

Summary of dialogue sessions for Sembcorp Marine and Sembcorp Industries shareholders
致胜科海事和胜科工业股东的对话会摘要 (请参阅第 7 至 12 页)

Virtual dialogue sessions were held for Sembcorp Marine (“SCM”) shareholders on Tuesday, 28 July and Sembcorp Industries (“SCI”) shareholders on Wednesday, 29 July.

All shareholders were reminded that the EGMs for both companies will be conducted via a **“live” webcast and “live” audio-only stream**. As such, all voting by shareholders will be done by appointing the Chairman of the EGM as proxy via a **proxy form**. All shareholders were advised to take note that **the deadline for the submission of proxy forms for both companies is August 8 (SCM: 10am, SCI: 1130am)**. Proxy forms are available on the companies’ websites:

- Sembcorp Marine: <https://www.sembmarine.com/investor-relations/extraordinary-general-meeting>
- Sembcorp Industries: <https://www.sembcorp.com/en/investor-relations/extraordinary-general-meeting>

Presentations delivered by companies at the dialogue sessions are available for download here and include timelines of key dates:

- Sembcorp Marine: <https://links.sgx.com/1.0.0/corporate-announcements/4GG3NUTD345DDSYR/7644f68dfcf19c69490064899a98f62137d565de87d1f80b73c5fee9e9a82775>
- Sembcorp Industries: <https://links.sgx.com/1.0.0/corporate-announcements/56N783QTAQV1M3F/2b70cd875a56dd1703d8b96e52c3d6e2f98a534efc88448787422f37a347f53d>

Please refer to the following pages for the key shareholder questions and answers addressed at the dialogue sessions.

Key shareholder questions and answers addressed at dialogue sessions

SEMBCORP INDUSTRIES SHAREHOLDER QUESTIONS

1. In good times, results of Sembcorp Marine are consolidated into financial accounts of its parent company. However, in bad times, the investment is offloaded to its individual & corporate shareholders. Is this fair?

To be clear, SCI shareholders such as yourselves, have always owned and participated in a significant portion of SCM's business indirectly via SCI's shareholding in SCM.

SCI has been SCM's single largest shareholder for more than 20 years. During this time, we have weathered several major macroeconomic crises together, including the global financial crisis in 2008 and the oil crisis in 2014.

As a corporate, we regularly review our strategy, operations and investments for opportunities to maximise value for our shareholders as the business environment changes. Since the last strategic review, the macro economic landscape has changed significantly, and with this change and limited business overlap between SCI and SCM, we believe that a clean demerger to create two separate, focused companies is in the best interests of our shareholders.

As SCI shareholders, please note that the Rights Issue, if approved, will improve SCM's cash position, fund ongoing commitments, strengthen its balance sheet, and help the SCM Group compete for new high-value projects and ensure its long-term viability.

It is important to understand that in this Transaction, SCI is supporting SCM by converting the outstanding principal amount of S\$1.5 billion under the S\$2 billion subordinated loan extended to SCM in 2019 ("Subordinated Loan") into an equity stake in SCM via a subscription for SCM shares under the Rights Issue. This substantially recapitalises SCM's business, materially reduces its debt servicing obligations, and puts it in a stronger position to ride out the current crisis as well as enhances its competitiveness in the sector.

For SCI, the demerger will transform SCI into a focused Energy and Urban business. As SCI shareholders, you will also receive value in the form of shares in a stronger recapitalised SCM through the distribution in specie.

After the Proposed Distribution, the added benefit is that you will have the flexibility to directly decide on how to deal with your SCM shares independently of your SCI shares, and manage your holdings in both companies.

In summary, SCI shareholders will benefit from the Transaction in the following ways. You will have:

- Direct control over your interests in the two focused businesses
- Receive shares (without payment) in a recapitalised SCM
- Post demerger, both companies will have strong shareholder bases to support the respective companies' strategies and business models for the long term, with Temasek (which is currently the single largest shareholder of SCI) as a direct and significant shareholder in both companies

2. Please explain the sharp drop in NAV from \$3.85 that was reported in FY19 to \$3.19 in FY1H20, so that we can understand the pro forma NAV post-demerger.

First, please note that the two numbers mentioned above are reported NAVs per SCI's results announcements and prior to the demerger. For the proforma financial effects of the Transaction, please refer to Appendix A of SCI's circular dated 22 July 2020.

Next, the difference between the NAV at the end of FY2019 and the end of 1H2020 is about \$0.66 per share or 66 cents per share (cps).

Of that 66cps difference, approximately \$0.45 per share or 45 cps or more than two thirds came from the redemption of our perpetual securities in the first half of this year. We redeemed \$800m of perpetual securities using debt, which is cheaper than the perpetual securities. Clearly this increased our debt balance but we believe it to be in shareholders' interest.

Second, the Group recorded a net loss of S\$131 million in 1H2020 due to losses posted by the Marine business as well as exceptional items totaling negative S\$191 million. This is the equivalent of about \$0.07 per share or 7cps.

Third, there was a loss in other comprehensive income, which includes the fair value of cash-flow hedges, of \$169m, equivalent to about \$0.10 per share or 10 cps.

And lastly, we paid a dividend of \$0.03 per share or 3 cps.

(Note: another \$0.01 per share or 1 cps is paid to perpetual securities holders.)

3. Given that "the Energy and Urban businesses generate relatively stable long-term cash flow streams" (pg.36), what would the dividend policy be post-merger? Can shareholders expect the dividends to be more like a typical utility company?

To clarify, the question is asking on our dividend policy post-demerger rather than post-merger. Unfortunately, we would not be able to comment on that now.

If successful, post the demerger, the board and management of SCI will review and develop an appropriate dividend policy.

SEMBCORP MARINE SHAREHOLDER QUESTIONS

1. With the recapitalization exercise, how certain is the management in securing any new projects given the dearth of new business secured since 2015 and what project type is the management focusing on?

- As highlighted in our presentation, we have a series of ongoing projects with a total contract value amounting to S\$6.5 billion. The work outstanding as at 30 June 2020 was S\$1.9 billion. In addition, our Repairs & Upgrades business has new orders for execution totalling about S\$280 million. To date, there has been no cancellation of any of these projects.
- I would like to show here a slide from our presentation Appendix that details the nature of our Existing Projects Under Execution as at 30 June 2020. As you can see we have existing projects in numerous key areas, across Renewables Solutions, Process Solutions, Gas Solutions, Ocean living Solutions and Advanced Drilling Rig Solutions.

Nature of Existing Projects Under Execution as at 30 June 2020
Renewables Solutions <ul style="list-style-type: none">• Hornsea 2 Offshore Wind Farm - Foundation Jackets and Topsides• Formosa 2 Offshore Wind Farm - Foundation Jackets
Process Solutions <ul style="list-style-type: none">• Equinor Johan Castberg – Newbuild Floating Production, Storage and Offloading Vessel• Shell Vito – Newbuild Floating Production Unit (semi-submersible)• Shell Whale – Newbuild Floating Production Unit (semi-submersible)• Gallaf Batch 2 Wellhead Platforms• Tupi P-71 – Newbuild Floating Production, Storage and Offloading Vessel• Shapoorji – Conversion of Floating Production, Storage and Offloading Vessel
Gas Solutions <ul style="list-style-type: none">• MOL LNG Bunker Vessel• Tyra Platforms and Bridges• TechnipFMC Karish – Newbuild Floating Production, Storage and Offloading Vessel• Upgrade of Major Floating Storage & Regasification Units (FSRU) and Floating Storage Units (FSU), including FSRU Karmol LNGT Powership Africa, FSRU Karmol LNGT Powership Asia, FSU CNTIC VPower Energy and Torman II (FSU)
Ocean Living Solutions <ul style="list-style-type: none">• Full Battery-operating Roll-on, Roll-off passenger ferries (3 units)
Advanced Drilling Rig Solutions <ul style="list-style-type: none">• Transocean 1 Drillship• Transocean 2 Drillship

- Despite the challenging business environment, we have been able to secure S\$1.5 billion of new orders last year. Of this, some S\$530 million relates to new orders for cleaner energy solutions, such as offshore wind farms. This effectively shows our increasing traction in green energy solutions.
- Going forward, we have resumed discussions on several project opportunities. While the market for drilling solutions remains very challenging, there are opportunities for production solutions, such as FPSOs (Floating Production, Storage, Offloading) vessels, and other floating production solutions. In May 2020, SCM's 50%-owned technology company, Aragon AS, firmed up contracts with Yinson to undertake the engineering, procurement and construction of seven modules for gas treatment, gas compression, utilities and flare systems for the FPSO Anna Nery.
- In addition, the Renewables Solution segment, especially Offshore Wind Farm, remains promising. According to market analysts, the Offshore Wind market is projected to grow

significantly over the next 30 years, with investments reaching US\$1.5 trillion. Company will focus on gaining further traction in this segment.

- Presently, we are constructing two substation platform topsides and accompanying jackets for the 1.4-gigawatt (GW) Hornsea 2, the world's largest offshore wind farm, located in the UK North Sea. And just a few weeks ago in early July, SCM, together with its consortium partner GE's Grid Solutions, was appointed by RWE Renewables as the preferred supplier of the HVDC electrical transmission system for the 1.4GW Sofia Offshore Wind Farm, also in the UK North Sea.
- We continue to see opportunities for other solutions segments, such as gas value chains solutions and ocean living solutions. We are currently building three zero-emission, battery-powered ROPAX ferries for short-sea connections in Norway. Quark Expeditions' new 340-pax polar expedition vessel Ultramarine, designed by our subsidiary LMG Marin, was launched successfully at the Brodosplit Shipyard in May 2020.
- As we have discussed in our presentation, moving forward, we will focus strategically on these areas:
 - Proactive diversification and expansion into new and existing markets;
 - Strategic strengthening of our yard capabilities; and
 - Innovation development through investment in intellectual property, technology and solutions that give us a differentiated edge.
- We are confident these strategies will boost our long-term financial viability and generate sustainable returns for shareholders.
- Should the Proposed Transaction succeed, we will have an improved cash position and strengthened balance sheet, which will enable us to better compete for high-value projects going forward.

2. With Covid-19 pandemic, what is SCM doing to ensure survival? Has the management implemented cost cutting measures? What are these cost cutting measures? When did the company start implementing them? Are the Directors and CEO going to support the Rights Issue?

- The Offshore & Marine industry downturn started in 2015 with the oil price crash. Since then, SCM Group has been exercising stringent control over costs and cash flow. We have limited our CAPEX to essential investment for executing our projects. Against our 2015 CAPEX at S\$905 million, SCM's CAPEX has trended down steadily to S\$343 million in 2018 and S\$58 million in 1H2020.
- We have also been actively optimising our manpower resources. In 2016, our headcount was reduced to about 11,200 workers. This has since been lowered further to 8,400 workers as at July 2020.
- In 2017, we implemented a salary freeze, with middle and senior management also accepting a salary reduction. This continued into 2018. Last year, other than the wage freeze, we implemented shorter work months and suspended long-term staff incentives. And in the current year, wage freeze, salary reduction and suspension of long-term incentives are ongoing. Salary reductions, in particular, are now implemented across the entire Group, including our overseas companies.
 - The salary cuts for staff range from 15% to 5% for senior management and staff (except those earning less than S\$1,800/month). SCM CEO has volunteered a 50% pay cut.
 - The Sembcorp Marine Board is also continuing with a 10% reduction in director's fees this year, similar to FY2019.

- Overall, since the onset of the COVID-19 pandemic and the sudden collapse of oil prices in March, SCM has been even more careful and disciplined in managing our costs. We continue to defer all non-essential CAPEX and are carrying out cost optimisation across all functions within the Group.
- We are paying close attention to every aspect of our operations where costs can be reduced without compromising safety and quality. We are right-sizing our workforce further in tandem with our work activities and project load, while planning ahead carefully to ensure our business and operations remain well supported especially in key functions such as engineering.
- To support the Rights Issue, SCM Directors including the CEO, who are also SCM Shareholders, have indicated that they will subscribe and pay for all their respective entitlements of the Rights Shares. We are also recommending that our Independent Shareholders vote in favour of the Rights Issue Resolution. Similarly, the Independent Directors of SCM are recommending that our Independent Shareholders vote in favour of the Whitewash Resolution.

In addition to key shareholder questions at the dialogue sessions, SCM and SCI have also previously addressed questions from the Securities Investors Association (Singapore) (“SIAS”). Please refer to the following links to view their responses which were published on 22 July 2020:

- Sembcorp Marine:
https://links.sgx.com/FileOpen/Announcement_Pre%20Circular%20SIAS%20Questions.ashx?App=Announcement&FileID=624478
- Sembcorp Industries:
<https://links.sgx.com/FileOpen/ADDITIONAL%20INFORMATION%20IN%20RESPONSE%20TO%20QUESTIONS%20FROM%20SIAS.ashx?App=Announcement&FileID=624479>

NB: If there are any discrepancies or conflicts between the English and Chinese responses, please refer to the English responses.

致胜科海事和胜科工业股东的对话会简要

胜科海事和胜科工业已分别于7月28日(星期二)和7月29日(星期三)为各自的股东举行了网上对话会。

所有股东都已接获提醒通知，两家公司的特别股东大会都将通过“实况”网络广播和“实时”纯音频流的方式进行。因此，所有股东都将通过呈交**委任表格**来委托特别股东大会的主席代为投票表决。我们恳请所有股东注意**两家公司的委任表格呈交期限为8月8日（胜科海事：上午10点，胜科工业：上午11点30分）**。委任表格可从公司网站下载：

- 胜科海事：<https://www.sebmarine.com/investor-relations/extraordinary-general-meeting>
- 胜科工业：<https://www.sebcorp.com/en/investor-relations/extraordinary-general-meeting>

于对话会上所呈献的公司演示资料也可从以下网站下载，其中包括重要日期的时间表：

- 胜科海事：<https://links.sgx.com/1.0.0/corporate-announcements/4GG3NUTD345DDSYR/7644f68dfcf19c69490064899a98f62137d565de87d1f80b73c5fee9e9a82775>
- 胜科工业：<https://links.sgx.com/1.0.0/corporate-announcements/56N783QTAFQV1M3F/2b70cd875a56dd1703d8b96e52c3d6e2f98a534efc88448787422f37a347f53d>

请看以下页面参阅对话会上的关键股东问答详情。

对话会上的关键股东问答详情

胜科工业股东问题

1. 行情高涨时，胜科海事的业绩就被综合计入母公司的财务账目内。不过，行情低迷时，该投资实体就被抛给个人股东和企业股东。这样公平吗？

首先需澄清，如您一样的胜科工业股东，一向都通过胜科工业所持的胜科海事股权间接持有和参与胜科海事大部分的业务。

胜科工业在20多年来一直都是胜科海事的单一最大股东。在这段期间，我们已携手共度几个重大的宏观经济危机，包括2008年的全球金融危机和2014年的石油危机。

作为一家企业，我们定期检讨我们的战略、营运和投资，力求在变化的营业环境中寻找机会优化股东价值。自上次的战略性检讨以来，宏观经济局势已显著改变，局势的改变以及胜科工业和胜科海事之间有限的业务重叠范围，使我们相信一个完整的分拆行动来创造两家业务集中型公司将对股东有利。

胜科工业的股东请注意，附加股发行提案若获批准，将有助改善胜科海事的现金状况、资助现有项目、加强其资产负债表，以及帮助胜科海事集团去争取新的高值项目和确保业务的长期可行性。

您必须了解在这项交易中，胜科工业通过附加股发行提案认购胜科海事股票，以将于2019年给予胜科海事的20亿新元附属贷款中的15亿新元未归还本金转换成胜科海事股票来支持胜科海事。这将实质性地对胜科海事的业务进行资本重组、显著减少其偿债义务和加强其定位来渡过目前的危机，以及提升其行业竞争性。

对胜科工业而言，分拆将有助其转型为一个专注于能源和城镇发展业务的企业。作为胜科工业的股东，您也将通过以股票当股息的方式，通过持有资本重组后更稳健的胜科海事股票的方式来获得价值。

派息提案后，额外的好处是您可将灵活地直接决定如何在您持有的胜科工业股票之外独立处理您的胜科海事股票和调整在两家公司股权。

综上所述，胜科工业股东将可从以下方式受益于这项交易。您将：

- 直接控制您在两家业务集中型公司的权益
- 获得资本重组后的胜科海事股票（无需付款）
- 分拆后，两家公司将拥有强大的股东基础来支持各自公司的长期战略和业务模式，而淡马锡（即胜科工业目前的单一最大股东）也将成为两家公司的直接和主要股东。

2. 请解释资产净值为何从 2019 财政年度的 3.85 新元大幅度下滑至 2020 财政年度上半年的 3.19 新元，以让我们了解分拆后备考资产净值的数额。

首先，请注意以上所提及的两个数字均为胜科工业在分拆前根据其业绩所呈报。欲查阅这项交易的备考财务影响，请参考 2020 年 7 月 22 日胜科工业的通函附件 A。

接着，截至 2019 财政年度和截至 2020 财政年度上半年之间的资产净值差异约为每股 0.66 新元或每股 66 分。

在每股 66 分的差额中，有约每股 0.45 新元或每股 45 分或超过三分之二源自于本年度的上半年所用于赎回永久证券的数额。我们已使用债务来赎回 8 亿新元的永久证券，而且债务成本比永久证券融资成本更低。这显然增加了我们的债务余额，可是我们相信这将有利于股东。

第二，集团于 2020 财政年度上半年因海事业务和特殊项目总计 1.91 亿新元赤字的因素，而呈报 1.31 亿新元的净亏损。这相当于约每股 0.07 新元或每股 7 分的损失。

第三，其他综合收益蒙受 1.69 亿新元的损失，即相当于每股 0.10 新元或每股 10 分的亏损，其中包括现金流套期保值的公允价值。

最后，我们分派每股 0.03 新元或每股 3 分的股息。

(注：永久证券持有人将多获得每股 0.01 新元或每股 1 分的股息。)

- 3. 有鉴于“能源和城镇发展业务能带来相对稳定的长期现金流”（请见第 36 页），交易(合并)完成后的股息政策将会是怎样的？股东是否能期待公司如同典型的公用事业公司一样派息？**

进一步澄清，这个问题是关于我们在分拆后而非合并后的股息政策。

很抱歉，我们现在无法针对此事宜置评。

若成功，分拆后，胜科工业的董事会和管理层将检阅和制定一个合适的股息政策。

胜科海事股东问题

1. 胜科海事自2015年接获的新项目非常少。随着资本重组活动的进行，管理层有多少把握能争取到新项目，而且所关注的项目类型是哪一类？

- 就如我们演示所陈述，我们正在执行中的一系列项目总合约价值为65亿新元。截至2020年6月30日，未完成的工程项目达19亿新元。除此之外，我们的维修与提升业务也有2.8亿新元的新订单。至今，我们没有任何现有项目被取消。
- 我希望在此呈献演示附件中的其中一页，陈述我们于截至2020年6月30日执行中现有项目的性质。您可以看到，我们的现有项目围绕着几个主要领域，包括再生能源方案、过程方案、天然气方案、海洋生物方案和先进钻机方案。

截至2020年6月30日执行中的现有项目性质
再生能源方案 <ul style="list-style-type: none">• Hornsea 2海上风电场 - 导管架基础和干舷• Formosa 2海上风电场 - 导管架基础
过程方案 <ul style="list-style-type: none">• Equinor Johan Castberg – 新建浮式生产储油船• Shell Vito – 新建半潜式生产建设• Shell Whale – 新建半潜式生产建设• Gallaf Batch 2 井口平台• Tupi P-71 – 新建浮式生产储油船• Shapoorji – 改造浮式生产储油船
天然气方案 <ul style="list-style-type: none">• MOL液化天然气燃料添加船• Tyra平台和桥梁• TechnipFMC Karish – 新建浮式生产储油船• 提升主要浮式储存和再气化船(FSRU)和浮式储存装置(FSU)，包括 FSRU Karmol LNGT Powership Africa、FSRU Karmol LNGT Powership Asia、FSU CNTIC VPower Energy 和 Torman II (FSU)
海洋生物方案 <ul style="list-style-type: none">• 完全电池驱动滚装客运渡轮（三艘）
先进钻机方案 <ul style="list-style-type: none">• Transocean 1钻探船• Transocean 2钻探船

- 尽管营运环境极具挑战，我们仍在去年争取到15亿新元的新订单，而其中5.3亿新元的新合约与清洁能源方案有关，如海上风电场。这显然展现了我们在绿色解决方案方面的持续增长。
- 放眼未来，我们将恢复几个项目工程的讨论。虽然钻油方案的市场仍然困难重重，但是生产方案，如浮式生产储油船，以及其他浮式生产方案还是不断呈献商机。2020年5月，胜科海事所持50%股权的科技公司Aragon AS与云升控股签署合约来为浮式生产储油船Anna Nery分别针对气体处理、气体压缩、公用事业和火炬系统进行七个模块的工程设计、采购和施工。
- 除此之外，再生能源方案板块，尤其是海上风电场前景保持乐观。根据市场分析师预测，海上风电场预计将在未来30年显著增长，投资额可达1.5万亿美元。公司会专注在这个行业继续前进发展。

- 目前，我们正在为位于英国北海全球最大的1.4吉瓦海上风电场 - Hornsea 2，建造两个风电升压站平台干舷和导管架。几个星期前在7月初的时候，胜科海事还连同我们的财团伙伴 - 通用电气的电网解决方案，一同获委任为莱茵可再生能源集团同样位于英国北海的1.4吉瓦索非亚海上风电场的高压直流输电系统的首选供应商。
- 我们继续在其他方案领域中看到发展机会，如天然气价值链方案和海洋生物方案。我们目前正在建造三艘零排放的电池驱动滚装客运渡轮，以满足挪威的近海连接需要。由我们的附属公司，LMG Marin 所设计的Quark Expeditions也于2020年5月在布罗德斯普利特船厂成功的推出了全新的340人座极地考察船 - Ultramarine。
- 正如我们在演示中所述，放眼未来，我们将专注战略性发展以下的领域：
 - 积极多元化和拓展开发全新和现有市场；
 - 战略性地加强我们的船厂实力；以及
 - 通过对知识产权、科技与方案的投资来实现创新发展，为我们创造差异化的优势。
- 我们有信心这些战略将能提升我们的长期财务可行性，并为股东创造可持续性的回报。
- 若交易提案成功获得批准，我们将能改善现金状况和加强资产负债表，让我们在未来有能力去争取新的高值项目。

2. 随着2019冠状病毒疫情的暴发，胜科海事有何决策来确保集团能继续生存？管理层是否已实行了削减成本的措施？这些措施又有哪些？公司是何时开始实行的？董事们和首席执行官是否会支持附加股发行提案？

- 自从2015年油价开始暴跌，岸外与海事业就节节衰退。自此，胜科海事一直都严格控制成本和现金流。我们已将资本支出限制在为完成项目执行的必要投资上。对比2015年9.05亿新元的资本支出，胜科海事的资本支出已平稳下降至2018年的3.43亿新元和2020财政年度上半年的5,800万新元。
- 我们也在积极优化我们的人力资源。2016年，我们的职员人数已削减至约11,200名员工。截至2020年7月，我们又再进一步降低员工人数至8,400名员工。
- 我们在2017年至2018年之间实施了工资冻结，而中级和高级管理层也都接受了工资削减的安排。去年，我们也减短工作月份和暂停长期的职员奖励，而且还在本年度继续实行工资冻结、减薪和暂停长期奖励。减薪政策正在整个集团中实施，包括我们的海外子公司。
 - 高层和职员的工资缩减幅度介于5%至15%之间（除了月入少过1,800新元的职员之外）。胜科海事的首席执行官已自愿减薪50%。
 - 如同2019财政年度，胜科海事董事会也将在今年继续减少10%的董事费。
- 整体而言，胜科海事自从在三月面临2019冠状病毒疫情的暴发和油价的暴跌后，在成本管理方面已更加小心和有自律。我们继续延后所有非必要的资本支出，以及在集团各业务部门中实施成本优化策略。
- 我们正加紧留意营运方面能如何在不影响安全和产品质量的情况下减少成本。我们也根据业务活动和项目量的需求进一步的调整劳动力规模，并同时提前谨慎策划来确保我们的业务和营运在关键业务领域例如工程设计良好的员工比例。
- 为了支持附加股发行提案，同时作为胜科海事股东的胜科海事董事和首席执行官已表示他们有意认购和支付各自的附加股份额。我们也已建议我们的独立股东针对附加股发行动议投赞成票。同样的，胜科海事的独立董事也建议我们的独立股东针对粉饰动议投赞成票。

除了对话会上的关键股东问题，胜科海事和胜科工业先前也答复了新加坡证券投资者协会的问题。请参阅以下网址查看他们于2020年7月22日所发表的回应。

- 胜科海事：
https://links.sgx.com/FileOpen/Announcement_Pre%20Circular%20SIAS%20Questions.ashx?App=Announcement&FileID=624478
- 胜科工业：
<https://links.sgx.com/FileOpen/ADDITIONAL%20INFORMATION%20IN%20RESPONSE%20TO%20QUESTIONS%20FROM%20SIAS.ashx?App=Announcement&FileID=624479>

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