | +38.2%    |
| Containership(1.7K) | 26.0 | 27.0 | 25.0 | 21.8 | 22.5 | 26.0 | 26.0 | 23.0 | 28.0 | 29.0 | 29.5   | +1.7%  | +28.3%    |

Source : Clarksons

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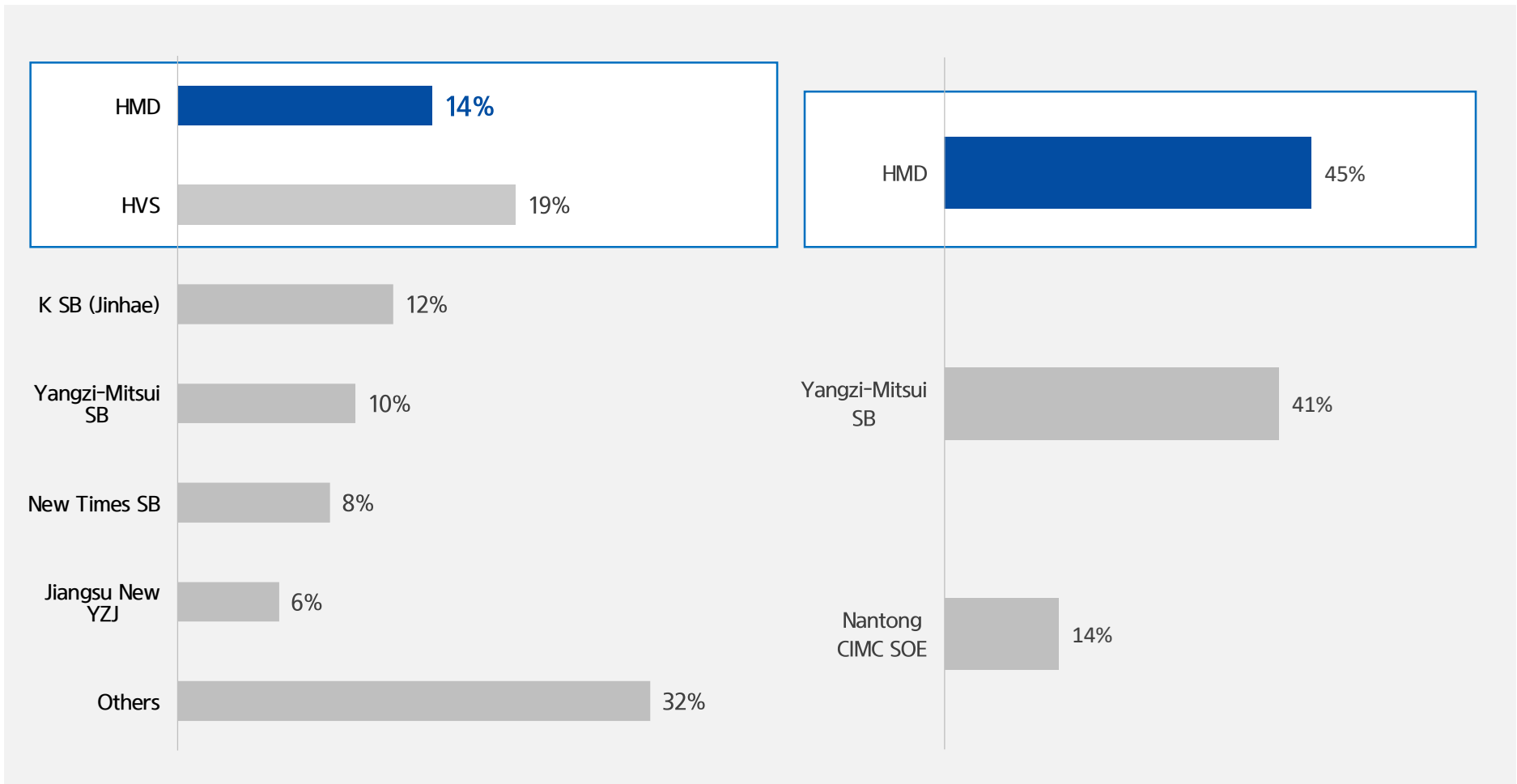
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# 1. Global Shipbuilding Market Share (Backlog Basis)

• MR P/C Tankers (25-55K DWT) “33%”

• LPGC (20~45K cbm) “45%”



Note : 2023.10.19 Clarksons Orderbook Data (25-55K DWT PC Tankers), CGT basis

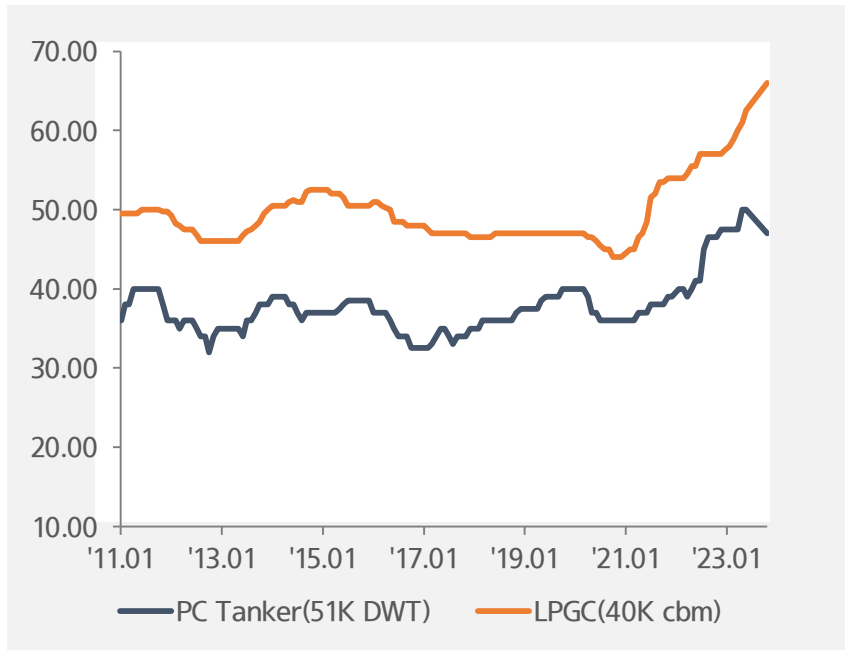
Note : 2023.10.19 Clarksons Orderbook Data (25-55K DWT PC Tankers), CGT basis

## 2. Key Indicators for Major Ship Types

Strong orders for PC tankers started in the 2H 2022 as freight for PC tanker rose by ton-mile effects from Ukraine–Russia war. PC tanker orders are expected to continue for the time being led by high freight prices.

### Secondhand Prices

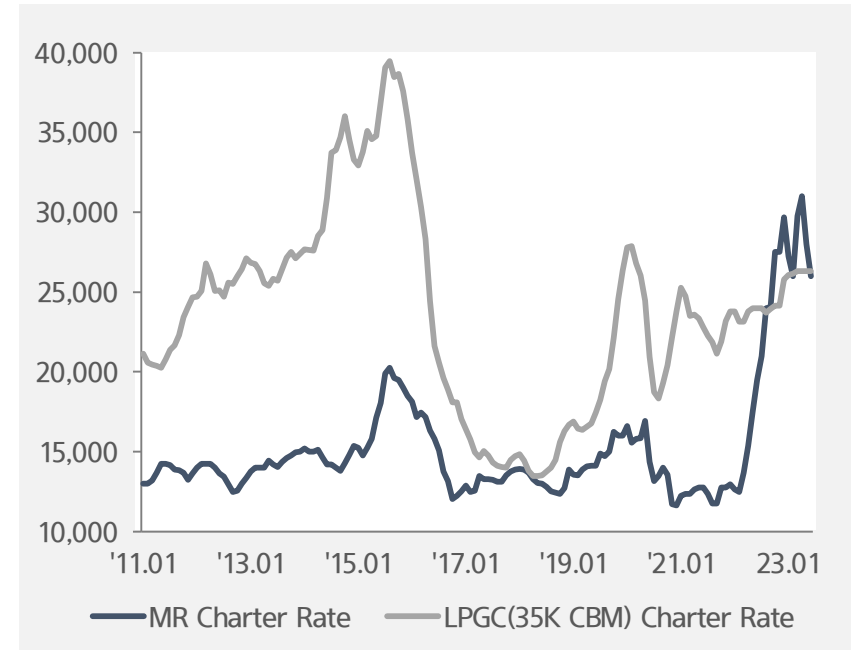
(Mil. USD)



|                        | '18  | '19  | '20  | '21  | '22  | '23.10 | Compared to '22 |
|------------------------|------|------|------|------|------|--------|-----------------|
| PC Tanker (47~51K dwt) | 36.5 | 35.8 | 34.0 | 41.0 | 43.5 | 47.0   | +8.0%           |
| LPGC (40K cbm)         | 47.0 | 47.0 | 44.0 | 54.0 | 57.5 | 66.0   | +14.8%          |

### Charter Rates of Major Ship Types

(\$ / day)



|                | '18    | '19    | '21    | '22    | '23.10 | Compared to '22 |
|----------------|--------|--------|--------|--------|--------|-----------------|
| MR Tanker      | 13,120 | 14,683 | 12,429 | 20,570 | 26,000 | +26.4%          |
| LPGC (35K CBM) | 14,526 | 19,284 | 23,138 | 24,035 | 28,357 | +18.0%          |



# 3. Environmental Regulations

## Impact of environmental regulations

**IMO**

**1 EEDI Phase 3**

- 30~50% improvement required from 2022 for gas-fueled containers (30% improvement to be implemented from 2025 for bulkers and tankers)

**2 EEXI / CII**

- Carbon emissions regulations for all existing vessels effective from 2023
- Evaluate CII annually in 5 grades (A~E); vessels rated D/E for three consecutive years required for corrective action plans

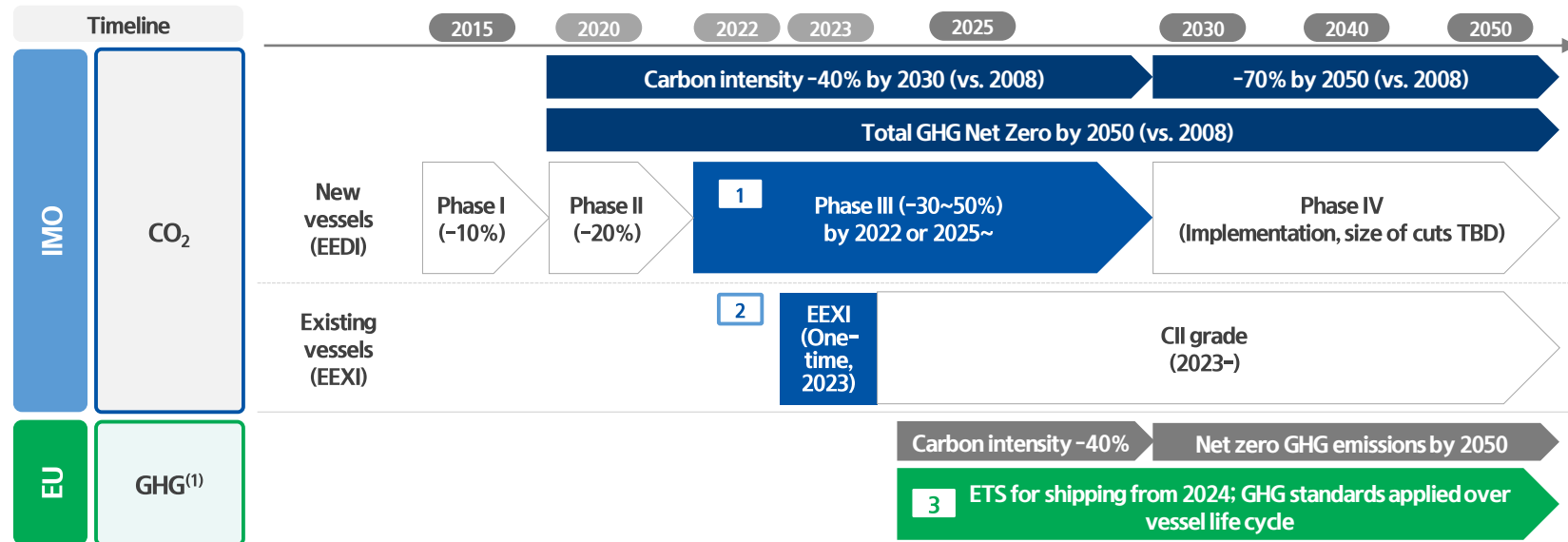
**EU**

**3 ETS**

- 40% Reduction of total GHG emissions required in 2022~2030 (vs. 2018)
- Rising OPEX for aged fleets to boost replacement demand

**New orders from LNG-fueled and carbon-free propulsion vessels expected to increase**

## Environmental regulation timeline



Note : (1) GHG includes CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCS, PFCS, SF<sub>6</sub>

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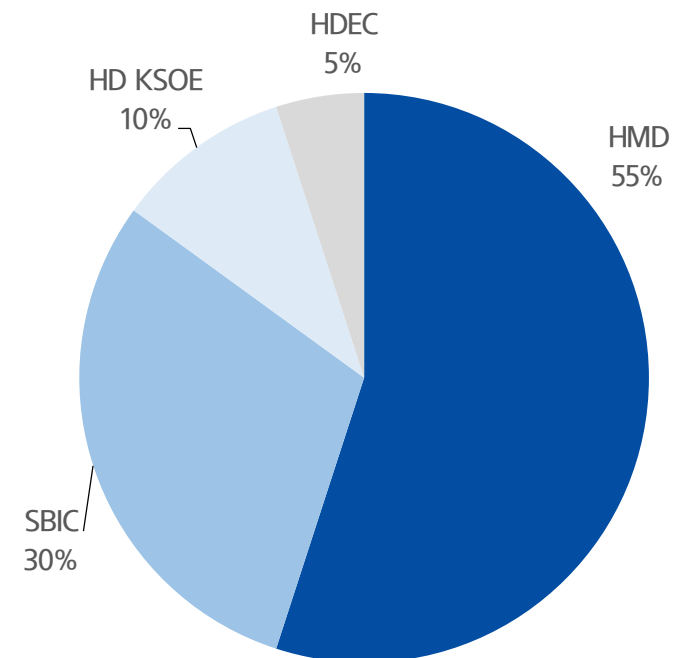
## Overview



|               |  |
|---------------|--|
| Company       | Hyundai Vietnam Shipbuilding (Vinashin)        |
| Establishment | Mar. 22 <sup>th</sup> , 1996                   |
| Joint Venture | Vietnam Shipbuilding Industry Group            |
| Capital       | \$33,456,938                                   |
| Facilities    | 2 Dry Docks(80K dwt / 400K dwt)<br>1.35km Quay |
| Employees     | 2,905 (Mar. 31 <sup>th</sup> , 2023)           |

## Ownership Structure

(Mar. 31<sup>th</sup>, 2023)



## 2. Financial Performance(Separate Basis)

HYUNDAI MIPO DOCKYARD

### Summarized Statement of Earnings(Losses)

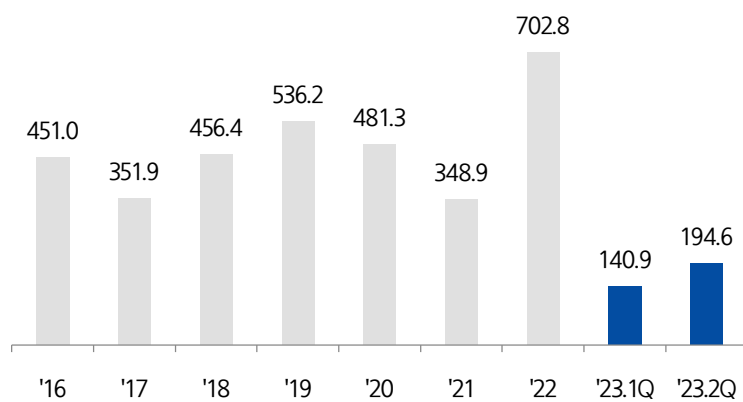
(Bil. KRW)

|                  | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  | '22.2Q | '23.1Q | '23.2Q |
|------------------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
| Sales            | 351.9 | 456.4 | 536.2 | 481.3 | 348.9 | 702.8 | 175.6  | 140.9  | 194.6  |
| Operating Profit | 29.4  | 21.0  | 26.8  | 24.2  | 4.6   | 14.0  | -3.1   | 2.3    | 7.2    |
| %                | 8.4%  | 4.6%  | 5.0%  | 5.0%  | 1.3%  | 2.0%  | -1.8%  | 1.6%   | 3.7%   |
| Net Profit       | 19.8  | 16.7  | 17.6  | 16.1  | -1.0  | 1.8   | 6.8    | 0.3    | 4.6    |
| %                | 5.6%  | 3.7%  | 3.3%  | 3.3%  | -1.0% | 0.3%  | 3.9%   | 0.2%   | 2.4%   |

### Financial Performance Trend

#### • Sales

(Bil. KRW)



#### • Operating Profit

(Bil. KRW)

