

# Higaki Shipbuilding Co., Ltd.



Featuring a focus on meeting specific needs rather than limiting construction to particular vessel types:  
A proven track record building ships for the offshore wind power generation sector as well

Assumed field Foundation Manufacturing(Floating) > Floating Structures Vessels > Offshore Support Vessel Shipbuilding



A newly built vessel constructed entirely using JGreeX



## Comprehensive shipbuilding capabilities to support next-generation maritime transport and industrial infrastructure

HIGAKI SHIPBUILDING operates under the management principle of "building good ships that meet the needs of the times," without limiting itself to specific vessel types such as cargo ships, chemical tankers, special-purpose vessels, or LPG/LNG carriers. The company works to develop vessels with an emphasis on reducing environmental impact and ensuring early compliance with regulations with a record that includes constructing Japan's first coastal LNG carrier and LNG-fueled domestic cargo ship. With a main factory equipped with a new-construction dock measuring 140 m in length and 30 m in width, as well as two 150-t cranes, the company maintains a robust shipbuilding infrastructure.

Hull block manufacturing and outfitting after launching are conducted at the Namikata Factory, located across from the headquarters. The facility includes a 250-m block building and two 240-t cranes, enabling the construction of large blocks such as offshore wind power foundation structures. Furthermore, HIGAKI SHIPBUILDING has experience building multi-purpose cargo ships (MPP vessels) equipped with side-mounted cranes. This enables handling of oversized cargo such as super-heavy, long, and tall loads, as well as modules, plus loading and transport of offshore wind turbine blades.

### Technical Achievements and Case Studies

#### Energy-efficient, wide 13.5-type tweendecker cargo ship



The company's new 13.5-type cargo ship features a double-deck configuration and 13,000-t deadweight capacity. Its specifications significantly exceed EEDI phase 3 regulatory values, realizing reduced environmental impact and improved fuel efficiency. Furthermore, expansion of the cargo hold floorspace increases the ship's carrying capacity for transported goods like steel and biomass fuel to 10,000 t.

#### Japan's first LNG dual-fuel coastal cargo ship



HIGAKI SHIPBUILDING constructed Japan's first LNG dual-fuel domestic cargo ship with support from the Ministry of the Environment and the Ministry of Land, Infrastructure, Transport (MLIT) and Tourism. Using LNG as its primary fuel, it achieves a 24% reduction in CO2 emissions compared to conventional heavy oil-fueled vessels. It has earned the highest "5-star" rating under MLIT's domestic vessel energy efficiency rating system.

### Main Equipment and Machinery [Specification / Unit]

- Main Factory: Dock (140 m × 30 m), 150-t crane / 2units
- Namikata Factory: Outfitting wharf (260 m), blasting/painting facility, 240-t crane / 2units

### Company Information

Business: Design, Development, Shipbuilding and Repair of Various Vessels  
 Location: 1-4-25 Koura-cho, Imabari, Ehime Prefecture, 799-2111, Japan  
 Established: June 1964 Capital: 48 million yen Employees: 110  
 Representative: President Hiroaki Higaki  
 Tel: 0898-41-9147 Offices: Imabari  
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