For Immediate Release

中国远洋控股股份有限公司
China COSCO Holdings Company Limited

China COSCO Announces 2009 Annual Results

Highlights:

- Revenues of the Group for 2009 were RMB 68.46 billion, down 48.1% YoY.
- Profit attributable to equity holders of the Company for 2009 was RMB -7.47 billion, down 164.3% YoY.
- Both the basic and diluted earnings per share for the year of 2009 amounted to RMB -0.73 yuan.

[22 April 2010, Hong Kong] China COSCO Holdings Company Limited ("China COSCO" or "the Group", HKEx:1919, SSE:601919), a leading global provider of integrated shipping and logistics services, today announced its financial results for the year ended 31 December 2009.

In 2009, the global shipping industry was hit hard by the global financial crisis. The Group's container shipping and dry bulk shipping businesses suffered a great blow. The Group weathered these challenges and difficulties by actively developing new markets and strictly controlling costs to minimize its loss.

In 2009, the Group's revenues reached RMB 68.46 billion, down 48.1% year-on-year ("YoY"). Profit attributable to equity holders of the Company was RMB -7.47 billion, down 164.3% YoY.

Review of Operations by Segment

Container Shipping and Related Businesses

In 2009, total cargo volume of the Group's container shipping and related business amounted to 5,234,292 TEUs, representing a decrease of approximately 9.6% over last year. Revenues of the container shipping segment (excluding the income from vessels chartered out) reached RMB 21.2 billion, down 43% YoY.

In 2009, the Group promptly responded to the precarious conditions of the container shipping market by controlling fuel oil costs, container management costs and other management costs. The Group also restructured and reallocated the capacity of its container vessels in response to the market situation. The Group further expanded and strengthened its portfolio of key customers and direct customers and actively secured high margin cargo sources in order to maintain market share. The Group seized market opportunities to actively implement rate recovery plan with an aim to shape a rational marketplace. Capitalizing on the booming domestic demands driven by the economic stimulus policy in the PRC, the Group captured domestic trade opportunities. The Group proactively implemented the measure of increasing number of vessels and reducing speed in order to absorb shipping capacity and control the consumption of fuel. The Group further strengthened its cooperation with CKYH through centralizing ship arrangement, optimizing port sequences, promoting cooperation with feeders and inland transporters and improving Vessel Pool Plan continuously.

As at 31 December 2009, the Group had 146 container vessels with a total capacity of 561,038 TEUs in operation, representing an increase of 13% as compared to the end of 2008. However, excluding the chartered-out capacity, capacity of its fleets decreased by 1.7% as compared with last year. In 2009, the Group had not placed new orders of vessels. As at the end of 2009, the Group had an orderbook of 54 container vessels with a total capacity of 414,926 TEUs.

Dry Bulk Shipping Business

In 2009, shipping volume of the Group's dry bulk shipping business amounted to 271.54 million tons, down 7.36% YoY. Dry bulk shipping turnover was 1.4 trillion ton-nautical miles, down 6.67% YoY. Of the total dry bulk shipping volume, coal shipping volume reached 85.13 million tons, down 4.72% YoY; metal ore shipping volume reached 122.43 million tons, down 0.73%; shipping volume of other cargos reached 63.98 million tons, down 20.44%. Revenue of dry bulk shipping business reached RMB 27.37 billion, down 61.8% YoY.

In response to the enormous changes in the international dry bulk shipping market, the Group adopted a conservative approach and captured market opportunities to optimize the structure of its dry bulk fleet. The Group also focused on soliciting quality customers and securing cargo sources, in line with its plan to develop key accounts. Management processes were streamlined to reduce operating costs. In addition, risk management measures were reinforced to closely monitor customers' credit risks.

As at 31 December, 2009, the Group operated 439 dry bulk vessels, with a total of 36,572,031 DWT. The Group owned an orderbook of 30 dry bulk vessels, with a total of 4,377,000 DWT. This comprises 4 VLOC with a total of 1,190,000 DWT, 8 Capesize vessels with a total of 1,640,000 DWT, 11 Panamax vessels with a total of 1,148,000 DWT and 7 Handymax vessels with a total of 399,000 DWT.

Logistics Business

In 2009, the Group's logistics business maintained a favorable development trend.

Project logistics of the Group achieved significant progress through the establishment of a land transportation platform for oversized cargos, fleets of self-motivated barges and an international vessel chartering center for project logistics.

For the product logistics, the Group focused on exploring new markets, extending its scope of services and optimizing its service model with an aim to cultivate its high-end service capabilities. The Group further consolidated its leading position in the specialized logistics segment and built its reputation in the domestic and international markets.

For the shipping agency business, the Group leveraged on its well-rounded marketing framework and formulated proposals targeting core customers. Through the interaction with clients and sharing of information, the Group strengthened its cooperative relationship.

For the freight forwarding business, the Group utilized the FOCUS information system to enhance the quality of service and to develop its integrated freight forwarding operations, providing its customers with comprehensive and high-tech freight forwarding services.

Revenue for project logistics recorded a slight decrease in 2009. This was primarily due to the end of a number of large projects in project logistics. In addition, most newly initiated nuclear projects were only in the preparation stage. However, as there is continuous expansion of project logistics in new markets, this sector will undergo substantial changes. For product logistics, net revenue of chemical logistics increased 36%; net revenue of home appliance logistics deceased 13%.

Terminal and Related Businesses

During the period under review, the Group's terminal business remained stable in general. The Group adjusted its operating strategies and measures, implemented strict cost controls and prudently explored the terminal market in a timely manner in response to market changes. The Group successfully took over the franchise rights for Pier 2 and Pier 3 of the container terminal of Piraeus Port in Greece in October 2009.

As at the end of 2009, the Group held equity interests in 28 terminal joint-ventures, which amounted to 142 berths, and the number of terminals in which COSCO Pacific held interests increased to 6. Container terminal throughputs in which the Group held interests were 43.55 million TEUs, down 5% YoY, above the average in the container terminal industry. Currently, COSCO Pacific owns 6.1% global container terminal market share, maintaining its ranking as the fifth largest global terminal operator.

Container Leasing Business

For container leasing, Florens, a subsidiary of COSCO Pacific, maintained its after-sales entrustment management model. As a result, the Group controlled its fleet size effectively and continued to be ranked as the second largest container leasing company in the world, accounting for approximately 14.3% of market share of global container leasing business. This represents an increase of 0.7 percentage point as compared with 13.6% in 2008. The average container leasing rate through 2009 remained higher than that of its peers.

Outlook

The Group expects the shipping industry to be in the recovery stage in 2010, while the market will continue to fluctuate. With developments in the global economy and the rise of emerging markets, the centre of the shipping sector is expected to shift to the developing countries. The Asian regions, particularly the PRC, are expected to have stronger presence in the shipping sector in the post financial crisis era.

Market demand for the container shipping market is likely to pick up again. However, as more time is required for the demand-supply structure to adjust itself, there will still be great pressure in respect of the operating conditions. In respect of dry bulk shipping, demand for raw materials such as iron ore and coal is likely to rebound. PRC-related factors will bolster the development of dry bulk shipping.

For the logistics business, as the PRC economy continues to grow, in particular, with the gradual implementation of stimulus plans in the PRC, the structure of the logistics industry in the PRC will soon be improved to capture new opportunities for growth.

The future of the container port industry is full of challenges. Yet, the PRC's leading position in global economic recovery will give impetus to the Group's terminal business.

Under the current market situation, China COSCO will actively embrace new challenges by adopting innovative ideas and effective measures and strive for positive results by seizing market opportunities. As COSCO Group's exclusive capital platform, China COSCO will continue to actively facilitate the implementation of overall strategy in accordance with the principle of "overall planning and implementing in phases".

-End-

About China COSCO:

China COSCO Holdings Company Limited ("China COSCO") and its subsidiary, collectively called ("the Group"), is a leading global provider of integrated shipping and logistics services. The Company's current business includes the provision of a wide range of services across the shipping value chain such as container shipping, dry bulk shipping, logistics, terminal operations, container leasing, freight forwarding and shipping agency services. Each business segment of the Company maintains a market leadership. China COSCO operates the world largest dry bulk fleet and the world No. 5 and China No.1 largest container vessel fleet. Its terminal operation and container leasing business rank world No.5 and No.2 respectively, and logistics segment is among the top in China. The Company was listed on the Hong Kong Stock Exchange in June 2005 and Shanghai Stock Exchange in June 2007. As the listed flagship and integrating platform of COSCO Group, China COSCO aims to become a global leading shipping and logistics conglomerate.

Disclaimer:

This press release may contain certain forward-looking information and/or information that is not based on historical data. Reliance on any forward-looking statements involves risks and uncertainties and that, although China COSCO believes that assumptions on which the forward-looking statements are based are reasonable, any or all of those assumptions could prove to be incorrect and as a result, the inclusion of forward-looking statements in this press release should not be regarded as representations by China COSCO concerning future performance of the Group and readers should not place undue reliance on such forward-looking statements. In addition, China COSCO undertakes no obligation to publicly update or revise any of these statements as a result of new information, future events or otherwise.

Media Enquiries:

Ming Dong / Hu Yu / Meng Xiangjun
China COSCO Holdings Company Limited
Tel : 8610-6649-2290 / 2207 / 2208
Email: mingdong@cosco.com
huyu@cosco.com
mengxiangjun@cosco.com

Fung Hon / Eric Yip/ Karin Chan
Christensen International Limited
Tel : 852-2117 0861
Email: fhon@ChristensenIR.com
eyip@ChristensenIR.com
kchan@ChristensenIR.com