

# Our history

<p><b>1936 - 1989</b></p> <p>Independent shipping and investment company.</p>	<p><b>1989 - 2004</b></p> <p>Inge Steensland buys 64 percent of the company's share capital. From 1992 the transformation from a shipping investment platform, towards a fully integrated shipping company starts.</p> <p>Continuing fleet growth by buying second hand vessels and taking delivery of 5 newbuildings from 1998-2004.</p>	<p><b>2006</b></p> <p>A large scale newbuild order placed in South Korea and Germany for 4 ethylene carriers 17,000 cbm, 3 LGC and 2 Panamax VLGCs for delivery in 2007/2008. In total 9 vessels.</p> <p><b>2007/2008</b></p> <p>Received delivery of 10 newbuildings, 9 constructed and 1 VLGC resale ex-yard.</p>	<p><b>2006-2011</b></p> <p>Starting to transform the land organization from a small to a medium-size shipping company.</p> <p>Establishing our vision, values and main goals. Establishing KPI and development of Solvang vessel performance monitoring system.</p>	<p><b>2011</b></p> <p>The program "Make our Blue Logo Green" was initiated, entailing Solvang ECO-LPG Carriers:</p> <ul style="list-style-type: none"> <li>• Fuel-efficient design</li> <li>• Compliance with emission regulations.</li> <li>• Energy efficiency from well-to-wake.</li> <li>• The question is not which fuel you use, but how you use it</li> <li>• Operational excellence by continuous improvement.</li> </ul>	<p><b>2011</b></p> <p>Ordering Clipper Quito and Clipper Posh, 84,000 cbm VLGC with full-scale exhaust cleaning system for delivery in 2013.</p> <p><b>2013</b></p> <p>Delivery of the world's first ECO VLGC LPG Carrier, awarded as the first ECO-LPG carriers by The Royal Institute of Naval Architects.</p>
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# From the past



# To the future

<p><b>2050 - Clipper Future</b></p> <p>We assume that energy efficiency "from well-to-wake" will become even more crucial, and that all GHG emissions will have to be accounted for.</p> <p>We will continue to be among the best in our business. All our newbuildings will be as fuel-efficient and green as possible. The vessels will run on GHG-neutral fuels and zero-carbon fuels.</p>	<p><b>2030</b></p> <p>Continued focus on reducing emissions.</p> <p>The carbon intensity factor is closely monitored to secure full compliance with the IMO reduction target of 40 percent by 2030.</p>	<p><b>2025</b></p> <p>Continue to be an industry-leading provider of LPG and petrochemical tonnage to our clients in the safest, cleanest and most cost-efficient manner.</p> <p>A modern fleet and highly trained and motivated employees, combined with financial, operational and technical ability, will allow Solvang to pursue this vision and create long-term growth and profitability.</p>	<p><b>2020</b></p> <p>First ESG report, pulling together the last 15 years of continuous improvement.</p> <p><b>2021</b></p> <p>Solvang launched a vessel-scale carbon capture project in collaboration with Wärtsilä. The system captures CO<sub>2</sub> from main engine combustion before it passes through the exhaust outlets.</p>	<p><b>2017</b></p> <p>Delivery of 2 Panamax ECO-LPG carriers.</p> <p><b>2019</b></p> <p>5 newbuildings, 4 ECO Ethylene, and 1 ECO Panamax VLGC. The greenest and most fuel-efficient HFO-fuelled gas carrier in the world.</p> <p>Retrofit 4 vessels with scrubbers.</p>	<p><b>2015</b></p> <p>Delivery of 3 new ECO LGC (60,000) Gas carriers, Bosphorus max.</p> <p>Retrofit of EGC on Clipper Harald - combination of scrubber and LP-EGR for emission control (SO<sub>x</sub> and NO<sub>x</sub>).</p>
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