

For Immediate Release



China COSCO Announces 2011 Interim Results

2011 Interim Results Highlights:

- Revenues of the Group decreased by 7.8% year-on-year to approximately RMB 42.01 billion.
- Profit attributable to equity holders of the Company was approximately RMB -2.76 billion, down 180.8% year-on-year.
- Basic earnings per share were RMB -0.27.

(25 August 2011, Hong Kong) China COSCO Holdings Company Limited (“China COSCO” or the “Group”) (HKEx:1919, SSE:601919), a leading global provider of integrated shipping services, today announced its interim results for 2011.

The global economic conditions were complicated and volatile in the first half of this year. Performance of international shipping market was lackluster because of the overcapacity problems, increasing costs and lower freight rates. The Group’s operations were impacted by intensified competition in the market. During the period under review, it achieved revenues of RMB 42.01 billion, down 7.8% year-on-year. Profit attributable to equity holders of the Company was approximately RMB -2.76 billion and basic earnings per share were RMB -0.27.

Review of Operations by Segment

Container Shipping Businesses

In first half of 2011, shipping volume of the Group’s container shipping and related business reached 3.24 million TEUs, up 9.8% from the corresponding period of last year. Shipping volume of Asia-Europe route, other international route and the PRC route grew at a double-digit rate. Revenues from container shipping business (excluding the income from vessels chartered out) reached RMB 17.98 billion, representing a decrease of 4.2% year-on-year.

As at 30 June 2011, the Group operated 153 container vessels with a total capacity of 634,835 TEUs, an increase of 3.4% from the year end of 2010. There was no new vessel order in the first half of 2011. As at 30 June 2011, the Group had an order book of 34 container vessels with a total capacity of 270,352 TEUs.

Dry Bulk Shipping Business

In the first half of 2011, the international dry bulk shipping market faced the oversupply problems. A severe imbalance existed in the market due to a number of factors, including a slowdown of the global economy, the austerity measures in China, frequent occurrence of natural disasters, worsened political conditions in some

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regions and excess growth of capacity. The market stayed in the doldrums and ship-owners had to operate in an operating environment which was even worse than the financial crisis. The average Baltic Dry Index (“BDI”) was 1,372 points, representing a decrease of 56.7% year-on-year.

Shipping volume of the Group’s dry bulk shipping business for the first half of 2011 amounted to 136 million tons, down 2.6% from the same period of last year. Dry bulk shipment turnover was 687.6 billion ton-nautical miles, up 0.4% from the same period of the previous year. Revenues from this business segment were RMB 12.23 billion, representing a decrease of 27.0% year-on-year.

As at 30 June 2011, the Group operated a total of 435 dry bulk vessels with a total capacity of 37.87 million deadweight tons (“DWT”). It had an orderbook of 22 dry bulk vessels with a total capacity of 2.31 million DWT.

Logistics Business

The Group maintained competitive edges and leadership in the logistics market in the first half of 2011 by stepping up efforts to expand new projects and maintain good relationship with high-end customers. During the period, the Group achieved revenues of RMB 8.30 billion from this business segment, up 22.5% from the same period of last year. The substantial growth of revenues was mainly attributable to the rapid development of supply-chain logistics business. Profit generated from third-party logistics services has been increasing in recent years. In the first half of 2011, third-party logistics operation contributed 43% of COSCO Logistics’ profit, making it a major profit contributor for COSCO Logistics.

COSCO Logistics will strive hard to remain the most competitive and profitable major integrated logistics service provider.

Terminal and Related Businesses

In the first half of 2011, total container throughput handled by the Group reached 24.25 million TEUs, representing an increase of 19.7% year-on-year. Operating performance of Piraeus Container Terminal S.A. in Greece was encouraging. And it started to generate profit.

Container Leasing Business

The Group’s container leasing business performed well and grew steadily in the first half of 2011. As at 30 June 2011, the size of the Group’s container fleet was 1.71 million TEUs, up 7.3% from a year ago and accounting for 13.0% of the global container leasing market. The average leasing rate of containers during the period was 96.8%, which was higher than the industrial average.

Outlook

Looking ahead into the second half, the global economy will recover at a slower pace and face various uncertainties. Nevertheless, the global economy and the shipping industry will recover and develop amid volatility. In the face of tough market conditions, China COSCO will carefully analyze the market conditions and look for business opportunities in the difficult environment.

On container shipping business, a number of vessels with capacity of 8,000 TEUs or above will be delivered soon. Moreover, demand for shipping services in European countries and the United States was uncertain. Operations of major shipping routes, such as Asia-Europe route and Trans-Pacific route, will be under pressure. However, operations of some secondary shipping routes will be better. Container liner operators

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will capture business opportunities and take initiative to raise freight rates and make peak season surcharges.

As for the dry bulk shipping operation, excess capacity remains the most negative factor in the second half. According to market forecast, the global demand for dry bulk shipping services is expected to grow by 4% only in terms of DWT. Nevertheless, there also exist some positive factors for the dry bulk shipping market in the second half. For example, China is stepping up the development of social security housing projects. In addition, the global demand for thermal coal will increase in the winter and the peak season for grain transportation in North America is coming. Moreover, Japan has to carry out redevelopment projects after the earthquake. On the other hand, considerable increase in capacity will constrain the market recovery.

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About China COSCO:

China COSCO Holdings Company Limited ("China COSCO", together with its subsidiaries collectively known as the "Group"), is a leading global integrated shipping and logistics services provider. The Group provides comprehensive shipping services including container shipping, dry bulk shipping, logistics, terminal operations, container leasing, freight forwarding and shipping agency services. It commands leadership in each of business sector. China COSCO operates the largest dry bulk fleet in the world. Its container fleet is the fourth largest in the world and the largest in China. Its terminal operation and container leasing business are ranked the fifth and the third respectively in the world, while its logistics business is the largest in China. The Company was listed on the Hong Kong Stock Exchange in June 2005 and the Shanghai Stock Exchange in June 2007 respectively. As the financing platform of COSCO Group, China COSCO is determined to becoming a leading global shipping and logistics enterprise.

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.

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