中 海 集 裝 箱 運 輸 股 份 有 限 公 司

China Shipping Container Lines Company Limited *

(A joint stock limited company incorporated in the People's Republic of China with limited liability)

(Stock code: 02866)

ANNOUNCEMENT OF THE FINAL RESULTS FOR THE YEAR ENDED 31 DECEMBER 2012

FINANCIAL HIGHLIGHTS (UNDER HKFRS)

- Revenue amounted to RMB32,551,070,000
- Profit attributable to equity holders of the Company amounted to RMB524,921,000
- Basic profit per share amounted to RMB0.045
- Loaded container volume amounted to 8,030,428TEU in the year 2012

The board of directors (the "**Board**") of China Shipping Container Lines Company Limited (the "**Company, CSCL**") is pleased to present the audited consolidated results prepared under Hong Kong Financial Reporting Standards ("**HKFRS**") of the Company and its subsidiaries (the "**Group**") for the year ended 31 December 2012 (the "**period**"), together with the audited comparative figures for the year ended 31 December 2011.

CHAIRMAN'S STATEMENT

In 2012, the container shipping market was trapped in a complicated situation caused by unstable global economy which was unseen before in past years and made market extremely volatile. Container transportation demand gradually picked up from the doldrums at the beginning of the year. Freight rates recovered since the end of the first quarter and even temporarily moved upward, with freight rates of some trade lanes reaching historical heights in the third quarter, but ultimately lost momentum in the fourth quarter due to weak demand in European markets. On the negative side, new capacity kept entering the market, despite the supply-demand pressure on trade lanes was relieved to a certain extent due to container liners adopting such policies as slow steaming, idling transportation capacity and adjusting fleet structure, but in general the oversupply situation failed to reverse.

In the face of such complicated and competitive market conditions, the Group conducted thorough research on market trends and adopted practical and effective measures, grasped market opportunities and strived to enhance efficiency, thus achieving relatively good results within the industry, and turned losses into profits.

For the year 2012, the Group's revenue was RMB32,551,070,000, representing an increase of 15% compared with 2011. The Group's loaded container volume was 8,030,428TEU, representing an increase of 8% compared with 2011. Profit attributable to equity holders of the Company was RMB524,921,000, and basic profit per share was RMB0.045.

OPERATION REVIEW

In 2012, the Group kept up with market changes and based on analysis of market conditions, grasped opportunities arising from volatile markets and flexibly adapted a series of measures to enhance efficiency. Rational analysis of the market was conducted and focus was placed on trade lanes efficiency as shipping capacity was flexibly allocated. Guided by market and customer demand, marketing campaign was strengthened and cargo source was optimized. Market changes were closely followed and stability and recovery plans for freight rates were formulated in a timely manner, which enhanced efficiency of trade lanes. We stayed on top of market rhythm and enhanced the adjustment and optimization of our container vessel fleet structure. Refined management was thoroughly implemented while costs and expenses were strictly controlled. The "Large Cooperation" strategy was also implemented, which strengthened collaboration with external parties and improved the trade lanes network.

As at 31 December 2012, the total shipping capacity of the Group's fleet was 595,000TEU, representing a decrease of 1.4% compared with the same period last year. During the period, two vessels (each with capacity of 14,100TEU) and four new vessels (each with capacity of 4,700TEU) were delivered for use. Also, fleet structure was further optimized as the Group stepped up its processing efforts in surrendering leases of old and small vessels. The stabilization of the total shipping capacity of our fleet also helped relieve the Group's pressure to digest new shipping capacity amidst stagnant conditions within the industry.

During the period, the Group made flexible adjustments to trade lane distribution according to actual demand. Shipping capacity input of the East and the West trade lanes were adjusted, the network coverage of the South and the North trade lanes were improved and collaboration with external parties in domestic lanes was strengthened, further optimizing its trade lane distribution. The Group also continued to promote the implementation of the "Large Cooperation" strategy and expanded the scope of collaboration with other shipping companies, thus diversifying our trade lane products, expanding our service area and enhancing the quality of our trade lanes.

In the second half of 2012, in order to cope with the Company's plan to adjust and optimize the container structure, the Group took advantage of the opportunity when prices for second hand containers were high and sold a proportion of its self-owned containers which were acquired at bottom price of their value, realizing larger appreciation in value and reflecting the Company's enhanced ability to manage its assets. Self-owned containers accounted for 49% of total containers before the sale and went down to the current 18%, providing the Company with the opportunity to purchase new containers at the right time on the market and ample room to optimize its container structure. As at 31 December 2012, total number of containers possessed by the Group was 1,023,000TEU.

In addition to the foregoing, the Group also strengthened internal control management and enhanced the Company's ability to guard against risk. More resources were allocated to training talent, which expedited the build up of a first-rate vessel crew and provided a good development platform for its staff. The Group lived up to the principles of low carbon operation and greatly promoted green voyage to realize its corporate social responsibility. In 2012, the Group was granted the "Chinese Listed Companies Environmental Responsibility Transportation and Delivery Industry Leadership Award" and the "Top 100 Environmentally Responsible Companies among Chinese Listed Companies Award" of the Top 100 Environmentally Responsible Companies among Chinese Listed Companies Rankings.

FUTURE PROSPECT

Looking ahead to 2013, the global economy on the whole is expected to make a lukewarm recovery. The US economy is fundamentally solid and is expected to stabilize and recover gradually. The European sovereign debt crisis may be mitigated and the European economy is likely to bottom out slowly. Asia will display stable growth trends and emerging economies can be expected to pick up the pace of development, which will increase the proportion of regional trade.

According to predicted figures released by Alphaliner in March this year, 258 shipping vessels with a total capacity of 1,589,000TEU will be delivered in 2013, bringing the new global capacity up by 7.3%, which means the oversupply situation of shipping capacity will see no genuine improvement in the near future. How to tackle such large shipping capacity growth when demand shows no signs of improvement remains a common challenge for shipping companies. After two years of difficult operations, the majority of shipping companies may become more prudent in putting capacity on trade lanes.

Despite freight rates improving at the beginning of 2012 compared with the same period last year, it is still difficult for the shipping container market to remain optimistic in 2013. Uncertainties in areas such as global economy and trade development, volatile fuel prices and competition will continue to hinder the development of the industry.

In 2013, the Group shall calmly analyze market trends, take proactive measures, adjust structure, reduce costs and stabilize growth. We shall explore the market for opportunities and grasp them, enhancing overall efficiency. We shall pick up the pace for the adjustment of our fleet structure at the appropriate time and raise our core competitiveness. Our overseas network construction will be expedited and the trade lanes service network will be improved. We shall collaborate more thoroughly with external trade lanes, integrating resources and lowering costs. We shall also allocate more resources to market expansion and marketing campaign and earnestly implement the high net-worth customer strategy. Cost control shall be refined and by increasing income and reducing costs, the potential method of cost control shall be found. Our extended services shall be improved as we enhance the development of the container terminal business and our comprehensive logistics service capability. We shall also take good care of our employees, carry out our corporate social responsibility and enhance corporate cohesion.

Confronting a constantly evolving and developing container shipping market, the Group will leverage on its healthy financial position to further enhance comprehensive competitiveness and service quality, adapt to new situations, meet new challenges and seek new opportunities for development.

Li Shaode
Chairman

Shanghai, the People's Republic of China
26 March 2013

CONSOLIDATED STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2012

	Note	As at 31 December 2012 RMB'000	2011 RMB'000
ASSETS			
Non-current assets			
Property, plant and equipment		**35,676,940**	37,049,240
Leasehold land and land use rights		**92,981**	95,388
Intangible assets		**28,730**	22,991
Deferred income tax assets		**496,859**	12,593
Available-for-sale financial assets		**362,140**	362,140
Interests in associated companies		**293,965**	257,309
Interests in jointly-controlled entities		**1,329,542**	1,294,881
		38,281,157	39,094,542
Current assets			
Inventories		**1,238,030**	1,206,379
Trade and notes receivables	*4*	**2,263,700**	1,801,106
Prepayments and other receivables		**590,406**	237,190
Restricted cash		**1,000**	–
Cash and cash equivalents		**8,830,970**	7,073,273
		12,924,106	10,317,948
Total assets		**51,205,263**	49,412,490
EQUITY			
Equity attributable to ordinary equity holders of the Parent			
Share capital		**11,683,125**	11,683,125
Special reserves		**2,229**	–
Other reserves		**17,041,861**	17,061,062
Accumulated losses		**(2,198,638)**	(2,720,854)
		26,528,577	26,023,333
Non-controlling interests		**945,084**	877,356
Total equity		**27,473,661**	26,900,689

	Note	As at 31 December 2012 RMB'000	2011 RMB'000
LIABILITIES			
Non-current liabilities			
Long-term borrowings		**15,363,812**	10,808,547
Domestic corporate bonds		**1,789,078**	1,786,627
Finance lease obligations		**228,384**	124,648
Deferred income tax liabilities		**11**	31
		17,381,285	12,719,853
Current liabilities			
Trade payables	*5*	**3,883,845**	3,820,428
Accrual and other payables		**778,327**	663,417
Short-term borrowings		**–**	819,117
Long-term borrowings – current portion		**1,528,272**	4,230,182
Finance lease obligations – current portion		**119,634**	194,729
Current income tax liabilities		**15,239**	39,075
Provisions		**25,000**	25,000
		6,350,317	9,791,948
Total liabilities		**23,731,602**	22,511,801
Total equity and liabilities		**51,205,263**	49,412,490
Net current assets		**6,573,789**	526,000
Total assets less current liabilities		**44,854,946**	39,620,542

CONSOLIDATED INCOME STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2012

		Year ended 31 December	
		2012	2011
	Notes	***RMB'000***	*RMB'000*
Revenue	*3*	**32,551,070**	28,246,498
Costs of services	*6*	**(32,791,753)**	(30,370,654)
Gross loss		**(240,683)**	(2,124,156)
Selling, administrative and general expenses	*6*	**(958,246)**	(689,451)
Other income	*7*	**599,535**	182,699
Other gains, net	*8*	**1,212,614**	122,213
Operating profit/(loss)		**613,220**	(2,508,695)
Finance costs	*9*	**(549,131)**	(188,122)
Share of results of associated companies		**39,277**	27,943
Share of results of jointly-controlled entities		**51,166**	42,615
Profit/(loss) before income tax		**154,532**	(2,626,259)
Income tax expense	*10*	**419,078**	(74,214)
Profit/(loss) for the year		**573,610**	(2,700,473)
Profit/(loss) attributable to:			
Owners of parent		**524,921**	(2,743,469)
Non-controlling interests		**48,689**	42,996
		573,610	(2,700,473)
Earnings/(loss) per share for profit/(loss) attributable to ordinary equity holders of the parent (Expressed in RMB per share)			
– Basic and diluted	*11*	**RMB0.045**	RMB(0.235)
Dividends	*12*	**–**	–

CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME

FOR THE YEAR ENDED 31 DECEMBER 2012

	Year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Profit/(loss) for the year	**573,610**	(2,700,473)
Other comprehensive income/(loss)		
Share of other comprehensive income of a jointly – controlled entity	**–**	1,752
Currency translation differences	**(19,451)**	(411,806)
Total comprehensive income/(loss) for the year	**554,159**	(3,110,527)
Attributable to:		
Owners of parent	**505,495**	(3,153,523)
Non-controlling interests	**48,664**	42,996
Total comprehensive income/(loss) for the year	**554,159**	(3,110,527)

1 GENERAL INFORMATION

China Shipping Container Lines Company Limited (the "Company") was incorporated in the People's Republic of China (the "PRC") on 28 August 1997 as a company with limited liability under the Company Law of the PRC. On 3 March 2004, the Company was transformed into a joint stock limited company under the Company Law of the PRC. In 2004, the Company issued overseas public shares ("H Shares"), which were listed on the Main Board of The Stock Exchange of Hong Kong Limited ("Hong Kong Stock Exchange") on 16 June 2004. In 2007, the Company issued PRC domestic public shares ("A Shares"), which were listed on the Shanghai Stock Exchange on 12 December 2007.

The address of the Company's registered office is Room A-538, Yangshan International Trade Center, No.188 Ye Sheng Road, Yangshan Free Trade Port Area, Shanghai, the PRC.

The Company and its subsidiaries (together, the "Group") are principally engaged in owning, chartering and operating container vessels for the provision of international and domestic container marine transportation services, and the operation of container terminals.

These consolidated financial statements are presented in Renminbi ("RMB"), unless otherwise stated. These consolidated financial statements have been approved for issue by the Board of Directors (the "Board") on 26 March 2013.

2 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2.1 Basis of Preparation

These financial statements have been prepared in accordance with Hong Kong Financial Reporting Standards ("HKFRSs") (which include all Hong Kong Financial Reporting Standards, Hong Kong Accounting Standards ("HKASs") and Interpretations) issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA"), accounting principles generally accepted in Hong Kong and the disclosure requirements of Hong Kong Companies Ordinance. They have been prepared under the historical cost convention, except for cash-settled share-based compensation plan which has been measured at fair value as explained in the accounting policies set out below. Disposal groups held for sale are stated at the lower of their carrying amounts and fair values less costs to sell.

Basis of consolidation

The consolidated financial statements include the financial statements of the Company and its subsidiaries (collectively referred to as the "Group") for the year ended 31 December 2012. The financial statements of the subsidiaries are prepared for the same reporting period as the Company, using consistent accounting policies. The results of subsidiaries are consolidated from the date of acquisition, being the date on which the Group obtains control, and continue to be consolidated until the date that such control ceases. All intra-group balances, transactions, unrealised gains and losses resulting from intra-group transactions and dividends are eliminated on consolidation in full.

Total comprehensive income within a subsidiary is attributed to the non-controlling interest even if it results in a deficit balance.

A change in the ownership interest of a subsidiary, without a loss of control, is accounted for as an equity transaction.

If the Group loses control over a subsidiary, it derecognises (i) the assets (including goodwill) and liabilities of the subsidiary, (ii) the carrying amount of any non-controlling interest and (iii) the cumulative translation differences recorded in equity; and recognises (i) the fair value of the consideration received, (ii) the fair value of any investment retained and (iii) any resulting surplus or deficit in profit or loss. The Group's share of components previously recognised in other comprehensive income is reclassified to profit or loss or retained profits, as appropriate.

2.2 Changes in Accounting Policy and Disclosures

New and Amended Standards Adopted by the Group

The Group has adopted the following revised HKFRSs for the first time for the current year's financial statements.

HKFRS 1 Amendments	Amendments to HKFRS 1 *First-time Adoption of Hong Kong Financial Reporting Standards – Severe Hyperinflation and Removal of Fixed Dates for First-time Adopters*
HKFRS 7 Amendments	Amendments to HKFRS 7 *Financial Instruments: Disclosures – Transfers of Financial Assets*
HKAS 12 Amendments	Amendments to HKAS 12 Income *Taxes – Deferred Tax: Recovery of Underlying Assets*

The adoption of the revised HKFRSs has had no significant financial effect on these financial statements.

Issued but not yet Effective Hong Kong Financial Reporting Standards

The Group has not applied the following new and revised HKFRSs, that have been issued but are not yet effective, in these financial statements.

HKFRS 1 Amendments	Amendments to HKFRS 1 *First-time Adoption of Hong Kong Financial Reporting Standards – Government Loans*[2]
HKFRS 7 Amendments	Amendments to HKFRS 7 *Financial Instruments: Disclosures – Offsetting Financial Assets and Financial Liabilities*[2]
HKFRS 9	*Financial Instruments*[4]
HKFRS 10	*Consolidated Financial Statements*[2]
HKFRS 11	*Joint Arrangements*[2]
HKFRS 12	*Disclosure of Interests in Other Entities*[2]
HKFRS 10, HKFRS 11 and HKFRS 12 Amendments	Amendments to HKFRS 10, HKFRS 11 and HKFRS 12 – *Transition Guidance*[2]
HKFRS 10, HKFRS 12 and HKAS 27 (2011) Amendments	Amendments to HKFRS 10, HKFRS 12 and HKAS 27 (2011) – *Investment Entities*[3]
HKFRS 13	*Fair Value Measurement*[2]
HKAS 1 Amendments	Amendments to HKAS 1 *Presentation of Financial Statements – Presentation of Items of Other Comprehensive Income*[1]
HKAS 19 (2011)	*Employee Benefits*[2]
HKAS 27 (2011)	*Separate Financial Statements*[2]
HKAS 28 (2011)	*Investments in Associates and Joint Ventures*[2]
HKAS 32 Amendments	Amendments to HKAS 32 *Financial Instruments: Presentation – Offsetting Financial Assets and Financial Liabilities*[3]
HK(IFRIC)-Int 20	*Stripping Costs in the Production Phase of a Surface Mine*[2]
Annual Improvements 2009-2011 Cycle	Amendments to a number of HKFRSs issued in June 2012[2]

1 Effective for annual periods beginning on or after 1 July 2012
2 Effective for annual periods beginning on or after 1 January 2013
3 Effective for annual periods beginning on or after 1 January 2014
4 Effective for annual periods beginning on or after 1 January 2015

3 REVENUE AND SEGMENT INFORMATION

The chief operating decision-maker has been identified as the Board. The decision-maker reviews the Group's internal reporting in order to assess performance and allocate resources. Management has determined the operating segments based on these reports.

The chief operating decision-maker considers from a business perspective and assesses the performance of container shipping and related business and container terminal and related business.

The chief operating decision-maker assesses the performance of the operating segments based on a measure of operating profit/(loss), which is reconciled to profit/(loss) before income tax. This measurement is consistent with that in the annual financial statement.

Segment assets are those operating assets that are employed by a segment in its operating activities. They exclude investments in associates not related to the segment and deferred income tax assets. Segment liabilities are those operating liabilities that result from the operating activities of a segment. Segment liabilities do not include deferred income tax liabilities and current income tax liabilities.

Unallocated assets mainly represent investments in associates not related to the segment and deferred income tax assets. Unallocated liabilities mainly represent deferred income tax liabilities and current income tax liabilities.

Revenue from the major trade districts and shipping lanes is set out below:

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Pacific	**10,405,292**	8,783,838
Europe/Mediterranean	**8,646,234**	6,604,389
Asia Pacific	**5,996,221**	4,886,381
China Domestic	**6,171,166**	6,210,270
Others	**1,332,157**	1,761,620
Turnover	**32,551,070**	28,246,498

The segment information for the year ended 31 December 2012 is as follows:

	Container shipping and related business *RMB'000*	Container terminal and related business *RMB'000*	Inter-segment elimination *RMB'000*	Group *RMB'000*
Income statement				
Total segment revenue	**32,154,349**	**582,049**	**(185,328)**	**32,551,070**
Less: inter-segment revenue	**–**	**(185,328)**	**185,328**	**–**
Revenue of the Group, from external customers	**32,154,349**	**396,721**	**–**	**32,551,070**
Segment operating profit	**436,096**	**177,124**	**–**	**613,220**
Finance costs	**(506,357)**	**(42,774)**	**–**	**(549,131)**
Share of results of				
– Associated companies	**765**	**757**	**–**	**1,522**
– Jointly-controlled entities	**5,294**	**45,872**	**–**	**51,166**
Segment (loss)/profit before income tax	**(64,202)**	**180,979**	**–**	**116,777**
Unallocated share of results of				
– An associated company				**37,755**
Profit before income tax				**154,532**
Income tax expense				**419,078**
Profit for the year				**573,610**
Other items				
Depreciation and amortisation	**1,454,853**	**81,402**	**–**	**1,536,255**
Additions to non-current assets (other than financial instruments and deferred income tax assets)	**2,346,148**	**119,056**	**–**	**2,465,204**
Statement of financial position				
Segment assets	**44,863,329**	**4,156,229**	**(296,801)**	**48,722,757**
Jointly-controlled entities	**45,812**	**1,283,730**	**–**	**1,329,542**
Associated companies	**65,824**	**20,957**	**–**	**86,781**
Available-for-sale financial assets	**–**	**362,140**	**–**	**362,140**
Total segment assets	**44,974,965**	**5,823,056**	**(296,801)**	**50,501,220**
Unallocated assets				
– An associated company				**207,184**
– Deferred income tax assets				**496,859**
Total assets				**51,205,263**
Segment liabilities	**21,643,887**	**2,373,498**	**(296,801)**	**23,720,584**
Unallocated liabilities				
– Deferred income tax liabilities				**11**
– Current income tax liabilities				**11,007**
Total liabilities				**23,731,602**

The segment information for the year ended 31 December 2011 is as follows:

	Container shipping and related business *RMB'000*	Container terminal and related business *RMB'000*	Inter-segment elimination *RMB'000*	Group *RMB'000*
Income statement				
Total segment revenue	27,908,895	523,969	(186,366)	28,246,498
Less: inter-segment revenue	–	(186,366)	186,366	–
Revenue of the Group, from external customers	27,908,895	337,603	–	28,246,498
Segment operating (loss)/profit	(2,663,225)	154,530	–	(2,508,695)
Finance costs	(140,523)	(47,599)	–	(188,122)
Share of results of				
– Associated companies	2,461	200	–	2,661
– Jointly-controlled entities	1,233	41,382	–	42,615
Segment (loss)/profit before income tax	(2,800,054)	148,513	–	(2,651,541)
Unallocated share of results of				
– An associated company				25,282
Loss before income tax				(2,626,259)
Income tax expense				(74,214)
Loss for the year				(2,700,473)
Other items				
Depreciation and amortisation	1,376,448	81,702	–	1,458,150
Additions to non-current assets (other than financial instruments and deferred income tax assets)	5,502,295	211,016	–	5,713,311
Statement of financial position				
Segment assets	43,613,488	4,115,331	(243,252)	47,485,567
Jointly-controlled entities	41,000	1,253,881	–	1,294,881
Associated companies	66,433	10,200	–	76,633
Available-for-sale financial assets	–	362,140	–	362,140
Total segment assets	43,720,921	5,741,552	(243,252)	49,219,221
Unallocated assets				
– An associated company				180,676
– Deferred income tax assets				12,593
Total assets				49,412,490
Segment liabilities	20,261,181	2,454,766	(243,252)	22,472,695
Unallocated liabilities				
– Deferred income tax liabilities				31
– Current income tax liabilities				39,075
Total liabilities				22,511,801

The directors of the Company consider that the nature of the Group's business precludes a meaningful allocation of the Group's non-current assets of container shipping business to specific geographical segments as they mainly include container vessels and containers which are utilised across geographical markets for shipment of cargoes throughout the world. All of the Group's container terminals are located in the PRC.

No revenue from a single customer or a group of customers under common control derived 10% or more of the Group's revenue for the years ended 31 December 2012 and 2011.

4 TRADE AND NOTES RECEIVABLES

	As at 31 December	
	2012	2011
	RMB'000	*RMB'000*
Trade receivables		
– Fellow subsidiaries	**385,232**	172,495
– Third parties	**1,684,558**	1,285,898
	2,069,790	1,458,393
Notes receivable	**193,910**	342,713
	2,263,700	1,801,106

The aging analysis of the trade and notes receivables based on invoice dates is as follows:

	As at 31 December	
	2012	2011
	RMB'000	*RMB'000*
Within 3 months	**2,240,303**	1,509,191
4 to 6 months	**82,066**	123,301
7 to 9 months	**3,109**	74,682
10 to 12 months	**–**	101,864
Over 1 year	**3,623**	41,036
	2,329,101	1,850,074
Less: provision for impairment of receivables	**(65,401)**	(48,968)
	2,263,700	1,801,106

The carrying amounts of trade and notes receivables approximate their fair values as at the balance sheet dates.

Credit policy

Credit terms in the range within 3 months are granted to those customers with good payment history. There is no concentration of credit risk with respect to trade receivables, as the Group and the Company have a large number of customers, internationally dispersed.

5 TRADE PAYABLES

	As at 31 December	
	2012	2011
	RMB'000	*RMB'000*
Trade payables		
– Fellow subsidiaries	**937,097**	1,083,587
– Third parties	**2,946,748**	2,736,841
	3,883,845	3,820,428

The ageing analysis of the trade payables based on invoice dates is as follows:

	As at 31 December	
	2012	2011
	RMB'000	*RMB'000*
Within 3 months	**3,742,546**	3,522,619
4 to 6 months	**70,593**	106,086
7 to 9 months	**7,898**	68,627
10 to 12 months	**37,792**	123,069
1 to 2 years	**25,016**	27
	3,883,845	3,820,428

The carrying amounts of the trade payables approximate their fair values as at the balance sheet date.

6 COSTS AND EXPENSES BY NATURE

Costs of services, selling, administrative and general expenses are analysed as follows:

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Costs of services		
Container repositioning and management	**8,449,877**	7,583,310
Bunkers consumed	**10,259,746**	9,367,069
Operating lease rentals	**3,371,930**	3,772,534
Port charges	**1,974,880**	1,824,843
Depreciation	**1,497,543**	1,423,229
Employee benefit expenses	**1,436,785**	1,128,050
Utilisation of onerous contracts	**–**	(6,359)
Sub-route costs and others	**5,800,992**	5,277,978
	32,791,753	30,370,654
Selling, administrative and general expenses		
Employee benefit expenses	**579,296**	366,856
Rental expenses	**62,396**	59,118
Telecommunication and utilities expenses	**42,462**	39,038
Depreciation	**29,573**	28,166
Repair and maintenance expenses	**4,235**	4,573
Auditors' remuneration	**13,800**	13,740
Amortisation	**9,139**	6,755
Provision for/(reversal of) impairment of trade receivables	**16,433**	(27,173)
Office expenses and others	**200,912**	198,378
	958,246	689,451
	33,749,999	31,060,105

7 OTHER INCOME

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Interest income	**183,225**	103,870
Government grant related to income	**123,040**	51,690
Refund of value-added tax ("VAT") (Note a)	**267,751**	–
Dividends income from available-for-sale financial assets	**11,497**	10,729
Interest income from loan to a jointly-controlled entity	**–**	395
Information technology services fees	**14,022**	16,015
	599,535	182,699

Note:

(a) For the year ended 31 December 2012, the Company, Shanghai Puhai Shipping Lines Co., Ltd. and Yangshan International Container Storage & Transportation Co., Ltd., subsidiaries of the Group, are entitled to a refund of VAT in accordance with "Circular on Issues Concerning the Transitional Preferential Policies in the Pilot Collection of Value-Added Tax in Lieu of Business Tax in Transportation and Certain Areas of Modern Services Industries", the appendix 3 of Cai Shui [2011] No.111 "Circular on Carrying out the Pilot Collection of Value-Added Tax in Lieu of Business Tax to be imposed on Transportation Industry and Part of Modern Services Industry in Shanghai" ("the Circular").

8 OTHER GAINS, NET

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Gains on disposal of items of property, plant and equipment (Note a)	**1,145,291**	51,210
Compensation	**51,643**	–
Net foreign exchange gains	**15,680**	71,003
	1,212,614	122,213

Note:

(a) During the year, China Shipping Container Lines (Hong Kong) Co., Ltd. ("CSCL HK") and China Shipping Container Lines (Asia) Co., Limited ("CSCL Asia"), subsidiaries of the Group, entered into certain agreements ("the Sale Agreements") with certain container leasing companies ("Purchasers") pursuant to which CSCL HK and CSCL Asia agreed to sell certain containers of the Group ("the Containers") of an aggregate net book value of RMB2,152,086,000 as of the dates when relevant containers were disposed of for a total consideration of RMB3,246,548,000. A gain of RMB1,094,462,000 is recognized in other gains, net, as the terms of the Sales Agreements and Leaseback Agreement are demonstrably at fair value.

The said consideration was agreed after negotiations among CSCL (HK), CSCL (Asia) and the Purchasers with reference to the assets valuation report on the Containers dated 20 September 2012 issued by an independent and qualified PRC valuer, China Tong Cheng Assets Appraisal Co., Ltd.

On the same dates of signing of the Sale Agreements, CSCL (HK), CSCL (Asia) (as lessees) and the Purchasers (as lessor) also entered into leaseback agreements ("the Leaseback Agreements") pursuant to which CSCL (HK) and CSCL (Asia) leased the Containers from the Purchasers for a period of two to four years upon the terms and conditions as contained therein ("the Leaseback Transactions"). Leaseback Transactions are accounted for as operating leases as the Group does not retain the risks and rewards incident to the ownership of the Containers.

9 FINANCE COSTS

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Interest expenses:		
– Borrowings and domestic corporate bonds	**713,203**	342,146
– Finance lease obligations	**29,350**	29,522
Total interest expenses	**742,553**	371,668
Less: amount capitalised in vessels under construction and construction in progress	**(193,422)**	(183,546)
	549,131	188,122

The capitalisation rate applied to funds borrowed and bonds issued generally and utilised for the vessels under construction is 3.75% (2011: 2.29%) per annum for the year ended 31 December 2012.

10 INCOME TAX EXPENSE

	For the year ended 31 December	
	2012	2011
	RMB'000	*RMB'000*
Current income tax		
– Hong Kong profits tax (Note (a))	**2,823**	3,557
– PRC corporate income tax (Note (b))	**62,385**	67,674
Deferred income tax (Note (c))	**(484,286)**	2,983
	(419,078)	74,214

Notes:

(a) Hong Kong profits tax

Hong Kong profits tax is provided at the rate of 16.5% (2011: 16.5%) on the estimated assessable profits of the Group's companies operated in Hong Kong for the year ended 31 December 2012.

(b) PRC corporate income tax ("CIT")

On 16 March 2007, the National People's Congress approved the Corporate Income Tax Law of the People's Republic of China (the "new CIT Law"), which was effective from 1 January 2008. The Company is a joint stock limited company under the Company Law of the PRC and is registered in the Yangshan Free Trade Port Area, Shanghai Pudong New Area. The original CIT rate applicable to the Company was 15%. Under the new CIT Law, the CIT rate applicable to the Company will increase gradually to 25% within five years from 2008 to 2012. The applicable income tax rate of the Company for 2012 is 25% (2011: 24%). Under the new CIT Law, except for certain subsidiaries whose CIT rates will increase gradually to 25% within 5 years from 2008 to 2012, the CIT rates for other subsidiaries have been changed to 25% since 1 January 2008.

Pursuant to relevant CIT regulations, the dividends received by the Company from its overseas subsidiaries are subject to CIT at a rate of 25%.

(c) As at 31 December 2012, the Group recognised income tax assets of RMB485,639,000 and credited to income tax expense for the same amount, in respect of cumulative tax losses amounted to RMB1,942,556,000 ("the Cumulative Tax Losses"), because it is estimated that taxable profits will be available against which the Cumulative Tax Losses will be utilised according to a profit forecast made by the Group.

11 EARNINGS/(LOSS) PER SHARE

Basic earnings/(loss) per share is calculated by dividing the profit/(loss) attributable to owners of parent by the weighted average number of ordinary shares in issue during the year.

	For the year ended 31 December	
	2012	2011
Profit/(loss) attributable to ordinary equity holders of the Company (RMB'000)	**524,921**	(2,743,469)
Weighted average number of ordinary shares in issue (thousands)	**11,683,125**	11,683,125
Basic earnings/(loss) per share (RMB)	**0.045**	(0.235)

Diluted earnings/(loss) per share is the same as the basic earnings/(loss) per share, as the Company does not have any potential dilutive ordinary shares during the year ended 31 December 2012 (2011: Nil).

12 DIVIDENDS

The directors do not recommend a dividend in respect of the year ended 31 December 2012 (2011: Nil).

MANAGEMENT DISCUSSION AND ANALYSIS

REVIEW ON OVERALL OPERATIONAL PERFORMANCE

For the year ended 31 December 2012, the Group recorded a revenue of RMB32,551,070,000, representing an increase of 15.2% as compared with 2011; profit before income tax was RMB154,532,000; net profit attributable to equity holders of the Company amounted to RMB524,921,000. Loaded cargo volume for the whole year amounted to 8,030,428TEU, representing an increase of 8.0% as compared with 2011. For the year ended 31 December 2012, the average freight rate per TEU for international trade lanes of the Group amounted to RMB5,845, representing an increase of 9.2% as compared with 2011. It was primarily due to a temporary recovery of international trade lanes market in 2012 as demand rose and freight rates of main trade lanes made seasonal recoveries. Average freight rate for domestic lanes was RMB1,586, representing a decrease of 4.0% as compared with 2011, which was primarily due to the domestic transportation industry being subject to value-added tax ("VAT") instead of business tax.

As at 31 December 2012, the total shipping capacity of the Group amounted to 594,991TEU, representing a decrease of 1.4% as compared with 2011.

FINANCIAL REVIEW

Revenue

The Group's revenue increased by RMB4,304,572,000, from RMB28,246,498,000 in 2011 to RMB32,551,070,000 in 2012, representing an increase of 15.2%. The increase in revenue was primarily due to:

Increase in volume of loaded cargoes

The volume of loaded cargoes in 2012 amounted to 8,030,428TEU, representing an increase of 8.0% as compared with 2011. It was primarily due to an increase in demand in both international and domestic trade lanes market. The Company adjusted capacity input in a timely manner and optimized network distribution and collaboration with other trade lanes. The loaded container volume for both domestic and foreign trade lanes presented certain increase.

Below is an analysis of loaded container volume by trade lanes:

Principal Markets	**2012** ***(TEU)***	2011 *(TEU)*	**Changes** *(%)*
Pacific trade lanes	**1,313,915**	1,238,811	6.1%
Europe/Mediterranean trade lanes	**1,367,765**	1,177,546	16.2%
Asia Pacific trade lanes	**1,634,489**	1,398,536	16.9%
China Domestic trade lanes	**3,649,670**	3,544,064	3.0%
Others	**64,589**	79,045	-18.3%
Total	**8,030,428**	7,438,002	8.0%

Increase in Freight Rates

The Group's average freight rate per TEU in 2012 amounted to RMB3,909, representing an increase of 8.9% as compared with 2011. Among which, the average freight rate per TEU for international trade lanes amounted to RMB5,845, representing an increase of approximately 9.2% as compared with 2011. In 2012, the container shipping market improved from market conditions in 2011. Market demand recovered temporarily as main trade lanes in Europe and America displayed seasonal recovery, leading to remarkable rebound in international freight rates as compared with the same period last year. Average freight rates for domestic lanes fell by RMB66 as compared with 2011 to RMB1,586, which was mainly due to the domestic transport industry being subject to VAT instead of business tax.

Costs of services

For the year ended 31 December 2012, total costs of services amounted to RMB32,791,753,000, representing an increase of 8.0% as compared with 2011. Due to the effective control of costs by the Group, costs of services per TEU was RMB4,083, which remained the same as 2011.

The increase in the costs of services was due to the following reasons:

- Container and cargo costs amounted to RMB11,230,690,000, representing an increase of 11.8% as compared with RMB10,049,046,000 for the same period of 2011, mainly due to the increase in the volume of loaded cargoes for long trade lanes. The port costs amounted to RMB1,974,880,000, representing an increase of 8.2% as compared with the corresponding period of 2011, primarily because of the increase in international trade lanes capacity. Due to an increase in the volume of loaded cargoes for international trade lanes, the Group's stevedore charges for loaded and empty containers amounted to RMB6,961,286,000, representing an increase of 15.1% as compared with the corresponding period of 2011. Due to an increase in loaded cargo volume for foreign trade lanes, charges for repositioning empty containers and rental fees of containers, the container management cost amounted to RMB2,294,524,000, representing an increase of 5.6% as compared with the corresponding period of 2011.

- Vessel and voyage costs for the period amounted to RMB14,985,642,000, representing an increase of 3.8% as compared with the corresponding period of 2011, mainly due to the increase in fuel costs. During the period, fuel costs amounted to RMB10,259,746,000, representing an increase of 9.5% as compared with the corresponding period of 2011. The increase in fuel costs was mainly due to the continuous increase in international crude oil price. The "fuel price lock-in" policy adopted in 2011 by the Group offset part of the effects from the increase in oil price.

- During the period, sub-route and other costs amounted to RMB6,575,421,000, representing an increase of 11.7% as compared with the corresponding period of 2011. The increase was mainly due to the increase in door-to-door transportation services provided by the Group, which led to an increase in the sub-route shipping volume.

Gross loss

Due to the above reasons, the Group recorded a gross loss of RMB240,683,000 in 2012 (2011: gross loss of RMB2,124,156,000).

Income tax expense

From 1 January 2012 to 31 December 2012, the corporate income tax ("CIT") rate applicable to the Company was 25%. Under the new CIT law, except for certain subsidiaries whose CIT rates will increase gradually to 25% within 5 years from 2008 to 2012, the CIT rates for other subsidiaries have been changed to 25% since 1 January 2008.

Pursuant to relevant new CIT regulations, the profits derived from the Company's foreign subsidiaries shall be subject to CIT when dividends were declared by its foreign subsidiaries. The Company uses an applicable tax rate according to relevant CIT regulations to pay the tax on profits of the foreign subsidiaries.

Selling, administrative and general expense

For the year ended 31 December 2012, the Group's selling, administrative and general expenses were RMB958,246,000, representing an increase of 39.0% as compared with 2011. It was primarily due to an increase in employees' salaries and greater change to the fair value of share appreciation rights granted to employees as compared with the same period last year.

Other gains, net

For the year ended 31 December 2012, the Group's other gains, net was RMB1,212,614,000, representing an increased by RMB1,090,401,000 as compared with 2011. It mainly consisted of gain from the disposal of a proportion of self-owned containers by the Company.

Profit/loss attributable to equity holders of the Company

Due to the above reasons, the profit attributable to the equity holders of the Company for the year 2012 was RMB524,921,000, representing an increase of RMB3,268,390,000 as compared with the loss attributable to the equity holders of the Company of RMB2,743,469,000 in 2011.

Liquidity, financial sources and capital structure

The Group's principal sources of working capital are the operating cash inflow and bank borrowings. Cash is mainly used in costs of finance services, new vessels construction, purchase of containers, payment of dividends and the repayment of principal and interest for bank borrowings and finance leases.

As at 31 December 2012, the Group's total bank and shareholder borrowings were RMB16,892,084,000. The maturity profile is spread over a period between 2013 and 2022 with RMB1,528,272,000 repayable within one year, RMB4,387,980,000 repayable within the second year, RMB8,816,735,000 repayable within the third to the fifth year, and RMB2,159,097,000 repayable after the fifth year. The Group's long-term bank and shareholder borrowings are mainly used to finance the construction of vessels and ports.

As at 31 December 2012, the Group's long-term bank borrowings were secured by mortgages over certain containers, container vessels, and port and depot infrastructure with a total book value of RMB6,033,486,000 (as at 31 December 2011: RMB4,930,645,000).

As at 31 December 2012, the Group's bonds payable in ten-year period amounted to RMB1,789,078,000, all proceeds from the bonds were used in the construction of vessels. The bonds were issued with guarantee provided by the Bank of China, Shanghai branch.

As at 31 December 2012, the Group's RMB borrowings at fixed interest rates amounted to RMB3,985,840,000, with annual interest rates ranging from 5.02% to 6.35%. USD borrowings at fixed interest rates amounted to RMB1,393,579,000, with annual interest rates ranging from 3.5% to 4.9% and USD borrowings at floating interest rates amounted to RMB11,512,665,000, with annual interest rates adjusted based on London Interbank Offered Rate. The Group's borrowings are denominated in RMB or USD, and cash and cash equivalents are mainly denominated in these two currencies.

As at 31 December 2012, the Group's obligations under finance leases amounted to RMB348,018,000, with the maturity profile ranging from 2013 to 2019. The amount repayable within one year is RMB119,634,000; the amount repayable within the second year is RMB35,864,000; the amount repayable within the third to the fifth year is RMB118,553,000 and the amount repayable after the fifth year is RMB73,967,000. The Group's obligations under the finance leases are used in the lease of new containers.

Net current assets

As at 31 December 2012, the Group's net current assets amounted to RMB6,573,789,000. Current assets are mainly comprised of inventories of RMB1,238,030,000, trade and notes receivables of RMB2,263,700,000, prepayments and other receivables of RMB590,406,000 and cash and bank deposits and restricted deposits of RMB8,831,970,000. Current liabilities are mainly comprised of trade payables of RMB3,883,845,000, accrual and other payables of RMB778,327,000, current income tax liabilities of RMB15,239,000, long-term bank borrowings due in one year of RMB1,528,272,000, finance lease obligations payable in one year of RMB119,634,000 and provisions of RMB25,000,000.

Cash flows

For the year 2012, the Group's net cash inflow used in operating activities was RMB136,312,000, denominated principally in RMB and USD, representing an increase of RMB2,530,607,000 from net cash inflow used in operating activities of RMB2,394,295,000 in 2011. Cash and cash equivalents balances at the end of 2012 increased by RMB1,757,697,000 as compared with 31 December 2011, mainly reflecting inflow of net cash generated from operating activities, financing activities and investing activities. The cash inflow from financing activities of the Group during year 2012 is mainly from bank borrowings, the above-mentioned capital for the purposes of short-term business and purchase and construction of vessels, containers and port infrastructure.

The following table provides the information regarding the Group's cash flow for the years ended 31 December 2012 and 2011:

Unit: RMB

	2012	2011
Net cash generated from/(used in) operating activities	**136,312,000**	(2,394,295,000)
Net cash generated from/(used in) investing activities	**1,391,750,000**	(5,387,526,000)
Net cash generated from financing activities	**233,437,000**	4,346,749,000
Exchange losses on cash	**(3,802,000)**	(140,051,000)
Net increase/(decrease) in cash and cash equivalents	**1,757,697,000**	(3,575,123,000)

Net cash generated from operating activities

For the year ended 31 December 2012, the net cash inflow generated from operating activities was RMB136,312,000, representing an increase of RMB2,530,607,000 from the net cash outflow of RMB2,394,295,000 in 2011. The increase in the net cash generated from operating activities of the Group was attributable to the improvement in the Group's revenue and the operating profit margin in 2012.

Net cash generated from investing activities

For the year ended 31 December 2012, net cash generated from investing activities was RMB1,391,750,000, representing an increase of RMB6,779,276,000 from the net cash outflow for the year 2011 of RMB5,387,526,000. It was primarily due to the Group's reduced investment expenditure in vessel construction and a significant increase in cash inflow from the disposal of a proportion of self-owned containers in 2012.

Net cash generated from financing activities

For the year ended 31 December 2012, net cash generated from financing activities was RMB233,437,000, representing a decrease of RMB4,113,312,000 as compared with the net cash generated from financing activities of RMB4,346,749,000 in 2011. In 2012, Group's bank borrowings amounted to RMB11,010,034,000, repayment of bank borrowings amounted to RMB9,930,172,000 and repayment of principal of finance leases amounted to RMB239,788,000.

Average turnover days of trade and notes receivables

As at 31 December 2012, the gross balance of trade and notes receivables of the Group amounted to RMB2,329,101,000, representing an increase of RMB479,027,000 as compared with 31 December 2011, and the balance of trade receivables from related parties amounted to RMB385,232,000, representing an increase of RMB212,737,000 as compared with 31 December 2011. It was primarily due to the Group's revenue increasing by 15.2% in 2012 as compared with last year, which led to an increase of balance of trade receivables. However, as the Group strengthened collection management of receivables, the average turnover days of trade and notes receivables in 2012 was lower than that of last year.

Gearing ratio

As at 31 December 2012, the Group's net gearing ratio (i.e. net debts over shareholders' equity) was 37.1%, which was lower than 40.5% in 2011. The decrease in gearing ratio was mainly due to: On one hand, better operations led to increased cash amounts; on the other hand, profits increased the Company's net assets for 2012. These factors led to the decrease in net gearing ratio.

Foreign exchange risk and hedging

Most of the revenue of the Group are settled in USD. The Group recorded a net exchange gains of RMB15,680,000, which was mainly due to fluctuations of US and EU currency exchange rates and the exchange difference which was charged to shareholders' equity amounted to RMB19,451,000. The Company will continue to watch closely the exchange rate fluctuation between RMB and major international currencies, convert net foreign cash inflows from operating activities into RMB in a timely manner so as to minimize the losses brought by foreign exchange fluctuations, and take appropriate measures where necessary to reduce its foreign exchange risk.

Capital expenditure

During the year ended 31 December 2012, the Group's expenditures on the purchase of container vessels and vessels under construction amounted to RMB1,977,592,000, expenditures on purchase of containers amounted to RMB62,680,000, expenditures on other production infrastructure, office equipment and motor vehicles amounted to RMB74,835,000, and equity investments amounted to RMB19,800,000.

Commitments

As at 31 December 2012, capital commitments of the Group which had been contracted but not provided for in relation to vessels under construction were RMB4,515,252,000; contracted but not provided and authorised but not contracted investment commitments were RMB426,200,000. Furthermore, the operating lease commitments of the Group relating to land and buildings, and vessels and containers are RMB125,520,000 and RMB10,863,214,000, respectively.

Contingent liabilities

As at 31 December 2012, the Group had provisions of RMB25,000,000 credited as legal claim. Except for this, the Group had no other contingent liabilities.

Employees, training and benefits

As at 31 December 2012, the Group had 4,806 employees. Total expenses were approximately RMB2,008,017,000. In addition, the Group had entered into contracts with a number of subsidiaries of China Shipping (Group) Company ("China Shipping (Group)"), pursuant to which these subsidiaries provided the Group with approximately 3,210 crew members in total who mainly worked on the Group's self-owned or bare boat chartered vessels.

Remuneration of the Group's employees includes basic salaries, other allowances and performance-based bonuses. The Group has adopted a performance-linked bonus scheme for its employees. The scheme links the employees' financial benefits with certain business performance indicators. Such indicators may include, but not limited to, the profit target of the Group.

Details of such performance-linked bonus scheme vary among the employees of the Group. The Group sets out certain performance indicators for each of its subsidiaries to achieve and formulate detailed performance-based remuneration policies according to its own circumstances.

The Group has adopted a compensation scheme on 12 October 2005 and amended the same on 20 June 2006, 26 June 2007 and 20 June 2008, which is to be satisfied by cash payments and is share-based, known as the "H Share Share Appreciation Rights Scheme" ("**Rights Scheme**"). The fair value change of the rights is recognised as an expense or income of the Group. According to the Rights Scheme, the senior management, heads of operation and management divisions, and the general managers and deputy general managers of the subsidiaries of the Company, might in the future be entitled to the compensation in the form of cash payment, which is calculated based on the appreciation in the price of the Group's H share from the date of grant to the date of exercising the rights.

The Group has organized and implemented various trainings for our internal employees, including trainings on Safety Management System (SMS) for crew management division and management courses for middle and senior leaders.

PURCHASE, SALE OR REDEMPTION OF THE LISTED SECURITIES OF THE COMPANY

Neither the Company nor any of its subsidiaries has purchased, sold or redeemed any of the Company's listed securities for the year ended 31 December 2012.

AUDIT COMMITTEE

The audit committee of the Company is comprised of two independent non-executive Directors, namely Mr. Wu Daqi and Mr. Shen Kangchen, and one non-executive Director, namely Mr. Wang Daxiong. The Group's final results for the year ended 31 December 2012 have been reviewed by the audit committee of the Company.

CODE ON CORPORATE GOVERNANCE PRACTICES AND CORPORATE GOVERNANCE CODE

The Code on Corporate Governance Practices (the "Code on Corporate Governance Practices") as set out in Appendix 14 of the Rules Governing the Listing of Securities on Hong Kong Stock Exchange (the "Listing Rules") has been revised and amended as the Corporate Governance Code (the "Corporate Governance Code"), and has become effective since 1 April 2012. The Board confirms that the Company has complied with all code provisions of the Code on Corporate Governance Practices (from 1 January 2012 to 31 March 2012) and the Corporate Governance Code (from 1 April 2012 to 31 December 2012) during the year ended 31 December 2012.

MODEL CODE FOR SECURITIES TRANSACTIONS

The Company has adopted a code of conduct regarding securities transactions by directors and supervisors on terms no less exacting than the required standard set out in the Model Code for Securities Transactions by Directors of Listed Issuers (the "Model Code") as set out in Appendix 10 to the Listing Rules. Having made specific enquiry of all directors and supervisors of the Company, the Company has confirmed that its directors and supervisors have complied with the required standard set out in the Model Code regarding securities transactions by directors and supervisors.

DISCLOSURE OF INFORMATION

This announcement is published on the website of Hong Kong Stock Exchange at http://www.hkexnews.hk and the Company's website at http://www.cscl.com.cn. The annual report for the year ended 31 December 2012 containing all the information as required by Disclosure of Financial Information as set out in Appendix 16 to the Listing Rules will be dispatched by the Company to its shareholders and published on the aforesaid websites of Hong Kong Stock Exchange and the Company in due course.

By Order of the Board
China Shipping Container Lines Company Limited
Li Shaode
Chairman

Shanghai, the People's Republic of China

26 March 2013

The Board as at the date of this announcement comprises of Mr. Li Shaode, Mr. Xu Lirong, Mr. Huang Xiaowen, Mr. Zhang Guofa and Mr. Zhao Hongzhou, being executive Directors, Mr. Zhang Jianhua, Mr. Wang Daxiong, Mr. Ding Nong, Mr. Zhang Rongbiao and Mr. Xu Hui, being non-executive Directors, and Mr. Shen Kangchen, Mr. Jim Poon (also known as Pan Zhanyuan), Mr. Shen Zhongying, Mr. Wu Daqi and Ms. Zhang Nan, being independent non-executive Directors.

* *The Company is registered as a non-Hong Kong company under Part XI of the Companies Ordinance (Chapter 32 of the Laws of Hong Kong) under its Chinese name and under the English name "China Shipping Container Lines Company Limited".*